

# DOCKS AND HARBORS SPECIAL BOARD MEETING AGENDA

October 04, 2023 at 5:00 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/86837086564> or 1-253-215-8782 Webinar ID: 868 3708 6564

- A. **CALL TO ORDER (5:00 p.m. in CBJ Assembly Chambers and Zoom Webinar)**
- B. **ROLL CALL: (James Becker, Paul Grant, Debbie Hart, Matthew Leither, Mark Ridgway, Annette Smith, Shem Sooter, Albert Wall, and Don Etheridge)**
- C. **PORT DIRECTOR REQUESTS FOR AGENDA CHANGES**  
**MOTION: TO APPROVE THE AGENDA AS PRESENTED.**
- D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** (not to exceed five minutes per person, or twenty minutes total time)
- E. **PUBLIC COMMENT ON THE PROCESS TO INCREASE ALL RATES 9%.**
- F. **PUBLIC HEARING**
  - 1. Proposed Regulation change to 05 CBJAC 15.030 - Dockage Charges  
Presentation by the Port Director  
Board Questions  
Public Comment  
Board Discussion/Action  
**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE DOCKAGE CHARGES 9%.**
  - 2. Proposed regulation change to 05 CBJAC 15.040 - Port Maintenance Fee  
Presentation by the Port Director  
Board Questions  
Public Comment  
Board Discussion/Action  
**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE PORT MAINTENANCE FEE 9%.**
  - 3. Proposed regulation change to 05 CBJAC 15.060 - Vessel Lightering Fee  
Presentation by the Port Director  
Board Questions  
Public Comment  
Board Discussion/Action  
**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE VESSEL LIGHTERING FEE 9%.**

4. Proposed regulation change to 05 CBJAC 15.080 - Loading Permit Fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE LOADING PERMIT FEES 9%.**

5. Proposed regulation change to 05 CBJAC 15.110 - Boom Truck Usage Fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE BOOM TRUCK USAGE FEES 9%.**

6. Proposed regulation change to 05 CBJAC 20.020 - Special Annual Moorage Fee for Skiffs

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE SPECIAL ANNUAL MOORAGE FEES FOR SKIFFS 9%.**

7. Proposed regulation change to 05 CBJAC 20.030 - Daily Moorage Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE DAILY MOORAGE FEES 9%.**

8. Proposed regulation change to 05 CBJAC 20.035 - Monthly Moorage Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE**

**MONTHLY MOORAGE FEES 9%.**

9. Proposed regulation change to 05 CBJAC 20.045 - Fee for Tenders

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE FEE FOR TENDERS 9%.**

10. Proposed regulation changes to 05 CBJAC 20.050 - Residence Surcharge

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RESIDENCE SURCHARGE FEES 9%.**

11. Proposed regulation change to 05 CBJAC 20.060 - Recreational Boat Launch Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RECREATIONAL BOAT LAUNCH FEES 9%.**

12. Proposed regulation change to 05 CBJAC 20.070 - Fees for Commercial Use of Boat Launches.

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE FEES FOR COMMERCIAL USE OF BOAT LAUNCHES 9%.**

13. Proposed regulation change to 05 CBJAC 20.080 - Passenger -for-hire fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE PASSENGER-FOR-HIRE FEES 9%.**

14. Proposed regulation change to 05 CBJAC 20.090 - Statter Boat Harbor Bus Lot Permit Fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND TO THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE STATTER BOAT HARBOR BUS LOT PERMIT FEES 9%.**

15. Proposed regulation change to 05 CBJAC 20.100 - Grid Usage Fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE GRID USAGE FEES 9%.**

16. Proposed regulation change to 05 CBJAC 20.110 - Crane Use Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE CRANE FEES 9%**

17. Proposed regulation change to 05 CBJAC 20.130 - Storage Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE STORAGE FEES 9%**

18. Proposed regulation change to 05 CBJAC 20.140 - Staff Labor Fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE  
STAFF LABOR FEES 9%**

19. Proposed regulation change to 05 CBJAC 20.150 - Reserved Moorage Waitlist Fee

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE  
RESERVED MOORAGE WAITLIST FEES 9%**

20. Proposed regulation change to 05 CBJAC 20.170 - Private Boathouse Surcharge

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE  
RESERVED MOORAGE WAITLIST FEES 9%**

21. Proposed regulation change to 05 CBJAC 20.175 - Fee for delivery and sale of fuel at the  
Auke Bay Loading Facility

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE  
THE FEE FOR DELIVERY AND SALE OF FUEL AT THE AUKE BAY LOADING FACILITY 9%**

22. Proposed regulation change to 05 CBJAC 20.120 - Auke Bay Loading Facility - Float Moorage

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE  
THE AUKE BAY LOADING FACILITY - FLOAT MOORAGE 9%**

23. Proposed regulation change to 05 CBJAC 20.220 - Auke Bay Loading Facility Float -  
Mechanical Work Zone

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE AUKE BAY LOADING FACILITY FLOAT - MECHANICAL WORK ZONE FEE 9%.**

24. Proposed regulation change to 05 CBJAC 30.010 - Shorepower access fees

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE SHOREPOWER ACCESS FEES 9%**

25. Proposed regulation change to 05 CBJAC 40.010 - General moorage management policy

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE GENERAL MOORAGE MANAGEMENT POLICY 9%.**

26. Proposed regulation change to 05 CBJAC 40.065 - Vessel anchoring requirements

Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE VESSEL ANCHORING REQUIREMENTS 9%.**

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#### G. STAFF AND MEMBER REPORTS

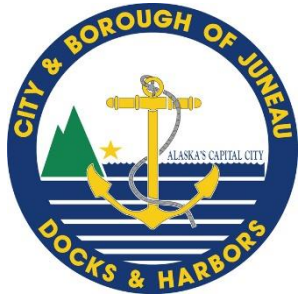
#### H. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.org](mailto:city.clerk@juneau.org).

Harbor Rate Adjustment  
Execution Planning Schedule  
**PROPOSED**

Section F, Item 1.

- ✓ January 13<sup>th</sup>, 2022 – Docks & Harbors awarded contract to HDR-Alaska, Inc for Harbor & Port Rate Study
- ✓ September 1<sup>st</sup>, 2022 – Docks & Harbors received final HDR report “Port of Juneau – Docks & Harbors Rate Setting Project”
- ✓ November 17<sup>th</sup>, 2022 – Docks & Harbors received final briefing from HDR
- ✓ December 7<sup>th</sup> & 8<sup>th</sup>, 2022 – Board Retreat offered consensus to increase fees 9% across both the Docks Enterprise and Harbors Enterprise
- ✓ January 18<sup>th</sup>, 2023 – Operations & Planning Committee discussed next steps to raise rates 9% as an informational item
- ✓ January 26<sup>th</sup>, 2023 – Regular Board meeting discussed next steps to raise rates 9% as an informational item
- ✓ February 15<sup>th</sup>, 2023 – Operations & Planning Committee reviewed White Paper – Propose Docks & Harbors Rate Increase. Committee was notified that the 2022 Urban Alaska CPI was 8.1%
- ✓ February 23<sup>rd</sup>, 2023 – Regular Board asked to affirm by motion: “To accept the findings of the HDR Report and direct Staff to begin a process, with Board engagement to raise fees 9% across the Docks Enterprise and Harbor Enterprise”.
- ✓ March 22<sup>nd</sup>, 2023 – Staff provides proposed ppt and informational material to Ops Committee
- ✓ April 4<sup>th</sup>, 2023 – Hold open house at Mendenhall Library to engage public on proposed rate increase
- ✓ April 18<sup>th</sup>, 2023 – Hold open house at Yacht Club to engage public on proposed rate increase
- ✓ May 17<sup>th</sup>, 2023 - Operations & Planning Committee considers public input and makes recommendation to increase rates on time certain schedule
- ✓ May 25<sup>th</sup>, 2023 – Docks & Harbor Board finalizes execution plan – *Motion to increase rates 9% in January 2024*
- ✓ August 31<sup>th</sup>, 2023 – Commence 21-day public notice process to make regulations fee changes
- ~~September 28<sup>th</sup>~~ October 4<sup>th</sup>, 2023 – Public hearing on regulations to fee changes
- October 23<sup>rd</sup>, 2023 – Assembly adopts Board recommendations on regulations to fee changes
- January 2024 – First (or only) fee changes goes into effect



# Port of Juneau

City & Borough of Juneau • Docks & Harbors  
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, Chapters 15, 20, 30 & 40 Fees and Charges

DOCKS & HARBORS BOARD IS PROPOSING TO INCREASE ALL DOCKS & HARBOR FEES 9%. BELOW IS A FISCAL NOTE CHART WITH THE PROPOSED CHANGES FOR JANUARY 1ST, 2024.

Fee	Regulation	Current Fee FY24	CPI Date	Jan 1 <sup>st</sup> , 2024 9% increase	Fiscal Note <sup>1</sup>
<b>Dockage Charge</b>	05 CBJAC 15.030	\$1.62/ft Fishing Vessel, \$3.24/ft <65 feet, \$5.40/ft 65 feet – 200 feet; and, \$3.24/ft over 200 feet	April 1st	\$1.77/ft Fishing Vessel \$3.53/ft <65 feet; \$5.89/ft 65 feet -200 feet; and, \$3.53/ft over 200 feet	\$0 \$0 \$1,310 \$90,154
<b>Port maintenance fee</b>	05 CBJAC 15.040	\$0.059 per Net Registered Ton	April 1st	\$0.064 per Net Registered Ton	\$133,124
<b>Vessel Lightering fees</b>	05 CBJAC 15.060	\$1,837.70	April 1st	\$2003.09	\$10,066
<b>Limited Loading Permit Loading permit fees</b>	05 CBJAC 15.080 05 CBJAC 15.080	\$17.01/day and \$283.49/year \$453.59 company plus \$10.20/seat fee	April 1st	\$18.54/day & 309.00/year; \$494.41 company plus \$11.12/seat	\$198 \$20,490
<b>Boom truck services</b>	05 CBJAC 15.110	\$136.08 for 1st hour; then, \$68.04 per each 30 minutes	July 1st	\$148.33 for 1st hour; then, \$74.16 per 30 minutes	\$0
<b>Special annual moorage for skiffs</b>	05 CBJAC 20.020	\$340.19/year	July 1st	\$370.81/year	\$1269
<b>Daily moorage fees</b>	05 CBJAC 20.030	\$0.66/ft	July 1st	\$0.72/ft	\$34,904
<b>Monthly moorage fee</b>	05 CBJAC	Downtown \$4.97/ft;	July 1st	Downtown \$5.42/ft	\$127,567



	20.035	Statter \$8.28/ft		Statter \$9.03/ft	
<b>Fee for tenders</b>	05 CBJAC 20.045	\$162.15/year \$54.05/month \$0.66/day	April 1st	\$176.74/year \$58.91/month \$0.72/day	\$0
<b>Residence surcharge</b>	05 CBJAC 20.050	\$78.24/month up to 4 residents \$26.08/month over 4 residents	July 1st	\$85.28/month up to 4 residents \$28.43/month over 4 residents	\$9628 \$0
<b>Recreational boat launch fees</b>	05 CBJAC 20.060	\$17/day & \$102.06/year (Recreational) \$34.02/day & \$283.49 (Commercial)	July 1st	\$18.53/day & \$111.25/year (Recreational) \$37.08/day & \$309.00/year (Commercial)	\$248 & \$15,005 \$476 & \$9
<b>Fees for commercial use of boat launches</b>	05 CBJAC 20.070	Inspected \$615.95/year & \$1.78 per passenger; Uninspected \$185.50/yr \$1.78 per passenger	April 1st	Ins \$671.39/year & \$1.94/pass Un \$202.20/year & \$1.94/pass	\$872 \$17
<b>Passenger-for-hire fee</b>	05 CBJAC 20.080	Inspected \$615.95/vessel \$1.78 per passenger; Uninspected \$185.50/\$1.78 per passenger	April 1st	Inspected \$671.39/vessel \$1.94 Uninspected \$202.20/vessel \$1.94 per passenger	\$66,963 \$933
<b>Statter lower parking lot permit fee (busses)</b>	05 CBJAC 20.090	\$340.19/company fee \$17.01/seat fee	April 1st	\$370.81/company fee \$18.54/seat fee	\$733 \$5209
<b>Grid usage fees</b>	05 CBJAC 20.100	\$1.14/ft per day	July 1st	\$1.24/ft per day	\$199
<b>Crane use fees</b>	05 CBJAC 20.110	\$5.66/15 minutes	July 1st	\$6.17/15 minutes	\$1488
<b>Storage fees</b> <b>Vessel Storage – ABLF:</b> • May through Sept up to five days • May through Sept after five days • Oct through April per month • Boat Stand Rental	05 CBJAC 20.130	\$0.56/sf per month  \$1.08/sf per day  \$3.24/sf per day \$8.65/sf per month \$108.10/sf per month	July 1st	\$0.61/sf per month  \$1.18/sf per day  \$3.53/sf per day \$9.43/sf per month \$117.83/sf per month	\$5461  \$0  \$0 \$0 \$0
<b>Staff labor fees</b> <b>Boat Charge per hour</b>	05 CBJAC 20.140	\$85.04/hr \$131.13/hr	April 1	\$92.69/hr \$142.93/hr	\$550 (estimate)
<b>Reserved moorage waitlist fee</b>	05 CBJAC 20.150	\$56.70/initial application; and, \$11.34/year	July 1st	\$61.80 initial application; and, \$12.36/year	\$112 \$74

<b>Private Boat Surcharge</b>	05 CBJAC 20.170	\$0.13/sf	July 1st	\$0.14/sf	\$703
<b>ABLF Fee for Delivery/Sale of fuel</b>	05 CBJAC 20.175	\$0.05/gallon	July 1st	\$0.055/gallon	\$67
<b>Auke Bay Loading Facility— Float Moorage</b>	05 CBJAC 20.210	1-3day \$0.85/foot; 4-6 days \$1.70/foot; After 7 days \$3.39/foot	July 1st	1-3 days \$0.93/foot; 4-6 days \$1.85/foot; After 7 days \$3.70/foot	\$3418 \$454 \$88
<b>Auke Bay Loading Facility Float—Mechanical Work Zone</b>	05 CBJAC 20.220	1-3day \$0.85/foot; 4-6 days \$1.70/foot; After 7 days \$3.39/foot	July 1st	1-3 days \$0.93/foot; 4-6 days \$1.85/foot; After 7 days \$3.70/foot	\$24 \$0 \$0
<b>Shorepower access fees</b>	05 CBJAC 30.010	20 amp - \$6.80/day 30 amp - \$10.20/day 50 amp - \$28.35/day 100 amp (208V) - \$97.52/day 100 amp (480V) - \$224.52/day 20 & 30 amp (Summer Liveaboard): \$102.06/month 20 & 30 amp (Summer Non- Liveaboard): \$61.24/month 50 amp (Summer Liveaboard): \$224.52/month 50 amp (Summer Non- Liveaboard): \$122.47/month 100 amp/208V (Summer Liveaboard): \$476.27/month 100 amp/208V(Summer Non- Liveaboard): \$285.76/month 100 amp/480V(Summer Liveaboard): \$1122.63/month	July 1st	20 amp - \$7.41/day 30 amp - \$11.12/day 50 amp - \$30.90/day 100 amp (208V) - \$106.30/day 100 amp (480V) - \$244.73/day 20 & 30 amp (Summer Liveaboard): \$111.25/month 20 & 30 amp (Summer Non- Liveaboard): \$66.75/month 50 amp (Summer Liveaboard): \$244.73/month 50 amp (Summer Non- Liveaboard): \$133.49/month 100 amp/208V (Summer Liveaboard): \$519.13/month 100 amp/208V(Summer Non- Liveab'rd): \$311.48/month 100 amp/480V(Summer Liveaboard): \$1223.67/month	\$880 \$2574 \$1909 \$1168 \$222  \$780  \$18,030  \$340  \$574  \$0  \$0  \$0

		100 amp/480V(Summer Non-Liveaboard) \$666.77/month 20 amp (Winter Liveaboard): \$136.08/month 20 amp (Winter Non-Liveaboard): \$81.65/month 30 amp (Winter Liveaboard): \$183.38/month 30 amp (Winter Non-Liveaboard): \$108.86/month 50 amp (Winter Liveaboard): \$340.19/month 50 amp (Winter Non-Liveaboard): \$204.11/month 100 amp/208V (Winter Liveaboard): \$816.46/month 100 amp/208V(Winter Non-Liveaboard): \$476.27/month 100 amp/480V (Winter Liveaboard): \$1905.07/month 100 amp/480V(Winter Non-Liveaboard): \$1102.22/month		100 amp/480V(Summer Non-Liveab'd): \$726.78/month 20 amp (Winter Liveaboard): \$148.33/month 20 amp (Winter Non-Liveaboard): \$89.00/month 30 amp (Winter Liveaboard): \$199.88/month 30 amp (Winter Non-Liveaboard): \$118.66/month 50 amp (Winter Liveaboard): \$370.81/month 50 amp (Winter Non-Liveaboard): \$222.48/month 100 amp/208V (Winter Liveaboard): \$889.94/month 100 amp/208V(Winter Non-Liveaboard): \$519.13/month 100 amp/480V (Winter Liveaboard): \$2076.53/month 100 amp/480V(Winter Non-Liveaboard): \$1201.42/month	\$0 \$86 \$468 \$329 \$2235 \$398 \$468 \$0 \$0 \$0 \$0
<b>General moorage management policy</b>	05 CBJAC 40.010	\$0.28/foot	July 1st	\$0.31/foot	\$1895
<b>Vessel anchoring requirements</b>	05 CBJAC 40.065	\$100 application; plus \$0.25/foot	July 1st	\$109 application; plus, \$0.27/foot	\$0

The above regulation is 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 regulation at any harbor offices, at CBJ libraries, at CBJ Clerk's Office, online at [www.juneau.org/harbors/proposed\\_regulations.php](http://www.juneau.org/harbors/proposed_regulations.php) or obtain more information by calling the Harbormaster at 907-586-5255. In accordance with 01.60.220(a), fiscal notes on regulations, there is no anticipated increase in appropriations to carry out these regulation

changes. In accordance with 01.60.220(b), fiscal notes on regulations, the value placed in column represents the anticipated increase in & Harbors revenue for a twelve month period following implementation of the new rates.

The Board is holding a public hearing and intends to take final action on the proposed changes at a Special Board meeting on **October 4<sup>th</sup> at 5 pm in CBJ Room 224 and via zoom meeting**. If this is approved by the Board it will move to the Assembly for their final approval. 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. October 3<sup>rd</sup>, 2023.

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<sup>1</sup>01.60.220. - Fiscal notes on regulations.

(a) If adoption of a regulation would require increased appropriations by the municipality, the agency affected shall prepare and the director of finance shall approve an estimate of the appropriation increase for the fiscal year following adoption, amendment, or repeal of the regulation and for at least two succeeding fiscal years.

(b) If adoption of a regulation would impose costs on persons subject to the regulation, the agency proposing the regulation shall prepare an estimate of such costs for the fiscal year following adoption, amendment, or repeal of the regulation and for at least two succeeding fiscal years. The estimate under this subsection shall include the direct capital and operating costs of compliance, but not the costs or savings, if any, attributable to secondary impacts, lost or gained efficiencies, lost or gained profits, goodwill, customer convenience or inconvenience, or similar indirect effects. The estimate to be prepared under this subsection is intended as a guide to approximate costs and not as an authoritative assessment of the costs of compliance.

**REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA**

**Amendment of Title 05, Chapters 15, 20, 30 and 40**

**FEES AND CHARGES – APPLICATION OF CONSUMER PRICE INDEX**

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS EFFECTIVE JANUARY 1, 2024:

**Section 1. Authority.** These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

**Section 2. Amendment of Section.** 05 CBJAC 15.030 Dockage charges, is amended to read:

**05 CBJAC 15.030 Dockage charges.**

...

- (e) From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:
  - (1) ~~\$3.00~~ 3.53 per foot for vessels less than 65 feet in length overall;
  - (2) ~~\$5.00~~ 5.89 per foot for vessels with a length overall from 65 feet up to 200 feet; and
  - (3) ~~\$3.00~~ 3.53 per foot for vessels greater than or equal to 200 feet in length overall.
- (f) From May 1 to September 30, fishing vessels will be assessed dockage at ~~\$1.50~~ 1.77 per foot of length overall for each 24-hour period or portion thereof, except there will be no charge to vessels staging to offload at Taku Dock, provided the duration of staging is less than four hours.

...

**Section 3. Amendment of Section. 05 CBJAC 15.040** Port maintenance fee, is amended to read:

**05 CBJAC 15.040 Port maintenance fee.**

...

(e) *Port maintenance fees assessment:*

Time Period	Charge
Each 24-hour period or portion thereof	<del>\$0.055</del> <u>0.064</u> for each net registered ton of vessel displacement

...

**Section 4. Amendment of Section. 05 CBJAC 15.060** Vessel lightering fee, is amended to read:

**05 CBJAC 15.060 Vessel lightering fee.**

...

(e) *Vessel lightering fee assessment:*

Unit	Charge
Each 24-hour period or portion thereof.	<del>\$1,700.00</del> <u>2003.09</u>

...

**Section 5. Amendment of Section. 05 CBJAC 15.080** Loading permit fee, is amended to read:

**05 CBJAC 15.080 Loading permit fee.**

...

(c) *Loading permit fees assessment:*

Permit Type	Fee
"A" or "B" Permit	<del>2017: \$300 per company plus \$7 per passenger seat</del> <del>2018: \$350 per company plus \$8 per passenger seat</del> <del>2019: Calendar year permit: \$400</del> <u>494.41</u> per company plus <u>\$9 11.12</u> per passenger seat <del>Starting 2025: Adjust this fee every 5 years based on the CPI adjustment</del>

Limited Loading Permit	<del>\$15</del> <u>18.54</u> per vehicle for each permit day; or <del>\$250</del> <u>309.00</u> per year, whichever is less.
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- (d) *CPI adjustment.* For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 through November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

**Section 6. Amendment of Section. 05 CBJAC 15.110 Boom truck usage fee, is amended to read:**

**05 CBJAC 15.110 Boom truck usage fee.**

...

- (b) *Basis for charge.* The charge assessed will be at the rate of ~~\$120.00~~ 148.33 per hour for the first hour, and ~~\$60.00~~ 74.16 per 30 minutes thereafter.

...

**Section 7. Amendment of Section. 05 CBJAC 20.020 Special annual moorage fee for skiffs, is amended to read:**

**05 CBJAC 20.020 Special annual moorage fee for skiffs.**

...

- (b) The annual moorage fee shall be ~~\$300.00~~ 370.81 per calendar year (January 1 through December 31).

...

**Section 8. Amendment of Section. 05 CBJAC 20.030 Daily moorage fees, is amended to read:**

**05 CBJAC 20.030 Daily moorage fees.**

...

- (d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:

- (1) From July 1, ~~2021~~ through June 30, ~~2022~~, ~~\$0.58~~ 0.72 per foot; and
- (2) CPI adjustment. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

...

**Section 9. Amendment of Section. 05 CBJAC 20.035** Monthly moorage fees, is amended to read:

**05 CBJAC 20.035 Monthly moorage fees.**

...

- (d) *Monthly moorage fee.* Monthly moorage fees will be assessed for each calendar month or portion thereof as follows:
  - (1) *Downtown harbors.* From July 1, ~~2021~~ to June 30, ~~2022~~: ~~\$4.40~~ 5.42 per foot.
  - (2) *Statter Harbor.* From July 1, ~~2021~~ to June 30, ~~2022~~: ~~\$7.30~~ 9.03 per foot.

...

**Section 10. Amendment of Section. 05 CBJAC 20.045** Fee for tenders, is amended to read:

**05 CBJAC 20.045 Fee for tenders.**

...

- (c) *Moorage fee.* There is no moorage fee for a tender in cases where the primary vessel is shorter than the designated stall length, the owner pays moorage fees based on the designated stall length, and the tender can fit within the stall without causing the tender or primary vessel to protrude beyond the designated stall length. In all other cases, the owner of the tender shall pay fees as follows:
  - (1) Annual fee of ~~\$150.00~~ 176.74 per tender paid in advance;
  - (2) Monthly fee of ~~\$50.00~~ 58.91 per tender paid in advance; or
  - (3) Daily fee in accordance with Section [05 CBJAC 20.030] 30 of this regulation.



...

**Section 11. Amendment of Section. 05 CBJAC 20.050 Residence surcharge,** is amended to read:

**05 CBJAC 20.050 Residence surcharge.**

...

- (d) *Residence surcharge.* The owner shall pay a residence surcharge of ~~\$69.00~~ 85.28 per calendar month, or portion thereof, for each vessel used as a residence. For a vessel with more than four residents, the owner shall pay an additional surcharge of ~~\$23.00~~ 28.43 per calendar month, or portion thereof, for each additional resident.

...

**Section 12. Amendment of Section. 05 CBJAC 20.060 Recreational boat launch fees,** is amended to read:

**05 CBJAC 20.060 Recreational boat launch fees.**

...

- (h) *Recreational launch ramp permit fees.* Recreational launch ramp permit fees, including administrative fees, will be assessed as follows:

~~Calendar year permit-Annual (January 1 – December 31): \$90.00~~ 111.25  
(Recreational); \$309.00 (Commercial)

Daily: ~~\$15.00~~ 18.53 (Recreational); \$37.08 (Commercial)

Administrative fee for additional permit(s) or lost decal(s): \$5.00 each

...

**Section 13. Amendment of Section. 05 CBJAC 20.070 Fees for commercial use of boat launches,** is amended to read:

**05 CBJAC 20.070 Fees for commercial use of boat launches.**

...

- (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 ~~2022~~ permit: ~~\$569.80~~ 671.39 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

- (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 ~~2022~~ permit: ~~\$171.60~~ 202.20 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

**Section 14. Amendment of Section.** 05 CBJAC 20.080 Passenger-for-hire fee, is amended to read:

**05 CBJAC 20.080 Passenger-for-hire fee.**

...

- (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 ~~2022~~ permit: ~~\$569.80~~ 671.39 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

- (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 ~~2022~~ permit: ~~\$171.60~~ 202.20 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

**Section 15. Amendment of Section. 05 CBJAC 20.090 Statter Harbor Bus Lot permit fee, is amended to read:**

**05 CBJAC 20.090 Statter Boat Harbor Bus Lot permit fee.**

...

- (c) *Fees.* The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Harbor Bus Lot to pick-up and discharge passengers for passenger-for-hire activities as follows:
- (1) Calendar year permit: ~~\$300.00~~ 370.81 per company plus ~~\$15.00~~ 18.54 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.

...

**Section 16. Amendment of Section. 05 CBJAC 20.100 Grid usage fees, is amended to read:**

**05 CBJAC 20.100 Grid usage fees.**

...

- (d) *Grid usage fees.* Grid usage fees shall be assessed as follows:

\$ per foot per day	<del>\$1.00</del> <u>1.24</u>
---------------------	-------------------------------

...

**Section 17. Amendment of Section. 05 CBJAC 20.110 Crane use fees, is amended to read:**

**05 CBJAC 20.110 Crane use fees.**

...

- (c) *Crane use fees.* Crane use fees will be assessed at the rate of ~~\$5.00~~ 6.17 per each 15 minutes of use.

...

**Section 18. Amendment of Section. 05 CBJAC 20.130 Storage fees,** is amended to read:

**05 CBJAC 20.130 Storage fees.**

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is ~~\$0.50~~ 0.61 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.
- (b) Vessel storage. When available, Docks and Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:
  - (1) May through September: ~~\$1.00~~ 1.18 per linear foot per day for up to five days.
  - (2) May through September: ~~\$3.00~~ 3.53 per linear foot per day after five days.
  - (3) October through April: ~~\$8.00~~ 9.43 per linear foot per calendar month.
  - (4) No storage fee will be assessed for the day the vessel is hauled out.
- (c) Boat stand rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks and Harbors shall assess one hour of prevailing labor rate for blocking and ~~\$100.00~~ 117.83 per calendar month for use of boat stands. The Harbormaster or their representative shall approve the blocking of all vessels.

...

**Section 19. Amendment of Section. 05 CBJAC 20.140 Staff labor fees,** is amended to read:

**05 CBJAC 20.140 Staff labor fees.**

When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:

- (1) ~~\$75.00~~ 92.69 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) ~~\$125.00~~ 142.93 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated; and

...

**Section 20. Amendment of Section. 05 CBJAC 20.150** Reserved moorage waitlist fee, is amended to read:

**05 CBJAC 20.150 Reserved moorage waitlist fee.**

- (a) A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of ~~\$50.00~~ 61.80 and an annual fee of ~~\$10.00~~ 12.36 payable by March 1 of each year that the person wishes to remain on the waitlist.

...

**Section 21. Amendment of Section. 05 CBJAC 20.170** Private boathouse surcharge, is amended to read:

**05 CBJAC 20.170 Private boathouse surcharge.**

...

- (d) *Fair market rent.* The fair market rent used to compute the annual fee is ~~\$0.13~~ .14 per square foot.

**Section 22. Amendment of Section. 05 CBJAC 20.175** Fee for delivery and sale of fuel at the Auke Bay Loading Facility, is amended to read:

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

...

- (b) A fee of ~~\$0.05~~ .055 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.

...

**Section 23. Amendment of Section. 05 CBJAC 20.210** Auke Bay Loading Facility – Float Moorage, is amended to read:

**05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.**

- (a) The fee to use the Auke Bay Loading Facility Float shall be as follows:
- (1) No cost for the first two hours using the float.

- (2) ~~\$0.75~~ .93 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
- (3) ~~\$1.50~~ 1.85 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
- (4) ~~\$3.00~~ 3.70 per linear foot per calendar day for using the float for seven calendar days or more.

...

**Section 24. Amendment of Section. 05 CBJAC 20.220 Auke Bay Loading Facility Float – Mechanical Work Zone,** is amended to read:

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

- (a) The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:
  - (1) ~~\$0.75~~ .93 per linear foot per calendar day for the first three days.
  - (2) ~~\$1.50~~ 1.85 per linear foot per calendar day for days four through seven.
  - (3) ~~\$3.00~~ 3.70 per linear foot per calendar day in excess of seven days.

**Section 25. Amendment of Section. 05 CBJAC 30.010 Shorepower access fees,** is amended to read:

**05 CBJAC 30.010 Shorepower access fees.**

...

- (e) *Daily shorepower access fees.* Fees to access shorepower on a daily basis are as follows:

Connection Type	Fee
20 amp (120V, 1 phase)	<del>\$6.00</del> <u>7.41</u>
30 amp (120V, 1 phase)	<del>9.00</del> <u>11.29</u>
50 amp (208V, 1 phase)	<del>25.00</del> <u>30.90</u>
<del>50 amp (208V, 3 phase)</del>	<del>52.00</del>
100 amp (208V, 3 phase)	<del>86.00</del> <u>106.30</u>
100 amp (480V, 3 phase)	<del>198.00</del> <u>244.73</u>

(f) *Summer monthly shorepower access fees.* Fees to access shorepower on a monthly basis during the months of May, June, July, August, and September are as follows:

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 and 30 amp	<del>\$90.00</del> <u>112.25</u>	<del>\$54.00</del> <u>66.75</u>
50 amp	<del>180.00</del> <u>244.73</u>	<del>108.00</del> <u>133.49</u>
100 amp/208 volt	<del>420.00</del> <u>519.13</u>	<del>252.00</del> <u>311.48</u>
100 amp/480 volt	<del>990.00</del> <u>1,223.67</u>	<del>588.00</del> <u>726.78</u>

(g) *Winter monthly shorepower access fees.* Fees to access shorepower on a monthly basis during the months of October, November, December, January, February, March, and April are as follows:

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 amp	<del>\$120.00</del> <u>148.33</u>	<del>\$72.00</del> <u>89.00</u>
30 amp	<del>162.00</del> <u>199.88</u>	<del>96.00</del> <u>118.66</u>
50 amp	<del>300.00</del> <u>370.81</u>	<del>180.00</del> <u>222.48</u>
100 amp/208 volt	<del>720.00</del> <u>889.94</u>	<del>420.00</del> <u>519.13</u>
100 amp/480 volt	<del>1,680.00</del> <u>2,076.53</u>	<del>972.00</del> <u>1,201.42</u>

...

**Section 26. Amendment of Section.** 05 CBJAC 40.010 General moorage management policy, is amended to read:

**05 CBJAC 40.010 General moorage management policy.**

...

(g) *Vessel salvage and disposal.*

- (1) Prior to obtaining a moorage assignment pursuant to 05 CBJAC 40.035, 050, 055, or 065, the owner of a vessel must

...

- (ii) pay a non-refundable moorage surcharge ~~\$0.25~~ .31 per foot per month.

...

**Section 27. Amendment of Section. 05 CBJAC 40.065 Vessel anchoring requirements,** is amended to read:

**05 CBJAC 40.065 Vessel anchoring requirements.**

(d) *Permits.* The owner, operator, master, or managing agent of a vessel must submit an application for an anchoring permit on a form provided by the Port Director.

...

(2) *Long-term permit.* The Port Director may issue a long-term permit for a vessel anchoring out for 14 to 90 days. No vessel may receive a long-term permit or a combination of permits for anchorage of more than 90 days in any 12-month period.

(A) A ~~\$100.00~~ 109.00 non-refundable application fee is required to apply for a long-term permit. In addition, the daily fee for anchorage is ~~\$0.25~~ 0.27 per foot.

...

**Section 28. Notice of Proposed Adoption of a Regulation.**

The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on \_\_\_\_[date public comment notice begins in Juneau Empire]\_\_\_\_, which is not less than 21 days before the date of adoption of these regulations as set forth below.

**Adoption by Agency**

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: \_\_\_\_\_

\_\_\_\_\_  
Carl Uchytel  
Port Director



Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: \_\_\_\_\_  
Emily L. Wright  
Assistant Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of \_\_\_\_\_. They were adopted by the Assembly.

Date: \_\_\_\_\_  
Elizabeth J. McEwen, Municipal Clerk

Filing with Clerk

I certify, as the Clerk of the City and Borough of Juneau, that the following statements are true:

- (1) These regulations were accepted for filing by the office of the clerk at \_\_\_\_:\_\_\_\_ a.m./p.m. on the \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.
- (2) After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- (3) A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- (4) Effective date: \_\_\_\_\_.

Date: \_\_\_\_\_  
Elizabeth J. McEwen, Municipal Clerk

Clayton Hamilton  
F/V Dial West

August 18, 2023

Hello fellow fishermen and harbor users,

I'm writing regarding the proposal for an irresponsible, 9% rate increase that is coming down the pipeline here in the Juneau harbors.

I say irresponsible because the cost of operating the harbors has *not* in fact undergone any recent or dramatic changes.

Of course, the cost of everything has gone up and seems to just keep going up, but that's why the harbor rates are already tied to the Consumer Price Index and are adjusted annually.

Claims that the fees haven't changed in 17 years ignore the changes made to the CPI adjustment formula, just last year.

If you review the Harbors' own information about "cost drivers" I believe you will clearly see, as I do, that it is not the local harbors that are driving this issue, it is the cruise ship docks, the liability of operating them, the unfunded security mandates incumbent to them and the fact that cruise ship fees haven't changed since 2005! We, the local harbor users, are subsidizing cruise ship infrastructure and that is plain backwards.

The fact that the board responded to a financial short fall during the pandemic, by hiring an expensive outside consultant to tell them their own business, should make you perk-up and want to pay attention.

Local harbor business continued through the covid years and will continue through thick and thin; unlike the cruise lines and their associated business which will just shut down and pack up shop when things get tough.

The harbors are a public utility. They are not a "for profit" enterprise.

The cruise ship docks on the other hand SHOULD provide a profit for our community.

We hear from the board time and time again how the Docks & Harbors (D&H) are separate, that is it seems, until the bills come due.

If Docks & Harbors are in fact separate, then it is inappropriate to propose an "across the board" rate increase because:

If Docks & Harbors are separate, then liability should be assessed separately.

If Docks & Harbors are separate, then the personnel costs of each should not be conflated.

If Docks & Harbors are separate, then the facilities of each and the costs of operation of each should be assessed separately.

I conclude by again encouraging you to look at the D&H's presentation, the product of that very expensive, outside consultation. You will see that the Harbor's enterprise fund is CURRENTLY OPERATING IN THE BLACK. Simply put we do not need to increase the cost of this public utility. An increase in the cost of the harbors will disproportionately affect local users, the smallest local businesses and the liveaboard community. We already have the most expensive harbor in the region. We should not raise the rates of this vital public utility without extremely good cause.

If you agree that we should not raise harbor rates, tell the harbormaster, the D&H board, and also the Juneau Assembly, "I do not support a rate increase for the harbors."

The 21-day public comment period about this rate increase is scheduled to open August 31<sup>st</sup>. While this is a busy time for many, it is important to speak up if you can.

If you have commented before, please do so again – your comments were not recorded in the board minutes and the D&H board is reporting that there is no opposition to this proposal. A public meeting is scheduled for Sept. 28<sup>th</sup>. Please come and share how you feel!

Thanks for taking the time to read this and to consider these important issues. I firmly believe that we all must participate for the public process to work.

Clayton Hamilton  
F/V Dial West  
fvdialwest@gmail.com

Docks & Harbors Website on 9% Rate Increase: <https://juneau.org/harbors/proposed-rate-increase>

Summary of Rate Setting Report: [https://juneau.org/wp-content/uploads/2023/06/Harbor-Rate-Study-Summary\\_Oct2022.pdf](https://juneau.org/wp-content/uploads/2023/06/Harbor-Rate-Study-Summary_Oct2022.pdf)

Docks & Harbors Fee Increase Brochure: [https://juneau.org/wp-content/uploads/2023/06/Fees-Trifold\\_final.pdf](https://juneau.org/wp-content/uploads/2023/06/Fees-Trifold_final.pdf)

Harbor Board: [HarborBoard@juneau.org](mailto:HarborBoard@juneau.org)

Assembly: [BoroughAssembly@juneau.org](mailto:BoroughAssembly@juneau.org)

Harbor Master: [harbormaster@juneau.org](mailto:harbormaster@juneau.org)

**From:** [Fishing Vessel Dial West](#)  
**To:** [Harbor Board](#)  
**Cc:** [Borough Assembly](#); [Christine Woll](#); [Gregory Smith](#); [Wade Bryson](#); [editor@juneauempire.com](mailto:editor@juneauempire.com); [emily@alaskahousing-homelessness.org](mailto:emily@alaskahousing-homelessness.org); [Karla Hart](#); [Kathy Hansen](#)  
**Subject:** comments for harbor rate increase proposal  
**Date:** Tuesday, September 12, 2023 8:51:46 AM

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I am writing to comment on the proposal for an "across the board rate increase", effective 2024. The very premise of this flat increase in both dock's and harbor's fees is contrary to the fact and principle that these are two separate enterprise funds and should be managed separately.

Dealing with the harbor rate suggestion separately, as it ought to be, a rate raise is unnecessary and unwarranted.

Rates are already tied to the CPI and adjusted annually. Further, the harbor fund is CURRENTLY OPERATING IN THE BLACK so we do not need to raise the cost of this important public utility. The cost of utilities, any utility should not be subject to sudden changes. This negatively impacts local businesses and the residents who can least afford it.

I would add two further points about the harbor rate suggestion;

1. We already have the most expensive harbor in Southeast, moorage is the highest, discounts that are available in other communities are not offered here and services seem to be about 130% as expensive as everywhere else in the region. We are driving away small businesses and seasonal users.

2. The harbors are home to a large number of people. This is some of the most affordable housing in Juneau. Over a year ago, (ironically while the city was providing housing assistance) the harbor board proposed a totally spurious, 100% increase on the liveaboard fee. Based on subsequent conversation, I understand that as many as 1/4 of the year round slips are liveaboards. This makes the city one of the largest landlords in our community. While the assembly may be comfortable delegating this responsibility to the board, I think that we, as a community, need to be careful about impacting the housing security at the most affordable end of the market. I have also spoken to the Juneau Housing Coalition about this. Juneau is the only community that I know in Alaska that levies a "liveaboard fee" or tax as some might call it, on these, most -affordable-houses in our community. This seems particularly hypocritical in light of our total lack of interest in levying fees on the richest (for profit & non local) players in our community.

Regarding dock fees; I support large increases wholeheartedly. The fact that cruise ship fees have not changed since 2005(!) is embarrassing to say the least, it shows a complete failure (& one might add lack of interest) on the part of our harbor-board leadership, to protect locals and local resources. I think the fact that cruise ship fees have not changed in almost 20 years suggests an unhealthy, even suspicious, lack of action. I hope new membership and specifically, NEW BOARD LEADERSHIP IN THE NEAR FUTURE can help to alleviate this.... I hate to think that there might be conflicts of interest that more fully explain this negligence.

Finally, with regard to the harbor fund particularly but also docks management.

MAYBE WE SHOULD TRY SAVING MONEY INSTEAD OF RAISING RATES

I have never, not once, heard a single initiative to save money or cut costs. If the harbor fund is concerned about future solubility, maybe we should shrink our footprint. Why do we need to send harbor employees to maintain ramps that are in state parks ( pt bridget and taku harbor) who we are trying to impress?

Making the juneau harbors cheaper and easier will stimulate more local business.  
We need to protect core services and local access and invest LESS in tourist (cruise ship) infrastructure.

A healthy local economy is a diverse local economy.

--

Clayton Hamilton  
FV Dial West

**From:** [Mark Stopha](#)  
**To:** [Harbor Board](#)  
**Subject:** Comments for 9% harbor fee increase proposal  
**Date:** Tuesday, September 5, 2023 11:37:43 AM

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Dear Juneau Harbor Board:

Using the consultant's justification that because harbor fees are a small part of boaters expenses, all fees should increase by 9%, I'd like to suggest increasing the moorage fees for cruise ships by an ADDITIONAL amount suggested by the current 9% proposal, and to keep harbor fees the same as they are now (including the annual CPI increase as necessary) for Statter, Harris, Aurora and Douglas Harbor, where primarily resident Juneau boat owners moor their boats, as well as keeping launch ramp fees the same as they are now.

The additional surcharge I propose to the proposed 9% increase for cruise ship moorage fees would be equivalent to a dollar per passenger. Since we now have about 1.4 million passengers coming each year, this additional income of \$1.4 million would be double the \$700,000 the consultant estimates the new fees they suggest would raise across all fee increases, and therefore there would be no need to increase fees for local users at the harbors or ramps, other than for the CPI.

I talked to a person (Andrea, I think was her name) at the Port Office and got ballpark estimates for of an "average" larger cruise ship of \$25,000/day for moorage fees and about 4,500 cruise passengers per ship. If there is a 9% increase to the moorage fees, that would make an increase of \$2,250 to the moorage fees or \$2,250/4500 passengers = 50 cents per passenger. An additional \$1 per passenger increase to that increase in moorage fees would be \$1.50/passenger.

This would be a specific surcharge on cruise ship moorage fees, and NOT an increase to the "head tax", since the head tax has specific things it can be spent on. The surcharge would be only to moorage associated fees to the cruiseship company, and not individual passengers, so the money would go to the harbor fund. If the fee can't be based on the specific number of passengers due to legal issues with the use of the money, then simply increase the dockage fees above the 9% proposed by the consultant based on some estimate of \$1/passenger that is based on past passenger capacity, cruiseship size, etc. Or just by using averages and the scenario in the previous paragraph, increase the fees by an average of \$6,750, or 27%.

This may seem like a large increase, but on a per passenger basis, it is not. A quick search for Holland America (which I used simply because it came up first in the search) showed the least expensive cruise next year is \$349/week. Adding an additional \$1.50 to a trip will add, at maximum, less than one half of one percent (\$1.50/\$349.00) to the cost of a cruise. Of course, the percentage increase to the passenger fare would be even less for the higher fares offered on the cruise ship shown on the website.

A rational person could make the same conclusion to this tiny increase as the consultant and Port Director did to a blanket 9% increase to everyone's harbor fees: that cruise passengers will not be sensitive so such a modest rate increase. Surely, \$1.50/passenger is not going to be a deal breaker for a passenger to come to Juneau on a cruise.

Justification for this tiny increase per cruise ship passenger cost of moorage for Juneau Harbors is that much of the impacts to the harbors are driven by the cruise ship industry. Juneau, as a town, has not significantly increased in population over the past 2 decades. It's not local users that are driving harbor impacts.

The recent expansion to Statter Harbor, for example, was necessary to accommodate the ever increasing number of whale watch vessels, while Aurora Harbor, which is largely used by locals, remains unfinished. The Statter Harbor expansion, however, does not accommodate nearly the number of charter vessels using the harbors that are here to cater to the cruise industry, as many charter boats are smaller vessels that charter for both whale watching and sport fishing, and jockey for a tie up spot in the harbor with the rest of us.

Also of note is that while our daily and monthly moorage fees are not in the higher end of fees when compared to other harbors in the region, the annual fees - which have the most impact to full time resident commercial fishermen

and locals that keep their boats in the water year round - are among the highest in the region, and another reason not to increase those fees. In fact, a reduction in those fees should be considered. In addition, most of the charter vessels that cater to the cruise industry are hauled out in the winter, so do not continue paying moorage to the harbor fund in the off season.

Increasing the cruise ship moorage fees by a surcharge based on the number of passengers, in addition to the increases recommended by the consultant and staff, would proportionally mitigate the impacts to the harbors by the number of cruise ship passengers. It would also somewhat mitigate the impacts to Juneau resident boaters who find it difficult or impossible to find either a tie up spot or parking spot in the summer - especially in Statter Harbor - when their harbor is full due to the number of charter vessels moored there.

This seems like a simple solution to allow the cruise ship industry to help pay for impacts to our harbor system at a minimal financial impact to cruise passengers.

Thank you for your consideration.

Mark Stopha, North Douglas

**From:** [Jonny Antoni](#)  
**To:** [Harbor Board](#)  
**Subject:** Harbor rates  
**Date:** Wednesday, September 13, 2023 12:15:27 PM

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Hello,

I would like to voice my opinion on the rising harbor rates. I am opposed to raising the harbor rates above the annual cpi adjustment. I support a separate cruise docks rate raise.

I believe it is important for Juneau to have a diverse economy. By raising harbor rates it puts add pressure on a dwindling fishing industry. The fishing industry ensures the year round use of Juneau's harbors, added pressure pushes fishermen out of Juneau for the winter months creating a less stable economy for the city on Juneau.

Thank you for taking this under consideration.

Jonny Antoni  
F/v Frances G



**From:** [Burke Bohnsack](#)  
**To:** [Harbor Board](#)  
**Subject:** Fwd: Harbors 9% rate increase  
**Date:** Wednesday, August 30, 2023 12:39:21 PM

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Sent from my iPhone

Begin forwarded message:

**From:** Burke Bohnsack <bohbur@gmail.com>  
**Date:** August 30, 2023 at 12:15:56 PM AKDT  
**To:** harborboard@juneau.gov  
**Subject:** Harbors 9% rate increase

Hello

My name is Burke Bohnsack and I am a commercial fisherman, harbor user, and year round resident of Juneau. Im writing to voice my concerns about the proposed 9% moorage increase. I feel that this increase puts an unfair burden on local residents and especially year round harbor users. According to the recent study, annual moorage in Juneau is already the highest rate in SE Alaska and these stats don't even include the recent CPI based rate increase on harbor users. Also looking at the docks and harbors unfunded expenses, the vast majority of those costs (USCG security measures/ insurance costs) are directly related with the cruise industry. In conclusion, it seems that docks and harbors wants local residents and year round harbor users to shoulder an unfair financial burden. Cruise ships haven't seen a rate increase since 2005! Cruise ships were the main reason for Covid related budget shortfalls and finally the majority of docks and harbors unfunded expenses are directly tied to the cruise industry. Local residents are a consistent revenue source for the harbor department and are unable to simply pass increased costs on to others as the cruise industry can easily do to their customers. Please reconsider the 9% moorage increase so residents aren't subsidizing the cruise industry.

Burke Bohnsack  
F/v Skadi

**From:** [Max Stanley](#)  
**To:** [Harbor Board](#)  
**Subject:** Proposed Fee Increase  
**Date:** Monday, September 18, 2023 3:31:38 PM

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Harbor Board Members,

Thank you for the effort and time you devote to being on the D&H Board. I am an owner of two businesses that are commercial users of the harbors and a frequent personal user. I am writing in response to the proposed fee increase. It is not surprising that costs have gone up and D&H is looking to raise revenue. I support increasing revenue however I do not support an across the board rate increase for harbors.

What I do support is an increase on cruise ship berthing fees. I have not reviewed the financials showing revenue from every source but it seems plausible that dockage rates could be raised on vessels over 200' (at all harbors) to an amount sufficient to raise all desired revenue. Cruise ships have had a banner year and it seems that they will still be willing to pay an extra xx% for dockage as the premium for space downtown is so great. If it turns out that this reduces the number of cruise ships, many in Juneau will applaud. And if someone has a private vessel over 200', dockage is a de minimis expense that will not affect their behavior. The demand for Alaska is not going to go down.

Who isn't having a banner year are fishermen. The lowest all time price and a fee increase will be challenging to many fishermen in Juneau, the residents of Juneau.

Rather than increase rates on everyone, increase the rates on those (cruise ships and yachts) that are users of our town, not residents; those that are doing very well financially. This would be a way to raise revenue that would see much support and little opposition from the residents of Juneau.

Thank you,

Max Stanley

--

Max Stanley (he/him)  
Partner, Barnacle Foods  
907.723.3595

PO Box 21092  
Juneau, Alaska 99802

[www.barnaclefoods.com](http://www.barnaclefoods.com)

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September 28, 2023

Carl Uchytel  
Port Director  
City & Borough of Juneau  
76 Egan Drive  
Juneau, Alaska 99801

Dear Carl,

As the Docks and Harbors Board considers its proposal to increase all fees, Cruise Lines International Association (CLIA) would like to offer comments, specifically on the port maintenance fee.

The port maintenance fee was established with the intent to build and expand Juneau's port infrastructure to service cruise vessels. With larger tonnage vessels docking in Juneau, the Net Registered Ton (NRT) fees have grown substantially. An increase to the NRT/port maintenance fee may therefore be unnecessary as passenger fees are available to fund dock infrastructure. At the same time, we acknowledge there are projects that would benefit from repairs, enhancements, and safety improvements.

In the past, industry and the City & Borough of Juneau (CBJ) have worked together to identify projects related to infrastructure and port development that, by agreement, could be funded with port maintenance fees. These have included covering uplands voids with deckovers, constructing moorings, repairing tender floats, and adding bridge sections. We respectfully request the same opportunity to annually review port projects and make recommendations that benefit cruise vessels calling in Juneau. This was the practice following the establishment of the NRT, and it would be advantageous to collaborate again on these important issues.

Additionally, we would like to discuss the original purpose of the port maintenance fee and whether that purpose still has validity. Among other concerns, we question the overlapping and seemingly duplicate purpose between the port development fee, the marine passenger fee and state excise tax.

Thank you for your kind consideration of these comments.

Sincerely,

Renée Limoge Reeve  
Vice President of Government and Community Relations  
Cruise Lines International Association



# Port of Juneau

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

**From:** *Carl Uchytel*  
Port Director  
**To:** Docks & Harbors Board  
**Date:** September 30<sup>th</sup>, 2023  
**Re:** Public Comments – 9% Rate Increase

The following comments are the Port Director's response to some of the public input received regarding the proposed rate increase.

- 1) Fiscally treat the two enterprises separately and raise only the Docks Enterprise rates:
  - a. Historically, Docks & Harbors has fire-walled the two enterprises to ensure revenues collected from cruise ships paid expenditures relating to serving only that industry. Similarly, harbor revenues were never used in direct support of cruise ships. Over the years, legitimate ledger balances were moved from the Docks revenue to Harbors revenue (i.e., vendor booth sales, tide land leases and downtown yacht moorage). In general terms, the Harbor Enterprise annual operating budget is twice that of the Docks Enterprise.
  - b. The Board debated the efficacy of combining the two enterprises (Docks & Harbors) into a single fiscal balance sheet. At one time, it was believed that it was legally necessary to maintain two accounting systems to comply with federal law (i.e., Tonnage Clause of the Constitution). It is now generally accepted that the funds could be comingled into one account; however, the Board saw value in operating the two enterprises separate from each other.
  - c. It was presented that the pandemic required the Docks Enterprise to withdraw ~\$1M from its fund balance where the Harbor Enterprise ran in the black, in part to austerity measures. Had the enterprises been combined, it would have appeared that the Harbors Enterprise was subsidizing cruise ship operations. Additionally, the recent Title 85 memo drafted by the City Manager suggests that future Board actions will not have "rate setting responsibilities" for municipal cruise ship docks.
  - d. The Board in the 9% rate setting process reasoned it was equitable to treat each enterprise separately but increase the rates the same.
  - e. The cruise industry would counter that the passenger fees collected by CBJ (\$22M in CY23) is already an order of magnitude greater than what is currently collected by the Docks Enterprise for dockage and port maintenance fees (~\$2M in CY23). This industry would argue any increase is too much as cruise ships continue to recover from the two years of the federal government shutdown.
  - f. The argument to pass along fees to faceless international corporations is a rational human response. Harbor users are also prone to increases which are market driven in which the customer must make financial decisions. These increases include: vessel operating costs, fuel, manufactured equipment,

insurance and if a commercial fisherman, bait, permits and crew costs. Rate increases (i.e., n storage, cranes, etc) proposed by a municipal entity are the only expenditures which a patron can reasonably appeal.

- 2) Juneau Harbor system is already operating in the black and doesn't require additional revenues:
  - a. The Harbor Fund balance is less than \$2M as of June 30<sup>th</sup>, 2023
  - b. The Harbor Enterprise has extraordinary costs for patron needs, for example:
    - \$1.5M shortfall to complete Aurora Phase IV (even with \$5M ADOT grant)
    - \$1.5M total need for Statter Breakwater study (only \$500K local match for FY24)
    - \$500K local match if successful for MARAD PIDP grant for Aurora drive down float
    - \$400K/year increase in FY24 (from FY22) to the CBJ insurance pool
    - \$300K potential offer to purchase Ketchikan breakwater as net float
    - \$100K/annually for UAS lease
    - \$50K for lighting Douglas Harbor parking lot
    - \$50K for Harris Harbor security gate
- 3) Juneau is already too expensive of a harbor system:
  - a. No evidence of rates driving away small business – healthy waitlist for downtown & Statter
  - b. Comparing Sitka “permanent moorage” [rates](#):
    - \$4.64/LF per month (July 2022) vs \$4.97/LF per month (July 2023) for Juneau downtown harbors;
    - If patron would pay 12 months in advance the rate would be \$4.47/LF in Juneau downtown;
    - \$8.28/LF per month (July 2023) for Statter Harbor with multiyear waitlist.
  - c. Comparing Sitka “transient moorage” [rates](#):
    - \$1.44/LF per day (0'-80') in Sitka (July 2022) vs \$0.66/LF per day at all Juneau Harbors
- 4) Juneau Harbors are an affordable housing alternative:
  - a. Citing: 85.10.030 - Policy and intent; use of harbor. *It is hereby declared to be the intent of this title to favor the use of the facilities of the boat harbor by commercial fishermen, government vessels, commercial vessels in trade and commerce, and pleasure craft, and by the general public at large. It is further the intent of this title to prevent and discourage the use of the facilities of the boat harbor by boats which have been abandoned by their owners to the point of becoming derelicts as defined in chapter 85.05 or becoming a charge and nuisance to the City and Borough, the port director, and the general public, or which are unsafe, or which are not used, or are not fit to be used, regularly for transportation on the water.* No where in Title 85 is the Board directed to prioritize live aboard vessels over vessels engaged in transportation.
  - b. Sitka live aboards pay the resident charges for refuse, water & sewer (>\$160/month)
  - c. Haines allows live aboards only April through October for \$75/month
  - d. Skagway's Harbormaster is directed, in code, to discourage live aboard but assesses \$60/month fee
  - e. Homer does not assess a live aboard fee but limits live aboards to 3 months per year
  - f. It was the Port Director, not the Harbor Board, who proposed a 100% increase to Juneau Harbor live aboards in 2021. The Board voted down the proposed increase by the Port Director. Additionally, it is the Port Director's opinion that live aboards should be dissuaded from use of all transient harbor facilities.
- 5) Saving Money vs Raising Rates
  - a. Staff executes the fiscal priorities of the Board.
  - b. The Board could decide to close facilities; however, it is unlikely there would be substantial savings to

the Harbor Enterprise. For example, closing Douglas Harbors would be a net revenue loss or Amalga Harbor would not yield great savings to the Enterprise.

c. Docks & Harbors does manage Taku Harbor but does not receive revenue. Additionally, we do not budget significant harbor operations funds into maintenance. We have leveraged federal grant money for repairs in 2017 and are planning to use 1% Sales Tax money with federal grant money in 2024.

d. The Harbor Enterprise has been solvent for the past 12 years with revenues exceeding expenditures. The largest expenditure is staffing, which has not appreciably changed over the past decade. There has been perhaps one Administrative Assistant position and a nighttime security Harbor Officer added in the past 10 years.

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**From:** [rutecki@gci.net](mailto:rutecki@gci.net)  
**To:** [Harbor Board](#)  
**Subject:** Fee Increase and Echo Cove  
**Date:** Tuesday, October 3, 2023 2:49:11 PM

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Dear Harbor Board.

I am hoping that with an increase of fees for Harbor and boat launch usage that the board could provide enforcement of requiring launch ramp permits at Echo Cove. On weekends when the weather is good in the summer off highway vehicle users with their trailers parking in the designated parking spot for those with boat trailers. The OHV trailers never have launch ramp permits there are times I go out there on a nice weekend and I cannot find a place to park my truck and boat trailer because they will be taken by OHV users that do not have launch route permits. They also are extremely disruptive when they drive their machines around the boat launch parking lot and even in the launch ramp by making jumps over the ramp. This has been a problem for many years. The Echo Cove launch ramp was paid for by fish and game license money among other things. It would be great if you devoted some enforcement to that area. OHV users have their own venue at 38 mile please do not allow them to buy launch ramp permit and park there trucks and trailers where boats and trailers park at Echo Cove.

Tom Rutecki  
Juneau, Ak