CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, April 21st , 2021

Zoom Meeting
https://bit.ly/32jLIks

or via Phone 1-253-215-8782
Meeting ID: 926 0975 1757
Passcode: 054105

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, March 17th, 2021 Operations/Planning Meetings Minutes

VI. Consent Agenda - None

VII. Unfinished Business

1. Proposed Harbor Revenue Fee Adjustments
Presentation by the Port Director

Committee Discussion

Public Comment

Committee Discussion/Action

MOTION: TBD

2. Proposed CY2021 – Passenger for Hire & Loading Zone Permit Fees
Presentation by the Port Director

Committee Discussion

Public Comment

Committee Discussion/Action

MOTION: THAT DUE TO THE EXTRAORDINARY ECONOMIC CONDITIONS FOR CY21 THAT THE BOARD CHARGE FLAT FEE FOR "A ZONE" AND "B ZONE" BUSSES $200 PER COMPANY; THAT STATTER HARBOR BUS PERMITS BE CHARGED $200 PER COMPANY; THAT INSPECTED PASSENGER FOR HIRE VESSELS BE CHARGE $150 PER VESSEL AND $1.50 PER PASSENGER; AND THAT UNINSPECTED PASSENGER FOR HIRE VESSELS BE CHARGE $100 PER VESSEL AND $1.50 PER PASSENGER.

VIII. New Business - None

IX. Items for Information/Discussion

1. Proposed Rotary International Civic Project – North Douglas Launch Ramp
   Presentation by Rotarian Doug Eckland

Committee Discussion/Public Comment

2. Harbor Pet Waste
   Presentation by Board Member Lacey Derr

Committee Discussion/Public Comment

3. FY21/FY22 Budget Update
   Presentation by the Port Director

Committee Discussion/Public Comment

4. RAISE Grant (formerly BUILD & TIGER)
https://www.transportation.gov/sites/dot.gov/files/2021-04/FY%202021%20RAISE%20grants%20NOFO%20%28Final%29.pdf
   Presentation by the Port Engineer

Committee Discussion/Public Comment

5. Auke Bay Wave Attenuator Update Statter Harbor Wave Attenuator FINAL - YouTube
   Presentation by the Port Engineer

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, May 19th, 2021**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, March 17th, 2021

I. Call to Order Mr. Ridgway called the meeting to order at 5:00 pm in a Zoom meeting at the Port Director's Office.

II. Roll Call

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

Absent: none

Also present at the Port Director's Office: Carl Uchytil – Port Director, Erich Schaal – Port Engineer, Matthew Creswell –Harbormaster and Mary Wolf – Administrative Assistant 1.

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 – None

V. Approval of Wednesday, February 17th, 2021 Operations/Planning Meeting Minutes

Minutes of February 17th, 2021 approved as presented.

VI. Special Order of Business – Summary of March 11th Finance Sub-Committee Meeting

Presentation by the Finance Sub-Committee Chair

Mr. Wostmann reported that the Sub-Committee has had two formal meetings and one working group meeting. Focus is gathering facts and looking at details. The committee made no formal actions and did not vote on any motions. The three primary areas of focus is expenses, revenues, and the remainder of the FY2021 budget. The Committee discussed the right approaches for lease deferrals and a specific request for a lease deferral. They also discussed the UAS (University of Alaska Southeast) property and options to lease or purchase but Docks & Harbors does not have the upfront cash to purchase the facility. Discussions were about various options and ways to purchase part or all of the UAS facility including bond money. They dug into the details of the budget and the larger expense items of the FY21 budget. A number of cost saving were identified which could be postponed or not done at all. The committee came up with about $225,000 in deferrable expenses and discussed other revenue sources. Mr. Wostmann said Mr. Drew Green with Cruise Line Agencies of Alaska made substantial and significant comments regarding an increase of the reservation charge policy. The

Finance Sub-Committee is in favor of deferral of some of the lease payments but they felt strongly there needs to be some form of means test for the deferral.

VII. Unfinished Business –

1. Lease Deferment Policy

Mr. Uchytil said on page seventeen of the agenda packet is the Resolution for Lease Rent Deferment. The Resolution is a direction from the Board to staff and reflects the will of the Board. The Finance Sub-Committee discussed the Resolution and their suggestion is that we provide a means test to allow companies that have leases with Docks & Harbors to defer those payments for this calendar year. A lease deferment of either all or a portion of the lease and all qualified leases must be means tested. The easy button for the means testing is to request the lessee provide Docks & Harbors their grant application from the City or Juneau Economic Development Committee (JEDC) as proof of loss of revenue. The Finance Sub-Committee thought it would be appropriate to defer the lease payment for this year only throughout the term of the lease. The deferment would be spread out however long they have remaining on their lease at a rate yet to be determined. It could be a LIBOR rate, commercial prime rate or just a straight four percent rate. The Finance Sub-Committee was clear that they wanted to have the repayment in the sum of a loan over that period. Mr. Uchytil said there was not a full discussion about this Resolution and this is a good opportunity for the Board to ask questions. It is relatively straight forward and Mr. Uchytil's only request is for staff - the repayment term be made as simple as possible for his admin staff to track it. He does not want his staff having to recalculate LIBOR rates every year and wants to make the fewest number of changes for staff. This would be an in house adjustment.

Committee Questions

Mr. Ridgway asked if we could change the language of the lease deferment resolution prior to going to the full Board for votes.

Mr. Uchytil said it is his understanding that it is well within the purview of the Board to give directions on aspects of leases like this as best we can in an emergency order. Staff will do what the Board asks them to do.

Ms. Derr asked, if spreading out a loan payment over twenty-five years places a burden on staff, would a five year term be more reasonable?

Mr. Uchytil said that a shorter term of loan repayment would be easiest for staff. The tracking is done manually with the deferment spread out over x number of years. All of Docks & Harbors leases are thirty-five years or less depending on where the lease is in their cycle. Some leases are coming due this year.

Mr. Larkin said he is concerned that the deferment is only for calendar year 2021. The fact that the lessee has no income because of COVID and the shutdown, they are not likely to have any income in January 2022 either. Should the Board push the end date of this to the end of the first quarter of 2022 when they start seeing income from the return of the cruise ships?

Mr. Uchytil said it is not the direction the Finance Sub-Committee recommended but it could be done.

Mr. Wostmann said the Finance Sub-Committee discussed whether it would be best to spread the deferred amount over the remaining payments on the lease versus extending the lease by a certain number of months. Mr. Wostmann said there was feedback from a member of the public who expressed preference for not changing the end date of their lease, but increasing the payments. It could get complicated to make it optional on how repayments are done. The Board should not alter the end dates of the leases. Maybe asking them what would work best for them in repayment terms. It was suggested to not exceed five years for repayment. How do we minimalize the workload of staff?

Mr. Uchytil said an invoice for their normal lease payment and a second invoice for the deferred lease payment amount.

Mrs. Larson said just invoices would work.

Mr. Ridgway commented he is in support of a limitation of time not to exceed five years that would be reflected in their next invoice and extending their deferment to the second quarter of 2022.

Mr. Wostmann said he agrees with giving relief to the beginning of 2022 operating season or somewhere in May is reasonable.

Mr. Etheridge said he would rather make the amendments tonight and send it to the Board for review at next weeks meeting.

Mr. Becker asked if the lessee could sell their lease.

Mr. Uchytil said they would assign the lease, not sell it. The assignee of the lease would pick up all the terms and liabilities of the lease.

Mr. Uchytil said it might be easiest to defer the payments to July 1, 2021 (FY22) for budget reasons.

Mrs. Larson said that all the leases do not all come due on July 1st. The leases have different due dates, so it does not matter.

Mr. Wostmann said at this time we only have one application. We do not know the scope of what other requests may come. Perhaps, we need to be flexible with the end date. This is definitely optional; there will be companies that will not apply and some who will not qualify for a deferment.

Mr. Ridgway asked if later on we could just undue what we are proposing if we find we have lost too much revenue.

Mr. Uchytil said once we make an agreement it becomes a commitment.

Mr. Wostmann suggested we make a defined application period. An open ended program is not appropriate.
Mr. Ridgway summarized the lease deferment discussions. Limit time spent on this by staff, a deferment time limit should not exceed five years, notation about how this is going to work via an invoice and a written agreement. Extend it beyond calendar year 2021 to 2022 with an application period cutoff date.

Public Comment- none

Committee Discussion/Action

MOTION by MR. ETHERIDGE: TO MOVE THE RESOLUTION FOR AMENDMENTS AND ASK UNANIMOUS CONSENT.

Motion approved for amendment with no objection.

MOTION by MR. ETHERIDGE: TO MOVE THE AMENDMENT TO EXTEND THE DEFERMENT TO JULY 1, 2022 WITH A TEN YEAR TIME LIMIT TO PAY OFF THE DEFERMENT AND AMEND WITH AN APPLICATION CUTOFF DATE OF SEPTEMBER 1, 2021 AND A FOUR PERCENT INTEREST RATE.

Motion approved with no objection.

MOTION by MR. ETHERIDGE: TO MOVE THE AMENDMENTS AS PRESENTED AND ASK FOR UNANIMOUS CONSENT ON THE AMENDMENTS.

Mr. Wostmann said he is in support of the modifications and amendments to the motion.

Motion approved with no objection.

MOTION by MR. ETHERIDGE: TO MOVE THE RESOLUTION TO THE FULL BOARD AS AMENDED AND ASK UNAMINOUS CONSENT.
Motion approved with no objections.

2. UAS Property Purchase Decision

Mr. Uchytil said on page twenty-three of the agenda packet is the layout of the University of Alaska Southeast (UAS) property that we are discussing. Mr. Sam Kito III with UAS is on the phone representing the University. The goal of the action item is to get direction from the Committee on whether you want to move forward with a lease or purchase agreement for all or part of the UAS property that is included in the appraisal. The Docks & Harbors existing UAS lease expires May 4, 2021. The property is about 2.8 acres and over the last thirty-three years, we have paid UAS about $15K per year. In an agreement with UAS back in the late 1980's, the City and Borough of Juneau (CBJ) gave the UAS $500K for the Egan Library. The lease included the opportunity for CBJ to renew the lease for another thirty-three years at fair market value. UAS staff ordered an appraisal from Horan & Company to establish fair market value and they have received the

appraisal on their property. The fair market value is $2.88M for the current leased area or a new lease payment of $230K per year. In addition, UAS looked at the entire parcel in that area of 5.3 acres, which includes the UAS Vo-Tech Bldg. The entire parcel of 5.3 acres is appraised at $8.57M. The appraisals are in the agenda packet. Mr. Uchytil said options are to purchase part of the parcel or the entire parcel. The leased area is marked in solid yellow in the illustration. The area we currently lease is more than just the boat yard; it is what we call the Juneau Fisheries Terminal: crane dock or pot dock, and the fisheries float. It also includes the upland area that Harri's Commercial Marine uses. The Welding Lab building is not part of the appraisal for the current leased area. UAS currently maintains and manages the Welding Lab. Mr. Uchytil asked if the Board wanted to move forward with a lease for $230K per year for the current leased area, purchase the current lease area for $2.88M, or purchase the entire area of 5.3 acres at $8.57M?

Committee Questions –

Ms. Smith asked if UAS would continue to control the UAS welding lab if they sell the property?

Mr. Uchytil said the UAS welding lab is included in the entire parcel for $8.57M. It is not included in the $2.88M appraisal for the area we currently lease.

Mr. Ridgway commented that the will of the Board may not be able to be reflected with the financial status of the Enterprise. The services that we provide through our lease is very important to a broad Juneau economic group. We are stuck with our charter, which drives us to a decision that would benefit access to the docks for commercial fisherman if these services continue. There are capital improvements needed in the facilities located in the entire parcel area. Without having the finances to purchase the property, it does seem difficult to justify purchasing something that needs major capital improvements. Staff and UAS are relying on this Committee to move this issue forward.

Mr. Etheridge said Mr. Ridgway is correct; this is a very important service we provide to fisherman and other users of the fisherman's terminal and crane dock and we should continue to provide this service. In conversations with Mr. Uchytil and CBJ Finance, it is going to be hard to come up with enough money to purchase this property but it may be able to be done. The reason to purchase over leasing is the fact there is $10K a year difference between the purchase payment and the lease payment. At the end of the fifteen years, we own the property and at the end of the lease period, we have paid twice as much. Mr. Etheridge said it is important that we look at purchasing this property and there are a lot of financing options available. One option might be making payments to UAS directly for the purchase. First decision is if Docks & Harbors should purchase the property, lease the property, or let it go.

Mr. Ridgway asked Mr. Etheridge if the purchase area he is referring to is the current leased parcel or the entire parcel?

Mr. Etheridge said he does not see any way possible to purchase the entire parcel. We could never come up with those kind of funds at this time.

Ms. Derr said that she agrees with Mr. Etheridge that purchasing the property is the most appropriate in her opinion. We would be paying the same funds and we need to own what we can. The welding lab is in very poor condition and is right in the middle of the area that we want. Maybe there is room to negotiate adding the welding lab to the smaller purchase area. It would be great to have the whole area. We need to purchase what we can afford, let the space go, or continue to lease it.

Mr. Becker said Ms. Derr mentioned the welding lab building in the middle of the parcel. Would the University consider making the welding lab part of the purchase?

Ms. Smith said her understanding of what we are trying to do is to make a recommendation but not go ahead with the purchase.

Mr. Ridgway said yes, this is to pursue a course of action to send to the full Board. This is a step in the process, but it is not the purchase itself.

Ms. Smith said she would like to see us move forward with the best deal we could get for the entire package. She has not walked through the welding lab to know what the condition is, but she trusts the Board in their decision. Ms. Smith thinks we have a lot of room to negotiate and depending on if UAS wants to get rid of this property.

Mr. Ridgway clarified that Ms. Smith is referring to the entire UAS property.

Ms. Smith said yes, the entire parcel area including the Voc-Tech center.

Mr. Ridgway said we should pursue what we can and he does not know where we can come up with $8.57M.
Mr. Larkin asked if the University wanted to keep the Tech Building, could we lease that building back to them if we purchase the entire parcel? The University then would be responsible for the maintenance of that building and its use.

Mr. Uchytil said the term is fair market value for their property. He does not know how the University system is in negotiating details like that. CBJ has certain rules that have to be followed in negotiating property deals and it has to be for fair market value. We have not started any negotiating at this time. We are at the phase in getting the Board to decide what they want to do. Any additional expenditures that we come up with must be balanced by revenues. Mr. Uchytil said we can propose what we want, but staff is looking for direction from the Board.

Mr. Wostmann said it is his understanding that the University has to use fair market value if they sell. He agrees that funding the $8M is out of our reach. Mr. Wostmann said Docks and Harbors should try to negotiate to getting a cohesive parcel with access from the road to the waterfront and the welding lab. Our ideal scenario is a contiguous piece of property from the access road to the water. If we see our way to come up with the $2.8M, maybe we can stretch our money further and negotiate with the University to

purchase one contiguous parcel. That is the best usage of that land for harbor and marine related activities.

Mr. Ridgway asked Mr. Wostmann if an easement would be sufficient in that need or the purchase of real property to ensure that access.

Mr. Wostmann thinks we should purchase the parcel so we can use it as we please, expand that space available, make improvements, and control the property for future needs of the community. Under a lease agreement, we are limited to the terms of the easement.

Mr. Ridgway asked what negotiations with UAS looked like? Does it involve the Board Chair and Mr. Uchytil discussing potential options with Mr. Kito? What are the next steps to move forward?

Mr. Uchytil said the appraisal was prepared for Miss Tina Thomas, Senior Property Manager of UAS Facilities in Anchorage. Mr. Sam Kito has been the messenger for UAS. Mr. Uchytil said he does not know who makes the decisions at UAS if it is the Chancellor or the Land Manager. Mr. Uchytil said on our end, three or less Board members can participate in negotiations but everyting needs to be approved by the Assembly. Mr. Uchytil said he does not know who has the right to negotiate and make the final decision at UAS. He deferred that question to Mr. Kito.

Mr. Sam Kito, representing UAS said he has had initial discussions with some of the leadership at the University. At this level in Juneau, there would be an interest in consideration of maybe some type of long-term agreement rather than looking for capital payment for consideration of purchase of the leased parcel or the entire parcel. There is an interest in having some flexibility from UAS but he would need to work with UA's land department to make sure he has the authority to negotiate. Regarding who makes the decision, it all depends on the type of arrangement we have with the leases. There is more of an opportunity for the Southeast leadership to be engaged in lease negotiations. For consideration to sales, his understanding, in initial conversations, is it seems as though if it is the entire sale of the currently leased parcels or sale of the entire property, that would need to go through the Headquarters of the University of Alaska and a Board of Regents review. So there are different levels depending on if the Board wants to lease or purchase the UAS property. UAS can sit down with Mr. Uchytil, and at this point in time Mr. Kito is the UAS point of contact, but he does not have the ability to make certain decisions.

Mr. Becker asked Mr. Kito if we keep the current lease rate until new terms are met.

Mr. Kito said he could talk with his leadership. He does not see an issue in continuing of the status quo, which puts both of us in a situation of wanting to get this resolved sooner than later.

Mr. Ridgway asked Mr. Kito if his initial conversation included a purchase option.

Mr. Kito said the purchase option was only discussed for the entire leased parcel. There is definitely an interest from the University to provide service programs that are currently being offered. It would be available to some negotiating, a couple of the components that are a little more difficult is to provide another location for the mining technology program, diesel classes, and the construction technology program. The conversation he had earlier today about the property was that the health labs and the nursing labs are set up fairly unique right now, it might take some time to move them but there could be an interest. He thinks if there is an interest in purchasing the entire property we could come to some kind of agreement. He believes there may be a desire to have UAS maintain the services or the programs at the facilities they are currenlty. There was mention about the UAS welding lab, he can see looking at the map that it does break up the area. The challenge they have is that they have an operating welding program and the building is in poor shape. A report indicated their best path forward is to actually build a new building as opposed to repairing the current building. We do not have the funding to do that, but they still have the welding program and equipment. There are some challenges that need worked out. He definitely understands the interest of CBJ in trying to make the property more cohesive.

Mr. Uchytil said we might want to buy the welding lab to make the property contiguous. He has done some math and if you see the area bounded where the boatyard is, that value is $1.3M, the appreciated value of the welding shop is $170K. Just looking at the building and the whole area it would be probably three quarters of the existing $1.1M. If we want to buy the property around the welding lab as well, you can add another $1M to the purchase price as a rough number. The Committee needs to decide what we want and what we can afford. Adding the welding lab could add another $1M to the purchase of the $2.88M property.

Mr. Ridgway said the whole package is probably more desirable than part of the package in the sellers view. The motion this evening is to direct staff to continue to work with UAS that involves more than just one parcel. He wants staff to come up with an option that would be the entire package with further discussion with UAS with leasing back the areas for the programs mentioned this evening and then also a smaller package which is a more affordable option to baseline and maintain the services we now have.

Mr. Wostmann said he personally would strongly favor a third option, which is to consolidate the parcels that we currently lease. Basically means negotiating taking over the space of where the welding lab currently is. UAS has issues there because they do not want to lose the welding program. It would greatly enhance the value of the overall parcel if we were able to find a way to consolidate that center portion in to the totality of the land we are purchasing. He would like to put that on the table and see how far we can take it in terms of what UAS is willing to do as well as what Docks and Harbors is ultimately able to raise as funds to do this. He thinks $8M is probably out of our reach. The additional $1M that Mr. Uchytil identified should be considered to see if it is possible.

Public Comment –

Mr. Dennis Watson, Juneau, AK said he would encourage the Board to take a look at the property that involves the welding shop. You would be shooting yourself in the foot if you did not include the welding lab. Allow UAS to operate in the welding lab until they can move out or you have concrete plans to move forward.
Committee Discussion/Action –

MOTION by Mr. Etheridge: TO PURSUE THE PURCHASE OF ALL OR A PORTION OF THE UNIVERSITY OF ALASKA SOUTHEAST PROPERTY COMMONLY REFERRED TO AS THE JUNEAU FISHERIES TERMINAL DEPENDING ON WHAT TERMS CAN BE WORKED OUT WITH THE UNIVERSITY AND WHAT WE CAN AFFORD TO PURCHASE AND ASK UNANAMOUS CONSENT.

Motion approved with no objection.

VIII. New Business

1. Proposed Fee for Service Increases

Mr. Uchytil said with the direction that this Committee just made, we are committing ourselves in the future of expanding significant bonds in order to make this purchase. Now that Staff has some direction to purchase the property, the next question is how are we going to afford to pay for this. We cannot do this without raising fees in the Harbor Enterprise in some manner for either the leased area or the entire area which is five point three acres (5.3 acres). CBJ will not have funds available for this. Docks and Harbors wants this property and we are on own to figure out how to fund this. The Committee needs to understand that we cannot have it all and there has to be a commensurate raise in revenue at some point. Mr. Uchytil said staff has identified some rates to raise for consideration. The bullets in the power point show the reservation charge policy, the resident surcharge, and the vessel salvaging and disposal fees to consider. Mr. Uchytil displayed a power point presentation to show how he views the resident's surcharge/live aboard fee. The resident surcharge is a $69 per vessel per month fee for people that live in the harbors for more than 3 days a month. There is an additional fee of $23 per month for every extra person over four living on a vessel. The resident surcharge fee was established in 2004. In 2017, as part of our Alaska Clean Harbors we instituted a new regulation that required marine sanitation devices for all liveaboards. For $69 a month, they get potable water; as a Juneau homeowner, you pay $140 month for water and sewer. They get trash disposal; as a Juneau homeowner, you pay $35 a month for household trash removal. We do have recycling seasonally as well as oil and hazardous waste disposal downtown and at Statter Harbor. We pay close to $20K a year in just disposing of waste oil. However, that is not specific to live aboards but for all users. Mr. Uchytil recognizes live aboards have charges that other patrons use. Our live aboards also have access to sewer pump outs and sewer carts that Harbor Staff must monitor. Heated bathrooms at Statter and Harris, snow removal services on all the floats and parking lots, and lighting on the floats and parking lots. We have on call Harbor Officers access daily from 8:00am to 4:30pm seven days a week and emergency access to harbor needs after normal hours. In FY19 and FY20, we collected $115K in live aboard fees.

That is about 140 live-aboard vessels in the four harbors. Last count we have 727 slips, which means one in five vessels in our harbor system are live-aboard. In Southeast Alaska, there are 15 communities that are smaller than our harbor live aboard community. Haines only allows live aboards from April to October at $75/month. Homer does not allow a live aboard for longer than three months in any one year. Cordova, Whittier and Seward allow live aboards year round with no additional charges. Skagway in their ordinance says the Harbormaster shall discourage use of the harbor for live aboards when being used as a permanent place of residence. Skagway charges $60.84 per month surcharge. Sitka allows live aboards year round with a surcharge of $166.57 per month.

Mr. Uchytil said the Harris bathrooms were recommissioned at a cost of $150K for heated bathrooms and showers. Pump out facilities were added in Douglas, Aurora, and Harris Harbor will be completed in May of 2021. We are currently working on winterizing the Statter Harbor pump out, so it will be available year round. There will be a new pump out at the new for hire floats. The reason Haines does not allow winter live-aboard vessels is that there is a considerable amount of expense that goes with winterizing potable water. In all of our harbor projects, we provide potable water that has heat trace so the live-aboards have year round water. That is not consistent throughout the state. Staff added security cameras at the downtown harbors this year. All of these improvements are primarily, but not exclusively, to help the live-aboard communities in our harbors. In FY20 impound disposal cost the harbors $40,528. In FY21, we have spent $59,000 so far. In the last two fiscal years we have spent almost $100K in impounds. These numbers do not include the Lumberman expenses. Of the vessels we have impounded, 14 of the 18 have been live-aboards. Those 14 vessels have cost the Enterprise $88K, which we will never collect. Since the fall of 2018, we have spent $240K for snow removal in only the harbors and launch ramps. Three quarters to almost ninety percent of the $240K are in the harbors. Maybe twenty percent is at the launch ramps in Douglas, North Douglas and Stater Harbors. Most of the snow removal is primarily for the live-aboard community and some winter commercial fishing. Winter use of the harbors is mainly live aboards. The fee of $69 in 2004 equates to $96 in 2021. This number reflects what we have lost in depreciation in the last seventeen years.

Mr. Uchytil said the actual revenue numbers for FY21 are down for Harbor revenue from FY20. With the lower numbers in FY21, we will still be in the black but not by much. We are estimating expenditures of $4M and revenue is right at $3.9M. Mr. Uchytil strongly recommends that any new expected recurring expenditures has to balance with an appropriate increase in fees. It is a good public policy that the cost makers should be the cost payers in the fees for services that we provide in our Docks and Harbors Enterprise. Mr. Uchytil is proposing that resident surcharge of $69, which equals $96 in 2021 needs to be double. We need to look at the other fee increases such as the reservation charge fee and the vessel and salvage disposal fees. Mr. Uchytil said he wants the Committee to discuss the live aboard fees and whether it is appropriate to raise that rate by doubling it to $138. The increase would benefit the Harbors Enterprise by $115K.

Committee Questions –

Mr. Becker asked Mr. Uchytil how collections are done on the past due balances. If they are sent to a collections agency, will it show up on their credit report?
Mr. Uchytil said we have a process where we bill until they are considered uncollectable. They are then sent to CBJ collections division. That division attempts to collect what we were unable to collect. It will show up on a credit report if they owe Docks and Harbors money. Those patrons who stop paying are not typically making purchases that would require a credit check.

Mrs. Larson confirmed that Docks and Harbors collections show up on a credit report.

Ms. Smith asked how much just harbors pays in trash costs? She asked if the public still uses our bins illegally? Do we still have the furnace that burns excess oil?

Mr. Creswell said just recently staff issued a ticket to a private citizen dumping his residential trash in the dumpster at Douglas Harbor. A harbor patron filmed him doing so. Staff was able to track him by his license plate number and we certified mailed him a citation for unauthorized use of a harbor trash bin, which was a $75 ticket. This was a big win on our part. We have one waste oil burner and it is in the shop at Aurora Harbor. We burn the oil that is generated and dropped off at the Aurora collection site. The problem comes with the Statter Harbors collection site, which is very heavily used. We do not have a waste oil burner at Statter Harbor. The cost of disposing that waste oil and transporting it to Aurora to burn is more expensive than what we pay a company in Ketchikan to dispose of it. We save thirty to fifty cents a gallon by sending it to Ketchikan versus having a local company transport it to Aurora and burning it there. In the past, we have generated too much oil and have had to dispose of it locally. It costs two and a half times more per gallon than it currently costs to have it sent to Ketchikan.

Mr. Uchytil said Docks and Harbors spends approximated $175K per fiscal year for trash bins and trash disposal.

Mr. Becker said these fees should have been raised a long time ago.

Mr. Etheridge said he believes the increase is doable and should be done. This will not be popular but when you compare a slip to space rent at one of the trailer parks for a mobile home, that is $900-$1000/month. Our live-aboards have mighty cheap costs for having your garbage hauled away and potable water year round. The cost of running the heat tape to keep the water lines from freezing is astronomical. The rate increase is justified. The Board has probably dropped the ball in not doing this sooner, but we should move forward.

Ms. Smith asked if it is possible or reasonable to raise rates on a sliding scale. What additional bills does a live-aboard pay. They do not pay water and sewer individually. Do they pay for their electricity? Maybe we should implement fees like the rest of us that own homes pay. Homeowners pay for water, sewer and trash. Can we base their fees on the same city rates?

Mr. Uchytil said that the Board could implement any sliding policy they like. It could be twenty five percent this year and twenty-five percent next year. The Board can do what they feel is appropriate, it is in your purview. The rate for Sitka live aboards is a $166.57/month surcharge. That rate is based on city rates for water, sewer and refuse. Mr. Ridgway asked how much the lease is for the two parcels out on Thane Road.

Mr. Uchytil said it is about $8700 per year for about two acres of land and it is not considered waterfront property.

Mr. Ridgway said there are a lot of things in our Enterprise that would take great pain to being equitable. We are here this evening discussing the lease which we would have to pay $254K when we receive an income of $27K. The Board recently discussed a rate decrease of moorage rates and because it is written into the code, it seemed disingenuous to change the structure we were presented. There are a lot of things that are very expensive in our Enterprise that people get very cheap. He would encourage the Enterprise to look at all our rates in addition to this. Mr. Ridgway would be more likely to consider a sliding scale increase. Regardless of how good of a deal it is, this does not seem equitable.

Mr. Wostmann said he believes doubling this rate is easily justified with the cost that we incur and compared to costs by someone who owns a home. He is sympathic to the impact this will have on the live-aboards, but he thinks the committee needs to do this. Mr. Wostmann would suggest a fifty percent increase the first year and another fifty percent increase in the second year.

Mr. Dimond said doubling the live-aboard rate is not going far enough. This may be a shock to our live-aboards, but $69 a month even at $140 a month, the amount of services that we are providing far exceeds that amount. That is extremely cheap for utilties. The Board should realistically look at raising the fee a little higher than doubling. Even if we did not provide any of these services, $140 a month would still be a steal. I realize that this may be a lower income level bracket of people that are living on these vessels but you cannot rent anything in this community for that price. He does not see a need to break this down over time. The City is losing money and this is part of our responsibility to ensure that we are not being taken advance. He is in favor of raising the rates immediately.

Mr. Etheridge said he agrees with Mr. Dimond that we need to go ahead with the increase for the live-aboard fee. We need to look at all of our rates beause many are outdated.

Ms. Smith said she agrees with Mr. Etheridge. She also is aware of the good that the live- aboards do by living in the harbor and some of the protections that they provide. She asked if it is possible if the Finance Sub-Committee can take on the task of taking a look at all of our rates and bring forth the fees that are out of line.

Mr. Ridgway said we have many fees and lease rates that are under different formulas. He said the Finance Sub-Committee has been looking broadly at a lot of fees. That is why the document before us today was created.

Mr. Wostmann said the Finance Sub-Committee has been looking closely at expenses, but it is time to look at our charges for services to see where we have mismatches. This is a project that is going to take some time.

Mr. Ridgway said he completely agrees that we are underpriced. If we are giving away below market value services then we are inviting people that cannot afford to live anywhere else to live in our harbors. We should not create a firestorm for the Board when we are trying to raise our rates for the services that we provide.

Mr. Dimond said he recognizes and respects that this will be a hardship, but he also wants to caution that if $140 is going to lead to derelict vessels, we are not that far away at $69 either.

Mr. Larkin said we want to acknowledge that no one is living in our harbors for $69. They are paying the normal moorage fees plus the $69 surcharge for live-aboards. Is it correct that the live-aboard surcharge has not been increased since 2004? If this was approved at x rate, when would this take effect?

Mr. Ridgway said the rate has not been changed since 2004.

Mr. Uchytil said the process assuming the Board wants to move as quickly as possible would be; at the Board meeting on March 25th, 2021 the Board would approve to go advertise, it is a twenty one day notice that there is a pending regulation change. For twenty one days we publically notice in the newspaper, at the libraries, and then we hold a public hearing at the April Board meeting. At the April Board meeting the Board could have a public meeting and if approved it would go to the Assembly for approval. The regulation change only takes one meeting, presuming everything happened on time, the regulation change could be approved at the May Assembly meeting. The Board would confirm it at our May Board meeting and it would be implemented in June. Mr. Uchytil said in his power point presentation and in the agenda packet he highlighted two other fees.

Mr. Uchytil said in his memo in the packet he mentioned the potential for reservation charge fee as well as the vessel salvage and disposal fee increases. The vessel salvage and disposal fee is a twenty five cent per linear foot fee that was fully intended to be an incentive for people to get their own insurance on their vessels. In FY20 we collected $16K in vessel salvage and disposal fees and in the last two years we have spent $100K to dispose of vessels. We want to incentivize people to get their own insurance instead of paying this small fee. Even it we quadrupled it to one dollar per linear foot we would still have people who would not or could not get insurance. That incease would negate the cost of salvage and disposal of impounded vessels. The Reservation charge policy would affect the reservations at the Intermediate Vessel Float, at our two cruise ship docks, and at the breakwater in Statter Harbor. If we wanted to double those rates, that would be an additional $140K per year. Mr. Uchytil and staff came up with those fees to offset what he thought was going to be the additional charges for the new UAS lease or the UAS property purchase. If we double those two rates, we would be able to cover the new cost of purchasing the UAS property.

Mr. Ridgway said Sitka Harbors bases their rate off of their city resident rates. He thinks if something has been undervalued for a long time, perhaps we do not have a basis for that rate. In the actual CBJ code is there a chance we could charge the resident fees. He sees us doubling this rate but it might be more reasonable to do something like Sitka does and adopt how they value their services. If we did that, would it be close to the $140?

Mr. Uchytil said he is not sure if it is an apples to apples comparison. The Harbormaster in Sitka said the breakdown that live-aboards pay per month is $50.10 refuse. $59.09 sewer and $57.38 for water for a total of $166.57. Collectively the live-aboard residents would complain that they generate hardly any trash, they use the restrooms and showers provided at the harbors and barely use water. If you look at the totals for snow removal, lighting, security camera, bathrooms, doggie poop bags, every live-aboard has a dog or two. This all adds up. In Sitka, the live-aboard surcharges goes in to the City's general fund.

Ms. Smith asked how many fishing vessel are also live-aboards? She knows at one point in time we were not looked upon kindly by the fishing fleet because they felt they could get moorge less expensive in Hoonah. If we increase the rates, can we tie future rate increases to the cost of living? A homeowner pays $130 per month for water and sewer.

Mr. Creswell said there may be two fishing boats that are also live-aboard patrons.

Mr. Uchytil said Sitka has a different rate for commercial fisherman which may be half of what the normal rate is. Harbors are all different and we all have different nuances. His opinion is the Consumer Price Index (CPI) does not keep pace with the actual cost of administering a program. We have several rates that are tied to CPI. The will of the Board should also allow for rate increases as needed in the future.

Mr. Houck asked if he were on a 26' live-aboard vessel in Statter Harbor, what is his monthly total?

Mr. Creswell said in Statter Harbor the moorage rate with the current live-aboard fee is $262.00 per month. This is $7.35 per foot times length of boat, plus $69.00 fee equals $262.00. They do not pay sales tax.

Mr. Houck asked if 26' is the average lenth for a live-aboard vessel.

Mr. Creswell said he believes the average size is probably 26' to 32'.

Mr. Creswell said the majority of our live-aboard boats are downtown and that rate is much less than Statter harbor.

Mr. Houck said we are still looking at less than $350 per month. He is in favor of doubling the fee. He agrees with Mr. Uchytil that the CPI does not keep up. He would like to see fee reviews on a more regular basis.

Ms. Smith asked if the Finance Sub-Committee could do a review of our rates every January whether it be an increase or decrease for the next fiscal year?

Mr. Wostmann responded that revising rates every year puts a substantial burden on the Finance Sub-Committee and staff. He thinks a more appropriate approach might be to go with the CPI. Then every so many years (three or five years) there be a rate review unless the Board identifies special circumstances that justifies a rate review earlier than what the policy calls for. That seems more workable than an annual basis for fee reviews.

Mr. Uchytil said doing a fee review is a lot of work. We did one five years ago but he does not recall why the live-aboard rate was not adjusted. The Board looked at every rate and they amended eighty percent of the rates. With the CPI, the $69 rate in 2004 would be $96 today. That is why he is hesitate to rely solely on the CPI. We have to look at the services, and is our fee schedule appropriate for our charges.

Mr. Etheridge said he agrees with Mr. Uchytil. He was on the committee that did the first budget and fee review. They used the CPI and thought it would be wonderful going forward. The comments were always made that yes, we will gradually keep up with rates. The CPI has not done this, the CPI did not adjust with our costs. It is important to note this.

Mr. Ridgway is in favor of the rate increases, but maybe not all at once. A side issue not connected to these three rate increase is to establishing a reliable process that we do fee review every five years.

Public Comment –

Mr. Paul Swanson, Juneau, AK said Mr. Larkin and Mr. Houck pointed out that you are also getting moorage money as well as the $69 for the boat being in the slip. He has no problem with raising the $69 rate. He also noted that when his boat is out of the slip in the winter, the harbor can put another boat in his slip and moorage for that slip is paid directly to the harbor. Mr. Swason does not believe that snow removal should be applied directly to the live-aboards because the snow removal is going to be done regardless.

Mr. Dennis Watson, Juneau, AK said he fully agrees with reviewing the rates with the CPI. He is not in favor of taking away the CPI. The CPI is a fair way of adjusting the rates. The harbors has in the past after 2004 looked at rate increases, but the Board never raises rates. This should be a valuable lesson that once the harbor gets back to full services, it is going to take awhile to make up what you lost in the past years. The lease rates are another example. I have sat on harbor Board meetings since 2004 and I cannot tell you how many times the lease comes up and the Board goes through the expense and time to calculate rates. Every single time you have backed down in raising rates. Some of your rates are ridiculous low, he does not see why you contract with Horan and then do not follow his recommendation. A business does not operate this way. Look at what the University is looking at for fair market value, which is probably correct, and chances are they will not back down from that rate. The Board has given away so many opportunities over the last several years. Water rates for the city are going up for the next three years. Do not back down this time.

Committee Discussion/Action –

Mr. Ridgway said he agrees that the Board needs to raise rents and raise rates that are way undervalued. It seems that this proposal should include a foundation for what the rates are based on.

MOTION by MR. ETHERIDGE TO: MOVE THAT WE GO AHEAD AND DOUBLE THE LIVE ABOARD FEES AND FOR THE RESERVATION MOORAGE FEES AND ASK UNANIMOUS CONSENT.

Mr. Ridgway asked for a roll call vote.

Mr. Wostmann said he not sure of the proper procedure since the motion is on the table. The moorage reservation rate has not been thoroughly discussed and he says the motion is premature.

Mr. Ridgway said the motion has been made, the agenda packet shows information on the reservation rate. He asked for a roll call vote again.

Mr. Wostmann asked to make an amendment to the motion.

MOTION by MR. WOSTMANN TO: AMEND THAT THE MOTION BE REDUCED TO ADDRESSING THE LIVE ABOARD FEE ONLY AND TO HAVE A SEPARATE MOTION AFTER DISCUSSION ON THE RESERVATION RATE.

Mr. Houck seconded Mr. Wostmann's amendment to further discuss reservation charges.

Mr. Etheridge amended his motion to split his motion into two parts: increase liveaboard rates and increase reservation rates.

MOTION by MR. ETHERIDGE TO: AMENDED HIS MOTION TO SPLIT HIS FIRST MOTION IN TO TWO PARTS: THE LIVE ABOARD RATE INCREASE AND RESERVATION RATE INCREASE.

Mr. Wostmann said Mr. Etheridge's amendment does suffice his amendment. Are both motions still on the table?

Mr. Etheridge said both motions are on the table. We will vote on the live-aboard increase and then we vote on the reservation rate increase.

Mr. Ridgway said the first motion is to double the live-aboard fees.

The motion passed 8 - 1. Mr. Ridgway – no.

Mr. Ridgway opened the floor up for discussion for the second half of Mr. Etheridge's motion for the amendment regarding the reservation fee policy increase and vessel surcharge and disposal fees.

Mr. Wostmann said the key part that needs to be discussed is the fact if we pass the motion without exceptions it will apply to the two cruise ship terminals. We heard from

Mr. Drew Green at the Finance Sub-Committee meeting that in his opinion the cruise lines would take substantial exception given that the passenger fees that they are already paying in addition to doubling their reservation rate from $3 to $6 would be very significant. He strongly recommended the Board not do that. It is Mr. Wostmann's understanding that in ordinance we have the ability to issue special rates for particular user groups. There was some discussion in the Finance Sub-Committee meeting but not with any conclusion. Perhaps we would double the rates and institute a special rate for cruise ships. I think all that needs is a special motion.

Mr. Etheridge said in all the years he has sat on this Board, he has never seen a rate increase to Ports for the cruise industry that they did not complain about. That is Mr. Green's job to make sure that we do not raise their rates. Mr. Etheridge said it is totally justifiable; it does cost us a considerable amount to operate the two cruise ship terminals. Most of those fees the cruise ships pay goes directly to the City. This is a fee that comes directly to Docks & Harbors for our operations.

Mr. Creswell said the difference between normal moorage and reservation moorage is the reservation moorage is basically for the yachts. The reserved moorage is guaranteed space and that comes at a premium price because of the small amount of guaranteed space we have. It is labor intensive with these boats and not only for the reservations but also for the management. They are a needier crowd; they have a lot more going on, and lots of comings and goings. They demand a higher level of service from our staff.

Mr. Dimond said we are looking at spending $3M or possibly more on the UAS property. The reality is that we need to make the tough decision to raise more revenue in order to do that. Mr. Etheridge is correct in that the cruise ship companies will push back, but our obligation is to the community of Juneau. We are insuring that we make proper decisions. If we are looking at purchasing this property, we must have revenue to do so.

Mr. Wostmann said we also need to include in our considerations that the UAS facility would be for the benefit of our local commercial fisherman and local residents. It is an operation that would belongs to harbors and not docks. Charging the cruise ships higher rates for reserved moorage is a docks operation. We are raising revenue on the docks side of our operations and justifying it with a need for revenue on the harbors side. That is a conflict and could be a potential challenge.

Mr. Ridgway asked Mr. Wostmann if he was saying he was seeing legal challenges on the horizon.

Mr. Wostmann said he is only basing his comment on his own sense that there is a conflict and from Mr. Green's comments. He did not imply that would lead to legal action.

Ms. Smith said unless she completely misunderstood, are our fees in line with other facilities fees?

Mr. Uchytil said for yacht traffic in comparison to the Seadrome Dock we are under market.

Mr. Ridgway directed Ms. Wolf to take a roll call vote on the motion to double the reservation rates.

The reservation rate increase vote passed 7 – 2. Mr. Wostmann and Mr. Ridgway – no.

2. CY2021 Loading Zone and Passenger for Hire Fee Adjustment

Mr. Creswell said page 123 and 124 of the agenda packet are the current and proposed fees for this seasons permits. Last year when the pandemic began, we discussed what to charge for permits, but we did not know what the season was going to look like. After it became clear that we were not going to have a cruise ship season, we still had a few companies that tried to operate on a very limited basis. The fee structure on page 123 is for A & B Loading Zone Permits, Passenger for Hire Permits (PFH) and Statter Harbor Bus Permits. Last year the Board decided that the charge for Loading Zone Permits would be $5 with no seat fees. PFH would be $100 with no per passenger fees. The PFH they pay right now in regulation is $500 per inspected vessel plus $1.50 for each passenger that gets on the boat. Uninspected six-pack boats pay $150 per vessel and $1.50 per passenger. For the Loading Zone Permits it is $400 per company plus $9 per passenger seat fee. They can have one or more buses under the company and then they pay $9 per seat on each of their busses which is a onetime charge for the year. Statter Harbor is structured the same way for the bus permits, $300 per company plus $15 per seat for a bus that enters Statter harbor. We did this so we could track who was in and out of the harbors and to verify insurance. The Board decided on $5 for buses with no seat fee and PFH Permit at $100 with a no seat fee. On page 124 is the 2021 proposals. There will be more operations in 2021 than in 2020. Travel restrictions are easing up and there will be independent travelers, small cruise ships, and fishing charters. We are not sure about the buses yet as they are more directly tied to the cruise ships. There are costs to issuing these permits and we need to insure that we know who is driving the busses, boats and the companies are properly insured, they are using our facilities properly, and we are covering our costs of issuance and administration of the permits. Loading Zone Permit charges would be $100 per company with a $9 passenger seat fee still in effect. Normally we would collect that at the beginning of the season, he proposes to collect it at the end of the season because of the uncertainty. Companies do not know how many buses they are going to need this season. He proposes for the PFH fee, we reduce the Inspected Vessel fee from $500 per vessel to $100 per vessel and the uninspected vessels to $50 per vessel and still collect the $1.50 per passenger. They will be getting revenue from the seats in the cost of the tour or the fishing charter. The same thing for the Statter Bus Permit and loading zone permits is to charge the company fee and collect on the seat fee at the end of the season.

Committee Questions

Mr. Larkin asked what the duration of the fee structure? Is this a onetime fee for this year or is this a permanent change?

Mr. Creswell said this is what he is proposing for the 2021 tourist season only.

Mr. Houck said does this apply to all loading zone permits as well as B & C?

Mr. Creswell said yes it is for all loading zone permits.

Public Comment

Mr. Kirby Day, Juneau, AK said thank you. He is speaking from a Tourism Best Management Practice (TBMP) standpoint. On March 16th, there were four major cruise lines that announced they would be cancelling everything up until July 1st. Two other major companies are probably making the same announcement in the coming days or weeks. We are in the same situation we were in last year. He is optimistic but over the last two months has become more realistic with our tour operators. The mantra has been find a way financially to get to 2022, because 2021 is going to be not much at all. We will have the US flagged ships and small cruise ships, which is great for our community and the economy. He asked to reconsider the seat fee charge due to no revenue since October of 2019 and how many times a bus may be used. He recommended maybe a $9 per seat for the buses a company uses or $9 per passenger of the people he carries, whichever is less. They may need those buses but they may not be able to fill them because of CDC requirements. On the passenger for hire he thinks what Mr. Creswell has outlined is fair because in that case they are paying per passenger. The Statter Harbor bus permit fee, again he thinks the same thing. You would not want to be on the hook for five hundred seats all summer at $15 per seat when they were never used. Mr. Day certainly appreciates Mr. Creswell and the Board looking at reducing fees while still understandably trying to cover your costs. We are going to know a lot more in a month or so but it does not look like much of a season.

Committee Discussion/Action

Mr. Creswell said that if we charge that price per passenger we would collect far more revenue than we would at the per seat fee that we currently have in regulation. Basically the $9.00 per passenger fee is the same fee we charge $1.50 per passenger for passenger for hire. A $9 and $15 per passenger per trip is significant revenue. The bus one time seat fee is for the entire season. If it would make things simpler, we have time to figure out what to do with the passenger seat fees at a later time.

MOTION by MR. ETHERIDGE: TO MOVE AHEAD WITH THE RECOMMENDED COMPANY FEES, PASSENGER FOR HIRE FEES AND BRING UP THE PER PASSENGER/SEAT FEES AT THE NEXT OPERATIONS MEETING AND ASK UNANIMOUS CONSENT.

Mr. Houck said he needs to recuse himself from the vote.

The motion passed with Mr. Houck's recusal not affecting the vote.

IX. Items for Information/Discussion

1. Downtown Harbors Wait List Update

Mr. Uchytil said on page 119 of the agenda packet shows the waitlist that Jennifer Sim put together for the downtown harbors which is a list with fifty-five vessels. There is a demand for larger vessels that want reserved moorage. Right now, many of these patrons are being accommodated in transient moorage. He asked the Board members to look this over and it will be discussed at the regular Board Meeting on March 25th.

Committee Discussion/Public Comment –

Mr. Etheridge said the waitlist is just the local demand. When you look at the other summer traffic coming through, we have very little space to accommodate them.

2. Auke Bay Wave Attenuator – Letters of Support

Mr. Uchytil said on page 120 of the agenda packet is a letter of support for the Auke Bay Wave Attenuator that is going to Acting Director of Office of Management & Budget as well as the head of the Army Corp of Engineers in support of the Wave Attenuator. This is our lobbyist putting this in front of the Federal Delegation. Mr. Uchytil said he wants to let the Board know he has also reached out to about a dozen local businesses who have also submitted similar letters of support. This is an ongoing project.

Committee Discussion/Public Comment

Mr. Etheridge asked Mr. Uchytil if he asked for letters of support from the Legislative Delegation.

Mr. Uchytil said he has not yet done that. He has not even asked our Assembly to write a letter, but maybe we should. The issue about this particular project is that we have not done public outreach. It has been a concept that people have seen and know about, but we have never asked the Assembly to support it. He has been working with the Army Corps and they like the project. The public outreach of saying who likes this project and who does not like this project has not been done. There are going to be a perentage of people who are going to oppose this. At some point we need to cross that bridge. For the most part the Federal Delegation has been moving forward with this as a federal project.

3. Small Cruise Ship Infrastructure Master Plan – Update
   Presentation by the Port Engineer

Mr. Schaal said on page 121 and 122 of the agenda packet is a draft memo to the Assembly Committee of the Whole. The memo is a follow up to questions on the Small Cruise Ship Masterplan that we presented to the Assembly on February 1st, 2021.

Mr. Etheridge asked the Committee to take a look at the memo and let Mr. Schaal know if they see anything he missed and anything more the Assembly needs to know based on their questions. Mr. Schaal needs to hear back from the Board prior to the next Board meeting so he can complete the memo and get it to the Assembly. Basically it goes over how we came up with the locations, how we came up with the 700 linear feet of additional moorage, and what was determined for access for the NOOA and Seadrome Dock expansion.

Committee Discussion/Public Comment –

Mr. Etheridge said there was a lot of questions that were already answered in the presentation. The answers in the draft memo are more detailed than what was answered at the meeting.

X. Staff and Member Reports.

Mr. Uchytil said in preparation for next week's Board meeting, based on the will of this Committee, please be prepared to answer a lot of unhappy patrons questions. If this Committee wants to purchase property, and it is believed this is the best use of our limited funds, we need to raise rates. The two items discussed tonight will be on the March 25th agenda for discussion.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – Wednesday, April 21st, 2021

XIII. Adjournment at 8:02pm

Port of Juneau

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From: Carl J Uchytil
Port Director

To: Docks & Harbors Board

Via: Docks & Harbors Operations-Planning Committee

Date: April 20th, 2021

Re: REVIEW OF DOCKS & HARBORS REGULATION FEES

1. The Docks & Harbors Finance Sub-Committee met on April 15th to review regulation fees. The minutes are still being transcribed but the summary of the discussion is provided here:

   a) Boat launch fees (05 CBJAC 20.060 -20.070). The Committee recommends raising the annual launch ramp fee to $120 (currently $90), the daily launch ramp fee to $20 (currently $15) and the administrative fee for additional trailer decal to $10. The administrative fee of $5 was also established in 2015 to limit the number of trailers an owner could register to up to three for $100 ($90 + $5 + $5). If an individual had a fourth trailers, they would pay an additional $90.

	Annual Fee	Daily Fee
Prior to 2005	$0	$0
2005	$50	$10
2006	$70	$12
2007	$90	$14
2015	$90	$15

	FY18	FY19	FY20
Daily permits	297	217	209
Annual	1582	1520	1703
Additional Decals	291	292	292
Commercial	13	16	10
Revenue	$151,540	$145,515	$160,365

Alaska Comparables	First Permit	Multiple Permits	Daily	Commercial
Juneau	$90	$5	$15	$250
Haines	$60	$30	$15	$60
Ketchikan	$64	n/a	$8	$465
Petersburg	$35	n/a	n/a	n/a
Craig	$35	n/a	$5	n/a
Sitka	$75	n/a	$10	n/a
Skagway	$50	n/a	$10	$300
Wrangell	$50	n/a	$10	n/a
Yakutat	n/a	n/a	n/a	$250
Whittier	$160	n/a	$20	$500
Valdez	$75	n/a	$10	n/a
Cordova	$82.75	n/a	$25/2 week period	n/a
Seward	$100	n/a	$10	n/a
Homer	$200	n/a	$20	n/a

b) Staff labor fees (05 CBJAC 20.140). The Committee recommends changing the Staff Labor Fees from $75/hour to 150% of the Staff Loaded Rate. The Committee also discussed the $125/hour boat charge and requested the Harbormaster research the operating cost to ensure it is appropriate. Typically, this fee is associated with inventory of a vessel during impound procedures. This fee was last adjusted in 2015.

	FY18	FY19	FY20
Revenue	$8363	$3000	$5100

c) Reserved moorage waitlist fee (05 CBJAC 20.150). The Committee recommends raising the annual renewal from $10/year to $50/year. Currently there is an initial sign-up fee of $50 and an annual fee of $10 to remain on the waitlist. This fee was last adjusted in 2005.

	FY18	FY19	FY20
Revenue	$976	$1570	$1050

d) Parking lot fees (05 CBJAC 20.160). The Committee provided guidance to the Port Director to consider a downtown harbor parking management system which weighs enforcement resources against available revenue opportunity, in a similar manner to the Statter Harbor parking management system.

	FY18	FY19	FY20
Downtown (Taku Lot)	$48,949	$47,809	$30,315
Statter (Both lots)	$111,260	$119,415	$113,644

e) Private boathouse surcharge (05 CBJAC 20.170). The Committee recommends raising this fee from $0.13/sf to $0.20/sf. This fee was last adjusted in 2005.

	FY18	FY19	FY20
Revenue	$3631	$3834	$3836

f) Fee for delivery & sale of fuel at ABLF (05 CBJAC 20.175). The Committee did not recommend any changes to this $0.05/gallon fee.

	FY18	FY19	FY20
Revenue	$4647	$2792	$9239

g) Shore power access fees (05 CBJAC 30.010). The Committee did not discuss in great detail and requested minutes from the 2017 Board/Committee meetings which adjusted these fees. These minutes are attached as enclosure (1).

	FY18	FY19	FY20
Revenues	$81,027	$87,105	$86,970

h) Vessel salvage & disposal fee *in lieu of insurance* (05 CBJAC 40.010). The discussion considered significant increases to the fee (currently $0.25/LF/month) as well as additional vessel surveys and insurance requirements to be a qualified vessel in the harbors. The direction of the discussion was that the fee should be commensurate to the cost of insurance and to require a survey like those required for insurance. The committee did not reach consensus on this issue.

	FY18	FY19	FY20
Revenue	$16,480	$15,752	$16,125

i) Charge for credit card (Not in regulations). The Committee discussed reduction of discounts offered when the discounted rate is paid with a credit card. The Committee was advised that the Finance Department cannot agree to additional incentives for users to receive a discount should they elect to use a cash or ACH option. The Committee was told "card issuers do not want merchants to deter use of credit cards. By accepting credit card payments, we have agreed to abide by the card issuer rules. In a nutshell, if merchants do not want to pay credit card fees, then our option is to not accept credit cards." On this issue the committee also did not reach an agreement and it remains unclear if this would pass muster with the Finance Department.

	FY18	FY19	FY20
Expenses	$58,870	$62,268	$80,359

j) Moorage fees (05 CBJAC 20.030 – 20.042). The Committee did not thoroughly discuss the moorage fees due to time constraints. Attached as enclosure (2) are regional harbor rates collected from September 2020 staff investigations. Although there have been periodic adjustments to the moorage rates with Anchorage CPI, the core moorage rates were last adjusted in 2008.

#

Enclosure: (1) Minutes from 2017 pertaining to Shore Power Access Fees
(2) Regional Harbor Rates - September 2020

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, March 29th, 2017

I. Call to Order The meeting was called to order at 5:00 p.m. in City Hall Conference Room 224.

II. Roll Call The following members were present: John Bush, Tom Donek, David Lowell, and Budd Simpson.

Also Present: Carl Uchytil – Port Director, David Borg – Harbormaster, Gary Gillette – Port Engineer, Matthew Creswell – Senior Harbor Officer.

III. Approval of Agenda

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

Motion passed with no objections.

IV. Public Participation on Non-Agenda Items – None

V. Approval of Wednesday, February 15th, 2017 Operations/Planning Meetings Minutes

MOTION: BY MR. LOWELL TO APPROVE THE FEBRUARY 15th, 2017 MEETING MINUTES AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

VI. Consent Agenda- None

VII. Unfinished Business- None

VIII. New Business

1. Shorepower access Fees (05 CBJAC 30.010)
Mr. Borg said after wrapping up the fee review process, we have addressed the last one which was the power usage and fees. The graph on page two shows the current rates and the rounded up rates in which we would like to change to. We also addressed keeping the monthly power fee as is for now and addressing it on an annual basis or as rates change for AEL&P. After much discussion we have arrived at a motion.

Committee Questions - None

Public Comment - None

Committee Discussion/Action - None

MOTION: BY MR. DONEK TO USE 80% MAX USAGE IN CALCULATION FOR DAILY POWER USE AND ROUND PRICE PER DAY COLUMN UP TO

THE NEAREST FULL DOLLAR ON ALL IN THE CHART AND ADOPT THE CURRENT SUMMER AND WINTER MONTHLY SHOREPOWER ACCESS FEES WITHOUT CHANGING THE RATES, DELETE THE SENTENCE IN 05 CJBAC 30.010 SHOREPOWER ACCESS FEES SUBSECTION (b) ***(With approval of the Docks and Harbors Department, a person may use a 50 amp service and be assessed a 30 amp fee provided the service is current limited to 30 amps)*****, AND ADD A COST ADJUSTMENT PROVISION TO TRACK INCREASES IN THE COST OF OUR RATES IMPOSED BY AEL&P ON AN ANNUAL BASIS SUBJECT TO REVIEW BY THE BOARD AND ASK UNANIMOUS CONSENT.**

	Volts	amps	KW per hour	KW per day	Cost per KW from AELP	% of realistic max usage, per day	Price per day	Rounded rate	current
3 phase 100 AMP	208	100	36.0256	864.6144	0.124	0.8	$85.77	$86.00	$48.00
3 phase 60 AMP	208	60	21.61536	518.7686	0.124	0.8	$51.46	$52.00	
3 phase 100 AMP	480	100	83.136	1995.264	0.124	0.8	$197.93	$198.00	$120.00
1 phase 30 AMP	120	30	3.6	86.4	0.124	0.8	$8.57	$9.00	$7.20
1 phase 50 AMP	208	50	10.4	249.6	0.124	0.8	$24.76	$25.00	$24.00
1 phase 20 AMP	120	20	2.4	57.6	0.124	0.8	$5.71	$6.00	$4.80

Motion passed with no objections.

Mr. Uchytil stated that Mr. Dennis Harris has arrived and requested for his convenience, to move number four under information to the beginning of the information items.

Mr. Simpson said we will move Transportation Network Companies to the beginning of the information items.

2. Daily Commercial Launch Permit

Mr. Borg said that on page 25 of the agenda is the recommendation by the harbor fee review committee to implement a $30.00 daily launch ramp permit fee for commercial users as one does not currently exist.

Committee Questions – None

Public Comment – None

Committee Discussion/Action

MOTION BY MR. LOWELL: TO ADOPT STAFF RECOMMENDATION FOR AN ABLF DAILY COMMERCIAL LAUNCH RAMP FEE OF $30.00 AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

3. Alignment of the Facility Security Plan with Title 85

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, August 31st 2017

I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:01 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler, Don Etheridge, Bob Janes, David Lowell, Robert Mosher, Mark Ridgway, David Seng, and Tom Donek.

Absent: Budd Simpson

Also present were the following: Carl Uchytil – Port Director, Matthew Creswell – Harbor Operations Manager, Erich Schaal – Deputy Port Engineer, and Mary Becker – Assembly Liaison.

III. Approval of Agenda

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

Motion passed with no objection.

IV. Minutes from the July 27th, 2017 Regular Board Minutes.

Hearing no objection, the July 27th, 2017 Regular Board minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda –

A. Public Requests for Consent Agenda Changes - None
B. Board Members Requests for Consent Agenda Changes - None
C. Items for Action

1. FY17 Docks Enterprise Supplemental Appropriation

RECOMMENDATION: THAT THE ASSEMBLY APPROVE A FY2017 DOCKS ENTERPRISE SUPPLEMENTAL APPROPRIATION FOR $176,400.

2. ADOT & PF Land Disposal and Easement Requests

RECOMMENDATION: THAT THE BOARD DEFER TO THE EFFORTS BY CBJ LANDS & RESOURCES DIVISON IN THE DISPOSAL OF DOCKS & HARBORS MANAGED LANDS WHICH ARE CONTAINED IN THE FRACTION OF LOT 3, USS 3566 AND FOR GRANTING 8 PERMANENT EASEMENTS AND 10 TEMPORARY CONSTRUCTION EASEMENTS TO THE DOT&PF NECESSARY FOR THE 10TH STREET TO SEWARD STREET RECONSTRUCTION PROJECT

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

Motion passed with no objection

VII. Unfinished Business-

1. Public Hearing for Regulation Changes amending the Docks & Harbors Shorepower Access Fee (05 CBJAC 30.010)

Mr. Uchytil said this was brought forward from the comprehensive fee review. The change updates daily electrical fees throughout the Harbor. The current fees have not been updated since 2010. The new fees are based on 80% of the maximum draw for a 24 hour period. The Committee elected not to make any changes to the monthly fees. Staff received one email from Mr. Clayton Dale who recommended to not make any changes to the daily rate.

Board Questions- None

Public Comment- None

Board Discussion/Action

Mr. Seng asked to clarify the 80% max draw use to determine the rate? He said in looking at the rate increase for all the daily rates the percentages of rate increases are all different.

Mr. Uchytil said the 2010 rates were probably more arbritary than mathematically calculated. He is not totally sure why they are so varied. The current proposed rates staff tried to use a more deliberate approach.

MOTION By MR. SENG: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGES AMENDING THE SHOREPOWER ACCESS FEES AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VIII. Items for Information/Discussion

1. Lucity – Asset Management Program
   Presentation by Erich Schaal

Mr. Uchytil said Erich Schaal is the Deputy Port Engineer. He will give a presentation on Docks & Harbors Lucity program. This program is still new and what we are trying to do is be more intentional on how we maintain our facilities. A few years ago there was not a planned maintenance schedule. He said we are recapitalizing all of our Harbors and we need to have a preventative maintenance schedule. We need to capture what systems fail as well as the costs to maintain a certain system/Harbor in material as well as personnel. Mr. Schaal will show that we are trying to manage our facilitites in a much more coherent manner than we have in previous years.

Mr. Schaal said this maintenance management program is a portion of an overall enterprise asset management program. It is basically so the leaders can manage with data to plan years into the future and understand what state their assets are in and make long term decisions that will optimize their facilities. If you don't know what your daily maintenance needs or costs are you

Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

NOTICE OF PROPOSED CHANGES TO REGULATION
Amendment of Title 05, Chapter 30
Docks and Harbors Shorepower Access Fees

DOCKS & HARBORS BOARD IS PROPOSING TO ADOPT AN AMENDMENT TO THE FOLLOWING REGULATIONS.

05 CBJAC 30.010 Shorepower access fees.

(b) Basis for computing charges – *the proposed change is to remove (With approval of the Docks and Harbors Department, a person may use a 50 amp service and be assessed a 30 amp fee provided the service is current limited to 30 amps).*

(e) Daily shorepower access fees.

Connection Type	Current Fee	Proposed Fee
20 amp(120V, 1 phase)	$4.80	$6.00
30 amp (120V, 1 phase)	$7.20	$9.00
50 amp (208V, 1 phase)	$24.00	$25.00
50 amp (208V, 3 phase)	----------	$52.00
100 amp (208V, 3 phase)	$48.00	$86.00
100 amp (480V, 3 phase)	$120.00	$198.00

(i) Shorepower cost adjustment - The shorepower access fees should be reviewed and adjusted annually.

These regulations are proposed for adoption pursuant to CBJ's 01.60 and CBJ 85.02.060, and CBJ 85.02.100. Interested persons may obtain a full copy of the proposed regulations at any of the harbor offices, at the CBJ libraries, at the CBJ Clerk's Office, and online at www.juneau.org/harbors/proposed_regulations.php

The Board is holding a public hearing and intends to take final action on the proposed changes on **August 31st at 5:00 pm in the Assembly Chambers.** This date has changed from what was previously advertised for July 27th at 5 pm in the Assembly Chambers. This will be introduced to the Assembly on **September 11th at 7:00 p.m. in the Assembly Chambers**. 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 online by web form at the above web address until 4:30 p.m. on August 31st.

Interested persons may obtain more information by calling Port Director Carl Uchytil at 586-0292.

Daily Transient moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Wrangell (Prepaid)	$0.48	Wrangell (Prepaid)	$0.48	Wrangell (Prepaid)	$0.48	Wrangell (Prepaid)	$0.45	Wrangell (Prepaid)	$0.48
Wrangell (Prepaid)	$0.49	Skagway	$0.52	Skagway	$0.52	Skagway	$0.52	Skagway	$0.52
Skagway	$0.52	Wrangell (Prepaid)	$0.58	Wrangell (Prepaid)	$0.58	**Juneau- Auke Bay**	**$0.58**	**Juneau- Auke Bay**	**$0.58**
Juneau -DT Harbors	**$0.58**	**Juneau -DT Harbors**	**$0.58**	**Juneau- Auke Bay**	**$0.58**	**Juneau- DT Harbors**	**$0.58**	**Juneau- DT Harbors**	**$0.58**
Juneau- Auke Bay	**$0.58**	**Juneau- Auke Bay**	**$0.58**	**Juneau- DT Harbors**	**$0.58**	Wrangell Summer Floats	$0.65	Wrangell Summer Floats	$0.65
Wrangell Summer Floats	$0.65	Wrangell Summer Floats	$0.65	Wrangell Summer Floats	$0.65	Haines	$0.65	Haines	$0.65
Haines	$0.65	Haines	$0.65	Haines	$0.65	Wrangell (Prepaid)	$0.68	Wrangell (Prepaid)	$0.68
Craig	$0.68	Craig	$0.68	Craig	$0.68	Craig	$0.68	Craig	$0.68
Hoonah	$0.70	Hoonah	$0.70	Hoonah	$0.70	Kodiak[1]	$0.69	Kodiak[1]	$0.69
Petersburg	$0.72	Petersburg	$0.72	Petersburg	$0.72	Hoonah	$0.70	Hoonah	$0.70
Seward	$0.80	Seward	$0.80	Seward	$0.80	Petersburg	$0.72	Petersburg	$0.72
Seattle (Active C. Fishing)	$0.83	Seattle (Active C. Fishing)	$0.83	Seattle (Active C. Fishing)	$0.83	Seward	$0.80	Seward	$0.80
Ketchikan	$0.84	Ketchikan	$0.84	Ketchikan	$0.84	Seattle (Active C. Fishing)	$0.83	Seattle (Active C. Fishing)	$0.83
Wrangell (Invoiced)	$0.98	Bellingham	$1.10	Bellingham	$1.10	Ketchikan	$0.84	Ketchikan	$0.84
Bellingham	$1.10	Whittier	$1.12	Whittier	$1.12	Bellingham	$1.10	Bellingham	$1.10
Whittier	$1.12	Wrangell (Invoiced)	$1.16	Wrangell (Invoiced)	$1.16	Whittier	$1.12	Whittier	$1.12
Seattle- Fish Trml Recreation	$1.18	Seattle- Fish Trml Recreation	$1.18	Seattle- Fish Trml Recreation	$1.18	Seattle- Fish Trml Recreation	$1.18	Seattle- Fish Trml Recreation	$1.18
Sitka	$1.18	Sitka	$1.18	Sitka	$1.18	Sitka	$1.18	Sitka	$1.18
Homer	$1.56	Homer	$1.56	Homer	$1.56	Wrangell (Invoiced)	$1.36	Wrangell (Invoiced)	$1.36
Kodiak[1]	$1.90	Kodiak[1]	$1.90	Kodiak[1]	$1.90	Homer	$1.56	Homer	$1.56
Seattle- Bell Harbor	$1.93	Seattle - Bell Harbor	$1.96	Seattle- Bell Harbor	$1.96	Seattle - Bell Harbor	$2.25	Seattle- Bell Harbor	$2.25

NOTES:

[1]Kodiak no data return upon request

Monthly moorage rates by vessel length (dollars per foot)

26'		**36'**		**44'**		**56'**		**60'**	
Wrangell	$4.24	**Juneau**	**$4.45**	**Juneau**	**$4.45**	**Juneau**	**$4.45**	**Juneau**	**$4.45**
Juneau	**$4.45**	Wrangell	$4.77	Wrangell	$4.77	Skagway	$5.20	Skagway	$5.20
Skagway	$5.20	Skagway	$5.20	Skagway	$5.20	Wrangell	$5.30	Wrangell	$5.30
Craig	$5.45	Craig	$5.45	Craig	$5.45	Craig	$5.45	Craig	$5.45
Bellingham (Active C. Fish)	$6.39	Bellingham (Active C. Fish)	$6.39	Bellingham (Active C. Fish)	$6.39	Bellingham (Active C. Fish)	$6.39	Bellingham (Active C. Fish)	$6.39
Haines	$6.50	Haines	$6.50	Haines	$6.50	Haines	$6.50	Haines	$6.50
Petersburg	$7.20	Petersburg	$7.20	Petersburg	$7.20	Petersburg	$7.20	Petersburg	$7.20
Juneau- Auke Bay	**$7.35**	**Juneau- Auke Bay**	**$7.35**	**Juneau- Auke Bay**	**$7.35**	**Juneau- Auke Bay**	**$7.35**	**Juneau- Auke Bay**	**$7.35**
Hoonah	$7.54	Hoonah	$7.54	Hoonah	$7.54	Hoonah	$7.54	Hoonah	$7.54
Ketchikan	$8.70	Ketchikan	$8.70	Ketchikan	$8.70	Ketchikan	$8.70	Ketchikan	$8.70
Seattle (Active C. Fishing)	$8.72	Seattle (Active C. Fishing)	$8.72	Seattle (Active C. Fishing)	$8.72	Seattle (Active C. Fishing)	$8.72	Seattle (Active C. Fishing)	$8.72
Bellingham (Recreational)	$8.76	Homer	$8.84	Homer	$8.84	Homer	$8.84	Homer	$8.84
Homer	$8.84	Bellingham (Recreational)	$9.02	Bellingham (Recreational)	$9.57	Bellingham (Recreational)	$9.95	Seward (Reserved)	$9.97
Seward (Reserved)	$9.97	Seward (Reserved)	$9.97	Seward (Reserved)	$9.97	Seward (Reserved)	$9.97	Seward (Transient)	$10.92
Seward (Transient)	$10.62	Seward (Transient)	$10.62	Seward (Transient)	$10.62	Seward (Transient)	$10.92	Bellingham (Recreational)	$11.58
Seattle- Fish Trml Recreation	$13.56	Seattle- Fish Trml Recreation	$13.56	Seattle- Fish Trml Recreation	$14.75	Seattle- Fish Trml Recreation	$14.75	Seattle- Fish Trml Recreation	$14.75
Seattle-Shilshole	$14.90	Seattle-Shilshole	$14.90	Seattle-Shilshole	$14.90	Seattle-Shilshole	$14.90	Seattle-Shilshole	$14.90
Sitka - Transient	$20.21	Sitka - Transient	$20.21	Sitka - Transient	$20.21	Sitka - Transient	$20.21	Sitka - Transient	$20.21
Whittier	$21.83	Whittier	$21.83	Whittier	$21.83	Whittier	$21.83	Whittier	$21.83
Seattle- Bell Harbor	[2]$483.75	Seattle- Bell Harbor	[2]$692.39	Seattle- Bell Harbor	[2]$980.58	Seattle- Bell Harbor	[2]$1,235.60	Seattle- Bell Harbor	[2]$1,235.60

NOTES:

[1]Kodiak did not return data request

[2] Bell Harbor does not provide linear foot rate.

Annual moorage rates by vessel length (dollars per foot)

26'		36'		44'		56'		60'	
Skagway	$14.30	Skagway	$14.30	Skagway	$14.30	Skagway	$14.30	Skagway	$14.30
Craig	$22.00	Craig	$22.00	Craig	$22.00	Craig	$22.00	Craig	$22.00
Hoonah	$26.00	Hoonah	$26.00	Hoonah	$26.00	Hoonah	$26.00	Hoonah	$26.00
Seward- (Reserved)	$26.97	Haines	$27.00	Haines	$27.00	Seward- (Reserved)	$26.97	Seward- (Reserved)	$26.97
Haines	$27.00	Seward- (Reserved)	$29.97	Seward- (Reserved)	$29.97	Haines	$27.00	Haines	$27.00
Kodiak[1]	$30.00	Kodiak[1]	$30.00	Ketchikan (Inside City)	$34.48	Ketchikan (Inside City)	$34.48	Ketchikan (Inside City)	$34.48
Wrangell	$30.03	Ketchikan (Inside City)	$34.48	Wrangell	$35.72	Ketchikan (Outside City)	$40.98	Ketchikan (Outside City)	$40.98
Ketchikan (Inside City)	$34.48	Wrangell	$35.72	Ketchikan (Outside City)	$40.98	Kodiak[1]	$41.00	Kodiak[1]	$41.00
Petersburg	$37.00	Petersburg	$37.00	Kodiak[1]	$41.00	Wrangell	$41.14	Wrangell	$41.14
Ketchikan (Outside City)	$40.98	Ketchikan (Outside City)	$40.98	Petersburg	$41.25	Sitka	$45.60	Sitka	$45.60
Sitka	$45.60	Sitka	$45.60	Sitka	$45.60	Petersburg	$48.00	**Juneau- Downtown**	**$48.06**
Juneau - Downtown	**$48.06**	**Juneau- Downtown**	**$48.06**	**Juneau- Downtown**	**$48.06**	**Juneau- Downtown**	**$48.06**	Homer	$52.00
Homer	$52.00	Homer	$52.00	Homer	$52.00	Homer	$52.00	Petersburg	$54.50
Seward (Transient)	$58.94	Seward (Transient)	$58.94	Seward (Transient)	$58.94	Seward (Transient)	$58.94	Seward (Transient)	$58.94
Whittier	$67.13	Whittier	$67.13	Whittier	$67.13	Whittier	$67.13	Whittier	$67.13
Juneau - Auke Bay	**$87.32**	Bellingham (Recreational)	$83.43	**Juneau- Auke Bay**	**$87.32**	**Juneau- Auke Bay**	**$87.32**	**Juneau- Auke Bay**	**$87.32**
Bellingham (Recreational)	$98.01	**Juneau- Auke Bay**	**$87.32**	Seattle (Active C. Fishing)	$104.64	Seattle (Active C. Fishing)	$104.64	Seattle (Active C. Fishing)	$104.64
Seattle (Active C. Fishing)	$104.64	Seattle (Active C. Fishing)	$104.64	Bellingham (Recreational)	$107.09	Bellingham (Recreational)	$129.67	Bellingham (Recreational)	$129.67
Seattle- Fish Trml Recreation	$162.72	Seattle- Fish Trml Recreation	$162.70	Seattle- Fish Trml Recreation	$177.00	Seattle- Fish Trml Recreation	$177.00	Seattle- Fish Trml Recreation	$177.00

NOTES:

[1]Kodiak did not provide return data when requested

Seattle Terminals do not officer annual moorage rates, multiplied monthly rate by 12.

CURRENT FEE STRUCTURE

1. Loading Zone Permit-

- $400 per company plus $9 per passenger seat

2. Passenger for Hire Fee

- Inspected Vessel- $500.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
- Uninspected Vessel Fee- $150.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

3. Statter Harbor Bus Permit-

- $300.00 per company plus $15.00 per passenger seat

In 2020 the Board decided that the charge for Busses would be $5 with no seat fee and PFH permits would be $100 with no seat fee.

PROPOSED FEE STRUCTURE

1. Loading Zone Permit (A&B)-

- $200 per company

2. Passenger for Hire Fee

- Inspected Vessel- $150.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
- Uninspected Vessel Fee- $100.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

3. Statter Harbor Bus Permit-

- $200.00 per company

05 CBJAC 10.060 Loading permits.

No person shall operate, park, stand, or stop a commercial vehicle, or cause or direct the same, within the designated loading zones in the downtown waterfront area except as authorized by a permit issued hereunder. Vehicular use of designated loading zones for commercial purposes without a permit is a violation of CBJ 85.25.090(11).

(a) *Application process.*

(1) Application forms for loading permits will be available at the harbor office between April 1 and October 15.

(2) Applications must be made on the form provided by the department, and must be complete, including all required attachments. Any incomplete application will not be considered for a permit.

(b) *Permit requirements and conditions of operations.*

(1) The port director is authorized to designate loading zones in the downtown waterfront area and establish rules to assure safety, security, and efficiency of operation.

(2) The port director may issue loading zone permits and require permit holders to comply with stipulations as necessary to assure safety, security, and efficiency of operation. Permit holders shall also comply with the loading zone rules set out in 05 CBJAC 10.060(c) and the general operating requirements set out in 05 CBJAC 10.070.

(3) An applicant for a loading zone permit must show that use of the permit will be limited to transportation of passengers and/or crew to or from cruise ships. If the applicant will be transporting passengers, the showing must consist of at least one of the following:

A. A tour sales permit in the applicant's name;

B. A contract for the sale of tours onboard a cruise ship;

C. A contract with a cruise ship for the transportation of passengers;

D. A contract for the sale of tours with a tour sales permit holder. An applicant may enter into a contract with one tour sales permit holder only; or

E. If the applicant sells tours without the aid of the cruise lines, a cruise ship, or a tour sales permit holder, the applicant must show that it will only transport persons who have purchased tours directly from the applicant, and the applicant shall, upon request, provide the port director with a daily manifest showing the names of passengers to be transported.

(c) *Loading zone rules.*

(1) No signs are allowed in the loading zone.

(2) Loading zone permits shall be prominently displayed in the lower right corner of the front windshield of the vehicle, or as specified by the director.

(3) No person shall sell or solicit the sale of any goods or services in any loading zone.

(4) Goods and passengers shall be staged at loading zones so as to minimize vehicular standing time. No vehicle shall be present in a loading zone except as reasonably necessary for loading or unloading goods or passengers.

(5) The driver of a vehicle must remain in the driver's seat unless assisting in the loading or unloading of passengers or luggage in the immediate vicinity of the vehicle. No driver may leave a vehicle unattended in a loading zone for any period of time.

(6) "A" loading zones.

(A) Vehicles greater than 27 feet in overall length may be operated only in loading zones marked "A."

(B) Permittees using "A" loading zones shall submit a schedule of all cruise ships they will be meeting. For each meeting, permittees must use the "A" loading zone closest to the terminal or lightering dock designated on the schedule. Permittees may not depart from the schedule unless approval is obtained from the director at least 24 hours in advance. Approval shall be contingent upon the impact of changes upon other permittees, users of the park, and traffic conditions.

(7) "B" loading zones. Vehicles 27 feet or less in overall length may be operated only in loading zones marked "B."

(8) A vehicle without the appropriate permit may use a loading zone as necessary for a health or safety emergency. Such use shall be the minimum necessary to resolve the emergency.

(d) *Limited loading permits.* A person may apply for a limited loading permit for designated vehicles to provide services in a designated loading zone to a cruise ship or cruise ship passengers for occasional or off-peak-hour use. Application must be made to the director no less than one business day in advance of use.

(1) *Nonpassenger vehicles.* If the vehicle will be left standing in a loading zone for any amount of time, or if the driver will not remain with the vehicle for any period of time, the applicant must schedule that time with the director so as not to interfere with the efficient use of the loading zone by other permittees. The permittee must conduct all business efficiently so as to minimize any standing in the loading zone.

(2) *Passenger vehicles.* All requirements of subsection (c) of this section apply to vehicles providing passenger services to a cruise ship pursuant to a limited loading permit.

(e) *Fees.*

(1) The fee for a loading permit shall be established at least annually by the docks and harbors board.

(2) The fee for a limited loading permit shall be $15.00 per vehicle for each permit day or $250.00 per year, whichever is less.

(01/19/98; Amended 1-7-2008, eff. 1-15-2008; Amended 3-1-2021, eff. 3-10-2021)

05 CBJAC 20.080 Passenger-for-hire fee.

(a) *Definition.* The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.

(b) *Relationship to other fees.* This fee applies in addition to other fees set out in 05 CBJAC 020, except as follows:

(1) A person paying moorage fees for reservations moorage at Statter Harbor as set out in 05 CBJAC 25.040 shall not be required to pay this fee;

(2) A person paying freight use fees as set out in 05 CBJAC 20.070 shall not be required to pay this fee if the passengers are loaded at a launch ramp;

(3) A person conducting passenger-for-hire activities at the Douglas Boat Harbor Launch Ramps, North Douglas Launch Ramp, Amalga Harbor Launch Ramp, Tee Harbor Launch Ramp, and Echo Cove Launch Ramp are assessed fees as set out 05 CBJAC 01 in lieu of this fee; and

(4) A person conducting passenger-for-hire activities at the Intermediate Vessel Float or the Marine Park Lightering Float are assessed moorage fees as set out in 05 CBJAC 15 in lieu of this fee.

(c) *Requirements.* The owner of a vessel must apply to and obtain a permit from the Harbormaster in order to conduct passenger-for-hire activities at Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

(d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:

(1) Calendar year 2015 permit: $300.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $400.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $500.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:

(1) Calendar year 2015 permit: $50.00 per vessel plus $1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $100.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $150.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005; Amended 12-5-2005, eff. 12-12-2005; Amended 4-24-2006, eff. 5-2-2006; Amended 7-15-2013, eff. 7-23-2013 ; Amended 4-1-2015, eff. 4-8-2015)

05 CBJAC 20.090 Statter Boat Harbor Lower Parking Lot permit fee.

(a) *Definition.* The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Lower Parking Lot.

(b) *Requirements.* The owner of a vehicle using the Statter Harbor Lower Parking Lot to pick-up and discharge passengers for passenger-for-hire activities must apply to and obtain a permit from the Harbormaster. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and payment of fees.

(c) *Fees.* The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Boat Harbor Lower Parking Lot to pick-up and discharge passengers for passengers-for-hire activities as follows:

(1) Calendar year permit: $300.00 per company plus $15.00 per passenger seat; or

(2) Once per week permit: $25.00 per vehicle per calendar day for companies that use the lot to drop-off passengers for passenger-for-hire activities no more than once per week; or

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(Amended 4-11-2005, eff. 4-19-2005; Amended 4-24-2006, eff. 5-2-2006; Amended 7-15-2013, eff. 7-23-2013)

08.15.010 Licensing.

(a) No person shall own, keep or harbor any dog, including a Canid hybrid, over the age of six months within the City and Borough unless the dog is licensed as provided in this chapter. Applications for a dog license shall be made to the director of animal control, and shall state the name and address of the owner and the name, breed, color, age and sex of the dog. The license fee shall be paid at the time of making application. All licenses required by this chapter will be issued for a term of one calendar year beginning January 1 of the year for which the license is issued.

(b) No license or tag shall be issued for a dog unless it is shown by a licensed veterinarian's certificate in writing that the dog for which the license is sought has received immunization for rabies in accordance with established vaccine protocols.

(c) All potentially dangerous or dangerous dogs shall be licensed each year as provided in section 08.30.090 and this section.

(d) If there is a change of ownership of a dog during the license year, the new owner shall, within 15 days, have the current license transferred to the new owner's name.

(e) No person shall use, or allow the use of, any dog license or tag for an animal other than the dog for which the license and tag was issued.

(f) No person shall own or harbor a canid hybrid without a valid permit issued by the Department of Fish and Game in accordance with 5 AAC 92.030. A copy of the permit shall be provided to animal control and a special license will be issued.

(Serial No. 2009-12(d), § 2, 10-12-2009)

08.15.030 Tag and collar.

(a) Upon compliance with the provisions of section 08.15.010, there shall be issued to the keeper a metallic tag stamped with the number and the year for which issued.

(b) Every keeper is required to ensure that the issued tag is securely fastened to the dog's collar or harness, which must be worn by the dog at all times except when kenneled.

(Serial No. 2009-12(d), § 2, 10-12-2009)

08.40.020 Leash law areas.

Except as provided in section 08.30.050, or unless the animal is participating in an officially organized training or activity which requires it to be unleashed, the keeper of a dog must keep the dog restrained on a leash no longer than ten feet, held by a person capable of controlling the animal, in the following areas:

(a) Those locations and in the manner set forth in regulations issued by the CBJ Parks and Recreation Department pursuant to CBJ 01.60;

(b) All City and Borough floats, docks, and municipal wharfs;

(c) All public school grounds except those locations and in the manner set forth in regulations issued by the CBJ Parks and Recreation Department pursuant to CBJ 01.60;

(d) All streets, sidewalks, other public property or private property open to the public within the Juneau central business district. For purposes of this subsection, "the Juneau central business district" means the grounds of Centennial Hall, the grounds of the Alaska State Historical Museum, the grounds of the Alaska Governor's Mansion, the grounds of the State Office Building, and the entire area bounded by and including Franklin Street from Mill Way to Fifth Street, Fifth Street from Franklin Street to Main Street, Main Street from Fifth Street to the mean high water line, the mean high water line from Main Street to a point immediately opposite Mill Way and from such point to Mill Way, all as shown on Exhibit A attached to the ordinance codified in this section on file in the municipal clerk's office;

(e) The premises of the Juneau International Airport as provided in section 05.05.100(o); and

(f) That portion of the Gold Creek Watershed shown on Exhibit B, on file for reference in the city clerk's office, and described as the area bounded on the north by Basin Road, on the east by Snowslide Gulch, on the south by an imaginary line 500 feet south of Gold Creek, and on the west by the gate to the Last Chance Basin wellfield.

(Serial No. 2009-12(d), § 2, 10-12-2009)

08.40.040 Sanitary disposal requirements.

(a) No keeper may permit a dog to be in any of the leash law areas described in section 08.40.020, unless the keeper has immediately available an instrument which is intended to be used to remove any fecal matter left by the dog and a suitable container in which the fecal matter is to be stored until properly disposed of.

(b) A keeper who permits a domestic animal or livestock to be in any of the leash law areas described in section 08.40.020 must immediately remove all fecal matter left on such property by the domestic animal or livestock.

(c) A keeper required to carry an instrument and container under subsection (a) of this section shall show these items to any animal control officer or enforcement agent upon demand.

(Serial No. 2009-12(d), § 2, 10-12-2009)

03.30.054 Animal control fine schedule.

Pursuant to sections 03.30.010—03.30.015 of this chapter, those of the following animal control offenses which are amenable to disposition without court appearance may be disposed of upon payment of the fines listed to the municipal clerk of the court. If a person charged with one of these offenses appears in court and is found guilty, the penalty imposed for the offense may not exceed the fine amount for that offense listed in the following schedule:

ANIMAL CONTROL FINE SCHEDULE

CBJ	Offense	No. of Offenses	Fine
08.15.010(a)	Failure to license	Any	* $ 75.00
		Correctable	25.00
08.15.010(c); 08.30.090	Failure to license potentially dangerous or dangerous animal	Any	MCA
08.15.010(d)	Failure to transfer license	Any	* 75.00
		Correctable	25.00
08.15.010(e)	False evidence of license	Any	* 75.00
		Correctable	25.00
08.15.030(b)	Failure to display tag	1st	25.00
		2nd	50.00
		3rd and subseq.	100.00
08.25.010	Failure to immunize	1st	75.00
		2nd	100.00
		3rd and subseq.	150.00 and MCA
08.25.020(b)	False evidence of rabies certificate	Any	* 75.00
		Correctable	25.00
08.25.030	Failure to report bite	1st	100.00
		2nd and subseq.	200.00
08.25.030	Failure to surrender	1st	100.00
		2nd	200.00
		3rd and subseq.	MCA
08.25.040	Failure to observe quarantine	1st	100.00
		2nd and subseq.	MCA
08.25.050	Improper handling of rabies cases	1st	50.00
		2nd and subseq.	MCA
08.25.060	Disposal of rabid animal	Any	75.00
08.25.070	Failure to observe areawide quarantine	1st	100.00
		2nd and subseq.	MCA
08.30.040	Potentially dangerous—failure to confine on premises	1st	100.00
		2nd and subseq.	MCA
08.30.040	Dangerous—failure to confine on premises	Any	MCA
08.30.050	Potentially dangerous—failure to confine off premises	1st	100.00 and MCA
		2nd and subseq.	** MCA
08.30.050	Dangerous—failure to confine off premises	Any	** MCA
08.30.060	Failure to notify change of status	Any	MCA
08.30.070	Failure to post signs	1st	50.00
		2nd and subseq.	MCA
08.30.080	Failure to maintain insurance	1st	50.00
		2nd and subseq.	MCA
08.30.100	Failure to have animal altered	Any	MCA

08.35.030	Failure to report motor vehicle accident involving a domestic animal	Any	75.00
08.40.010	Dogs at large	1st	50.00
		2nd	75.00
		3rd and subseq.	100.00 and MCA
08.40.020	Failure to observe leash law areas	1st	50.00
		2nd	75.00
		3rd and subseq.	100.00 and MCA
08.40.030	Failure to observe dog prohibition areas	1st	50.00
		2nd	75.00
		3rd and subseq.	100.00 and MCA
08.40.040	Failure to observe sanitary disposal requirements	1st	75.00
		2nd	100.00
		3rd and subseq.	100.00 and MCA
08.40.060	Female domestic animal in season—failure to confine	1st	75.00
		2nd	100.00
		3rd and subseq.	100.00 and MCA
08.40.070	Improper release from restraint	Any	25.00
08.40.080	Improper restraint	Any	25.00
08.45.010(a)(1)—(4)	Objectionable		
	(1) noisy		
	(2) injury to property		
	(3) access to public streets		
	(4) menacing		
		1st	50.00
		2nd	100.00
		3rd	200.00 and MCA
		4th and subseq.	MCA
08.45.010 (a)(5)	Objectionable: snapping, harassing, disturbing, or injuring wildlife	1st	50.00
		2nd	100.00
		3rd	200.00
		4th and subseq.	MCA
08.45.010(c)	Hold over 24 hours, failure to notify, refuse statement	1st	50.00
		2nd	75.00
		3rd and subseq.	100.00 and MCA
08.45.020	Improper disposal of dead animals	Any	75.00
08.45.030	Trapping	1st	50.00
		2nd	75.00
		3rd and subseq.	100.00 and MCA

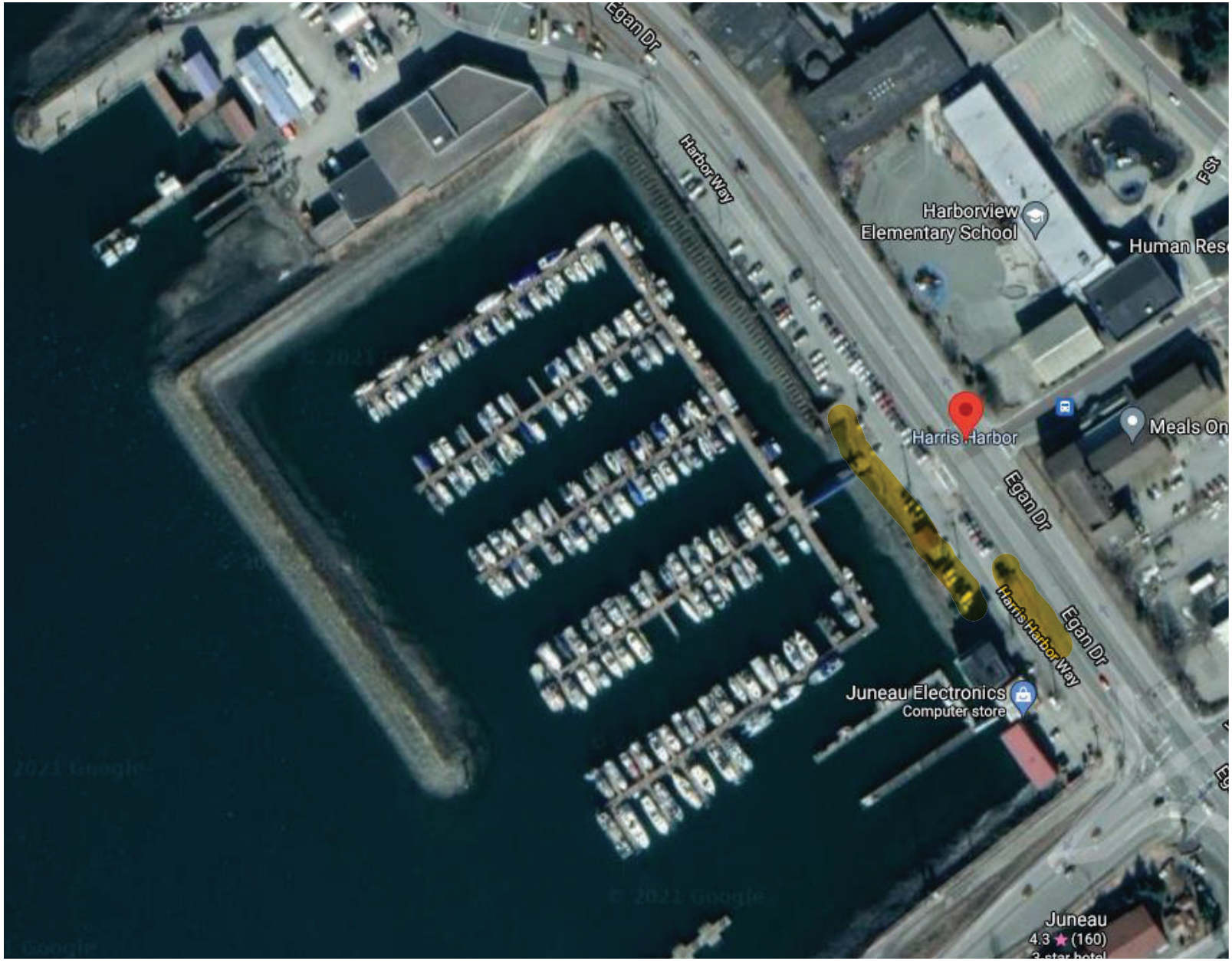
One asterisk (*) in the fine schedule means the fine will be reduced to the lower amount upon showing proof of having properly licensed the dog or obtained a rabies certificate, as applicable, before the appearance date on the citation.

Two asterisks (**) in the fine schedule means mandatory impound and that a court order may be sought to destroy the animal. "MCA" in the fine schedule means mandatory court appearance.

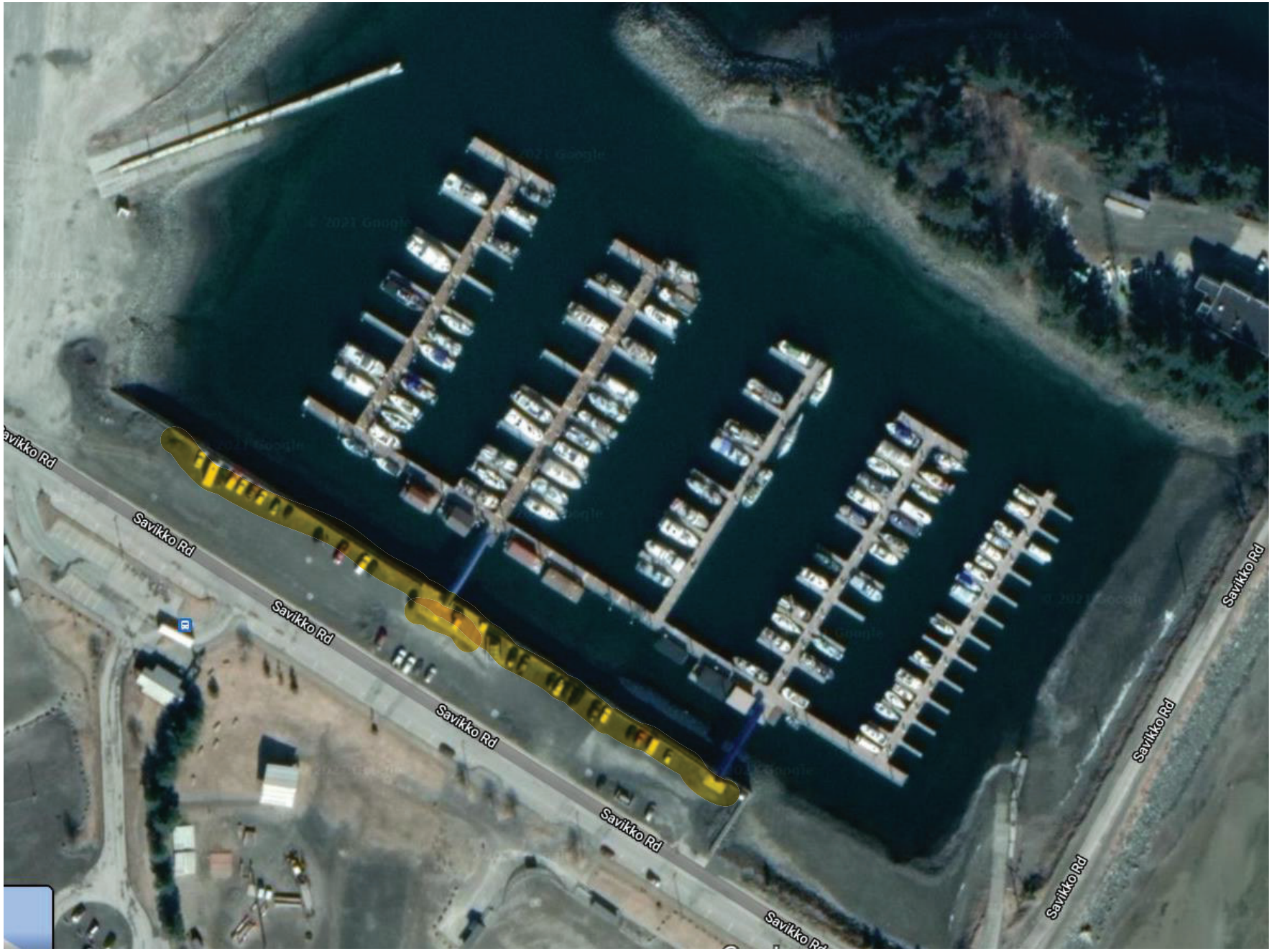
(Serial No. 92-28, § 2, 1992; Serial No. 2000-04, § 2, 2-7-2000; Serial No. 2000-35, § 2, 8-21-2000; Serial No. 2009-21, § 2, 11-2-2009; Serial No. 2014-35, § 4, 6-30-2014, eff. 7-31-2014)

Juneau Yacht Club
Glacier Ave
Aurora Harbor Way
Aurora Harbor
Egan Dr
Ross Way
Behrends Ave
Glacier Ave
alaskana bo
Aurora Basin
Breakwater Inn
Highland Dr
Egan Dr
Glacier Ave
Juneau-Douglas
High School
Juneau Port
Harris Harbor Way

Harris Harbor



Douglas Harbor



Docks

Docks Revenue	FY19 07/01/2018-06/30/2019	FY20 07/01/2019-06/30/2020	*FY21 07/01/2020-06/30/2021		Docks Expense	FY19 07/01/2018-06/30/2019	FY20 07/01/2019-06/30/2020	FY21 07/01/2020-06/30/2021	
July	$333,452	$385,392	$0		July	$550,561	$522,738	$516,729	Actual
August	$351,241	$395,427	$0		August	$153,570	$169,948	$95,794	Actual
September	$264,513	$282,927	$0		September	$239,926	$192,947	$82,730	Actual
October	$22,710	$77,350	$0		October	$77,011	$107,599	$71,519	Actual
November	$6,015	$175	$0		November	$43,611	$36,224	$51,189	Actual
December	$1,132	$3,828	$0		December	$47,360	$36,969	$44,749	Actual
January	$466	$0	$0		January	$38,848	$48,840	$121,610	Actual
February	$34	$9	$0		February	$36,368	$59,157	$29,947	Actual
March	$285	$421	$0		March	$66,202	$72,520	$46,287	est.
April	$919	$106	$0		April	$139,552	$48,972	$50,000	est.
May	$221,953	$9	$0		May	$146,938	$34,547	$35,000	est.
June	$439,738	$1,431	$0		June	$248,285	$118,388	$120,000	est.
	$1,642,459	**$1,147,075**	**$0**			**$1,788,234**	**$1,448,851**	**$1,265,556**	
Marine Pass fee	$457,600	$55,000							
Port Development		$358,500	$448,500						
	2,100,059	**$1,560,575**	**$448,500**						
Docks Current Fund Balance - $2,590,300									

Ending FY21 -$817,056

Revenue:

FY19 shows a normal cruise ship season.

FY20 shows a normal cruise season for July, August, and September. The remainder is with no cruise ships.

*FY21 shows no cruise ships

Expense:

FY19 shows expense for a normal cruise ship season.

FY20 shows a normal cruise ship season for July, August, and September and June we hired back 5 seasonal part time limited positions.
The PTL positions time was split between Docks and Harbors funds.

FY21 shows July, August, and September with the 5 PTL employees placed in their normal seasonal positions.
The seasonal positions time was split between Docks and Harbors funds.

Harbors

Harbors Revenue	FY19 07/01/2018-06/30/2019	FY20 07/01/2019-06/30/2020	FY21 07/01/2020-06/30/2021		Harbor Expense	FY19 07/01/2018-06/30/2019	FY20 07/01/2019-06/30/2020	FY21 07/01/2020-06/30/2021	
July **	$1,160,128.44	$1,218,681.31	$1,067,873.19	Actual	July	$495,335	$609,856	$616,993	Actual
August **	$294,515.20	$321,164.86	$217,964.98		August	$262,430	$266,325	$264,549	Actual
September **	$216,772.87	$242,381.82	$194,280.75		September	$329,666	$328,902	$206,586	Actual
October	$151,584.36	$167,367.53	$140,629.53		October	$181,932	$202,554	$184,466	Actual
November	$115,943.44	$128,910.62	$118,953.69		November	$196,222	$228,845	$179,856	Actual
December	$115,990.99	$131,276.79	$171,950.46		December	$172,120	$183,656	$239,989	Actual
January	$115,977.59	$127,578.69	$128,563.28		January	$189,056	$193,770	$197,415	Actual
February	$92,562.31	$104,101.40	$104,101.00	Est	February	$171,593	$186,768	$167,750	Actual
March	$131,491.40	$125,615.30	$125,615.00	Est	March	$258,707	$239,948	$170,672	Est
April	$188,936.06	$160,097.02	$160,097.00	Est	April	$224,523	$196,029	$225,000	Est/FY19
May	$258,892.40	$171,107.82	$171,107.00	Est	May	$239,957	$173,004	$240,000	Est/FY19
June	$32,797.55	$167,471.71	$167,471.00	Est	June	$448,599	$402,992	$450,000	Est/FY19
User Fees	**$2,875,593**	**$3,065,755**	**$2,768,607**		Total	**$3,170,140**	**$3,212,649**	**$3,143,275**	
State Shared Rev	$447,874.66	$409,172	$388,624	Actual	Debt Service	$738,100	$738,100	$738,100	
Land Lease Rev	$886,388.87	$925,733	$850,000			$3,908,240	$3,950,749	$3,881,375	
Permit Rev	$0.00	$1,278	$0	?	Bad Debt	$142,185	$58,223	$75,000	
AR Int. and Fines	$5,389.40	$146,819	$2,030			**$4,050,425**	**$4,008,972**	**$3,956,375**	
Misc rev/cares		$27,947							
Minor Violations	$15,370.00	$12,295	$10,000	Est					
	$4,230,616	**$4,588,999**	**$4,019,261**						
Harbors Fund Balance Reserve			**$305,000**						
				Ending FY21	**$62,886**				

Revenue: ** Indicate months that had normal tourism FY20
Revenue estimates have been down due to several factors.
No Whale Watching Revenue
Bad Fishing
Decrease in Yacht Revenue
N.Aurora demo which decreased transient moorage in Douglas,
more boats were trailered.