

CBJ Docks and Harbors Board
Harbor Fee Review Committee Meeting Minutes
For Wednesday January 25th, 2017

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 (arrived at 12:03), and Budd Simpson.

Absent: Robert Mosher

Also present were the following: Carl Uchytel – Port Director, Dave Borg – Harbormaster, Doug Unruh – Operations Maintenance Supervisor, and Matthew Creswell – Senior Harbor Officer.

III. Approval of Agenda.

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

Motion Passed With No Objection

IV. Approval of January 4th, 2017 Harbor Fee Review Committee minutes.
Hearing no objection, the January 4th, 2017 Harbor Fee Review minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Unfinished Business -

1. Winter Management (05 CBJAC 25.080, 05 CBJAC 25.090, 05 CBJAC 40.050)

Mr. Uchytel said this was discussed at the last fee review. This is three regulations and only one is needed. Staff is recommending deleting 05 CBJAC 25.080 and 05 CBJAC 25.090.

Mr. Simpson said at the last meeting staff said these regulations were duplicative of each other and was administratively confusing. Staff's perspective was the temporary assignment authority was sufficient.

Mr. Borg said deleting the 05 CBJAC 25.080 will also remove the \$100 fee which is charged then credited stated in (a)(1) of this regulation.

Committee Questions-

Mr. Simpson asked if staff was requesting to repeal 05 CBJAC 25.080 and 05 CBJAC 25.090? He asked if any changes were needed to 05 CBJAC 40.050?

Mr. Uchytel said subsection (d) would need to be deleted also because it refers back to 05 CBJAC 25.080 and 05 CBJAC 25.090.

Public Discussion – None

Committee Discussion/Action

MOTION By MR. LOWELL: TO DIRECT STAFF TO REMOVE SECTION 05 CBJAC 25.080 AND 05 CBJAC 25.090 AND SUB-SECTION (D) IN 05 CBJAC 40.050 AND BRING TO THE OPS/PLANNING COMMITTEE FOR REVIEW AND ASK FOR UNANIMOUS CONSENT.

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The Motion passed with no objection.

VII. New Business - None

VIII. Future Business –

1. Shorepower access fee (05 CBJAC 30.010)

Mr. Uchytel said the Shorepower fees have not been raised since 2005. Most patrons that have reserved moorage have a direct account with AEL&P. This fee is applied to patrons that are transients. How would the Committee like to move forward on figuring out what a patron should be paying for electrical fees?

Mr. Donek asked if the daily fees are for the transients?

Mr. Uchytel said yes.

Mr. Donek asked if the monthly fee is used very much?

Mr. Borg said there are several old pedestals that AEL & P is unable to read anymore and the patrons that use those pedestals are charged the flat monthly rate.

Mr. Donek clarified that patrons that have access to a meter usually have an account with AEL&P and are metered?

Mr. Borg said that is correct.

Mr. Uchytel said the first year he had his vessel, the meter was broken and was not serviceable by AEL&P and was charged the monthly flat rate.

Mr. Borg said patrons pay the monthly flat rate fee at Statter Harbor because there are no meters.

Mr. Simpson asked if we have done a current analysis to see if we are recovering our costs from the daily and monthly usage?

Mr. Uchytel said we can perform a current analysis.

Mr. Janes asked if Docks & Harbors is able to collect more for management of the electricity usage or are we mandated to collect exactly what the power costs us?

Mr. Borg we are able to charge more.

Mr. Janes said with the electricity rates not being raised for 10 years there is an argument to raise them even with the fact that AEL&P's rates that we are charged have gone up during this time.

Mr. Borg said the vessels that need the 100/480v are required to get their own account with AEL&P because of the potential to go over our flat rate for that service.

Mr. Donek said with his experience of what he pays for his electrical for his boat, he has a concern with what we are charging a live-aboard in the winter rate isn't enough.

Mr. Borg said we can go back to AEL&P and ask what certain vessels usage was, but we can't do this on the vessels that have their own account with

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AEL&P. He suggested to look at the live-aboard power for 20 vessels and if it comes up higher we need to raise our rates.

Mr. Donek said it does get complicated because some vessels have oil heat. It would depend if a vessel is solely heating with electric or just supplemental heat.

Mr. Borg said there are several variables to look at.

Mr. Janes suggested to look into the fees but not too in depth because of the variables.

Mr. Simpson suggested to break it down as well as staff can and recover expense where we can.

Mr. Borg suggested to look at the kilowatt per hour when this fee was established and what they are currently.

Mr. Uchytel said staff will do research and bring back to the Committee for an action item.

2. Vessel salvage and disposal (05 CBJAC 40.010(g)(1)(ii))

Mr. Uchytel said he has been trying to have Mr. Shattuck attend a meeting to discuss insurance. He will invite him to attend the next OPS/Planning Committee meeting.

3. Boom truck usage fee(05 CBJAC 15.110)

Mr. Uchytel said he recommends to leave this regulation as is, but the boom truck is not used. He is looking into possibilities to lease it out to a private party.

Mr. Simpson asked if the lease holder at the ABLF would want to lease it?

Mr. Borg said he is unsure. The boom truck does not have a lot of lift capabilities and new OSHA requirement will start in April. This is more of a liability than an asset to Docks & Harbors.

Mr. Donek asked if a CDL was required?

Mr. Borg said that is not needed to operate the boom truck.

Mr. Janes asked if the boom truck could be used internally if the OSHA rules change?

Mr. Borg said the OSHA issue is mostly about construction. When an OSHA inspector shows up for an inspection, it is basically his view whether the OSHA rules are being followed. He is working with CBJ Safety to see what the boom truck can and cannot be used for. He would like to be able to lease it out.

Mr. Janes asked if it could be sold?

Mr. Uchytel said he is unsure because it was paid for with a grant.

Mr. Simpson recommended to bring this to OPS/Planning when staff has a specific proposal.

Mr. Donek asked if it could be released back to federal surplus?

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Mr. Uchytel said he believes Docks & Harbors could but there would be a punitive fee involved.

4. Leasing

- Appraisal, lease rent requirements, and dispute resolution (05 CBJAC 50.040)
- Application fees; terms; payment (53.20.030(2))

Mr. Uchytel said this is a general regulation. He suggested to look this over and see if anything should be added to this. There is a \$10.00 application fee that should be changed.

Ms. Larson recommended to look over the review process for the smaller leases. It doesn't make sense to have a \$3,000 appraisal completed when the annual revenue is \$1,000.

5. Daily commercial launch ramp permit

Ms. Larson said currently if someone needed to use the ABLF launch ramp one time, they would need to buy an annual commercial launch ramp permit. Establishing a daily would be better for the one time users.

Mr. Simpson recommended staff bring to the Committee a proposal.

6. Fee for anchoring on CBJ Docks & Harbors tidelands

Mr. Borg said he does not recommend mooring buoys, that would take on a lot of responsibilities he does not want.

Mr. Uchytel suggested to establish a fee for anchoring on CBJ Tidelands. Currently the Lumberman is anchoring on CBJ Tidelands and paying nothing. He suggested a charge of \$.13 per sq/ft.

Mr. Donek asked why other people using CBJ Tidelands have to pay and the Lumberman doesn't?

Mr. Unruh said he remembers with his past experience with the Corps of Engineers that if a vessel was anchored out for a certain amount of time, maybe seven days was okay, but anything beyond that the vessel owner was charged.

Mr. Donek said he would like having something like that in place.

Mr. Simpson said Docks & Harbors should have a system in place for CBJ Tideland use and collect money.

Mr. Borg said the location of the Harbor is why the tidelands where the Lumberman is located is preferred. The Lumberman uses CBJ services, a dock to tie up his skiff for the transportation between his moored vessel and town, water, garbage, and a parking lot for his vehicle, and currently it is used with no fee.

Mr. Uchytel said Mr. Hamilton's boats anchored out will all be gone in April.

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Mr. Donek said a seven day stay is okay, but if someone is living on CBJ tidelands full time, that person should be paying just like everyone else. Docks & Harbors needs a policy in place.

Mr. Janes said we also need a fee for anchoring out.

Mr. Simpson recommended making CBJ tidelands outside the breakwater a place to anchor out with a fee for coming into the Harbor and using the Harbor services. The fee should be less than mooring at a dock.

Mr. Lowell asked if the Lumberman knew he was on CBJ Tidelands?

Mr. Simpson said he thought he was on the State Tidelands.

Mr. Lowell recommended to put buoys on the corners establishing a line where CBJ Tidelands is located.

Mr. Janes said he recommends a policy and a fee.

Mr. Simpson recommended staff bring a policy and fee to the next OPS/Planning meeting for anchoring on CBJ Tidelands and using Harbor services.

IX. Next Harbor Fee Review Meetings –

Mr. Simpson said the next meeting will be February 15th, 2017 at Noon.

X. Adjournment – The meeting adjourned at 1:00 pm