

PORT COMMISSION MEETING – December 27, 2006

The Port of Port Townsend Commission met in regular session in the Commission Chambers, Hudson Point Administration Building, 375 Hudson St, Port Townsend, WA.

Present: Commissioners – Beck, Sokol, Thompson
Executive Director – Crockett
Marine Facilities Director – Radon
Auditor – Taylor
Senior Accountant/Recorder – Hawley
Absent: Deputy Director - Pivarnik
Attorney - Harris

I. CALL TO ORDER

The meeting was called to order at 1:00 PM.

II. APPROVAL OF AGENDA

Upon motion of Commissioner Sokol the agenda was unanimously approved.

III. CONSENT AGENDA

- A. Approval of Minutes – 12/13/06
- B. Approval of Warrants
 - #35892 through #35892 in the amount of \$2,000.00
 - #35893 through #35916 in the amount of \$28,839.19
 - #35917 through #35921 in the amount of \$18,673.90
 - #35922 through #35983 in the amount of \$48,763.40
- C. Resolution No. 481-06 – Authorizing Sale of Abandoned Vessels
- D. Write-off Register

Upon motion of Commissioner Beck the Consent Agenda as written was unanimously approved.

IV. PUBLIC COMMENTS (Not related to agenda)

None

V. OLD BUSINESS

A. Moorage Rate – “Over-wide Vessels”

Mr. Crockett informed that at the December 13, 2006 workshop several different formulas had been presented and discussed because of the increase in moorage rates to over-wide vessels adopted by the Commission as part of the 2007 Budget and scheduled to take effect January 1, 2007. Staff, he said, recommended the formula of over-all vessel length plus one-half of the vessel beam times the established rate per foot used by the Port of Port Angeles at the John Wayne Marina. Using this formula would result in a reduction in the over-wide rate to 123% from the adopted 150% rate for the “Bananas”, the vessel currently raising this issue. Mr. Crockett stated that, per Attorney Harris, a Public Hearing was not needed for a rate change of this nature. Mr. Crockett informed that 2007 was the third and final year for the current moorage rate structure and that a complete market survey would be completed in 2007 as part of the A/B Dock/Commercial Dock Renovation.

Mr. Radon informed that the listing for the over-wide rate had been moved to the bottom of the PTBH Moorage Rate sheet and that the proposed rate formula would be applicable to permanent, monthly guest and nightly guest moorage.

Discussion followed between the Commission and Staff to include starting the 2008 Budget process earlier in the year to develop moorage policies, the fact that the proposed rate change was a more equitable one, various scenarios using the formula and the correlation of actual boat shape, size and pricing, the possible change to square footage based rates and the rate for the over-wide vessel “Bananas”.

Robert Stamm, owner of “Bananas”, expressed appreciation for the time and effort given the topic. He stated that he did not believe that the 150% would work very well. He referenced that the average beam in most non over-wide boats was 1/3 the length and that the rate chart developed by Staff defined a 57 foot boat with having an 18 foot beam. He stated that using 1/2 the beam was a step in the right direction but that using 1/3 would actually be fairer since a 57 foot long by 18-foot wide mono-hulled boat

would not be charged the surcharge, whereas a 57 feet long by 27 feet wide vessel would pay an additional 9 feet in length. Using a square footage pricing method, he continued, was actually the fairest pricing method but he realized that it would result in a berth rent increase. In conclusion, it was his hope that the Commission would consider amending the rate using 1/3 the beam added to the overall length instead of 1/2.

Mr. Taylor provided the information that the 18 foot width was actually intended to calculate more of the square footage of the water and that double moorage slips were actually 36 feet wide and therefore anything over 16 or 17 feet wide would be considered an over-wide vessel.

Mr. Radon informed the maximum beam for a 50-foot long vessel was 16 feet wide as space was needed between two boats.

Discussion took place to include square footage moorage pricing, updating the moorage rate polices, other Ports with similar problems of vintage facilities in need of up-grading, costs associated with upgrading, cost recovery models and the desire for moorage patrons to pay for the upgrade costs instead of the taxpayers.

Commissioner Beck inquired what the rate would be for the “Bananas” if the 1/3 rate was used.

Discussion followed to include the fact that it was important to realize that slip size, not vessel size was being used for rate calculation, that a 16-foot vessel could not be put into 16 feet of water and that the John Wayne Marina was an effective model.

Commissioner Sokol made a motion to adopt the length plus half of the beam for over-wide vessels with the understanding that those were the vessels which would not fit into the standard finger pier slips currently in the Marina and that this rate calculation was for 2007 only, and would begin on January 1, 2007 along with the other new rates.

Discussion followed to include the possibility of using the 33% for one year, the difficulty in using that percentage and that rates be recalculated in 2007, for 2008.

**Commissioner Beck stated that he called for the question.
Commissioner Sokol responded by calling for a vote on the privileged motion.
Motion carried by unanimous vote.**

Commissioner Sokol called for a vote on the motion presented regarding adoption of the over-wide rate based on the John Wayne Marina Model. Motion carried by unanimous vote.

B. Boat Haven Renovation Project

Mr. Crockett updated the Commission on the meeting held with Jon Keiser of PND, the Engineering Firm chosen for the Boat Haven Renovation Project. The meeting was held to begin negotiations on a scope of work, associated costs and contract. A first draft of the scope of work was developed and had been given to the Commission. Mr. Crockett related that all costs were yet to be determined. He asked Commission direction regarding breaking out some of the pre-design elements which might allow the project to begin in January.

Discussion followed to include when the Citizens Advisory Board would first meet, who would be a member of the 12 person board and the sorts of input required from that board, etc.

Gordon Nielson, of the Marine Trades Association, stated that there was great interest in the project amongst the Marine Trades businesses as the renovation would greatly affect them all and that the Marine Trade Association would like to have a representative on the Advisory Board.

Discussion followed to include that two seats on the Board would be reserved for representatives of the Marine Trades and that if the contract was not ready by the

January 10, 2007 Commission Meeting that a Special Meeting could be held. Also discussed was that six meetings were planned with the Advisory Committee. The Engineering Firm would be in attendance at three of those meetings to answer questions.

VI. NEW BUSINESS

None

VII. STAFF COMMENTS:

Mr. Radon stated interest had been shown in the Quilcene floats. He had explained to those interested that the Commission would have to surplus the floats before they could be removed.

Discussion followed to include liability issues of the old and damaged floats, the fact that the floats can not be returned to use anywhere around the waters of Washington State without permits, interest expressed by Coast Oyster and Ray Canterbury, the possibility of retaining two floats and if the floats were salvageable enough to be used at the Hadlock Ramp.

VIII. PUBLIC COMMENTS:

Gloria Bram stated that she was adamantly opposed to singling out one group of tenants for moorage rate changes during a period of time when other rates were already set and believed that the change should be postponed until all rates were adjusted. She stated her understanding that the over-wide rate was based on a vessel being in a slip but that the two boats affected actually were located on the linear dock, which was, in her opinion, a less desirable location since it afforded less protection from the elements, people and other boats. She stated that since the linear dock was a less desirable location the over-wide vessels should receive a discount. She stated that she had heard the rumor that the Port wanted to get the extra-wide boats out of the Marina. She remarked that a trimaran was a unique vessel and, therefore, an attraction to tourists. She stated that since “permanent” moorage rates were listed but that none of the tenants were permanent (they had no lease and were on a “month-to-month” status.) that the language used should be more definitive as the term “permanent” was erroneous. In conclusion, she stated that as some of the tenants had been residents for three, four, six or more years, and were part of the community, that they should be encouraged to stay and given a lease so that they had a measure of security.

Glen Paris Stamm requested clarification on the motion passed. She suggested that after passage a motion should be re-stated. She wanted reassurance that the new over-wide rate would apply to all boats coming into the Port in the future. Of the 31 marinas she had investigated, she said, not one had adopted over-wide rates. Each of the marinas researched also had a 4 to 6 year waiting list. She remarked that she had been a moorage tenant for 10 years and had been waiting for a permanent slip for six of those 10 years. She also expressed her belief that those paying 2/3rds of their income to the Port should be given some consideration and that she had written two letters regarding this matter and had never received a reply.

IX. COMMISSIONER COMMENTS:

Commissioner Thompson inquired whether the new Wooden Boats School Director in Hadlock had been contacted regarding a cooperative venture with the Hadlock floats.

Discussion followed to include history on the boat ramp project, grant monies awarded and then returned due to changes in the Tri-Area GMA resulting from the County Commissioner changes and the continued deterioration of the floats.

Commissioner Sokol commented on a letter received from Bill Wheeler thanking the Port for the economic development funds given for forest management for small owners. He also informed regarding the Coast Guard Post 9/11 Mission presentation given by Coast Guard Senior Chief Butz of the “Osprey” at the Rotary meeting he had attended Wednesday morning.

XI NEXT MEETING: Regular Meeting on Wednesday, January 10, 2007, at 1:00 PM, Workshop Preceding at 9:30 AM in the Commission Chambers, Port Administration Building, 375 Hudson Street, Hudson Point.

XII. EXECUTIVE SESSION

None.

XIII. ADJOURNMENT

The regular meeting adjourned at 1:46 PM there being no further business to come before the Commission.

ATTEST:

President

Secretary

Vice President