

From: [Jake Bunch](#)
To: [James Pruet](#)
Subject: Re: [EXTERNAL] Off the boat sales fees Pillar Point
Date: Saturday, November 6, 2021 8:11:17 PM
Attachments: [image001.png](#)

Jim,

I appreciate you addressing these concerns with some detail. I very much respect your attention to accountability. While the answers to the questions I'm posing are relevant, I would hope that you would understand and embrace the general spirit of my email. If it needs to be plainly said, here it is: The Harbor Commission and Staff should be tasked with addressing creative new ways to keep the harbor revenue positive, while also addressing ongoing drags on the budget of the SMCHD. It is my opinion that addressing some of the financial drags on the harbor budget will alleviate, to some extent, the need to seek revenue elsewhere. An audit of lost revenue from slip fees seems like a good place to start. Many thanks and I look forward to seeing the data regarding slip fee maximization.

Jake

On Thu, Nov 4, 2021 at 4:11 PM James Pruet <jpruet@smharbor.com> wrote:

Jake, in response to your questions and comments, please see below:

- A. I have staff looking into the following questions and will get back to you:
 1. How many slips in Pillar Point are delinquent on their lease right now?
 2. How much money is being lost to those slip holders?
 3. How many potentially responsible vessel owners are on the wait list for these slips that generate no money each month?
 4. How much money is spent dealing with vessels in disrepair or pulling them off the beach after a storm because their mooring failed or because they sunk in the slip due to negligence?

- B. How has the upper parking lot not been converted to an electronic pay parking lot for people who visit the harbor? How much revenue is being lost to potential nominal fees on parking for people who actually put the 'wear and tear' on the harbor?
 - a. This is an idea being actively discussed and being considered by the District. I want to fist hold a public meeting with the PPH community of the total parking issues, to include fees for parking, at PPH.

- C. With respect to derelict vessels, we are also actively pursuing a program that will address derelict vessels and slip holders that are delinquent on their slip fees. You should see a program/policy in the very near future.

D. With respect to vessels we remove from the beach or breakwater, the District does charge those individuals for that service.

With Respect,

Jim

James B. Pruett, JD, CAPT (USCG (Ret.))

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From: Jake Bunch [REDACTED]
Sent: Tuesday, November 2, 2021 9:30 AM
To: James Pruett <jpruett@smharbor.com>; Melanie Hadden <mhadden@smharbor.com>
Subject: [EXTERNAL] Off the boat sales fees Pillar Point

Hi Jim,

As a player in the 'off the boat' sales market here in Princeton Harbor, I wanted to offer my

feedback on the proposed fees that the commission is considering.

I've been participating in direct sales from my boat, the Sadie K, since 2012. In that time, I have been an exemplary tenant for the harbor. Not one late berth payment. My vessel is clean, well maintained, and insured. I keep my dock safe and clear. I responsibly dispose of oil and trash. I am doing everything right. I am the guy that the harbor wants doing business here.

And yet despite there being a horde of vessel owners delinquent on their berth rent or that cause the harbor to use its resources unnecessarily, I am now being assessed for a large percentage of my gross income as a hard working fisherman and businessman to make up for that. In what world does that make sense, Jim?

To put it in real world terms, the amount I am being asked to pay each year is roughly equivalent to the amount that my wife and I contribute to one of our daughter's college fund annually. How do I make up for that in a time when the fisheries I built my business on are offering less and less opportunity for income and harbor fees (and the cost of doing business in general) are always increasing?

How many slips in Pillar Point are delinquent on their lease right now? How much money is being lost to those slip holders? How many potentially responsible vessel owners are on the wait list for these slips that generate no money each month? How much money is spent dealing with vessels in disrepair or pulling them off the beach after a storm because their mooring failed or because they sunk in the slip due to negligence?

How has the upper parking lot not been converted to an electronic pay parking lot for people who visit the harbor? How much revenue is being lost to potential nominal fees on parking for people who actually put the 'wear and tear' on the harbor?

<https://www.parkingboxx.com/parking-pay-stations>

I would actually like answers to these questions, Jim, because it seems to me there is a lot of lost revenue that could easily be captured in other ways than imposing a tax on the hardest working and most responsible people in the harbor.

Addressing issues like these would reduce use fees that I pay as well as potentially

reducing use fees paid by other businesses in the harbor (fish market, wholesalers)

All that being said, I understand that the commission is going to move forward and vote to implement some form of increased fee for my business. In the end, it doesn't matter if it's a percentage of my business income or a flat fee. They are both low hanging fruit. The right thing to do is to address ALL of the ways the harbor can maximize revenue. And right now, that doesn't seem to be a priority to the commission. Their priority appears to be to tax the hardest working and most responsible cohort of berth holders, with little consideration for alternatives, at a time when we as fishermen see less opportunity on the water and increasing restrictions in every fishery we participate in. That approach will drive away the businesses and the responsible people who keep the slip fees paid every month.

Respectfully,

Jake Bunch



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Jake