

Port of Juneau

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August 29th, 2016

Ms. Yvette M. Fields, Director
Maritime Administration
Office of Deepwater Ports and Offshore Activities
1200 New Jersey Avenue SE, W21-309 (MAR-530)
Washington, DC 20590

Subject: Application for Conveyance of Port Facility Property
Auke Bay Marine Station, Juneau, Alaska

Dear Ms. Fields;

The City and Borough of Juneau, through its Docks and Harbors Enterprise, is pleased to submit an application to the Secretary of the Department of Transportation (USDOT), through the Maritime Administration (MARAD), for conveyance of the Auke Bay Marine Station located in Juneau, Alaska.

Conveyance of the ABMS property will greatly enhance our current port facility at Auke Bay by allowing expansion to address over capacity and future growth of our maritime economy. The property will become a “crown jewel” in our overall portfolio of docks and harbors facilities.

The Port of Juneau is uniquely suited to receive and manage the Auke Bay Marine Station property to its best and highest use. We look forward to fulfilling our responsibilities, under the tenants of public trust doctrine, to ensure access is expanded to the entire Juneau community.

If you need additional information or have questions regarding our application, please contact me at your convenience. Thank you for your consideration.

Sincerely;



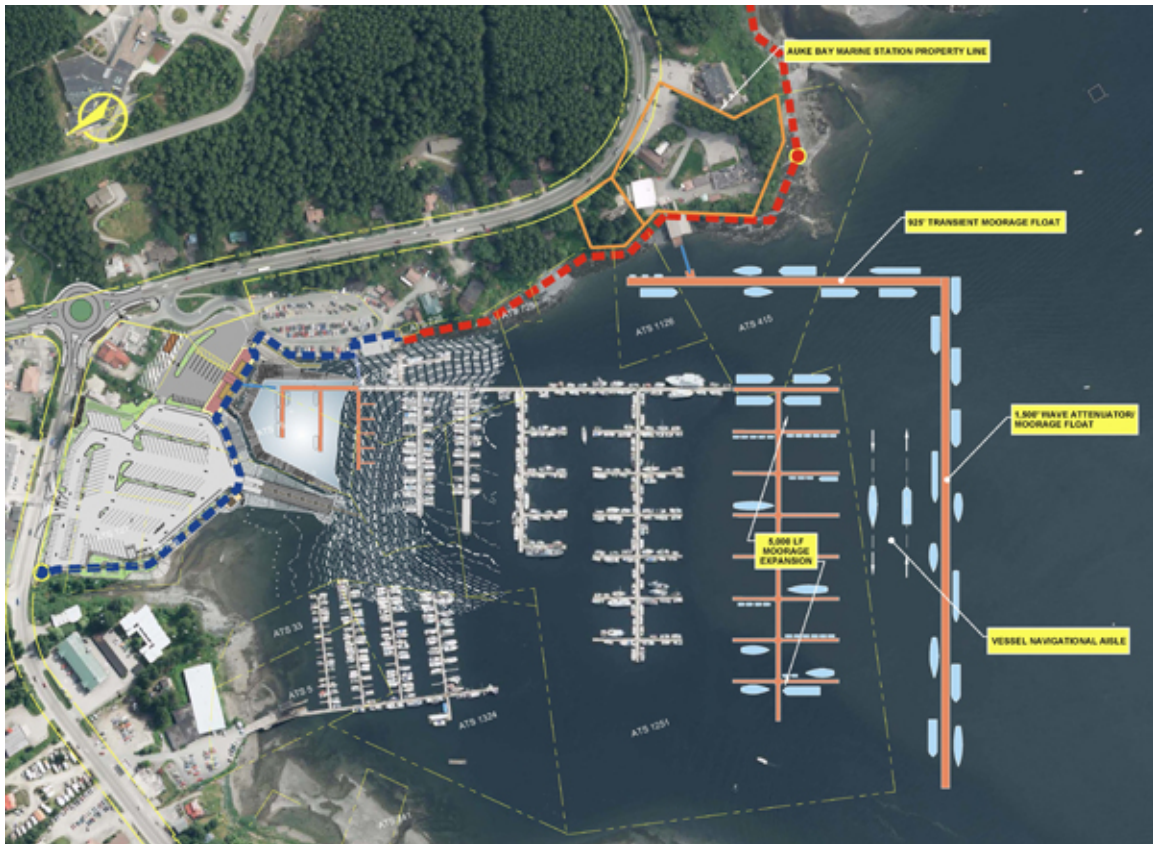
Carl Uchytel, P.E.
Port Director

Enclosure: Application for Conveyance of Port Facility Property – Auke Bay Marine Station

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

“Auke Bay Marine Station”

Located in Juneau, Alaska



PORT OF JUNEAU
CITY & BOROUGH OF JUNEAU, ALASKA



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APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

Form MA-1047 (3-07) on Following Pages

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

APPLICATION is hereby made to the Secretary of the Department of Transportation, acting by and through the Maritime Administrator, Maritime Administration (“Secretary”) by the City and Borough of Juneau, a Municipality of the State of Alaska located in Juneau, Alaska (“Applicant”) for conveyance to it, under and pursuant to the power and authority provided by the National Defense Authorization Act for Fiscal Year 1994, as amended [Public Law 103-160 at Section 2927, dated November 30, 1993]; the Federal Property and Administrative Services Act of 1949, as amended (“Property Act”) at 40 U.S.C.A. 554; the Federal Management Regulation System [41 CFR 102-2]; the Utilization and Disposal of Surplus Federal Real Property for Development or Operation of a Port Facility Regulation, [Title 46 CFR, Part 387]; and upon the terms, reservations, restrictions and conditions herein set forth, of surplus Federal real property consisting of portions of the Federal installation generally known as the Auke Bay Marine Station, located in or near Juneau, in the State of Alaska, as more particularly described in Schedule A to this Application and incorporated in the Port Facility Redevelopment Plan (“PFRP”) (Schedule C) hereto, including certain related personal property described in Schedule B hereto. All real and personal property identified in Schedules A and B are hereinafter referred to as the port facility (“Port Facility”). The conveyance is in perpetuity so long as the property is used in the development or operation of a port facility.

TERMS AND CONDITIONS

1. **ENTIRE AGREEMENT.** This Application and any Quitclaim Deed or deeds (“Deed(s)”), to be executed by the Secretary and the Applicant, shall constitute the entire agreement between the Applicant and the Secretary unless modified in writing and signed by both parties.
2. **COVENANT AGAINST CONTINGENT FEES.** The Applicant warrants that no person or selling agency has been employed or retained to solicit or secure acceptance of this Application upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or established commercial or selling agencies maintained by the Applicant for the purpose of securing business. For breach or violation of this warranty, the Government of the United States of America (“Government”) shall have the right to annul this Application without liability, or in its discretion, to require Applicant to pay to it the full amount of such commission, percentage, brokerage, or contingent fee.
3. **CONVEYANCE OF THE PORT FACILITY.** This Application sets forth the terms, reservations, restrictions and conditions to be included in any Deed(s) affecting the final disposition of the Port Facility. This Application also contains information required by the Secretary to access the need for the requested surplus Federal property. Upon (1) compliance with the requirements of Section 120 of the Comprehensive, Environmental Response, Compensation and Liability Act of 1980, as amended (CERCLA) [42 U.S.C.A. §9620] (“CERCLA 120”) (2) assignment of the property to the Secretary by the Administrator, General Services or the Secretary of Defense, in the case of property located at a military installation closed or realigned pursuant to a base closure law (“Disposal Agency”) and (3) other requirements, the Secretary shall, by Deed(s) convey to the Applicant all of its rights, title and interest in and to the Port Facility, and the Applicant shall accept the conveyance or conveyances.
4. **CONDITION OF THE PORT FACILITY.** It is understood and agreed that the Port Facility shall be conveyed “as is, where is” without any warranty or guarantee, expressed or implied, of any kind or nature, except as otherwise expressly stated in Section 5 below, and the Federal agency which has accountability for the property involved (“Holding Agency”), Disposal Agency and the Secretary shall not be responsible for any liability to the Applicant or third person arising from such condition of the property. The failure of the Applicant to fully inspect the Port Facility or to be fully informed as to the condition thereof shall not constitute grounds for any noncompliance with the terms, reservations, restrictions and conditions terms of any Deed(s).
5. **DEED(S), COVENANTS AND CONDITIONS.** Any Deed(s) conveying the Port Facility to the Applicant shall be in form and substance satisfactory to the Secretary, without warranty, expressed or implied, except that any Deed(s) conveying real property on which hazardous substances were stored for one year or more, known to have been released, or disposed of shall contain, as covenants running with the land and binding on the Government, the covenants required by 42 U.S.C.A. §9620(h)(3) as described in subsection 5a(i) below, and any Deed(s) conveying real property identified by the Holding Agency and/or Disposal

Agency pursuant to and in accordance with 42 U.S.C.A. §9620(h)(4) as real property on which no hazardous substances and no petroleum products (or their derivatives) were stored for one year or more, known to have been released, or disposed of shall contain, as covenants running with the land and binding on the Government, the covenants required thereby, as set out in subsection 5a(ii) below. Any Deed(s) also shall contain covenants running with the land which require the observance by the Applicant of the terms, reservations, restrictions, and conditions contained below in Sections 5b to 5aa inclusive; except that the provisions of subsections 5b(i) and 5b(ii) below shall be included in the Deed(s) as conditions subsequent rather than as covenants.

a. Information and Covenants Pursuant to 42 U.S.C.A. §9620(h)

i. 42 U.S.C.A. §9620(h)(3). If any hazardous substance was stored for one year or more, known to have been released, or disposed of, on the real property, each Deed(s) entered into for the conveyance of such property by the Government to any other person or entity shall contain, pursuant to 42 U.S.C.A. §9620(h)(3), the following:

1. To the extent such information is available on the basis of a complete search of the Holding Agency and/or Disposal Agency files, (i) a notice of the type and quantity of such hazardous substances; (ii) notice of the time at which such storage, release, or disposal took place; and (iii) a description of the remedial action taken, if any; and
2. If the Applicant is not a potentially responsible party with respect to the real property, a covenant warranting that (i) all remedial action necessary to protect human health and the environment with respect to any such substance remaining on the property has been taken before the date of such conveyance, and (ii) any additional remedial action found to be necessary after the date of such conveyance shall be conducted by the Government.
3. A clause granting the Government access to the property in any case in which remedial action or corrective action is found to be necessary after the date of such conveyance.

ii. 42 U.S.C.A. §9620(h)(4).

1. Pursuant to Section 120(h)(4) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, CERCLA, 42 U.S.C.A. §9620(h)(4), the Holding Agency and/or Disposal Agency has identified the herein described tracts of land as real property on which no hazardous substances and no petroleum products or their derivatives were stored for one year or more, known to have been released, or disposed of. The Government covenants and warrants that in the event that any response action or corrective action is found to be necessary after the date of conveyance, such response action or corrective action shall be conducted by the Government.

2. The Government reserves a right of access to any and all portions of the herein described tracts of land for purposes of environmental investigation or remediation. This reservation includes the right of access to and use of, to the extent permitted by law, available utilities at reasonable cost to the Government. These rights shall be exercisable in any case in which a remedial action or response action or corrective action is found to be necessary after the date of conveyance of the herein described tracts of land, or such access is necessary to carry out a remedial action or response action or corrective action on adjoining property. Pursuant to this reservation, the Government and its officers, agents, employees, contractors and subcontractors shall have the right (upon reasonable notice to the Applicant or the then owner and any authorized occupant of the property) to enter upon the herein described tracts of land and conduct investigations and surveys, to include drilling, testpitting, boring, data and/or record compilation, and other activities related to environmental investigation, and to carry out remedial or removal actions as required or necessary under applicable authorities, including but not limited to monitoring wells, pumping wells, and treatment facilities.

b. Use by the Applicant.

- i. That, except as provided in subparagraph c of numbered paragraph 5, the property conveyed shall be used for development or operation of a Port Facility for the use and benefit of the public, on reasonable terms and without unjust discrimination. As used in this document, the term Port Facility shall mean any structure and improved property, including services connected therewith whether located on waterfront or inland, which is used, or intended for use, in developing, transferring or assisting maritime commerce and water related industries, including, but not limited to, terminal and warehouse buildings, piers, wharves, yards, docks, berths, dry and cold storage spaces, bulk and liquid storage terminals, tank farms, aprons, cranes and equipment used to load and discharge cargo and passengers from vessels, multimodal transfer terminals, transshipment and receiving stations, marinas, foreign trade zones, shipyards, industrial property, fishing and aquaculture structures, mixed waterfront complexes, connecting channels and port landside transportation access routes.
 - ii. That, except as provided in subparagraph c of the numbered paragraph 5, the entire Port Facility including all structures, improvements, facilities and equipment conveyed shall be maintained for the use and benefit of the public at all times in safe and serviceable condition, to assure its efficient operation and use, provided, however, that such maintenance shall be required as to structures, improvements, facilities and equipment only during the useful life thereof, as determined by the Secretary or his/her successor in function.
- c. No property conveyed shall be mortgaged or otherwise disposed of or rights or interest granted by the Applicant without the prior written consent of the Secretary.

However, the Secretary will only review leases of five years or more to determine the interest granted therein.

- d. Property conveyed for a Port Facility shall be used and maintained for the use and benefit of the public on fair and reasonable terms, without discrimination. In furtherance of this covenant (but without limiting its general applicability and effect) the Applicant specifically agrees (1) that it shall keep the Port Facility open to all types and kinds of maritime users without discrimination between such types and kinds. Provided, that the Applicant may establish such fair, equal, and nondiscriminatory conditions to be met by all users of the Port Facilities as may be necessary for the safe and efficient operation of the Port Facility; and provided, further, that the Applicant may prohibit or limit any given type and kind of maritime use of the Port Facility if such action is necessary for the safe operation of the Port Facility, (2) that in its operation and the operation of port facilities at the port, neither it nor any person or organization occupying space or facilities thereupon shall discriminate against any person or class of persons by reason of race, color, creed, sex, marital status, political affiliation, national origin, religion, handicap or sexual orientation in the use of any of the facilities provided for the public at the port, and (3) that in any agreement, contract, lease, or other arrangement under which a right or privilege at the port is granted to any person, firm or corporation to conduct or engage in any maritime activity for furnishing services to the public at the port, the Applicant shall insert and enforce provisions requiring the contractor: (a) to furnish said service on a fair, equal and nondiscriminatory basis to all users thereof, and (b) to charge fair, reasonable, and nondiscriminatory prices for each unit for service, provided, that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- e. The Applicant shall, insofar as it is within its powers and to the extent reasonable, adequately protect the water and land access to the Port Facility. The Applicant shall, either by the acquisition and retention of easement or other interest in or rights for the use of land or by adoption and enforcement of zoning regulations, prevent the construction, erection or alteration of any structure in the access routes to and from the Port Facility.
- f. The Applicant shall operate and maintain in a safe and serviceable condition, as deemed reasonably necessary by the Secretary, the port and all facilities thereon and connected therewith which are necessary to service the maritime users of the Port Facility and shall not permit any activity thereon which would interfere with its use as a Port Facility.
- g. The Applicant hereby releases the Government, and shall take whatever action may be required by the Secretary to assure the complete release of the Government from any and all liability the Government may be under for restoration or other damage under any agreement covering the use by the Applicant or its lessees, upon which, adjacent to which, or in connection with which, any property transferred by this instrument was located or used.
- h. The Port Facility is subject to the provisions of Title 46 CFR, Part 340.

- i. The Applicant shall: (1) furnish the Secretary with annual or special Port Facility financial and operational reports as requested, (2) furnish the Secretary with an annual utilization report that demonstrates that the Port Facility is being used in accordance with the terms and conditions of the Deed(s), and (3) upon reasonable request of the Secretary, make available for inspection by any duly authorized representative of the Secretary, the Port Facility, at which the property described herein is located, and all Port Facility records and documents affecting the port, including deeds, leases, operation and use agreements, regulations, and other instruments and shall furnish to the Secretary a true copy of any such document.
- j. Where construction or major renovation is not required or proposed, the Port Facility must be placed into use within twelve (12) months from the date of the conveyance. Where construction or major renovation is contemplated at the time of conveyance, the property shall be placed in service according to the redevelopment time table approved by the Secretary in the PFRP Section of the Application.
- k. The Applicant shall not enter into any transaction which would operate to deprive it of any of the rights and powers necessary to perform or comply with any or all of the terms, reservations, restrictions and conditions set forth herein, if an arrangement is made for management or operation of the Port Facility by any agency or person other than the Applicant, it shall reserve sufficient rights and authority to ensure that such Port Facility shall be operated and maintained in accordance with these terms, reservations, restrictions and conditions.
- l. The Applicant shall keep up to date at all times a Port Facility layout map of the property described herein showing: (a) the boundaries of the Port Facility and all proposed additions thereto, and (b) the location of all existing and proposed port facilities and structures, including all proposed extensions and reductions of existing port facilities.
- m. That in the event that any of the aforesaid terms, reservations, restrictions and conditions are not met, observed, or complied with by the Applicant, whether caused by the legal inability of said Applicant to perform any of the obligations herein set out, or otherwise, the title, right of possession and all other rights conveyed by any Deed(s) to the Applicant, or any portion thereof, shall at the option of the Secretary revert to the Government in its then existing condition sixty (60) days following the date upon which demand to this effect is made in writing by Secretary or his successor in function, unless within said sixty (60) days such default or violation shall have been cured and all such terms, reservations, restrictions and conditions shall have been met, observed, or complied with, in which event said reversion shall not occur and title, right of possession, and all other rights conveyed hereby, except such, if any, as shall have previously reverted, shall remain vested in the Applicant.
- n. That if the construction of any of the foregoing terms, reservations, restrictions and conditions recited herein as provisions or the application of the same as provisions in any particular instance is held invalid, the particular term, reservation, restriction or condition in question shall be construed instead merely as conditions upon the breach of which the Secretary may exercise its option to cause the title, interest, right of possession, and all other rights conveyed to the Applicant, or any portion thereof, to revert to it, and the application of such term, reservation, restrictions or condition as

provision in any other instance and the construction of the remainder of such terms, reservations, restrictions and conditions as provisions shall not be affected thereby.

- o. The Applicant shall remain at all times a State, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the Virgin Islands, the Trust Territory of the Pacific Islands, the Commonwealth of the Northern Mariana Islands, or any other political subdivision, municipality, or instrumentality thereof.
- p. The Applicant shall comply at all times with all applicable provisions of law, including, the Water Resources Development Act of 1990.
- q. The Applicant may not modify, amend or otherwise change its approved PFRP without the prior written consent of the Secretary and shall implement the PFRP as approved by the Secretary.
- r. The Applicant agrees that in the event, the Secretary exercises its option to revert all, right, title, and interest in and to any portion of the property to the Government, or the Applicant voluntarily returns title to the property in lieu of a reverter, then the Applicant shall provide protection to, and maintenance of the property at all times until such time as the title is actually reverted or returned to and accepted by the Government. Such protection and maintenance shall, at a minimum, conform to the standards prescribed in the GSA Customer Guide to Real Property Disposal, as listed in Title 41 CFR Chapter 102, Part 75, Section 875 [41 CFR 102-75.875] in effect as of the date of the conveyance.
- s. The Disposal Agency expressly reserves from the conveyance (1) oil, gas and mineral rights, (2) improvements without land, (3) military chapels, and (4) property disposed of pursuant to 204(c) of the Act.
- t. The Government reserves all right, title, and interest in and to all property of whatsoever nature not specifically conveyed, together with right of removal thereof from the Port Facility within one (1) year after the date of the Deed(s). During such period, the Government, its agents, customers, transferees, and successors shall have the right of ingress to and egress from the Port Facility for the purposes of using, disposing of by sale or otherwise, and removing such property.
- u. Preservation Covenant for Historic Property. (Can be deleted if not applicable). N/A - No report of historic property cited for the Auke Bay Marine Station property.

The Applicant hereby covenants, to preserve and maintain the portion of the **Naval Station Roosevelt Roads**, more particularly described in Schedule A and shown on Schedule A ("Historic Area"), in a manner that preserves the overall character of the Historic Area, in accordance with the recommended approaches in the **Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs** in order to preserve and enhance those qualities that make the Historic Area eligible for inclusion in the National Register of Historic Places. This covenant shall be a binding servitude upon the Historic Area and shall be deemed to run with the land. This covenant is binding on the Applicant, in perpetuity. The restrictions, stipulations and covenants contained herein shall be inserted by the Applicant, verbatim or by express

reference in any other legal instrument by which it transfers any interest or estate in the Historic Area, or any part thereof.

- i. No construction, alteration, remodeling, demolition, disturbance of the ground surface, or other action shall be undertaken or permitted to be undertaken on the Historic Area that would materially affect the integrity or the appearance of the attributes described above without the prior written permission of the _____ State Historic Preservation Officer ("SHPO"). Should the SHPO object to the proposed treatment within _____ days of receiving the request and cannot resolve the differences, the Applicant shall request the Advisory Council on Historic Preservation ("Council") to resolve the dispute. The Council shall provide comments within _____ days of receiving the request from the Applicant. The Applicant shall consider the Council's comments in reaching its decision on the treatment. The Applicant shall report its decision to the Council, and if practicable, it shall do so prior to initiating the treatment.
 - ii. Upon acquisition of any standing historic structures, the Applicant shall take prompt action to secure all of the structure from the elements, vandalism, or arson. The Applicant shall, to the extent practicable, make every effort to retain or reuse the historic structures.
 - iii. Should any archeological site be discovered during any project activities, the Applicant shall stop work promptly and obtain the comments of the SHPO regarding appropriate treatment of the site. The final mitigation plan shall be approved by the SHPO.
 - iv. The Applicant shall allow the SHPO or his or her designee, at all reasonable times and upon reasonable advance notice to the Applicant, to inspect the Historic Area in order to ascertain whether the Applicant is complying with the conditions of this preservation covenant.
 - v. The Applicant shall provide the SHPO and the Council with a written summary of actions taken to implement the provisions of this preservation covenant within one (1) year after the effective date of the transfer of the Historic Area.
 - vi. Failure of the SHPO to exercise any right or remedy granted under this covenant shall not have the effect of waiving or limiting the exercise by the SHPO of any other right or remedy or the invocation of such right or remedy at any other time.
 - vii. The Applicant may, with the prior written approval of the SHPO, modify for good cause any or all of the foregoing restrictions. Prior to such action, the Applicant shall notify the Council of the proposed modification and allow them _____ days to comment.
- v. Lead-Based Paint Covenant. (Can be deleted if not applicable).
N/A - No report of lead base paint cited for Auke Bay Marine Station property.

- i. Prior to use of any property on the Port Facility by children less than seven (7) years of age, the Applicant shall remove all lead-based paint hazards and all potential lead-based paint hazards from the property in accordance with all Federal, State and local lead-based paint laws and regulations.
 - ii. The Applicant agrees to indemnify the Government to the extent allowable under applicable Law from any liability arising by reason of the Applicant's failure to perform the Applicant's obligations hereunder with respect to the elimination of immediate lead-based paint health hazards, the prohibition against the use of lead-paint, and the Applicant's responsibility for complying with applicable State and local lead-based paint laws and regulations.
- w. Protection of Wetlands. (Can be deleted if not applicable). N/A - No report of wetlands cited for Auke Bay Marine Station property.

Certain portions of the Port Facility are jurisdictional "wetlands," as determined by the Army Corps of Engineers. All construction on those portions of the Port Facility must comply with Department of the Army WETLAND CONSTRUCTION RESTRICTIONS contained in Title 33, Code of Federal Regulations, Sections 320 through 330, as amended, and any other applicable Federal, State, or local wetlands regulations.

- x. The Applicant agrees to maintain, indemnify and hold harmless the Secretary and the Government from any and all claims, demands, costs or judgments for damages to persons or property that may arise from the use of the property by the Applicant, guests, employees and lessees.

- y. The Applicant agrees that any construction or alteration is prohibited unless a determination of no hazard to air navigation is issued by the Federal Aviation Administration in accordance with Title 14 CFR Part 77 or under the authority of the Federal Aviation Act of 1958, as amended.

- z. The Secretary on written request from the Applicant may grant release from any of the terms, reservations, restrictions and conditions contained in the Deed(s), or the Secretary may release the Applicant from any terms, restrictions, reservations or conditions if the Secretary determines that the property so conveyed no longer serves the purpose for which it was conveyed.

- aa. The Secretary shall make reforms, corrections or amendments to the Deed(s) if necessary to correct such Deed(s) or to conform such Deed(s) to the requirements of applicable law.

6. **NOTICE OF HAZARDOUS SUBSTANCES.** Schedule D contains a notice of hazardous substances that have been stored for one year or more, or known to have been released, or disposed of, on certain portions of the real property, and the date(s) that such storage, release, or disposal took place, as required by Title 40 CFR Part 37.3, and 42 U.S.C.A. §9620(h)(1). Section 373.3(b) requires that the following statement be prominently displayed:

The information contained in this notice is required under the authority of regulations promulgated under Section 10(h) of CERCLA or "Superfund" 42 U.S.C.A. §9620(h).

7. **PRESENCE OF ASBESTOS.** (Can be deleted if not applicable). The Port Facility may be improved with buildings and facilities and equipment that may contain asbestos-containing materials. The Phase II Environmental Due Diligence Audit of October 2015 discloses the condition and location of any asbestos-containing materials. WARNING!
- a. The Applicant is warned that the Port Facility contains asbestos-containing materials. Unprotected or unregulated exposure to asbestos in product manufacturing, shipyard, and building construction workplaces have been associated with asbestos-related diseases. Both the Occupational Safety and Health Administration (OSHA) and the Environmental Protection Agency (EPA) regulate asbestos because of the potential hazards associated with exposure to airborne asbestos fibers. Both OSHA and EPA have determined that such exposure increases the risk of asbestos-related diseases, which include certain cancers and which can result in disability or death.
 - b. The Applicant is invited, urged, and cautioned to inspect the Port Facility prior to submitting an Application. More particularly, the Applicant is invited, urged, and cautioned to inspect the Port Facility as to its asbestos content and condition and any hazardous or environmental conditions relating thereto. The Government shall assist the Applicant in obtaining any authorization(s) which may be required in order to carry out any such inspection(s). The Applicant shall be deemed to have relied solely on its own judgment in assessing the overall condition of all or any portion of the Port Facility, including without limitation, any asbestos hazards or concerns.
 - c. No warranties, either express or implied, are given with regard to the condition of the Port Facility including, without limitation, whether the Port Facility does or does not contain asbestos or is or is not safe for a particular purpose. The failure of the Applicant to inspect or to be fully informed as to the condition of all or any portion of the Port Facility shall not constitute grounds for any claim or demand for adjustment or withdrawal by the Applicant from the agreement formed by the execution of any Deed(s).
 - d. The description of the Port Facility set forth in the Application and any other information provided therein with respect to the Port Facility is based on the best information available to the Disposal Agency and is believed to be correct, but an error or omission, including but not limited to the omission of any information available to the Disposal Agency or any other Federal agency, shall not constitute grounds or reason for non-performance of the agreement formed by an acceptance of the Application by the Disposal Agency or any claim by the Applicant against the Government including, without limitation, any claim for allowance, refund, deduction, or payment of any kind.
 - e. The Government assumes no liability for damages for personal injury, illness, disability, or death to the Applicant or to the Applicant's successors, assigns, employees, invitees or any other person subject to the Applicant's control or direction or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, disposition, or other

activity causing or leading to contact of any kind whatsoever with asbestos on the Port Facility, whether the Applicant, has or have properly warned or failed to properly warn the individuals(s) injured.

- f. The Applicant further agrees that in its use and occupancy of the Port Facility it shall comply with all Federal, state, and local laws relating to asbestos.

8. **PRESENCE OF LEAD.** (Can be deleted if not applicable.) The Applicant is informed that the property includes improvements that are duly presumed to contain lead-based paint because they are thought or known to have been constructed before 1978. The hazards of lead-based paint are often present in dust, paint chips, or surfaces upon which lead-based paint has been applied. High concentrations of lead in the body can damage the brain, nervous system, kidneys, or hearing; affect learning and coordination, cause behavioral problems, blindness, and even death; and cause problems in pregnancy and fetal development. Lead is especially hazardous to children of less than seven (7) years of age.

- a. The Applicant is invited, urged, and cautioned to inspect the property prior to acquiring it. More particularly, the Applicant is invited, urged, and cautioned to inspect the property as to its lead-based paint content and condition and any hazardous or environmental conditions relating thereto. The Disposal Agency shall assist the Applicant in obtaining any authorization which may be required in order to carry out any such inspection. The Applicant shall be deemed to have relied solely on its own judgment in assessing the overall condition of all or any portion of the property, including, without limitation, any lead-based paint hazards or concerns.
- b. All applicable surfaces of structures on the property to be conveyed constructed prior to 1978 and used by children of less than seven (7) years of age shall be inspected to determine whether defective paint surfaces exist. For this purpose all defective paint surfaces shall be assumed to be immediate hazards; and (2) treatment necessary to eliminate the hazards of lead-based paint shall be taken in accordance with Federal, State and local lead-based paint laws and regulations.

9. **RISK OF LOSS.** From time to time, the Disposal Agency assigns property to the Secretary for conveyance. From the date(s) of the conveyance by the Secretary, the Applicant shall bear all risks and shall bear any and all losses sustained by reason of damage due to casualty that may be suffered by the Port Facility and shall bear any and all losses associated therewith. Notwithstanding any such losses or damage, each and all of the provisions of the Deed(s) shall remain unimpaired and in full force and effect.

10. **ENTRY INTO POSSESSION OF THE PORT FACILITY.** The Applicant agrees to enter into possession of the Port Facility or such portions thereof as described in Schedule A and B, from the date(s) of conveyance by the Secretary.

11. **ASSIGNMENT BY THE DISPOSAL AGENCY.** The Disposal Agency may assign the property to the Secretary for conveyance to the Applicant upon request by the Secretary. Upon such assignment and compliance with the requirements of Section 120 of the

Comprehensive, Environmental Response, Compensation and Liability Act of 1980, as amended CERCLA (42 U.S.C.A. §9620) ("CERCLA 120"), and other legal and policy requirements, the Secretary shall, by one or more Deed(s) incorporating the applicable terms, reservations, restrictions and conditions of this Application and any other reservations, restrictions, easements, and exceptions, required by law or pursuant to this Application, convey to the Applicant all of its rights, title and interest in and to the Port Facility, and the Applicant shall accept the conveyance or conveyances.

12. **NO ASSIGNMENT BY APPLICANT.** No interest therein shall be assigned or transferred by the Applicant to any other party.

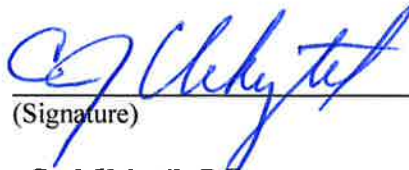
13. **OFFICIAL NOT TO BENEFIT.** No member of or delegate to U.S. Congress or the State Assembly shall be admitted to any share or part of any benefit arising from any conveyance by the Secretary to the Applicant.

14. **SCHEDULES.** Four (4) schedules are attached to and made a part of the Application, as follows:

Schedule A: Legal Description of Real Property
Schedule B: Description of Personal Property
Schedule C: Port Facility Redevelopment Plan (PFRP)
Schedule D: Notice Pursuant to CERCLA 120(h) (1)
(Provided by the Holding Agency and/or Disposal Agency)

The Applicant on whose behalf I have executed the foregoing Application needs and can utilize said property and has legal authority, is willing, and is in a position financially and otherwise to assume immediate care and maintenance of the Port Facility; and I have carefully examined the Application and all the documents submitted in connection therewith and, to the best of my knowledge, information and belief, the statements and representations contained in said Application and related documents are full, complete, accurate and true.

By:



(Signature)

Name: Carl Uchytel, P.E.

(Printed Name)

Title: Port Director

Date: 29 August 2016

INSTRUCTIONS:
APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

These schedules provide the information required by the Secretary to assess the need for surplus Federal property for the development or operation of a port facility. In your responses, please use complete sentences and set out at the beginning of each response, the number and the heading you are responding to. In an instance where a request for information is not applicable to your program, please include the heading and state "Not Applicable." Failure to provide sufficient data will delay review and any final decision on the PFRP.

Schedule A: LEGAL DESCRIPTION OF REAL PROPERTY

The following real property is hereby requested for conveyance for port facility use, hereafter identified as Property A, which property is essential, suitable, desirable or reasonably necessary to fulfill the immediate and foreseeable requirements of the Applicant for the development or operation of a port facility, to wit: Property A (legal description)

Schedule B: DESCRIPTION OF PERSONAL PROPERTY

The following personal property is hereby requested for conveyance for port facility use, in connection with Property A, which personal property, hereafter identified as Property B, is essential, suitable, desirable or reasonably necessary to fulfill the immediate and foreseeable requirements of the Applicant for the development or operation of a port facility, to wit: Property B (Description)

Schedule C: PORT FACILITY REDEVELOPMENT PLAN (PFRP)

1. Identification of Applicant

- a. Legal name of government entity to which conveyance is to be made and statement whether applicant is a State, the District of Columbia, the Commonwealth or Puerto Rico, Guam, American Samoa, the Virgin Islands, the Trust Territory of the Pacific Islands, the Commonwealth of North Mariana Island, or political subdivision, municipality, or instrumentality thereof.
- b. Name and title of individual authorized by resolution of governing authority to negotiate the conveyance and accept legal responsibilities for the property.
- c. A copy of the document showing-statutory or other authority under which it is authorized by law to acquire and hold title to the property for the purpose for which it is to be conveyed.
- d. Address and telephone number of applicant.

2. Proposed Redevelopment Plan

- a. In narrative form, give a complete detailed plan of use for the property. Explain how the land, buildings and/or other improvements will be used to fulfill the needs of the proposed plan. Include as an exhibit a Port Facility layout plan for the property showing existing and planned improvements, and proposed land use. The plan must be adequately documented to reflect well-planned utilization, and should be effectively supported by written recommendations, endorsements, and studies of appropriate State agencies, public officials of State and local governments, and recognized transportation consultants.
- b. Indicate time required to bring the property to full utilization. State when construction, demolition, alteration, or adaptation of facilities will begin and when commercial port activities shall commence. If the program will not be fully implemented in the first year after conveyance, state what phase shall be implemented on what date. Provide a detailed time line of development.
- c. List the structures and improvements which will be required for implementation of the proposed program together with the estimated construction costs. Include dredging requirements, utility system upgrades and improvements to land transportation access to ports facilities.
- d. A statement and supporting data that the property is currently, or will be located in an area of serious economic disruption as a result of the Federal installation closure or realignment.
- e. Estimate of jobs lost by the closure and the economic impact on the community. Estimate the number of jobs that will be created by the proposed plan by job category and estimate the date of job creation.
- f. A statement of the estimated economic impacts on the region and the state by the proposed development.

3. Proof of Need and Suitability of Property

- a. In narrative form, provide detailed proof of need for the property. This information should demonstrate both a need for the property and program to be operated thereon, as well as the suitability of the property for the purpose intended. Submit studies, statistics, or other data which support need and suitability.
- b. A statement that the PFRP is part of a necessary economic development program for the entire Federal installation closed or realigned.

4. Capital Improvement Program and Financial Plan

- a. Statement of sources of present funding for operation and capital improvements including statement that funds are currently available.
- b. If the program contemplates major capital improvement projects and funds are not currently available, give the sources of the funding.

- c. Provide sources and uses fund statement for the first ten years after conveyance, including a clear source of funding for the payment of all debt when due.
- d. Provide the most recent financial statement of the Applicant.

5. Economic Soundness

- a. A written narrative detailing the normal throughput capacity, storage/staging capacity and level of demand for present port facilities owned, leased and/or operated by the Applicant. Provide estimated normal throughput capacity, storage/staging capacity and level of demand for new Port Facility.
- b. Demonstrate that the demand for additional port services and facilities is sufficient to support the development and will not significantly impact the economic viability of existing competing port services and facilities. Competitors include port services and facilities in the same geographic area and also on the same coast.

6. Environmental Evaluation

The reuse plan in the PFRP shall comply with the provisions of the National Environmental Policy Act of 1969 (NEPA), as prepared by the Disposal Agency. Provide a statement that the PFRP is in the Disposal Agency's NEPA evaluation and the PFRP will comply with NEPA.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

Schedule A: LEGAL DESCRIPTION OF REAL PROPERTY

The subject property is identified as the Auke Bay Marine Station (ABMS) in Juneau, Alaska. The property is shown on the aerial photograph below with GIS property lines generally depicting the boundaries of the parcels subject to this conveyance application.

The legal description of the property to be conveyed is:

A Fraction of U.S. Survey 1504 and A Fraction of U.S. Survey 1500 – William Sperling Tract.

Adjacent tideland parcels ATS 415 and ATS 1126 are owned by the City and Borough of Juneau. An adjacent uplands parcel (Fraction of USS 1500) is owned by the University of Alaska.

The property is bound to the north by Glacier Highway (State of Alaska Highway 7) which is the main arterial roadway serving as Juneau's transportation backbone.

Acquisition of the ABMS property by the City and Borough of Juneau (CBJ) is essential for current and future needs at the port facilities in Auke Bay. The property is especially suitable for this purpose as it is adjacent to CBJ owned tidelands and the existing Statter Harbor facilities. Further, the property is accessed by Glacier Highway which connects Downtown and other business districts, Juneau International Airport, Alaska State Marine Highway ferry terminal, Alaska's Capital Complex, and CBJ port facilities throughout the borough.



The property is desirable and essential for development and expansion of the existing Auke Bay facilities. In 1983 a comprehensive study was performed to identify and evaluate potential locations for future port facility development and expansion. The Auke Bay area was identified for such development due to its strategic location and size that might accommodate future development needs. Some of the largest sites identified in that study have since been eliminated. One site had important environmental habitat and was placed under a conservation easement. Other potential sites of significant size to accommodate needed expansion are few and under private ownership. Further, expansion of the existing facilities at Auke Bay would be less expensive and easier to permit than development in a new pristine location. Acquisition of the subject property would be significant for CBJ to fulfill current and future needs for port facilities. CBJ owns and operates eleven port and harbor facilities. The current facilities in Auke Bay comprise the largest and most used in the system. Auke Bay is the location that has the greatest potential for future growth making the acquisition of the subject property particularly valuable for continued marine services support for CBJ citizens, businesses, and visitors.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

CBJ's development plans for the subject property are supported by local plans and code. The property is within the Marine Mixed Use (M/MU)¹ land use category of the CBJ Comprehensive Plan of 2013². The subject property is within the Waterfront Commercial (WC) zoning district which is "... established to accommodate those uses that are dependent or directly related to the water, a waterfront location, or both. These districts regulate development of the waterfront to take advantage of the unique attributes and limitations of its lands." The proposed port facilities are consistent with the WC zoning district and the Table of Permissible Uses in Title 49 of the city code³. The property is located within the special Auke Bay Area Plan adopted by the Assembly in March 2015. The proposed port development is consistent with the intent and goals identified in the Auke Bay Area Plan⁴.

The University of Alaska Southeast (UAS) is located in Juneau with the main campus in the immediate vicinity of the ABMS. The UAS Anderson Building is located on university owned land adjacent to the subject property. The Anderson Building houses the UAS North Pacific Marine Laboratory and provides classrooms, teaching labs, and research labs for faculty and students in biology and marine biology programs. The university has expressed interest in acquiring the ABMS for current and future growth of their marine sciences program.

In discussions with UAS it appears that their prime interest is in the Main Building located on the subject property. The Main Building was occupied for many years by the National Oceanographic and Atmospheric Administration (NOAA) and operated as the Auke Bay Lab (ABL). The building contains lab spaces, classrooms, and office space that could support UAS functions.

CBJ and UAS have been in negotiations to develop a Memorandum of Agreement (MOA) whereby, if the CBJ were successful in obtaining the ABMS, the university could occupy the Main Building under a lease arrangement with CBJ. The MOA would provide CBJ with water access and land based facilities to support port development and could provide UAS the ability to expand their marine research and education programs. This "shared" use of the subject property is seen as the best case scenario for the greater good of the community of Juneau. This shared concept is supported by Resolution 2765 (See Exhibit A) adopted by the CBJ Assembly approving the application to MARAD for the ABMS property.

The ABL moved from the ABMS property several years ago to new facilities at Lena Cove approximately six miles west of ABMS. Remaining on the ABMS site are facilities that are currently used by the ABL for dive equipment storage and moorage for small marine vessels. CBJ intends to negotiate with ABL to lease these facilities in support of their activities into the immediate future. In CBJ's long range PFRP secure facilities could be provided to ABL for supporting their research activities.

¹ These lands are characterized by high density residential and non-residential land uses in areas in and around harbors and other water-dependent recreational or commercial/industrial areas. Typically, neighborhood-serving and marine-related retail, marine industrial, personal service, food and beverage services, recreational services, transit and transportation services should be allowed and encouraged, as well as medium- and high-density residential uses at densities ranging from 10 to 60 residential units per acre. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land. Float homes, live-a-boards, and house boats, if necessary services (such as sewer) are provided to berthing locations, are appropriate for these areas.

² http://www.juneau.org/cddftp/documents/Comp.Plan2013UpdateBook_Web121913.pdf

³ https://www.municode.com/library/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTIIZODI_49.25.250WADI

⁴ http://www.juneau.org/cddftp/documents/Auke_Bay_Plan_04172015_WEB_FINAL.pdf

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

Schedule B: DESCRIPTION OF PERSONAL PROPERTY

The CBJ has not performed an extensive or comprehensive inventory of personal property located at the ABMS property. Some of the buildings are totally vacant while others are currently used by the Coast Guard and Auke Bay Lab (NOAA).

It is assumed that built-in cabinetry, light fixtures, laboratory counters and sinks, plumbing fixtures, and similar items affixed to the building's interior and exterior will be included in the conveyance. It is also assumed that personal property of the agencies currently occupying the buildings would be removed by those agencies unless other arrangements are made with CBJ if it is successful in acquiring the property.

Specific items that CBJ requests to remain and be conveyed include, but may not be limited to, moorage floats, gangway, crane, and other appurtenances; laboratory casework and associated equipment; high density storage system in the Specimen Building; shop casework and associated equipment other than that owned by current tenants.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

Schedule C: PORT FACILITY REDEVELOPMENT PLAN (PFRP)

1. Identification of Applicant

- a. The legal name of the local government entity to which the subject property is to be conveyed is the City and Borough of Juneau. CBJ is a first class city in the State of Alaska.
- b. The name and title of the individual authorized to negotiate the conveyance and accept legal responsibilities of the property is Carl Uchtyl, P.E., Port Director.
- c. In 2004 the CBJ Assembly adopted Ordinance 2004-03b⁵ which established the Docks and Harbors Board (DHB) for the purpose of operating, developing, and marketing municipally owned and operated ports and harbors. Members of the board are appointed by the Assembly from the base of local citizens. Per the ordinance the chief executive officer of the city port facilities shall be the Port Director who is appointed by and serves at the pleasure of the DHB.
- d. The address of the applicant for the conveyance of the Auke Bay Marine Station is the City and Borough of Juneau, Docks and Harbors, Attn: Carl Uchtyl, P.E., Port Director, at 155 South Seward Street, Juneau, Alaska 99801. The Port Director's Office phone number is 907-586-0292. The e-mail contact regarding this application is Carl Uchtyl, Port Director at: carl.uchtyl@juneau.org or Gary Gillette, Port Engineer at gary.gillette@juneau.org.

2. Proposed Redevelopment Plan

- a. Narrative: The CBJ has developed a Port Facility Redevelopment Plan (PFRP) for the ABMS property (See Exhibit B). The plan considers current needs and strategies for immediate use of the property as well as long range concepts for port development to meet future needs. To assist in the plan's development, CBJ has teamed with JYL Architects, a local planning and architectural firm, and PND Engineers, a local marine engineering firm. Both firms have been engaged in planning, design, and construction of numerous port related projects in Juneau and throughout Alaska.

The ABMS site is approximately four acres featuring eleven buildings of various sizes and states of repair. Some of the smaller buildings could serve as storage and other utilitarian uses or may be demolished to make way for site features and future development. The five major buildings on the site are identified as the Main Building, Fish House, Butler Building, Specimen Storage Building, and Seawater Filter Building. The PFRP addresses use of these buildings for short term needs (See Appendix C) and potential long term uses (See Appendix D).

⁵ <http://www.juneau.org/clerk/Ordinances/Ord2004-03b.pdf>

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

The Docks and Harbors Board operates within the city government as an enterprise fund meaning it is charged with producing its revenues through fees, leases, grants, bonds, and other instruments to meet its expenditure budget without general funds of the CBJ. The PFRP was developed with this in mind.

Currently administrative offices of the Port Director are housed in a leased privately owned building. Should CBJ acquire the ABMS property, the Port Director, Harbormaster, and support personnel would occupy the upper level of the Fish House building for its administrative offices. This would offset current lease expenditures of \$65,000+ annually that could be re-directed to maintenance of facilities at ABMS.

The lower level of the Fish House is currently used by ABL for dive equipment storage. ABL also utilizes the existing dock and floats for small research vessels. It is CBJ's intent to negotiate a lease arrangement with ABL for continued use of these facilities. If a lease is not consummated with ABL, the lower level Fish House space and floats would be leased to other marine businesses for fisheries support, tourism, or other similar uses.

As indicated above, the UAS has expressed interest in the Main Building of the ABMS property. If the CBJ is successful in acquiring the ABMS property the opportunity exists to share the site with UAS. The University is an important component in the economic, cultural and educational fabric of the community. The ABMS site is immediately adjacent to the existing UAS Anderson Science Building home to the North Pacific Marine Laboratory. The Main Building once housed the ABL marine research activities and could once again serve those uses for UAS.

In an effort to leverage the ABMS property for the benefit of the community at large, CBJ intends to enter into an MOA that would allow use of the Main Building for marine research programs of UAS (See Exhibit C). Negotiations of such an MOA are in progress but specifics would not be finalized until such time that CBJ might acquire the property. This "Town and Gown" partnership is seen as an important relationship that supports both the needs of the Port and the UAS.

The Salt Water Filtration building is somewhat related to the Main Building in that it provided salt water for the labs and tanks of the research activities. If the UAS desires to reactivate the salt water supply system to the Main Building it is CBJ's intent to include this building and equipment as part of the negotiated MOA. If UAS is not interested in the building it would be evaluated for incorporation of a salt water heat recovery system for development of a heating district for existing and future buildings at the ABMS property.

The Juneau maritime community has long expressed need for marine related shop spaces, retail space, and marine services office space. CBJ's assessment of the Butler Building and Specimen Building show that these facilities would be appropriate for a variety of marine related services. The immediate use of these buildings might best be served through lease arrangements with private local businesses to provide services to mariners at the current Auke Bay harbor facilities and future development at the ABMS.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

There may also be an opportunity to negotiate lease arrangements with the U.S. Coast Guard (USCG) to continue occupying these two buildings.

The long range component of the PFRP is to develop new and expanded marine facilities at Auke Bay that would complement the current Statter Harbor facilities. Numerous potential uses have been identified that would complement the overall PFRP goals.

There is a need to expand harbor services in the CBJ and Statter Harbor is the area that has the greatest potential to accommodate this expansion. Harbor expansion would also require associated land based services. The ABMS site compliments the existing harbor facilities and provides direct connection to Auke Bay and the future growth area of Statter Harbor. The site has areas of vacant or underutilized land that could support future development for support services infrastructure.

As mentioned earlier, the ABMS property is uniquely located for port related facilities and development as it is located in the Marine/Mixed Use (M/MU) land designation of the Comprehensive Plan for The City and Borough of Juneau. The development of the PFRP is exactly what was envisioned in the Comprehensive Plan.

Further, the ABMS property is within the Waterfront Commercial (WC) zoning district which is intended for land and water based uses directly related to or dependent upon a marine environment. Activities envisioned by the PFRP are specifically allowed by the zoning district and identified in the CBJ code's Table of Permissible Uses. These include such things as commercial fishing, recreational boating, commercial freight and tourism related facilities, seaplane operations, and retail services directly linked to a maritime clientele. Other uses may be permitted if water-dependent or water-oriented. Residential development is allowed in mixed and single-use developments in the waterfront commercial zoning district.

The vision for expansion of Statter Harbor is supported by the Comprehensive Plan and the Land Use Ordinance. The upland area and facilities provide the resources to serve the expanded harbor. The land is adjacent to the tidelands currently owned and managed by the CBJ Docks and Harbors. The conveyed property will also be managed by Docks and Harbors. Adding this valuable property to the portfolio of Docks and Harbors is in keeping with the mission to manage port and harbor facilities in the public interest by providing for future growth opportunities.

- b. Timing: The PFRP addresses short term use of existing facilities (See Exhibit D) and long term development opportunities (See Exhibit E). Initially the ABMS property would operate in a similar manner as currently operated with a gradual transition to the PFRP.

CBJ intends to occupy the site and existing buildings within the first year of conveyance. Current tenants, such as the US Coast Guard Sector Juneau and ABL would be invited to negotiate continuing use of the portions of the property they now utilize. USCG Sector Juneau occupies offices in the Butler Building and Specimen Building. The ABL occupies the lower floor of the Fish House as a Dive Center and moors research vessels at the

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

float. The Juneau Port Director's Office would move from current rented space into the upper floor of the Fish House. CBJ intends to enter into an MOA with the UAS to allow them to occupy the Main Building to compliment the marine research and education activities in the adjacent Anderson Building. If the current users of the ABMS facilities do not continue occupancy, CBJ will seek new tenants that serve marine related services.

As the PFRP evolves over the next ten to twenty years the property will continue to focus on how best it can further develop port related facilities that serve the public interest. The opportunities for future development will center on the need for land based services to support and compliment the expanded facilities in Statter Harbor.

The long range development of a breakwater, moorage floats, and related infrastructure would be phased over time as needs arise and funding allows. It is anticipated that the USCG will be receiving a new 154' Fast Response Cutter (FRC) to replace the existing Patrol Boat *Liberty*. The CGC *Liberty* is stationed at Statter Harbor through a lease arrangement with CBJ. As the timeline for the new FRC is established it is CBJ's intention to work with the USCG to develop secure moorage and support facilities for a new FRC similar to the current arrangement for the *Liberty*.

- c. Structures and Improvements for Implementation of the PFRP: The short term vision of the PFRP would utilize the existing five main buildings; dock structure; floats; and site features for a variety of uses. The UAS engaged an architect; structural engineer; mechanical engineer; electrical engineer; and an energy audit consultant to prepare an analysis of short term and long term improvements needed to occupy and upgrade the existing buildings. The study looked at cost estimates for the short term to immediately occupy the buildings and long term improvements for future needs to improve and maintain the buildings (See Exhibit F).

The UAS provided the report to CBJ for its analysis and development of the PFRP. In addition CBJ's consultants, PND Engineers, prepared a planning level assessment and cost estimate for construction of the planned future breakwater, floats and other facilities (See Exhibit G). The UAS report indicates the short term expenditures might range from \$2M to \$2.6M to prepare the facilities for immediate occupancy. The long range expenditures to fulfill the PFRP vision range from \$17M to \$23M for site and building improvements and an additional \$66.5M for new marine infrastructure.

Vacant or underutilized areas of the ABMS property provide opportunity for future infill of new buildings to support operations or to complement the activities at the site. This might be commercial retail space, additional workshop facilities, residential uses, or other uses associated with the overall long range plan. CBJ anticipates additional facilities could range from \$10M to \$20M of new development as needs grow. These infill developments may provide opportunity for private/public partnerships with local developers to create needed infrastructure to realize the PFRP vision for the ABMS property. Execution of the PFRP and associated costs would occur over time in multiple phases as facility needs arise and funding is secured.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

During the PFRP planning process public sessions with the DHB identified various desired uses for the ABMS property. The matrix below lists potential uses/tenants and the building they could occupy:

Auke Bay Marine Station								
	Floats	Dock	Main Building	Butler Building	Fish House	Specimen Building	Seawater Filter Building	Future Development on the ABMS Site
Potential Tenants/Locations								
Port Director Offices			X ¹		X			
Marine Research and Education-UAS			X				X	
Marine Research-ABL	X	X			X			
USCG Sector Juneau Engineering Division				X				
USCG Home Port for Fast Response Cutter	X	X		X				
Marine Interpretive Center			X ¹					
Marine Electronics			X ¹	X		X		
DIY Repair Shop				X				
Marine Brokerage			X ¹					
Marine Surveyors			X ¹					
Fuel Dispensary and Fuel Depot	X							X
Commercial Fishing Ice House	X							
Commercial Fishing Moorage	X	X						
Commercial Fishing Gear Repair	X							
Commercial Fishing Gear Storage						X		
Tour Operators	X	X	X ¹					
Charter Fishing	X	X	X ¹					
Small Cruise Ships	X	X						
Yacht Moorage	X	X						
Restaurant					X			
Transportation Transfer								X
NOAA Dive Center					X			
Seawater Heat Recovery Plant							X	
Sea Plane Base	X							
Bed & Breakfast/Hotel								X
Stevedoring Services								X
Pocket Cruise Ship Services								X
Private Yacht Services								X
Bathroom-Showers-Laundry								X

1. These uses could occupy the Main Building if the proposed MOA with UAS is not agreed upon.

Initially the existing buildings and dock facilities identified for continued use will require minimal Improvements. These will include addressing deferred maintenance needs that have occurred since ABL relocated to the new facilities at Lena Point. Other initial work could consist of improvements to accommodate new tenants, removing the miscellaneous buildings that are not needed, and site improvements like additional parking, pedestrian paths, and other site amenities.

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Long term improvements are anticipated for the existing buildings to address thermal qualities, window upgrades, roofing replacement, and other items identified in the UAS report. These will include replacing and expanding the harbor facilities and renovation or replacing the existing buildings to meet current codes, energy efficiency and environmental requirements as well as future tenant improvements.

The CBJ's PFRP includes several substantial improvements within Auke Bay intended to expand Statter Harbor to better serve many sectors of Southeast Alaska's maritime culture including fishing vessels; recreational boaters; commercial watercraft; pleasure yachts; small vessel cruise lines; charter operators; U.S. Coast Guard Fast Response Cutter; NOAA research vessels; and other marine related activities.

The long range plan would remove the existing floating wave attenuator and replace it with a new 1,500 foot long new floating wave attenuator that would be designed to also serve as a moorage float located approximately 600 feet offshore. A new 925 foot long transient moorage float would connect the wave attenuator to the ABMS property and upland support facilities. A new ADA compliant covered gangway would provide pedestrian access to shore facilities from the new transient float and compliment a new pedestrian "Bay Walk" that is envisioned in the recently adopted Auke Bay Community Plan. The existing Statter Harbor float system would be expanded with 5,000 linear feet of new public moorage to provide nearly 10,000 linear feet of additional moorage capacity in Auke Bay.

- d. Economic Disruption: Not Applicable; the property is not located in an area of serious economic disruption as a result of the Federal installation closure or realignment because the installation relocated to a new location within the community.
- e. Jobs Lost Due to Closure: Not Applicable; no jobs were lost by the closure because the installation relocated to a new location within the community.
- f. Economic Impact of Proposed Development: According to a recent CBJ commissioned report (See Exhibit H) by Rain Coast Data, a local economic research consulting firm, 12% of Juneau's economy is related to the Maritime sector. The report was developed for planning purposes for upland needs at Juneau's Harris and Aurora Harbors. The study's broad scope is relevant to Statter Harbor and the PFRP as it documents maritime economic sector for the local and regional economy. Acquisition of the ABMS property would allow the existing harbor to expand thereby creating the opportunity to accommodate projected growth and enjoy the associated economic benefits.

Another study by Rain Coast Data titled "Southeast Alaska 2020 Economic Plan" ⁶ lists Maritime Industrial Support, Seafood Industry, Visitor Industry and Education as priorities for economic growth for the region. The recommendations of the Economic Plan include: Expanding the Regional Maritime Sector; Expanding the Marine Industry Support Infrastructure; Improving Harbors; Increasing Yacht and Small Cruise Ship

⁶ <http://raincoastdata.com/portfolio/southeast-alaska-2020-economic-plan>

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Visitations; and Partnering with the University to Meet Workforce Needs. Developing the PFRP as proposed by CBJ would support these economic goals for Juneau and the region.

A third report titled “Maritime Data: Juneau Alaska”⁷ also by Rain Coast Data shows that the number of jobs in the Marine Tourism, Marine Transportation, Fishing and Seafood Processing, ship Building, Repair, Marina and Marine Related Construction all grew between 11% and 24% from 2010 to 2013 and that earnings in the private Maritime sector represented 9% of Juneau’s economy.

These studies show that the maritime economy is strong and growing in Southeast Alaska and Juneau. The ABMS property could play an important role in supporting and enhancing this growth by providing jobs and entrepreneurial opportunities for the community. CBJ anticipates a number of local jobs would be created with the development of the PFRP. Management of the new floating infrastructure and the uplands facilities would likely require eleven or more full time positions within Docks and Harbors. The number of employees anticipated with the proposed development plans is not easily generated but suffice it to say that with the university on site, other tenants of existing buildings, and the prospect of future development the ABMS could become a significant generator of employment opportunities.

3. Proof of Need and Suitability of Property

- a. The above referenced economic reports illustrate the importance of the Maritime Industry in Juneau and Southeast Alaska. This industry is growing and will need infrastructure to accommodate this growth. Auke Bay is the best place to plan for this growth in Juneau as it expands upon the existing port facilities that currently operates at or above maximum capacity.

Another indicator of need is the long waiting list for permanent moorage for commercial and recreational vessels. The current list has eighty-seven patrons seeking moorage space. Some have been on the list for many years.

Statter Harbor in Auke Bay is second only to the downtown Juneau Harbor port facility relative to number of patrons served. The downtown facility serves primarily the cruise ship industry which accommodates over one million passengers each year. Statter Harbor primarily serves the fishing fleet, local recreational users, commercial charter fleet, research vessels, U.S. Coast Guard FRC, Fish and Game vessels, and private yachts. With the Juneau Harbor at capacity and the market for smaller pocket cruisers (100 ft. to 250 ft.) growing, the Auke Bay area is seen as the logical location to accommodate expansion of facilities.

In addition, Statter Harbor currently serves a robust commercial charter fleet that provides whale watch tours, charter fishing trips, kayaking adventures, and water taxi

⁷ <http://raincoastdata.com/portfolio/juneau-maritime-data>

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AUKE BAY MARINE STATION – JUNEAU, ALASKA

services to outlying islands in the area. A recent internal study looked at the impact of the commercial charter fleet operations to establish need for additional facilities in Statter Harbor (See Exhibit I). The study finds that significant numbers of cruise ship passengers depart Auke Bay on charter vessels. The passengers must be transported from downtown Juneau, approximately 23 miles to Statter Harbor, by buses and motor coaches. This causes considerable congestion in an already busy harbor and the adjacent uplands. In recent years the cruise ship visitation has been growing two to four percent per year. It is expected to continue growing in the foreseeable future. This growth will put more pressure on charter fleet operations at Statter Harbor. The ABMS property would provide much needed expansion opportunities to address this continual growth.

Local fisheries in the area attract a significant number of commercial fishing vessels competing for moorage space with the charter fleet, recreational boaters, visiting vessels, and others. Often the existing facility is critically over capacity with vessels rafting-up four to six deep. Acquisition of the ABMS property would provide a significant link to future harbor infrastructure and provide needed upland support facilities.

- b. The proposed PFRP shows how the need for additional infrastructure to accommodate the growing Maritime Industry can be accommodated by expansion of the mooring facilities of Statter Harbor and the land based support services on the ABMS site. Without the ABMS site there are no practical options to accommodate current demand and anticipated growth of the maritime economy.

4. Capital Improvement Program and Financial Plan

- a. Sources of Funding: The Docks and Harbors Department is an enterprise fund within the City and Borough of Juneau. It is managed by a nine person citizen board that is appointed by the CBJ Assembly. The Port Director serves as the chief executive officer and is appointed by the Docks and Harbors Board.

Being an enterprise fund means that Docks and Harbors operates without a local property tax or sales tax subsidy from the CBJ general fund. Funds available to Docks and Harbors are through a combination of user fees; property leases; raw fish taxes; state and federal grants; state legislative appropriations; voter approved special sales taxes for specific projects; revenue bonds; and voter approved general obligation bonds.

The annual operating budget of the Docks and Harbors enterprise is about \$5 million per year. Annual revenues typically provide a surplus of about \$1 million per year that is used to leverage other sources of revenue to accomplish major maintenance or capital improvements. These surplus funds could be utilized for improvements and maintenance at ABMS for the short term.

Funding for capital improvement projects vary from year to year based on the level of need for new, expanded, or replacement facilities. Juneau has had a recent period of construction activity beginning with the construction of a new \$11M commercial loading

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

facility in 2008; a \$10M moorage replacement project at Statter Harbor in 2013; \$12M first phase project to replace Aurora Harbor completed in 2015; two new floating cruise ship berths beginning in 2016 and completing in 2017 costing \$71M; a \$12M new boat launch facility in Statter Harbor; a \$6M replacement project at Douglas Harbor to be completed in spring 2017; and the \$4M second phase of Aurora Harbor replacement scheduled for late 2017.

Funding for these projects came from several sources including cruise passenger fees; port development fees; grants; general obligation bonds; special sales taxes; federal Sportfish grants; and docks and harbors enterprise funds. The DHB is also investigating public/private partnerships to help fund and develop needed infrastructure.

- b. Capital Improvement Projects: The PFRP proposes use of some facilities at the ABMS property for its internal uses. The costs to upgrade for occupancy would be available by offsetting rental costs at current private property locations. The plan also anticipates lease arrangements with other government agencies (UAS, ABL, USCG, etc.) and/or private marine related enterprises. These lease revenues could be used for capital improvement projects as well as maintenance and operations expenses.
- c. Funding for first 10 years: Projects for the first 10 years will likely involve relatively minor improvements to the existing building and docks for short term occupancy. Funding for these projects would come from offset of current rental expenses at other facilities and annual fund balance of docks and harbors funds accounts which is currently about one million dollars per year.
- d. Financial statement of Applicant: The most recent CBJ Comprehensive Annual Financial Report (CAFR)⁸ covers the Fiscal Year July 1, 2014 to June 30, 2015. Information specific to the Docks and Harbors enterprise fund can be found on Pages 144 through 147.

5. Economic Soundness

- a. Demand for port facilities: Port facilities in Juneau are of two categories - docks and harbors. The CBJ dock facilities primarily serve the cruise ship industry with two cruise berths in the downtown Juneau Harbor. There are also two privately owned cruise berths in downtown and one anchorage location is available in the harbor for cruise ships that then lighter passengers to a CBJ owned facility. These ships range from 800 feet to 1,100 feet in length and bring over a million passengers a year to the community. These cruise berths are near capacity thus the anchorage allows growth capacity for the foreseeable future. The CBJ also has accommodation for smaller boutique cruise vessels in the 100 foot to 250 foot range. The number of this class of cruise vessel has risen over recent years such that downtown facilities are at capacity with no room to grow. The ABMS property could provide room for such uses at this sector of the cruise ship economy grows.

⁸ <http://www.juneau.org/financeftp/cafr2015/documents/CompeteCAFRFY15includingCover.pdf>

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AUKE BAY MARINE STATION – JUNEAU, ALASKA

Harbor facilities provide permanent and transient moorage; launch ramps; haul out services; storage; staging; and other marine related features. These facilities serve primarily vessels other than cruise ships, i.e.: fishing vessels, charter operations; recreational boats, small transport vessels, and other miscellaneous vessels. All harbors in the CBJ system are well used and near or at capacity. Statter Harbor is the most used as it is strategically located near the most populous part of the community and near the most productive fishery grounds. Statter Harbor has 70 mooring permanent slips and equivalent to 324 transient mooring spots. On a recent day over 350 transient boats were moored in the harbor or 10% over capacity. To accommodate this overage many vessels are forced to raft-up to other vessels on the dock. This situation causes congestion in the fairways, creates unsafe conditions for users; and taxes the infrastructure which was not designed for such loading. Clearly there is a need to expand the transient moorage. In addition, as mentioned above, there is a long waiting list for permanent moorage which would benefit with expansion as envisioned by the PFRP. Based on the current waiting list, there is a need to expand the capacity by 124% for permanent moorage.

- b. Demand for additional port facilities: As demonstrated above, harbor facilities are at or beyond capacity. The only facility that has the potential to expand with additional water based infrastructure is Statter Harbor in Auke Bay. However, expansion is not likely without the ABMS property because there is no other available waterfront uplands property located adjacent to the existing harbor complex.

6. Environmental Evaluation

Not Applicable: In a telephone conversation on August 23, 2016 between Linden Houston, Maritime Administration and Gary Gillette, Juneau Port Engineer, Mr. Houston explained that this section was from a boiler plate document and should have been eliminated from the ABMS application document.

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT A: RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA – Serial No. 2765

Presented by: The Manager
Introduced: 08/22/2016
Drafted by: A. G. Mead

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2765

A Resolution of the City and Borough of Juneau in Support of the Acquisition of the Auke Bay Marine Station through the Maritime Administration (MARAD) Port Conveyance Program.

WHEREAS, the City and Borough of Juneau (CBJ) Docks & Harbors Board is an enterprise board under the direction of the Assembly; and

WHEREAS, the board plays an integral role in advancing economic opportunities for marine related businesses, tourism and commercial fisheries; and

WHEREAS, the General Services Administration has advertised the availability of the Auke Bay Marine Station to be in excess of the federal government's needs and therefore available to other governmental agencies for beneficial use; and

WHEREAS, the property consists of approximately four acres of land, multiple buildings, a dock, and access to the ocean, and is immediately contiguous to land, tidelands, and facilities managed by CBJ and by the University of Alaska Southeast; and

WHEREAS, both the CBJ and the University believe that the Marine Station property could potentially contribute to shared community goals of expanding and enhancing marine-related education, research and economic development, fisheries development, harbor development; and

WHEREAS, given the August 29, 2016, deadline for applications, there is insufficient time for the CBJ and the University to corroborate on a joint application; and

WHEREAS, the board intends to submit an application to secure the Auke Bay Marine Station via the Maritime Administration Port Conveyance Program, for the intended purpose of future uplands and expansion, and the leasing of tidelands for maritime related activities; and

WHEREAS, the University of Alaska is interested in having exclusive operation of portions of the Marine Station property; and

//

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WHEREAS the CBJ has a vested interest in the success of the University, including the recognition of the importance to the local economy of a stable University presence and the support of fisheries science research, management and employment and therefore intends on cooperatively working with the University with respect to the Marine Station property; and

WHEREAS, a memorandum of agreement being negotiated by the City Manager and the President of the University would memorialize the CBJ's commitment to reserve the portion of the property sought by the University for the University's sole use, or to cooperate with the University with respect to any future subdivision of the property.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The Assembly of the City and Borough of Juneau supports the submission of an application for the Auke Bay Marine Station property.

Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this 22nd day of August, 2016.

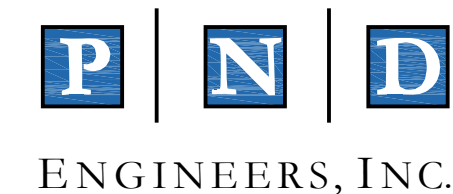

Kendell D. Koelsch, Mayor

Attest:


Elizabeth J. McEwen, Deputy Clerk

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT B: PORT FACILITY REDEVELOPMENT PLAN

[illegible]

9360 Glacier Highway Ste 100
 Juneau, Alaska 99801
 Phone: 907-586-2093
 Fax: 907-586-2099
www.pndengineers.com

DESIGN: -
DRAWN: P

CHECKED: CRS
APPROVED: CRS

SCALE: SCALE IN FEET

0 150 300 FT

DATE: JULY 2016

CITY & BOROUGH OF JUNEAU, ALASKA
AUKE BAY MARINE STATION

SHEET TITLE: **PORT FACILITY
REDEVELOPMENT PLAN**

PND PROJECT NO.: 162055

1
SHEET
1 OF 1

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT C: LETTER FROM CBJ CITY MANAGER AND DRAFT MEMORANDUM OF AGREEMENT BETWEEN
CITY AND BOROUGH OF JUNEAU, ALASKA and THE UNIVERSITY OF ALASKA SOUTHEAST



OFFICE OF THE MANAGER

Telephone: (907) 586-5240; Fax: (907) 586-5385
Rorie.Watt@juneau.org

August 29, 2016

To Whom It May Concern;

The City and Borough of Juneau respectfully submits this application for the Auke Bay Marine Station (ABMS) properties. We are aware that you have also received an application from the University of Alaska, and that may lead you to the conclusion that the applications are in competition with each other. That is not the case.

The CBJ believes it is the best applicant for the property for the citizens of Juneau as well as the University and that it would be in the best interests of the United States to convey the property to the CBJ for the following reasons:

1. The CBJ has a huge vested interest in the success of the University, including incorporating the University into our Comprehensive Plan and our Economic Development Plan. Conversely, the success of the CBJ is not imbedded into the University's comprehensive planning documents.
2. The CBJ has long partnered with the University and NOAA to provide land for their facilities at no cost to their programs. The Ted Stevens Marine Research Center and associated UAF Fisheries Science building at Lena Point sit on a \$4M piece of property that the CBJ purchased and gave to NOAA in exchange for a parcel of land that is encumbered by historic use and burial sites. The success of NOAA and the University are so important to the CBJ that we spent local tax dollars in support of those facilities.
3. The CBJ has a program of owning and operating marine facilities; the University does not. The CBJ Docks & Harbors board is best suited to own and manage the marine and marine-related facilities of the ABMS.
4. The University is currently undergoing a major public process to manage its budgetary constraints. It is not well suited to take on a major new complicated facility.
5. We understand that the MARAD rules for use of the property are more flexible than those of DOE. For this reason the CBJ is able to support the UA, while it is unlikely that the UA will be able to reciprocate.

6. The Alaska legislature has been unable to pass a long range fiscal plan; such plan would include a stable sense of future funding for the UA. Until the legislature is able to act, the CBJ is able to care for the property consistent with future University needs.

We are in negotiations on an MOU/MOA with the University, but time constraints on the application process have not allowed that process to be completed. Attached is a draft that the CBJ would be willing to sign, fully showing the commitment of the CBJ to the University.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Duncan Rorie Watt". The signature is stylized with a large initial "D" and "W".

Duncan Rorie Watt, P.E.
City Manager

**Memorandum of Understanding Between
City and Borough of Juneau (CBJ) &
University of Alaska (UA)**

Whereas the General Services Administration (GSA) initiated a disposal of land and buildings in Auke Bay, Alaska, located within the City and Borough of Juneau, facilities known as the NOAA Auke Bay Marine Station, hereafter referred to as the “PROPERTY”; and

Whereas the PROPERTY consists of approximately four acres of land, multiple buildings, a dock and access to the ocean; and

Whereas the PROPERTY is immediately contiguous to land, tidelands, and facilities managed by CBJ and by the University of Alaska Southeast (UAS—part of the UA statewide system); and

Whereas the National Oceanic and Atmospheric Administration (NOAA) utilized the PROPERTY for fisheries management and research plus logistical and administrative purposes for over 40 years prior to it being offered as surplus; and

Whereas the PROPERTY is currently leased to the United States Coast Guard (USCG) until May 2017, after which the USCG is expected to relinquish its lease; and

Whereas both the CBJ and UA agree that there are multiple benefits to having the PROPERTY remain in public ownership given its prominent coastal location and long history of use by public agencies; and

Whereas both CBJ and UA believe that the PROPERTY could potentially contribute to shared community goals of expanding and enhancing marine-related education, research and economic development, fisheries development, harbor development; and

Whereas GSA procedures require that the PROPERTY be disposed of in a manner that is in the best interests of the United States; and

Whereas to receive the PROPERTY through the GSA process a receiving party must apply under the guidelines of a qualifying US federal government program; and

Whereas the CBJ and UA—consistent with established procedures—have submitted separate notices of interest seeking receipt of the surplus PROPERTY; CBJ to the US Maritime Administration (MARAD) and UA to the US Department of Education (DOE); and

Whereas both CBJ and UA anticipate that their respective applications would allow them to receive a “Public Benefit Allowance” under federal regulations that would result in little if any cost for acquisition of the PROPERTY; and

Whereas CBJ and UA jointly requested an extension to the deadline for submission of applications with a goal of exploring mutually-beneficial use of the property, but that extension request was denied; and

Whereas both the CBJ and UA agree that, given sufficient time, they may be able to develop a mutually-agreeable plan for the property that would be in the best interest of the United States, the City and Borough of Juneau, and the University of Alaska; and

Whereas both the CBJ and UA agree that facilities located on the property offer exceptional opportunities for both parties to fulfill their respective missions, teaching and research for the University and harbor development for the CBJ.

Now, therefore the President of the University of Alaska and the Manager of the City and Borough of Juneau agree that:

1. CBJ and UA will each submit full, complete, and timely applications to the US Maritime Administration and US Department of Education, respectively.
2. Given the August 29, 2016 deadline for these applications, there is insufficient time to explore fully all possible approaches to mutually-beneficial use of the property.
3. Given the opportunity, CBJ and UA remain interested in developing a collaborative master plan for joint use of the property. Both parties agree to not pursue significant development, long term leasing or other permanent encumbrances on the property prior to completion of the master plan.
4. If CBJ acquires the property, it is the intent of CBJ to at a minimum provide the Main Building to the University on a long term lease at no cost provided that the University agrees to accept all building maintenance costs and a proportionate share of road, parking, utilities and utility maintenance. Such long term lease would be for a minimum of 30 years and would contain no-cost renewal clauses at the University’s option that would allow the University to responsibly make capital investments in the facility.

5. CBJ and UA agree that access to and use of the dock is a goal for the University and that the parties agree to continue to develop an agreement that allows University use of the dock facility while providing for CBJ use and long term development plans.
6. CBJ and UA will continue to seek avenues for exploring such approaches through their respective federal programs and the GSA.

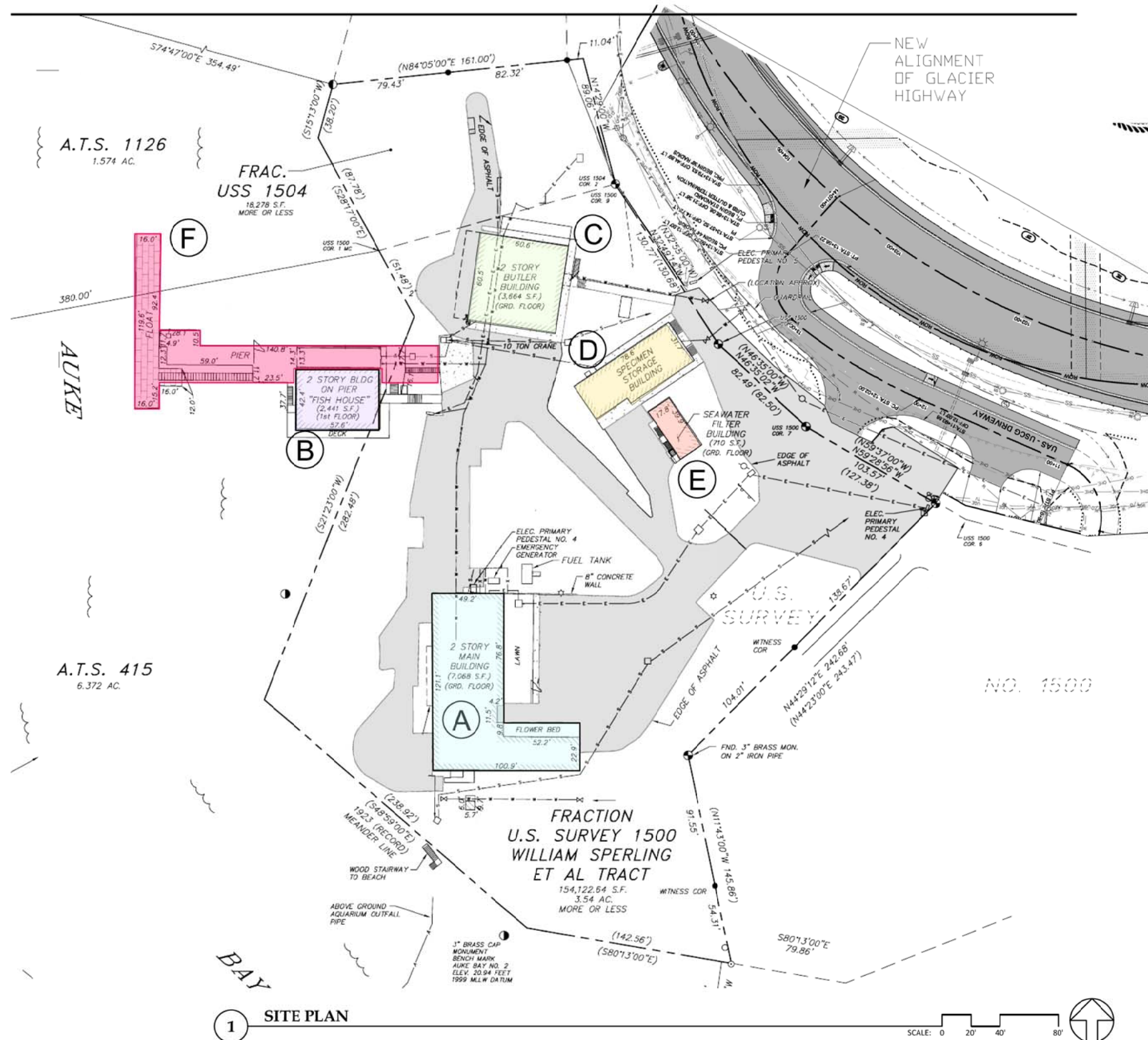
Duncan Rorie Watt Date
Manager, City & Borough Juneau

James Johnsen, Ed.D. Date
President, University of Alaska

DRAFT

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT D: SHORT TERM – POTENTIAL USES



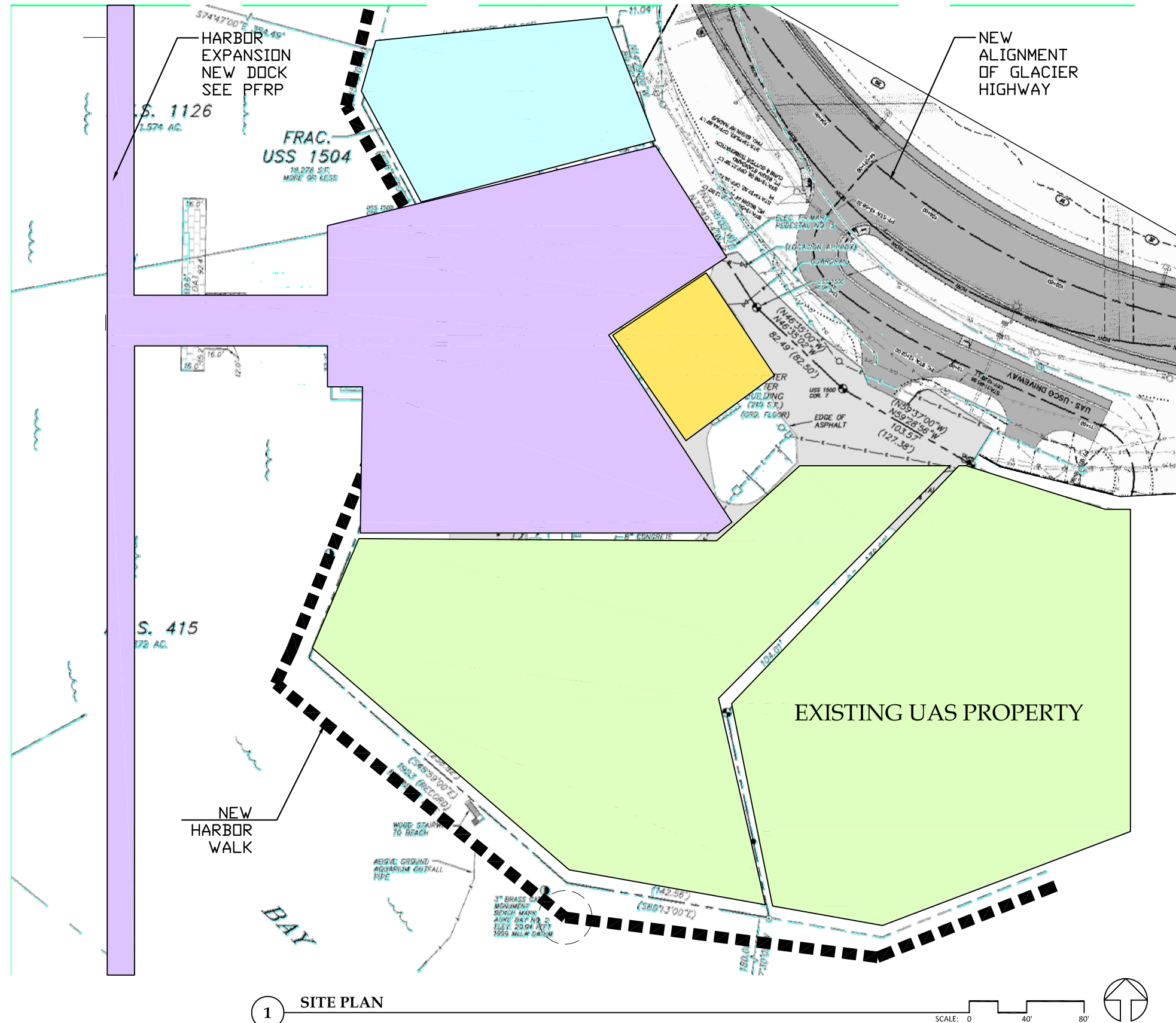
- A-MAIN BUILDING**
UAS Education & Research
Marine Services Offices
- B-FISH HOUSE**
CBJ Docks and Harbors Port Office 2nd Floor
NOAA Dive Center 1st Floor
- C-BUTLER BUILDING**
US Coast Guard
Marine Services.
- D-SPECIMEN STORAGE**
Marine Services.
- E-SEA WATER FILTRATION**
Potentially reactivate for use by UAS Labs.
- F-EXISTING DOCK**
US Coast Guard
NOAA
CBJ Harbor Patrol
Marine Services

1 SITE PLAN

SCALE: 0 20' 40' 80'

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT E: LONG TERM – POTENTIAL USES



- MIXED WATERFRONT COMPLEX**
 RETAIL-Food, kayak/boat rental, bike rental, fishing gear tour operators, tour and yacht supporters-catering, supplies, laundry
 Residential
 Moorage Support - toilets, showers, laundry
 Hotel, Bed and Breakfast
- MARINE BASED FACILITIES**
 CBJ Docks and Harbors Port Office (Public Use)
 US Coast Guard
 NOAA Dive Center
 Harbor Expansion
 Marine Electronics, Do it Yourself Repair Shops,
 Marine Brokerage, Marine Survey,
 Ice House, Charter Fishing, Sea Plane &
 Transportation Depot, Marine Repair, Commercial
 Fishing gear, gear repair, gear storage and fuel depot.
- RESEARCH & EDUCATION**
 Public use education and research lab (UAS) Sea
 life Interpretive Center, Public Education.
- SEA WATER FILTRATION & DISTRICT HEATING**
 Potentially reactivate sea water filtration for use by
 UAS Lab and install district heating for site making
 use of sea water.

1 SITE PLAN



APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT F: UAS BUDGET COST MODEL

Budget Cost Model
University of Alaska Southeast Acquisition of
NOAA Auke Bay Laboratory Facility
 July, 2016

Assumptions:

The following buildings will be retained and the uses will continue similarly as the current uses.
 The costs listed include construction and administrative costs

Total Budgeted Project Cost (Rounded)

Short Term (0-1 years)	from	\$2,000,000	to	\$2,600,000
Long Term (1-20 years)	from	\$17,000,000	to	\$23,000,000

Cost by Building:

Site Work:

Cost Category	Units	Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
		Unit Cost	Subtotal	Unit Cost Cost	Subtotal
Site Improvements					
Parking and Access	1 ls	\$20,000	\$20,000	\$250,000	\$250,000
Walks and Stairs	1 ls	\$5,000	\$5,000	\$250,000	\$250,000
Utilities	1 ls	\$50,000	\$50,000	\$250,000	\$250,000
Fiber to UAS	1 ls	\$100,000	\$100,000	\$0	\$0
Landscaping	1 ls	\$20,000	\$20,000	\$250,000	\$250,000
Dock	1 ls	\$50,000	\$50,000	\$475,000	\$475,000
Gangway and Float	1 ls	\$20,000	\$20,000	\$625,000	\$625,000
Seawater System	1 ls	\$340,000	\$340,000	\$25,000	\$25,000
Seawater Heat Pumps	1 ls		\$0	\$1,140,000	\$1,140,000
Demo Small Buildings	5 ea	\$10,000	\$50,000	\$0	\$0
Subtotal			\$655,000		\$3,265,000
Project Costs					
Admin & Design		25%	\$163,750	25%	\$816,250
Equipment		10%	\$65,500	10%	\$326,500
Contingency		25%	\$163,750	29%	\$930,525
Subtotal			\$393,000		\$2,073,275
Total Site Work Cost			\$1,048,000		\$5,338,275

Main Building

		Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
Cost Category	Units	Unit Cost	Subtotal	Unit Cost	Subtotal
Office Areas					
Architectural	7,300 sf	\$10 /sf	\$73,000	\$200 /sf	\$1,460,000
Structural	7,300 sf	\$5 /sf	\$36,500	\$100 /sf	\$730,000
Mechanical	7,300 sf	\$5 /sf	\$36,500	\$50 /sf	\$365,000
Electrical	7,300 sf	\$10 /sf	\$73,000	\$50 /sf	\$365,000
Subtotal		\$30 /sf	\$219,000	\$400 /sf	\$2,920,000
Laboratory Areas					
Architectural	7,300 sf	\$20 /sf	\$146,000	\$200 /sf	\$1,460,000
Structural	7,300 sf	\$5 /sf	\$36,500	\$100 /sf	\$730,000
Mechanical	7,300 sf	\$10 /sf	\$73,000	\$100 /sf	\$730,000
Electrical	7,300 sf	\$20 /sf	\$146,000	\$60 /sf	\$438,000
Subtotal		\$55 /sf	\$401,500	\$460 /sf	\$3,358,000
Project Costs					
Admin & Design		25%	\$155,125	25%	\$1,569,500
Equipment		10%	\$62,050	10%	\$627,800
Contingency		25%	\$155,125	29%	\$1,789,230
Subtotal			\$372,300		\$3,986,530
Total Main Building Cost			\$992,800		\$10,264,530

Butler Building

		Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
Cost Category	Units	Unit Cost	Subtotal	Unit Cost	Subtotal
Office Areas					
Architectural	5,200 sf	\$5 /sf	\$26,000	\$100 /sf	\$520,000
Structural	5,200 sf	\$5 /sf	\$26,000	\$75 /sf	\$390,000
Mechanical	5,200 sf	\$4 /sf	\$20,800	\$60 /sf	\$312,000
Electrical	5,200 sf	\$10 /sf	\$52,000	\$50 /sf	\$260,000
Subtotal		\$24 /sf	\$124,800	\$285 /sf	\$1,482,000
Shop Areas					
Architectural	2,000 sf	\$5 /sf	\$10,000	\$75 /sf	\$150,000
Structural	2,000 sf	\$5 /sf	\$10,000	\$75 /sf	\$150,000
Mechanical	2,000 sf	\$3 /sf	\$6,000	\$60 /sf	\$120,000
Electrical	2,000 sf	\$5 /sf	\$10,000	\$50 /sf	\$100,000
Subtotal		\$18 /sf	\$36,000	\$260 /sf	\$520,000
Project Costs					
Admin & Design		25%	\$40,200	25%	\$500,500
Equipment		10%	\$16,080	10%	\$200,200
Contingency		25%	\$40,200	29%	\$570,570
Subtotal			\$96,480		\$1,271,270
Total Butler Building Cost			\$257,280		\$3,273,270

Fish House

Cost Category		Units	Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
			Unit Cost	Subtotal	Unit Cost	Subtotal
Office Areas						
Architectural	2,268 sf	\$5 /sf	\$11,340	\$75 /sf	\$170,100	
Structural	2,268 sf	\$5 /sf	\$11,340	\$75 /sf	\$170,100	
Mechanical	2,268 sf	\$3 /sf	\$6,804	\$40 /sf	\$90,720	
Electrical	2,268 sf	\$5 /sf	\$11,340	\$50 /sf	\$113,400	
Subtotal		\$18	\$40,824	\$240 /sf	\$544,320	
Storage and Dive Shop						
Architectural	2,970 sf	\$5 /sf	\$14,850	\$50 /sf	\$148,500	
Structural	2,970 sf	\$5 /sf	\$14,850	\$150 /sf	\$445,500	
Mechanical	2,970 sf	\$3 /sf	\$8,910	\$35 /sf	\$103,950	
Electrical	2,970 sf	\$5 /sf	\$14,850	\$40 /sf	\$118,800	
Subtotal		\$18	\$53,460	\$275 /sf	\$816,750	
Project Costs						
Admin & Design		25%	\$23,571	25%	\$340,268	
Equipment		10%	\$9,428	10%	\$136,107	
Contingency		25%	\$23,571	29%	\$387,905	
Subtotal			\$56,570		\$864,279	
Total Fish House Cost			\$150,854		\$2,225,349	

Specimen Building

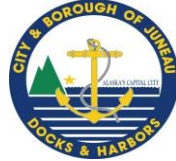
		Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
Cost Category	Units	Unit Cost	Subtotal	Unit Cost	Subtotal
Storage Area					
Architectural	7,300 sf	\$0 /sf	\$0	\$25 /sf	\$182,500
Structural	7,300 sf	\$0 /sf	\$0	\$2 /sf	\$14,600
Mechanical	7,300 sf	\$2 /sf	\$14,600	\$20 /sf	\$146,000
Electrical	7,300 sf	\$0 /sf	\$0	\$25 /sf	\$182,500
Subtotal		\$2	\$14,600	\$72 /sf	\$525,600
Project Costs					
Admin & Design		25%	\$3,650	25%	\$131,400
Equipment		10%	\$1,460	10%	\$52,560
Contingency		25%	\$3,650	29%	\$149,796
Subtotal			\$8,760		\$333,756
Total Specimen Building Cost			\$23,360		\$859,356

Seawater Filter Building

Cost Category		Units	Short Term Cost (0-1 yrs)		Long Term Cost (1-20 yrs)	
			Unit Cost	Subtotal	Unit Cost	Subtotal
Filter Tank Area						
Architectural	710 sf	\$5 /sf	\$3,550	\$75 /sf	\$53,250	
Structural	710 sf	\$5 /sf	\$3,550	\$50 /sf	\$35,500	
Mechanical	710 sf	\$30 /sf	\$21,300	\$0 /sf	\$0	
Electrical	710 sf	\$20 /sf	\$14,200	\$75 /sf	\$53,250	
Subtotal		\$60	\$42,600	\$200 /sf	\$142,000	
Office Area						
Architectural	180 sf	\$10 /sf	\$1,800	\$75 /sf	\$13,500	
Structural	180 sf	\$5 /sf	\$900	\$50 /sf	\$9,000	
Mechanical	180 sf	\$0 /sf	\$0	\$75 /sf	\$13,500	
Electrical	180 sf	\$5 /sf	\$900	\$75 0	\$13,500	
Subtotal		\$20	\$3,600	\$275 /sf	\$49,500	
Project Costs						
Admin & Design		25%	\$23,571	25%	\$340,268	
Equipment		10%	\$9,428	10%	\$136,107	
Contingency		25%	\$23,571	29%	\$387,905	
Subtotal			\$56,570		\$864,279	
Total Seawater Building Cost			\$102,770	\$1,055,779		

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT G: PFRP PLANNING LEVEL COST ESTIMATE



**AUKE BAY PORT FACILITY REDEVELOPMENT PLAN
BUDGET LEVEL ESTIMATE**

Prepared By: PND Engineers, Inc.

July 20, 2016

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$4,542,650
2060.1	Demolition and Disposal	LS	All Req'd	\$1,000,000	\$1,000,000
2601.1	Domestic Water System	LF	6,500	\$185	\$1,202,500
2611.1	Dry Fire Line System	LF	6,500	\$120	\$780,000
2702.1	Construction Survey Measurement	LS	All Req'd	\$100,000	\$100,000
2718.1	Sign Assemblies	LS	All Req'd	\$10,000	\$10,000
2726.1	NOAA Approach Dock Structural Modifications	LS	All Req'd	\$500,000	\$500,000
2894.1	Covered Aluminum Gangway, 10'x100'	LS	All Req'd	\$300,000	\$300,000
2895.1	Gangway Landing Float, 30' x 40'	LS	All Req'd	\$200,000	\$200,000
2895.2	Headwalk Float Extension, 16' x 300'	SF	4,800	\$180	\$864,000
2895.3	Mainwalk Float 5, 16' x 950'	SF	15,200	\$180	\$2,736,000
2895.4	Mainwalk Float 5 Fingers, 12' x 2,100'	SF	25,200	\$180	\$4,536,000
2895.5	Transient Moorage Float, 20' x 925'	SF	18,500	\$225	\$4,162,500
2895.6	Wave Attenuator/Moorage Float, 25'x1,500'	SF	37,500	\$275	\$10,312,500
2895.7	Utility Float, 16' x 30'	SF	480	\$225	\$108,000
2896.1	Furnish Steel Pipe Pile, 24" dia. x .500" thick	LF	55,000	\$110	\$6,050,000
2896.2	Install Pipe Pile to Bedrock Interface	EA	240	\$6,000	\$1,440,000
2896.3	Perform Pile Tension Load Test	EA	8	\$5,000	\$40,000
2896.4	Install Rock Socket (or Pin Pile Anchor)	EA	240	\$18,000	\$4,320,000
2896.5	Install Pile Frame	EA	120	\$12,000	\$1,440,000
2897.1	Supply Floatation Billet	EA	250	\$200	\$50,000
2897.2	Install Floatation Billet	EA	250	\$400	\$100,000
2898.1	Float Transition Ramps	LS	All Req'd	\$60,000	\$60,000
2899.1	Life Ring Cabinets, Fire Cabinets and Hose Mounts	LS	All Req'd	\$75,000	\$75,000
2900.4	Pile Splice (Contingency)	EA	10	\$3,500	\$35,000
5120.2	Electrical Support Assemblies	LS	All Req'd	\$100,000	\$100,000
13121.1	Storage Shed	LS	All Req'd	\$30,000	\$30,000
16000.1	Electrical System	LF	6,500	\$750	\$4,875,000
ESTIMATED CONSTRUCTION BID PRICE					\$49,969,150
CONTINGENCY (15%)					\$7,495,373
SITE SURVEY & GEOTECHNICAL INVESTIGATION (2%)					\$999,383
PLANNING, PUBIC INVOLVEMENT & PERMITTING (2%)					\$999,383
FINAL DESIGN & BID READY CONTRACT DOCUMENTS (6%)					\$2,998,149
CONTRACT ADMINISTRATION & CONSTRUCTION INSPECTION (8%)					\$3,997,532
TOTAL RECOMMENDED PROJECT BUDGET					\$66,458,970

APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY

AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT H: BRIDGE PARK TO NORWAY POINT MASTER PLANNING RESEARCH

Land Use Master Planning: Bridge Park to Norway Point

The next big thing for Juneau waterfront development is here

The City and Borough of Juneau is actively working to develop a vision and master plan for the uplands between the Juneau-Douglas Bridge and Norway Point that reflect the needs and desires of our community while enhancing Juneau as a port city. The public is invited to provide input to develop the master plan for the Docks and Harbors managed uplands at Norway Point; Aurora Harbor; Juneau Fisheries Terminal; Harris Harbor; and Juneau-Douglas Bridge uplands. Corvus Design of Juneau is taking the lead on this project team, which includes Northwind Architects, PND Engineers, and Rain Coast Data. The first public meeting has been held in this process, which was the first step towards creating a vision that will reflect the community's priorities and needs. The final plan is anticipated to be completed in November 2016.



**Want to learn
more?**

Project Contact List: Sign up by sending an email to
meilani@raincoastdata.com

BRIDGE PARK TO NORWAY POINT FIRST PUBLIC MEETING SUMMARY

On May 18th, the first public meeting was held to develop a vision and master plan for the uplands between Bridge Park and Norway Point that reflect the needs and desires of our community. There were nearly 60 interested citizens in attendance. This is a summary of that meeting.

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Expand marine services capability: Twenty seven people commented that additional and/or expanded fisheries support facilities were needed. The addition of a 150-300 ton lift (8 comments) was cited as the most pressing need. Other suggestions included a crane, haulout facility, welding and boat maintenance shops, maritime hydraulic services, additional boat storage, and filling uplands to meet these needs. **Background:** Juneau vessel owners in the project area find they have limited options for making repairs and upgrades to their vessels. There are also limited areas to store vessels in Juneau out of the water. There are clear opportunities here in terms of providing greater services to vessel owners, more robust haul out options, and increased vessel storage space. Juneau has a 35 ton lift, storage/workspace for 10 vessels, and 5-6 people employed in the summer. To compare, Wrangell Port & Harbors operates a 150-ton marine travel lift, a 300-ton ASCOM boat lift and has upland storage for over 85 boats, and employment for approximately 50 people. Harris Commercial Marine staff see a need for a 150 ton travel lift in addition to the existing smaller one. Adding more workstations so that people can work on boats or hire people to work on their boats, more uplands boat storage, and more space for those who work on boats would all bring more spending into our community.



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Improve safe & efficient access to/from Egan Drive and between the harbors: Improved access to the harbor was among the top concerns for respondents, with 21 comments saying it was the most-needed improvement. The majority of those citing access commented specifically on the hazards of crossing Egan Drive to turn into the harbor. Other commenters spoke of wanting a road that connected Aurora parking and road area to the Harris Harbor area.



13

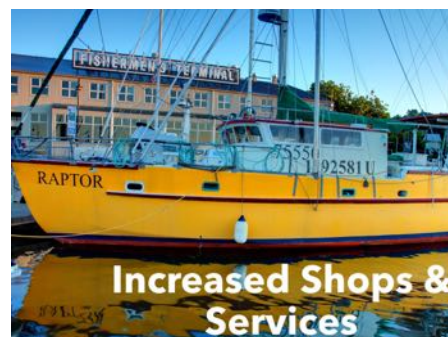
Upgrade harbor amenities: Seven respondents listed an updated and improved harbormaster's office as the most pressing need. Reasons included the need for a larger space for staff and overall modernization. New and updated restrooms were listed as high priority by six respondents. The harbors used to have plumbed facilities, which were discontinued due to security issues, excessive janitorial requirements, and lift station maintenance problems. Commenters noted that to be a world class harbor we need to provide more adequate restroom facilities.



Increased shops and services for harbor residents, visitors and locals: Increasing economic development opportunities was the top suggestion among 11 respondents, who said they

11

would like to see the addition of restaurants offering waterfront views, retail shops and maritime-related businesses. With a community of liveaboards, visiting recreational boaters, and commercial fishermen, respondents recommended providing services that meet the needs of this community in the project area uplands. **Prioritizing this type of development was also the most popular suggestion when a follow up question was asked: What would be best for the community?**



Increased pedestrian access: Nine respondents said improved walking paths are needed. Pedestrian safety was the

9

top reason cited by this group. **Background:** Last year 643 transient vessels with boaters, yachters and commercial fishermen arrived in the project area. It is difficult for those arriving without vehicles to access services, stores and restaurants. Limited access to businesses results in decreased spending. Look for opportunities to create increased pedestrian access to those arriving by water, and provide linkages to the seawalk in development connecting to Bridge Park.



Other comments:

4

- Four people said the waterfront area surrounding the harbor should be **zoned for mixed-use**, allowing businesses to move in alongside housing (suggestions for housing ranged from high-price waterfront condos to affordable homes).

- The addition of **storage space** for private belongings was suggested by four people.

- Four respondents wrote that **additional parking** is needed. Reasons varied from current limited parking to easing congestion when entering and leaving the harbor.

3

- **Three Comments Each:** Add a net shed or float. Create a public transportation hub. Increase maritime workforce development and emergency response training. Improve small craft launch / moorage.

1-2

- **Two Comments Each:** Improve and add community facilities. Create a fresh fish market. Covered boat storage. Add bike paths and improve current ones. Add a cold storage facility. Add a drive-down dock. Repair or replace floats.

- **One Comment Each:** Provide power for the lot near JYC for youth sailing. Convert Juneau Electronics into a maritime terminal. Clean up the area. Build homes. Prioritize feedback of harbor residents and users over others. Improve security. Improve sewage. Add boat slips.

PROJECT AREA: By the Numbers

289 Parking Spaces: The primary uplands use in the project area currently is parking. The project area has a parking capacity of 289 vehicles. There are 800 parking stickers distributed annually to Aurora and Harris Harbor patrons with year round stalls. An additional 620 temporary parking permits were also issued last year (ranging from one day to three months).



753 Vessel Capacity:



Aurora Harbor has the capacity for **465 vessels** while **Harris Harbor** has an additional moorage capacity for **288 vessels**. This includes **42 boat shelters** that are currently in use. The harbors are nearly at capacity in the summer "with the exception of the 24' stalls in Aurora." Juneau hosts a significant fishing fleet, many of which base out of the Aurora and Harris Harbors. There were 643 transient vessels that used these Harbors in 2015.

\$1 Million+ in Annual Moorage Revenue: Total moorage revenue for all downtown harbors was \$1.4 million in FY2014 and \$1.25 million in FY2015. Because this figure does not break out the Douglas Harbor, it is assumed that the total moorage revenues for Aurora and Harris are approximately one million annually.

One-third of Juneau's Commercial Fishing Fleet:

There are **100 commercial fishing boats** with year-round stalls in Aurora and Harris Harbors. Since according to the Juneau Economic Plan Economic Baseline Report there are 300 commercial fishing boats in Juneau, **this represents one-third of the Juneau fishing fleet**. There are 1,180 fishing vessels (including non-local transient vessels) registered with CBJ that use local facilities.



160 Harbor Residents:

There are **160 people** permanently living in the project area on **123 different vessels** including **21 houseboats or float houses**. This count includes 120 residents living in Aurora Harbor, 39 in Harris Harbor, and one additional resident moored at Norway Point. To provide perspective, this means that the project area has a similar population to Coffmann Cove, and has 30 more residents than Tenakee Springs.



Nearly 15,000 People Used the Yacht Club During 274 Events Last Year:

Last year there were **14,630 user days** of the yacht club at **274 events**, for an average of **53 attendees per event**. There were 70 public rentals with an average attendance of 100 people each. Other top users included church groups, Juneau Youth Sailing, Sons of Norway, Coast Guard Auxiliary, Docks and Harbors, and Yacht Club organizational meetings.



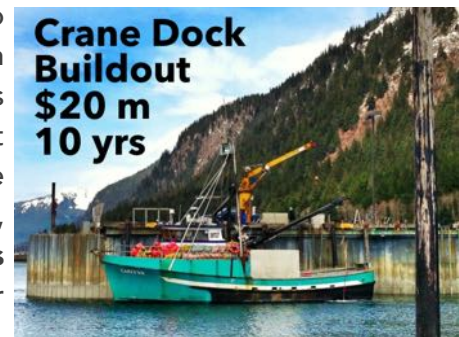
200-300 Haulouts: In the small leased ship yard, Harri Commercial Marine provides welding, fabrication, fiberglass repair, and a 35-ton travel lift. The Travel-Lift hauls between 200 to 300 vessels annually at a price of \$20 per foot. The work done in the yard generally ranges between \$500 to \$5,000 per vessel. There are 10 slots for vessel storage/work.

300 Students: The UAS Technical Education Center (TEC) is located at 1415 Harbor Way in downtown Juneau across from Juneau Douglas High School. The TEC is comprised of two buildings that house programs in the School of Career Education. It includes the UAS Center for Mine Training along with programs in construction technology, power technologies (diesel/auto/marine), and welding. The proximity of the TEC to the nearby high school provides opportunities for shared use of facilities and early-college career pathways for high school students taking college courses. A portion of the TEC site is leased to the City and Borough of Juneau as a commercial haul-out for marine vessels. The lease for this purpose extends to 2021.



Potential Economic Impact of Juneau Fisheries Terminal Dock or "Crane Dock" \$20 million over 10 years:

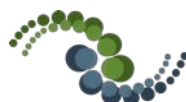
There is a current plan in place to complete the crane dock by building a new dock face on the north side and adding at least two new cranes. According to an analysis done by SeaFisk consulting in 2015, the ten year economic benefit of the completed project is projected to be \$19.8 million. The Juneau Fisheries Terminal supports fishermen with loading dock, cranes, and access to boat repair facilities. **The current Travel-Lift is limited to 35 tons** thus larger vessels must leave Juneau for maintenance and repairs.



At Least 50 Jobs: Harri Commercial Marine supports 5-6 on-site employees in the summer.

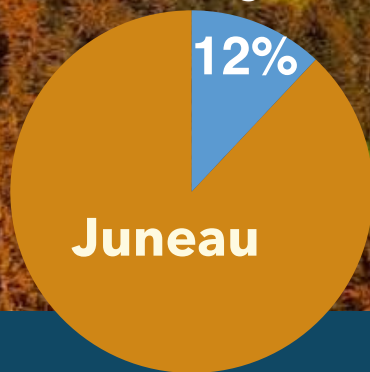


Marine Exchange employs 18 to 20 people providing a 24 hour vessel tracking system for Alaska. **Juneau Electronics** has 4-5 employees. **Technical Education Center** has 30 staff, faculty, and adjuncts working at this site. **Juneau Yacht Club** has two employees plus volunteers. **Maritime Hydraulics** has three employees. We are still waiting to determine total **USFS/FWS** jobs on site. There are an additional 25 mechanics, fiberglass, and shipwrights providing **marine support** - mostly as independent contractors.



THE MARITIME ECONOMY OF JUNEAU ALASKA

Maritime as a % of all earnings



June 2016

PREPARED FOR THE LAND USE MASTER PLANNING PROJECT: BRIDGE PARK TO NORWAY POINT

This document was compiled to assist with the master planning efforts for the Docks and Harbors managed uplands at Norway Point; Aurora Harbor; Juneau Fisheries Terminal; Harris Harbor; and Juneau-Douglas Bridge.

Juneau, Alaska is a maritime community. Nearly every element of our economy is intermingled with the maritime economy. In terms of workforce earnings, **maritime is the community's largest sector outside of government**; and it draws from nearly every element of the workforce. (The visitor industry has more jobs overall but fewer earnings than maritime).

When tracking the change of the maritime sector over time and comparing across geographies, it is simpler to focus only on the private sector (along with Coast Guard jobs). In Juneau this subset includes 1,400 blue jobs, and accounts for 12% of the community's **private** sector economy. Between 2010 and 2014, employment in Juneau's private sector maritime industry grew by 65 jobs

and \$5.8 million in annual earnings. There are an additional 570 **government jobs** in Juneau focused on fisheries enforcement, tracking, and science. Alaska Marine Highway and Juneau Docks and Harbors jobs are also maritime jobs.

Combining public and private sectors there are more than 2,000 maritime jobs in the capital city with a total associated payroll of \$117.5 annually.

Region-wide this sector has also been growing. Between 2010 and 2014, the private/military maritime economy of the region grew 15%—nearly 900 jobs, while wages grew by \$90 million (29%). We will know more about changes to the Juneau maritime economy shortly, as 2015 numbers will be released next month. However with new dock projects in Juneau, a rebounding tourism sector, and expected increases in Juneau seafood harvests, the outlook for the maritime economy is for continued growth.



MARITIME DATA: Juneau Alaska 2014

Private and US Coast Guard Maritime Employment & Workforce Earnings

Fishing & Seafood Processing



Jobs: **581**
Wages: **\$27.4 M**
Change in jobs
2010-14: **+7%**



Jobs: **320**
Wages: **\$28.3 M**
Change in jobs
2010-14: **-12%**

Marine Tourism



Jobs: **341**
Wages: **\$10.1 M**
Change in jobs
2010-14: **+17%**



Jobs: **115**
Wages: **\$7.9M**
Change in jobs
2010-14: **-14%**

Ship Building, Repair, Marinas



Jobs: **7**
Wages: **\$187 K**



Jobs: **20**
Wages: **\$1.8 M**

Notes: Most employment generated by cruise ship is not captured in this dataset, such as gift shops and land based activities. Only tourism businesses that are water-based, such as kayak rentals or whale watching excursions were included. The full impact of cruise ship tourism is much greater than what is presented here. **Cruise visitors spend an estimated \$190 million annually in Juneau, providing 20% of all sales tax revenue,** according to Port Director Carl Uchtyl.

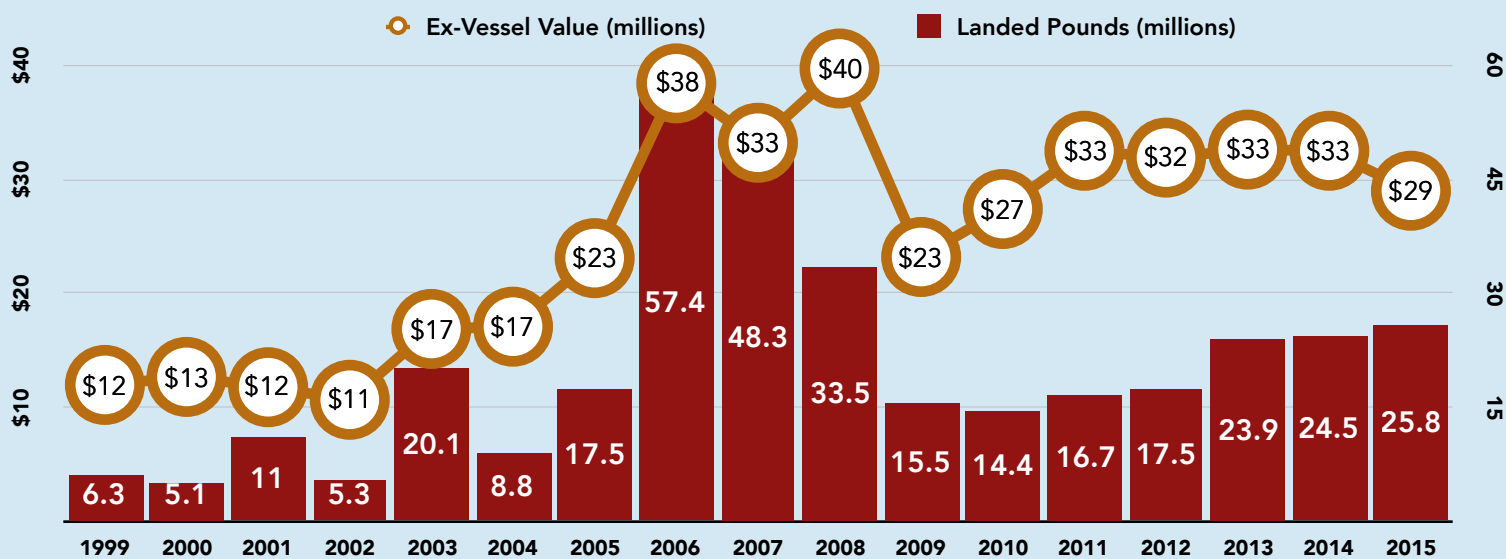
Also, marine service jobs involved in vessel repair do not capture private service contractors that are not 100% marine such as welders, electronic and plumbing specialists.

Maritime icons were created by graphic illustrator Averyl Veliz.

Juneau Private & Military Maritime Economy 2010-2014

- Total Jobs 2014: **1,400**
- Total Wages 2014: **\$76.5 Million**
- 5 year change in jobs: **+65**
- 5 year change in jobs by percent: **+5%**
- 5 year change in earnings: **+\$5.8 million**
- Change in earnings by percent: **+8%**

Juneau Alaska Seafood Sector



The largest component of the Juneau maritime sector is the local seafood industry. The total Juneau seafood harvest in 2015 was 26 million pounds, a 79% increase from 2010, with a total value to fishermen of \$29 million. Nearly 600 commercial fishing vessels (including those not home-ported in Juneau) participated in this harvest.

In 2014, 8% of all pounds landed in Southeast Alaska were landed in Juneau, **representing 12% of the total value of the Southeast Alaska catch.** (2015 regional data has not yet been released).

Juneau is the nation's 44th largest commercial fishing port, by both value and poundage, and the 13th largest commercial fishing port in Alaska.

THE SEAFOOD INDUSTRY IS A KEY ECONOMIC DRIVER

Seafood harvests have long been an important part of the Juneau economy. The Juneau seafood industry (including commercial fishermen & seafood processors) generated 580 average annual regional jobs in 2014. (Nonresident commercial fishermen & crew members are excluded from these figures.)

In 2015, the five salmon species represented 78% of the overall seafood catch in terms of volume—yet only 37% of total ex-vessel value (\$10.8 million). Halibut, black cod and crab—while just 16% percent of total pounds landed—accounted for more than half of the total catch value (54%) in 2015.

SEAFOOD PROCESSING

There are five shore-based seafood processors in Juneau with average annual employment of 198. They process 15 to 25 million pounds of

seafood annually. State shared fisheries taxes for processing activity in CY14 generated \$365,000 for Juneau.

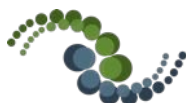
GOVERNMENT SEAFOOD JOBS

Juneau is the base of operations for many federal and state government functions that manage or promote the fisheries industry statewide. In addition to the maritime jobs previously discussed in this document, **there are an additional 510 government jobs in Juneau tied to seafood industry with \$37 million in annual wages**, including the following:

- 180 National Marine Fisheries Service jobs with \$18.6 million in wages.
- 300 Alaska Department of Fish and Game Employees with \$17 million in wages.
- 8 US Fish and Wildlife jobs with \$745,000 in wages.
- 22 UAS and UAF fisheries staff with one million in wages.

JUNEAU SEAFOOD NUMBERS

- In the past 5 years, **100 million pounds of seafood** were harvested in and around Juneau waters (mostly salmon) with an ex-vessel of **\$159 million.**
- Juneau supports **580 annual average seafood jobs** in the private sector along with **510 public sector jobs** for a total of **1,090 year round equivalent Juneau based seafood and ocean life focused jobs**, with **\$65 million** in total associated annual earnings.



5,900 Boats and Vessels

There are 5,900 registered boats and documented vessels in Juneau Alaska. Juneau's boat to person ratio is 1 to 6.6.

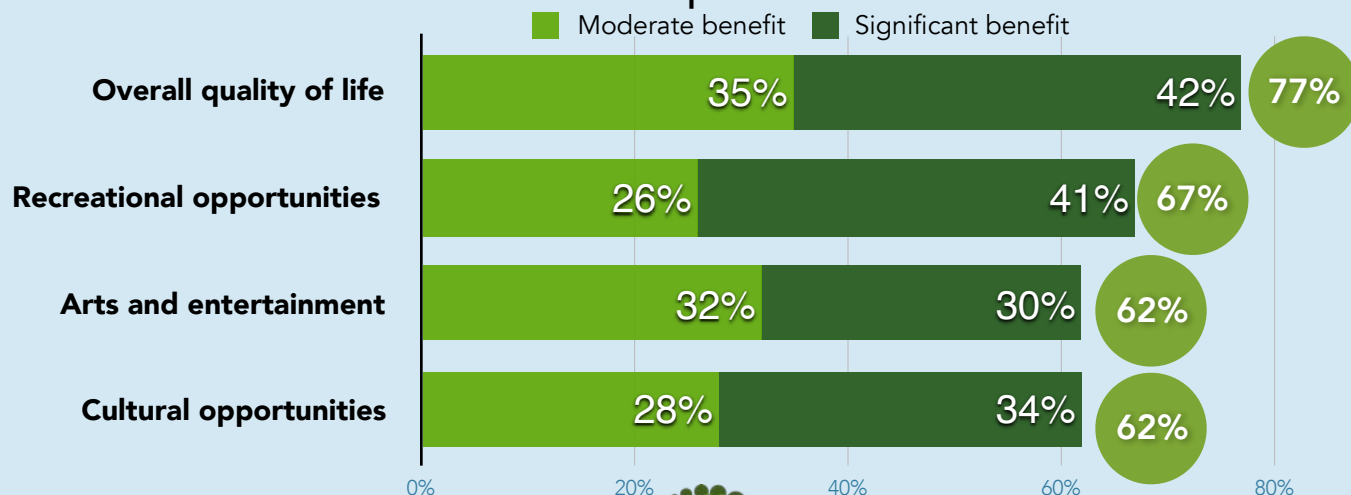
Boat and vessel count include boats registered by the Alaska DMV and Coast Guard documented vessels with a Juneau Alaska "hailing port". More than a quarter of Juneau Alaska vessels (1,700) are documented. Documented vessels are commercially used or over 25 ft. According to the DMV, boats in Southeast Alaska over 25' are typically documented vessels.

How Significant Are These Elements to Your Business?

Juneau business owners and operators were asked about the top benefits to having their businesses located in Juneau. The **overall quality of life and recreational opportunities** were identified as having the most significant benefits to Juneau businesses. Quality of life and access to recreation has a strong correlation to access to the waterfront and ocean based activities.

(Source: Southeast Conference Business Climate Survey 2015).

Top Benefits

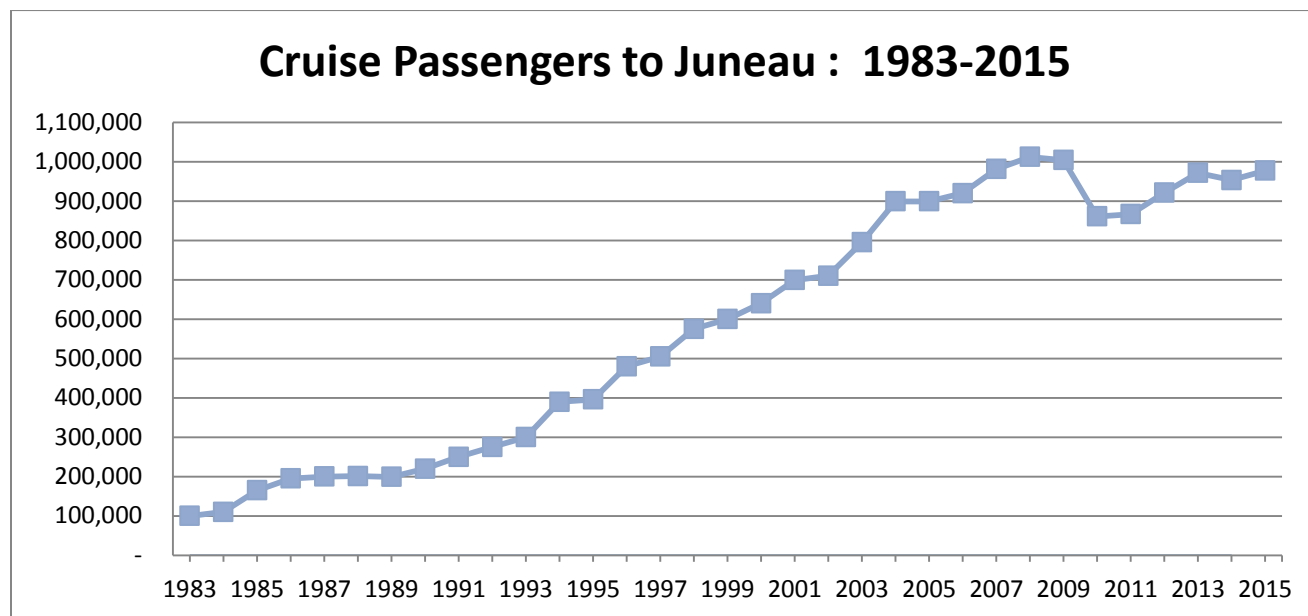


APPLICATION FOR CONVEYANCE OF PORT FACILITY PROPERTY
AUKE BAY MARINE STATION – JUNEAU, ALASKA

EXHIBIT I: STATTER HARBOR FACTUAL BASIS

Factual Basis – Don D. Statter Harbor Facility (Statter) Charter Fleet Facility

The cruise ship industry in Juneau has increased dramatically over the past three decades. In 1973 there were 36,536 cruise ship passengers arriving at the downtown cruise ship docks. By 1980 that number increased to 86,000 passengers. The following graph shows cruise ship passenger counts from 1983 (about 100,000) to 2015 (about 1,000,000).



Cruise passenger visits to Juneau, Alaska: 1983-2015 (Juneau Convention and Visitor's Bureau 2000, Southeast Stevedoring 2004; CBJ Docks & Harbors 2016).

By 2008 cruise ship passengers topped out at 1,030,000 but dropped slightly during the ensuing economic downturn. However, the numbers have been rising again with expectations of nearly 1,020,000 passengers in 2016.

Cruise passengers disembark in downtown Juneau and venture out to various venues throughout the Borough. The most popular venue is the Mendenhall Glacier which hosts 465,000 cruise ship passengers a year (limit established by the U.S. Forest Service).

Other popular activities for visitors to Juneau are whale watching and charter fishing. Virtually all charter vessel tours depart Auke Bay at: Statter Harbor, Andrew's Marina, or Allen Marine Dock near the ferry terminal. CBJ Docks & Harbors collects a fee for each passenger embarking on charter vessels which originates from Docks & Harbors managed properties.

As the cruise ship passenger arrivals have increased dramatically over the years so has the number of whale watch and fish charter tours. In the early 1980s the industry operated but a handful of vessels, in 2015 Statter Harbor alone hosted 61,850 charter passengers. Sheinberg Associates was contracted by Docks &



Tour vessels vying for limited loading zone.

Harbors to accurately verify the origination of charter vessel visitors from either cruise ships or independent travelers. The Statter Harbor Passenger Data, For-Hire Commercial Charters report is attached as an enclosure which states that 86% of all Statter charter vessel passengers originated from downtown cruise ships. Docks & Harbors records in 2015 indicate 25 separate companies operating 49 vessels offering 499 seats operating out of this location. On the busiest of days over 1000 cruise ship originating passengers will embark on a whale or charter fishing excursion from Statter Harbor. Over the course of a season, it is estimated 9,600 individual charter vessel moorings and unmoorings occur at this facility.

The Don D. Statter Harbor is a multi-use facility supporting recreational boaters, visiting yachts, commercial fishermen, kayakers, and charter boat operators. Without a doubt, the greatest increase of users to Statter Harbor has been the growth of whale watching and charter fishing catering to visiting cruise ship passengers.

The publically owned Don D. Statter Harbor is operated by CBJ Docks & Harbors. It was constructed in 1987 for transient moorage with approximately 10,000 linear feet of dock space. Using an average of 35 feet per vessel the total capacity is about 286 vessels. In 2006, CBJ purchased DeHart's Marina containing approximately 100 slips for a total at Statter Harbor of 386 slips. In 2013, Docks & Harbors completed a project to improve overall safety and efficiency of the facility by demolishing the failing DeHart's Marina and replacing it with 70 new floats (reducing the overall capacity to 316 vessels).



Fishing vessels rafting six or more deep on a busy day.

On a typical summer day, Statter Harbor moorage slips are filled above capacity. On extreme days, during various commercial fisheries openings, busy whale watch days, Salmon Derby, or holidays there might be over 450 vessels mooring at the facility. This results in many vessels rafting up three and four deep. In this situation safety becomes a concern for patrons accessing their vessels by crossing other vessels and rafting of vessels severely reduces the maneuvering fairway within the harbor thus creating unsafe vessel movement.

While the overall use of Statter Harbor has increased over the years, the level of increase of tourism related uses has overshadowed all others and has greatly strained the capacity of Docks and Harbors to maintain safe, efficient, convenient, and secure facilities at Statter Harbor to serve cruise ship passengers - resulting in tensions, conflicts, and strained management decisions.

Basic infrastructure needs of cruise ship passengers are not met resulting in inconvenient and inefficient long lines at the current below capacity restrooms at Statter Harbor. In recent years portable toilets have been brought in to serve the cruise



Long lines awaiting use of restroom facilities.

passenger needs but the area available for setting these units are much needed parking stalls thus further impacting the facilities at Statter Harbor.



Visitors disembarking bus to tour vessel loading area.

Currently there are insufficient areas for coach and van unloading/loading thus cruise passengers must disembark the vehicles a distance from the gangway to their tour vessels and are exposed to vehicular hazards by walking through parking lots, drive lanes, and active launch ramps. Every single arriving guest on a coach or bus originated from a cruise ship.

Since 2005 Docks and Harbors has planned for phased development to address the safety and inefficiency issues at Statter Harbor. Phase I, completed in 2013, removed failing DeHart's moorage floats and replaced them with a new improved float system. Phase II, which is scheduled for completion in August 2016, will provide a new safe and efficient two-lane boat launch component. Both these improvements were funded with a combination of city sales tax, legislative grants, state grants, and a federal grant. While these projects have improved the overall situation immensely, they have not addressed the continued need to address issues more directly related to the charter operations for whale watching and the safety of the passengers originating from cruise ships.

The Sheinberg Associates report, stated cruise ship companies made an estimated \$1.2 million from sales of tours that used Statter Harbor in 2015. The profit was estimated using point of sales aboard the cruise ship or via advance sales through the cruise line for whale watching and fishing excursions at Statter Harbor.

Phase III, currently in the final planning stages, would greatly improve safety for cruise passengers as they arrive by motor coach or van, assembly for escort to their vessels, and embark/disembark for their tour. New floats would be constructed to serve the tourism charter fleet for embarking/disembarking and mooring overnight thereby reducing pressure on the overall moorage facility. New restrooms would be installed to provide adequate and convenient amenities for the cruise passengers utilizing the facility. This exclusive use area for the charter fleet would provide safe, efficient, and convenient facilities to serve the cruise ship passengers; and, thus deconflicting the current operations by enhancing the experience for cruise ship passengers, the cruise ship industry, and locals vying for limited real estate at Statter Harbor.

Given the goals and objectives of Phase III of the Statter Harbor Master Plan improvements to improve safe, efficient, and convenient facilities for charter fleet operations, funding for the construction of these improvements is sought from the State of Alaska – Commercial Passenger Vessel Excise Tax. It seems clear from the description above of the issues being addressed with the proposed Phase III project that the funding supports improvements directly related to safety, efficiency, and convenience of the cruise ships and their passengers who utilize the publically owned facilities at Statter Harbor.

Depending on funding availability the project may be constructed in segments. Phase III-A would consist of dredging the float basin; construct the seawall to contain the uplands edge; construction and

installation of floats for tourist charters; fabrication and installation of the gangway; grading the vehicle staging area. Phase III-B would construct a covered assembly area; construct restrooms; construct a connecting seawalk; and paving of the vehicle staging area for cruise ship arriving passengers.

Attachments:

1. Letters from Operators
2. Phase III Plan – draft conceptual
3. Sheinberg Associates Report “Statter Harbor Passenger Data, For-Hire Commercial Charters”

PAUL H. SWANSON
3101 RIVERWOOD DRIVE
JUNEAU, AK, 99801

October 3, 2015

Carl Uchytel, Port Director
Juneau Docks and Harbors
Juneau, AK 99801

Port Director Uchytel,

I am very much in support of the proposed commercial ramp and floats at Statter Harbor to accommodate the excessive traffic associated with the whale watch tours that predominately serve the cruise ship passengers. The current amount of tourism activity at Statter Harbor poses a significant safety issue for everyone using the harbor facilities, as they are not designed to accommodate excessive commercial traffic, including busses and pedestrians.

We all know that the ramp area is heavily utilized and even without the additional tour activity is typically congested with boats, trailers and vehicles; a safety concern in and of itself. Then when the large tourist busses are in the harbor area, they must back into the right side of the launch ramps to off/on load their passengers. As the cruise ship passengers on tours are departing from or returning to their busses, they are crossing behind or in front of the trucks and trailers accessing the boat ramp. Clearly this is less than ideal situation for all user groups.

I am in full support of the proposed ramp and floats for the commercial uses of whale watch patrons and other related activities. It is critical that new facilities are completed to accommodate the tourist activities at Statter Harbor.

Sincerely,



Paul H. Swanson

PS. As much as I dislike the speed bumps installed, it has slowed traffic down and is an improvement. However, I hope that the speed bumps will go away, once the major safety issues of excessive commercial traffic are addressed.

Douglas H. Ward
Dolphin Tours LLC
9349 Turn Street
Juneau, AK 99801
(907) 321-3422c

April 13, 2016

Carl Uchytel
Port Director
Juneau Docks and Harbors
155 S. Seward Street
Juneau, AK 99801

RE: STATTER HARBOR IMPROVEMENTS PH III

I am writing this letter in support of the proposed use of Cruise Line Head Tax funds for the purpose of building a new commercial operators loading facility at Statter Harbor in Juneau, Alaska.

Since 1994, I have owned and operated Dolphin Tours LLC, a whale watching tour company. We operate almost exclusively through Statter Harbor with our office on the far side of the present parking lot. Over the years we have grown until now we operate seven vessels from 35 to 51 feet long. Other commercial tour operators use the facilities for many additional vessels. In total, according to harbor staff, there are 18 companies with 53 vessels presently paying an Auke Bay harbor head tax for passenger use.

Our passengers almost exclusively originate from visiting cruise ships. I would estimate 1% of our passengers came from other sources, such as local, airport or ferry arrivals. We schedule our days around cruise ship port times and begin and end our season on the same day as the cruise ships. We do not operate tours on days in the summer when no ships are present. I suspect that all the other operators have a similar ratio of cruise ship passengers.

Our passengers arrive in Auke Bay on one of our fleet of busses, which drop off and pick up passengers simultaneously with the arrival and departure of our vessels. While this may seem a simple matter of timing, it is far more complicated than that. Presently, there is one 'loading/unloading' lane for our buses, accommodating a total of three buses. Since every operator uses a fleet of buses and vans (approximately two buses for every boat on average), the Auke Bay bus loading zone becomes extremely congested. In addition, several operators contract with various bus companies for their land transportation, complicating driver coordination.

Over a great deal of negotiation, harbor staff and operators have come up with a complex set of rules for both buses and boats in order to deal with the congestion. These rules are not

intuitively obvious to all. Each year, from beginning to end, new drivers and captains with good intentions revert to behavior which they believe to be harmless, causing chaos to others, both operators and locals.

The simple act of a single captain running up to use the restroom, leaving his/her vessel tied up in the middle of an empty loading zone can cause mayhem. What that well-intentioned individual didn't realize was that three minutes later, six commercial vessels from four companies loaded with passengers were going to be vying for the remaining dock space, to both offload and onload passengers. Since the vessel might be tied in such a way it blocks two commercial vessels, the commercial transit will be drastically slowed. As each vessel drops off passengers, it might pull away and idle in the harbor, letting the next vessel drop off. Even though the commercial operators work together, it might take an extra 15 minutes for the transfer. If there was a line to use the restroom (caused by the commercial passengers), it is completely likely that by the time the local 'trouble-causer' walked back to his/her boat, the harbor would once again be empty.

It is not reasonable to expect every operator, commercial and non-commercial to know and follow the rules all of the time. More tickets would just irritate people. They can't be expected to know what they don't know.

Presently the harbor staff do their best to enforce the rules, and I will say they do a very good job. They attempt to focus on the trouble-causers, whoever they may be, which is difficult to discern.

Another example is with the bus loading zone. Since it is a single lane, a single bus can clog the works. Imagine a bus is scheduled to drop off/pick up his passengers at 1:00pm. He shows up at 12:55 and finds another single bus in the lane, so he parks behind. The first bus leaves, but since his folks are lollygagging as they depart the bus, he is unable to move forward. Just as his last passenger steps off, a passenger from his boat steps up. One by one, passengers arrive, always just stepping on, or about to do so. Passengers disappear in the restroom, clogging each other, so they arrive 30 seconds apart. The driver finally leaves at 1:05pm. Just before he goes, another bus pulls in and begins to unload to his rear.

Now the fun begins as bus after bus pull into Auke Bay, unable to park because the last bus is in the last space. Buses should never back up, so they don't pull past and back into the empty slots to the front. Instead they wait to the rear, clogging the boat launch ramp area, or circle the parking lot, dramatically increasing congestion.

We solve the problem, passengers get on and off buses and boats, with just a minor delay. But meanwhile, perhaps 200 passengers are milling around the harbor, in buses and waiting on the sidewalk. This is all due to the Auke Bay facilities which were not designed for commercial passenger operations on this scale.

Since the upland facilities are extremely limited, fully 80% of the passenger buses circle the parking lot virtually every pick up/drop off, sometimes several times. Those that leave often stage at the Auke Lake parking overlook, driving to and from along busy Glacier Highway without passengers. This congestion is incremental; while no one bus causes congestion, the overall effect is real and significant.

Operators and Harbor staff don't have a working solution to this congestion, no amount of training can compensate for the facilities. Over the past few years the rules haven't changed much, because none of us can come up with a better set of rules or solutions.

Another problem is the fact that many of our passengers are mentally on vacation. They don't behave as fully functioning adults. While wonderful people, they think nothing of strolling through a busy foreign parking lot oblivious to instructions and traffic. Many look the wrong way while crossing traffic. To expect them to change is futile. And while we expect them to stay on the well-designed sidewalks, we also expect them to cross a busy two-lane boat ramp on slimy and uneven footing when entering and exiting any full-sized coach.

While the commercial passengers are overwhelmingly from cruise ships, the impact of the congestion primarily affects locals. Operators cater to the naturally oblivious passengers, who accept the congestion as normal. On the other hand, as a local, I feel 'chased out' by the congestion and tourists, only my inside knowledge allows me to understand the flow and find my way through the crowds. I am sure others feel the same way. Like Salmon Derby weekend, if you don't know the harbors, things get intimidating when things are crowded. I don't want to cause trouble, and neither do most locals.

As an example, just beside the Bus Loading Zone are three 'compact' car spaces. If a car parks poorly there, or a large truck, then buses cannot circle the parking lot and avoid the loading zone. One car can force all of the buses to stop circling and pile up, causing even more congestion.

Also, as previously mentioned, commercial passengers come in waves and often clog the restrooms. The women's restroom has just two stalls. While the harbor puts out multiple portable toilets, and keeps them clean, no one likes to use them. So locals might find half a dozen people waiting for a stall.

Locals operate at a different pace than tour operators. They load and unload vessels in Auke Bay as well, but are dealing with carts full of provisions and items. Congestion between locals with heavy carts and oblivious tourists are potentially dangerous and certainly stressful.

Cruise Ship passengers are very commonly slow movers. They may walk, or use wheelchairs, but in such a scenic environment, every step causes delays. Presently passengers must walk 200 yards, more or less between the boats and buses. The congestion is in part due to this distance. As the present facilities are designed, nothing can be done to reduce this, but a new facility with even 25% less walking would be remarkably more efficient.

In light of the recent lawsuit filed by the Cruise Lines International Association filed against the City and Borough of Juneau, it seems particularly appropriate to consider whether the proposed use of the funds for the Statter Harbor improvements truly goes towards cruise ship passenger facilities.

I was against the head tax and still am. We should be encouraging passengers and cruise lines to come to Alaska rather than skimming off them. The world is a big place with many other attractive destinations, we should continue to strive to make Alaska more attractive, rather than more expensive. I still believe the state would be better off without the tax.

Be that as it may, the funds have accumulated, and will never be reimbursed to the passengers. With that in mind, I cannot imagine a more qualified proposal for a facility that will be built for and used by cruise ship passengers. While the proposed Auke Bay facility is not designed or built for the direct embarkation or disembarkation of passengers to their cruise ships, it is a direct benefit to an enormous number of cruise ship passengers, and also will directly reduce the impact of cruise ship passengers on locals.

I recognize that my listed arguments and concerns are perhaps a bit muddled to anyone who has not transited Auke Bay during the busy tourist season, and I have not included any diagrams or photos to delineate these issues. You may not fully understand the problems, or think there must be a simple solution to relieve the local stress without the dedicated facility.

If you think that way, I agree with you. My thoughts and feelings are muddled, because the problem is complex. I am an insider in Auke Bay operations, having watched the muddled process of development for over 20 years. A similar facility has been on the drawing boards for over 10 years.

This proposed solution, the Commercial Auke Bay Loading facility is not my preferred option, because, frankly, I can't wrap my mind around any solution. My proposed changes and 'improvements' to this facility bring both advantages and unintended consequences. I keep thinking outside the box, and coming up with nothing.

After considerable heartburn at not being able to think of a better solution, I reluctantly agree that this proposed facility is a good call. The situation in Auke Bay is a boiling pot, and I am a frog. Ten years of my intermittent imagination couldn't come up with a better solution, so this must be right, waiting ten more years won't make us more imaginative.

My nature is to only reluctantly agree, but I must also let you know that I whole-heartedly agree that this proposed solution is the right one. Life for everyone, tourist and locals, will be vastly improved with the facility. Auke Bay will return to the locals, while the tourists and operators are able to continue to operate with much less impact.

Thank you for your time. You may contact me by email or phone.

Sincerely,

Douglas H. Ward
Dolphin Tours LLC member
9349 Turn Street
Juneau, AK 99801
(907) 321-3422c

Gastineau Guiding Company

April 13, 2016

To Whom It May Concern,

I am submitting this letter today as the owner and operator of Gastineau Guiding Company. We are a local hiking and whale watching tour operator that has been using the facilities at Statter Harbor for the past 12 years.

Gastineau Guiding has been growing steadily to accommodate increased cruise line passenger demand for whale watching. Over the past decade, we have added an average of one 44' vessel to our fleet every year. We now berth 10 boats in Statter Harbor, coinciding with the cruise ship season which runs May-September. We serve over 35,000 cruise passengers (98% Cruise Line) every season through the Statter facility every season. This collective growth has simply over loaded the harbor, and has displaced local users on busy days.

With larger ships plying the waters of Southeast Alaska and coming to Juneau, we expect to grow another 15% in 2016, and will likely be ordering yet another boat for the 2017 season. Other whale watching and charter fishing companies are growing at the same rate, and will continue to grow as the cruise lines add beds to the Alaska Itinerary.

My primary concern for the outdated facility is safety, both on the docks and in the upland parking lot. Bus lanes are few and small. Sidewalks are narrow and disconnected, which leaves both local users and cruise ship passengers stranded in vehicle lanes, unaware of buses, cars, and boat trailers navigating in all directions. Restrooms are sadly inadequate. Porta potties have even infiltrated coveted parking spaces, as there is no other space to place them.

I have witnessed many near misses involving pedestrians and vehicles. I have also witnessed 2 contact accidents, in which pick-up trucks have knocked passengers off their feet while nosing up to crowded narrow sidewalks.

The ramps and docks are also dangerous. Heavy cargo being wheeled down the very crowded main access ramp by the fishing fleet operators and local boat owners has at least twice in my observations become out of control, and has struck people walking up or down the ramp.

The boat loading zones are also overly-crowded, with up to 60 people at a time boarding boats while other users are trying to skirt around them. I have seen many people come very close to falling off the dock in this situation, as I also Captain one of our boats at times.

Docking our boats at the end of the day is a nightmare, as we usually return near the end of the day and need to raft side to side along other boats. This takes the coordination of jumping quickly to the decks of different leveled boats with And of course, leaving with a boat that is rafted 5 deep is not an easy or safe operation, as it means jumping across at least four often slippery and cluttered decks and hulls. Slippery decks. I myself slipped during one of these acrobatic moves, and deeply punctured my shin on a mast stay of a fishing vessel. I myself punctured my shin very deeply on the mast stay of a fishing vessel. One of our captains badly broke his wrist in a disembarking accident as well.

A new commercial loading will eliminate most if not all of these dangerous issues, and will provide a much safer experience to the cruise passengers that visit Juneau.

Sincerely, Bob Janes

President, Gastineau Guiding Company



PO Box 210064 Auke Bay AK 99821 (800) 877-2661

April 14, 2016

Carl Uchytel, Port Director
Juneau Docks and Harbors
Juneau, Alaska 99801

Dear Mr. Uchytel,

I operate a sportfishing lodge on Shelter Island and have been doing so for the past 35 years. We have been using Auke Bay to pick up and drop off our guests way before Statter Harbor existed and before there were any whale watching boats. We now find ourselves having problems with bus traffic, parking, and crowded sidewalks and docks. We are in support of the continued development of commercial ramps and floats to alleviate this congestion and to improve the safety for our guests.

Regards,

Richard Yamada
Owner/Manager

From: [Teena Larson](#)
To: [Carl Uchytel](#)
Subject: FW: Phase 3 Charter Whale dock
Date: Thursday, April 14, 2016 8:10:48 AM

-----Original Message-----

From: Kevin Burchfield [<mailto:lostinalaska@gci.net>]
Sent: Wednesday, April 13, 2016 8:01 PM
To: Teena Larson
Subject: Phase 3 Charter Whale dock

Teena,

Sorry to use this avenue but I just found out about the need for comment. Please accept this as my comment. Thank you!

As President of the Juneau Charter Boat Operators Association I would like to express our support for Phase 3 of the Harbor improvements.

We feel this is an excellent use of cruise ship head tax funds as it truly does benefit cruise passengers!

We also feel that this project will help to reduce the congestion on the main dock.

Thank you for your time!

Best Fishes!

Capt. Kevin
President
JCBOA

Lost in Alaska Adventures, LLC

www.lostinalaskaadventures.com

907-321-1405

Follow us on Twitter @lostinalaska
"Like" us on Facebook

From: [Teena Larson](#)
To: [Carl Uchytel](#)
Subject: FW: phase 3
Date: Thursday, April 14, 2016 8:13:12 AM

From: Grantley Moore [mailto:grant@moorecharters.com]
Sent: Wednesday, April 13, 2016 9:32 PM
To: Teena Larson
Subject: Re: phase 3

Hi Teena,

The new phase 3 would greatly help alleviate the whole congested areas in the Auke Bay city boat harbor. It would be great to have a commercial loading new area! There is so much vehicle and boat traffic right now it is difficult to get around, very unsafe. I am in full support of the proposed ramp and floats for the commercial uses of whale watching, sport fishing, etc. It is critical that new facilities are completed to accommodate the tourist activities at Statter Harbor.

Thanks, Capt Grantley

On Thu, Apr 14, 2016 at 12:06 AM, Grantley Moore <grant@moorecharters.com> wrote:
Teena,

On Thu, Apr 14, 2016 at 12:05 AM, Grantley Moore <grant@moorecharters.com> wrote:
Hi Tina, I'd like to show my support for phase 3 of the CBJ Auke Bay area! Louis sent me an example but I'm unable to open the pdf file. Would you be able to resend in a different format?

Thanks, Capt Grantley

--

Captain Grantley Moore

Owner, *Moore Charters LLC*

Juneau, Alaska 99801

[907.723.2260](tel:907.723.2260) | grant@moorecharters.com

[Moore Charters Website](#)



From: [Bob Janes](#)
To: [Carl Uchytel](#)
Subject: Fwd: Rafting onto non-GG boats....
Date: Saturday, June 18, 2016 11:12:12 AM

Just a moment in time to show what we all go through everyday Carl. This even before the fishing fleet arrives! Feel free to include it in our support materials.

Bob

Sent from my iPhone

Begin forwarded message:

From: Steve White <white173@hotmail.com>
Date: June 18, 2016 at 9:26:32 AM AKDT
To: Adriane Honerbrink <adriane.honerbrink@gmail.com>, Annette Smith <ages@gci.net>, Bob Janes <bob@gguiding.com>, Brandon Felts <brandon.w.felts@gmail.com>, Diane Kyser <djkyser@gmail.com>, Fred Hiltner <svsongline@me.com>, Jen Levy <euphoria42313@yahoo.com>, Jim Schell <juneaujim@yahoo.com>, Jon Davis <jonathandavis-06@hotmail.com>, Lee Davis <leefrompulmo@gmail.com>, Mark Stopha <mark_stopha@yahoo.com>, Micheal Lamonica <mplamonica@gmail.com>, Mike Johnson <gotsoot@yahoo.com>, Robert Fawcett <nolimitsailing@hotmail.com>, Scotty Davis <captainscotty2000@yahoo.com>, Steve White <white173@hotmail.com>, Tom Bruckman <iouxyz@yahoo.com>, "louis@harvandmarvs.com" <louis@harvandmarvs.com>
Subject: Rafting onto non-GG boats....

Louis, the owner of Harv & Marvs, said that one of our boats had rafted onto one of his, creating a departure problem this morning.

Please DO NOT RAFT onto a boat that is not one of ours UNLESS 1. you get permission from someone who is on board or 2. you are CERTAIN that the boat will not be leaving the harbor before the next time that your boat will go out.

Also, please do not, under any circumstances, TIE TO THE OUTSIDE (SEA SIDE) OF THE BREAKWATER. That creates too many opportunities for wake/swell damage to hull tubes, cleats. etc.

And, before rafting onto GG boats, you can call the DC, or me, to find out the next morning's order of departure....so you don't hem in one of our boats, needlessly.

I realize that it is very difficult to find a mooring spot at the end of the day. And it will get worse. I wish there were a solution....but, until the new commercial dock is built, there's not. (Remember that the "horseshoe" is open for overnight mooring after 7:00 PM.)

- Steve.



9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.asbestiancetes.com

JAN. 2016

SHEET TITLE:
SITE PLAN CONCEPT NO.1

Statter Harbor Passenger Data, For-Hire Commercial Charters

Project Task

The City and Borough of Juneau (CBJ) Docks and Harbors (D&H) contracted with Sheinberg Associates to accurately identify the split between cruise ship and non-cruise ship passengers onboard for-hire commercial charters that use Don D. Statter Harbor at Auke Bay, Alaska. Sheinberg Associates, a Juneau firm in business for 27 years, offers Community & Strategic Planning, Research and Data Analysis, and Public Engagement services.

Analytical Methods

To determine the split between cruise ship based and non-cruise ship based passengers, Sheinberg Associates surveyed 24 of the 25 for-hire commercial charter companies listed on Table 1 in June 2016 and asked each to review their passenger data to identify:

- Total number of passengers served
- Of that total, the number served in and out of Statter Harbor
- Of that total, the number who were off a cruise ship versus non-cruise ship

Some operators (but not all) also were able to provide the following information:

- For non-cruise passengers, the split between Juneau residents and independent visitors
- The way passenger trips were booked (onboard a cruise ship, online with the charter business directly, or on-the-Juneau-docks)

Businesses were assured their data would be confidential and that only aggregated total results from all companies would be shared.

Depending on the company, the requested data was provided for all of 2015, 2016 to date, or one to four weeks in 2016.

Because there was a complete year of data for 2015, this was used as the base year for calculation.

Some charter businesses provided a complete set of year 2015 Statter Harbor passenger data. For others, Sheinberg Associates used the business's total passenger-for-hire fee paid in 2015 to the CBJ D&H, determined the percent that was from Statter Harbor usage based on company information, and divided that total by the per passenger charge to obtain the total passengers at Statter Harbor in 2015. Data on the cruise/non-cruise passenger split from the company was applied to the derived 2015 total.

Some companies provided 2016 data. In this case, Sheinberg Associates used the provided information to establish a ratio between cruise/non-cruise passengers and applied this to the

company's 2015 Statter Harbor passenger totals. Sheinberg Associates asked several businesses during the interviews about the level of business in 2016 compared to 2015. Everyone that was still in business (a few companies have closed) responded that business in 2016 was either just about the same or better than 2015.

Table 1. For-Hire Commercial Charter Companies Interviewed
Above & Beyond Alaska
Adventure Bound Alaska
Alaska Canopy Adventures
Alaska Connections
Alaska Fjordlines
Alaska Galore
Alaska Travel Adventures
Allen Marine
Auke Bay Charters
Blue Addiction
Dolphin Tours
Gastineau Guiding
Harv and Marv's (including one contractor)
Juneau Sportfishing
Juneau Tours/Juneau Whale Watch
Lost in Alaska Adventures
Lucky Dog Adventure
Melino's Marine
Moore Charters
Quinnat Inc.
Shelter Lodge
Sound Sailing/Alaska Sailing Expeditions
Southeast Charters
Sunshine Water Taxi
Three Eagles Charters

The larger charter companies had all requested information in their records.

For some of the smaller charter companies, a portion of the requested data was estimated as follows:

- Some companies do not know the origin of the passengers that do not book onboard the cruise ship. However, based upon their records of where passengers were picked up in

combination with knowledge about their business, almost all were able to estimate who was off a cruise ship versus a resident or independent traveler for those that did not book onboard a cruise ship.

- Several companies only offer multi-day experiences (typically at a fishing lodge) and know that none of their clients are off a cruise ship.
- A few of the smaller companies do not keep detailed records but based on knowledge of their business felt confident that they could estimate the split between cruise and non-cruise clients. Several cautioned that if anything the percentage split they provided underestimated cruise ship customers. Some of these companies provided a range (e.g. 70-75% cruise passengers), which resulted in the final totals having a high-low range.

Results

- **In 2015, approximately 86% of passengers (53,250) onboard for-hire commercial charters using Statter Harbor are visiting Juneau on a cruise ship. The other 14% (8,600) are independent visitors or residents.**

For-hire commercial charter companies that used Statter Harbor in 2015 included Alaska Fjordlines, Alaska Galore, Allen Marine, Blue Addiction, Dolphin Jet Boat Tours, Gastineau Guiding, Juneau Sportfishing, Harv & Marv's, Moore Charters, Quinnat Inc, Southeast Alaska Charters, Lost in Alaska Adventures, Lucky Dog Adventure, Shelter Lodge, Sound Sailing, and Sunshine Taxi. The results of interviews and data provided by each of these companies shows that 86% of the total passengers using Statter Harbor on a for-hire charter are from a visiting cruise ship (Table 2).

Table 2 - Statter Harbor Passenger Data on For-Hire Commercial Charters, 2015					
CRUISE SHIP PASSENGERS		NON-CRUISE SHIP PASSENGERS		TOTAL PASSENGERS	
Number	% of Total	Number	% of Total	Number	% of Total
53,250	86%	8,600	14%	61,850	100%
Sources: Sheinberg Associates collected data from Alaska Fjordlines, Alaska Galore, Allen Marine, Blue Addiction, Dolphin Jet Boat Tours, Gastineau Guiding, Juneau Sportfishing, Harv & Marv's, Moore Charters, Quinnat Inc, Southeast Alaska Charters, Lost in Alaska Adventures, Lucky Dog Adventure, Shelter Lodge, Sound Sailing, and Sunshine Taxi					

- **There were an estimated 4,800 for-hire commercial passenger vessel trips in 2015 at Statter Harbor to accommodate the 61,850 total passengers onboard for-hire commercial charters.**

When both on and offloading of passengers is counted, this yields an estimated 9,600 vessel dockings.

- **In 2015, cruise ship companies made an estimated \$1.2 million from onboard sales of excursions that use Statter Harbor.**

Based on data provided by two of the largest for hire commercial charter companies using Statter Harbor, it is estimated that at least 86% of cruise passengers purchased their Statter Harbor-based charter trip onboard/via the cruise ship (versus online, direct sales or on the dock). Assuming an average price of \$135 each for the trip, this is $\$135 \times 45,800$ cruise passengers = \$6.2 million in sales. Assuming the cruise ship companies keep 20%, the direct profit to the cruise ships for the use of Statter Harbor is \$1.2 million/year.

- **Improved Statter Harbor facilities that reduce congestion for commercial charters could lead to increased use of the facility.**

Four companies interviewed (Alaska Travel Adventures, Juneau Tours/Whale Watching, Moore Charters, Lost in Alaska Adventures) use Fishermen's Bend either exclusively or in combination with Statter Harbor. One stated that the proposed Statter Harbor improvements would cause the company to use Statter Harbor more frequently in the future. Another prefers Fisherman's Bend because they desire dedicated assigned berths for their 48 ft. passenger vessels, which Fishermen's Bend can provide. A 5th company noted that it primarily uses Amalga Harbor even though it takes more gas and time to drive passengers to that facility because Statter Harbor is so congested.

Based on interviews with company representatives, a very conservative estimate of the number of passengers onboard for-hire commercial charters based out of Fisherman's Bend is 20,000. At least six, 48-passenger vessels (another expected in 2017) and three smaller charter vessels regularly use Fisherman's Bend.