



FW: Eaglecrest - Black Bear Info

From Craig Cimmons <Craig.Cimmons@skieaglecrest.com>

Date Wed 4/30/2025 9:12 AM

To Michael Satre <Michael.Satre@juneau.gov>

Hello Mike,

Daniel Blount sent the below after I asked he to come up and talk through Black Bear again. He can also write up an official report but at the time the board meeting was still tomorrow, so he wanted to get us his initial thoughts in time for that.

Craig

Craig Cimmons
General Manager
Eaglecrest Ski Area
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From: Daniel Blount <Daniel.Blount@juneau.gov>

Sent: Tuesday, April 29, 2025 2:08 PM

To: Kellan Cousins <Kellan.Cousins@skieaglecrest.com>

Cc: Craig Cimmons <Craig.Cimmons@skieaglecrest.com>; Steve Zmugg <Steve.Zmugg@skieaglecrest.com>; Justin Spurrier <Justin.Spurrier@skieaglecrest.com>

Subject: RE: Eaglecrest - Black Bear Info

After reviewing the committee packet, the recent survey reports and various OSHA reports – the option for Black Bear seems clear.

- Option 3 would be impactful to the experience and enjoyment of the community and would not bring EC into Alignment with current industry or ANSI standards.
 - Removing the haul rope, effectively taking Black Bear offline, would not remove the culpability from EC on the various OSHA violations currently present either.
 - High-level, Black Bear has violations surrounding: Ventilation regulations, Permit-Required Confined Space standards, Fire Prevention/Protection regulations, Hazardous/Flammable Chemical standards and Working at Heights hazards.
 - Those violations, grounded in Federal/State Law, could constitute a State citation upwards of \$800,000.
- Option 1 could keep Black Bear open but for how long and what expense?
 - Repairing outdated equipment would be difficult to align with current ANSI standards (B77.1-2022) and there is guarantee how long that repair would hold.
 - Additionally, EC would still need to correct the surface OSHA violations (surface due to an employee not needing to be involved or injured) and account for OSHA violations with an employee present as the amount referenced above could increase.

- Option 2, from the available options, would restore Black Bear and offer the best option, from the three asserted options, in longevity.
 - The used upgrade, based on cursory specifications, would bring this terminal up to ANSI alignment and negate the known surface OSHA violations.

Based on the reports, I agree, on the surface, Black Bear needs to either be taken offline or properly repaired and upgraded – not simply repairing the current infrastructure. Operationally, as well as for the consideration of EC patrons, and from an OSHA perspective, upgrading the terminal is the only option.

Respectfully,

Daniel Blount

Safety Officer

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