

**CBJ Docks and Harbors Board**  
**Harbor Fee Review Committee Meeting Minutes**  
**For Wednesday December 2nd, 2015**

- I. Call To Order – Budd Simpson called the meeting to order at 12:00 p.m. in CBJ room 224.
- II. Roll Call – The following members were present: Tom Donek, David Lowell, Bob Janes, and Budd Simpson.

Absent: Robert Mosher

Also present were the following: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Bob Clauder – Operations Maintenance Supervisor, and Dolly Raster – Administrative Assistant III.

- III. Approval of Agenda.

***MOTION By MR. JANES: TO APPROVE THE AGENDA AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.***

*Motion Passed With No Objection*

- IV. Approval of November 4th, 2015 Harbor Fee Review Committee minutes. Hearing no objection, the November 4th, 2015 Harbor Fee Review minutes were approved as presented.

- V. Public Participation on Non-Agenda Items – None

- VI. Unfinished Business - None

- VII. New Business –

1. Assigned Moorage Credit (05 CBJAC 20.025)

- 7/2007
- A fee credit applied to the account of a person with a moorage assignment that makes their private shorepower connection available for temporary moorage assignments.
- The credit shall be equal to the daily shorepower access fee charged.

Mr. Uchtyl said this regulation allows for a credit to a slip holder who makes available their private shorepower connection for temporary moorage assignments (hot berth). There has been discussions about whether this should be incentivized more so slip holders will notify the Harbormaster when they are going to be out of their slip. The idea for this would be able to fill more berths especially at Statter Harbor where there is a shortage of space. Currently a slip holder is compensated the daily electric charge only. Mr. Uchtyl said staff recommends not to make available any type of incentive for a stall holder in the way of a credit for moorage. With the 750 reserved moorage slips, this would be very hard to track what the compensation would be.

Committee Questions-

Mr. Donek asked if the shorepower rate is the current rate Docks & Harbors is charged?

Mr. Uchtyl said those rates were established a couple of years ago.

Mr. Donek suggested to check and make sure this is a current rate.

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Mr. Uchytel said the electricity rate will come up in a future meeting.

Mr. Donek said with Statter Harbor so congested in the summer it would be nice to have an incentive for slip holders to notify the Harbormaster when they will be gone. He asked if the other Harbors has a shortage of stalls where this would be a needed incentive?

Ms. Raster said for 48' to 58' size vessels. There are limited stalls that can accommodate this size vessel.

Public Discussion –

Paul Swanson, Juneau, AK

He said he can understand that it would be more work for the staff to be able to give the person who has the assigned moorage credit, but they still have to charge the person in that slip so he doesn't see why there can't be a flat percentage given to that person who has the permanent slip. He also thinks when a slip holder pulls his boat for six months there should be some credit given. He does not agree with the double charging.

Mr. Simpson asked if Mr. Swanson had an assigned slip at Statter Harbor?

Mr. Swanson said yes he does.

Mr. Simpson asked Mr. Swanson if he takes his boat out in the winter and if someone else is in his stall for the winter?

Mr. Swanson said yes they do.

Mr. Simpson asked if that person has power?

Mr. Swanson said he shuts his power off with AEL &P and the person in that stall would need to have the power turned on in their name to have power.

Committee Discussion/Action-

Mr. Janes said with Statter Harbor being so busy and congested in the summer months, Docks & Harbor owes it to the permanent stall holder to give a moorage credit. This will help in management of the stalls for transient moorage in the summer. He believes there could be a management system that would not be burdensome on staff and provide a better service to the customers at Statter Harbor. He would like to provide staff with his idea on a management plan. He said this is a subject that needs to be considered.

Mr. Lowell asked if this credit exists presently?

Mr. Uchytel said currently a slip holder is only compensated when someone else uses their power. Does this regulation need added language to allow for a moorage credit also? A slip holder is not required to notify the Harbormaster of them leaving their slip unless they are going to be gone for more than 96 hours. If someone was compensated when their slip was hot berthed every time they left their slip, it may help with some of the congestion.

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Mr. Donek said a moorage credit was done one time before. He thought this was taken away so rates would not have to be raised. If credits are to be given now, we would need to make sure we are still taking in enough revenue to cover operations.

Mr. Borg said if a stall holder pays annually, they get a break on moorage currently.

Mr. Simpson said that is a policy decision that the Board has made to benefit local residences who are buying monthly or yearly moorage.

Mr. Borg said giving a credit off the already discounted annual rate will chip away at the profit margin. The power credit is easy.

Mr. Donek said there was a time when he was gone from the Harbor and left his power unlocked and when he came back his power bill was higher and no one knew who used it. He can understand why power boxes are locked. A better solution for providing power for transient is to have extra meter bases that aren't used but only for transient. Transients would pay the Harbor directly.

Mr. Borg said there is rarely power issues.

Ms. Raster said there is transient power in every Harbor.

Mr. Janes said hot berthing in the Harbors where there is not enough space is part of the system. Every possibility needs to be looked at to provide as much service as we can. If this costs more, than the rates need to be looked at. He suggested raising a green flag when the customer is out of their stall for at least 24 hours. Any boat that is on a monthly fee basis for hot berthing and they see the green flag, they would be able to park in that stall. There would be no additional charge but because they pay a monthly hot berthing fee they would be able to park there. The stall owner would get a 100% credit for that day they are out of town. This would be consistent summer use. We should not be collecting money for boats tied up five abreast and have to climb over boats. This is a dangerous practice.

Mr. Simpson said he doesn't see any reason all the Harbors are not treated the same.

Mr. Uchtyl said they are different because Statter Harbor is overfull and downtown is manageable.

Mr. Janes suggested to not offer the moorage credit year round, but only in the summer months when the heavy congestion is.

Mr. Simpson suggested to raise the electrical rate a small amount to \$10 to pay for the time to keep track of the credit due. He said this should be a service Docks & Harbors is providing to encourage stall holders to not lock up their power boxes and let staff know when and how long they will be gone so the stalls get used. He would like it applied in all the Harbors.

Mr. Uchtyl said he recommends to only have a moorage credit in Statter Harbor.

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Ms. Raster said she would be in favor of giving a credit to a stall holder at Statter who pulls their boat for the winter.

Mr. Borg said it would be very difficult to keep track of moorage credits on a daily basis.

Mr. Simpson wanted to know if staff doesn't see a problem with how the electric works now if staff would like to leave this in regulation or take it out and have people lock their power boxes.

Ms. Raster said stall holders do call her periodically when they have a higher bill and she will do research to see if someone was in the stall that would have plugged in. She said she issues credit when she can determine someone else was using the stall.

Mr. Lowell suggested a master key for the electric boxes. The stall holder could lock it, but the Harbor would have the ability to allow power if the person needed it.

Mr. Clauder said during normal hours this would work, but not after hours.

Mr. Borg suggested to leave the regulation how it is.

Mr. Simpson asked if the current rates are a daily fee based on the amperage of the particular hook up they have ranging from 20 amp on up, and if that is a fair charge for those services?

Mr. Borg said he will need to look into the kilowatt usage for current pricing to make sure we are charging enough.

Mr. Simpson suggested keeping this regulation as is, but directed staff to look into what the current kilowatt hour rate is with including something for the basic service fee and see how they compare to the rates in this regulation. The Committee will look at this at the next meeting to see if the rates are correct. The credit for moorage will be discussed at another meeting.

Mr. Janes asked to get the moorage credit on the next meeting.

Mr. Uchytel said the moorage credit will fit under this regulation if the Committee decides to add it.

Mr. Donek suggested to look at what other Southeast Harbors are charging for electricity.

Mr. Simpson said to add moorage credit on the next agenda under unfinished business.

NO MOTION

VIII. Future Business -

1. Daily Moorage Fees (05 CBJAC 20.030) - Not Discussed
2. Downtown monthly Moorage Fees (05 CBJAC 20.040) - Not Discussed

IX. Next Harbor Fee Review Meetings - Wednesday January 6<sup>th</sup> at noon.

X. Adjournment - The meeting adjourned at 12:54pm.