



Commercial Passenger Vessel Tax: Revenue, Expenditures, and Local Priorities

Fiscal Years 2016 – 2025

Mike Dunleavy
Governor
State of Alaska

Julie Sande
Commissioner
Department of Commerce, Community, and Economic Development

Sandra Moller
Director
Division of Community and Regional Affairs



Cover Photo: a cruise ship sits outside the Glacier Creek Whittier Cruise Ship Terminal. Image courtesy of the City of Whittier.

The State of Alaska, Department of Commerce, Community, and Economic Development (DCCED), complies with Title II of the Americans with Disabilities Act of 1990. This publication is available in alternative communication formats upon request. Please contact DCRA Publications at 1-907-269-4560 or dcra.publications@alaska.gov to make any necessary arrangements.

The Alaska Relay is 711 or 1-800-770-8973\TTY, 1- 800-770-8255\Voice.



ABSTRACT

As required by Alaska Statute 43.52.260, the Alaska Department of Commerce, Community, and Economic Development (DCCED) is required to prepare a Commercial Passenger Vessel (CPV) Tax report describing projected needs of port communities to safely and efficiently host passengers and summarizing the extent to which appropriations of tax proceeds have been used to defray hosting costs. Legislation requires a report every three years; however, DCCED has opted to report on the previous 10-year period of CPV Tax collection and distribution (2016 – 2025) to provide a comprehensive picture of trends and change over time.

This report provides an overview of CPV Tax generated revenue, shared taxes, legislative named-recipient appropriations, and port community expenditures during the 10-year period. To provide additional context, a brief review of longitudinal cruise visitation and significance to Alaska's economy is also discussed.

Of noteworthy importance, multiple state agencies are involved with CPV Tax administration, revenue distribution, and reporting – each generating information in a variety of formats with differing timeframes (*i.e.*, fiscal year or calendar year). Furthermore, municipal expenditures and projects oftentimes occur over multiple fiscal years. To simplify, DCCED reports CPV Tax revenue and collection on a fiscal year basis; municipal expenditures by project, total value, and approximate time frame; and legislative appropriations by legislative session. While the final summary information is aligned across state agencies, caution is warranted in comparing information strictly by timeframe.

TABLE OF CONTENTS

INTRODUCTION	1
ALASKA’S ECONOMY AND THE VISITOR INDUSTRY	2
CPV REVENUE OVERVIEW	4
CPV-RELATED LEGISLATIVE GRANTS.....	8
COMMUNITY PROFILES – NEEDS, PRIORITIES, AND EXPENDITURES	9
MUNICIPALITY OF ANCHORAGE.....	10
CITY OF CORDOVA.....	12
HAINES BOROUGH.....	14
CITY OF HOMER	16
CITY OF HOONAH	19
CITY AND BOROUGH OF JUNEAU	21
KENAI PENINSULA BOROUGH	23
KETCHIKAN GATEWAY BOROUGH.....	25
CITY OF KETCHIKAN	27
CITY OF KLAWOCK.....	30
KODIAK ISLAND BOROUGH.....	32
CITY OF KODIAK	34
CITY OF NOME.....	36
PETERSBURG BOROUGH	38
CITY OF SAINT PAUL.....	40
CITY OF SEWARD	41
CITY AND BOROUGH OF SITKA	44
MUNICIPALITY OF SKAGWAY	47
CITY OF UNALASKA	50
CITY OF VALDEZ	52
CITY OF WHITTIER	54
CITY AND BOROUGH OF WRANGELL	57
REFERENCES	60
CONTRIBUTORS.....	62

INTRODUCTION

Alaska Statute 43.52.260 requires the Alaska Department of Commerce, Community, and Economic Development (DCCED) to prepare a triennial Commercial Passenger Vessel (CPV) Excise Tax Report that describes the “projected needs of communities to safely and efficiently host passengers and summarizes the extent to which appropriations of tax proceeds have been used to defray hosting costs.”

The information in this report adds to information published in four previous reports:

- Commercial Passenger Vessel Excise Tax: Community Needs, Priorities, Shared Revenue, and Expenditures (Fiscal Years 2013-2022), Alaska Department of Commerce, Community, and Economic Development (January 2023)
https://www.commerce.alaska.gov/web/Portals/4/pub/CPV/DCCED_CPV_Tax_Report_2013_2022_Final.pdf
- Commercial Passenger Vessel Tax: Revenue, Expenditures, and Priorities (Fiscal Years 2010-2019), Alaska Department of Commerce Community, and Economic Development (January 2020)
[https://www.commerce.alaska.gov/web/Portals/4/pub/RA/CPV%20tax%20reports/cpv%20tax%20report%20\(2010%20-%202019\).pdf](https://www.commerce.alaska.gov/web/Portals/4/pub/RA/CPV%20tax%20reports/cpv%20tax%20report%20(2010%20-%202019).pdf)
- Commercial Passenger Vessel Excise Tax: Community Needs, Priorities, Shared Revenue, and Expenditures (Fiscal Years 2007-2016), Alaska Department of Commerce, Community, and Economic Development (January 2017) https://dot.alaska.gov/stwddes/desbridge/assets/grant/seward/seward_visitor_07_16.pdf
- A Performance Audit of the Department of Commerce, Community, and Economic Development and Department of Revenue Commercial Passenger Vessel (CPV) Tax Program, Alaska State Legislature, Division of Legislative Audit (February 2016) <https://legaudit.akleg.gov/wp-content/docs/audits/special/dor/30083rpt.pdf>

To prepare the CPV Excise Tax Report, the DCCED Division of Community and Regional Affairs (DCRA) contacted 22 city and/or borough governments that had received CPV Excise Tax revenue (CPV revenue) between FY2016 and FY2025. Managers, finance directors, harbormasters, grant managers, economic development directors, and/or planners contributed information on (1) how a community identifies infrastructure and services necessary to host cruise ships and their passengers, (2) the community’s priorities for spending CPV revenue in the future, and (3) how the community has spent CPV revenues through FY2025. This information is summarized in the *Community Profiles* section of this report.

In addition, this report includes trends in Alaska cruise passenger volume, an overview of CPV revenue, and a summary of CPV-related legislative grants. The information is presented as follows:

- Total cruise passengers by calendar year, 2016 through 2025
- CPV revenue distribution by fiscal year, 2016 through 2025
- Local government expenditures by project and total value, 2023 through 2025
- Legislative appropriations, statewide, by the fiscal year for which the money is appropriated, 2016 through 2025

ALASKA’S ECONOMY AND THE VISITOR INDUSTRY

VISITOR INDUSTRY

Total Alaska visitor volume steadily increased between 2016 and 2019 (Table 1). Due to the COVID-19 pandemic, this growth trend was not continued during the 2020 season, when the total visitor volume in Alaska in 2020 fell by 81 percent from 2019 levels (McKinley Research, 2020). This decrease largely resulted from zero taxable cruise ship sailings¹ to Alaska in the summer of 2020. Data was not collected in 2021 or 2022 but, during 2023 and 2024, growth in visitor volume returned to and exceeded pre-pandemic levels (McKinley Research, 2025).

Prior to the COVID-19 pandemic disruption, Alaska’s visitor industry was in an era of long-term growth, as evidenced by an overall 19.2 percent increase in summer visitation from 2016 to 2019 (McKinley Research, 2019). The McKinley Research Group did not track total transportation market visitor volume (Table 1) for 2021 or 2022; however, during 2023 and 2024, there was a 19.6 percent increase and a 22.1 percent increase in visitor volume from 2019, respectively. This signals a trend of continued overall growth in visitor volume and a strong post-pandemic recovery for the visitor industry in Alaska.

CRUISE INDUSTRY

The cruise industry is a critical part of Alaska’s visitor industry, responsible for around two-thirds of Alaska’s summer visitor count in 2023 and 2024. The Alaska cruise industry has been on a steady upward trajectory over the past decade, setting new records every summer except during the pandemic years of 2020, 2021, and 2022 (McKinley Research, 2025).

In the summer of 2024, 2,702,900 out-of-state visitors came to Alaska; 1,785,000 (66 percent) via cruise ship; 839,600 (31 percent) via air; and 78,300 (3 percent) via highway and/or ferry (Figure 1) (McKinley Research, 2025).

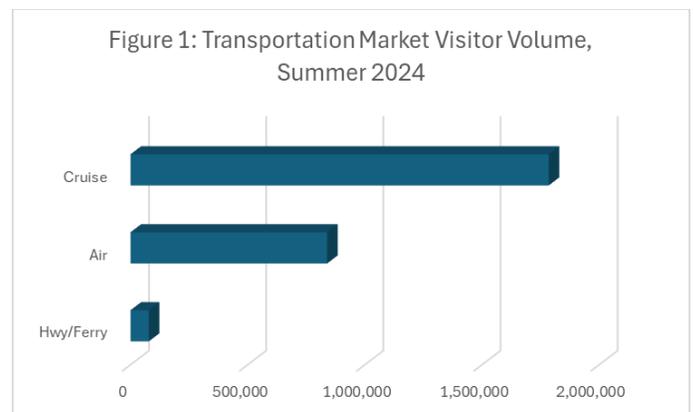
Compared to other stalwarts of Alaska’s economy, namely fisheries and mining, the cruise industry is a relatively young industry. While commercial passenger vessels have been plying Alaska’s waters since the 1940s (*e.g.*, steamships), the modern cruise industry found its foothold and underwent significant expansion during the 1970s and 1980s.

Table 1. 2016 – 2024 Summers (April-December):

Transportation Market Visitor Volume

Year	Air	Cruise	Hwy/Ferry	Total
2016	747,100	1,025,900	84,500	1,857,500
2017	750,500	1,089,700	86,100	1,926,300
2018	760,100	1,169,000	97,200	2,026,300
2019	790,900	1,331,600	90,500	2,213,000
2020	420,000	0	7,000	427,000
2021	No data			
2022				
2023	852,500	1,719,000	77,100	2,648,600
2024	839,600	1,785,000	78,300	2,702,900
Total	5,160,700	8,120,200	520,700	13,801,600

Source: McKinley Research Group, 2025 (rounded to nearest 100).



¹ During the Summer 2020 season, all major cruise lines paused operations due to the COVID-19 pandemic. No commercial passenger vessels (as defined by Alaska Statute 43.52.295) came to Alaska, and no CPV tax revenue was collected.

Since the COVID-19 pandemic, which resulted in no cruise traffic during 2020 and greatly reduced numbers in 2021, recent summer seasons have rebounded to well beyond pre-pandemic levels. Many communities have seen all-time high passenger volumes. Alaska completed its first summer with one million cruise passengers in 2016, and summer passenger volume continued to increase annually in 2017, 2018, and 2019. In 2021, several cruise lines reopened their operations, although numbers were still lower than during any season in the previous decade, and only five of the 22 municipalities included in this report received any cruise traffic, as reported by the Cruise Line Agencies of Alaska (CLAA). Complete CLAA-tracked numbers for passenger volume in 2022 are unavailable; however, in 2023 through 2025, numbers did continue to increase and surpass pre-pandemic levels (Table 2).

Of note, four communities – Cordova, Klawock, Petersburg, and Saint Paul – are included in this report for the first time, having received CPV-qualifying cruise ships for the first time during the past three years. Many cruise visits to these communities can be attributed to a rise in adventure-style cruises, which appear to be a growing trend in recent years. A significant share of adventure cruises utilize vessels that do not meet the 250-passenger capacity threshold required for CPV taxation, potentially resulting in wider discrepancies for these communities between CLAA-reported passenger volumes and Department of Revenue-reported distributions.

Table 2. 2016 – 2025: Community Cruise Passenger Volume

Community	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Anchorage	10,904	12,305	14,238	13,689	-	-	1,435*	3,854	9,429	7,941
Cordova	-	-	-	-	-	-	-	768	403	684
Haines	41,685	51,209	53,995	60,304	-	-	80,336*	73,200	87,700	59,100
Homer	10,071	12,788	14,814	14,812	-	-	141^	332	3,027	6,407
Hoonah	159,132	155,496	189,000	267,013	-	49,900	436,624^	484,200	541,200	502,100
Juneau	1,004,774	1,061,853	1,138,702	1,294,598	-	124,600	1,179,324	1,669,500	1,732,000	1,712,600
Ketchikan	947,972	1,009,160	1,052,480	1,185,753	-	102,600	1,005,249	1,497,200	1,497,700	1,524,200
Klawock	-	-	-	-	-	-	-	-	3,392	17,466
Kodiak	15,208	16,733	21,194	26,259	-	-	4,620*	12,600	20,300	24,600
Nome	-	1,839	992	4,172	-	-	2,676*	2,849	3,816	4,391
Petersburg	-	2,488	3,125	5,416	-	-	3,962^	6,489	6,139	4,241
Saint Paul	-	-	-	-	-	-	-	1,751	1,399	1,550
Seward	191,469	185,066	213,854	237,925	-	-	121,530^	191,500	220,200	140,700
Sitka	122,944	172,678	151,735	212,662	-	33,500	379,278	588,400	602,600	582,800
Skagway	817,308	845,328	956,016	1,036,452	-	73,200	704,298*	1,195,100	1,257,000	1,358,500
Unalaska	6,526	5,533	2,881	8,336	-	-	1,117^	7,600	13,600	7,700
Valdez	-	342	-	12,438	-	-	13,182*	44,900	27,500	39,800
Whittier	129,894	133,969	175,375	193,790	-	-	132,908^	223,500	240,800	296,300
Wrangell	7,926	11,003	11,974	17,309	-	-	7,339^	23,000	16,900	31,000
Total	3,456,813	3,677,790	4,000,375	4,590,928	0	383,800	4,074,019	6,026,743	6,285,105	6,162,573

Source: Cruise Line Agencies of Alaska, 2025 (includes only CLAA serviced passengers).

* CLAA passenger counts for 2022 were unavailable for most communities at the time of publishing. Cruise passenger volume data in these instances is reported by each municipality, where available.

^ Some 2022 passenger counts are from Alaska Department of Revenue and do not include non-CPV taxed passengers.

CPV REVENUE OVERVIEW

Commercial Passenger Vessel Tax revenue is collected annually by the State of Alaska and remitted to the respective port communities visited. In accordance with AS 43.52.230, CPV tax proceeds shared with ports of call shall be used for port facilities, harbor infrastructure and other services provided to vessels and passengers. Money remaining after revenue is shared with ports of call may be appropriated for projects that improve port and harbor infrastructure, provide services to vessels and passengers, or improve the safety and efficiency of commerce.

Federal restriction classifies revenue on interstate transportation charges and berth fee and excise tax receipts as dedicated, and therefore only to be used to offset costs associated with compliance programs and to provide for facilities associated with handling vessels and passengers. Port communities are responsible for using the funds in accordance with federal restrictions.

The State of Alaska collected CPV Excise Tax for the first time during calendar year 2007. Initially, the first five ports of call were eligible to receive \$5.00 for each passenger who paid the CPV Excise Tax; however, this increased to the first seven ports of call in the 2011 cruise season (§ 13 Ch 101 SLA 2010). The Alaska Department of Revenue (DOR) distributed a portion of the 2007 taxes during FY2007 and the remainder during FY2008. Since that time, DOR distributes taxes in the January after collection. For instance, CPV Excise Taxes collected in summer 2024 were distributed to the communities in January 2025 (FY2025).

Twenty-two Alaska ports have received CPV revenue during the report period of 2016-2025; 16 of these have received revenue annually since 2016, and six more have begun seeing CPV-eligible cruise traffic in the intervening years. Over the past ten years, Juneau consistently received the largest quantity of passengers, followed by Ketchikan and Skagway (Table 2). These three communities have all consistently surpassed a million passengers per year in 2019, 2023, 2024, and 2025.

When Alaska lawmakers increased the number of eligible ports of call, they also approved changes to the way the CPV Excise Tax would be distributed. When eligible ports of call are cities located in a borough, the city and the borough each receive \$2.50 of the \$5.00 passenger fee.

Since FY2016, 22 municipalities have shared in \$210,794,969 of CPV taxes (Table 3). This includes the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) appropriated in FY2021 and FY2022 to cover

Table 3: FY2016-FY2025: Total Shared with Municipalities

Municipality	Total	Percent
Municipality of Anchorage	\$501,410	0.2%
City of Cordova*	\$2,025	<0.1%
Haines Borough	\$2,874,255	1.4%
City of Hoonah	\$14,760,250	7.0%
City and Borough of Juneau	\$59,223,145	28.1%
Kenai Peninsula Borough	\$5,139,404	2.4%
City of Homer	\$233,333	0.1%
City of Seward	\$4,906,071	2.3%
Ketchikan Gateway Borough	\$29,157,031	13.8%
City of Ketchikan	\$24,471,491	11.6%
City of Klawock*	\$9,770	<0.1%
Kodiak Island Borough	\$371,272	0.2%
City of Kodiak	\$371,272	0.2%
City of Nome*	\$44,510	<0.1%
Petersburg Borough*	\$19,810	<0.1%
City of Saint Paul*	\$6,960	<0.1%
City and Borough of Sitka	\$10,559,975	5.0%
Municipality of Skagway	\$48,306,590	22.9%
City of Unalaska	\$170,890	<0.1%
City of Valdez*	\$491,435	0.2%
City of Whittier	\$8,636,580	4.1%
City and Borough of Wrangell	\$537,490	0.3%
Total	\$210,794,969	

Source: Alaska Department of Revenue, Tax Division.

* Cordova, Klawock, and Saint Paul first received CPV revenue in 2025. Petersburg Borough first received CPV revenue in 2023. Nome first received CPV revenue in 2018. Valdez did not receive CPV revenue in 2016 or 2018.

FY2021 and FY2022 shared amounts were either fully or partially funded by ARPA SLFRF appropriated by the legislature.

lost CPV tax revenue, but it does not include additional legislative appropriations. In total, 10 boroughs received \$156,690,381 (74.3 percent) and 12 cities received \$54,104,586 (25.7 percent) over the past ten years. Three borough governments (Kenai Peninsula Borough, Ketchikan Gateway Borough, and Kodiak Island Borough) share the \$5.00 per passenger allocation with the city governments of the port communities (Homer, Ketchikan, Kodiak, and Seward) that host the cruise passengers.

Notably, two municipalities account for more than half (51 percent) of all shared revenue since FY2016: The City and Borough of Juneau (28.1 percent) and the Municipality of Skagway (22.9 percent). The Ketchikan Gateway Borough (13.8 percent) and the City of Ketchikan (11.6 percent) combine for more than a quarter (25.4 percent) of shared revenue, followed by the City of Hoonah (7.0 percent) and the City and Borough of Sitka (5.0 percent). The remaining shared revenue, totaling \$24,316,483 (11.5 percent), is shared with the remaining 12 municipalities. Of the communities that received revenue each of the past ten years, the City of Unalaska received the least, at \$170,890 (less than 0.1 percent).

The City and Borough of Juneau and the City of Ketchikan did not receive shared revenue payments until FY2012, as municipalities with passenger head taxes were prohibited from receiving state CPV Excise Tax revenue. Once Senate Bill 312 was enacted, municipalities with a local commercial passenger vessel tax were allowed to participate in the state's tax and revenue sharing program. The statewide levy rate was \$46.00 per passenger through the 2010 cruise season and decreased by legislation to \$34.50 per passenger in 2011. Following the passage of Senate Bill 312, the City and Borough of Juneau and the City of Ketchikan joined the Municipality of Skagway and the Ketchikan Gateway Borough as significant beneficiaries of the CPV tax from 2012 onward.

During 2020, no commercial passenger vessels (as defined by Alaska Statute 43.52.295) came to Alaska. As a result, no new CPV tax revenue was collected that year. Additionally, cruise traffic was severely limited in 2021. To mitigate the impacts of the COVID-19 pandemic, the Alaska State Legislature allocated funds received from the American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) to replace CPV tax funds for those two years, and appropriations from the funds were made to affected communities in both FY2021 and FY2022 equaling the CPV revenue shared in FY2020.

During FY2023 through FY2025, CPV appropriations rebounded to pre-pandemic levels. Community appropriations in FY2023, based on 2022 summer cruise ship traffic, were lower on average than FY2020 appropriations for the 2019 season; however, the summer of 2023 saw record-breaking cruise ship numbers, resulting in higher-than-ever appropriations in FY2024. The trend continued in the summer of 2024, leading to higher-than-ever appropriations again in FY2025. FY2025 also saw appropriations to the communities of Cordova, Klawock, and Saint Paul for the first time ever.

BOROUGH GOVERNMENTS

From FY2016 to FY2025, ten borough governments shared \$156.7 million of CPV Tax shared revenue (Table 4). On average, each borough received approximately \$15.7 million over ten years; however, the median, roughly \$4 million, is a more representative figure due to several high and low outliers. Notably, Petersburg Borough only received revenue in 2023, totaling less than \$20,000; and the City and Borough of Juneau received \$59.2 million, more than a third (38 percent) of the total revenue appropriated over the ten-year period.

Table 4. FY2016 - FY2025: CPV Tax Revenue Shared with Borough Governments

Fiscal Year	Municipality of Anchorage	Haines Borough	City and Borough of Juneau	Kenai Peninsula Borough	Ketchikan Gateway Borough	Kodiak Island Borough	Petersburg Borough	City and Borough of Sitka	Municipality of Skagway	City and Borough of Wrangell	Total Boroughs
2016	\$54,110	\$206,430	\$4,460,365	\$474,225	\$2,141,633	\$30,255	-	\$218,350	\$4,028,545	\$38,845	\$11,652,758
2017	\$53,870	\$185,095	\$4,622,160	\$486,380	\$2,163,570	\$30,887	-	\$309,510	\$4,053,375	\$39,630	\$11,944,477
2018	\$59,900	\$224,270	\$4,769,390	\$489,698	\$2,252,487	\$37,625	-	\$405,115	\$4,201,435	\$51,415	\$12,491,335
2019	\$70,025	\$255,675	\$5,271,135	\$558,070	\$2,440,982	\$42,752	-	\$396,800	\$4,725,415	\$48,970	\$13,809,824
2020	\$66,755	\$285,790	\$5,970,995	\$612,640	\$2,723,867	\$54,220	-	\$615,545	\$5,083,250	\$58,660	\$15,471,722
2021*	\$66,755	\$285,790	\$5,970,995	\$612,640	\$2,723,867	\$54,220	-	\$615,545	\$5,083,250	\$58,660	\$15,471,722
2022*	\$66,755	\$285,790	\$5,970,995	\$612,640	\$2,723,867	\$54,220	-	\$615,545	\$5,083,250	\$58,660	\$15,471,722
2023	\$7,005	\$381,545	\$5,680,455	\$304,178	\$2,971,130	\$6,745	\$19,810	\$1,725,380	\$3,660,535	\$36,695	\$14,793,478
2024	\$18,870	\$346,015	\$8,039,395	\$456,338	\$4,470,548	\$20,113	-	\$2,698,670	\$5,961,510	\$70,975	\$22,082,434
2025	\$37,365	\$417,855	\$8,467,260	\$532,595	\$4,545,080	\$40,235	-	\$2,959,515	\$6,426,025	\$74,980	\$23,500,910
Total	\$501,410	\$2,874,255	\$59,223,145	\$5,139,404	\$29,157,031	\$371,272	\$19,810	\$10,559,975	\$48,306,590	\$537,490	\$156,690,381

Source: Alaska Department of Revenue, *Annual Shared Taxes Report, FY2016-FY2025*.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

CITY GOVERNMENTS

From FY2016 to FY2025, 12 city governments shared more than \$54.1 million of CPV Tax shared revenue (Table 5). Total shared revenue by city ranges from \$2,025 (City of Cordova) to \$24,471,491 (City of Ketchikan). The Cities of Cordova, Klawock, and Saint Paul only received CPV revenue in the most recent reporting year (FY2025). Additionally, Homer, Nome, and Valdez did not receive cruise visitors in all years during the ten-year period and therefore did not receive appropriations in some years. While receiving appropriations every year, Kodiak and Unalaska also saw relatively low traffic and received totals of \$371,272 and \$170,890, respectively. In contrast, the Cities of Hoonah, Ketchikan, Seward, and Whittier are large beneficiaries of shared revenue, with \$4.9 million to \$24.5 million received over ten years.

Table 5. FY2016 - FY2025: CPV Tax Revenue Shared with City Governments

Fiscal Year	City of Cordova	City of Homer	City of Hoonah	City of Ketchikan	City of Klawock	City of Kodiak	City of Nome	City of Saint Paul	City of Seward	City of Unalaska	City of Valdez	City of Whittier	Total Cities
2016	-	\$27,055	\$722,575	\$2,141,633	-	\$30,255	-	-	\$447,170	\$8,155	-	\$721,325	\$4,098,168
2017	-	\$27,630	\$771,595	\$2,163,570	-	\$30,887	-	-	\$458,750	\$6,505	-	\$620,340	\$4,079,277
2018	-	\$31,532	\$788,005	\$2,252,487	-	\$37,625	\$8,715	-	\$458,165	\$18,125	\$1,710	\$674,320	\$4,270,684
2019	-	\$35,815	\$932,125	\$2,440,982	-	\$42,752	-	-	\$522,255	\$3,205	-	\$871,855	\$4,848,989
2020	-	\$35,445	\$1,317,075	\$2,723,867	-	\$54,220	\$2,345	-	\$577,195	\$28,620	\$61,845	\$958,385	\$5,758,997
2021*	-	\$35,445	\$1,317,075	\$2,723,867	-	\$54,220	\$2,345	-	\$577,195	\$28,620	\$61,845	\$958,385	\$5,758,997
2022*	-	\$35,445	\$1,317,075	\$2,723,867	-	\$54,220	\$2,345	-	\$577,195	\$28,620	\$61,845	\$958,385	\$5,758,997
2023	-	\$353	\$2,183,120	\$1,790,530	-	\$6,745	\$6,465	-	\$303,825	\$5,585	\$69,560	\$664,540	\$5,030,723
2024	-	-	\$2,715,615	\$2,681,413	-	\$20,113	\$5,565	-	\$456,338	\$18,980	\$107,570	\$1,052,310	\$7,057,904
2025	\$2,025	\$4,613	\$2,695,990	\$2,829,275	\$9,770	\$40,235	\$16,730	\$6,960	\$527,983	\$24,475	\$127,060	\$1,156,735	\$7,441,851
Total	\$2,025	\$233,333	\$14,760,250	\$24,471,491	\$9,770	\$371,272	\$44,510	\$6,960	\$4,906,071	\$170,890	\$491,435	\$8,636,580	\$54,104,586

Source: Alaska Department of Revenue, Annual Shared Taxes Report, FY2016 - FY2025.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

CPV-RELATED LEGISLATIVE GRANTS

In addition to shared CPV revenue, the Alaska State Legislature occasionally appropriates additional funds for cruise vessel related grants. In FY2020, the legislature appropriated \$8.5 million from the state's American Rescue Plan Act (ARPA) Coronavirus State and Local Fiscal Recovery Funds (SLFRF) to fund mitigation efforts related to the coronavirus pandemic. The legislature also funded over \$4 million to the Alaska Railroad for a replacement dock in the City of Seward. Table 6 provides information about grants distributed in FY2020. No additional CPV-related grants have been distributed since FY2020.

Table 6. FY2020 Commercial Vessel Passenger Tax Account Legislative Grants*

Year	Recipient	Project	Amount
2020	Alaska Railroad	Seward Dock Replacement	\$3,100,000.00
2020	Alaska Railroad	Replacement of Dock in Seward	\$909,883.80
2020	City of Hoonah	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$709,831.00
2020	City and Borough of Juneau	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$2,444,564.00
2020	Municipality of Skagway	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$1,912,411.00
2020	City of Ketchikan	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$1,100,300.50
2020	Ketchikan Gateway Borough	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$1,100,300.50
2020	City of Seward	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$440,306.00
2020	City and Borough of Wrangell	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$35,348.00
2020	City and Borough of Sitka	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$367,905.00
2020	City of Whittier	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$291,630.00
2020	City of Kodiak	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$15,812.00
2020	Haines Borough	For responding to and mitigating the risk of coronavirus disease (COVID-19) outbreak in the state for the fiscal years ending June 30, 2020, and June 30, 2021	\$65,780.00
Total			\$12,494,071.80

Source: DCRA Grants and Funding Section.

* There have been no new CPV-related legislative grants administered by DCRA since 2020.

COMMUNITY PROFILES – NEEDS, PRIORITIES, AND EXPENDITURES

Municipality of Anchorage
City of Cordova
Haines Borough
City of Homer
City of Hoonah
City and Borough of Juneau
Kenai Peninsula Borough
Ketchikan Gateway Borough
City of Ketchikan
City of Klawock
Kodiak Island Borough
City of Kodiak
City of Nome
Petersburg Borough
City of Saint Paul
City of Seward
City and Borough of Sitka
Municipality of Skagway
City of Unalaska
City of Valdez
City of Whittier
City and Borough of Wrangell

MUNICIPALITY OF ANCHORAGE

Unified Home Rule Borough

2024 Population: 290,761

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$501,410



PROFILE

The Municipality of Anchorage is located in Southcentral Alaska at the base of the Chugach Mountains along the coast of Cook Inlet. Anchorage is home to the state’s main air hub, the Ted Stevens Anchorage International Airport. Paved highways connect Anchorage with Fairbanks, Valdez, the Kenai Peninsula, Denali National Park and Preserve, and Wrangell-St. Elias National Park and Preserve. The Alaska Railroad’s main passenger depot is also located in Anchorage, with passenger trains running from Seward to Fairbanks.

Although Anchorage is a major transportation hub for air, highway, and rail travel, it receives only a few cruise ships per season. Over the past decade, Anchorage has hosted 56 cruise ship calls and over 73,000 cruise passengers.

Anchorage Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	9	10,904
2017	11	12,305
2018	10	14,238
2019	10	13,689
2020	-	-
2021	-	-
2022	1	1,435*
2023	3	3,854
2024	5	9,429
2025	7	7,941
Total	56	73,795[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group. Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 cruise passenger volume data reported by the Municipality of Anchorage.

[^] Total is an estimate.

Anchorage CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	10,822	\$54,110
2017	10,774	\$53,870
2018	11,980	\$59,900
2019	14,005	\$70,025
2020	13,351	\$66,755
2021	-	\$66,755*
2022	-	\$66,755*
2023	1,401	\$7,005
2024	3,774	\$18,870
2025	7,473	\$37,365
Total	73,580	\$501,410

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Between 2023 and 2025, cruise ship visits to Anchorage rebounded to near pre-pandemic levels, marking a strong resurgence in the city’s tourism sector. This recovery has revitalized local businesses and tour operators, as thousands of passengers disembark to explore Anchorage and its surrounding wilderness. Visitors now enjoy a diverse range of land and water excursions—from wildlife viewing and glacier cruises to cultural and historical tours—while also taking advantage of Anchorage’s distinctive downtown shopping experience, featuring local artisans, Alaska-made products, and regional cuisine. The renewed influx of cruise travelers has played a key role in boosting the local economy and reaffirming Anchorage’s reputation as a premier gateway to Alaska’s natural and cultural attractions. Overall, the outlook for 2026 remains favorable, with seven cruise ship visits already planned.

PROJECTED NEEDS OF COMMUNITY

The Municipality of Anchorage requires continued investment in port docks, wharves, and landside infrastructure to safely and efficiently accommodate cruise ship passengers visiting the Port of Alaska. Key priorities include maintaining and upgrading berthing facilities, passenger staging areas, and transportation connections to manage the seasonal influx of visitors.

Many cruise passengers arriving at the Port of Alaska travel by bus to downtown Anchorage and other local destinations, directly supporting restaurants, retail shops, tour operators, and cultural attractions. Continued improvements to port and landside infrastructure not only enhance passenger safety and mobility but also strengthen the local economy by increasing visitor spending and supporting jobs in the tourism and service industries.

Anchorage Priority Projects for CPV Revenue	
Category	Description
Port Facilities	2026 - 2029 Port Dock/Wharf Facilities - repair and rehabilitation program. Costs appropriated for this program will range from \$1.5 million to \$4.5 million in each of the identified years to ensure continued safe conditions for berthing and offloading of all vessels at the POA, to include the cruise ships.

Source: Municipality of Anchorage.

CPV REVENUE DISTRIBUTION

Between FY2016 and FY2025, the Municipality of Anchorage received just over \$500,000 in CPV revenue, ranging from a low distribution of \$7,005 in FY2023 to a high distribution of \$70,025 in FY2019.

The Municipality of Anchorage appropriates shared CPV revenue to the Port of Alaska through the annual budget

process. Because of the relatively small number of cruise vessels the city receives each year, the Municipality of Anchorage uses CPV revenue to augment funding for operational costs to maintain port infrastructure and services.

LEGISLATIVE GRANTS

In addition to sharing in CPV revenue, in 2024 the Municipality of Anchorage received \$200 million in CPV-related legislative grants for the Port of Alaska Modernization Project.

CPV REVENUE EXPENDITURES

The Port of Alaska uses CPV revenue for operational costs of port facilities, dock enhancement work to the wharf, and fender piles. These projects ensure the port will continue to operate and receive cruise ship passengers in a safe and secure environment.

Anchorage CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2024	Port of Alaska Modernization Project (This project is slated to rebuild a portion of the dock for resiliency and modernization)	\$100,000,000
2024	Port of Alaska Modernization Project (This project is a state matching grant for federal funds awarded for work on the rebuilding of a portion of the dock for resiliency and modernization)	\$100,000,000
Total		\$200,000,000

Source: Municipality of Anchorage.

RELATED INFORMATION

- Municipality of Anchorage. 2025. [Don Young Port of Alaska Approved Utility/Enterprise Budgets.](#)

CONTACT

Cheryl J. Beckham
 Deputy Director, Finance & Administration
 Don Young Port of Alaska
 907-343-6200
cheryl.beckham@anchorageak.gov

Anchorage CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Port Maintenance	Wharf Anode Sled replacement	\$1,125,000
Port Maintenance	Wharf Fender Repair	\$927,000
Total		\$2,052,000

Source: Municipality of Anchorage.



CITY OF CORDOVA

Unified Home Rule Borough

2024 Population: 2,506

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$2,025

PROFILE

The City of Cordova is located at the southeastern end of Prince William Sound in the Gulf of Alaska. The community was built on Orca Inlet at the base of Eyak Mountain. Cordova lies 52 air miles southeast of Valdez and 150 miles southeast of Anchorage.

Although not on the road system, Cordova receives year-round barges, state ferry service, and daily jetplane traffic. The community has two state-owned airports and is a destination for outdoor activities such as camping, skiing, and fishing.

Over the past three years, Cordova has hosted an average of three large cruise ships per season, in addition to more frequent Un-Cruise visits, though these smaller ships are not required to pay CPV taxes and are not tracked by CLAA.

Cordova Cruise Ship Visitors 2023 to 2025*		
Calendar Year	Ship Calls	Passengers
2023	5	768
2024	3	403
2025	2	684
Total	10	1,855

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* Cordova received its first cruise visitors during the 2023 season.

Cordova CPV Revenue Distribution FY2025*		
Fiscal Year	Passengers[^]	Amount
2025	405	\$2,025
Total	405	\$2,025

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

*Cordova had no reported CPV tax-paying cruise visitors prior to the 2024 season.

PROJECTED NEEDS OF COMMUNITY

To plan for the community’s cruise vessel and passenger needs, the harbor master and city manager identify priority projects and propose them for consideration by the Harbor Commission. The Commission sends approved projects to the city council to be vetted through the public appropriations process.

CPV REVENUE DISTRIBUTION

The City of Cordova received its first CPV revenue distribution in FY2025 for 2024 visitors. The city received a total of \$2,025 in FY2025.

LEGISLATIVE GRANTS

The City of Cordova has not received any CPV-related legislative grants to date.

Cordova Priority Projects for CPV Revenue	
Category	Description
Other CPV Services	Signage for walking areas
Other CPV Services	Visitor kiosk
Other CPV Services	Beautification of walking areas

Source: City of Cordova.

CPV REVENUE EXPENDITURES

The City of Cordova uses CPV taxes for passenger services. This includes maintenance of the docking areas, gangplanks, and walking paths, along with personnel to greet visitors and conduct walking tours of Cordova.

CONTACT

Cheryl Glasen
Finance Director
City of Cordova
sglasen@cityofcordova.net



HAINES BOROUGH

Non-Unified Home Rule Borough

2024 Population: 2,537

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$2,874,255

PROFILE

Haines Borough sits along Lynn Canal between the Chilkoot and Chilkat Rivers and is uniquely connected to the road system. Its proximity to Glacier Bay National Park, the Chilkat Bald Eagle Preserve, and other regional parks makes it a natural gateway to Southeast Alaska, the Interior, and Canada. Known for authentic, community-based visitor experiences, Haines attracts smaller luxury and expedition cruise lines seeking uncrowded settings and supports a sustainable model of tourism growth.

Cruise activity in Haines has remained consistent among vessels carrying over 250 passengers. Between 2023 and 2025, these larger ships accounted for the majority of total passenger visits, with ship calls increasing steadily each season since the COVID-19 pandemic. Continued growth is expected in 2026. Haines often receives unscheduled calls from ships originally bound for Skagway due to weather events or ongoing rockslide mitigation in that port. In addition to large-vessel traffic, smaller expedition and luxury lines contribute to overall visitation. While their passenger capacity is comparatively limited, these vessels still generate measurable impacts on local services and infrastructure.

Haines Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	29	41,685
2017	47	51,209
2018	54	53,995
2019	66	60,304
2020	-	-
2021	-	-
2022	88	80,336*
2023	96	73,200
2024	108	87,700
2025	121	59,100
Total	609	507,529[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 cruise passenger volume data reported by Haines Borough.

[^] Total is an estimate.

Haines Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Add a floating component to the existing Port Chilkoot Dock; extend and repair the existing tendering float
Port Facilities	Continuation of waterfront access from the PC Dock to adjacent parks, trails, and harbor; providing safe, interpretive, and accessible walkways
Port Facilities	Construct a covered waiting area at the cruise ship dock to provide a dry space for guests waiting for shuttles or tours. Include seating, clear signage, and designated waiting zones
Port Facilities	Ongoing fender refurbishment

Source: Haines Borough.

PROJECTED NEEDS OF COMMUNITY

In order to determine use of CPV funds, the borough manager, harbor master, tourism director, finance director, and public facilities director recommend projects to the assembly to be funded by CPV Excise Tax revenue. Input is also gathered and projects further developed through two key advisory committees: The Tourism Advisory Board (TAB) and the Ports and Harbor Advisory Committee. The appropriation process requires a minimum of three public meetings and two

public hearings. The assembly also conducts a budget work session devoted to the Capital Improvement Program, which includes CPV projects.

CPV REVENUE DISTRIBUTION

Between FY2016 and FY2025, the Haines Borough received over \$2.8 million in CPV revenue. The highest distribution amount was \$417,855, received in FY2025.

Haines CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	41,286	\$206,430
2017	37,019	\$185,095
2018	44,854	\$224,270
2019	51,135	\$255,675
2020	57,158	\$285,790
2021	-	\$285,790*
2022	-	\$285,790*
2023	76,309	\$381,545
2024	69,203	\$346,015
2025	83,571	\$417,855
Total	460,535	\$2,874,255

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Haines CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2020	COVID-19 mitigation	\$65,780
Total		\$65,780

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

LEGISLATIVE GRANTS

In addition to sharing in CPV Revenue, the Haines Borough has received several legislative grants for port-related projects from the Commercial Vessel Passenger Tax Account. These grants provided funding for repairs, improvements, and upgrades at the Port Chilkoot Cruise Ship Dock, as well as COVID mitigation measures in 2020. Haines Borough has not received any new CPV-related grants since 2020.

CPV REVENUE EXPENDITURES

The Haines Borough uses CPV revenue for port infrastructure and other CPV services to cruise passengers such as security, restrooms, signage, bear safety, transportation, and visitor information.

Haines CPV Revenue Expenditures FY2023 to FY2025*					
Category	Description	Expenditures	Category	Description	Expenditures
Other CPV Services	Cruise Ship Shuttle	\$224,988	Other CPV Services	Signage	\$7,594
Other CPV Services	Port/Harbor Labor	\$39,216	Port Facilities	PC Dock Gangway Hoist	\$29,333
Other CPV Services	Tourism Labor	\$19,840	Other CPV Services	Peplemover Cart	\$18,987
Port Facilities	PC Dock and Restroom Repairs	\$48,411	Other CPV Services	PC Dock Upgrade Design	\$31,910
Other CPV Services	Restroom Janitorial & Supplies	\$42,513	Other CPV Services	Cruise Tourism Survey	\$35,000
Other CPV Services	Dock Flowers	\$61,772	Port Facilities	PC Dock Fenders	\$167,000
Total					\$726,564

Source: Haines Borough.

* Includes FY2023-FY2026 actual and budgeted costs.

RELATED INFORMATION

- Haines Borough. 2024. [Haines Borough 2035 Comprehensive Plan.](#)
- Haines Borough. 2025. [Haines Borough FY26 Budget.](#)

CONTACT

Jila Stuart
 Finance Director
 Haines Borough
 (907) 766-6403
jstuart@haines.ak.us

CITY OF HOMER

First Class City

2024 Population: 5,648

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$233,333



PROFILE

The City of Homer, located at the southern tip of the Kenai Peninsula Borough, has more than 5,000 residents. Commercial fishing and marine industrial transportation services are the traditional mainstay of the Homer economy; however, with well-established arts, recreation, and hospitality sectors, tourism is an important part of the economy. Homer is a gateway to destinations such as Kachemak Bay State Park, Lake Clark National Park and Preserve, and Cook Inlet bear viewing opportunities.

Homer primarily hosts small and medium-sized cruise ships, allowing passengers to access an array of land, air, and water excursions alongside local sightseeing and shopping. Holland America Line regularly visited Homer between 2008 and 2012. From 2015 to 2019,

cruise traffic stabilized, with annual passenger numbers averaging 12,500. Cruise ship arrivals declined between 2020 and 2023, with a rebound in 2025. Over the past decade, the city has hosted 62,251 cruise visitors (excluding 2022 visitor counts, which were unavailable at the time of publication).

The 2023-2025 cruise ship seasons saw a gradual return of ship landings, following the COVID-19 travel restrictions, with numbers increasing to 12 port calls and 6,407 passengers in 2025. A notable highlight of the 2024 season was the visit of a Holland America vessel larger than Homer’s port typically accommodates. The city worked with the ship to successfully execute a complex lightering operation, tendering passengers from the anchored ship to temporary ramp locations within the harbor. Passengers disembarked at Ramp 8 to connect with tour buses and shoreside excursions, while Ramp 3 served those planning to tour Homer Harbor and Homer Spit.

Homer Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	9	10,071
2017	11	12,788
2018	12	14,814
2019	14	14,812
2020	-	-
2021	-	-
2022	2	*
2023	5	332
2024	9	3,027
2025	12	6,407
Total	74	62,251 ^

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

^ Total does not include 2022 passengers.

Homer Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Maintenance and improvements to cruise ship staging area and restrooms
Port Facilities	Maintenance of restroom and passenger staging area on the Homer Spit at Ramp 2
Other CPV Services	Passenger staging amenities, including benches and signage

Source: City of Homer.

PROJECTED NEEDS OF COMMUNITY

To plan for the community's cruise vessel and passenger needs, the port director, harbormaster, and community development director identify priority projects that enhance the safety and quality of cruise landings and passenger experiences in compliance with CPVT legal

requirements. The Port and Harbor Advisory Commission and the Chamber of Commerce may provide input and suggestions. The port director then makes recommendations to the city manager, who submits approved projects to the city council for review and approval through the public appropriations process, which requires a minimum of two meetings and one public hearing.

Enhancing the visitor experience through improved accessibility and navigation is needed. Projects would focus on wayfinding systems to enable pedestrians to confidently self-navigate and explore, accessibility improvements that accommodate all visitors, and covered bus stop areas that provide comfortable rest locations while passengers await transportation.

Improvements are also needed to increase the capability to accommodate lightering operations and to ensure safe passenger access to excursions and shoreside amenities when direct gangway access from ship to dock is not feasible. Projects could include dedicated passenger disembarkation and embarkation stations on float systems; an accessible, weather-protected gangway; and water taxi stations for safe, efficient transportation coordination.

CPV REVENUE DISTRIBUTION

When eligible ports of call, such as Homer, are cities located in a borough, the city and the borough each receive \$2.50 of every \$5.00 passenger fee shared with the port community. From FY2016 to FY2025, the City of Homer’s share of CPV Excise Tax revenue was \$233,333, with the revenue peaking at \$35,815 in FY2019.

The Kenai Peninsula Borough assembly passed an ordinance making the borough’s share of the CPV Excise Tax available to Homer and Seward through a grant process. The ordinance stipulates that the funds must be used for port and harbor improvements that benefit cruise ship passengers for purposes that comply with AS 43.52.200-298, SB 256, and HB 310. Homer and Seward city managers submit letters to the Kenai Peninsula Borough mayor to request funding. The grant request must specify how the project meets the expenditure requirements established in state law.

Homer CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	10,822	\$27,055 [#]
2017	11,052	\$27,630
2018	12,613	\$31,532
2019	14,326	\$35,815
2020	14,178	\$35,445
2021	-	\$35,445*
2022	-	\$35,445*
2023	141	\$353
2024	-	-
2025	1,845	\$4,613
Total	64,977	\$233,333

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
^{*} FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.
[#] In FY2016, Homer received shared revenue due in FY2014.

LEGISLATIVE GRANTS

The City of Homer has received no legislative grants during the report period of FY2016-FY2025.

CPV REVENUE EXPENDITURES

Maintaining safe and functional infrastructure for cruise operations remains the highest priority for current CPV expenditures. This includes supporting the operation and maintenance of municipal services and facilities that directly benefit cruise ship visitors, such as the Ramp 2 restroom facilities—a primary gathering point for day excursions—as well as improvements to accessibility, disembarkation areas, and Homer Harbor and Homer Spit pedestrian paths to ensure passenger safety and efficient operations.

Homer CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Port Facilities	FY2024 - Ramp 2 restroom project	\$353
Port Facilities	FY2024 - Cigarette disposal receptacles	\$353*
Port Facilities	FY2025 – Ramp 2 restroom project	\$4,613
Other CPV Services	FY2025 - ADA-compliant benches along harbor walking path	\$4,613*
Total		\$9,932

Source: City of Homer.
^{*} Funded by pass-through CPV funds from the Kenai Peninsula Borough.

RELATED INFORMATION

- City of Homer. 2025. [Ordinance 25-41\(A\) Appropriate 2024 Commercial Passenger Vessel Tax.](#)
- City of Homer. 2018. [Ordinance 18-33 Commercial Passenger Vessel Funds & Port and Harbor Funds to Complete Ramp 2 Restroom.](#)

CONTACT

Melissa Jacobsen

City Manager

City of Homer

907-235-8121

citymanager@cityofhomer-ak.gov

CITY OF HOONAH

First Class City

2024 Population: 835

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$14,760,250



PROFILE

The City of Hoonah is a Tlingit community of approximately 835 residents located on the northeast shore of Chichagof Island, 40 air miles west of Juneau. Icy Strait Point, the local cruise ship port facility owned by Huna Totem Corporation, is currently Hoonah’s largest employer, with local Tlingit residents comprising 85 percent of the staff.

Between 2016 and 2025, Hoonah received 1,419 ship calls and 2,347,999 visitors (excluding 2022 visitors, since counts for that year were unavailable at the time of publication). Visitation rapidly increased from 2022 to 2025, with well over 200 ship calls per year. Over a half-million visitors came to Hoonah in 2024.

Hoonah Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	78	159,132
2017	84	155,496
2018	107	189,000
2019	137	267,013
2020	-	-
2021	33	49,858
2022	260	*
2023	247	484,200
2024	252	541,200
2025	221	502,100
Total	1,419	2,347,999[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

[^] Total does not include 2022 passengers.

Hoonah CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	144,515	\$722,575
2017	154,319	\$771,595
2018	157,601	\$788,005
2019	186,425	\$932,125
2020	263,415	\$1,317,075
2021	-	\$1,317,075*
2022	24,146	\$1,317,075*
2023	436,624	\$2,183,120
2024	541,895	\$2,715,615
2025	539,198	\$2,695,990
Total	2,448,138	\$14,760,250

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

PROJECTED NEEDS OF COMMUNITY

After gathering input from the planning commission and the public on an annual basis, Hoonah’s city council approves a prioritized list of projects to be funded by the CPV Excise Tax. Priority projects include a sewer force main to Icy Strait Point and passenger support services and projects. Identified community needs include more public restrooms, wastewater treatment, drinking water, and increased support services.

CPV REVENUE DISTRIBUTION

Since FY2016, the City of Hoonah has received \$14,760,250 in shared CPV revenue. The highest distribution amount was \$2,715,615, received in FY2024.

Hoonah Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Sewer force main from ISP to the city’s wastewater treatment plant
Other CPV Services	Various passenger support services and projects

Source: City of Hoonah.

LEGISLATIVE GRANTS

In addition to receiving CPV revenue, the City of Hoonah received a grant from the Commercial Passenger Vessel Tax Account in FY2021. The grant paid for the Hoonah Marine Industrial Center cargo dock plan.

Hoonah CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2021	Hoonah Marine Industrial Center cargo dock design	\$709,831
Total		\$709,831

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

CPV REVENUE EXPENDITURES

The City of Hoonah uses CPV revenue primarily for passenger services. These services include a visitor information representative, restroom facilities, extra police and EMS coverage, harbor maintenance, park walking path maintenance, and additional garbage service from Icy Strait Point.

Hoonah CPV Revenue Expenditures FY2023 to FY2025					
Category	Description	Expenditures	Category	Description	Expenditures
Other CPV Services	Totem Pole Concrete Work	\$20,430	Other CPV Services	EMS Oxygen Generator	\$91,725
Other CPV Services	Web Design	\$5,000	Other CPV Services	Water Plant Generator	\$58,400
Other CPV Services	Garbage Truck Repairs	\$24,176	Other CPV Services	Trail Construction	\$40,000
Other CPV Services	Trail Construction	\$20,000	Other CPV Services	Veterans Park	\$217,800
Other CPV Services	Extra police, EMS, fire, admin, and visitor staff	\$672,000	Other CPV Services	Tunnel Sidewalk	\$47,295
Other CPV Services	Park Pavilion	\$319,000	Other CPV Services	Flail Mower	\$15,108
Other CPV Services	Public Staircase	\$215,000	Other CPV Services	Fire/EMS & Water Treatment	\$120,000
Other CPV Services	Preliminary Design Seawalk	\$47,000	Other CPV Services	Park Bathrooms	\$118,899
Other CPV Services	HPD Body Cameras	\$70,200	Other CPV Services	Tlingit Street Signs	\$12,403
Other CPV Services	Shop Truck	\$50,000	Port Facilities	Search and Rescue Boat	\$24,495
Other CPV Services	Speed Bumps	\$10,000	Port Facilities	Warehouse and Dock Repairs	\$10,000
Other CPV Services	Seawalk Project	\$935,270	Port Facilities	Dock Anode Design Project	\$24,500
Other CPV Services	Trail Construction	\$40,000	Port Facilities	Cargo Dock Assessment	\$35,000
Other CPV Services	Extra police, EMS, fire, admin, and visitor staff	\$560,000			
Total					\$3,803,701

Source: City of Hoonah.

RELATED INFORMATION

- City of Hoonah. 2016. [2017-2027 Hoonah Economic Development Plan.](#)

CONTACT

Dennis H. Gray, Jr.
 City Administrator
 City of Hoonah
 907-945-3663
dgray@cityofhoonah.org

CITY AND BOROUGH OF JUNEAU

Unified Home Rule Borough

2024 Population: 31,436

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$59,223,145



PROFILE

The City and Borough of Juneau (CBJ) is located on the mainland of Southeast Alaska in the heart of the Inside Passage. Juneau is one of Alaska’s oldest cities, established in 1880 before the Klondike Gold Rush of 1898. CBJ provides access to some of the region’s top attractions including Glacier Bay National Park and Preserve, Tracy Arm-Fords Terror Wilderness Area, and Admiralty Island National Monument.

CBJ received 4,964 ship calls and nearly 11 million cruise visitors between 2016 and 2025, with visitors peaking at over 1.7 million during 2024. There were no CPV tax-paying or CLAA-tracked cruise ships in 2020 and severely depressed cruise visitation in 2021 due to the COVID-19 pandemic; however, cruise tourism has since rebounded, reaching record levels during the summers of 2023 through 2025.

Juneau Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	480	1,004,774
2017	508	1,061,853
2018	524	1,138,702
2019	583	1,294,598
2020	-	-
2021	107	124,600
2022	678	1,179,324
2023	698	1,669,500
2024	696	1,732,000
2025	690	1,712,600
Total	4,964	10,917,951

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.
Estimates do not include Un-Cruise or Alaska Dream Cruises.

Juneau Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Cruise ship berth electrification
Port Facilities	Land acquisition and uplands development for staging and waterfront seawalk
Port Facilities	Waterfront and pedestrian safety improvements

Source: City and Borough of Juneau.

PROJECTED NEEDS OF COMMUNITY

CBJ continues to make incremental improvements along its waterfront with a vision to create a world-class destination for cruise vessels and passengers. Judicious expenditures of CPV Excise Tax helps to realize this goal. The most recent capital project was completed in 2020

with the expansion of the Seawalk and construction of a small bus transportation staging area to create Peratrovich Plaza. The CBJ Assembly has long advocated for cruise dock electrification and CBJ Docks and Harbors is actively pursuing the infrastructure necessary to achieve this carbon reduction initiative. A recent study estimates \$25 million is needed to enable cruise ships to receive shore power when moored at the two CBJ cruise ship docks. The Port of Juneau also sees a need to expand services to accommodate small, American-flagged cruise vessels which are typically under 275 feet. Establishing Juneau as a premier small cruise ship turn-port with suitable facilities and amenities will provide greater economic opportunities for local business which may not share in the fortunes provided by the large cruise vessels. These opportunities include restaurants, hoteliers, groceries and fresh fish markets, shipwrights, fuel, laundry services, flowers, and shipping, to name a few.

CPV REVENUE DISTRIBUTION

CBJ has had a \$5.00 per passenger Marine Passenger Fee since 1999 when Juneau voters passed Proposition 1. This report does not address receipts, priorities, and expenditures of Juneau’s Marine Passenger Fee. Initially, the fee precluded the city and borough from receiving shared CPV revenue. Legislative changes during 2010 permitted revenue sharing to communities that levied cruise ship passenger taxes. CBJ received its first CPV revenue disbursement in FY2012. Juneau’s largest CPV disbursement was \$8,467,260, received in FY2025.

LEGISLATIVE GRANTS

In addition to receiving shared CPV revenue, CBJ received \$2.4 million in FY2020 in legislative grants for COVID-19 mitigation and response.

Juneau CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2021	COVID-19 mitigation and response supporting the marine enterprise	\$2,444,600
Total		\$2,444,600

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

of proposed projects, and then releases it to the public and solicits public input before sending the list to the assembly for final approval.

RELATED INFORMATION

- City and Borough of Juneau. [Juneau Tourism Best Management Practices - Visitor Surveys, Negotiated Agreements, and other documentation.](#)
- McKinley Research Group. [Juneau Tourism Survey 2022.](#)

CONTACT

Angie Flick
 Director of Finance
 City and Borough of Juneau
 907-586-5215 ext. 4057
angie.flick@juneau.gov

Juneau CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	892,073	\$4,460,365
2017	924,432	\$4,622,160
2018	953,878	\$4,769,390
2019	1,054,227	\$5,271,135
2020	1,194,199	\$5,970,995
2021	-	\$5,970,995*
2022	114,477	\$5,970,995*
2023	1,136,091	\$5,680,455
2024	1,607,879	\$8,039,395
2025	1,693,452	\$8,467,260
Total	9,570,708	\$59,223,145

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

CPV REVENUE EXPENDITURES

Juneau follows the same decision-making process for expenditures of all three passenger fees – the local Marine Passenger Fee, Port Development Fee, and CPV. The City and Borough of Juneau solicits public input on passenger fee projects each December, develops a list

Juneau CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Port Facilities	FY2023-25 Waterfront Upgrades	\$2,959,339
Port Facilities	FY2023 Dock Electrification	\$1,047,192
Port Facilities	FY2023-24 Circulator Plan (Visitor Public Transit)	\$95,000
Port Facilities	FY2024-25 Wastewater Improvements	\$950,000
Port Facilities	FY2024 Dock Electrification	\$55,660
Port Facilities	FY2025 Public Wi-Fi	\$773,800
Port Facilities	Waterfront Upgrades - FY2026 appropriation	\$5,750,000
Port Facilities	Water and Wastewater Improvements - FY2026 appropriation	\$1,100,000
Port Facilities	Public Wi-Fi - FY2026 appropriation	\$771,500
Port Facilities	Visitor Public Transit Improvements - FY2026 appropriation	\$50,000
Total		\$13,552,491

Source: City and Borough of Juneau.



KENAI PENINSULA BOROUGH

Second Class Borough

2024 Population: 61,350

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$5,139,404

PROFILE

South of Anchorage, the Kenai Peninsula extends 150 miles southwest from the Chugach Mountains. West of the peninsula lies Cook Inlet, while to the east is Prince William Sound. Most of the peninsula is part of the Kenai Peninsula Borough, a region of more than 60,000 residents.

Two borough cities, Seward and Homer, are eligible to receive shared CPV revenue. Between 2016 and 2025, Seward received 678 port calls and more than 1.3 million passengers. Homer received 74 port calls and more than 62,000 passengers. Passenger counts exclude 2022 numbers, which were unavailable at the time of publication.

Cruise ship visits to Seward declined between 2009 and 2013 after Holland America Lines and Princess Cruises redeployed ships to Europe, but visitation reached its highest point in a decade during 2019 with nearly 238,000 visitors. Homer cruise passenger visitors peaked at 14,814 visitors during 2018. Visitor numbers in both communities have yet to reach pre-pandemic highs but have increased since 2023.

PROJECTED NEEDS OF COMMUNITY

When eligible ports of call are cities in a borough, such as Homer and Seward, the city and the borough each receive \$2.50 of every \$5.00 CPV Excise Tax fee. Each year, the Kenai Peninsula Borough Assembly passes an ordinance accepting and appropriating the borough’s share of revenue. The ordinance authorizes the mayor to distribute CPV funds to the port cities through grant agreements. To obtain a grant, the eligible port cities submit letters to the borough mayor requesting the funds and outlining the projects and expenses the funds will support. They confirm that the proposed projects comply with state statutes requiring funds to be used for port facilities, harbor infrastructure, and other services provided to the commercial passenger vessels and their passengers. The cities provide a final narrative and financial report to the borough after a project is complete. The cities utilize the funds to offset recurring and ongoing needs related to infrastructure and port related repairs and maintenance. This includes security system

Homer Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	9	10,071
2017	11	12,788
2018	12	14,814
2019	14	14,812
2020	-	-
2021	-	-
2022	2	*
2023	5	332
2024	9	3,027
2025	12	6,407
Total	74	62,251[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

[^] Total does not include 2022 passengers.

Seward Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	66	191,469
2017	63	185,066
2018	71	213,854
2019	97	237,925
2020	-	-
2021	-	-
2022	91	*
2023	101	191,500
2024	105	220,200
2025	84	140,700
Total	678	1,380,714[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

[^] Total does not include 2022 passengers.

upgrades, walkway repairs, safety repairs, and expansions. It also includes electrical system infrastructure investments to support the needs of the community.

CPV REVENUE DISTRIBUTION

Between FY2016 and FY2025, the Kenai Peninsula Borough received \$5,139,404 in CPV revenue. The highest distribution amount was \$612,640 received annually in FY2020 through 2022.

CPV REVENUE EXPENDITURES

The Kenai Peninsula Borough distributed all shared CPV Excise Tax revenue to the City of Homer and the City of Seward for passenger/vessel services, port improvement projects, and infrastructure improvements. The borough does not retain a percentage of the annual distribution.

Kenai Peninsula Borough CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	189,690	\$474,225
2017	194,552	\$486,380
2018	195,879	\$489,698
2019	223,228	\$558,070
2020	245,056	\$612,640
2021	-	\$612,640*
2022	-	\$612,640*
2023	121,671	\$304,178
2024	182,535	\$456,338
2025	213,038	\$532,595
Total	1,565,649	\$5,139,404

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Kenai Peninsula Borough CPV Revenue Expenditures FY2016 to FY2025					
Category	Description	Expenditures	Category	Description	Expenditures
Port Facilities	2016 Seward port upgrades	\$347,733	Port Facilities	2023 Homer port upgrades	\$353
Port Facilities	2016 Homer port upgrades	\$13,925	Other CPV Services	2023 Seward shuttle service and public safety	\$303,825
Port Facilities	2017 Seward port upgrades	\$447,170	Other CPV Services	2024 Seward shuttle service and public safety	\$456,338
Port Facilities	2017 Homer port upgrades	\$27,055	Port Facilities	2025 Homer port upgrades and signage	\$4,613
Port Facilities	2018 Seward port upgrades	\$522,255	Other CPV Services	2025 Seward reimbursement for shuttle service and public safety	\$110,473
Port Facilities	2018 Homer port upgrades	\$35,815	Port Facilities	2025 Seward reimbursement for shuttle service and public safety	\$103,410
Port Facilities	2020 Homer port upgrades	\$35,815			
Total					\$2,408,780

Source: Kenai Peninsula Borough.

CONTACT

Heather Geer
 Grants Administrator and Community Liaison
 Kenai Peninsula Borough
 907-714-2153
hgeer@kpb.us



KETCHIKAN GATEWAY BOROUGH

Second Class Borough

2024 Population: 13,420

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$29,157,031

PROFILE

The Ketchikan Gateway Borough (KGB) is a region of nearly 14,000 residents located near the southern-most boundary of Alaska in the Southeast Panhandle. The borough is comprised of the cities of Ketchikan and Saxman. Between 2016 and 2025, Ketchikan received an average of over one million cruise visitors each year. Over the past three years, Ketchikan has averaged roughly 1.5 million cruise visitors per season.

In 2023, Ketchikan was projected to receive record high visitors, with an anticipated 1.5 million cruise passengers expected. This was also the first year for the new Ward Cove berth. 2024 marked the first year the Alaska cruise market began in April and continued into late October. In 2025, a record passenger volume of over 1.5 million visited the Ketchikan Gateway Borough, cementing Ketchikan’s place as a major stop in Alaska's Inside Passage cruise market.

Ketchikan Gateway Borough Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	456	947,972
2017	488	1,009,160
2018	487	1,052,480
2019	535	1,185,753
2020	-	-
2021	86	102,600
2022	605	1,005,249
2023	648	1,497,200
2024	634	1,497,700
2025	630	1,524,200
Total	4,569	9,822,314[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.
Estimates do not include Un-Cruise or Alaska Dream Cruises.

Ketchikan Gateway Borough CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers[^]	Amount
2016	856,653	\$2,141,633
2017	865,428	\$2,163,570
2018	900,995	\$2,252,487
2019	976,393	\$2,440,982
2020	1,089,547	\$2,723,867
2021	-	\$2,723,867*
2022	100,003	\$2,723,867*
2023	236,120	\$2,971,130
2024	357,827	\$4,470,548
2025	343,161	\$4,545,080
Total	5,716,127	\$29,157,031

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

PROJECTED NEEDS OF COMMUNITY

In order to make decisions regarding CPV revenue expenditures, KGB relies on analytical cost allocation based on usage, internal staff review for statutory compliance, and final approval from the elected body to provide accountability. This process ensures funds are used only for infrastructure or services that benefit cruise passengers and vessels.

Additional EMS personnel are required to see to visitor safety and security during the summer months, as well as maintenance on emergency response equipment.

KGB’s transit system adds additional routes to manage the surge in pedestrian traffic within the borough. Maintaining public parks for health and safety requires additional personnel.

CPV funds are provided to the Ketchikan Visitors Bureau to provide information and cultural orientation for passengers.

CPV REVENUE DISTRIBUTION

When eligible ports of call, such as Ketchikan, include cities located within a borough, the city and the borough each receive \$2.50 of every \$5.00 passenger fee. Between FY2016 and FY2025, the Ketchikan Gateway Borough's share of CPV revenue was \$29,157,031. The highest distribution was \$4,545,080 received in FY2025.

LEGISLATIVE APPROPRIATIONS

KGB has not received legislative appropriations from the Commercial Vessel Passenger Tax Account.

CPV REVENUE EXPENDITURES

KGB uses an analytical approach to CPV revenue allocation. Annually, the borough determines (1) the costs of maintaining infrastructure that cruise passengers and crew rely upon, and (2) the costs of delivering public services to passengers and crew. The borough apportions these costs between residents and visitors based on the proportions of overall use. Borough staff completes the analysis and makes recommendations for expending CPV revenue to the borough assembly. The KGB Assembly hears public comment on proposed expenditures and makes the final decision on how to spend the CPV revenue.

Ketchikan Gateway Borough CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Other CPV Services	Trail improvements (2023)	\$1,817
Other CPV Services	Transit vehicle purchases (2023)	\$256,005
Other CPV Services	Park enhancements (2024)	27,497
Other CPV Services	Transit vehicle purchases (2024)	\$70,008
Other CPV Services	Trail improvements (2025)	11,372
Other CPV Services	Transit vehicle purchases (2025)	\$6,700
Total		\$373,399

Source: Ketchikan Gateway Borough.

KGB uses CPV revenue to cover the costs of delivering services and maintaining infrastructure for the benefit of the cruise industry. The borough uses CPV revenue primarily for passenger safety and enhanced passenger services. Examples of expenditures include upgrades to the borough's transit system, rain and weather shelters, and passenger enhancement projects through the Ketchikan Visitors Bureau, pedestrian safety upgrades (*i.e.*, walkway improvements and street crossing improvements), and emergency services upgrades (*i.e.*, locator beacons for trail use, emergency services response materials and equipment, and equipment for the Short Haul Helicopter Program).

RELATED INFORMATION

- McDowell Group. 2016. [Ketchikan Cruise Industry Surveys](#).
- [Ketchikan Gateway Borough Tourism Strategy](#)
- [Ketchikan Gateway Borough Financial Information](#)
- [Ketchikan Gateway Borough Capital Plans](#)

CONTACT

Charlanne Thomas
Finance Director
Ketchikan Gateway Borough
907-228-6613
charlannet@kgbak.us

CITY OF KETCHIKAN

Home Rule City

2024 Population: 7,661

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$24,471,491



PROFILE

Ketchikan, a city of just under 8,000 year-round residents, is known as Alaska’s First City due to its location at the southern tip of the Inside Passage. It is the first Alaskan city that visitors reach as they cruise north and, for many visitors, their first introduction to the beauty and majesty of Alaska. Between 2016 and 2025, Ketchikan received an average of 931,033 cruise visitors each year. If we exclude 2020 and 2021 the average cruise visitors each year increases to 1,037,940. Passenger traffic grew steadily from 2016 to 2019, with a peak of nearly 1.2 million passengers visiting in 2019. As with all Alaska port cities, passenger counts declined during the COVID-19 pandemic; however, numbers have since rebounded to pre-pandemic levels.

City of Ketchikan Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	456	947,972
2017	488	1,009,160
2018	487	1,052,480
2019	535	1,185,753
2020	-	-
2021	74*	75,782*
2022	456*	762,555
2023	483	1,104,385*
2024	462	1,143,007*
2025	480	1,098,204*
Total	3,921	8,379,928[^]

Sources: Cruise Line Agencies of Alaska, McKinley Research Group, and The City of Ketchikan.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* Passenger counts and ship calls reported by the City of Ketchikan.

[^] Total is an estimate.

Ketchikan Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Debt service for Berth 3 construction
Port Facilities	Planning and design of improvements to accommodate tourists
Visitor Amenities	Restroom facilities, interpretive exhibits, and wayfinding signage
Various	Waterfront promenade reconstructions and seawall repairs

Source: City of Ketchikan.

PROJECTED NEEDS OF COMMUNITY

The City of Ketchikan follows a three-pronged approach to ensure that CPV Excise Tax revenue is only used for port facilities, harbor infrastructure, or other services and amenities provided to passengers traveling on commercial passenger vessels. The first step is a review of federal and state law regarding the

use of excise tax revenues assessed against passengers traveling on commercial passenger vessels. The City of Ketchikan’s goal is to ensure that programs and capital improvement projects funded from CPV shared revenues benefit passengers in the manner prescribed by federal and state law. The second step is to vet the programs and capital improvement projects with representatives from the cruise industry and other interested parties. The city ensures that the proposed programs and capital improvements address the needs and safety of passengers traveling on commercial passenger vessels. The final step involves the general public and the city council setting the priorities and approving programs and capital improvement projects for funding from CPV revenues. In 2015, the City of Ketchikan revised its accounting for CPV revenues and modified its annual operating and capital budget to make the process more transparent.

CPV REVENUE DISTRIBUTION

Ketchikan charges a passenger wharfage fee of \$9 per passenger to offset port facility costs, provide services to ships and passengers who visit Ketchikan, and mitigate the impacts of passenger and ship use of city services. The fee precluded the city from receiving CPV revenue until legislative action during 2010 permitted revenue sharing to communities that levied their own cruise ship passenger taxes. Ketchikan received its first shared revenue disbursement in FY2012.

When eligible ports of call, such as Ketchikan, are cities located in a borough, the city and the borough each receive \$2.50 of every \$5.00 passenger fee. Between FY2016 and FY2025, the City of Ketchikan’s share of CPV revenue was \$24,471,491. The highest distribution was \$2,829,275 received in FY2025.

City of Ketchikan CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	856,653	\$2,141,633
2017	865,428	\$2,163,570
2018	900,995	\$2,252,487
2019	976,393	\$2,440,982
2020	1,089,547	\$2,723,867
2021	-	\$2,723,867*
2022	100,003	\$2,723,867*
2023	716,212	\$1,790,530
2024	1,072,565	\$2,681,413
2025	1,131,710	\$2,829,275
Total	7,709,506	\$24,471,491

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

City of Ketchikan CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2018	Port of Ketchikan cruise ship berths	\$2,000,000
2019	Cruise ship berths expansion	\$3,000,000
2020	Responding to and mitigating the risk of COVID-19 outbreak	\$1,100,300
Total		\$6,100,300

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

LEGISLATIVE GRANTS

In addition to receiving CPV revenue, Ketchikan has received \$6.1 million since FY2016 in grants from the Commercial Vessel Passenger Tax Account. The grants were used for debt service, port infrastructure and passenger services including pedestrian and safety enhancements.

CPV REVENUE EXPENDITURES

The City of Ketchikan continues to evaluate the best location for additional restroom facilities and weather shelters, and for updating the wayfinding signs. Since the last report in 2022, the city completed improvements to Ketchikan's Married Man's Trail and the Salmon Walk. The city is also contributing a matching share of the Spruce Mill-Thomas Basin Promenade. The promenade project is a joint project between the City of Ketchikan and the State of Alaska and will extend the existing promenade to allow visitors to safely traverse downtown Ketchikan.

The city is motivated to improve the passenger experience, but the distribution of CPV revenue does not reflect the value of assets and services that need to be maintained by the city.

City of Ketchikan CPV Revenue Expenditures FY2023 to FY2025					
Category	Description	Expenditures	Category	Description	Expenditures
Other CPV Services	2023 Emergency Services Support	\$410,227	Other CPV Services	2026 Tourism Operations	\$592,785*
Other CPV Services	2024 Emergency Services Support	\$544,730	Other CPV Services	23-25: Downtown Visitor Amenities	\$13,771
Other CPV Services	2025 Emergency Services Support	\$558,096	Other CPV Services	Promenade Extension	\$2,808,980
Other CPV Services	2026 Emergency Services Support	\$734,676*	Other CPV Services	Married Man's Trail Improvements	\$281,229
Other CPV Services	2026 Museum & Civic Center Public Restroom Support	\$264,225*	Port Facilities	Berth III Tender Barge Redesign	\$193
Other CPV Services	2023 Downtown CPV Programs (Litter & Music)	\$61,681	Other CPV Services	Museum Improvements	\$40,000
Other CPV Services	2023 Tourism Operations	\$190,774	Other CPV Services	2025 Tourism Operations	\$444,315
Other CPV Services	2024 Downtown CPV Programs (Litter & Music)	\$55,850	Other CPV Services	2026 Promenade Extension	\$3,132,738*
Other CPV Services	2024 Tourism Operations	\$362,881	Other CPV Services	2026 Seasonal Restroom, Signage, Amenities & Bus Lane Improvements	\$530,138*
Other CPV Services	2025 Downtown CPV Programs (Litter & Music)	\$67,500	Other CPV Services	2026 Tourism Operations	\$592,785*
Total					\$11,687,574

Source: City of Ketchikan.

* Draft budget

RELATED INFORMATION

- Moffat and Nichol. 2017. *Planning and Design of Port Improvements*.
- City of Ketchikan. 2024. *Cruise Passenger Cost Impact Study and Report*.
- Northern Economics. 2024. [Ketchikan Cruise Ship Rate Study](#).

CONTACT

Michelle Johansen
 Finance Director
 City of Ketchikan
 907-228-5613
michellejohansen@ketchikan.gov

CITY OF Klawock

Unified Home Rule Borough

2024 Population: 734

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$9,770



PROFILE

The City of Klawock (Tlingit name: *Lawáak*) is located on the west coast of Prince of Wales Island on Klawock Inlet, across from Klawock Island. It is located 56 air miles from Ketchikan. The city has a historic totem park with approximately 21 masterfully carved replicas of the original totem poles that stood in *Tuxekan*, the original winter village of the *Heenya Kwaan* people. A heritage center with longhouse and carving shed provides carving activities. Visitors are welcome to visit with the carvers while they are working.

Klawock Cruise Ship Visitors 2024 to 2025*		
Calendar Year	Ship Calls	Passengers
2024	6	3,392
2025	23	17,466
Total	29	20,858

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.
Estimates do not include Un-Cruise or Alaska Dream Cruises.
* Klawock received its first cruise visitors during the 2024 season.

Klawock Island offers excursions that include culinary experiences such as freshly shucked oysters, wild salmon, and wild berries, with ingredients that are connected to the waters and forests that have sustained the Tlingit people for generations. In addition, the waters are rich with sea life, and Klawock offers tours to watch for humpback whales, orcas, sea otters, and bald eagles. The fishing excursions provide opportunities to fish for Pacific salmon and bottom fish species like halibut, rockfish, and lingcod at prime locations. Klawock is a crowd-free alternative to Alaska’s busier ports, giving cruise lines greater flexibility and travelers a new, immersive destination.

Ecotours are also offered for visitors to Klawock. These tours include high-quality outdoor equipment rental for half- and full-day kayaking and canoeing trips, water taxi to Forest Services cabins, bird and wildlife watching tours, waterfall viewing, and beachcombing.

Ships tender into a floating dock, welcomed by a breathtaking approach through two scenic fjords. Once ashore, guests step into a destination rich in culture, community, and tradition – delivering a true sense of place unlike anywhere else in Alaska.

During the summer of 2025, the city hosted the Seaborn Quest, Riviera, Seven Seas Explorer, and the Silver Nova, for a combined 23 total port calls.

Klawock CPV Revenue Distribution FY2025*		
Fiscal Year	Passengers [^]	Amount
2025	1,954	\$9,770
Total	1,954	\$9,770

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
* Klawock had no reported CPV tax-paying cruise visits prior to the 2024 season.

PROJECTED NEEDS OF COMMUNITY

One of Klawock’s first priorities for CPV funds will be the installation of water and sewer mains to the port. This may also be submitted for a proposed legislative grant. If approved, this project will provide restrooms at the port and allow construction of a port facility for visitors disembarking from cruise ships.

CPV REVENUE DISTRIBUTION

The City of Klawock received its first CPV revenue distribution in FY2025 for visitors during the 2024 season. The total amount distributed was \$9,770.

Klawock Priority Projects for CPV Revenue	
Category	Description
Other CPV Services	City planner to develop city tourist excursions and manage city infrastructure services during high tourist seasons
Other CPV Services	Flowers for beautification of parks and totem parks
Other CPV Services	Emergency evacuation signage for summer visitors; walkway signage; brochures
Port Facilities	Water/sewer main installation to port facility and installation of restrooms

Source: City of Klawock.

LEGISLATIVE GRANTS

Klawock has not received any CPV-related legislative grants to date.

CPV REVENUE EXPENDITURES

The mayor and city administrator recommend projects to the city council to be funded by the CPV Excise Tax Revenue. The public will be invited to recommend

capital improvement projects through public meetings and a public hearing. The CPV budget will be reviewed and included in the city budget session each spring. Those budgets will be legally adopted by the city council no later than June 30 each year.

CONTACT

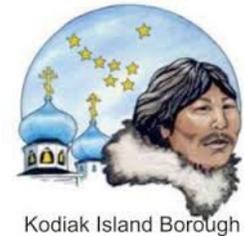
Anna Guthrie
City Administrator
City of Klawock
907-755-2261
cityadmin@cityofklawock.com

KODIAK ISLAND BOROUGH

Second Class Borough

2024 Population: 12,570

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$371,272



PROFILE

Kodiak Island Borough is located on the western side of the Gulf of Alaska. It encompasses the largest island in Alaska, which is the second largest in the United States. Kodiak Island is known for the Kodiak brown bear and world-class sport fishing. Kodiak is one of the largest commercial fishing ports in the nation, hosting Alaska’s largest and most diversified fishing fleet. Kodiak is also home to the largest United States Coast Guard base and Alaska’s first commercial rocket launch facility.

All cruise visitors to the Kodiak Island Borough utilize the port facilities at the City of Kodiak. Kodiak received 162 cruise ship port calls and 141,514 cruise passengers between 2016 and 2025. Cruise visitation peaked at 26,259 cruise visitors during 2019. Kodiak had no visitors in 2020 or 2021 due to the pandemic. In 2022 the borough saw 4,620 passengers, as reported by the City of Kodiak, and numbers have continued to rise in the subsequent years. In 2025, Kodiak saw 24,600 passengers, the highest number since 2019.

Kodiak Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	15	15,208
2017	20	16,733
2018	19	21,194
2019	30	26,259
2020	-	-
2021	-	-
2022	8	4,620*
2023	23	12,600
2024	21	20,300
2025	26	24,600
Total	162	141,514^

Sources: Cruise Line Agencies of Alaska, McKinley Research Group, and Kodiak Island Borough.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 cruise passenger volume data reported by the borough.

^ Total is an estimate.

Kodiak Island Borough CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers^	Amount
2016	12,102	\$30,255
2017	12,355	\$30,887
2018	15,050	\$37,625
2019	17,101	\$42,752
2020	21,688	\$54,220
2021	-	\$54,220*
2022	-	\$54,220*
2023	2,698	\$6,745
2024	8,045	\$20,113
2025	16,094	\$40,235
Total	105,133	\$371,272

Source: Alaska Department of Revenue, Tax Division.

^ Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

PROJECTED NEEDS OF COMMUNITY

The Kodiak Island Borough works with the local chamber of commerce and the City of Kodiak to determine how CPV revenue can be used to provide for the safety and service needs of cruise ships and passengers who travel to the island.

CPV REVENUE DISTRIBUTION

When eligible ports of call, such as Kodiak, are cities located in a borough, the city and the borough each receive \$2.50 of each \$5.00 passenger fee. Between FY2016 and FY2025, the Kodiak Island Borough’s portion of shared CPV revenue was \$438,364. The highest distribution amount was \$54,220 received annually in FY2020 through FY2022.

LEGISLATIVE APPROPRIATIONS

Kodiak Island Borough has not received legislative appropriations from the Commercial Passenger Vessel Tax Account.

CPV REVENUE EXPENDITURES

Kodiak Island Borough has made no new revenue expenditures during FY2023-FY2025. In past years, the borough has transferred CPV revenue funds to the city for port improvements.

CONTACT

Dora Cross
Finance Director
Kodiak Island Borough
907-486-9320
dcross@kodiakak.us



PROFILE

The City of Kodiak is located on Kodiak Island, which is Alaska's largest island and the second largest island in the United States. Known as the Emerald Isle, Kodiak's verdant landscape and abundant outdoor opportunities make it a popular destination for nature enthusiasts. Commercial fishing accounts for about one-third of the local economy; Kodiak has Alaska's largest and most diversified fishing fleet, including 700 home-ported commercial fishing vessels and 500 transient vessels. Kodiak is a renowned sport fishing destination that offers access to all five species of salmon, along with halibut, rockfish, cod, and trout.

Kodiak received 162 cruise ship port calls and more than 140,000 cruise passengers between 2016 and 2025. The city suffered a significant downturn during the COVID pandemic, receiving no cruise visits in 2020 or 2021, but numbers have rebounded to near pre-pandemic levels since 2022. In 2026, a record-setting 31 cruise ships are expected to visit Kodiak.

Kodiak Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	15	15,208
2017	20	16,733
2018	19	21,194
2019	30	26,259
2020	-	-
2021	-	-
2022	8	4,620*
2023	23	12,600
2024	21	20,300
2025	26	24,600
Total	162	141,514[^]

Sources: Cruise Line Agencies of Alaska, McKinley Research Group, and Kodiak Island Borough.
 Estimates do not include Un-Cruise or Alaska Dream Cruises.
 * 2022 cruise passenger volume data reported by the borough.
 ^ Total is an estimate.

City of Kodiak Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Port-related projects to improve safety, security, and usability of the cruise ship terminal
Port Facilities	Planning, designing, and building a public passenger vessel terminal
Port Transition	Building designated walkways for transitioning from the passenger terminal to downtown
Port Facilities	Covered passenger waiting area on Oscar's Dock

Source: City of Kodiak.

relating to cruise passenger movement, dock security, and safety are funded from the cargo enterprise fund. Future city plans include expansion of passenger and Arctic operations, with a dedicated pier containing deep draft berthing for cruise ships, AMHS ferries, and designated military vessel moorage.

Kodiak's ability to safely and efficiently host cruise ship passengers relies on addressing several key community needs. These include improved shoreside infrastructure such as wayfinding, pedestrian-safe pathways, and adequate transportation options to move visitors between the port, downtown, and key attractions. Enhanced visitor services—sheltered waiting areas and clear information points—are essential to manage peak passenger surges.

A covered passenger waiting area on Oscar's Dock is one of the most pressing priority projects for current CPV expenditures. This structure will provide shelter for lightered cruise ship passengers during staging, improve safety during inclement weather, and reduce congestion at the existing embarkation point.

PROJECTED NEEDS OF COMMUNITY

The City of Kodiak owns Pier 2, a multi-purpose, deep-draft dock that serves cruise ships. When the city receives CPV Excise Tax revenue, it is deposited into a cargo enterprise fund. The harbormaster and Discover Kodiak director then recommend cruise ship facility needs to community leaders. Approved projects

CPV REVENUE DISTRIBUTION

When eligible ports of call, such as the City of Kodiak, are cities located in a borough, the city and the borough each receive \$2.50 of each \$5.00 passenger fee. Between FY2016 and FY2025, the City of Kodiak’s portion of CPV revenue was \$438,364. The highest distribution amount was \$54,220 received annually in FY2020 through FY2022.

LEGISLATIVE GRANTS

In addition to receiving shared CPV tax revenue, the city of Kodiak occasionally receives legislative appropriations from the Commercial Passenger Vessel Tax Account to provide cruise passengers with essential infrastructure. The city received \$15,800 for COVID-19 mitigation in 2020. Outdoor toilets were installed in 2022 using appropriated CPV funds to provide on-site bathroom access to visitors.

City of Kodiak CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	12,102	\$30,255
2017	12,355	\$30,887
2018	15,050	\$37,625
2019	17,101	\$42,752
2020	21,688	\$54,220
2021	-	\$54,220*
2022	-	\$54,220*
2023	2,698	\$6,745
2024	8,045	\$20,113
2025	16,094	\$40,235
Total	105,133	\$371,272

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

City of Kodiak CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2020	COVID-19 mitigation	\$15,800
Total		\$15,800

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

CPV REVENUE EXPENDITURES

Wide variations in the number of cruise visitors dramatically impact the amount of CPV revenue that the City of Kodiak receives. In general, the revenues are used for ship and passenger services. The City of Kodiak has pursued funds through the CPV tax appropriation process for infrastructure improvement projects relating to cruise ships. CPV revenue during FY2023 through FY2025 were used for expenses related to port security and port related expenses to maintain and enhance the facilities at the cruise ship terminal.

RELATED INFORMATION

- Dowl HKM. 2012. *Development Concept Plan for Shelikof Street/Jack Hinkel Way to Marine Way.*
- PND Engineers, Inc. 2010. *City of Kodiak Waterfront Master Plan.*

CONTACT

Julie Liew
 Finance Director
 City of Kodiak
 907-486-8659
findir@city.kodiak.ak.us

CITY OF NOME

First Class City, Unorganized Borough

2024 Population: 3,422

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$44,510



PROFILE

Located approximately 540 miles northwest of Anchorage, Nome sits on the Seward Peninsula along Norton Sound. The City of Nome was founded in 1901, just a few years after a major gold strike. Nome is noted both for its gold rush history and as the terminus for the Iditarod Sled Dog Race.

Nome received 61 cruise ship calls and 20,735 passengers between 2017 and 2025. Historically, most vessels calling at the Port of Nome have not carried enough passengers to subject them to the CPV Excise Tax. During 2016, the Crystal Serenity made its first port call to Nome. Since that time, Nome has continued to attract new vessels, such as the hybrid-powered MS Roald Amundsen. Cruise visitation during 2019 reached a high of nearly 4,400 passengers.

2020 and 2021 saw no cruise ship landings in Nome due to the pandemic. In 2022 through 2025, passenger volume increased incrementally to pre-pandemic levels, with a high of 4,391 CPV tax-paying visitors in 2025. Nome saw 12 ship calls during that season, the highest number since 2019. In FY2023, the purchase of new access control equipment and surfacing upgrades have significantly improved cruise ship operations.

PROJECTED NEEDS OF COMMUNITY

Priority projects for the City of Nome include the Arctic Port Expansion Project, which will expand the Port of Nome into the nation's first Arctic deep draft port. A contract for this project was awarded in August 2025, with phase 1 construction expected to begin in 2026. Building this expanded facility will enable larger ships to moor safely within the deep draft basin and transfer passengers at the dock, versus doing so on open water.

Nome Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	-	-
2017	6	1,839
2018	5	992
2019	13	4,172
2020	-	-
2021	-	-
2022	9	2,676*
2023	5	2,849
2024	11	3,816
2025	12	4,391
Total	61	20,735[^]

Sources: Cruise Line Agencies of Alaska, McKinley Research Group, and the City of Nome.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data provided by City of Nome.

[^] Total is an estimate.

Nome CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	-	-
2017	-	-
2018	1,743	\$8,715
2019	-	-
2020	469	\$2,345
2021	-	\$2,345*
2022	-	\$2,345*
2023	1,293	\$6,465
2024	1,113	\$5,565
2025	3,346	\$16,730
Total	7,964	\$44,510

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Nome Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Design and install floats for tenders in the harbor basin
Port Facilities	Upgrade gravel dock surfacing
Port Facilities	Improvements to gangway for lightering passengers
Port Facilities	Outdoor canopy equipment

Source: City of Nome.

CPV REVENUE DISTRIBUTION

Since 2016, the City of Nome has received \$44,510 in CPV revenue. The first revenue distribution was in FY2018, in the amount of \$8,715. The largest revenue distribution was \$16,730, received in FY2025.

LEGISLATIVE APPROPRIATIONS

Nome received \$1.6 million in design funds, and \$175 million for the first phase of construction for cruise ship port and harbor infrastructure in FY2023 in CPV-related legislative appropriations.

CPV REVENUE EXPENDITURES

The amount of shared revenue the city receives is insufficient to undertake large scale projects. In FY2023, a total of \$4,830.61 was expended to purchase access control equipment, consisting of barricades, cones, signs, and safety equipment to ensure the safety and comfort of the visiting passengers. Improvements to the gangway for lightering passengers and outdoor canopy equipment have been identified for purchase in the 2026 operating season. As the number of cruise ship calls at Nome continue to increase, the city is hopeful that these funds can better support larger development projects that will effectively serve cruise vessels and their passengers in Nome.

Nome CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2023	Cruise ship port design funds	\$1,600,000
2023	Cruise ship port Phase I construction and harbor infrastructure	\$175,000,000
Total		\$176,600,000

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

RELATED INFORMATION

- McDowell Group. 2024. [Port of Nome Strategic Development Plan.](#)

CONTACT

Joy Baker
 Port Director
 City of Nome
 907-443-6617
jbaker@nomealaska.org

City of Nome CPV Revenue Expenditures FY2016 to FY2025		
Category	Description	Expenditures
Port Facilities	Access control equipment including barricades, cones, signs, and safety equipment	\$4,831
Total		\$4,831

Source: City of Nome.

PETERSBURG BOROUGH

Unified Home Rule Borough

2024 Population: 3,379

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$19,810



PROFILE

Petersburg, known across Southeast Alaska as “Little Norway,” is located on the northwest end of Mitkof Island where the Wrangell Narrows meet Frederick Sound. It lies midway between Juneau and Ketchikan, about 120 air miles from either community. Petersburg is accessed only by air and water. It is on the mainline state ferry route, with a ferry terminal on the north end of Mitkof Island. A second ferry terminal on the south end of Mitkof Island previously served the Inter-Island Ferry Authority. There is no deep-water dock for large ships such as cruise ships; instead, cruise passengers are lightered to shore.

The community’s Norwegian heritage shows in the decorative designs found in homes and shop fronts. Petersburg is a destination for guided boat charters, whale watching, wildlife tours, sightseeing, and glacier tours.

Petersburg Cruise Ship Visitors 2017 to 2025		
Calendar Year	Ship Calls	Passengers
2017	#	2,488
2018	#	3,125
2019	#	5,416
2020	-	-
2021	-	-
2022	80	*
2023	86	6,489
2024	55	6,139
2025	43	4,241
Total	264	27,898[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group. Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 cruise passenger volume data unavailable at time of publishing.

[^] Total excludes 2022 passenger counts.

[#] Ship calls prior to 2020 were unavailable at time of publishing.

Petersburg CPV Revenue Distribution FY2023 to FY2025*		
Fiscal Year	Passengers [^]	Amount
2023	3,962	\$19,810
2024	0	\$0
2025	0	\$0
Total	3,962	\$19,810

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* Petersburg had no reported CPV tax-paying cruise visitors prior to the 2022 season.

PROJECTED NEEDS OF COMMUNITY

The Petersburg Borough Assembly approves CPV revenue expenditures through the annual budget process. The annual budget needs to be approved by June 15th of each year. There are three readings of the budget ordinance, including a public hearing, prior to approval.

Priority projects for CPV revenue include maintenance of the downtown public restrooms, design of a mooring dolphin to better accommodate small passenger vessels, and passenger safety measures.

CPV REVENUE DISTRIBUTION

Petersburg Borough has received one CPV distribution to date: \$19,810, distributed in FY2023. Although the community has since received additional cruise visitors, the Department of Revenue has had to withhold additional revenue distributions to adjust for a passenger count calculation error made in FY2023. Petersburg did not receive CPV tax-paying cruise visitors prior to the 2022 season.

LEGISLATIVE GRANTS

Petersburg Borough has not received any CPV-related legislative grants to date.

Petersburg Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Maintaining, cleaning and stocking the downtown public restrooms for cruise ship passengers
Port Facilities	Design of a passenger tour ship mooring dolphin to better accommodate smaller marine passenger ships that visit Petersburg
Port Facilities	Miscellaneous passenger safety measures

Source: Petersburg Borough.

CPV REVENUE EXPENDITURES

Petersburg Borough has yet to spend any of its \$19,810 in CPV funds. The borough has only spent local Marine Passenger Revenue since first receiving CPV funds in FY2023.

The Petersburg Borough does not have a deep water port and therefore large cruise ships that generate CPV funds have to anchor out in Frederick Sound and lighter into Petersburg if they choose to visit. Weather can play a factor in the transportation of these passengers into Petersburg, as well. Petersburg has a busy working harbor that has a long wait list for stall moorage. Additional floats in the future could be helpful, as well as shelter for cruise passengers waiting for transportation to and from cruise ships.

CONTACT

Jody Tow
Finance Director
Petersburg Borough
907-772-5401
jtow@petersburgak.gov

CITY OF SAINT PAUL

Unified Home Rule Borough

2024 Population: 375

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$6,960



PROFILE

Saint Paul Island, the largest of the five Pribilof Islands, is located in the middle of the Bering Sea of Alaska. The extremely remote and rural Saint Paul Island is 47 miles north of the nearest inhabited Saint George Island, 240 miles north of the Aleutian Islands, 300 miles west of the Alaska mainland, and 750 miles west of Anchorage. The Pribilof Islands are situated on important migration routes for nearly all fish, birds, and mammals that populate the rich Bering Sea. The marine infrastructure of Southwest Alaska supports one of the richest fisheries ecosystems in the world. Six of the top ten fishing ports, by value, are in the Southwest Alaska region. Strategically located ports capable of supporting harvesting and processing of fisheries resources are spread across the region, and Saint Paul Island is one of them.

Saint Paul Cruise Ship Visitors 2023 to 2025*		
Calendar Year	Ship Calls	Passengers
2023	8	1,751
2024	7	1,399
2025	6	1,550
Total	21	4,700

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* Saint Paul received its first cruise visitors during the 2023 season.

Saint Paul CPV Revenue Distribution FY2025*		
Fiscal Year	Passengers^	Amount
2025	1,392	\$6,960
Total	1,392	\$6,960

Source: Alaska Department of Revenue, Tax Division.

^ Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* Saint Paul had no reported CPV tax-paying cruise visits prior to the 2024 season.

PROJECTED NEEDS OF COMMUNITY

The City of Saint Paul received their first CPV tax-paying cruise visitors in 2024. The city has no stated needs to safely continue to host cruise visitors in the immediate future.

CPV REVENUE DISTRIBUTION

The City of Saint Paul received roughly 1,400 cruise visitors during the 2024 season and a CPV revenue distribution of \$6,960 in FY2025.

LEGISLATIVE GRANTS

The City of Saint Paul has received no CPV-related legislative grants to date.

CPV REVENUE EXPENDITURES

The City of Saint Paul has reported no expenditures of CPV revenue to date.

CONTACT

Stephanie Mandregan

Finance Director

City of Saint Paul

907-600-4354

stephanie@stpaulak.com

CITY OF SEWARD

Home Rule City

2024 Population: 2,483

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$4,906,071



PROFILE

The City of Seward, situated on Resurrection Bay on the east coast of the Kenai Peninsula, is 125 miles south of Anchorage and is the gateway to the Kenai Fjords National Park. Seward is a turnaround port for cross-gulf itineraries and the point of embarkation and disembarkation for many Alaska cruise vacations. Seward received 678 port calls and more than 1.3 million total cruise visitors between 2016 and 2025. The highest number of passengers was in 2024, with 220,200 visitors recorded by CLAA. 2025 passenger volume and CLAA-counted ship calls were somewhat lower than in recent years.

In 2026, Seward will see the opening of the new Seward Cruise Ship Terminal, a project by the Seward Company in partnership with Royal Caribbean and the Alaska Railroad. The new terminal will allow for larger ships to dock in Seward with a state-of-the-art floating double berth pier. It also includes a new 41,500 square foot terminal with shelter and amenities.

The brands Royal Caribbean, Celebrity Cruises, and Silversea Cruises will combine to annually guarantee revenue of 140,000 passengers beginning when the redesigned facility opens. Alaska Railroad will own and operate the facility as an open dock with multiple brands calling on Seward.

Seward Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	66	191,469
2017	63	185,066
2018	71	213,854
2019	97	237,925
2020	-	-
2021	-	-
2022	91	*
2023	101	191,500
2024	105	220,200
2025	84	140,700
Total	678	1,380,714[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

[^] Total does not include 2022 passengers.

Seward Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Improvements to pedestrian walkways in conjunction with terminal renovations
Other CPV Services	Seward City Tours shuttle for passenger services
Other CPV Services	Ambulance and fire department services to cruise ships

Source: City of Seward.

PROJECTED NEEDS OF COMMUNITY

To help the city safely and efficiently host cruise ship passengers, the City of Seward’s administration considers improvements recommended by the city staff, cruise industry, cruise dock owners, and other local stakeholders. The Port and Commerce Advisory Board,

Seward Chamber of Commerce, and other interested parties may provide input and suggestions. The city manager works with the city council to prioritize projects to be funded by shared CPV revenue. Use of CPV revenue is authorized via resolution approved by the Seward City Council.

CPV REVENUE DISTRIBUTION

When eligible ports of call, such as Seward, are cities located in a borough, the city and the borough each receive \$2.50 of every \$5.00 passenger fee. Since FY2016, Seward has received \$4.9 million in shared CPV revenue from the State of Alaska. Seward’s highest shared revenue distribution was \$577,195, received annually in FY2020 through FY2022.

Seward CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	178,868	\$447,170
2017	183,500	\$458,750
2018	183,266	\$458,165
2019	208,902	\$522,255
2020	230,878	\$577,195
2021	-	\$577,195*
2022	-	\$577,195*
2023	121,530	\$303,825
2024	182,535	\$456,338
2025	211,193	\$527,983
Total	1,500,672	\$4,906,071

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

LEGISLATIVE GRANTS

In addition to shared CPV revenue, Seward received \$828,545 in legislative grants in FY2020 from the Commercial Passenger Vessel Tax Account. These were COVID-19 mitigation funds and were used for capital projects to upgrade commercial passenger vessel services and infrastructure.

In addition to CPV revenue shared by the State of Alaska, Seward also receives reimbursement grants from the Kenai Peninsula Borough (KPB). The borough assembly passed an ordinance making KPB’s share of CPV revenue available to Homer and Seward through a grant process. The ordinance stipulates that funds must be used for port and harbor improvements that benefit cruise ship passengers in compliance with state law. Homer and Seward city managers submit letters to the KPB mayor to request funding as reimbursement for CPV-related projects. The grant request specifies how the project meets the expenditure requirements established in state law. The reimbursement basis for receiving borough funds is a change from prior years, when the Cities of Seward and Homer would request up front project funds from the borough.

Seward CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2020	COVID-19 mitigation	\$440,306
2020	COVID-19 grant for restroom trailers and decontamination equipment at cruise ship terminal	\$388,239
Total		\$828,545

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

Seward CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
CPV Services	SVAC Ambulance Services	\$20,000
CPV Services	Fire Service	\$70,000
CPV Services	Police Security	\$50,000
CPV Services	Seward City Tours	\$827,280
Total		\$967,280

Source: City of Seward.

CPV REVENUE EXPENDITURES

The City of Seward has used CPV revenue for port and harbor infrastructure and passenger services. Plans for future projects include improved ambulance service to cruise ships, safety and aesthetic improvements to the cruise ship pedestrian walkway, and cruise terminal amenities.

RELATED INFORMATION

- City of Seward. 2025. [2024 Annual Comprehensive Financial Report.](#)
- City of Seward. 2024. [2023 Annual Comprehensive Financial Report.](#)
- City of Seward. 2017. [2030 Comprehensive Plan Update, Vol. 1](#)
- City of Seward. 2017. [2030 Comprehensive Plan Update, Vol. 2](#)

CONTACT

Kat Sorensen

City Manager

City of Seward

907-224-4012

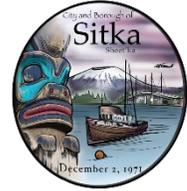
ksorensen@cityofseward.net

CITY AND BOROUGH OF SITKA

Unified Home Rule Municipality

2024 Population: 8,063

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$10,559,975



PROFILE

The City and Borough of Sitka (CBS) includes most of Baranof Island, South Chichagof Island, and many smaller islands. Most residents live on Sitka Sound facing the Pacific Ocean and are surrounded by the Tongass National Forest. The city has picturesque remnants of its Russian heritage; Tlingit culture is also deeply rooted in this small seaside city. Long before Russians or Americans inhabited the area, Tlingits made this area their home.

Sitka received 1,900 cruise ship port calls and 2,846,597 passengers between 2016 and 2025. In 2016, several new cruise ships with nearly 123,000 cruise passengers visited Sitka. Holland America Line used the Sitka Sound Terminal instead of anchoring in the Eastern Channel and lightering passengers to town. This change increased passenger visits and allowed for more time spent in town.

Sitka’s cruise visitor count increased by 73 percent from 2016 to 2019. There were no cruise visitors in 2020 and greatly reduced numbers in 2021. The community has received increasing numbers of visitors since the cruise industry picked back up post-pandemic, with 2025 passenger counts nearly five times those of 2016.

Sitka Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	137	122,944
2017	152	172,678
2018	156	151,735
2019	200	212,662
2020	-	-
2021	50	33,500
2022	282	379,278
2023	312	588,400
2024	316	602,600
2025	295	582,800
Total	1,900	2,846,597

Sources: Cruise Line Agencies of Alaska and McKinley Research Group. Estimates do not include Un-Cruise or Alaska Dream Cruises.

Sitka Priority Projects for CPV Revenue (Projected 2026 Expenditures)		
Category	Description	Expenditures
Port Facilities	Port Security	\$41,250
Harbor Infrastructure	Berthing and Lightering Facilities	\$6,000
Other CPV Services	Cruise-Related Overhead	\$1,146,000
Other CPV Services	Capital Improvements	\$89,000
Other CPV Services	Sanitation	\$167,250
Other CPV Services	Safety and Efficiency	\$293,000
Total		\$1,742,500

Source: City and Borough of Sitka.

PROJECTED NEEDS OF COMMUNITY

CBS established a Marine Passenger Fund to accept proceeds of the CPV Excise Tax revenue from the State of Alaska. City and Borough Ordinance No. 2016-32 clarified and streamlined fund administration and stipulated that the assembly appropriate fund proceeds to “address impacts caused by the marine passenger ship industry in full compliance with all state and federal regulations governing the use of these funds.” 2023, Ordinance No. 2023-17 updated the general code to

create a process to consider public proposals for fund use to be awarded/appropriated at the discretion of the Assembly, with provisions to ensure that expenditures comply with state and federal regulations that govern use of the funds.

Following the drastic increase of cruise passengers in 2022, CBS executed operational changes identified in its 2022 Short-Term Tourism Plan including street closures, deployment of temporary restrooms, increased sanitation efforts for bathrooms and refuse, additional public safety resources, and other traffic safety measures,

including staffing the downtown area with pedestrian safety monitors and installing temporary speed bumps. CBS also continues to use CPV funds for port security staffing and maintenance of CBS-owned lightering facilities, as well as contributing to key infrastructure improvements used by cruise passengers.

CBS provides funding for visitor and convention services (Visit Sitka), which in past years has been funded solely through the city’s transient lodging tax. With significant growth of cruise tourism, especially relative to independent travel, Visit Sitka expenses for goods and services such as visitor information, maps and wayfinding, and community-wide communications have increased significantly. Going forward, CBS will be more accurately funding these expenses through an appropriate split between the transient lodging tax and CPV funds.

In 2023, CBS recognized the need to transition to long-term tourism management. This has been achieved by creating a tourism task force which was active from April 2023 to April 2024. This body engaged the community to determine ideal targets for visitor numbers, explored means of reducing resident impacts through policy and regulation changes, and established the tourism commission and a full-time tourism manager position.

CPV REVENUE DISTRIBUTION

CPV use – both direct and indirect expenses – are estimated during CBS’s annual budget process, then are reviewed and approved by the Assembly at a series of public meetings that take place between the months of January and May each year.

CBS commissioned a CPV cost allocation study in 2022, which was completed by McKinley Research Group (MRG). This study identified direct and indirect costs associated with the cruise industry. Direct costs (payroll, operational, and capital expenses) continue to be directly tracked/billed for CPV use. Indirect expenses ("overhead") are covered via the MRG cost allocation methodology with an annual update to reflect changes in CPI.

CBS received \$10,559,975 in shared revenue between FY2016 and FY2025. The borough’s largest distribution was \$2,959,515, received in FY2025.

Sitka CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	43,670	\$218,350
2017	61,902	\$309,510
2018	81,023	\$405,115
2019	79,360	\$396,800
2020	123,109	\$615,545
2021	-	\$615,545*
2022	35,444	\$615,545*
2023	345,076	\$1,725,380
2024	539,734	\$2,698,670
2025	591,903	\$2,959,515
Total	1,901,221	\$10,559,975

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Sitka CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2020	COVID-19 mitigation	\$367,900
Total		\$367,900

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

LEGISLATIVE GRANTS

In addition to shared CPV revenue, Sitka received \$367,900 in COVID-19 mitigation-related legislative grant funds from the Commercial Passenger Vessel Tax Account, awarded in 2020.

CPV REVENUE EXPENDITURES

The City and Borough of Sitka spends shared CPV revenue primarily on passenger services.

RELATED INFORMATION

- City and Borough of Sitka. 2016. *Municipal Code Chapter 4.05 Establishing a Marine Passenger Fee Fund*.
- City and Borough of Sitka. 2018. [Sitka Comprehensive Plan 2030](#).
- City and Borough of Sitka. 2022. [Sitka's Short-Term Tourism Plan](#).
- MRV Architects, Jones and Jones, McDowell Group. 2010. [Sitka Passenger Fee Fund Implementation Plan](#).
- McKinley Research Group, LLC. 2022. *Sitka Cruise Cost Allocation Study*.

CONTACT

John Leach
Municipal Administrator
City and Borough of Sitka
907-747-1808
administrator@cityofsitka.org

Sitka CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Port Facilities	Port Security	\$117,905
Harbor Infrastructure	Berthing and Lightering Facilities	\$17,733
Other CPV Services	Cruise-Related Overhead	\$2,682,216
Other CPV Services	Capital Improvements	\$284,723
Other CPV Services	Sanitation	\$350,319
Other CPV Services	Safety and Efficiency	\$471,737
Total		\$3,924,633

Source: City and Borough of Sitka.

MUNICIPALITY OF SKAGWAY

First Class Borough

2024 Population: 1,123

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$48,306,590



PROFILE

Skagway is located 90 miles northeast of Juneau at the northern end of Lynn Canal. As a visitor destination, Skagway is ideally located as a cruise ship port, a transfer site for rail and interior bus tours, and a link on the highway system and the Alaska Marine Highway. The Klondike Gold Rush Historical Park and White Pass and Yukon Railroad are major attractions.

No cruise ships came to Skagway in 2020 due to the Coronavirus pandemic. Only limited ships returned in 2021. In 2022, Skagway saw a return to near pre-pandemic levels of cruise ship traffic, and numbers continued to rise during each subsequent season. 2025 saw a record 512 ship calls and over 1.3 million visitors.

Over the past three years, the Municipality of Skagway has navigated major change and growth in its cruise

industry. In 2022, a series of rockslides over the privately owned Railroad Dock reduced capacity and forced operational restrictions, limiting passenger access and safety. In March 2023, the Municipality assumed control of the port waterfront following the expiration of a 55-year lease, gaining direct oversight of docking, revenues, and infrastructure planning. That year, nearly 1.2 million passengers—an increase of 65.5 percent from 2022—and over 480,000 crew used municipal services. In 2024, passenger volumes rose seven percent to 1.25 million, supported by improved scheduling and infrastructure planning. In 2025, rockslide safety and maintenance continued while Skagway received over 1.35 million cruise visitors. With over 1.8 million passengers and crew annually, Skagway balances tourism growth, safety, and sustainability under full municipal management.

Skagway Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	362	817,308
2017	370	845,328
2018	413	956,016
2019	441	1,036,452
2020	-	-
2021	68	73,200
2022	411	704,298*
2023	493	1,195,100
2024	489	1,257,000
2025	512	1,358,500
Total	3,559	8,243,202^

Sources: Cruise Line Agencies of Alaska, McKinley Research Group, and the Municipality of Skagway.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data reported by the Municipality of Skagway.

^ Total is an estimate.

Skagway Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Rockslide preventative and protective measures and mitigation
Port Facilities	Port of Skagway Maintenance Dredging

Source: Municipality of Skagway.

PROJECTED NEEDS OF COMMUNITY

Skagway, a community of just over 1,000 residents, must support over a million cruise passengers annually, requiring scalable infrastructure and careful planning. Key needs include safe, accessible port facilities and gangways; efficient

passenger staging, sidewalks, and transportation; expanded public safety, fire, and medical services; and robust water, wastewater, and waste management systems. Tourism infrastructure such as restrooms, signage, and visitor centers, along with coordination with local businesses, ensures safe and enjoyable experiences. Ongoing hazard monitoring, including rockslide mitigation, protects both visitors and residents. Centralized scheduling and communication with cruise lines, emergency services, and the community are essential for efficient operations. Balancing high seasonal demand with resident needs requires strategic investment, operational flexibility, and sustainable planning to maintain safety, service quality, and community well-being.

In 2008 (with updates in 2016 and 2019), Skagway commissioned a study to quantify cruise ship visitor impacts on municipal services and facilities. Municipal department directors identified impacts such as (1) increased staffing levels and facility hours, (2) increased demand for municipal utilities, (3) increased emergency and non-emergency call volume for public safety departments, (4) increased demand for permits and inspections, (5) increased pedestrian and vehicular congestion, and (6) increased public restroom and other facility maintenance. Skagway uses CPV revenue to pay for municipal services and facilities that benefit cruise ship visitors: fire, police, public works, and other departments and facilities (e.g., civic center, museum, library, and health center). In addition to identifying passenger service needs, the *Skagway 2030*

Comprehensive Plan identifies port infrastructure and passenger services projects. Municipal leaders reported no change to the CPV fund allocation process as of FY2025.

Skagway CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	805,709	\$4,028,545
2017	810,675	\$4,053,375
2018	840,287	\$4,201,435
2019	945,083	\$4,725,415
2020	1,016,650	\$5,083,250
2021	-	\$5,083,250*
2022	78,674	\$5,083,250*
2023	732,107	\$3,660,535
2024	1,192,302	\$5,961,510
2025	1,285,205	\$6,426,025
Total	7,706,692	\$48,306,590

Source: Alaska Department of Revenue, Tax Division.

[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.

* FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Skagway CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2020	Responding to and mitigating the risk of COVID-19 outbreak	\$1,912,411
Total		\$1,912,411

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

LEGISLATIVE GRANTS

In addition to receiving shared CPV revenue, Skagway received \$1,912,411 in legislative grants in FY2020 from the Commercial Vessel Passenger Tax Account.

CPV REVENUE EXPENDITURES

To date, the Municipality of Skagway has used approximately 95 percent of its shared CPV revenue for port infrastructure and passenger services. The municipality plans to use remaining CPV revenue to provide appropriate passenger-related services.

RELATED INFORMATION

- Municipality of Skagway. 2025. [Annual Arrival Statistics](#).
- Sheinberg Associates. 2020. [Municipality of Skagway 2030 Comprehensive Plan](#).

CPV REVENUE DISTRIBUTION

The Municipality of Skagway received \$48,306,590 in CPV shared revenue between FY2016 and FY2025. The highest distribution was \$6,426,025, received in FY2025.

Skagway CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Other CPV Services	Wastewater Treatment Plant upgrades	\$829,611
Other CPV Services	Water Well Controls & Pump Design	\$26,089
Other CPV Services	Water Well Exploration	\$160,000
Other CPV Services	Composter & Transfer Station	\$3,615,966
Other CPV Services	Incinerator Repairs	\$1,766,906
Other CPV Services	Transfers to General	\$17,356,022
Other CPV Services	Transfers to Garbage	\$2,598,083
Other CPV Services	Transfers to Bond	\$275,469
Other CPV Services	Transfers to Visitor Dept.	\$1,872,378
Other CPV Services	Transfers to Water/Sewer	\$2,176,698
Other CPV Services	AB Cell Tower Security	\$142,998
Other CPV Services	Broadway Street Pedestrian Congestion Study	\$26,500
Other CPV Services	Redundant Dispatch System	\$584,356
Other CPV Services	Water Dept. Truck	\$48,974
Total		\$31,480,050

Source: Municipality of Skagway.

- Van Altvorst, James A. 2019. [*A Review: 2019 Cruise Ship Presence.*](#)
- Van Altvorst, James A. 2017. *Estimating 2016 Cruise Ship Visitor Impact.*
- Blasco, Robert P. and Van Altvorst, James A. 2008. *Allocating Commercial Passenger Vessel Excise Tax Revenues.*

CONTACT

Emily Deach
Borough Manager
Municipality of
Skagway 907-983-9701
e.deach@skagway.org

CITY OF UNALASKA

First Class City, Unorganized Borough

2024 Population: 4,120

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$170,890



PROFILE

Unalaska lies about 900 miles southwest of Anchorage along the Aleutian chain and serves as a major hub for North Pacific and Bering Sea fisheries. It is home to the Port of Dutch Harbor, the only natural deep-water port in Western Alaska and a long-standing center of maritime activity.

Cruise activity in Unalaska has grown modestly since 2022, averaging about 20 annual visits, primarily from expedition-class and mid-sized vessels. While many ships do not meet the CPV Excise Tax passenger threshold, an increasing number of larger expedition vessels that do meet the threshold have been to Unalaska in recent years.

Unalaska’s remote location, industrial waterfront, and severe weather require coordinated planning to host cruise visitors while maintaining critical fishing and cargo operations. Interest in Aleutian destinations continues to grow, and the community manages visitation with a focus on safety, infrastructure readiness, and compatibility with port activity.

Unalaska Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	10	6,526
2017	13	5,533
2018	7	2,881
2019	18	8,336
2020	-	-
2021	-	-
2022	6	*
2023	23	7,600
2024	19	13,600
2025	15	7,700
Total	111	52,176[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.
 Estimates do not include Un-Cruise or Alaska Dream Cruises.
 * 2022 passenger volume data unavailable at time of publishing.
[^] Total does not include 2022 passengers.

PROJECTED NEEDS OF COMMUNITY

Although the City of Unalaska receives a relatively small share of the CPV revenue, the *Unalaska Comprehensive Plan 2020* identifies a need for better facilities to accommodate cruise ships. Priority projects include improvements to the Unalaska Marine Center dock and completing pedestrian pathways for cruise visitors.

Unalaska requires continued investment in port and pedestrian infrastructure to safely accommodate cruise passengers within a heavily industrial working waterfront. Key needs include improvements to the Unalaska Marine Center and supporting harbors to ensure safe berthing, passenger staging, and secure vessel operations; expanded pedestrian pathways and wayfinding to separate visitors from industrial traffic; and enhanced visitor services, harbor officer support, and public safety readiness during cruise calls. Long-

Unalaska CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	1,631	\$8,155
2017	1,301	\$6,505
2018	3,625	\$18,125
2019	641	\$3,205
2020	5,724	\$28,620
2021	-	\$28,620*
2022	-	\$28,620*
2023	1,117	\$5,585
2024	3,796	\$18,980
2025	4,895	\$24,475
Total	22,730	\$170,890

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

term needs include planning for tender access, evaluating shore-power feasibility, and improving overall passenger circulation to maintain safety and operational efficiency as cruise visitation evolves.

Unalaska Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Unalaska Maritime Center improvements: upgrades to catwalks, mooring hardware, and uplands
Port Facilities	Unalaska Maritime Center improvements: dedicated passenger-handling and staging areas
Port Facilities	Unalaska Maritime Center improvements: improved lighting, safety features, and ADA-accessible routes
Port Facilities	Pedestrian safety and pathway enhancements: completion and expansion of the WS-curves Pedestrian Pathway
Port Facilities	Pedestrian safety and pathway enhancements: Improved wayfinding, sidewalks, and traffic-control measures
Port Facilities	Pedestrian safety and pathway enhancements: Separation of pedestrian routes from industrial vehicle activity
Port Facilities	Pedestrian safety and pathway enhancements: visitor signage, information points, and temporary facilities to support safe circulation
Port Facilities	Long-term cruise infrastructure planning: tender landing area improvements
Port Facilities	Long-term cruise infrastructure planning: feasibility assessment of shore-power operations
Port Facilities	Long-term cruise infrastructure planning: passenger circulation planning to support future cruise growth

Source: City of Unalaska.

CPV REVENUE DISTRIBUTION

The City of Unalaska has received \$170,890 in CPV revenue between FY2016 and FY2025. The highest distribution was \$28,620, received annually in FY2020 through FY2022.

LEGISLATIVE APPROPRIATIONS

The City of Unalaska has not received any legislative appropriations from the Commercial Passenger Vessel Tax Account.

CPV REVENUE EXPENDITURES

CPV funds received in FY2023 through FY2025 were applied toward allowable administrative and operational security costs associated with cruise vessel activity, including Harbor Officer support, security presence during vessel calls, and related administrative functions necessary to

manage passenger operations. All expenditures were lawful uses under AS 43.52 associated CPV program guidance.

The City anticipates using future CPV funds primarily for administrative support related to cruise operations and smaller-scale projects that directly benefit passenger safety and community readiness. These may include updated signage, designated rally points for cruise passengers and safety messaging, and harbor officer or security support during cruise vessel calls.

RELATED INFORMATION

- City of Unalaska. 2025. [Assessment of City Services 2025](#).

CONTACT

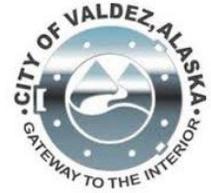
Ports & Harbors Department
 City of Unalaska
 907-581-1254
portscheduling@unalaska.gov

CITY OF VALDEZ

Home Rule City

2024 Population: 3,793

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$491,435



PROFILE

The City of Valdez is located on the north shore of Port Valdez, a deep-water fjord in Prince William Sound. It is 305 miles from Anchorage and 364 miles from Fairbanks by road. Valdez is an important year-round, deep-water seaport serving cargo, fuel, fishing, and cruise operations at the southern terminus of the Trans Alaska Pipeline. Valdez is surrounded by some of the world’s tallest coastal mountains and offers convenient access to the Columbia Glacier, a popular day trip destination.

From 2023 to 2025, Valdez has seen steady growth in cruise traffic and visitor engagement. Viking Cruise Line expanded its commitment by adding a second vessel to the port in 2025, underscoring Valdez’s reputation as a premier Gulf of Alaska destination. Windstar, Princess, and Holland America continue regular calls, maintaining strong passenger volumes and consistent community impact. Looking ahead, 2026 marks another milestone, with Azamara and Hurtigruten joining Valdez’s regular schedule. These additions signal continued growth in port calls and passenger traffic, positioning Valdez for one of its strongest cruise seasons to date.

Valdez Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	-	-
2017	1	342
2018	-	-
2019	13	12,438
2020	-	-
2021	-	-
2022	17	13,182*
2023	31	44,900
2024	29	27,500
2025	39	39,800
Total	130	138,162^

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 cruise passenger volume data reported by the City of Valdez.

^ Total is an estimate.

Valdez Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Move cruise ship berth downtown
Port Facilities	Improve city dock and uplands for better access to downtown area
Port Facilities	Design and feasibility of a third multi-use port terminal
Passenger Services	Optimize pedestrian crossing
Passenger Services	Improved incorporation of interpretive elements

Source: City of Valdez.

PROJECTED NEEDS OF COMMUNITY

Following a steep decline in cruise ship traffic in the early 2000s, Valdez commissioned a study of the cruise industry and how it viewed the community. The study identified a list of priority actions necessary to strengthen the existing visitor industry. Between 2010 and 2022, the City of Valdez made substantial progress on seven of the identified measures:

- Renovated city dock to facilitate downtown cruise ship berth space – completed in 2019
- Improved uplands for better access to town (e.g., signage, bus turnaround, visitor center, covered terminal space, mooring dolphins) – completed in 2019
- Enhanced physical appearance of downtown (e.g., welcome arch, planters, lighting, banners) – completed in 2019
- Improved trails and new park spaces, including Trans-Alaska Pipeline System Park – completed in 2022
- Citywide wayfinding and map for pedestrians who wish to self-navigate and explore
- More than 200 acres next to the downtown cruise ship berth were set aside for preservation, trails, and nature and wildlife viewing

Currently, the community’s top priorities include working with the business sector to provide support and development of activities for large tour groups both by land and sea. The City of Valdez is designing and upgrading the primary cruise facility to improve its safety and capacity for hosting cruise vessels. Increased mooring infrastructure is needed to safely secure cruise vessels at the facility.

REVENUE DISTRIBUTION

Between FY2016 and FY2025, the City of Valdez received \$491,435 in CPV revenue. The highest distribution amount was \$127,060 received in FY2025.

LEGISLATIVE GRANTS

The City of Valdez received no CPV-related legislative grants during the report period.

CPV REVENUE EXPENDITURES

The amount of shared CPV revenue the City of Valdez receives has been minimal, so the city has used it to offset general funds invested in the city’s waterfront revitalization efforts.

Valdez CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	-	-
2017	-	-
2018	342	\$1,710
2019	-	-
2020	12,369	\$61,845
2021	-	\$61,845*
2022	-	\$61,845*
2023	13,912	\$69,560
2024	21,514	\$107,570
2025	25,412	\$127,060
Total	73,549	\$491,435

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

RELATED INFORMATION

- City of Valdez. [Master Plans](#).

CONTACT

Jeremy Talbott
 Ports & Harbors Director
 City of Valdez
 907-202-0016
jtalbott@valdezak.gov

CITY OF WHITTIER

Second Class City

2024 Population: 263

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$8,636,580



PROFILE

Whittier is on the southeast shore of the Kenai Peninsula, at the head of Passage Canal in Prince William Sound, 60 miles southeast of Anchorage. The US Army constructed a port and railroad terminus in Whittier to transport fuel and supplies into Alaska during World War II. A rail spur and two tunnels were completed during 1943. One rail tunnel was adapted to accommodate both rail and highway vehicles in 2000. Prince William Sound offers world-class tours, charters, hunting, kayaking, and sportfishing in a pristine wilderness area.

Whittier is a primary transfer or destination port for cross-gulf cruises. Cruise ships call at Whittier because of its unspoiled beauty and its proximity to Anchorage and destinations throughout Southcentral Alaska. Between 2016 and 2025, Whittier received 344 cruise ship calls and 1,393,628 passengers, excluding passenger counts for 2022, which were not available at the time of reporting. Cruise passenger numbers increased by 45 percent between 2017 and 2019 and have further increased in the years since the COVID-19 pandemic.

Whittier's new Huna-Totem Glacier Creek Cruise Ship Terminal opened for its first full season in 2025, with an estimated 27 vessels carrying more than 66,000 passengers calling on the port, in addition to the estimated 46 vessels that called on the Holland-America Princess dock in Whittier during the 2025 season. Visitors disembarking in Whittier transfer from cruise lines to either bus or rail. Alaska Railroad Corporation owns rail facilities where passengers transfer between cruise and rail lines.

Whittier Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	29	129,894
2017	29	133,969
2018	38	175,375
2019	37	193,790
2020	-	-
2021	-	-
2022	45	*
2023	46	223,500
2024	47	240,800
2025	73	296,300
Total	344	1,393,628[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* 2022 passenger volume data unavailable at time of publishing.

[^] Total does not include 2022 passengers.

Whittier Priority Projects for CPV Revenue	
Category	Description
Harbor Infrastructure	Construction of Public Restrooms
Harbor Infrastructure	Road Improvements to New Cruise Ship Terminal
Other CPV Services	Upgrades to Drinking Water System
Other CPV Services	New Wayfinding Signage
Other CPV Services	New Ambulance

Source: City of Whittier.

PROJECTED NEEDS OF COMMUNITY

The city's goals for spending shared CPV revenues are: 1) expand public safety coverage to ensure a safe environment for cruise passengers and pedestrians; 2) enhance opportunities for cruise visitors to enjoy the community, recreate in Prince William Sound, and patronize local businesses and charters; and 3) improve

public amenities such as restrooms, lighting, streets, sidewalks, parks, and trails to meet the needs of the growing number of cruise visitors. Public safety investments are required to meet the first goal; improvements to the harbor, city core, parks, and pedestrian corridors are needed to achieve the second goal; and investments in public restrooms and trail maintenance are needed to achieve the third goal.

The Whittier City Council utilizes a Commercial Passenger Vessel special revenue fund to receive shared revenue. The Whittier planning commission, port and harbor commission, and city council engage the public in discussions on potential uses of CPV funds. Each commission may suggest, review, and evaluate capital improvement projects and make recommendations to the council, which appropriates CPV funds during the budget process.

In addition to the current process for determining CPV expenditures, the community just completed its inaugural Tourism Best Management Practices season and will consider public comments from that program when determining CPV program priorities.

The number of passengers utilizing emergency medical services upon arrival in Whittier is increasing. Whittier lacks medical facilities, so patients must be transported 60 miles from Whittier to Anchorage, leaving the community with inadequate local ambulance coverage. A new ambulance will be needed to serve growing demands. In addition, Whittier's public restrooms in the waterfront area are primarily U.S. Forest Service-style campground toilets and recently-purchase portable toilet systems. New fully functioning public restrooms are needed to meet basic traveler expectations and the growing volume of cruise passengers.

SHARED CPV REVENUE DISTRIBUTION

Between FY2016 and FY2025, the City of Whittier received \$8,636,580 in CPV revenue. The highest distribution was \$1,156,735, distributed in FY2025.

Whittier CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers[^]	Amount
2016	144,265	\$721,325
2017	124,068	\$620,340
2018	134,864	\$674,320
2019	174,371	\$871,855
2020	191,677	\$958,385
2021	-	\$958,385*
2022	-	\$958,385*
2023	132,908	\$664,540
2024	210,462	\$1,052,310
2025	231,347	\$1,156,735
Total	1,343,962	\$8,636,580

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

Whittier CPV-Related Legislative Grants		
Fiscal Year	Project	Amount
2021	Ambulance with EMS equipment	\$291,630
Total		\$291,630

Source: Alaska Division of Community and Regional Affairs and Alaska State Legislature, Division of Legislative Audit, Audit 04-30083-16.

LEGISLATIVE GRANTS

In addition to receiving CPV revenue, the City of Whittier has received direct legislative appropriations, including pandemic response funds in 2021.

SHARED CPV REVENUE EXPENDITURES

In general, the City of Whittier uses CPV revenues for harbor infrastructure and passenger services, primarily public safety. These services include hiring seasonal paramedics, police officers, and fire protection, along with maintaining vehicles for police, fire, and ambulance, which far exceed the needs of the community alone.

RELATED INFORMATION

- City of Whittier. 2020. [Whittier Comprehensive Plan Update](#).
- City of Whittier. 2022. [Whittier 2023 Budget](#).
- City of Whittier. 2023. [Whittier 2024 Budget](#).
- City of Whittier. 2024. [Whittier 2025/2026 Revised Preliminary Biennial Operating Budget](#).
- City of Whittier. 2024. [Whittier 2025 Budget Ordinance](#).
- City of Whittier. 2025. [Whittier 2026 Budget Ordinance](#).
- City of Whittier. 2024. [Whittier Ten-Year Capital Improvement Plan \(2025-2034\)](#).

CONTACT

Jackie Wilde
 City Manager
 City of Whittier
 907-491-0029
jwilde@whittieralaska.gov

Whittier CPV Revenue Expenditures FY2023 to FY2025		
Category	Description	Expenditures
Other CPV Services	Harbor solid waste containers and lighting	\$54,340
Other CPV Services	Harbor boardwalk replacement	\$126,668
Other CPV Services	EMS/Fire/Police emergency response equipment	\$488,549
Other CPV Services	EMS/Fire/Police staffing	\$902,033
Other CPV Services	Parks and trail maintenance and upgrades	\$142,144
Other CPV Services	Water Well replacement	\$370,000
Other CPV Services	TBMP program	\$20,836
Other CPV Services	Museum funding	\$50,000
Other CPV Services	Services supporting new cruise facility	\$240,748
Other CPV Services	Harbor float replacement	\$312,550
Other CPV Services	Waterfront development	\$108,831
Total		\$2,816,699

Source: City of Whittier.

CITY AND BOROUGH OF WRANGELL

Unified Home Rule Borough

2024 Population: 2,030

FY2016 to FY2025 Total CPV Excise Tax Revenue: \$537,490



PROFILE

The City and Borough of Wrangell lies on the northwest tip of Wrangell Island near the mouth of the Stikine River, a historic trade route to the Canadian Interior. Wrangell's economy is based on commercial fishing, tourism, and the marine service and repair industry. The Stikine River and surrounding area attract visitors who engage in fishing, wildlife and glacier viewing, and jetboating and kayaking adventure tours. Nearby Anan Wildlife Observatory is famous for black and brown bear viewing.

Wrangell received 360 cruise ship port calls and 119,112 passengers between 2016 and 2025. Wrangell has historically been mostly a destination for small and medium-sized cruise ships following Norwegian Cruise Lines' exit from the community in 2006; however, in recent years, large cruise vessels have returned to the community.

Wrangell Cruise Ship Visitors 2016 to 2025		
Calendar Year	Ship Calls	Passengers
2016	12	7,926
2017	25	11,003
2018	30	11,974
2019	37	17,309
2020	-	-
2021	3	*
2022	62	*
2023	92	23,000
2024	47	16,900
2025	52	31,000
Total	360	119,112[^]

Sources: Cruise Line Agencies of Alaska and McKinley Research Group.

Estimates do not include Un-Cruise or Alaska Dream Cruises.

* Passenger count data unavailable for 2021 and 2022.

[^] Total is an estimate and does not include 2021 or 2022 data.

Wrangell Priority Projects for CPV Revenue	
Category	Description
Port Facilities	Security checkpoint facility improvements
Port Facilities	Additional mooring dolphin
Port Facilities	Improved disembarkation and embarkation of passengers on cruise ships of over 500 feet
Port Facilities	Relocate barge ramp and yard to increase visitor waterfront usage
Other CPV Services	Street banners, information kiosk, benches, and pocket park near cruise ship dock
Other CPV Services	Waterfront access near cruise ship dock and Nolan Center
Other CPV Services	Access to and/or extensions of trails utilized by cruise passengers
Other CPV Services	Restrooms located at City Dock
Other CPV Services	Wayfinding signage

Source: City and Borough of Wrangell.

Wrangell has experienced significant cruise growth since the 2023 report. The community hosted about 23,000 visitors in 2023 and 21,207 in 2024 (16,900 reported by CLAA), with small, mid-size, and large ships all calling. In 2025, traffic increased substantially, with 117 scheduled port calls (including non-CLAA vessels) and capacity for nearly 42,000 passengers as reported by the community, one of the largest year-over-year increases in Wrangell's history. Cruise demand is driving higher call volumes, heavier use of downtown amenities, and increased pressure on waterfront circulation, restrooms, trails, and public safety services. Projections for 2026 show more than 150 port calls and nearly 80,000

passengers at full capacity, which would be Wrangell's largest season ever. To prepare, the borough is expanding the downtown waterfront, improving City Dock passenger areas, advancing barge-ramp relocation, and updating tourism management practices to ensure a safe, well-coordinated visitor flow.

PROJECTED NEEDS OF COMMUNITY

Wrangell relies on a combination of statutory guidance, legal review, and internal controls to ensure CPV expenditures are lawful.

Projects proposed for CPV funding are first screened by staff to confirm a clear nexus to serving or mitigating impacts of CPV-taxed cruise passengers, consistent with AS 43.52, relevant case law, and state guidance regarding permissible uses (e.g., passenger facilities, waterfront infrastructure, public safety, trails, and amenities heavily used by cruise visitors).

Draft budgets and proposed projects using CPV funds are reviewed by the borough manager, finance director, and economic development staff. When questions arise, the borough seeks input from the municipal attorney and, as needed, consults with DCCED or DOR staff to confirm eligibility. All CPV revenues and expenditures are accounted for in a dedicated CPV special revenue fund, and eligibility is re-verified as part of budget adoption and annual audit processes.

Wrangell’s priority CPV projects focus on improving passenger safety, access, and downtown visitor infrastructure. Key needs include enhancements at City Dock, such as a new floating passenger dock, additional mooring capacity, and upgraded security and queuing areas to support large-vessel operations. The borough is also advancing relocation of the barge ramp and freight yard to separate passenger and freight traffic and open the waterfront for public use, including a promenade, pocket parks, and viewing areas near the Nolan Center. Downtown improvements include expanded wayfinding, visitor information, benches, landscaping, and upgraded public restrooms. High-use attractions such as the Mt. Dewey Trail and Petroglyph Beach require continued investment to manage increased traffic. CPV funds also support Travel Wrangell, tourism management efforts, and small capital needs that improve visitor flow and community readiness.

CPV REVENUE DISTRIBUTION

The City and Borough of Wrangell received \$537,490 in CPV revenue between FY2016 and FY2025. The highest distribution was \$74,980 received in FY2025.

LEGISLATIVE GRANTS

Wrangell has not received new CPV-specific legislative grants in FY2023, FY2024, or FY2025. The Borough continues to rely primarily on annual municipal CPV share, interest earnings, and local CIP budgeting to support cruise-related infrastructure. Historical CPV legislative support noted in prior reports includes funding from 2010–2011 for waterfront planning, a commercial passenger vessel facility, Stikine Avenue and Front Street pedestrian improvements, and other cruise-related capital upgrades. These earlier appropriations helped establish core visitor infrastructure still in use today. No additional CPV-tied legislative appropriations have been allocated to Wrangell in the last three fiscal cycles.

Wrangell CPV Revenue Distribution FY2016 to FY2025		
Fiscal Year	Passengers [^]	Amount
2016	7,769	\$38,845
2017	7,926	\$39,630
2018	10,283	\$51,415
2019	9,794	\$48,970
2020	11,732	\$58,660
2021	-	\$58,660*
2022	631	\$58,660*
2023	7,339	\$36,695
2024	14,195	\$70,975
2025	14,996	\$74,980
Total	84,665	\$537,490

Source: Alaska Department of Revenue, Tax Division.
[^] Only includes passengers that pay CPV Excise Tax. Disbursements for fiscal year are based on passenger counts during the prior calendar year.
 * FY2021 and FY2022 shared amounts were ARPA SLFRF appropriated by the legislature, and the amounts are based on CPV revenue distributed in FY2020.

CPV REVENUE EXPENDITURES

The City and Borough of Wrangell allows CPV revenue to accumulate over time so that funds can eventually be leveraged as a match toward larger projects. Wrangell's CPV revenues are held in a dedicated special revenue fund used exclusively for lawful cruise-related purposes. FY2023 expenditures supported visitor amenities, small infrastructure repairs, and trail work, while revenues totaled roughly \$36,700 plus interest. FY2024 included budget authority for landscaping, public-facing amenities, and transfers for Mt. Dewey Trail capital improvements. FY2025 expenditures focus on downtown circulation, passenger-area improvements, wayfinding, and trail projects. For FY2026, Wrangell anticipates using CPV funds for waterfront upgrades, barge-ramp relocation components, and City Dock passenger-handling improvements to address the significant growth expected in 2025 and 2026.

RELATED INFORMATION

- Rain Coast Data. 2025. [Wrangell Visitor Economy 2025](#).
- Rain Coast Data. 2024. [Wrangell Visitor Economy 2024](#).
- Rain Coast Data. 2025. [Wrangell Alaska Economic Conditions Report 2025](#).
- Corvus Design Inc. 2015. [Wrangell Waterfront Preferred Master Plan](#).

CONTACT

Mason Villarma
Borough Manager
City and Borough of Wrangell
907-874-2381
mfvillarma@wrangell.com

REFERENCES

- Cruise Line International Association (CLIA). 2011. *The 2011 Cruise Market Profile Study*.
- Cruise Line Agencies of Alaska (CLAA). 2025. *Yearly Passenger (PAX) Counts*.
- Division of Economic Development. 2012. "Tourism: At a Glance." *2010 Alaska Economic Performance Report*. Alaska Department of Commerce, Community, and Economic Development: Juneau, Alaska.
- McDowell Group, Inc. 2011. *Alaska Visitor Statistics Program VI – Summer 2011*.
- McDowell Group, Inc. 2017. *Alaska Visitor Statistics Program VII – Summer 2016*.
- McDowell Group, Inc. 2019. *Alaska Visitor Volume Report – Summer 2018*.
- McDowell Group, Inc. 2019. *Alaska Visitor Volume Report – Winter 2018-19 and Summer 2019*.
- McKinley Research Group, LLC. 2021. *The Economic Impacts of COVID-19 on Alaska’s Visitor Industry*.
- McKinley Research Group, LLC. 2025. *Alaska Visitor Volume Report – Summer 2024 and Winter 2024-25*.
- Tax Division. 2016. *Fiscal Year 2016: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2017. *Fiscal Year 2017: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2018. *Fiscal Year 2018: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2019. *Fiscal Year 2019: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2020. *Fiscal Year 2020: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2021. *Fiscal Year 2021: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska
- Tax Division. 2022. *Fiscal Year 2022: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2023. *Fiscal Year 2023: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2024. *Fiscal Year 2024: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2025. *Fiscal Year 2025: Shared Taxes and Fees Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2016. *Fiscal Year 2016: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2017. *Fiscal Year 2017: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2018. *Fiscal Year 2018: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2019. *Fiscal Year 2019: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2020. *Fiscal Year 2020: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2021. *Fiscal Year 2021: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2022. *Fiscal Year 2022: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2023. *Fiscal Year 2023: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2024. *Fiscal Year 2024: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

Tax Division. 2025. *Fiscal Year 2025: Alaska Tax Division Annual Report*. Alaska Department of Revenue: Juneau, Alaska

CONTRIBUTORS

Lead Editor

Claire Campbell – Research Analyst 3
Division of Community and Regional Affairs
Department of Commerce, Community, and Economic Development

Assistant Editors

Grace Beaujean – Research Analyst 4
Division of Community and Regional Affairs
Department of Commerce, Community, and Economic Development

Eric Caldwell – Research Analyst 3
Division of Community and Regional Affairs
Department of Commerce, Community, and Economic Development

Contributors

Grants and Funding Section
Division of Community and Regional Affairs
Department of Commerce, Community, and Economic Development

Revenue Audit Section
Tax Division
Alaska Department of Revenue

McKinley Research Group, LLC

Cruise Line Agencies of Alaska

Community contributors as listed in individual community profiles



STATE OF ALASKA

**DEPARTMENT OF COMMERCE, COMMUNITY, AND ECONOMIC
DEVELOPMENT**

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS

This report has been prepared by the Mapping, Analytics, and Data Resources team of the Division of Community and Regional Affairs. If you have any questions regarding this report, please contact dcresearchandanalysis@alaska.gov.