

PORT COMMISSION MEETING
OCTOBER 21, 1991

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- have a guy that used to sore his vessel at Dillingham storing his boat here. He said instead of paying \$3000 he could pay \$750 for the whole season.
- Allen- Anymore questions for Stuart.
- John - I have a question. You said you were going to reject the bid from H2W. What is the reason.
- Stuart-They were supposed to bid on per yard basis. The city only has \$107 thousand for our portion of dredging. \$100 thousand is in my budget, \$7 thousand received from FEMA when we had the storm damage last year.
- Allen- On top of that I heard that they were thinking they had to pay big wages, that's why they bid so high.
- Stuart-They thought it was some grand money we received.
- John - All this information wasn't available to them.
- Stuart-They had the bid packet. It wasn't specified. I told Harry Falkener, who is the sub for H2W, that it was City money. A city job, not States.
- John - I'm surprised KNIK, BNC or SONNY'S did not bid.
- Stuart-Sonny's might have talked with H2W to lease their equipment out, therefore they didn't want to get involved because if H2W got the contract, they would definitely have to lease with Sonny's.
- Allen- Anymore questions.
- Stuart-On impounding boats out of the harbor, I have stuck two vans on both doors, and completely sealed off. So it should be just fine.
- Allen- I suggest that Howard winterized the engines, just to covers us. It only takes few drops of oil in the Cylinder, If it freezes up sitting in storage, if winterized we could get more for it.
- George-Will the Owner pay some kind of fee for storage.
- Stuart-\$40 for impound \$5 a day for storage. Like the police department does to their impounded vehicle. We have dozen boats. 4 already claimed, 2 out of the rest should be claimed and the rest burned. One was given to me.
- Allen- Anymore questions.
- John - I move that we except the Port Directors Report
- Bruce- Seconded
- Allen- All in favor.
"AYE"
- Allen- Oppose, Vote Unanimous

VI: COMMENTS OF COMMISSIONER

John - I'd like to comment on the good work that our Port Director is doing. I am very pleased to see our interested City Fathers attending the meeting. Its a very good precedent and I hope that it continues.

Allen- I thought this was a special occasion because of the council members here.

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----- John just took the words out of my mouth. I thought Stuart was doing a great job. I'm just tickled to death. Things are getting done. He is one of the Good City Employee.

IX. PEOPLE TO BE HEARD

Allen- None

X. OLD BUSINESS

ITEM A: PORT ORDINANCE

Allen- We need to get that done, I'd like to see new ones completed before spring.

REGULATIONS : Small Boat Harbor
 Seawall
 Others

Allen- I would like you the commissioners to make up a list of regulation, or write down anything you think should be in on the port ordinance. This section was drafted from scratch. So far the attorney approved our draft. I would like to see the regulations in effect by next season, like the speeding regulation. But we will have problem with enforcing the regulations, because the Police have no time, and the Port people are not law enforcers.

John - So how will we enforce it.

Allen- Find a way with Port department and write citations, or get cooperation of the police department, but they can't be everywhere at once.

John - I think that the last resort we should have because the police just do not have the time.

Allen- In most Ports I know of, they write their own citations, but the problem with that is, the next day, the guy who wrote the citation spends time writing it and bringing it up to the court. So, the way to do this is if we are going to do it, is set it up so the money gets back to the port instead of the general fund.

Stuart-We'll work on that the next meeting.

Buster-I see alot of people speeding out of that small boat harbor. I find that alot of people think the small boat harbor starts as you make the final turn into the main portion of Harbor, not here at the River. So they feel they can speed until that point. There needs to be an education program put forward.

Allen- Yes there is, because the federal law, the coast guard says, that any vessel, no matter what size, where it is, is responsible for any damage that its weight cause. That means any navigable water ways. (more discussed on this subject)

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Port of Whittier discussed and compared.

A discussion of hiring somebody was inflicted because of all the vandalism happening, especially at the small boat harbor.

Stuart-I have been thinking of getting an Office building at the small boat harbor, and hiring 3 full time people. One as a security, one in the office for those coming in to apply for permits, and one other to help out with misc. things.

Allen- The money we get out of the Small boat harbor should be used at the small boat harbor. Does the money go to the general fund.

Stuart-All the money the Port generates goes to the general fund.

Allen- Is there any more discussion for this subject, If not.

ITEM B: WHARFAGE RATES INCREASE

Stuart-As you all know a 5 million dollar money was appropriated from the federal government, a 1.2 million state matching money. which leave us with 686 thousand dollars for local match money we have to come up with. To help generate some money, I propose to raise an overall 25% rate increase on the commodities that pass through the seawall.

----- I thought there was a big fuel thru-put increase already. Did you have a meeting with BFS, KTC, and City about the increases. What happened?

George-With the fuel increase, I have pretty much got negative response, especially to generate \$686 thousand match for the city. There may be \$200 thousand more found in the state to put into the \$1.2 million already appropriated, so we may have only \$486 thousand to match locally. With the fuel thru-put increase fee, we may be able to match that local input requirement.

John - What did Bethel Fuel Sales have to say.

George-Mr. Warren is very interested on maintaining the seawall.

John - I thought we increased the fuel thru-put last year from 1 cent to 2 cent.

George-We're proposing to increase it to 6 cent this year.

Stuart-The problem though is I talked with KTC, and we're competing with Delta Western. LKSD is the biggest consumer every year. Warren charges 5 cent a gallon to store, and with the increase they will be paying 11 cent, therefore it may become uneconomical to store there fuel at the Bethel Fuel Sales. I recommend that we increase it 4 cent just for economical reasons.

Allen- 100 thousand is already allocated to the Small Boat Harbors dredging project.

Small boat harbor discussed, how much it will cost ,and how many times it will be dredged.

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George-Sen. Ted Stevens appropriated the \$5 million for Fiscal Year 92', this is Phase I. Phase II has already started. We had 12 hydrologist, and 4 geologist come in to look at and measure the river and seawall. The next Phase will cost us \$4.4 million for local match to the \$14 million appropriated from the federal government.

John - Why are we fighting this then. Where will we find \$4
George explained that he hopes that Governor Hickel will work it into the state budget for all the years City of Bethel needs it.

More discussion on the Fuel thru-put, and storage.

Stuart-Wharfage rate at Bethel is already pretty high already. If fuel thru-put is raised to 6 cent, wharfage rate on commodities doesn't need to be raised.

Buster-I make a motion to increase the fuel thru-put to 4 cents.

John - seconded the motion.

Allen- All in favor

All - Aye

Allen- Proposal for a 4 cent increase has been passed.

FIVE MINUTE BREAK

Buster-I'd like to add to the motion on the 4 cent increase that we put a designated time limit to the increase.

Stuart-That should depend on what the appropriation we will be getting next year or years to come by.

Buster-Still would like the time limit set on the increase.

Stuart-We already have a contract with BES to either increase or decrease.

George-Let those business' know it's going for a good cause and has a definite life span.

Allen- I will even suggest we write them a letter and inform them what the increase is for.

John - It's a good public relation to keep business' notified.

----- George, do you think its a realistic assumption to believe that the \$6 million and \$15 million will fix the seawall.

How much money is the seawall going to require.

Stuart-It is an on going project. River will not sit still.

Allen- We have discussed this already, but I'd like to stress some more that the seawall needs to set up its own fund, especially for emergency reasons. We need to set an account so we can make a reserve especially for this reason.

George-Stuart, why don't you explain to them what we do in that case.

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Stuart-We file an emergency damage report and submit it to the city, and the city acts on the report, ordering the appropriate departments to do the job.

George-We already have a 4.4 million worth of Rock pile set up.

Stuart talked about the success of the rip rap that was put on the last section of the seawall, and the failure of the pipes. The pipes should be sold and used for the local match up, besides they could end up being a tremendous bill for the dock if anybody gets hurt on them .

ITEM B: WHARFAGE

Stuart-Wharfage rates here in Bethel has not been changed since 1987. Lot of other Ports raise there wharfage. Our wharfage dose not amount to much for the consumer. What is killing them is the handling charges. I propose that we raise the rates 25%, and this would generate \$10 thousand extra a year. I would like to raise the wharfage rate on the inbound fish to \$1 a hundred weight. Processors make alot of money, so they can afford it.

John - that is a significant jump.

Stuart-Yes, but considering that I pay for all bills, and fees and what ever the cost. Other Ports are getting more than penny a pound.

Bruce-It is our biggest renewable resource, and our biggest damage inflicter on our seawall, fence and even water.

More discussion of raising the wharfage rates. Explaining all involved with fish shouldn't complain about paying a little bit more, especially if it will help them have better facilities.

Allen- Draw a motion for this.

John - Draw a full recommendation from Port Director.

Allen- All in favor.

Recommendation from the Port Director was passed without opposition from any of the port commission. And a resolution is to be drafted by the Director, and submitted to the City Council during the public meeting.

ITEM C: STABILIZATION

Allen- During my travels, I have noticed all the stabilization projects that the cities had build, especially at the coast.

One particular I have noticed is at Togiak. It's made of wood and it seems better. Instead of dredging the small boat harbor, every 4-5 years maybe we should follow Togiaks stabilization project.
more on stabilization

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ITEM D: SECRETARY

Allen- It came to our attention that Grant Fairbanks is not accepting because he doesn't have enough time to do a good job of it. So this position is open for anybody that wants it. What the secretary dose or should be doing is discussed. Making sure that the agenda is posted and packets passed out.

John - Without the honor of the title, I would like to volunteer for the position.

Allen- Thank you for your input. The floor is now open for nomination.

----- I Nominate John Hawkins for the position.,

Buster-I second it.

----- I move that the nomination be closed

----- Second it.

Allen- All in favor

John Hawkin respectfully excepted to the position without opposition.

----- Before adjournment I would like to invite Mr. Wintersteen to be our council representative.

Stuart-I would like to ask you to call me in advance what you would like to discuss at the meetings. I will appreciate your input.

Bruce- We should discuss dredging the slough, or where people dock there boats. We shouldn't phase them out just because we have the small boat harbor. I know in the future we will be needing more room.

Allen- Mr. Secretary, The minutes need to be brought to the City Office after you type them out.

Meeting Adjourned