

**DOCKS & HARBORS
FINANCE SUB-COMMITTEE
MEETING**

Tuesday, November 9th, 2021

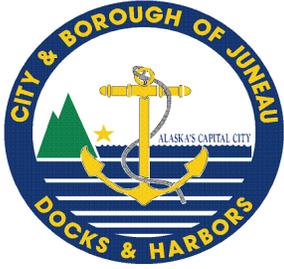
Via Zoom Meeting

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Meeting ID: 860 1939 4433

Passcode: 467895

Call in: 253 215 8782

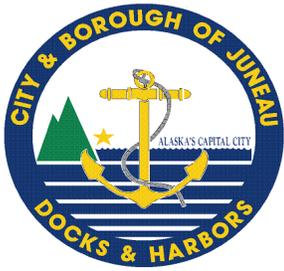


- I. Call to Order** – November 9th, 2021 at 5:00pm
- II. Roll Call** (Lacey Derr, James Becker, David Larkin, Matthew Leither, Mark Ridgway, Don Etheridge and Bob Wostmann)
- III. Approval of Agenda**
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time)
- V. Approval of Wednesday, October 27th, 2021 Finance Sub-Committee Meetings Minutes.**
- VI. Items for Information/Discussion**
 1. CBJAC 15.060 Lightering Fee Proposal
Presentation by the Harbormaster

Committee Discussion/Public Comment
 2. Docks & Harbors Fee Review (Prioritization & CPI)
Presentation by Sub-Committee Chair

Committee Discussion/Public Comment
 3. Calendar Scheduling CY2022 Finance Sub-Committee
Presentation by Sub-Committee Chair

Committee Discussion/Public Comment
- VII. Sub-Committee Action Items**
- VIII. Good of the Order**
- IX. Next Meeting** – November 23rd, 2021
- X. Adjournment**



**DOCKS & HARBORS
FINANCE SUB-COMMITTEE
MEETING MINUTES**

October 27th, 2021
Via Zoom Meeting

- I. Call to Order** – Mr. Wostmann called the meeting to order at 5:00 pm on October 27th, 2021.
- II. Roll Call** - The following members were in the Port Director’s Conference room or on zoom meeting - David Larkin, Matthew Leither, Mark Ridgway, Don Etheridge and Bob Wostmann)

Absent: Lacey Derr, and James Becker

Also Present: Carl Uchtyl – Port Director, Teena Larson – Administrative Officer, and Nichole Benedict – Administrative Assistant I.

III. Approval of Agenda

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

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items - None

- V. Approval of October 13th, 2021 Finance Sub-Committee Meetings Minutes**
Hearing no objection, the October 13th, 2021 Meeting Minutes were approved as presented.

VI. Unfinished Business - None

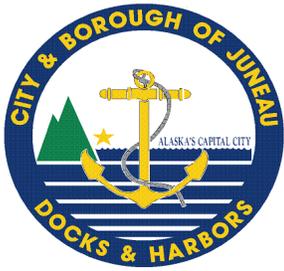
VII. Items for Information/Discussion

1. Docks & Harbors Fee Review (Prioritization & CPI)

Mr. Wostmann said moving forward with the fee review, applying the CPI has two components;

1. Review the orange color rates (old rates) on the chart and determine what rates could have a CPI applied to it and if it would be appropriate to recapture some of the CPI increases that probably could have been applied in past years and were not. (That is where the going back ten years came from).
2. Should we apply a CPI to some of these rates going forward that we currently do not apply the CPI?

He said the Committee is in a position that we cannot clearly define what a rate should eventually be because the approach to that, and all the components of that, is what we hope to get out of the rate study. This Committee should still look at these rates that have



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not been touched in 10 to 15 years and is there a clear basis to amend the rate without waiting for the results of the rate study.

Committee Discussion

Mr. Etheridge asked for clarification, we are not looking to go retroactive on collection of funds but using the accumulation of past CPI numbers to calculate the current cost.

Mr. Wostmann said he did not understand the difference.

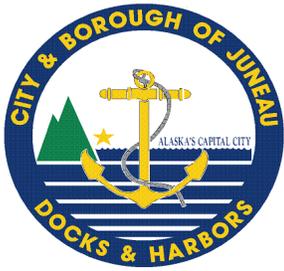
Mr. Etheridge said we are not looking to go retroactive to collect funds.

Mr. Wostmann said that would be correct. Depending on how large of an increase it may be increased by a little for several years to get to the final increase.

Mr. Ridgway said the Alaska.gov has a CPI calculator. You can put in what you currently charge and the date it was last changed and it will give you a rate you should be charging today. He suggested to add a column to the rate review spreadsheet that would auto calculate the rate adjusted by the CPI from the last year it was changed. We could also look into how much money we did not collect over time and how to apply that CPI. The rate study is not going to tell us what we do about not increasing a fee for the past ten years. He said he is not sure if it is fair and reasonable to go back to increase our rates. There could have been a reason the Board did not raise those rates without the CPI increase. We could come up with the amount not collected, but we do not know the reason behind it. He said he suggested to table applying an accumulative CPI and wait for the rate study and do not look at recapturing a previous rate. If the rate study is done correctly, it will consider the operational expense, and how much money we currently have to do recapitalization.

Mr. Wostmann said for clarification on Mr. Ridgway's comments, one approach of adjusting a rate that has not been adjusted for 15 years, decide what a rate would be today if a CPI was applied, take that rate forward with the starting date we decide, and then continue to apply the CPI in the future. The other approach is to apply the CPI today but look at how much money was lost when the CPI was not applied and add an additional increase to recover the lost funds. That would be a problematic approach. They are lost funds, but the burden should not fall on our customers.

Mr. Ridgway said the new rate should not try to capture any lost revenue.



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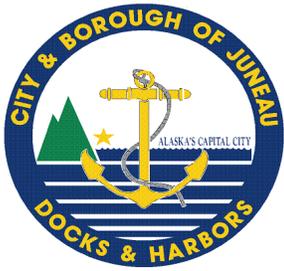
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Mr. Wostmann commented that we would not go back further than ten years to calculate for today's rate.

Mr. Leither said we are depending on the rate study so much that his concern is that if we have all the fees in the rate study that the study will cost \$100,000 rather than \$40,000 for fewer fees being reviewed. He thought initially the study was going to focus on the contentious fees, and the other fees we would figure out ourselves. That is more complicated because it will be hard to tell when the fees were initially established and what the date and rationale was behind the fee. A lot of the fees we do not know why they were established in the first place. To apply a CPI adjustment of 15% without any actual data behind it is scary to him. He said trying to collect retroactive money is a difficult thing. Adjusting a rate by the CPI is reasonable but we are unsure if the rate is reasonable to begin with.

Mr. Larkin said he can see the rate study as valuable but it is what you choose to review that gives you your rate study. In a rate study he is familiar with, the consultant went out and looked at the most expensive marinas in the area, but not at a marina equivalent to what the rate study was done for. With that, the rates ended up artificially inflated. The other part of this is, the Board is assuming our rates are going to increase, but the study might indicate we are overpriced and our rates need to be decreased. On the CPI, looking at historic increases over the last few years, it tends to be a two to three percent increase per year. Some have been ten to thirteen percent per year. If we use CPI, we may want to put a cap on the CPI increase. Example would be not to exceed a three or four percent increase regardless of the CPI so people do not get sticker shock. He suggested to add a column on the rate review sheet for when a fee was last reviewed. That would restart the clock for the next review time.

Mr. Ridgway said if this is the rate making body, and fees were established by this body in the past, he believes the rates were fair and data based rates at the time they were established. The rate sheet in front of us will be reviewed by a contractor doing our rate study and regardless of any of our rates today, we are going to get a sheet of paper that shows us what they believe our rates should be today. Our discussion to apply the CPI to rates that were changed many years ago is irrelevant because the consultant is going to give a fair and reasonable rate.



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Mr. Wostmann said one of the reasons to apply a CPI is because we do not expect the rate study to be completed in time to affect the 2022 rates. Early on in our discussions of the fees, there was consensus that a CPI should have been applied to most of these rates. In the interim before the rate study is completed, applying the CPI would increase our revenue by a small amount. Once the rate study is complete, that will restart our starting point and a CPI will be added going forward and our rates would be reviewed every three to five years to see if a further adjustment needs to be made.

Mr. Leither asked if it is reasonable to decide what rates are going to be in the rate study and the other ones apply a CPI to?

Mr. Wostmann said that is an approach to take but he suggested to add the CPI to all the rates which would be a small and justifiable rate increase for 2022.

Mr. Etheridge asked Mr. Uchytel to confirm the consultant for the rate study will do a cost based study for our rates?

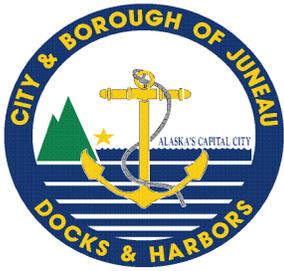
Mr. Uchytel said that is the direction he received was to do a cost based study on some of the Harbor rates and there will be a market based study for the cruise ship dock fees.

Mr. Ridgway suggested to apply the CPI for the interim rate adjustment on all our rates for simplicity until the rate study is completed.

Mr. Wostmann suggested to go back to the last time the rate was set, but put a cap on how far back we go, and apply the CPI to the rate. Does ten years seem appropriate or should it be something else? He also suggested to add another column showing what the CPI is today from the date it was set or if it is more than ten years ago to only go back the ten years. If that rate is too large there can be discussion on the adjustment.

Mr. Leither said his recommendation is to not add the CPI to the rates going to be in the rate study to prevent whiplash with ups and downs and added confusion.

Mr. Wostmann said there could be some criticism but he believes we are going to find the rate study supports substantial increases and we could be faced with getting to the final increase with increases over multiple years.



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Mr. Ridgway commented that he applied a few rates in the CPI calculator and the \$5 passenger fee would raise to \$6, the \$600 lightering fee would raise to \$790, and the \$69 live-aboard fee would raise to \$83.

Mr. Wostmann asked staff to amend the fee review chart with adding the CPI column with the calculated numbers. He wants it calculated on all rates but he will have a discussion at the next meeting whether that is appropriate.

Mr. Ridgway asked if this will be based off last rate review or last rate change date. He said he suggests to use the last rate change date.

Mr. Wostmann recommended that if the change date is longer than ten years to only going back ten years. He asked Mr. Uchytel if staff could have that done for the next meeting?

Mr. Uchytel said yes.

Mr. Leither asked what our budget would look like if we applied the CPI to everything. Would it be worth it to spend \$50,000 on a study if our budget looks good and everyone is happy?

Mr. Wostmann said he is still very much in favor of the rate study. One of the comments heard from our customers is they want justification and documentation for the rate. His expectation of the rate study will enhance their reasons for increasing a rate.

Mr. Leither said some back up on the last live-aboard increase was there was no good data and the price was going to double. Going from \$69 to \$83 might be more palatable. He said he has a fear that the study will only be as good as the data that we can give them and we already know we cannot give them the data because we do not have it. If we are just going to get from a consultant that we need to raise our rates by a certain percent, applying the CPI is a way to do that.

Mr. Wostmann asked Mr. Uchytel to expand on the data staff would be able to supply to the rate study consultant.

Mr. Uchytel said Docks & Harbors has a good engineering staff, we know what our maintenance costs are, and a pretty good idea of future projects that the Board expressed interest in. Even after the report is received, there will still be a lot of work from staff and the Board. He believes what Mr. Leither is getting at is if we already know the rates will



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need to be increased based on the needs of the Harbor Enterprise just apply the CPI and bypass the consultant fees altogether. Mr. Uchytel said we establish more credibility having a third party consultant evaluate the proposed increases.

Mr. Leither said giving an example when the live-aboard fees were going to increase, no one knew how much the live-aboards were using, water, electricity, garbage, which maintenance fees went specifically into live-aboards, and that goes for the launch ramp also. There was no specific data on the maintenance on a specific launch ramp. He said his concern is that the study is only going to be as good as the data we can give them. If we had good data we could set the rate ourselves and if we do not have good data then it will not be a good study.

Mr. Etheridge commented that we have never made an increase in the last fifteen years that people did not complain and make accusations about the Harbors.

Mr. Ridgway asked if Mr. Leither suggests that an equitable rate for the live-aboards should be based on their usage of water, electricity, garbage, and specific maintenance for them. If that is the thought, that is a ton of work and there may not be all the data. He believes we may need to find out what the other live-aboard rates are and determine that way what our rate needs to be.

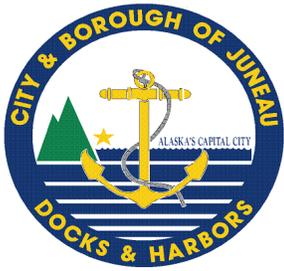
Mr. Leither said his understanding of our goals in our fee setting policy are to make equitable fees and if the live-aboards are responsible for more use, than they should pay more.

Mr. Wostmann said he would like this put on the next agenda. The two requested changes for staff is the CPI adjustment and the last revisited date.

Public Comment -

Mr. Kirby Day, Juneau, AK

Mr. Day said adding the CPI for the 2022 and waiting for the rate study for future year has more credibility to your users than raising it based on ten years of CPI because you did not have it in regulation. This should not necessarily cause everyone's rates to go up on money that was missed. He said we pay a lot of fees based on CPI. He suggested to do a flat CPI increase until the rate study gives a good base. He also suggested to call different ports in Alaska to see what they charge for lightering.



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2. Port Director's definition of User Groups

Mr. Uchytel said in the packet are the user group definitions that was shown at the last Finance meeting. The task he was given was to identify who our user groups are.

Committee Discussion

Mr. Wostmann commented that this will be helpful for the rate study consultant.

Mr. Ridgway asked about the definition of the Commercial Boat Yards. We lease the area for the boat yard operations. A lot of the boaters sub-lease from the boat yard and he was wanting to know if we should be identifying sub-leases of the Commercial Boat Yard as a user group?

Mr. Uchytel said of the two boat yards, the downtown one is a sub-lease. They both have high visibility of Docks & Harbors facilities and a fairly high rent we receive. The intent to break down the user groups was to try to put our different customers into a group to have a more appropriate manner to discuss the fee review.

Mr. Ridgway said going off the first sentence "define user groups that frequent our facilities". We do not have the users of the boat yards defined as a frequent visitor to our facilities. There are hundreds that frequent the boat yards but they are only identified as the Commercial Boat Yard itself.

Mr. Wostmann asked if the lease holders were allow to sub-lease?

Mr. Uchytel said we do not have contractual sub-leases with the two boat yard operators.

Mr. Wostmann asked if one of the two boat yards wanted to sub lease a portion of the facilities to another party does their lease require them to notify us or are they restricted.

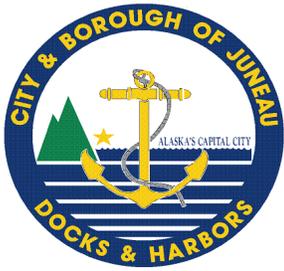
Mr. Uchytel said he does not recall having the authority to sub-lease. We will verify for the next meeting.

Mr. Wostmann said this could be forwarded to the next Operations Committee.

Public Comment - None

3. Harbor Rate Study – Process & Update

Mr. Uchytel said the RFP's are due on November 9th. He is looking to empanel a selection committee with staff and Board members. He will not be on the selection committee.



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Committee Discussion – None

Public Comment - None

VIII. Sub-Committee Action Items

Mr. Wostmann said the action item is as soon as staff updates the fee chart with the CPI calculations to send out to the members. The members can look over the changes and come prepared to our next meeting and if possible reach a conclusion on what to recommend to the next Operations Committee meeting.

IX. Good of the Order

The Committee members agreed to set a meeting on November 23rd and December 22nd.

Mr. Uchtyl commented the cruise lines receives a memo for the coming season in January on what the fees will be and the Harbor fees start July 1st.

Mr. Wostmann commented that Mr. Creswell will be bringing a proposal for a new lightering fee on November 9th and that should be moved along quickly to the Operations Committee.

X. Next Meeting – Tuesday, November 9th, 2021 @ 5 pm

XI. Adjournment – The Meeting adjourned at 6:25pm.

It is my opinion that the current lightering rate of \$600 is not sufficient to cover our personnel costs to provide the USCG required security measures during a lightering evolution. We are now required to verify two forms of ID to grant passengers access to all of our secure areas. I have picked a random lightering day from the 2022 cruise ship calendar to use as the basis for this assumption.

Tuesday July 19th 2022

Carnival Miracle ACT 0730-2030

PX 2100

Staffed 0700-2100

14 hours of Time ACT Security is needed

Minimum **5 staff** (2 staff for morning shift, and 3 staff for evening shift)

Staff hours required= 35 Hours

35 hours X \$20 = **\$700 Staffing Costs (assuming all security staff are PTL)**

This staffing would allow for 2 Staff checking IDs and 1 staff for escorts and crowd control at the bollards

There will most likely be a need for at least one of these staff to be a benefited employee based on current staff makeup and supervision needs, so this cost would increase to **\$860**. If the cost of the Port Operations Supervisor and other associated administrative costs are factored in, this increases to nearly **\$1,100**.

Total hourly labor costs:

Harbor Officer= \$50

Harbor Technician= \$40

Harbor Technician= \$20

At our current rate structure this visit would generate a total revenue of \$xxxx

Lightering Fee= \$600

Port Maintenance Fee= \$xxx (I need to look up net tonnage)

CBJ Marine Passenger Fee= \$10,500

CBJ Port Development Fee= \$6,300

If this vessel were moored at one of our berths, the security need would be similar but we would generate an additional revenue of \$2,300 since the vessel would be paying nearly \$3,000 in Dockage fees.

Comparisons

The city of Ketchikan charges a lightering fee of \$435 plus \$4 per passenger in addition to their marine passenger fees.

The city of Sitka charges a lightering fee of \$1,328 plus a \$525 security fee for each lightering evolution.

One more item of interest is that we have to keep 80' of the PFO Float open for lightering for the majority of the season. If we were not required to do this there is the potential that around \$200 each day is lost by us not having the ability to sell that dock space as reserved moorage. This could potentially add up to \$24,000 in lost revenue over the course of a four month season.

I see a couple of options here:

1. Keep the lightering fee as is and institute a security fee similar to what Sitka does. I would recommend around \$1,000 per visit. This could even be on a graduated scale depending on passenger capacity of each vessel. Larger vessels will require more security personnel than the smaller ones. This could potentially be applied to the ships docking as well.
2. We could raise the lightering fee to \$1,500 to cover the cost of security.

When the current \$600 fee was instituted our security requirements were vastly different and only required on staff member to be present to simply observe operations.

**CBJ Docks Harbors
Rate Overview**

Code	Title	Description	Fee	Last revised date	Fee Change Date	CY 2019 Revenue	Code	CPI	CPI Increase from Last Change (10 years max)
05 CBJAC 10.040	Tour Sales Permit	A tour sales permit authorizes the solicitation and sale of tours and experiences	\$30,000.00/minimum bid	4/1/2015	4/1/2015	\$270,000.00	P09	Y/N	\$35,212.04/minimum bid
05 CBJAC 15.030	Dockage Charges	Berthing at designated restricted docks	\$1.50/ft <65 ft \$2.50/ft <200 ft \$3.00/ft >200 ft	5/15/2017	5/1/2007	\$716,751.00	P01	N	\$1.87/ft <65 ft \$3.11/ft <200 ft \$3.74/ft >200 ft
05 CBJAC 15.040	Port maintenance fee	Use of designated restricted docks	\$0.055/registered ton per day	3/5/2007	3/5/2007	\$817,406.23	P06	N	\$0.07/registered ton per day
05 CBJAC 15.050	Potable water fee	Taking on of water at metered docks	150% of CBJ rate (\$5 per/1,000 gallons or \$27 unmetered)	4/11/2017	4/11/2017	\$155,024.10	P07	N	\$5.65/1,000 gallons or \$30.50 unmetered
05 CBJAC 15.060	Vessel lightering fee	The charge assessed to vessels for dropping-off or picking-up passengers at the Marine Park Lightering Float or the Intermediate Vessel Float	\$600 per day	5/1/2005	5/1/2005	\$16,200.00	P08	N	\$747.36 per day
05 CBJAC 15.080	Loading permit fees	The charge assessed for obtaining a loading permits "A" or "B" permit Limited permit	\$400/company plus \$9/seat \$15 per/vehicle/day or \$250/year	5/23/2017 5/23/2017	Next adjustment by CPI 2025	\$109,035.00	P10-P12	Y	\$451.84/company plus \$10.17/seat \$16.94/vehicle/day or \$282.40/year
05 CBJAC 15.095	Other fees	Department facilities that are not specifically addressed in CBJ Administrative Code.	Case-by-case	5/1/2005		\$4,805.00	H61 (2020)		
CBJAC 15.100	Other CBJ fees billed by docks and harbors department	The fee is assessed to certain passenger vessels entering into any port within the City and Borough of Juneau Marine passenger fee.	\$5.00 per passenger	5/23/2013	5/1/2005	\$6,419,265.00	P16	N	\$6.23 per passenger
05 CBJAC 15.110	Boom truck usage fee	Port development fee. boom truck services	\$3.00 per passenger \$120/hr first hour \$60/30 min thereafter	5/23/2013 3/5/2012	5/23/2013 3/5/2012	\$3,821,223.00	P17/P18	N	\$3.57 per passenger \$145.22/hr first hour \$72.61/30 min thereafter
05 CBJAC 20.020	annual moorage fee for skiffs	open-hulled vessel 21 feet or less in length	\$300 per year	4/11/2016	reduced 4/11/16	\$8,700.00	H94	N	\$347.35 per year
05 CBJAC 20.030	Daily moorage fees	The fee charged on a daily basis to the owner of a vessel for berthing the vessel in designated Juneau harbors	\$0.23/ft plus annual CPI	7/15/2013	Yearly with CPI	\$272,048.00	H10/H11	N	\$0.27/ft
05 CBJAC 20.035	Monthly moorage fees	The fee charged on a monthly basis to the owner of a vessel for berthing the vessel in designated Juneau							
		Downtown	\$4.40/ft plus annual CPI	6/13/2016		\$653,665.00	H03 / H15		\$5.09/ft
		Statter	\$7.30/ft plus annual CPI	6/13/2016	Yearly with CPI	\$420,277.00	H06/H18		\$8.45/ft
	Annual Moorage Fees	Downtown	\$4.40/ft plus annual CPI	6/13/2016		\$520,249.00	H01/H02		\$5.09/ft
		Statter	\$7.30/ft plus annual CPI	6/13/2016		\$170,033.00	H04/H05/H13	Y	\$8.45/ft
05 CBJAC 20.042	Monthly pre-paid discounts								
	Annual	10%		6/13/2016	6/13/2016			N	
	Semi Annual	5%		6/13/2016	6/13/2016				
05 CBJAC 20.044	Active fishing vessel discount at Statter Harbor	In lieu of the requirement to pay daily fees for use of Statter Harbor	20 days - see ordinance	1/4/2021	6/5/2006	-\$8,927.56	H14	N	
05 CBJAC 20.045	Fee for tenders	moorage of tender in the water along with their primary vessel	varies -see ordinance	4/11/2005	4/11/2005	\$13,990.00	H12	N	
05 CBJAC 20.050	Residence surcharge	fee assessed to the owner of a vessel when the vessel is used by any person as a residence	\$69/month plus \$23/month for each resident over four	3/15/2010	4/15/2008	\$111,090.00	H22/H22A	N	\$85.95/month plus \$28.65/month for each resident over four

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**CBJ Docks Harbors
Rate Overview**

05 CBJAC 20.060	Recreational boat launch fees	Recreational use of designated CBJ launch ramps							
		Annual	\$90	11/10/2015	1/1/2007	\$142,260.00	H23/H230	N	\$112.10
		Daily	\$15	11/10/2015	1/1/2016	\$3,495.00	H24	N	\$17.37
05 CBJAC 20.070	Fees for commercial use of boat launches	Commercial use of designated CBJ launch ramps							
		Daily	\$30	7/31/2017		\$60.00	H25C		\$35.21
		Annual	\$250 per trailer	7/31/2017	11/17/2015	\$3,810.00	H25		\$293.43
		Freight Use	\$60.00 for the first hour \$30.00 for each additional hour	7/31/2017		\$3,570.00	H26/H27	N	\$70.42 for the first hour & \$35.21 for each additional hour
		Freight Staging	\$25.00 per 24-hour period per 1,000 square ft	7/31/2017	12/14/2009	\$2,300.00	H29	N	\$31.14 per 24-hour period
		Special	case-by-case	7/31/2017			H28		
05 CBJAC 20.080	Passenger-for-hire fee	Permit needed for vessel owners to conduct passenger-for-hire activities	\$518 per vessel/inspected, \$156 per vessel/uninspected plus \$1.50 per/passenger	4/1/2015	4/1/2015	\$181,466.00	H31-H35	Y	\$607.99 per vessel/inspected, \$183.10 per vessel/uninspected plus \$1.76 per/passenger
05 CBJAC 20.090	Statter lower parking lot permit fee	Fee for picking-up and discharging passengers for passenger-for-hire	\$300 per/year plus \$15 per/seat	7/15/2013	7/15/2013	\$15,615.00	H37 / H38		\$357.36 per/year plus \$17.87 per/seat
			\$25 per vehicle/day	7/15/2013	7/15/2013			N	\$29.78 per vehicle/day
05 CBJAC 20.100	Grid usage fees	Fee for using Harris Harbor Grid	\$1 per foot/day	3/30/2017	3/30/2017	\$2,801.00	H44	N	\$1.13 per foot/day
05 CBJAC 20.110	Crane use fees	Fee for using hydraulic crane	\$5 per/15 minutes	8/10/2015	8/10/2015	\$13,085.00	H45	N	\$5.87 per/15 minutes
05 CBJAC 20.130	Storage fees	Long-term storage in designated areas		\$0.50 per/square foot per/month	8/10/2015	8/10/2015	\$28,525.10	H51	\$0.59 per/square foot per/month
		Vessel storage (May-September)		\$1 per/foot up to 5 days	8/10/2015	8/10/2015			\$1.17 per/foot up to 5 days
		Vessel storage (May-September)		\$3 per/foot after 5 days	8/10/2015	8/10/2015			\$3.52 per/foot after 5 days
		Vessel storage (October-April)		\$8 per/foot/month	8/10/2015	8/10/2015			\$9.39 per/foot/month
05 CBJAC 20.140	Staff labor fees	Required in the furtherance of duties		\$75 per hour/staff (1 hour minimum)	8/10/2015	8/10/2015	\$4,650.00	H52/H53	\$88.03 per hour/staff (1 hour minimum)
				\$125 boat per hour (1 hour minimum/30 minute increments)	8/10/2015	8/10/2015	\$375.00	H54	\$146.72 boat per hour (1 hour minimum/30 minute increments)
05 CBJAC 20.150	Reserved moorage waitlist fee	Placement on reserved moorage waitlist	\$50 sign-up fee / \$10 annual fee	4/11/2005	4/11/2005	\$1,420.00	H56/H57	N	\$62.28 sign-up fee / \$12.46 annual fee
05 CBJAC 30.010	Shorepower access fees	Shorepower - Port	see chart	9/18/2017	9/18/2017	\$12,673.00	P19-P42	N	
05 CBJAC 30.010	Shorepower access fees	Shorepower - Harbor	see chart	9/18/2017	9/18/2017	\$90,930.00	H62-HH86	N	
05 CBJAC 40.010	General moorage management policy	Vessel salvage & disposal - non-refundable surcharge	\$0.25 per foot/month	7/15/2013	7/1/2007	\$16,245.00	H95	N	\$0.31 per foot/month
05 CBJAC 40.065	Vessel anchoring requirements	Long-term permit		\$100 permit fee	2/20/2018	2/20/2018		N	\$110.67 permit fee
				\$0.25 per foot/day	2/20/2018	2/20/2018	\$13,687.50	H105	\$0.28 per foot/day

Code

2016 - current
2011 - 2015
2006 - 2010
older

DRAFT

2022

Docks & Harbors Board Meeting Calendar

January						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

March						
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20	21	22	23	24	25	26
27	28	29	30	31		

April						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30

May						
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29	30	31				

June						
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26	27	28	29	30		

July						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August						
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21	22	23	24	25	26	27
28	29	30	31			

September						
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18	19	20	21	22	23	24
25	26	27	28	29	30	

October						
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

November						
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20	21	22	23	24	25	26
27	28	29	30			

December						
S	M	T	W	T	F	S
				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31