

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, June 16th, 2021

Zoom Meeting
<https://bit.ly/2MzyXHr>
or via Phone 1-253-215-8782
Meeting ID: 979 9816 5741
Passcode: 275564

- I. Call to Order** (5:00 p.m. via Zoom)
- II. Roll Call** (James Becker, Lacey Derr, Chris Dimond, Don Etheridge, James Houck, David Larkin, Annette Smith, Bob Wostmann and Mark Ridgway).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)
- V. Approval of Thursday, May 19th, 2021 Operations/Planning Meetings Minutes**
- VI. Consent Agenda** - None
- VII. Unfinished Business**

- 1. Dockage Fee – Next Steps
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TBD

VIII. New Business

- 1. Fee Modification for Tour Sales Permits (05 CBJAC 10.040)
Presentation by the Port Director

Committee Questions

Public Comment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, June 16th, 2021

Committee Discussion/Action

**MOTION: THAT DUE TO THE EXTRAORDINARY ECONOMIC
HARDSHIP FOR CY21, THAT THE FEE FOR TOUR SALES PERMIT BE
REDUCED TO \$1500 FOR THE REMAINDER OF THE CY2021 CRUISE
SEASON FOR ANY COMPANY WHICH WAS PERMITTED IN CY2019.**

IX. Items for Information/Discussion

1. Auke Bay Loading Facility – Update & Needs
Presentation by the Port Director

Committee Discussion/Public Comment

2. Professional Consulting Services for Comprehensive Fee Review
Presentation by the Port Director

Committee Discussion/Public Comment

3. Aurora Harbor Phase III – Planning
Presentation by the Port Engineer

Committee Discussion/Public Comment

4. Fireworks Ordinance – Impact on Harbor Facilities
Presentation by the Port Director

Committee Discussion/Public Comment

5. Harbor Employee Evening Security - Update
Presentation by the Harbormaster

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, July 21st, 2021**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

- I. Call to Order** Mr. Ridgway called the meeting to order at 6:18 p.m. in a Zoom meeting at the Port Directors Office.

II. Roll Call

The following members were present in person or on Zoom meeting: Jim Becker, Lacey Derr, Don Etheridge, David Larkin, Annette Smith, Bob Wostmann, and Mark Ridgway.

Absent: Chris Dimond, and James Houck

Also present at the Port Director's Office: Carl Uchytel – Port Director, Erich Schaal – Port Engineer, Jeremy Norbryhn –Deputy Harbormaster and Teena Larson - Administrative Officer.

III. Approval of Agenda

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

Motion approved with no objection

**IV. Public Participation on Non-Agenda Items –
Mr. Clayton Hamilton, Juneau, AK**

Mr. Hamilton recommended posting paper notices at the top of the Harbor ramps to let patrons know of upcoming Board meeting, rate changes, and the Docks & Harbors newsletter.

V. Approval of Wednesday, April 21st, 2021 Operations/Planning Meeting Minutes.

Mr. Wostmann wanted a correction on page 3 of 13. Instead of “it was determined”, he said “it may be determined”.

Hearing no objection, the minutes of April 21st, 2021 were approved as amended.

VI. Consent Agenda – None.

VII. Unfinished Business – None

VIII. New Business - None

IX. Items for Information/Discussion

1. Harris Harbor Security Gate – Next Steps

Mr. Schaal said staff wanted to bring this back to the Operations Committee for further direction. There was a lot of positive feedback on the gate and he wanted to know the specific features the Board wanted and the speed in which to install the gate. With the current budget constraints there is no money in Harbor operations for this fiscal year. The new fiscal year starts in six weeks but staff would like to keep working on the

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

planning process after staff receives feedback from the Board on what they would like to see in this project.

Committee Discussion

Mr. Etheridge recommended to continue with the design but the Harbors needs money before we can continue with the construction.

Ms. Smith asked if the design includes video cameras at the entrances?

Mr. Schaal said yes, we would like to identify the user of the gate as well as additional lighting.

Mr. Ridgway asked if there is significant cost to continue with the design efforts for this project. We are clearly under budget constraints, is this just staff time or real costs associated with this project. If there are real costs, we should certainly look at not continuing this project in lieu of a budget.

Mr. Schaal said he believes we can continue to move ahead with planning. He would like to continue to get feedback on the amenities like the lock systems, lighting, and cameras. Figure out how to integrate that into the systems we have currently. He does want to work with a local fabricator for a design build and having parts in hand before the real fabrication started. He wants the locks selected to make sure it works with the structure, understand where we are going to go with the cameras so it is wired properly, and know how we will get the data back to the main frames. There is planning and design that can be done now but eventually staff would start to buy components. Staff could have a very robust plan in the next six weeks and then wait until the new fiscal year to start buying components.

Mr. Ridgway commented this will be a great feature added to the Harbor and if it gets to the process to start ordering parts to alert the Board of that before ordering. We may need to slow down things until we figure out funding.

Mr. Wostmann said he is in support of proceeding with this project as fast as we can and as fast as we can find the funding.

Ms. Smith asked if anyone has figured out the cost for this gate and what that translates to for increases?

Mr. Schaal said the \$25,000 estimate is based off the previous Harbormaster's estimate from several years ago. He is happy to put numbers behind the items to get a better cost estimate during design. It will be brought back to a future Operation meeting with more refined features and a better cost estimate. Staff will make sure it meets all the users needs and make sure it falls in the amount of money the Board is willing to spend on this.

Mr. Larkin asked if this design would be made in a way it could be used at the other Harbors also.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

Mr. Schaal said there will be reuseable design features in size and lock control. The approach dock is different at each facility so there will be fine tuning points at each facility.

Ms. Derr said she thinks this is great and would like a gate at all of the Harbors. She would like to echo what other Board members have said about the availability of funding. Even with the new fiscal year coming, our fees are increasing, and we need to raise fees to cover our expense. She would like to see the electricity expense for the gate, lost key fobs and operational expenses. The initial expense might be \$25,000 for the gate, but what is the expense to operate the gate. We need to make sure we have the funds to cover the operational expense.

Mr. Ridgway said this would be a great thing, but we just heard at the last meeting from members of the live-aboards that they are strongly against raising fees. Without raising rates, maybe Harbors can not afford this gate.

Mr. Wostmann said his expectation is that the Board will raise the live-aboard rates but the committee needs to go back and show better justification for the increase. It may be less than originally proposed, but the committee is going to go back and review the rates again.

Public Comment – None

2. Port & Harbor Security Patrol

Mr. Jeremy Norbryhn said he has been working with the Harbormaster to create a new swing shift position with the main focus for this position being security.

This would be for all Docks & Harbors properties going from the Port to Douglas to Amalga. With the help of Mr. Etheridge and JPD, there will be some training to get this started on June 8th. This shift will be from 3:30pm to midnight Tuesday through Saturday. The main focus is security. The person will be detecting and reporting crimes to JPD but they will not stop a crime. This will give a presence in the Harbor in the evening time and they will be able to enforce regulation, write tickets, and question people wandering the Harbor at night.

Mr. Etheridge said the tickets that will be written will cover vehicles parked in the lots without their proper tags, dogs not on a leash, and people not picking up dog waste.

Mr. Ridgway asked if this is an increase in personnel cost, or is this static?

Mr. Norbryhn said this is not an increase. We are moving one staff member currently on the day shift to this shift to see how it works out.

Committee Discussion-

Mr. Uchytel said there will be a little increase in cost. He said giving a little background on our personnel challenges at this time. Our Administrative Assistant III in Aurora Harbor, Jennifer Sims, has resigned, the other Administrative Assistant I in Aurora has resigned, and the seasonal Administrative Assistant I resigned so we are losing all our historical information from that office. We will bring a Seasonal Harbor Officer, Sara

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

Boyd, into the Aurora Harbor office temporarily, who previously worked in that office to help fill the gap as well as looking to hire a seasonal Administrative Assistant I position while we are soliciting for Jennifer Sims replacement. We will be moving staff from Docks to Harbors and then replacing the Docks personnel with bringing back two more seasonal employees. There are a lot of moving parts and there will be a minimal cost associated with this new position.

Mr. Ridgway asked with this new position, in terms of services, what will not be done?

Mr. Norbryhn said early in the new positions work, they will still be able to complete Harbor work, but they would shift to patrolling early in the evening. The plan is for this person to be mobile between the Port, Downtown Harbors, and Statter Harbor.

Mr. Ridgway asked if this includes out the road and North Douglas?

Mr. Norbryhn said they would go to Amalga on occasion, and North Douglas would be a possibility.

Mr. Etheridge said this will be a good addition to our security. He said when he finds someone doing wrong in his patrols, he does not have the authority to ticket but this new person will have that authority and he believes it will be a major addition.

Mr. Ridgway asked in what situations will this person engage, and not engage? He does not want to put Harbor personnel at risk.

Mr. Etheridge said they will work under the same pretence that he does. We are not allowed to confront someone that is breaking the law or put your body inbetween whatever they are doing. If there is a need, we will have direct communication with JPD and can get help if needed. This position will do at night the same as they do in the day, but also patrol and report instances of crime. They should never put themselves in harms way because they are not trained for that.

Mr. Ridgway commented that he sees this as a service with the gate, the ramp, the water, additional personnel patrolling our harbors at night helps everyone but it helps the people that live in our Harbors the most. We do have to pay a salary.

Public Comment - None

3. White Paper – Port of Juneau

Mr. Uchytel said when he met with the Administrator of MARAD, this was the white paper presented. This goes over the background of Juneau and the Harbor needs. He asked the Board members if they had any other ideas to add to this document. Staff meets with USDOT at times and our federal lobbyists set up a meeting with our congressional delegation tomorrow to talk about grant opportunities. This document is a general overview how this Port Director thinks what our needs are and what are Harbors are. He said he has also been having conversations with Economic Development Administration (EDA) who also have grant opportunities that we have never pursued but this was encouraged to pursue from our federal lobbyists.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

Committee Discussion - None

Public Comment – None

X. Staff and Member Reports.

Mr. Uchytel said

- There are three vacant Board positions, Mr. Dimond, Mr. Becker and Mr. Houck. He said Mr. Becker has already re-applied for the upcoming year but if you know people that would like to be on the Board to encourage them to apply.
- There are also the Administrative III, Administrative I, and Seasonal Administrative I vacancy at Aurora Harbor. If you know people with good customer service please encourage them to apply.
- Update on the Cruise Ships – things are looking favorable that we will see a few ships in this calendar year starting late July.
- The Alaska DOT Harbor matching grant program should be fully funded this year and that means we have a good chance to receive \$2M for the north end of Aurora Harbor.
- The Coast Guard intends to give Docks & Harbors an award and he encouraged them to do this at an Assembly meeting on Monday. This is not only for the Lumberman, but also other activity addressing derelicts and oil spills over the years.

Mr. Ridgway asked if there is any information on the UAS property?

Mr. Etheridge said this was going to Finance next and they were looking at loaning Docks & Harbors the funds to buy it at a favorable rate or some other way to fund it.

Mr. Uchytel said we are waiting on the funding options from Finance but the other thing that has happened is the lease extension with UAS which bought some time. He is not sure if the Finance Director is ready to present all the options for this property to the Assembly at this time. He said the next item the Assembly would like to hear is the electrification study that Haight & Associates is conducting. This will go to the Committee of the Whole meeting with the Assembly on June 7th.

Mr. Ridgway asked if the City Manager has a sense of the importance of obtaining this \$2.9M piece of property to continue with Docks & Harbors operations and services that we provide?

Mr. Uchytel said he believes they know the importance, but the Board should continue to let the decision makers know this is a subsidy that merits the support of Docks & Harbors.

Mr. Etheridge said during the COW there was a lot of support but we need to continue to let them know how important this UAS property is.

Mr. Uchytel said there were two ribbon cutting events last week and there were two/one minute video's put together for those events.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, May 19th, 2021

Mr. Schaal showed the video for the downtown new parking area ribbon cutting event and the Statter Harbor passenger for hire float ribbon cutting event. Staff can show these videos to the delegation for MARAD and the DOT representatives what we are doing in Juneau.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – Wednesday, June 16th, 2021

XII. Adjournment: The meeting adjourned at 7:11pm.



Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Docks & Harbors Board
To: CBJ Manager
Date: June xxth, 2021
Re: Dockage Charges - 05 CBJAC 15.030 – Recommended Regulation Change

1. At the May 24th, 2021 meeting, the Assembly directed the Manager “to consider reasons to review the proposed regulation change [for Dockage Charges] again.” This memo provides additional guidance for consideration. Should there be additional courtesies which the Assembly deems necessary, Docks & Harbors is always pleased to provide. The Docks & Harbors Board is guided under Title 85 of CBJ Charter (encl 1), specifically:

- **85.02.100 Schedule of fees and charges.** (a) The board shall, by regulations adopted pursuant to CBJ 01.60, impose a schedule of fees and charges for use of ports and harbors, and facilities designated by the assembly by resolution.
- **85.02.060 General powers.** (a) Subject to state laws and City and Borough ordinances, the City and Borough Docks and Harbors Board shall generally exercise all powers necessary and incidental to operation of all port and harbor facilities in the public interest and in a sound business manner. In particular, and without limitation on the foregoing, the board shall: (1) Be responsible for the operation, development and marketing of municipally owned and operated port and harbors, including such facilities as boat harbors, docks, ferry terminals, boat launching ramps, and related facilities except as designated by the assembly by resolution.

The Docks & Harbors Board interprets this guidance to be uniquely charged to carry out its fiduciary responsibility to set fees and exercise all powers to operate facilities under our charge.

2. The requirement set forth in **ARTICLE II. PROCEDURE FOR ADOPTING REGULATIONS** (encl 2) provide the **CBJ 01.60.200 - Notice of proposed action:**
 - At least 21 days before the adoption of a regulation, the agency undertaking the proposed action shall, at a minimum cause notice thereof to be: (1) Published in a newspaper of general circulation; (2) Posted on the municipal website at an address reserved for notice of all CBJ regulations; (3) Distributed to the municipal clerk and all municipal libraries; (4) Mailed to every person who has filed a written request for notice of the action proposed by the agency; (5) Mailed to every person holding a permit governed by the regulation. (b) The failure to mail notice to a person as provided in this section does not invalidate an action taken by an agency under this chapter.

Docks & Harbors Board certifies this was met and the spirit of this regulation was exceeded through additional outreach including social media, newsletters, radio interviews (encl 3, 4, 5, 6, 7, 8, 9, 10).

3. Docks & Harbors was severely impacted by the pandemic, perhaps more than any other Juneau governmental entity. The Docks Enterprise suffered losses due to no large cruise ships since October 2019. The loss of revenue for the Docks Enterprise and Harbors Enterprise will exceed \$1M from its fund balance before normalcy returns in 2022. It is important to note that when the Board, at its January 2021 meeting,

approved the biennial operational budget there was optimism that cruising would rebounded this calendar year. When the Canadian government announced the closure of its ports to cruise ships, Docks & Harbors began a process to scrutinize all expenditures and evaluate revenue producing fees. The Harbors Enterprise has been significantly challenged due to the pandemic but also to other factors. The following are some FY21 financial stressors directly effecting the Harbor Enterprise balance:

- Revenue Loss - Vendor Booth Sales Permits - \$270,000
- Revenue Loss – Passenger for Hire Charters - \$300,000 (estimated for CY 2021)
- Revenue Loss - Lease Rent for Juneau Tram - \$72,000/annually
- Revenue Loss – FY22 Harbor Moorage Rate Reduction due to negative CY20 CPI - \$25,000/annually
- New Lease Expenditure – Lease Rent Increase UAS Property - \$230,400/annually
- New Lease Expenditure – Auke Bay Loading Facility ROW Encroachment Permit \$18,000/annually

Additionally, harbor patrons are demanding more services, such as:

- Small Boat Harbor Access Security Gates - \$25,000/gate (estimated)
- Rescue Ladders throughout the Small Boat Harbors - \$250K (estimated)
- Expanded and better camera systems (>\$100K)
- Improved parking lot lights (>\$100K)
- After hours security personnel (\$100K/FTE)
- Expansion of the North Douglas Launch Ramp Facility (\$10M-\$20M)
- Rebuilding Aurora Harbor (>\$4M to complete)

4. The resultant waning revenues coupled with an increasingly vocal participation to enhance harbor amenities has led to the Docks & Harbors Board standing up an active Finance Sub-Committee to address concerns as early as January 13th, 2021 (encl 11). The Port Director was requested to propose new “potential rate increase opportunities”. The first discussion of an increase fee was at a publicly noticed Docks & Harbors Finance Sub-Committee meeting on March 3rd, 2021 (encl 12). The original recommendation was specific to 05 CBJAC 15.035 (Reservation Charge Policy) which applies to the Intermediate Vessel Float, the Port Field Office Float, the Inside of the Cruise Ship Terminal and Statter Harbor (encl 13). The fee collected over the past two years (FY18/19) was \$165K/annually and was exclusively paid by yachts greater than 65 feet in length for reservations. Enclosure 14 is the Port Director’s March 17th letter to the Board recommending that the Reservation Charge Policy be doubled. [Note: The proposed regulation change process morphed to 05 CBJAC 15.030 (Dockage Charges) due to the Reservation Charge Policy referencing that the “charges will be assessed as set forth in 05 CBJAC 15.030.”]
5. Chronological summary of Docks & Harbors publicly noticed meetings, with agenda assigned topic:
 - January 13th, 2021 Finance Sub-Committee – *Review of FY21/FY22 costs*
 - March 3rd, 2021 Finance Sub-Committee – *Potential Rate Increase to Reservation Charge Policy*
 - March 17th, 2021 Operations-Planning Committee – *Proposed Fee for Services* (encl 15 & 16)
 - March 25th, 2021 Board Meeting – *Proposed Fee for Services Increase – 05 CBJAC 15.030 Dockage Charge* (encl 17)
 - April 12th, April 19th, April 26th & May 10th, 2021 Juneau EMPIRE *Notice of Proposed Change to Regulations Amendment to Title 05, Chapter 15 Port Fees and Charges* (encl 18)
 - Posted Regulations Changes (encl 19)
 - May 3rd, 2021 Board Meeting – *Preparation for May 19th Public Hearing – Resident Surcharge/Dockage Fee* (encl 20)
 - May 19th, 2021 Special Board Meeting for Public Hearing – *Proposed Rate Increase to 05 CBJAC 15.030 (Dockage Charge)* (encl 21)

The Board approved the Dockage Charge increase unanimously. There was no testimony relating to this regulation change at the Public Hearing. Mr. Russel Peterson and Mr. Drew Green did provide this verbal testimony at the March 25th Board meeting:

- Mr. Russell Peterson, Juneau, AK Mr. Peterson pointed out that the IVF is one of the few places in town that has cable and internet available right on the pedestal and can be hooked up the same day as arrival. Those are two amenities that are no longer available in our Harbors and is a service added since the 2004 rate increase. He commented that vessels that do not have water and internet services in Statter Harbor could use the IVF during the winter.
- Drew Green, Cruise Line Agencies of Alaska, Juneau, AK Mr. Green said he is the Port Manager representing 17 cruise lines, 39 ships over 600 port calls, which was previously scheduled for 2021 bringing over a million passengers to Juneau. We also use the IVF, PFO, ICT and the Statter Harbor breakwater for small cruise ships and yacht traffic that they also support. He said he understands the fiscal frustrations Docks & Harbors is facing and the need to meet the demand of the UAS property acquisition. He wishes they were in a position to help but doubling of the dockage fees based on the current rate does not bring us to an unreasonable rate but it is an inappropriate rate of increase based on the fees to make a port call in Juneau in addition to this fee. The cruise lines pay a \$13 head tax from both private and CBJ docks as well as the port maintenance fee. From discussion over the years, to increase the dockage fee has been held at bay due to the increase in the head taxes over the years. If 2021 happened, the head tax would have brought in \$16.9M to offset operational costs and infrastructure to the Docks Enterprise. He is in support of incremental increases to meet the needs of CBJ Docks but he does not believe this fee is justified with the enormity of the other fees. Since this fee increase is needed to float a revenue bond, he would be more amenable to some kind of a compromise. The compromise could be offsetting the increase by eliminating the port maintenance fee or greatly reducing it. The traditional purpose of the port maintenance fee was a retainer after the revenue bond debt was retired for the original bonding for the old dock. This was implemented for maintenance on the old docks or special projects for the old docks. With the new facilities, these funds have not been used for the intended purpose. The head tax can be used for dock maintenance as well. Mr. Green requested if the Board does decide to increase the fees to consider implementing after October of 2021.

6. Rational basis for Docks & Harbors Board action:

- The current Dockage fee regulation was last approved by the Assembly in 2004; adjusting simply for inflation would result in the following:
 - \$1.50 to \$2.14 in 2021 (vessels < 65 feet)
 - \$2.50 to \$3.56 in 2021 (vessel between 65 and 200 feet)
 - \$3.00 to \$4.28 in 2021 (vessels > 200 feet)
- Increasing the Dockage Fee would have the least effect on Juneau residents with virtually no local residents believed to be subject to this fee.
- This fee was first proposed to be raised because the additional charge would not be a significant or burdensome service fee to the visiting clientele who would use Docks & Harbors facilities.
- Assuming an average vessel size of 100 foot, the additional new fee would be \$250/day or approximately the cost of a single hotel room.
- The proposed new Dockage Fee, if enacted, would have been less than what the competing commercial rate is at the Seadrome Dock.
- The visiting vessels who would be subject to this rate pay multiples times the existing Dockage Fee rate in the Puget Sound and elsewhere in the Lower 48.
- For vessels greater than 200 feet (i.e. cruise ships), the proposed new Dockage Fees would only add 8% to an average cruise ship moorage costs to a Juneau visit. This is due the vast majority of costs

imposed on a visiting cruise ship to the City owned docks is the effective \$13/passenger head tax, not the dockage fee (\$3/foot) or port maintenance fee (\$0.055/net registered ton).

- The Docks Enterprise seasonal employees have, due to continual Coast Guard regulatory changes, are required to do more security validating with the completion of the new cruise ship docks. These unfunded federal mandates require additional resources which are not provided with Marine Passenger Fees.
 - The Docks & Harbors Board was set to honor the Port Director's January 2021 fee agreement with the cruise industry and provide a promotional discount for the pandemic shortened CY2021 season. With the failure of the Assembly to adopt the Board recommendation on May 24th this became moot for the Docks & Harbors Board meeting of May 27th. (Encl 22)
7. The Docks & Harbors Board stands ready to answer any of your or the Assembly's questions. It is the Board position that the proposed Dockage Fee increase is logical, responsible, equitable and that the Board fulfilled its responsibility in the public process.

#

Enclosures:

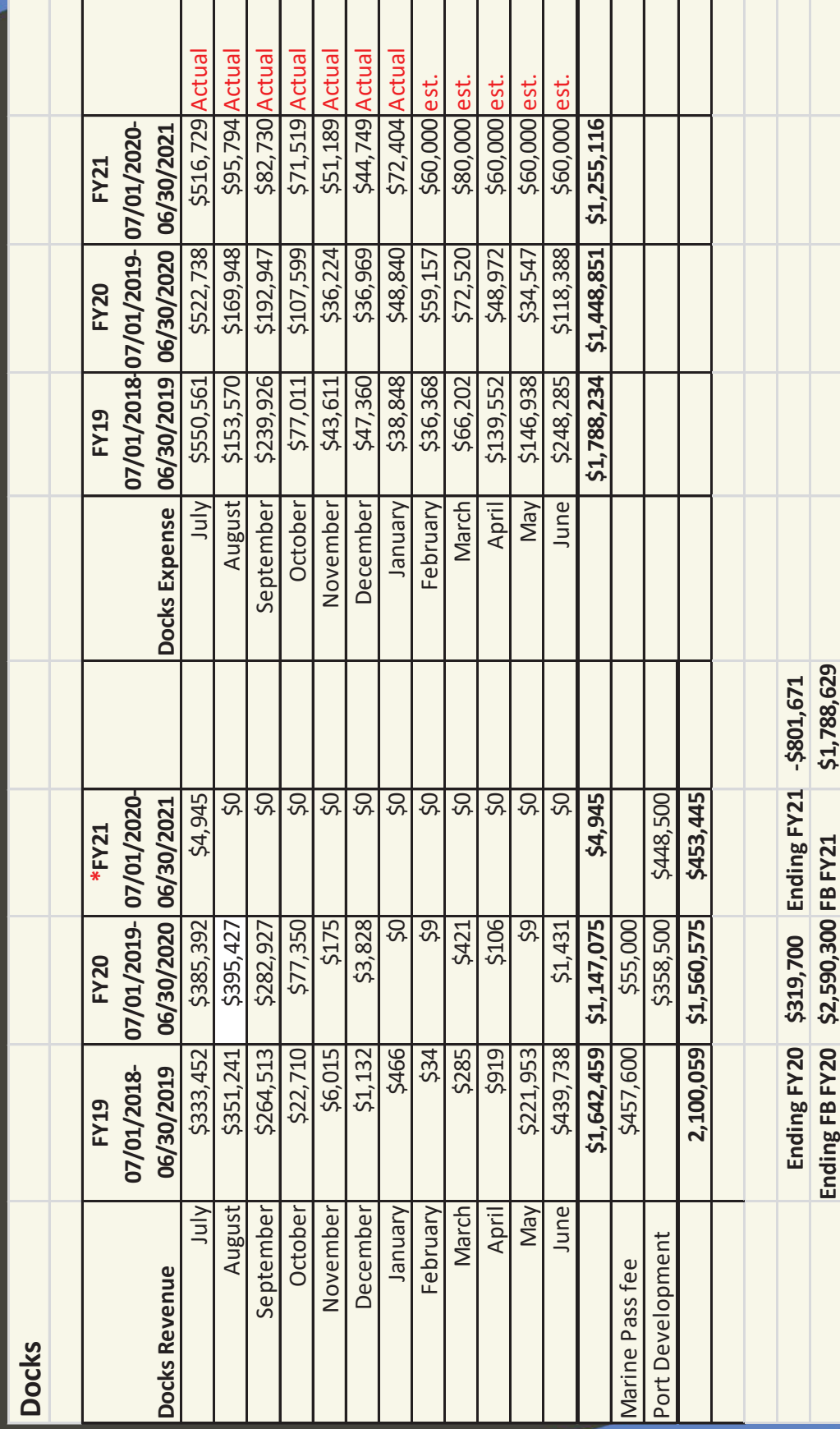
- (1) [CBJ 85.02.060 & CBJ 85.02.100 – Docks & Harbors Board General Powers & Schedule of Fees and charges](#)
- (2) [CBJ 01.60 Article II – Procedure for Adopting Regulations](#)
- (3) [April 2021 – The Tide Line](#)
- (4) [May 2021 – The Tide Line](#)
- (5) [June 2021 – The Tide Line](#)
- (6) [Action Line 4-28-21 - Action Line - KINY \(kinyradio.com\)](#)
- (7) [Action Line 3-24-21 - Action Line - KINY \(kinyradio.com\)](#)
- (8) [Action Line 2-24-21 - Action Line - KINY \(kinyradio.com\)](#)
- (9) <https://www.kinyradio.com/news/news-of-the-north/docks-and-harbors-proposed-rate-hike-to-go-to-public-hearing/>
- (10) <https://www.facebook.com/juneauharbor/>
- (11) [Finance Sub-Committee Agenda January 13, 2021](#)
- (12) [Finance Sub-Committee Agenda March 3, 2021](#)
- (13) Power Point Presentation – to March 3rd Sub-Committee
- (14) [Finance Sub-Committee Agenda March 11, 2021](#)
- (14) Port Director Letter to the Board dated March 17th – Subj: User Fees for Service
- (15) [Operations-Planning Committee Agenda March 17, 2021](#)
- (16) Power Point Presentation – to March 17th Ops-Planning
- (17) [Board Agenda March 25, 2021](#)
- (18) Juneau EMPIRE classified proof
- (19) [Posted Regulation Changes – Docks Charges](#)
- (20) [Board Agenda May 3rd, 2021](#)
- (21) [Special Docks & Harbors Board Meeting – Public Hearing](#)
- (22) [Board Agenda May 27th, 2021](#)

D&H Finance Sub-Committee

Agenda

1. FY21 Overview w/tideland leases
2. Rocovich LLC request for deferment
3. UAS Property Acquisition Process
4. Potential Rate Increase Opportunities

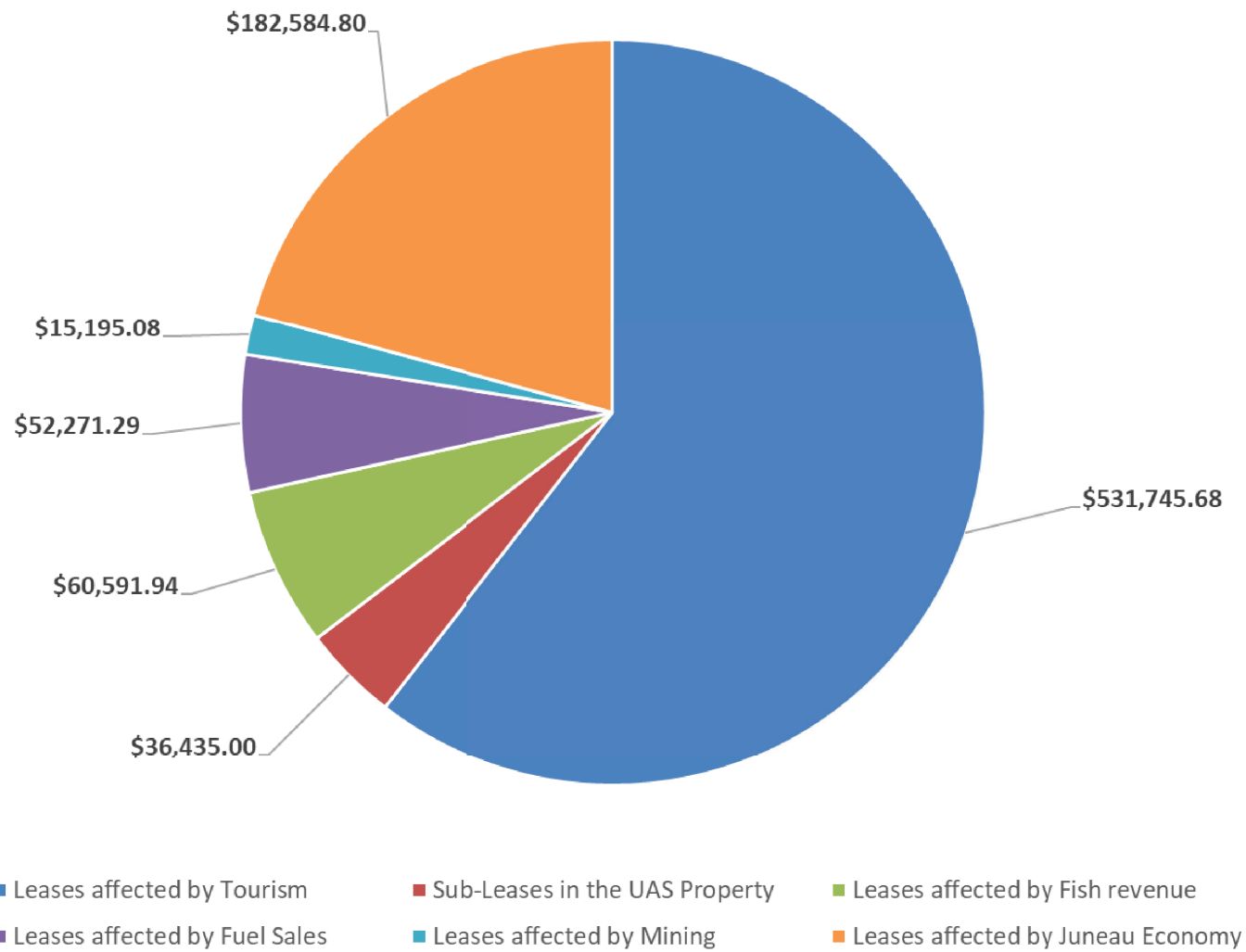




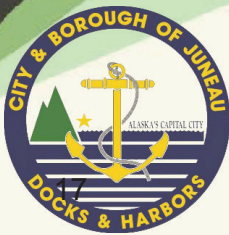
ACCT#	NAME OF COMPANY	Site Name	ATS	ADL #	Size	Lease Start		Lease End	
						Date	Date	Date	AnnAmt
01569	AJT Mining Properties., Inc.	ATS 1570, Tracts B3-A & B3-B	1570	104789	1.49 Acres	8/1/1994	7/31/2039		10,384.64
10375	AK Glacier Seafoods	ATS 1644	1644	107160	0.39	7/1/2004	6/30/2037		3,057.84
09481	Alaska Memories/Nordic Tug		3		1455 sq ft	6/1/2011	5/1/2021		4,365.00
20144	Rocovich LLC	ATS 3, L19B, Bk83	3	L19B, Bk83	7245 sq ft	5/1/2003	4/30/2038		26,082.00
01578	AK Travel Adventures	LAS-20893		Las-20893					250.00
01607	Allen Marine Tours	ATS1533/ADL106233	1533	106233	4.301	12/1/1997	11/30/2027		29,976.00
01663	Andrew Enterprises (Fishermans Bend)	ATS1324/ADL103170	1324	103170	7.15 acres	1/2/2009	1/1/2044		34,260.00
07765	Andrew's Marina (Fishermans Bend)	ATS333/ADL2480	33	2480	54,319 sq ft	4/26/2016	4/25/2051		5,549.50
22027	Auke Bay Boat Yard (ABLF/Karl's Marine				36,000 sq ft	4/10/2018	4/9/2028		36,000.00
21252	Delta Western LLC	ATS1525 partial assignment	1525	105281	21963.32 sq ft	2/1/2000	1/30/2030		3,514.13
07764	Delta Western LLC	ATS1170 partial assignment	1170	101598	34576.96 sq ft	9/24/2012	9/23/2047		5,532.31
10382	Gastineau Landing	ATS7/ADL2193	7	2193	2,117 acres	4/25/2016	4/25/2051		13,828.95
02240	Gastineau Landing	ATS1503	1503		.088 acres	9/1/2008	8/31/2043		5,749.95
10923	Angoon Trading (Channel Flying Old lease)	ATS1670/ADL2852	1670	2852	1.46 acres	11/27/2016	11/27/2051		6,359.80
02624	Cultural Preservation	ATS16	16		19,916 sq ft	6/1/1996	5/31/2031		56,327.58
02637	Haffner, Lisa	ATS615/ADL29281	615	29281	3.877 acres	7/1/1966	6/30/2021		5,545.08
10570	Douglas Island Pink & Chum	ATS1356/ADL104320	1356	104320	274,236 sq ft	10/17/1992	10/16/2037		43,878.00
03031	Franklin Dock Enterprises	ATS3	3		2.9 acres	11/21/1995	11/20/2030		75,900.00
12017	Gitkov, John (partial assigned to Delta West.	ATS1170/ADL101598	1170	101598	38952.04 sq ft	9/24/2012	9/23/2047		6,232.33
13051	Gitkov, John (tract A & B)(partl assign to Delta	ATS1525/ADL105281	1525	105281	28130.68 sq ft	2/1/2000	1/31/2030		4,548.43
10232	Goldbelt, Inc. (Tiram)	TRAM		Prop/Use	10,000 sq ft	1/31/1995	1/30/2030		272,000.00
12101	Harbor Enterprises (.05 per gal)	Fuel Dock		Prop/Use	Fuel Dock	10/20/2014	10/19/2049		41,500.00
01586	Harbor Lights Enterprises	ATS3, L13, Bk51	3	L13 bk 51	4,177 sq ft	9/22/2010	9/21/2045		1,253.28
01135	Huemann, William(People's Wrf)	ATS3, 9 & 13B	3		771 sq ft	1/18/2006	11/7/2041		12,355.00
03710	Juneau Alaska Communications	ATS893/ADL103832	893	103832	.3323 acres	2/27/2011	2/27/2046		2,170.95
01257	Juneau Marine Service/FishTerm (Harr's)	ATS43/ADL2798	43	2798	55455.3	12/1/1995	5/1/2021		29,307.48
10915	Maritime Hydraulics (Fish Term) Lot 2A blk 51	MINER'S HALL		Prop/Use	150,935 sq ft	10/23/2009	10/23/2044		7,547.00
05325	ALMOD Ltd. Lot 9B blk 83	MINER'S HALL EASEMENT		Prop/Use	1,105 sq ft	11/15/2000	5/1/2021		2,762.52
05514	Salmon Creek Development (Tim Smith)	ATS1277/ADL102934	1277	102934	1954.7 sq ft	5/1/2006	5/1/2041		15,637.60
01041	Taku Smokeries (\$6.00 per ton of fish)	ATS857/ADL53504	857	53504	56 sq ft	5/1/2006	5/1/2041		112.00
18664	CCTHITA	ATS1328/ADL103289	1328	103289	1.83 acres	4/27/2014	4/26/2049		12,754.00
10918	Tripp Corporation	ATS3/L19B, Bk83	3	L19B, Bk83	3,833 sq ft	9/16/1971	9/15/2026		1,724.85
05649	Trucano	ATS1532/ADL105460	1532, 1468 & 1316	105460	Dock Use	4/30/2009	4/30/2024		13,656.10
05650	Trucano	ATS1468/ADL105460			55,887 sq ft	10/26/2016	10/25/2051		8,600.00
05653	Trucano Family Partnership	ATS842/ADL51488	842	51488	145 sq ft	5/31/2006	6/30/2041		3,296.00
07998	USCG Moorage License Agreement	ATS750/ADL36091	750	36091	10,629/52,925/47,480				16,655.10
09070	Wick/Grant Living Trust (Tract B)	(Liberty)	Auke Bay	Dock	43,865 sq ft	8/19/1971	8/18/2026		19,739.25
02248	Wick/Grant Living Trust (Tract C)	ATS1670 Tract B	1670	1891	18,469 sq ft	6/30/1969	6/29/2024		6,925.88
10376	Yankee Cove Development	ATS1677	1670	2090	254 linear ft	3/29/2013	9/30/2032		22,651.92
			1677	tracts A&B	0.461 acres	6/1/2009	5/30/2044		3,206.00
					.46 acres	6/1/2009	5/30/2044		3,213.00
					.844 acres	2/6/2008	2/5/2043		4,414.32
									878,823.79



Lease Revenue



ENCL 13





ENCL 13

Rocovich, LLC Request

- 7,245 square feet of submerged tidelands
- Located seaward of the Pier 49 building at 406 S. Franklin Street.
- The lease term expires May 1, 2038
 - Rate is reviewed for adjustment every three years.
 - Current rent is set at \$26,082 per year.
 - Next adjustment review is scheduled for May of 2022.
 - Request is to defer remaining 2021 calendar year rent payments to future years.
- Rocovich proposes \$19,561.50 and interest (if any) in equal installments over the life of the lease commencing payments no later than May 2022.

ENCL 13



UAS Property Acquisition

- Appraisal yielded the following:
 - \$230,000/year lease rent for 2.8 acres
 - \$2,880,000 fair market value to purchase 2.8 acres
 - \$8,570,000 fair market value to purchase 5.3 acres, includes VoTech Bldg
- Finance Department – Evaluating Bond Options
- CBJ has no capacity to grant funds to Docks & Harbors
- Potential for 1% Sales Tax (\$1.5M) to be transferred to purchase UAS Property with Assembly Approval
 - Risk with Assembly
 - Risk with Harbor users & voting public

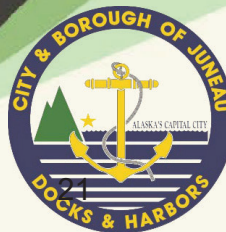


Revenue Bond Payment

15 Year Term
Scenario 1 - Finance \$2,880,000 for the purchase of existing lease property

<i>Period Ending</i>	<i>Principal</i>	<i>Coupon</i>	<i>Interest</i>	<i>Debt Service</i>
06/30/2022	105,000	4.000%	126,500	231,500
06/30/2023	130,000	4.000%	109,650	239,650
06/30/2024	135,000	4.000%	104,450	239,450
06/30/2025	140,000	4.000%	99,050	239,050
06/30/2026	145,000	4.000%	93,450	238,450
06/30/2027	150,000	5.000%	87,650	237,650
06/30/2028	160,000	5.000%	80,150	240,150
06/30/2029	165,000	5.000%	72,150	237,150
06/30/2030	175,000	5.000%	63,900	238,900
06/30/2031	185,000	5.000%	55,150	240,150
06/30/2032	190,000	5.000%	45,900	235,900
06/30/2033	200,000	5.000%	36,400	236,400
06/30/2034	210,000	4.000%	26,400	236,400
06/30/2035	220,000	4.000%	18,000	238,000
06/30/2036	230,000	4.000%	9,200	239,200
	2,540,000		1,028,000	3,568,000

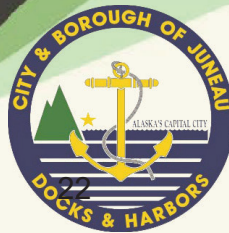
ENCL 13



Revenue Bond Payment

15 Year Term
Scenario 2 - Finance \$1.1M and contribute \$1.78M for the purchase of existing lease property

<i>Period Ending</i>	<i>Principal</i>	<i>Coupon</i>	<i>Interest</i>	<i>Debt Service</i>
06/30/2022	45,000	4.000%	51,055.56	96,055.56
06/30/2023	50,000	4.000%	44,150.00	94,150.00
06/30/2024	55,000	4.000%	42,150.00	97,150.00
06/30/2025	55,000	4.000%	39,950.00	94,950.00
06/30/2026	60,000	4.000%	37,750.00	97,750.00
06/30/2027	60,000	5.000%	35,350.00	95,350.00
06/30/2028	65,000	5.000%	32,350.00	97,350.00
06/30/2029	65,000	5.000%	29,100.00	94,100.00
06/30/2030	70,000	5.000%	25,850.00	95,850.00
06/30/2031	75,000	5.000%	22,350.00	97,350.00
06/30/2032	80,000	5.000%	18,600.00	98,600.00
06/30/2033	80,000	5.000%	14,600.00	94,600.00
06/30/2034	85,000	4.000%	10,600.00	95,600.00
06/30/2035	90,000	4.000%	7,200.00	97,200.00
06/30/2036	90,000	4.000%	3,600.00	93,600.00
	1,025,000		414,655.56	1,439,655.56

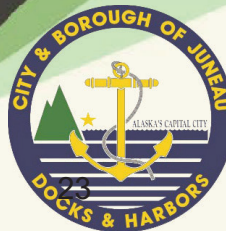


Revenue Bond Payment

15 Year Term

Scenario 3 - \$8.57M for purchase of existing property plus the VoTech Building and parking lot

<i>Period Ending</i>	<i>Principal</i>	<i>Coupon</i>	<i>Interest</i>	<i>Debt Service</i>
06/30/2022	325,000	4.000%	367,944.44	692,944.44
06/30/2023	375,000	4.000%	318,150.00	693,150.00
06/30/2024	390,000	4.000%	303,150.00	693,150.00
06/30/2025	405,000	4.000%	287,550.00	692,550.00
06/30/2026	420,000	4.000%	271,350.00	691,350.00
06/30/2027	435,000	5.000%	254,550.00	689,550.00
06/30/2028	460,000	5.000%	232,800.00	692,800.00
06/30/2029	480,000	5.000%	209,800.00	689,800.00
06/30/2030	505,000	5.000%	185,800.00	690,800.00
06/30/2031	530,000	5.000%	160,550.00	690,550.00
06/30/2032	560,000	5.000%	134,050.00	694,050.00
06/30/2033	585,000	5.000%	106,050.00	691,050.00
06/30/2034	615,000	4.000%	76,800.00	691,800.00
06/30/2035	640,000	4.000%	52,200.00	692,200.00
06/30/2036	665,000	4.000%	26,600.00	691,600.00
	7,390,000		2,987,344.44	10,377,344.44



Potential Opportunities for Revenue Increases

- FY19 Resident surcharge \$117,507
 - FY20 Resident surcharge \$114,884
 - FY19 Reservation IVF \$72,669
 - FY20 Reservation IVF \$87,517
 - FY19 Reservation Statter Breakwater \$92,906
 - FY20 Reservation Statter Breakwater \$74,411
- Doubling these rates could add \$280,000 per year





Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl J. Uchytel*
Port Director

To: Docks & Harbors Board

Via: Docks & Harbors Operations-Planning Committee

Date: March 17th, 2021

Re: USER FEES FOR SERVICES

1. The Docks & Harbors Enterprises provides services and facilities directly commensurate with available fees in carrying out this charge from the Assembly. The operational annual budget receives zero subsidies from local sales tax or property tax. To meet the community demand for more services and better infrastructure, the Docks & Harbor Enterprise must wisely leverage all available funding opportunities. This includes appropriate and sensible use of tide land lease revenue, fisheries and head taxes, permits charges and all user fees which are collected to maintain a positive cash flow. Generally speaking, the Harbor Enterprise has been running \$300K-\$500K ahead of expenditure the over the past five years. With waning fiscal support from the State and rare opportunities for CBJ grants, it is imperative that any new fiscal commitment be countered balanced with fees to support that new endeavor.
2. At the February Board meeting, the Board voted to allow an automatic CPI adjustment to reduce moorage rates. Docks & Harbors staff interprets this action as the Board would prefer not to raise rates broadly across the harbor patrons to meet new fiscal requirements.
3. The Port Director was asked to propose funding ideas which could increase revenues, outside of increases to moorage rates. Regulations which could be amended include:
 - 05 CBJAC 15.035 - Reservation charge policy - \$143K collected per year (\$2.50/linear ft/day)
 - 05 CBJAC 20.050 - Residence surcharge - \$115K collected per year (\$69/live-aboard/month)
 - 05 CBJAC 40.010(g) - Vessel salvage and disposal - \$16K collected per year (\$0.25/linear ft/month)
4. The residence surcharge of \$69/month is low when the following is taken as consideration:
 - Residential homes are charged \$140 per month for sewer & water;
 - All four harbors have water & sewer connections primarily for live aboard users;
 - Residential home are charged ~\$45 per month for trash & recycling;
 - Harbors have trash provided and Aurora/Statter Harbor have oil recycling at no cost to users;
 - Harbor winter resources are heavily used for snow removal at each harbor;
 - Harbors have heated shower/restroom facilities at Harris/Statter Harbors;
 - Harbors have recently invested in security cameras at approach docks.
5. The vessel salvage and disposal fee is inadequate to address the Harbors Enterprise costs relating to removal of vessels without a responsible party which exceeds \$50K per year.
6. I recommend doubling the reservation charge policy and the residence surcharge. I recommend quadrupling the vessel salvage and disposal charge.

#

05 CBJAC 15.035 - Reservation charge policy.

- (a) Purpose. This reservation charge policy applies to vessels for reserved moorage at the Intermediate Vessel Float, the Port Field Office Float (PFO), the Inside of the Cruise Ship Terminal (ICT), and Statter Harbor Breakwater from May 1 to September 30.
- (b) Basis for computing charges. Charges will be assessed as set out in 05 CBJAC 15.030.
- Last changed 2006



05 CBJAC 15.030 - Dockage charges.

(a) Definition. The charge assessed to vessels for berthing at the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float (IVF), the Port Field Office Float (PFO), and the Inside of the Cruise Ship Terminal (ICT).

(e) From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:

- (1) \$1.50 per foot for vessels less than 65 feet in length overall;
- (2) \$2.50 per foot for vessels with a length overall from 65 feet up to 200 feet; and
- (3) \$3.00 per foot for vessels greater than or equal to 200 feet overall.



Reservation Fees received

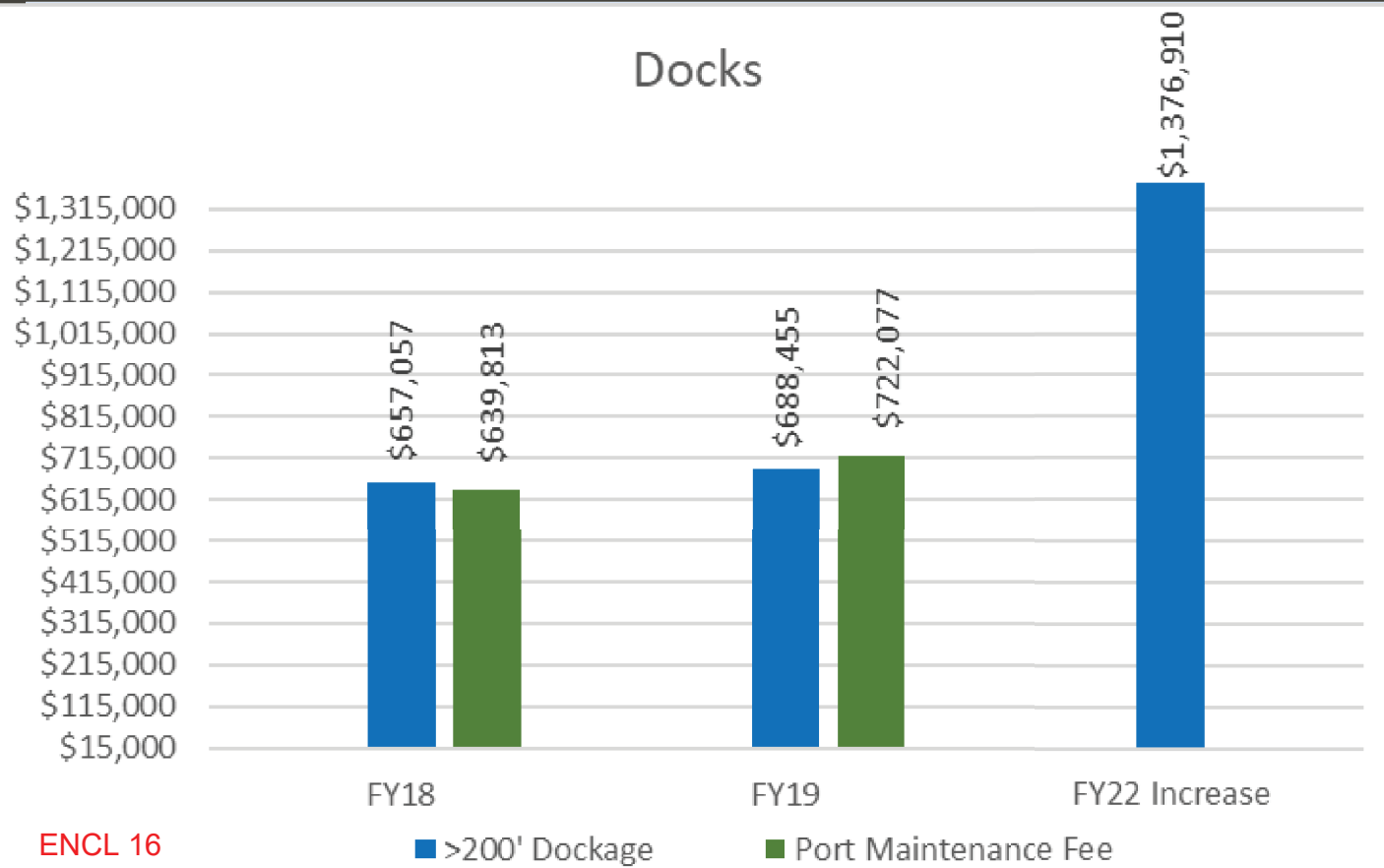
- FY19 Reservation IVF \$72,669
- FY20 Reservation IVF \$87,517
- FY19 Reservation Statter Breakwater \$92,906
- FY20 Reservation Statter Breakwater \$74,411
- Doubling the Dockage charge could provide ~\$165K/year to the Harbors Enterprise



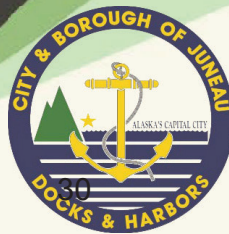
Nearly all the fees collected from Vessels between 65 and 200 feet



Cruise Ship Impact at AS/CT Docks



ENCL 16



Cost to Cruise Lines to moor at Juneau Owned City Docks (AS & CT)

- Average Dock fees (FY19 & FY20) = \$672,756
- Average Port Maintenance Fee (FY19 & FY20) = \$680,945
- 520,000 passengers arrived CY18 & CY19 paying \$13/each
- Head tax collected per passenger (AS/CT) = \$6,760,000
- Total cost to Industry to moor at AS/CT = \$8,113,701/year
- With proposed \$3/foot increase of Dock Fee
- Industry cost to moor at AS/CT = \$8,786,457
 - Real Operating cost increase of 8.3%



Classified Proof

Client	239832 - City/Borough of Juneau - Purchasing	Phone	(907) 586-0314		
Address	155 South Seward St.	E-Mail	none@none.com		
	Juneau, AK, 99801	Fax			
Order#	924402	Requested By		Order Price	\$408.49
Classification	K027 - Local Government	PO #		Tax 1	\$0.00
Start Date	04/13/2021	Created By	4031	Tax 2	\$0.00
End Date	05/11/2021	Creation Date	04/09/2021, 12:21:56 pm	Total Net	\$408.49
Run Dates	4			Payment	\$0.00
Publication(s)	Juneau Empire				
Sales Rep	4031 - Walker, Jacob	Phone	(907) 308-4900		
		E-Mail	jacob.walker@juneauempire.com		
		Fax			

**NOTICE OF PROPOSED CHANGE
TO REGULATIONS
Amendment of Title 05, Chapter 15
PORT FEES AND CHARGES, and Chapter 20
SMALL BOAT HARBOR FEES
AND CHARGES**

DOCKS & HARBORS BOARD IS PROPOSING
TO ADOPT AN AMENDMENT TO THE FOL-
LOWING REGULATIONS.

05 CBJAC 15.030 – Dockage Charges
(e) From May 1 to September 30, dockage for all
vessels, except those vessels paying dockage
fees set out in 05 CBJAC 15.030(f) and (h), will
be assessed for each 24-hour period or portion
thereof as follows:
(1) ~~\$1.50~~ \$3.00 per foot for vessels less than 65
feet in length overall;
(2) ~~\$2.50~~ \$5.00 per foot for vessels with a length
overall from 65 feet up to 200 feet; and
(3) ~~\$3.00~~ \$6.00 per foot for vessels greater than
or equal to 200 feet in length overall.
(f) From May 1 to September 30, fishing vessels
will be assessed dockage at ~~\$0.75~~ \$1.50 per foot
of length overall for each 24-hour period or por-
tion thereof, except there will be no charge to
vessels staging to offload at Taku Dock, provid-
ed the duration of staging is less than four hours.

05 CBJAC 20.050 - Residence surcharge.
Residence surcharge. Beginning August 1, 2021,
The owner shall pay a residence surcharge of
~~\$69.00~~ \$138.00 per calendar month, or portion
thereof, for each vessel used as a residence. For
a vessel with more than four residents, the own-
er shall pay an additional surcharge of \$23.00
per calendar month, or portion thereof, for each
additional resident. Each year, beginning July 1,
2022, the residence surcharge will be adjusted
by the Consumer Price Index for Urban Alaska
as reported by the Alaska Department of Labor
for the preceding calendar year, rounded to the
nearest cent. The residence surcharge will be
subject to review by the docks and harbors
board every five years, starting on July 1, 2026.
The regulation amendments above are proposed
for adoption pursuant to CBJ Ordinance 01.60,
85.02.060, and 85.02.100. Interested persons
may obtain a full copy of the proposed regulation
change at any of the Harbor offices, CBJ librar-
ies, CBJ Clerk's Office, and online at [www.ju-
neau.org/harbors/proposed_regulations.php](http://www.ju-
neau.org/harbors/proposed_regulations.php)

The Special Board will hold a public hearing at 5:00 pm on May 19th via zoom. If the Board approves this regulation change at the May 19th meeting, this will be introduced to the Assembly at their regular Assembly meeting on May 24th. Written comments may also be submitted to the Port Director's Office by fax at (907) 586-0295, by hard copy at 76 Egan Drive, and email to harborboard@juneau.org.

To obtain more information please call the Port Director Carl Uchtyl at 586-0292.

Pub: Apr 12, 19 & 26; May 10, 2021 924402

Memorandum

Date: January 12, 2016
To: Bryan Hawkins, Port Director, City of Homer
From: Northern Economics, Inc.
Re: Homer Harbor Rate Structure

This memo evaluates alternative rate structures for the Homer Harbor. Homer's current moorage rate structure is a flat fee charged per linear foot of vessel length or stall length, whichever is greater. The City of Homer is interested in investigating graduated rate structures in which the rate charged per foot would vary by vessel size. The purpose of this study is to provide an objective analysis of alternative rate structures and options for Homer Harbor.

Recommendations

Based on the findings of this rate structure analysis, Northern Economics makes the following recommendations to be considered by the Port and Harbor Commission.

Recommended alternatives

Northern Economics recommends two rate structure alternatives to be moved forward for further discussion and evaluation by the Port and Harbor Commission. The first recommended alternative, Alternative A, is a progressive graduated rate structure with tiers set at a constant interval of 5 feet and a rate increase between tiers starting at 1.0 percent and decreasing to 0.1 percent with larger vessel sizes. The second recommended alternative, Alternative B, is a progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

The recommended alternatives were selected from a list of five rate structure options that exemplify the most common trends found throughout the rate structures sampled for this study.

Two different approaches to applying the recommended alternatives have also been identified. The first approach is a rate structure that starts at a minimum vessel length of 6 feet and progresses consistently out to 200 feet, the maximum vessel length serviced by the harbor, similar to the current flat rate structure. The second approach is to place a cap on the rate structure for vessels that are too large to fit into a stall and instead must side tie to a transit raft. This second approach would result in a progressive rate for vessels up to 86 feet in length and a flat rate for larger vessels that are required to use a transient raft instead of a stall. The second approach is aimed at adjusting the rate structure for the different level of service provided to vessels that use a stall compared to vessels using the transient raft.

User group differentiation

Some of the harbors sampled in the rate structure review charge different rates based on the user type, typically differentiating between recreational and commercial users. The harbors that implemented different user-based rate structures typically catered strongly to a single user group, most commonly commercial fishing, unlike Homer's harbor which accommodates a variety of user groups. Reduced rates for commercial users are often subsidized by other local government departments through transfers and are used as a tool to increase sales tax revenues and job creation within the community or a specific industry. Northern Economics does not recommend that Homer adopt a user-based rate structure at this time since the harbor serves a diverse group of users and does not receive any financial benefits from the city for sales tax revenues its users generate.

Continue to offer discounts for longer reserved moorage

Homer Harbor currently offers discounts for yearly, semi-annual, and monthly billing cycles for reserved moorage. These discounts help to reduce administrative costs associated with billing and collecting reserved moorage fees and assist in managing cash flows within the harbor. Northern Economics recommends maintaining this practice under the selected rate structure.

Transition over multiple years

Northern Economics recommends transitioning to the selected rate structure over multiple years to mitigate steep increases in moorage rates that could potentially shock the market and negatively impact demand. Continued annual increases based on the change in the Anchorage Consumer Price Index (CPI), as well as the 3.2 percent annual increase established by Resolution 15-072, should also be factored into the transition plan. Due to the progressive nature of the recommended alternative rate structures, vessels with longer lengths may require a longer transition period than smaller vessels. Table 1 illustrates an example of a transition plan for the two recommended alternatives. This example uses the average annual increase in CPI between 2010 and 2014, 2.3 percent, as a proxy for future annual CPI-based rate adjustments. The columns for years 1 through 7 show the annual percentage increase in moorage rates during the example transition plans. The shaded cells indicate years in which an additional rate increase is added to the annual CPI and Resolution 15-072 rate adjustment to bring the current flat rate structure in line with the recommended alternatives.

Table 1. Example Transition Plan: Percent Increase in Moorage Rate by Year

Alternative	Vessel Length (ft)	% Change From Flat	Res. 15-072 Increase	Average Increase in CPI (%)	Moorage Rate Increase (%) by Year						
					1	2	3	4	5	6	7
Alternative A	18	1.0	3.2	2.3	6.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.9	3.2	2.3	7.5	7.5	5.5	5.5	5.5	5.5	5.5
	54	7.5	3.2	2.3	8.0	8.0	8.0	5.5	5.5	5.5	5.5
	86	13.1	3.2	2.3	8.1	8.1	8.1	8.1	8.1	5.5	5.5
	112	16.4	3.2	2.3	8.2	8.2	8.2	8.2	8.2	8.2	5.5
Alternative B	18	1.4	3.2	2.3	6.9	5.5	5.5	5.5	5.5	5.5	5.5
	32	3.0	3.2	2.3	7.0	7.0	5.5	5.5	5.5	5.5	5.5
	54	5.5	3.2	2.3	7.3	7.3	7.3	5.5	5.5	5.5	5.5
	86	9.2	3.2	2.3	7.8	7.8	7.8	7.8	5.5	5.5	5.5
	112	12.2	3.2	2.3	7.9	7.9	7.9	7.9	7.9	5.5	5.5
Current Structure	18	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	32	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	54	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	86	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5
	112	-	3.2	2.3	5.5	5.5	5.5	5.5	5.5	5.5	5.5

Table 2 shows the annual moorage fees that would result from the transition plan illustrated in Table 1. The transition plan takes place over six years for Alternative A and five years for Alternative B with a maximum annual increase in annual moorage rates of 8.2 percent when the annual CPI-based adjustments and Resolution 15-072 annual increases are factored in.

Table 2. Example Transition Plan- Annual Moorage by Year

Alternative	Vessel Length (ft)	Annual Moorage Fee (\$) by Year							
		Current	1	2	3	4	5	6	7
Alternative A	18	782.82	833.70	879.56	927.93	978.97	1,032.81	1,089.62	1,149.55
	32	1,391.68	1,495.40	1,606.85	1,695.23	1,788.47	1,886.83	1,990.61	2,100.09
	54	2,348.46	2,536.63	2,739.87	2,959.41	3,122.17	3,293.89	3,475.06	3,666.18
	86	3,740.14	4,043.95	4,372.44	4,727.61	5,111.63	5,526.85	5,830.83	6,151.52
	112	4,870.88	5,271.95	5,706.05	6,175.89	6,684.42	7,234.82	7,830.54	8,261.22
Alternative B	18	782.82	836.68	882.69	931.24	982.46	1,036.49	1,093.50	1,153.64
	32	1,391.68	1,489.02	1,593.17	1,680.80	1,773.24	1,870.77	1,973.66	2,082.21
	54	2,348.46	2,520.83	2,705.84	2,904.44	3,064.18	3,232.71	3,410.51	3,598.09
	86	3,740.14	4,031.85	4,346.31	4,685.29	5,050.72	5,328.50	5,621.57	5,930.76
	112	4,870.88	5,257.50	5,674.80	6,125.23	6,611.41	7,136.18	7,528.67	7,942.75
Current Structure	18	782.82	825.88	871.30	919.22	969.78	1,023.11	1,079.39	1,138.75
	32	1,391.68	1,468.22	1,548.97	1,634.17	1,724.05	1,818.87	1,918.91	2,024.45
	54	2,348.46	2,477.63	2,613.89	2,757.66	2,909.33	3,069.34	3,238.16	3,416.26
	86	3,740.14	3,945.85	4,162.87	4,391.83	4,633.38	4,888.21	5,157.07	5,440.70
	112	4,870.88	5,138.78	5,421.41	5,719.59	6,034.17	6,366.05	6,716.18	7,085.57

Once a transition plan is developed, Northern Economics recommends publishing planned rate increases a few year in advance to allow vessel owners to plan ahead and make necessary adjustments to absorb the moorage rate increases.

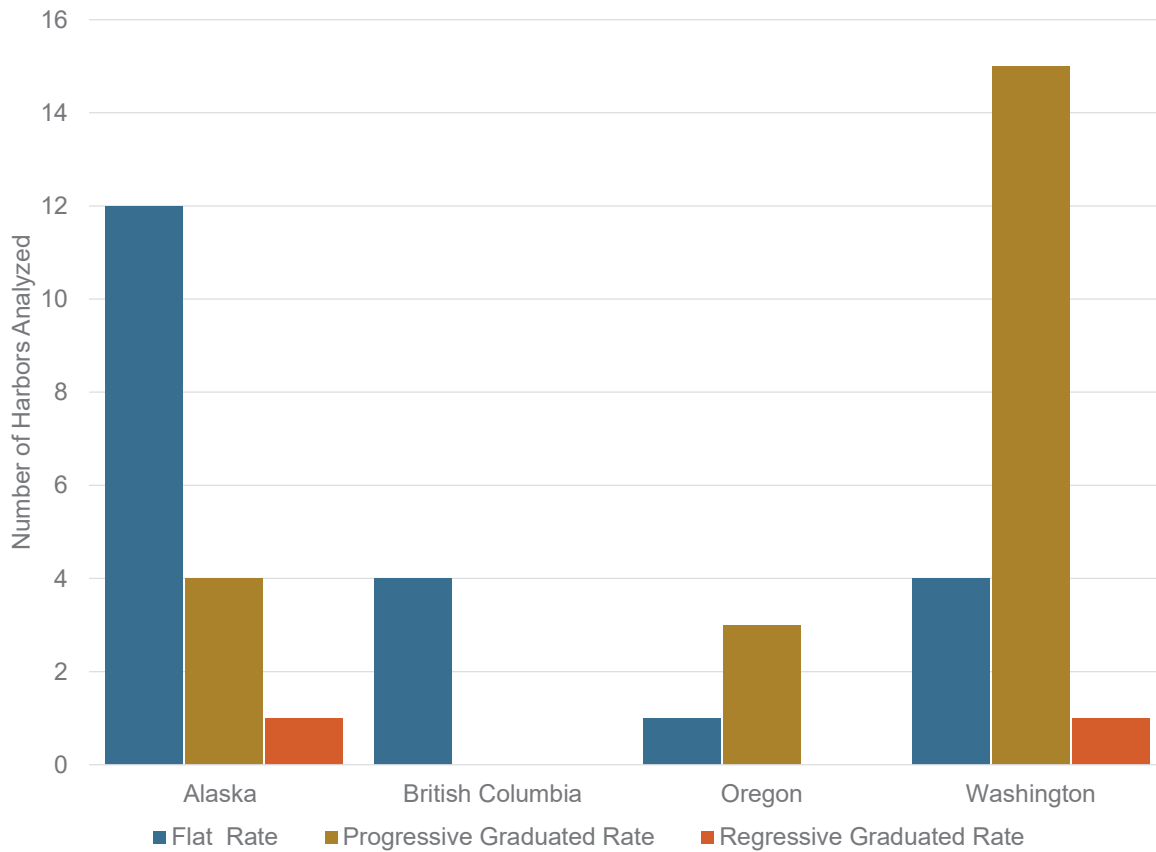
Rate Structure Review

Northern Economics analyzed the permanent moorage rate structures of 45 harbors across Alaska, British Columbia, Washington, and Oregon. Three distinct rate structures were identified within these harbors:

- **Flat Rate:** moorage rate per foot is constant, regardless of vessel or slip size.
- **Progressive Graduated Rates:** moorage rate per foot increases with the vessel or slip size.
- **Regressive Graduated Rates:** moorage rate per foot decreases with the vessel or slip size.

Of the 45 rate structures analyzed, 22 had flat rates and 23 had graduated rates. Of those with graduated rates, 21 were progressive and 2 were regressive. Figure 1 illustrates the distribution of the harbors analyzed by location and rate structure type. While flat rate structures are most common among Alaska harbors, both progressive and regressive rate structures are also being used in the state. Graduated rate structures are prevalent in Oregon and Washington.

Figure 1. Frequency of Rate Structure Types by Location



Source: websites and rate sheets collected from harbors

Table 3 lists the harbors analyzed in this study with the details about their graduated rate structures. These data were used as the basis for the five rate structure options and resulting recommended alternatives presented in this report.

Table 3. Graduated Rate Structures by Port

Port ^a	State	Graduation	Tier Size (ft)	Rate Change per Tier (%)	Transient Structure
Astoria	OR	Progressive	9	3-10	Graduated
Bainbridge	WA	Progressive	8	6-9	Graduated
Ballard Mill	WA	Progressive	2-8	6-9	Only offer Monthly
Bandon	OR	Progressive	various	\$0.01 ^b	Graduated
Bellingham	WA	Progressive	3-11	2-17	Graduated
Blaine	WA	Progressive	3-14	1-16	Flat Rate
Bremerton	WA	Progressive	4	2-9	Flat Rate
Dana Point	OR	Progressive	5	2-22	Flat Rate
Elliot Bay	WA	Progressive	2-10	2-9	Flat Rate
Everett	WA	Progressive	2-5	5-22	Permanent + Flat Fee
Fishermen's Terminal	WA	Progressive	10	1-9	Graduated
Friday Harbor	WA	Progressive	2-10	1-2	Graduated
Haines	AK	Progressive	40	\$6 ^c	Flat Rate
Kennewick	WA	Regressive	5-20	1-25	Flat Rate
Kodiak	AK	Progressive	20	7-20	1/60 of Annual
Olympia	WA	Progressive	8	4-13	Flat Rate
Petersburg	AK	Progressive	8-12	11-15	Flat Rate
Port Angeles	WA	Progressive	10	6-9	Graduated
Port Townsend	WA	Progressive	2-5	1-8	Flat Rate
Shilshole Bay	WA	Progressive	2-10	1-16	Graduated
Tacoma	WA	Progressive	2	various	Only offer Monthly
Thorne Bay	AK	Regressive	5-13	1-2	Graduated
Unalaska	AK	Progressive	10	7-23	Graduated

Notes:

^a Harbors with flat rate structures are not included in the table. These harbors included Brentwood Bay (BC), Chenega Bay, Comox (BC), Cordova, Dillingham, Grays Harbor (WA), Juneau, Kalama (WA), Ketchikan, Kingston (WA), Nanaimo (BC), Nome, Poulsbo (WA), Seward, Sitka, Skagway, Toledo (OR), Valdez, Whittier, and Wrangell.

^b Rate structure uses a \$0.01 increase between tiers instead of a consistent percent change between tiers

^c Rate structure uses a \$6 increase between tiers instead of a consistent percent change between tiers

Source: Websites and rate sheets collected from harbors.

Separate rate structures for transient and permanent moorage were common throughout the rate structures sampled, but the structure of transient moorage and premium over the permanent rate varied significantly between ports. In all cases, daily transient moorage rates were higher than the permanent moorage rates. Some harbors apply a separate graduated rate structure for transient moorage, but there were also a number of harbors that use a flat rate structure for transient moorage.

Rate Structure Options for Homer

Within graduated rate structures there are two main variables that can be manipulated to produce a customized rate structure. The first is the size and number of tiers within the graduated scale. These tiers can be set to a single uniform size or vary based on vessel size, slip size, or demand. Often tiers are matched with fleet or infrastructure characteristics, such as slip sizes, popular recreational vessels, or species-specific commercial fishing vessel lengths. The second variable is the extent of change

between tiers. The degree of change between tiers may be constant or vary across tiers. Often the rate change is proportional to the size of the tiers.

Based on the rate structure review, Northern Economics developed five rate structure options that illustrate the most common attributes found in the graduated rate structures sampled. These structure options illustrate how a graduated rate structure could be applied to Homer.

Option 1: A progressive graduated rate structure in which the tiers correspond to the slip sizes available in Homer Harbor. The rate increase for each tier ranges from 2 to 5 percent and increases at a decreasing rate.

Option 2: A progressive graduated rate structure with smaller tiers set at a constant interval of 5 feet. The rate increase for each tier ranges from 1.0 to 0.1 percent and increases at a decreasing rate.

Option 3: A progressive graduated rate structure with fewer tiers set at a constant interval of 20 feet. The rate increase for each tier ranges from 4 to 10 percent and increases at an increasing rate

Option 4: A regressive graduated rate structure with tiers set at a constant interval of 10 feet. The rate decrease for each tier ranges from 1 to 4 percent and decreases at an increasing rate.

Option 5: A progressive continuous rate structure in which the annual moorage rate is calculated using the following equation:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

To narrow down the five options presented above, Northern Economics considered the pros and cons of each rate structure and how well each option could be adapted to fit Homer Harbor. Table 4 summarizes the pros and cons identified for each rate structure option.

Table 4. Rate Structure Options Pros and Cons

Rate Structure	Pros	Cons
Option #1	Tiers are directly tied to the infrastructure used (slip size)	Larger tiers and bigger rate jumps between tiers
Option #2	Smaller tiers and rate increases, facilitating a smoother transition between tiers	Incentivizes vessel owner to try to fit into the lowest tier possible
Option #3	Simple rate structure with few tiers	Large tiers and big rate jumps between tiers
Option #4	Reduces rates for larger vessels	Does not reflect the cost of accommodating larger vs. smaller vessels
Option #5	Logical and justifiable rates charged per foot of vessel length	Very detailed rate sheets needed for successful implementation

Tier Size

One of the main differentiating factors between the five rate structure options presented above is tier size. Option 3 has the largest tiers (20 feet), followed by Option 1 (corresponding with slip size, ranging from 2 to 25 feet) and Option 4 (10 foot). Option 2 has the smallest tier size (5 feet). Option 5 employs a continuous rate that effectively has a tier size of 1 foot.

Transitioning from a flat rate structure to a graduated rate structure that uses fewer but larger tiers may be seen as a drastic change and cause some dissention among customers whose vessels are close to the transition points between tiers. Larger rate increases between tiers may also been seen as biased towards smaller vessel sizes or a specific user group. For these reasons, Northern Economics recommends implementing a rate structure that uses smaller tier sizes.

Regressive vs Progressive

The majority of the graduated rate structures sampled are progressive, meaning that they employ an increasing rate change between tiers. Progressive rates reflect the logic that larger vessels requiring larger turning basins and exert more force on harbor infrastructure, resulting in decreased utilization of the harbor basin and more wear and tear on facilities than smaller vessels. Larger vessel owners are thus charged a higher rate per foot to account for the increased costs associated with infrastructure designed to accommodate their vessels.

Regressive graduated structures were the least common structure found within the sample. Regressive structures are often used at harbors that want to attract larger vessels to fill available capacity or attract commercial vessels that bring in additional revenue to local governments through other taxes or fees. Homer Harbor currently has a waiting list, attracts a diverse range of harbor users and vessels sizes, and does not receive a financial benefit from the City of Homer's tax revenues. For these reasons Northern Economics does not recommend a regressive rate structure for Homer Harbor.

Recommended Alternative Rate Structures for Homer

Based on the criteria discussed above, Northern Economics recommends Options 2 and 5 as potential alternative rate structures for Homer Harbor. Moving forward, Option 2, a progressive rate structure with smaller tiers and rate increases, will be referred to as Alternative A and Option 5, the continuous progressive rate structure, will be referred to as Alternative B.

Northern Economics developed rate tables for each alternative, shown in Table 5 and Table 6, using the 2016 flat rate of \$43.49 per foot as the starting point for each structure.

Table 5 contains the rate structure for Alternative A, a progressive graduated structure using consistent 5-foot tiers. The rate changes between tiers increases incrementally at a decreasing rate between 1.0 percent and 0.1 percent. Under Alternative A, annual moorage for a 30 foot vessel would be \$1,343.24, which is 53 percent more than the annual moorage for a 20 foot vessel. Compared to the 2016 flat rate structure, the annual moorage under alternative A for a 30 foot vessel would increase by just over 3 percent.

Table 5. Rate Table, Alternative A

Vessel Size	% Increase in Tier	Annual Rate (\$/foot)
0-15	-	43.49
16-20	1.00	43.92
21-25	0.98	44.35
26-30	0.95	44.77
31-35	0.93	45.19
36-40	0.90	45.60
41-45	0.88	45.99
46-50	0.85	46.39
51-55	0.83	46.77
56-60	0.80	47.14
61-65	0.78	47.51
66-70	0.75	47.86
71-75	0.73	48.21
76-80	0.70	48.55
81-85	0.68	48.88
86-90	0.65	49.19
91-95	0.63	49.50
96-100	0.60	49.80
101-105	0.58	50.08
106-110	0.55	50.36
111-115	0.53	50.62
116-120	0.50	50.88
121-125	0.48	51.12
126-130	0.45	51.35
131-135	0.42	51.57
136-140	0.40	51.77
141-145	0.37	51.97
146-150	0.35	52.15
151-155	0.32	52.32
156-160	0.30	52.48
161-165	0.27	52.62
166-170	0.25	52.75
171-175	0.22	52.87
176-180	0.20	52.98
181-185	0.17	53.07
186-190	0.15	53.15
191-195	0.12	53.22
196-200	0.10	53.27

Alternative B is a progressive continuous rate structure in which the annual moorage rate per foot increases consistently by \$0.05 per foot. The rate is calculated according to the formula:

$$\text{Permanent Moorage Rate} \left(\frac{\$}{\text{foot}} \right) = \frac{\$43.19 + \frac{\$0.05}{\text{foot}} \times \text{vessel length (feet)}}{\text{foot}}$$

Table 6 displays the calculated annual moorage rates under Alternative B. The rate increase per foot for this alternative was developed to mirror the rates presented in Alternative A.

Table 6. Rate Table, Alternative B

Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)	Vessel Length (ft)	Annual Rate (\$/ft)
6	43.49	40	45.19	74	46.89	108	48.59	142	50.29	176	51.99
7	43.54	41	45.24	75	46.94	109	48.64	143	50.34	177	52.04
8	43.59	42	45.29	76	46.99	110	48.69	144	50.39	178	52.09
9	43.64	43	45.34	77	47.04	111	48.74	145	50.44	179	52.14
10	43.69	44	45.39	78	47.09	112	48.79	146	50.49	180	52.19
11	43.74	45	45.44	79	47.14	113	48.84	147	50.54	181	52.24
12	43.79	46	45.49	80	47.19	114	48.89	148	50.59	182	52.29
13	43.84	47	45.54	81	47.24	115	48.94	149	50.64	183	52.34
14	43.89	48	45.59	82	47.29	116	48.99	150	50.69	184	52.39
15	43.94	49	45.64	83	47.34	117	49.04	151	50.74	185	52.44
16	43.99	50	45.69	84	47.39	118	49.09	152	50.79	186	52.49
17	44.04	51	45.74	85	47.44	119	49.14	153	50.84	187	52.54
18	44.09	52	45.79	86	47.49	120	49.19	154	50.89	188	52.59
19	44.14	53	45.84	87	47.54	121	49.24	155	50.94	189	52.64
20	44.19	54	45.89	88	47.59	122	49.29	156	50.99	190	52.69
21	44.24	55	45.94	89	47.64	123	49.34	157	51.04	191	52.74
22	44.29	56	45.99	90	47.69	124	49.39	158	51.09	192	52.79
23	44.34	57	46.04	91	47.74	125	49.44	159	51.14	193	52.84
24	44.39	58	46.09	92	47.79	126	49.49	160	51.19	194	52.89
25	44.44	59	46.14	93	47.84	127	49.54	161	51.24	195	52.94
26	44.49	60	46.19	94	47.89	128	49.59	162	51.29	196	52.99
27	44.54	61	46.24	95	47.94	129	49.64	163	51.34	197	53.04
28	44.59	62	46.29	96	47.99	130	49.69	164	51.39	198	53.09
29	44.64	63	46.34	97	48.04	131	49.74	165	51.44	199	53.14
30	44.69	64	46.39	98	48.09	132	49.79	166	51.49	200	53.19
31	44.74	65	46.44	99	48.14	133	49.84	167	51.54		
32	44.79	66	46.49	100	48.19	134	49.89	168	51.59		
33	44.84	67	46.54	101	48.24	135	49.94	169	51.64		
34	44.89	68	46.59	102	48.29	136	49.99	170	51.69		
35	44.94	69	46.64	103	48.34	137	50.04	171	51.74		
36	44.99	70	46.69	104	48.39	138	50.09	172	51.79		
37	45.04	71	46.74	105	48.44	139	50.14	173	51.84		
38	45.09	72	46.79	106	48.49	140	50.19	174	51.89		
39	45.14	73	46.84	107	48.54	141	50.24	175	51.94		

Effect of Rate Structures on Moorage Fees Paid by Vessel Owners

To demonstrate the impact of the alternative rate structures on vessel owners, Table 7 shows the annual moorage payment (not including sales tax and the administrative fee) for vessels ranging from 18 to 80 feet in length under the alternative rate structures and the 2016 flat rate of \$43.49 per foot. The table also shows the percent change in moorage payments relative to the 2016 flat rate.

Table 7. Annual Moorage Revenue and Change by Alternative and Vessel Length

Rate Structure	Vessel Length (ft.)						
	18	24	32	42	54	68	80
Annual Moorage Payment (\$)							
Alternative A	790.65	1,064.48	1,446.04	1,931.76	2,525.47	3,254.74	3,883.86
Alternative B	793.62	1,065.36	1,433.28	1,902.18	2,478.06	3,168.12	3,775.20
2016 Flat Rate	782.82	1,043.76	1,391.68	1,826.58	2,348.46	2,957.32	3,479.20
Change From 2016 Flat Rate (%)							
Alternative A	1.0	2.0	3.9	5.8	7.5	10.1	11.6
Alternative B	1.4	2.1	3.0	4.1	5.5	7.1	8.5

Figure 2 compares the 2016 annual flat rate per foot with the two recommended alternative rate structures.

Figure 2. Comparison of Alternative Rate Structures by Vessel Length

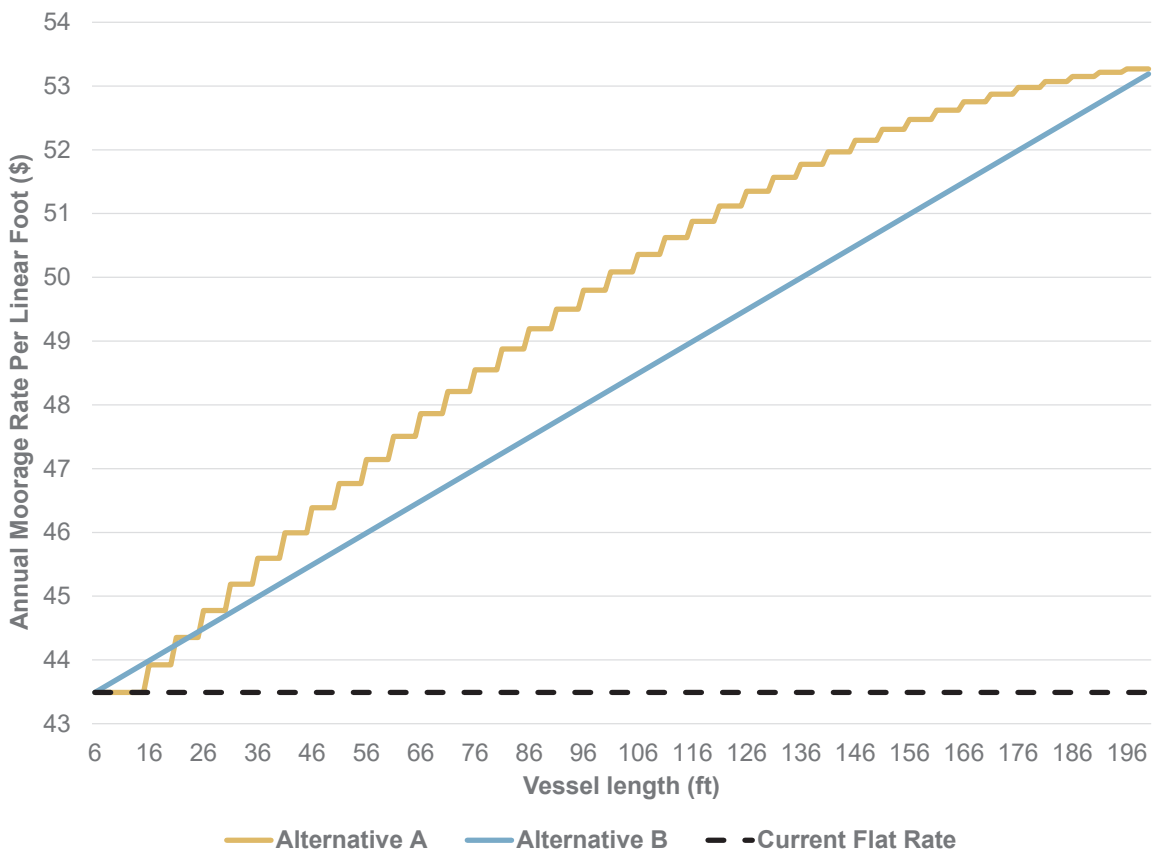
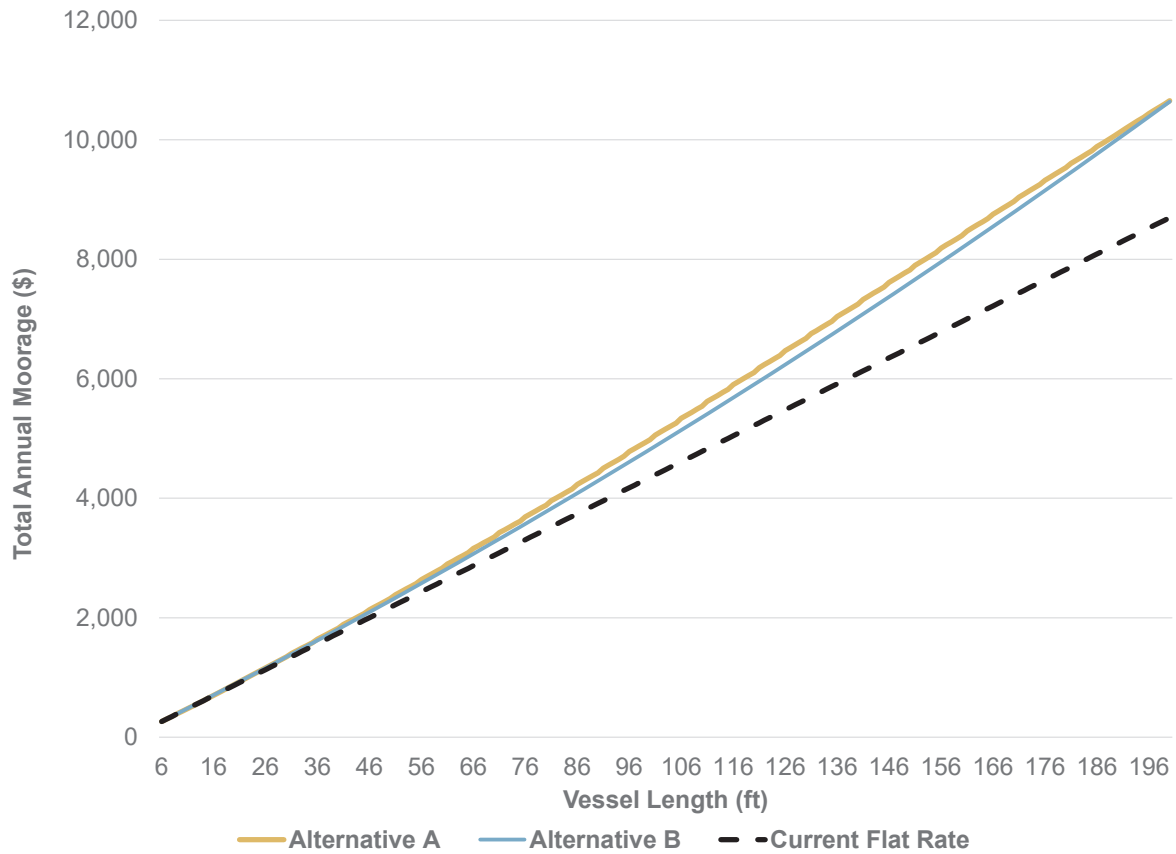


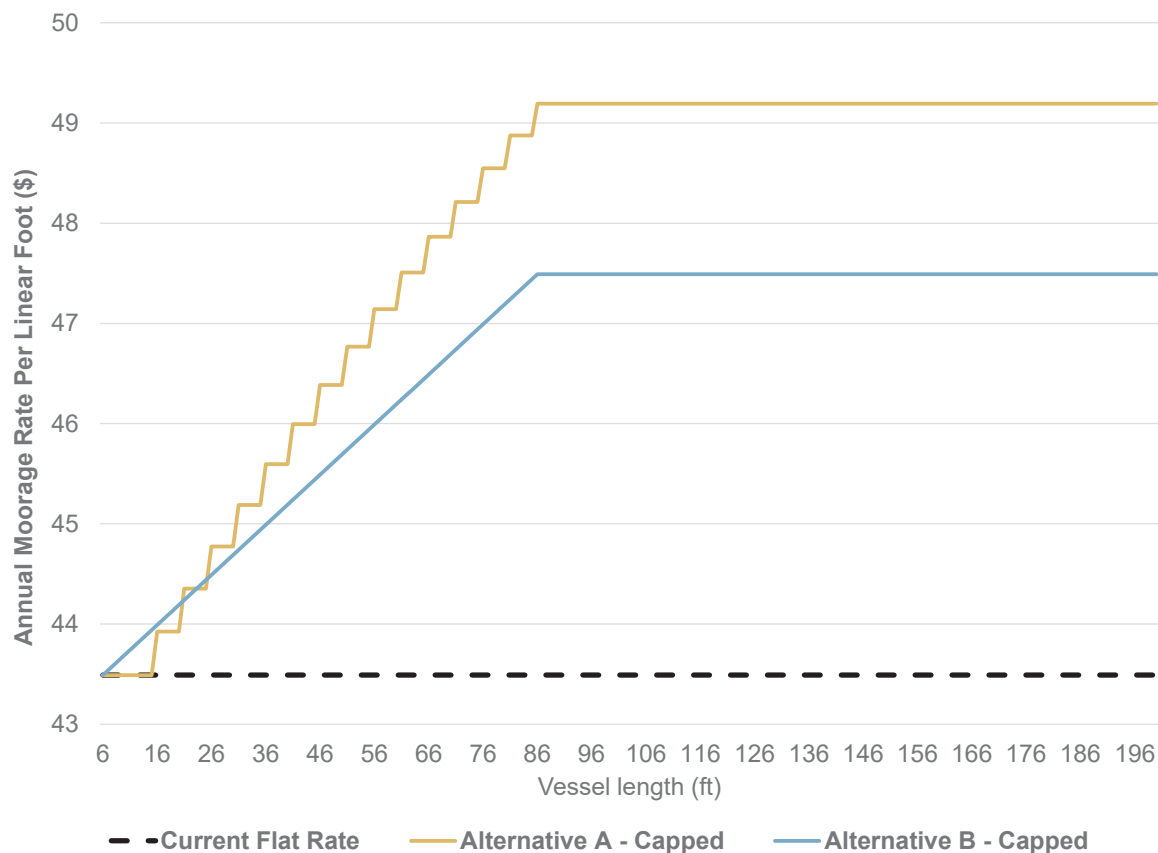
Figure 3 shows the total annual moorage by vessel length for the two recommended alternatives as well as the 2016 flat rate structure. Sales tax and administration fees are not included in the rates.

Figure 3. Comparison of Annual Moorage under Recommended Alternatives by Vessel Length



Homer Harbor has 883 stalls ranging from 18 feet to 75 feet and can accommodate vessels up to 86 feet in length. Vessels longer than 86 feet use the harbor by side tying to transit rafts. Due to the lower level of service offered to vessels at the transit rafts, one modification could be to add a cap on the annual rate for vessels over 86 feet in length. Figure 4 shows the two recommended alternatives with the rate cap.

Figure 4. Annual Moorage Rate under Recommended Alternatives with Cap



Differentiation by User Type

In addition to length-based rate structures, some harbors charge different rates based on the user type. Four harbors within the sample have class-based divisions, all of which are divided into recreational vessels and commercial vessels. Fishermen's Terminal in Seattle and Blaine Harbor in Bellingham each apply separate graduated rate structures for commercial and recreational vessels. In both cases, the monthly moorage rate per foot is significantly less, between 13 and 39 percent at Fishermen's Terminal and between 28 and 35 percent at Blaine Harbor for commercial vessels. The tiers used in the graduated rate structure for commercial vessels are also much larger than those used for recreational vessels. Commercial-specific rate structures are also set to accommodate larger vessels, with the first tiers ending at 80 feet under both rate structures.

The Port of Nanaimo and Comox Valley Harbor in British Columbia also charge separate moorage rates for commercial and recreational vessels. Both of these harbors use separate flat rate structures for each user type. Moorage for commercial vessels is 32 to 35 percent less than the moorage for recreational vessels at both of these harbors.

Table 8. Commercial Moorage Discounts by Harbor

Harbor	Rate Structure	Discount for Commercial Relative to Recreational (%)
Blaine	Graduated-Progressive	28-35
Comox	Flat Rate	34
Fishermen's Terminal	Graduated-Progressive	13-39
Nanaimo	Flat Rate	32-35

Source: Websites and rate sheets collected from harbors.

Both Fishermen's Terminal and Blaine Harbor require proof of active commercial fishing in order to qualify for the commercial rates. Fish tickets, landing permits, or fishing permits from the current or previous season are acceptable as proof of active commercial fishing. Both harbors emphasize that the vessel must be actively participating in commercial fishing activities and require that these documents be submitted every two years for long term tenants.

Blaine Harbor implemented a reduced rate structure for commercial vessels in 2011 in an effort to promote the local fishing and maritime trade community. Commercial users are subsidized through the Economic Development Fund. Blaine Harbor's goal in offering reduced commercial moorage is to attract vessels from other harbors, increase taxes paid to Whatcom County, and promote job creation within the community. After a review of its active commercial fishing rate structure in 2014, Blaine's Port Commission approved a two percent increase in commercial rates starting in 2017 in an attempt to reduce the amount of subsidy provided by the Economic Development Fund.

Fishermen's Terminal has a long history of supporting the commercial fishing industry, and for its first 88 years in operation this facility was exclusively for commercial fishing vessels. Fishermen's Terminal is part of the larger Port of Seattle system, which includes Sea-Tac Airport, cargo terminals, cruise ship terminals, Bell Harbor Marina, and Shilshole Bay Marina. The facilities within this port system are focused on specific user groups and Fishermen's Terminal, as the name suggests, caters primarily to commercial fishermen. The reduced rate structure for active commercial vessels, like Blaine Harbor, was implemented to encourage commercial fishing activities within the community. Fishermen's Terminal does not operate as an enterprise and is not expected to break even, but instead is used as an economic driver that results in increased revenues through other tax structures in King County. While this program is not directly subsidized, the Port of Seattle receives a portion of the revenues collected through King County property taxes and the Port Authority then distributes a portion of the transferred revenues to Fishermen's Terminal.

In the case of both Blaine Harbor and Fishermen's Terminal, user-specific rate structures are used as an economic stimulant with the goal of generating additional revenues through other local tax structures. Subsidies or transfers from local governments allow for the ports implementing these rate structures to be compensated for the increased economic activity they are encouraging.



05 CBJAC 20.175 Fee for delivery and sale of fuel at the Auke Bay Loading Facility.

- (a) *Definition.* Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for refueling a vessel.
- (b) A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.
- (c) *Retailers selling fuel shall register with the Harbormaster.* The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

(Added 12-14-2009, eff. 12-22-2009)

05 CBJAC 20.180 Other fees.

The Docks and Harbors Board will establish fees for use of CBJ Docks and Harbor Department facilities that are not specifically identified in CBJ Administrative Code Title 05 on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005)

05 CBJAC 20.190 Auke Bay Loading Facility—Drive Down Float Fee.

Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.200 Auke Bay Loading Facility—Key Card Issuance Fee.

Harbor users intending to utilize facilities requiring remote access shall purchase and register through a Harbor Office electronic key card/key fob for \$10.00.

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.

The fee to use the Auke Bay Loading Facility Float shall be as follows:

- (1) No cost for the first two hours using the float.
- (2) \$0.75 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
- (3) \$1.50 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
- (4) \$3.00 per linear foot per calendar day for using the float for seven calendar days or more.

(Added 8-10-2015, eff. 8-18-2015)

05 CBJAC 20.220 Auke Bay Loading Facility Float—Mechanical Work Zone.

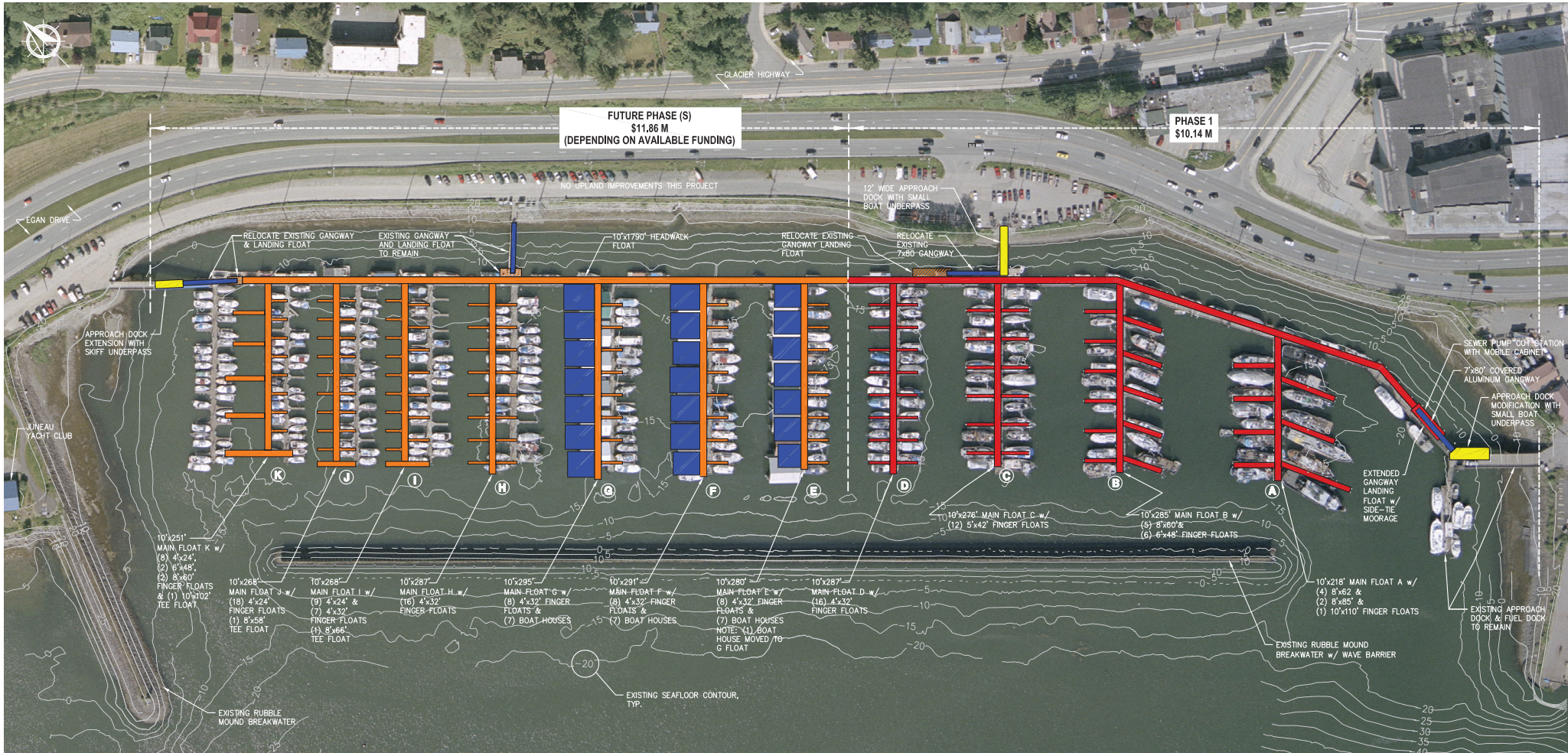
The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:

-
- (1) \$0.75 per linear foot per calendar day for the first three days.
 - (2) \$1.50 per linear foot per calendar day for days four through seven.
 - (3) \$3.00 per linear foot per calendar day in excess of seven days.

05 CBJAC 20.230 Auke Bay Loading Facility—Haul-out Fees.

The rate for Docks and Harbors employing the Self-Propelled Hydraulic Boat Lift shall be \$10.00 per linear feet each way (includes blocking, stands and one hour of prevailing staff labor rate for pressure washing).

(Added 8-10-2015, eff. 8-18-2015)



MOORAGE FLOAT SUMMARY		
SLIP LENGTH	EXISTING CAPACITY	PROPOSED CAPACITY
24 FT	184	75
32 FT	125	135
COVERED MOORAGE (42' TO 45')	42	42
42 FT	39	26
48 FT	0	18
60 FT - 63 FT	20	27
85 FT	7	5
100 - 110 FT	0	3

NOTE:
ADDITIONAL SMALL VESSEL SIDE-TIE MOORAGE IS AVAILABLE ON SHORE SIDE OF HEADWALK FLOAT, NOT COUNTED IN EITHER EXISTING OR PROPOSED MOORAGE SUMMARY, APPROX. 35 VESSELS (UP TO 24' LENGTH).

AURORA HARBOR REBUILD MASTER PLAN

SCALE IN FEET
0 40 80 160 FT.



P N D
ENGINEERS, INC.

9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

AURORA HARBOR REBUILD

SHEET TITLE: **MASTER PLAN**
DATE: 1/31/13 PND PROJECT NO.: 122055.01

1



PROJECT DESCRIPTION:

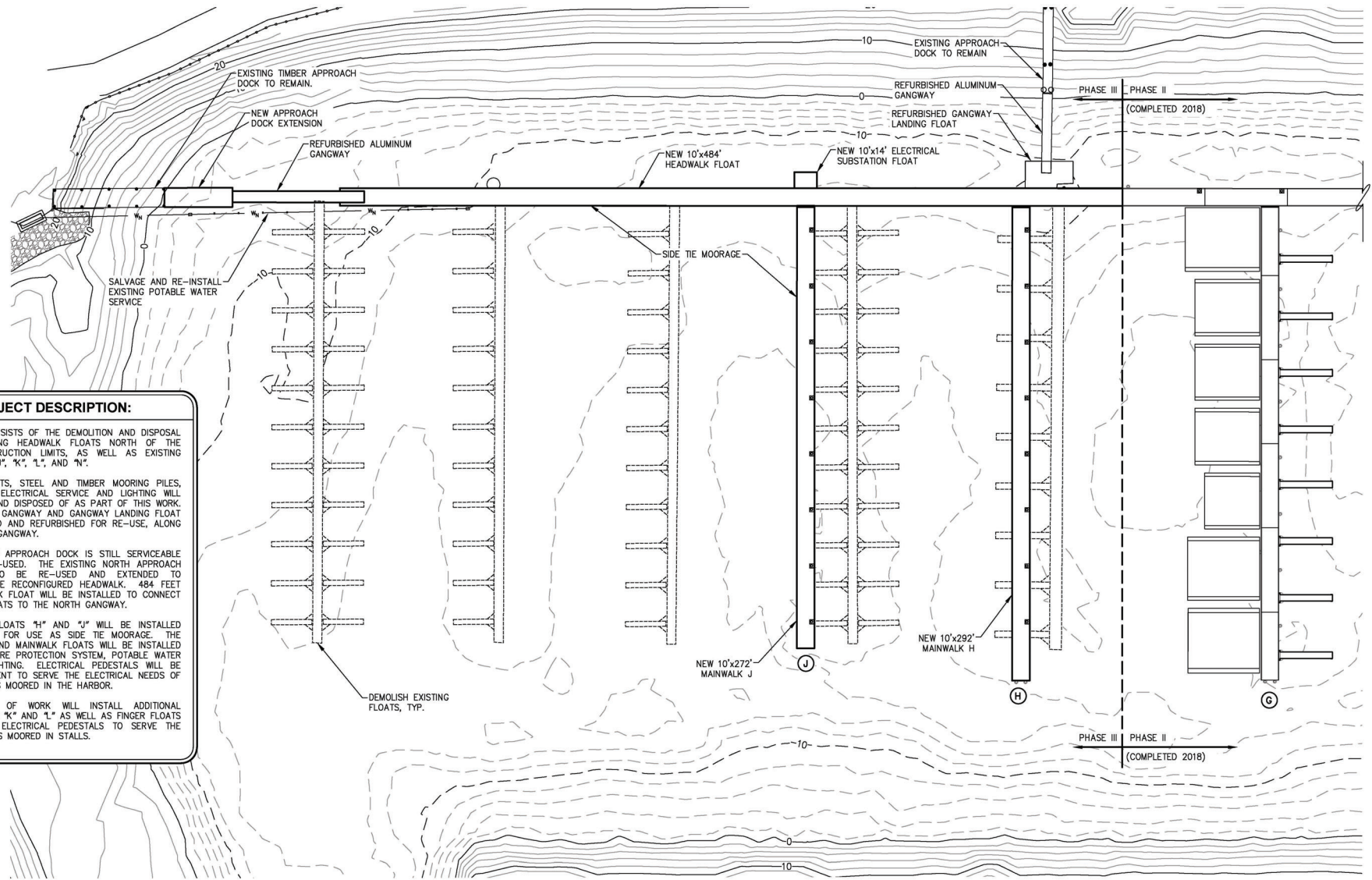
THE PROJECT CONSISTS OF THE DEMOLITION AND DISPOSAL OF THE REMAINING HEADWALK FLOATS NORTH OF THE PHASE II CONSTRUCTION LIMITS, AS WELL AS EXISTING MAINWALKS "H", "J", "K", "L", AND "N".

ALL FINGER FLOATS, STEEL AND TIMBER MOORING PILES, WATER UTILITIES, ELECTRICAL SERVICE AND LIGHTING WILL BE DEMOLISHED AND DISPOSED OF AS PART OF THIS WORK. THE EXISTING "H" GANGWAY AND GANGWAY LANDING FLOAT WILL BE SALVAGED AND REFURBISHED FOR RE-USE, ALONG WITH THE NORTH GANGWAY.

THE EXISTING "H" APPROACH DOCK IS STILL SERVICEABLE AND WILL BE RE-USED. THE EXISTING NORTH APPROACH DOCK WILL ALSO BE RE-USED AND EXTENDED TO ACCOMMODATE THE RECONFIGURED HEADWALK. 484 FEET OF NEW HEADWALK FLOAT WILL BE INSTALLED TO CONNECT THE PHASE II FLOATS TO THE NORTH GANGWAY.

NEW MAINWALK FLOATS "H" AND "J" WILL BE INSTALLED WITHOUT FINGERS FOR USE AS SIDE TIE MOORAGE. THE NEW HEADWALK AND MAINWALK FLOATS WILL BE INSTALLED WITH COMPLETE FIRE PROTECTION SYSTEM, POTABLE WATER SERVICE AND LIGHTING. ELECTRICAL PEDESTALS WILL BE PROVIDED SUFFICIENT TO SERVE THE ELECTRICAL NEEDS OF SIDE TIED VESSELS MOORED IN THE HARBOR.

FUTURE PHASES OF WORK WILL INSTALL ADDITIONAL MAINWALK FLOATS "K" AND "L" AS WELL AS FINGER FLOATS AND ADDITIONAL ELECTRICAL PEDESTALS TO SERVE THE NEEDS TO VESSELS MOORED IN STALLS.



REVISIONS

REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

P N D
ENGINEERS, INC.

9360 Glacier Highway, Ste. 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: MS CHECKED: _____ SCALE: SCALE IN FEET
DRAWN: WRB APPROVED: _____ 0 30 60 FT.

DATE: _____

CITY & BOROUGH OF JUNEAU, ALASKA
AURORA HARBOR REBUILD - PHASE III

SHEET TITLE:
SITE PLAN - PHASE III

PND PROJECT NO.: 182085

1

52

Available Stalls and Swap/Wait Lists for Assigned Moorage in Downtown Juneau

There are currently 55 vessels waiting for stalls as of 3/11/21

Aurora Harbor	Main	24'	26'	32'	38'	42'	48'	60'	62'	85'	110'	All Sizes
Total Stalls	31	0		127		26	13	11	9	5	2	193
Available Stalls	19	0		9		0	0	0	3	0	0	12
Swap List	0	na		1		8	3	0	0	1	0	13
Wait List	0	na		2		17	9	2	0	4	2	36
Aurora Swap/Wait List Total	0	0		3		25	12	2	0	5	2	49

Harris Harbor	Main	24'	26'	32'	38'	42'	48'	60'	62'	85'	110'	All Sizes
Total Stalls	10		27	84	38	19		8				186
Available Stalls	0		0	9	0	0		0				9
Swap List	3		4	2	5	8		0				22
Wait List	0		4	3	14	19		4				44
Harris Swap/Wait List Total	3		8	5	19	27		4				66

Douglas Harbor	Main	24'	26'	32'	38'	42'	48'	60'	62'	85'	110'	All Sizes
Total Stalls	9	25		48		42	13					137
Available Stalls	0	0		4		0	0					4
Swap List	1	6		2		2	0					11
Wait List	0	6		3		11	8					28
Douglas Swap/Wait List Total	1	12		5		13	8					39

Other	Main	24'	26'	32'	38'	42'	48'	60'	62'	85'	110'	All Sizes
Fish Terminal Swap								1				1
Natl Guard Dock Swap								1				1
Other Swap/Wait List Total								2				2

*ALL DT HARBORS	Main	24'	26'	32'	38'	42'	48'	60'	62'	85'	110'	All Sizes
Total Stalls	50	25	27	259	38	87	26	19	9	5	2	547
Available Stalls	19	0	0	22	0	0	0	0	3	0	0	**25
Swap Lists	3	6	4	5	5	6	3	2	0	1	0	35
Wait Lists	0	6	4	4	3	17	11	4	0	4	2	55
ALL DT SWAP/WAIT LIST TOTAL	3	12	8	9	8	23	14	6	0	5	2	90

*Data was cross-referenced between lists so no boat appears in the ALL DT HARBORS section more than once.

**The total number of available stalls does not include the Mainwalk non-moving vessel zone.

Presented by: Smith
Presented: 06/14/2021
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2956

A Resolution Designating Certain City and Borough of Juneau Property for Use of Fireworks.

WHEREAS, Ordinance 2021-03 allows the Assembly to designate City and Borough of Juneau property for use of fireworks; and

WHEREAS, Ordinance 2021-03 allows a person to use concussive fireworks on designated public property (i) outside the fire service area and (ii) only on New Year's and Fourth of July as defined by this chapter; and

WHEREAS, Ordinance 2021-03 allows a person to use holiday fireworks on designated public property (i) inside the fire service area only on New Year's and Fourth of July as defined by this chapter; or (ii) outside the fire service area year-round from 10:00 AM to 10:00 PM; and

WHEREAS, Ordinance 2021-03 allows a person to use allowable fireworks on designated public property (i) on New Year's and Fourth of July as defined by this chapter, or (ii) year-round from 10:00 AM to 10:00 PM; and

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Designated Public Property. Consistent with Ordinance 2021-03, the following City and Borough of Juneau land is designated public property for use of fireworks:

(A) **Eaglecrest:** CBJ property managed by the Ski Area Board.

(B) **Parks & Rec.:** CBJ property managed by the Parks and Recreation Department.

(C) **Docks and Harbors:** CBJ property managed by the Docks and Harbors Board.

Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____, 2021.

Attest:

Beth A. Weldon, Mayor

Elizabeth J. McEwen, Municipal Clerk

Presented by: COW
Presented: 05/12/2021
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-03

An Ordinance Regulating Fireworks and Providing for a Penalty.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Title. Title 36, Health and Sanitation, is amended by adding a new chapter to read:

36.80 FIREWORKS CONTROL CODE

36.80.010 Fireworks control.

- (a) This chapter shall be known as the Fireworks Control Code.
- (b) The intent of this chapter is to comprehensively regulate the use, possession, and sale of fireworks despite any contradictory provision of Title 19. Title 19 shall govern the storage of fireworks. Pursuant to Title 19, the fire chief may still prohibit or restrict the use of all fireworks at any time due to increased fire danger or any other reasons which may create a significant increased risk to public health and safety.
[State law reference, A.S. 18.72.060]

36.80.020 Fireworks prohibition and exceptions.

- (a) General Prohibition. Except as specifically provided below, the use of a firework is prohibited within the City and Borough of Juneau.
- (b) Exceptions.
 - (1) Concussive Fireworks. A person may use concussive fireworks for personal use when all three conditions are met: (i) on private property with the permission of the property owner or on designated public property, (ii) outside the fire service area, and (iii) only on New Year's and Fourth of July as defined by this chapter.

(2) Holiday Fireworks. A person may use holiday fireworks on private property with the permission of the property owner or on designated public property (i) inside the fire service area only on New Year's and Fourth of July as defined by this chapter; or (ii) outside the fire service area year-round from 10:00 AM to 10:00 PM.

(3) Allowable Fireworks. A person may use allowable fireworks on private property with the permission of the property owner or on designated public property (i) on New Year's and Fourth of July as defined by this chapter, or (ii) year-round from 10:00 AM to 10:00 PM.

(4) Year-round Outside the Road Service Area. A person may use concussive, holiday, and allowable fireworks for personal use on private property with the permission of the property owner or on designated public property outside the road service area.

(5) Public Display. A person or entity holding a valid firework display permit issued by the City and Borough of Juneau and the State may provide a public display of fireworks consistent with the permit.

(6) Official Use. Employees, contractors, and permittees of the City and Borough of Juneau, State, or any federal agency may use fireworks in the interest of public safety or wildlife control, including at the solid waste facility and the Juneau International Airport.

(c) Violations. A violation of this section is an infraction.

36.80.030 City and Borough of Juneau fireworks display permit.

(a) The fire chief, or designee, may issue a pyrotechnic permit for public fireworks displays, provided the following conditions are satisfied:

(1) Dates, times, and location of the proposed display(s); and

(2) That all required state licenses or permits have been procured (e.g. State of Alaska Fireworks Display Permit); and

(3) That a policy or certified true copy of a policy of public liability insurance and products liability insurance coverage provided by the applicant or his or her employer has been filed with the City and Borough of Juneau Risk Manager, which provides for both accident and occurrence coverage in the amount of at least one million dollars for bodily injury and death and at least five hundred thousand dollars for property damage; and

(4) That the fireworks display is to be conducted by a State of Alaska licensed pyrotechnic operator; and

(5) That the CBJ fireworks display permit expires no longer than thirty days from the date of issuance.

(b) Upon receipt of an application for a CBJ fireworks display permit, the fire chief shall review the application for completeness and send the application out for agency review, including to the Juneau Police Department, CBJ Risk Manager, CBJ Manager's Office, and to the State fire marshal. The agency review should occur within two weeks. Upon the fire chief's determination that the application is complete, in consideration of the agency comments, the fire chief may approve the application, approve the application with conditions, or deny the application. If the fire chief imposes conditions or denies the application, the fire chief must articulate what public health, safety, or welfare reasons support the denial or imposition of conditions.

36.80.040 Sale of fireworks.

(a) Prohibition. The sale of fireworks, display of fireworks for sale, offer to sell, or possess with intent to sell fireworks is prohibited

(1) within the fire service area;

(2) outside of the fire service area unless authorized by a retail firework permit from the City and Borough of Juneau. A government vendor, including a federally recognized tribal government, is exempt from the permit requirement.

(b) Violation. A violation of this section is a Class B misdemeanor.

36.80.045 City and Borough of Juneau retail firework permit.

(a) A person may sell or offer for sale fireworks when all of the conditions are satisfied:

(1) The retail store is located outside the fire service area;

(2) The vendor has received a retail firework permit from the State of Alaska;

(3) The fire chief approves and issues a CBJ retail firework permit;

(4) Only saleable fireworks are sold or offered for sale;

(5) The Juneau area fire danger is low or moderate; and

(6) The vendor confirms each buyer is 18 year of age or older. A vendor is prohibited from giving fireworks to a person under 18 year of age.

(b) Fire Chief Review. Upon receipt of an application for a CBJ retail fireworks permit, the fire chief shall review the application for completeness. The application must include the same information submitted to the State of Alaska for an A.S. 18.72.020 permit. The fire chief's review should occur within two weeks. The fire chief may approve the application, approve the application with conditions, or deny the application. If the fire chief imposes conditions or denies the application, the fire chief must articulate what public health, safety, or welfare reasons support the denial or

imposition of conditions. An applicant aggrieved by a decision of the fire chief may appeal to the manager whose decision shall constitute final agency action.

(c) Duration. A CBJ retail firework permit shall expire 12 months from the date the fire chief issues it. The fire chief may temporarily revoke a CBJ retail firework permit upon notice to the applicant that fire danger conditions are high, very high, or extreme. The fire chief may also revoke a CBJ retail firework permit upon violation of a condition of the permit, violation of this chapter, violation of A.S. 18.72, or violation of Title 19.
[State law reference A.S. 18.72.010—020]

36.80.050 Possession of fireworks.

(a) Possession of Saleable Fireworks. Except as pursuant to a valid permit, or similar authorization, by the City and Borough of Juneau, State, or federal agency, a person must not possess more than 75 gross pounds of saleable fireworks. The gross weight of fireworks includes the combined weight of each individual firework. All fireworks must be stored and transported consistent with Title 19, State, and federal law.

(b) Possession of Dangerous Fireworks. Except as pursuant to a valid permit, or similar authorization, issued by the City and Borough of Juneau, State, or federal agency, a person must not possess dangerous fireworks.

(c) Commercial Transportation. Consistent with federal and state law, a contract or common carrier may transport saleable fireworks in excess of the amount listed in subsection (a).

(d) Violation. A violation of this section is an infraction.
[Federal law reference 18 U.S.C. 836]

36.80.060 Miscellaneous fireworks provisions.

(a) It is unlawful for any person under the influence of any alcoholic beverage, intoxicating liquor, marijuana, controlled substance as defined in AS 28.33.190, or illegal drug to use a firework. In addition to other indicators, a person is under the influence of alcohol if a chemical test determines that at the time the test is administered, there is 0.08 percent or more, by weight, of alcohol in the person's blood or 80 milligrams or more of alcohol per 100 milliliters of blood, or when there is 0.08 grams or more of alcohol per 210 liters of the person's breath.

(b) It is unlawful for any person to use or attempt to use a firework in any manner that could reasonably cause harm to life or property.

(c) Violation. A violation of this section is an infraction.

36.80.070 Definitions.

For the purposes of this chapter, the following definitions apply:

Allowable firework means a saleable firework and limited to the following:

- (A) Reserved;
- (B) Reserved;
- (C) Reserved;
- (D) Cylindrical fountains, total pyrotechnic composition not to exceed 75 grams each in weight, and the inside tube diameter not to exceed $\frac{3}{4}$ inch;
- (E) Cone fountains, total pyrotechnic composition not to exceed 50 grams each in weight;
- (F) Wheels, total pyrotechnic composition not to exceed 60 grams for each driver unit or 240 grams for each complete wheel, and the inside tube diameter of driver units not to exceed $\frac{1}{2}$ inch;
- (G) Illuminating torches and colored fire in any form, total pyrotechnic composition not to exceed 100 grams each in weight;
- (H) Dipped sticks, the pyrotechnic composition of which contains chlorate or perchlorate, that do not exceed five grams, and sparklers, the composition of which does not exceed 100 grams each and that contains no magnesium or magnesium and a chlorate or perchlorate;
- (I) Reserved;
- (J) Reserved;
- (K) Novelties consisting of two or more devices enumerated in this paragraph when approved by the Bureau of Explosives.

Concussive firework means a saleable firework (i) that has an inside tube diameter greater than $\frac{3}{4}$ inch or (ii) that is a mine and shell of which the mortar is an integral part.

Dangerous firework means all fireworks that are not defined as a saleable firework.

Designated public property means publicly owned property or publically controlled property (i.e. lease, right-of-way) in which the government, governing board, agency, department, or person with authority specifically identifies as eligible for use of fireworks.

Display means the result of igniting, detonating, or explosion of a firework.

Fire service area means the area as defined by CBJC 01.30.100.

Firework means a saleable (concussive, holiday, or allowable) firework or a dangerous firework.

Holiday firework means a saleable firework and limited to the following:

- (A) Roman candles, not exceeding 10 balls spaced uniformly in the tube, total pyrotechnic composition not to exceed 20 grams each in weight, any inside tube diameter not to exceed $\frac{3}{8}$ inch;
- (B) Skyrockets with sticks, total pyrotechnic composition not to exceed 20 grams each in weight, and the inside tube diameter not to exceed $\frac{1}{2}$ inch, with the rocket sticks being securely fastened to the tubes;
- (C) Helicopter type rockets, total pyrotechnic composition not to exceed 20 grams each in weight, and the inside tube diameter not to exceed $\frac{1}{2}$ inch;
- (D) Reserved;
- (E) Reserved;
- (F) Reserved;
- (G) Reserved;
- (H) Reserved;
- (I) Reserved;
- (J) Firecrackers with soft casings, the external dimensions of which do not exceed one and one-half inches in length or one-quarter inch in diameter, total pyrotechnic composition not to exceed two grains each in weight;
- (K) Reserved.

New Year's and Fourth of July are defined as follows:

New Year's	
December 31	10:00 am – midnight (14 hours)
January 1	Midnight – 1:00 am (1 hour), and 10:00 am – 11:59 pm (14 hours)
Fourth of July	
July 3	10:00 am – midnight (14 hours)
July 4	Midnight – 1:00 am (1 hour), and 10:00 am – 11:59 pm (14 hours)

Public display means to use, ignite, detonate or explode fireworks on public property or intended for a public audience.

Roaded service area means the area defined by CBJC 1.30.320.

Saleable firework means a 1.4 G firework, as defined by the National Fire Protection Association, and, more specifically, shall include and be limited to the following:

- (A) Roman candles, not exceeding 10 balls spaced uniformly in the tube, total pyrotechnic composition not to exceed 20 grams each in weight, any inside tube diameter not to exceed $\frac{3}{8}$ inch;
- (B) Skyrockets with sticks, total pyrotechnic composition not to exceed 20 grams each in weight, and the inside tube diameter not to exceed $\frac{1}{2}$ inch, with the rocket sticks being securely fastened to the tubes;
- (C) Helicopter type rockets, total pyrotechnic composition not to exceed 20 grams each in weight, and the inside tube diameter not to exceed $\frac{1}{2}$ inch;
- (D) Cylindrical fountains, total pyrotechnic composition not to exceed 75 grams each in weight, and the inside tube diameter not to exceed $\frac{3}{4}$ inch;
- (E) Cone fountains, total pyrotechnic composition not to exceed 50 grams each in weight;
- (F) Wheels, total pyrotechnic composition not to exceed 60 grams for each driver unit or 240 grams for each complete wheel, and the inside tube diameter of driver units not to exceed $\frac{1}{2}$ inch;

(G) Illuminating torches and colored fire in any form, total pyrotechnic composition not to exceed 100 grams each in weight;

(H) Dipped sticks, the pyrotechnic composition of which contains chlorate or perchlorate, that do not exceed five grams, and sparklers, the composition of which does not exceed 100 grams each and that contains no magnesium or magnesium and a chlorate or perchlorate;

(I) Mines and shells of which the mortar is an integral part, total pyrotechnic composition not to exceed 40 grams each in weight;

(J) Firecrackers with soft casings, the external dimensions of which do not exceed one and one-half inches in length or one-quarter inch in diameter, total pyrotechnic composition not to exceed two grains each in weight;

(K) Novelties consisting of two or more devices enumerated in this paragraph when approved by the Bureau of Explosives.

State licensed pyrotechnic operator means an individual who has been licensed by the Alaska Department of Public Safety, Fire and Life Safety Division.

Use of a firework or use firework means to ignite, discharge, or attempt to ignite a firework.
[State law reference, A.S. 18.72.100]

Section 3. Amendment of Section. Section 03.30.053, Health and Sanitation fine schedule, is amended by adding the following:

CBJC	Offense	No. of Offense	Fine
36.80.020(a)	Use of firework	1 st	\$250
		2 nd and subseq.	\$500 and MCA
36.80.050(a) and (b)	Possession of fireworks	1 st	\$250
		2 nd and subseq.	\$500 and MCA
36.80.060(a)	Use of fireworks under influence	1 st	\$250
		2 nd and subseq.	\$500 and MCA
36.80.060(b)	Negligent use of fireworks	1 st	\$250
		2 nd and subseq.	\$500 and MCA

Section 4. Amendment of Section. CBJC 67.01.090, Prohibited uses, is amended by adding the following:

...

(m) Fireworks. Except for an area specifically designated for use of fireworks by the Assembly, use of a firework is prohibited within the limits of any area designated in section 67.01.030. Firework and use of firework have the same meanings as in CBJC 36.80.070. The Assembly, by resolution, may designate any area designated in section 67.01.030 for use of fireworks during specific times.

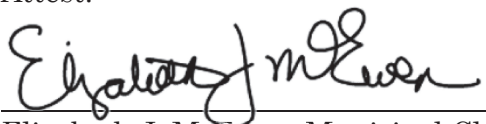
Section 5. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 24th day of May, 2021.



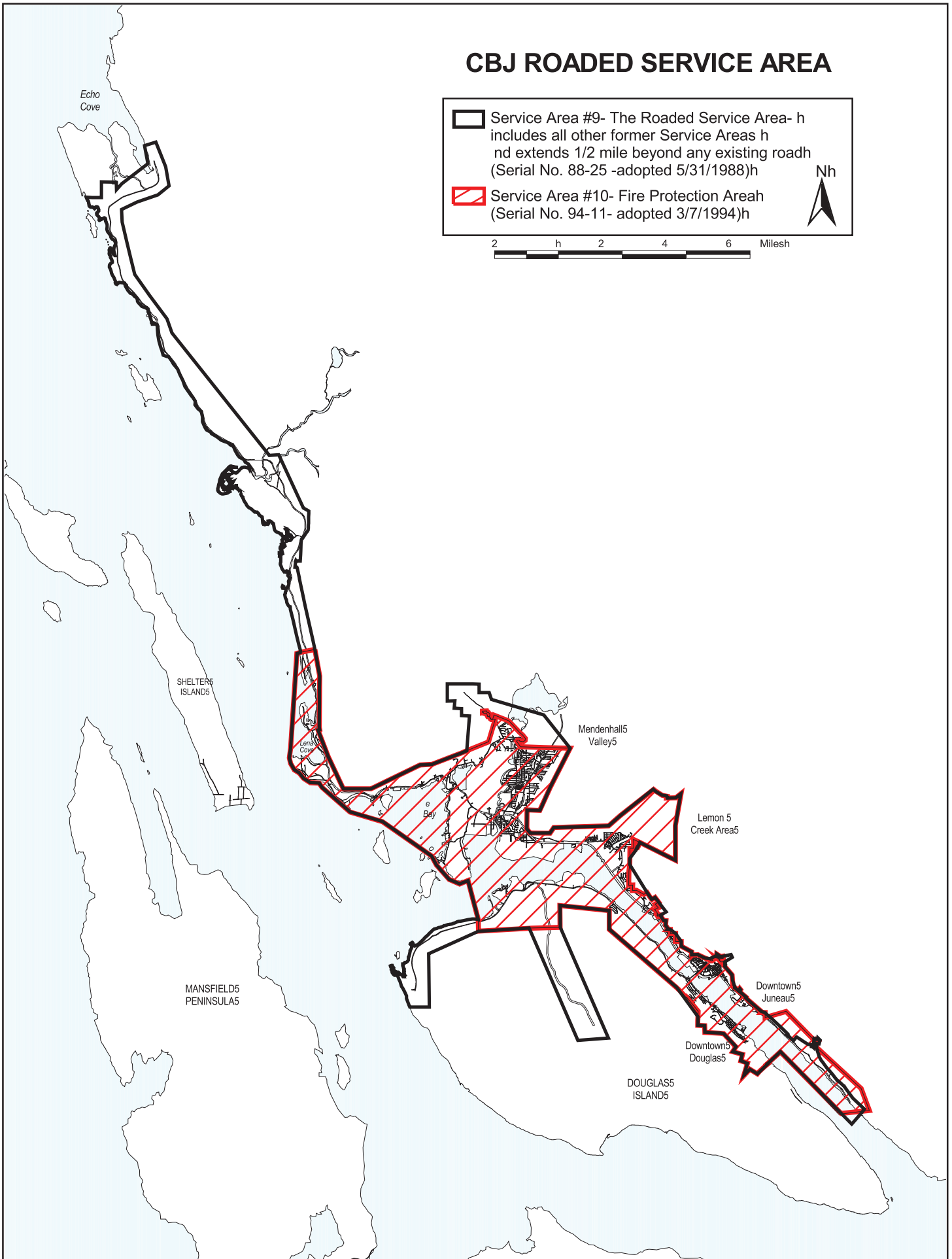
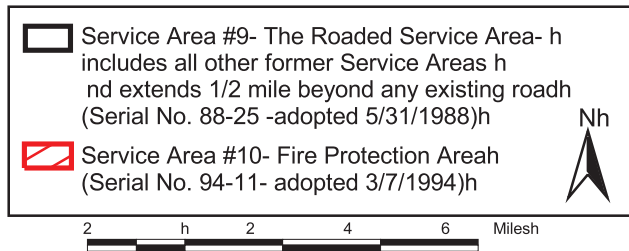
Beth A. Weldon, Mayor

Attest:



Elizabeth J. McEwen, Municipal Clerk

CBJ ROADED SERVICE AREA



The following reflects the changes made at the Assembly COW on April 12, 2021 to Ord. 2021-03. FSA means Fire Service Area.

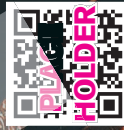
Saleable Class of Firework	CBJC 36.80.070 Category	CBJC 36.80.020 Restrictions	Existing Fireworks Policy
Mines and shells (mortars) and tubes > 3/4"	Concussive Firework	- Inside FSA: prohibited - Outside FSA: Allowed only Jan. 1 and July 4	- Inside FSA: allowed Jan 1 and July 4 - Past Cohen Drive: allowed year-round, 10am to 10pm
Roman candle	Holiday Firework		
Skyrockets with sticks	Holiday Firework	Inside FSA: Allowed Jan. 1 and July 4	Inside FSA: allowed Jan 1 and July 4
Helicopter rockets	Holiday Firework		
Firecrackers with soft casing	Holiday Firework	Outside FSA: Allowed year-round 10am to 10 pm	Past Cohen Drive: allowed year-round, 10am to 10pm
Cylindrical fountain	Allowable Firework		
Cone fountain	Allowable Firework	Allowed year round, 10 am to 10 pm	Allowed Year-round, anytime anywhere
Wheels	Allowable Firework		
Illuminating torches	Allowable Firework		
Dipped sticks	Allowable Firework	Expanded hours around Jan. 1 and July 4	
Novelties	Allowable Firework		

FIREWORKS

use guidelines

IN THE CITY & BOROUGH OF JUNEAU

		WHEN TO USE	WHERE TO USE
HOLIDAY FIREWORKS ALLOWABLE FIREWORKS	Mines and shells (mortars) and tubes larger than 3/4"	Dec. 31 10am-midnight Jan. 1 Midnight-1am & 10am-11:59pm July 3 10am-midnight July 4 Midnight-1am & 10am-11:59pm	On private property located outside the Fire Service Area*
	Roman candles, Skyrockets with sticks, Helicopter rockets, Firecrackers with soft casings	Year-round from 10am-10pm Dec. 31 10am-midnight Jan. 1 Midnight-1am & 10am-11:59pm July 3 10am-midnight July 4 Midnight-1am & 10am-11:59pm	On private property located outside the Fire Service Area*
	Cylindrical fountain, Cone fountain, Wheels, Illuminating torches, Dipped sticks, Novelities	Year-round from 10am-10pm Dec. 31 10am-midnight Jan. 1 Midnight-1am & 10am-11:59pm July 3 10am-midnight July 4 Midnight-1am & 10am-11:59pm	On private property



*Fire Service Area extends from the end of Thane Road to Cohen Drive; out to the North Douglas boat launch and up to the houses on Fish Creek Road; out to the end of Sandy Beach on Douglas; all of Lemon Creek; and all of the Mendenhall Valley.

VIOLATION OF THESE RULES ARE SUBJECT TO A \$250 FINE.





Eaglecrest Ski Area

DATE: June 11, 2021
TO: CBJ Assembly
FROM: Dave Scanlan, Eaglecrest General Manager
SUBJECT: Resolution 2956

Like many in the community, we have been watching the progress of Ordinance 2021-03. Now that the Ordinance is passed and we have a proposed resolution to specifically allow Fireworks to be discharged at Eaglecrest I am requesting that the Assembly allow the Eaglecrest Board to have a discussion on how the new Ordinance 2021-03 and the now proposed resolution 2956 will affect the operations at Eaglecrest.

I thank you for your consideration in allowing the Eaglecrest Board the opportunity to weigh in on this important issue to the mountain.

Respectfully,
Dave Scanlan
General Manager
Eaglecrest Ski Area

