

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, November 19th, 2015

- I. Call to Order** (5:00 p.m. in the CBJ Assembly Chambers)
- II. Roll** (John Bush, Weston Eiler, Bob Janes, David Lowell, Robert Mosher, David Summers, Tom Zaruba, Budd Simpson, and Tom Donek)
- III. Approval of Agenda**
- MOTION: TO APPROVE THE AGENDA AS PRESENTED.**
- IV. Approval of October 29th, 2015 Regular Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda-** None
- VII. Unfinished Business -** None
- VIII. New Business**
1. Statter Harbor \$1/hour Parking Fee (05 CBJAC 20.160)
Presentation by the Port Director
- Board Questions
- Public Comment
- Board Discussion/Action
- MOTION: TO BE DETERMINED AT THE MEETING.**
- IX. Items for Information/Discussion**
1. Capital Improvement Project – 6 Year Plan
Presentation by the Port Engineer
2. Review of previous Marine Passenger Fee Requests
Presentation by the Port Engineer
3. FY 2015 Docks & Harbors Report to the Assembly
Presentation by the Port Director

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X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- Wednesday, November 4th, 2015
2. ~~Operations/Planning Committee Meeting- Tuesday, November 10th, 2015- CANCELLED~~
3. ~~Finance Committee Meeting- Thursday, November 12th, 2015- CANCELLED~~
4. ~~Docks Fee Review Committee Meeting- Thursday, November 12th, 2015- CANCELLED~~
5. Member Reports

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- c. Harbor Fee Review Meeting – Wednesday, December 2nd, 2015 at noon
- d. Ops/Planning Committee Meeting – Wednesday, December 2nd, 2015 at 5:00pm
- e. Finance Committee Meeting –Thursday, December 3rd, 2015 at 5:00pm
- f. Docks Fee Review Meeting – Thursday, December 3rd, 2015 following Finance
- g. Board Meeting – Thursday, December 10th, 2015 at 5:00pm

XVI. Adjournment

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I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:00p.m. in CBJ Assembly Chambers.

II. Roll Call.

The following members were present: John Bush, Robert Janes, David Lowell, Robert Mosher, Mike Peterson (Via Telephone), Budd Simpson(arrived at 5:14), David Summers, Tom Zaruba, and Tom Donek.

Also present were the following: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, Amy Mead – CBJ Attorney, Christopher Orman – CBJ Assistant Attorney, and Jerry Nankervis – Assembly Liaison.

III. Approval of Agenda.

Mr. Donek requested to move #2 Juneau Port Development to #1 under Unfinished Business.

MOTION By MR.ZARUBA: TO APPROVE THE AGENDA AS AMENDED AND ASK FOR UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the September 24th, 2015 Regular Board Meeting Minutes were approved as presented.

V. Public Participation on Non-Agenda Items –
Jim Betts, Juneau, AK 99801

He said he wanted the Board to know he submitted an application to serve on the Board today for the vacant position.

VI. Consent Agenda - None

VII. Unfinished Business –

2. Juneau Port Development Mining Rights and Modified Harbor Plan
Howard Lockwood, Manager of Juneau Port Development LLC, and the owner of AMEX Mining. He said he wanted to brief the Board about the association between the Harbor and the mining claim. He said somehow the mining has become the enemy in this project. In the concept of the project, the mining claims became the source of the movement of the material necessary to create an area of about 1,000' x 1,000' at -22 with a wall surrounding it to accommodate a harbor. The mining claims have always been on the property, and were withheld by a mineral reservation when ATS 556A was passed to CBJ.

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They were claimed by Dr. Roger Eichman. Mr. Lockwood said he has been involved and tracking these claims for over 17 years. They are valid current mining claims. The mining claims are the dominant estate on this property until the minerals and precious metals are removed. The royalties are paid to the State and taxes are paid to CBJ. The mining phase of this project makes it possible to finish the plan, market, and sublease individual slips to the users to the benefit of CBJ and the Docks & Harbors Board. The claims have to be processed and the State release the mineral reservation before anyone can use the property. The mining industry will pay for the dredging and the containment wall and this is all a gift to Docks & Harbors. The dredging is going to cost \$30M. The lack of financial support from the State, the Industry, and the situation Docks & Harbors is in, he would think Docks & Harbors would be happy to have someone come in and lay out a program to dredge this property so the minerals could be removed so the property would revert back to Docks & Harbors. The containment wall is about a 1,000' long and the cost estimate from PND for this wall is \$6M. This would be funded by the mining industry under a program to put a project together. The slips would be sub-rent out to financially stable users. Each slip will have a 35 year sub-rent with an option for another 35 years. The one thing Juneau Port Development has to have is a stable property use. He said he had that up to three years ago. He had a plan that had 112 slips. Because of the CBJ's Engineer Department Director taking some of the land Mr. Lockwood's plan was going to use, is what caused the change in the plan to develop. Mr. Lockwood said Juneau Port Development went through an entire revamping of this project to come up with one workable piece of property which is on the east side of ATS 556A and accommodates approximately 54 slips. Mr. Lockwood said Juneau Port Development requests a vote on the modified harbor plan. He said he invited Mr. Dave Wilfong from DNR to provide the same power point he presented at the Ops/Planning Committee.

David Wilfong – DNR Engineering Associate.

He said he works in the mining section to permit and regulate mines in Southeast Alaska. He has added slides due to questions from the last meeting from talking with Amy Mead, CBJ Law. He said he was rushed during the last presentation and there could have been some misunderstandings. He would like to give a clear understanding of what Mr. Lockwood's rights are with the mining claims, CBJ's rights, and DNR's rights. He said DNR manages all of the land and water in Alaska including over the counter land sales, conveyances to municipalities, water quality management, water rights, and water use permits for the amount of water being used. DNR is the lead state agency in anything that has to do with mining. All other agencies will need to consult with DNR for issuing permits and decisions. The main priority in the mining industry is to ensure that all of the permits are issued in a timely manner through a unified

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permit system. He said Alaskan's own Alaska, however, there are many different managers of Alaska. Roger Eichman's mining claim is managed by Mr. Lockwood. Mr. Wilfong said Mr. Lockwood estimates that there is 1.5M tons of sand which are the tailings from the Alaska Juneau Mine. Alaska Juneau Mine had a notoriously low recovery rate of gold, silver, and lead from the mine. The gold that escaped is in that sand. This has already been liberated from the hard rock so this will be really easy to recover. The tide and submerged lands were conveyed to the State of Alaska at statehood. The surface estate was conveyed to the City of Juneau on January 4th, 1968. The mining claims were located November 20th, 1987 by Roger Eichman, however, there were mining claims on that area before that. When land is conveyed to a municipality, the valuable locatable minerals are held back by the State. The State held back an area needed to get to the minerals, and also an area in case they would need to build roads, and buildings.

Mr. Wilfong said one of the questions asked by Ms. Mead was about proving up the claims. He said there are several factors to holding onto a mining claim.

1. You need to make a discovery. You must find enough of a locatable mineral to be able to invest more time, energy, and money into pursuing this find. In this case, there is enough gold to justify this. 03/28/1981

2. Location. There needs to be stakes in all four corners. - Which there is. 11/20/1987

3. First and annual rental - This is current.

4. Annual Labor – Current

Mr. Wilfong talked about a Surface Use agreement.

- The Miner must enter into a surface use agreement with the surface estate owner.
- The Miner must post a surety bond to pay for damages that may occur to the surface estate.(structures and way of life)
- If an agreement cannot be reached between the miner and surface estate owner, the Director of ADNR DMLW will make a determination of necessity and the bond amount.

Mr. Wilfong said in most cases it ends up a win-win situation.

Board Questions –

Mr. Janes asked if this could be a win-win situation.

Mr. Wilfong said he does not have an opinion on how this should go. His job is to regulate operations and promote the responsible development of Alaska's natural resources. He said he has been working with Mr. Lockwood for about four years now. He said his plan is to dig up the sand and put it behind a retaining wall which will lower the depth of the sand and increase the depth of the water to be able to use the area for a Harbor. There are three things that could happen.

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1. Mr. Lockwood could just walk away.
2. Mr. Lockwood could suck up the sand and run it through equipment and put it right back in the same area.
3. Mr. Lockwood could suck up the sand and put it behind a retaining wall.

Mr. Zaruba asked Mr. Wilfong, from the States perspective, has Mr. Lockwood satisfied all the requirements to mine that area?

Mr. Wilfong said yes.

Mr. Janes asked if the DEC permit and the Corp of Engineers permit would be attainable without big issues?

Mr. Wilfong said he wasn't thinking about the contaminated end of this project. With the technology today, there is always a way to remove contaminants.

Mr. Uchytel asked Mr. Wilfong if Mr. Lockwood didn't have the lease agreement, would he still hold the mining claims? He also wanted Mr. Wilfong to explain what a perfected mining claim is.

Mr. Wilfong said he would still have the mining claims if the lease expired. There would need to be a surface use agreement to mine it. For a mine to be perfected, there are four things that need to incur which Mr. Lockwood is current with;

1. Location
2. Discovery
3. Annual Rental
4. Annual Labor

Mr. Bush asked Mr. Wilfong if there was a surety bond in place, if not, when would it be required? Who makes the decision on how much the bond will cost? Will the environmental issues be considered for the bond?

Mr. Wilfong said the surety bond will be required when the mining operation ramps up to anything that is beyond a recreational mining operation, which is a operation up to and including a 6" suction with a 18 hp dredge. In this operation it would take approximately 30 years to move all the sand with using this size of a suction dredge. He said clearly a larger machine will be required. Mr. Lockwood would need to apply for a mining permit to use the machinery that he will use to mine this area. When that mining permit is looked at by the State of Alaska, they would look to make sure there was a surety bond in place. The bond would need to be in place before the permit is approved. The amount of the surety bond would be negotiated by the surface estate owner and the miner. If the two parties can't agree on an amount, the director of DMLW could decide on a reasonable amount and if either party didn't agree to the amount it

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could go to civil court. Mr. Wilfong said the environmental issues would be considered. Each site and operation is looked at differently.

Mr. Bush asked if a large scale mining permit has been applied for?

Mr. Wilfong said no. He also wanted to clarify his answer to Mr. Zaruba's question "if Mr. Lockwood was free to mine in the State's eyes". He said his response was "yes", but that is not correct because there is no permit in place for the large scale mining along with a surface use agreement and surety bond. In that fashion he is not ready. He would only be able to use a 6" suction barge.

Ms. Mead said the mining discussion does not have anything to do with the lease. This is a split interest issue. She said Mr. Lockwood and his partner Mr. Eichman pulled two different property interests with respect to that area.

1. They have a tidelands lease for CBJ. Meaning we have conveyed to them an interest in using the surface.

2. They have a leasehold locater interest. Meaning, because we were conveyed the property prior to their obtaining the mining interest, they have a lease holder locater preference which gives them a preference right to obtaining the mining permit which they have not done yet.

The lease is for the surface use. The lease agreement is terminating and there is no action the Board could take to change that unless the Ordinance authorizing the lease agreement were amended. There is nothing that prohibits the Board from asking the Assembly to amend the Ordinance or entering into a new lease agreement. There could be another lease agreement entered into under the same conditions if that is what the Board wanted to do, but the issues related to the mining don't have anything to do with the Tideland lease.

Mr. Donek asked after this lease expires, what can this land be used for with Mr. Lockwood still holding the mining claims?

Ms. Mead said Mr. Eichman and CBJ has equal property rights. One cannot prohibit the other from using the property. The mineral estate owner cannot prohibit the surface owner from using the property. The surface owner cannot prohibit the mineral estate owner from using the property. Whoever starts using the property first can use it, but if the other person wants to start using it there needs to be a payment, indemnity, or making whole. The two property owners are suppose to work on an agreement and if they can't, they will need to go to court. There is no prohibition to entering into another tidelands lease, or another one with Mr. Lockwood.

Mr. Donek asked if someone walked into the office Monday morning and wanted to lease this area, would there be anything that would prohibit this?

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Ms. Mead said no, but that would not extinguish Mr. Eichman's mineral rights.

Mr. Lockwood said to answer Mr. Janes question about the contaminants on this property, the prime contaminants is lead, bird shot, bullets, broken glass and car parts. To apply for the permit to dredge, he needs to specify if the material will be put back in the same location or put behind a wall. This is the issue before the Board tonight as far as his thinking is concerned. He said he has a different opinion on the status of the lease. There is a termination clause in the lease document, the Port Director or the Law Department has not followed that clause. He said he didn't see anything that gave the Port Director authority to write the letter with a statement that this lease will terminate. He doesn't understand how that letter can cancel this lease document that took years to negotiate without due process. The principles that would terminate this lease would be the Assembly or the Committee of the Whole. He said he has asked what the Board wants changed in the lease and offered to make an amendment to the lease to satisfy this Board. This is a unique situation and right now there is an opportunity for the Board to cooperate with the mining and the mining to cooperate with the Board and put together an infrastructure facility that the City cannot do alone. This is all a gift to the CBJ. Once the minerals are taken from this area, this will automatically go back to the CBJ. If this lease is cancelled, you've lost this document that took four years to put together. Without the support of Docks and Harbors in this action, Mr. Lockwood said he will not continue. He would then mine the material and just put it back where it was. CBJ will be losing the \$30M to dredge plus the cost of the wall.

Mr. Lockwood showed the modified plan of the Harbor with approximately 54 slips. With this plan there is no conflict of any land. The idea would be to dredge the material out of the Harbor area and build a wall and put the material behind the wall. This would take the mining interest and Docks and Harbors to make this possible. He is asking for a vote tonight on this modified Harbor plan.

Mr. Janes said this is a concept, but without the permit in place, this can't move forward. The cancelling of the lease will not be stopping anything. What is holding up the permits?

Mr. Lockwood said he has not had a stable piece of ground to work with. He said he started the DEC permit under the general permit just about a year ago. He went and modified that permit today and under the program, he was told he could start work tomorrow.

Mr. Janes asked what hardship the lease being cancelled is going to cause?

Mr. Lockwood asked why the Board doesn't just tell him what they don't like about the lease and make an amendment to this lease. After the mining claims

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are released, the property goes back to CBJ. He asked for the Board to assign a Committee that he could work with and come back to the Board.

Ms. Mead said the way the lease was developed, there were certain things that needed to happen. If those things didn't happen, the lease would terminate with no action. The lease provided for a 36 month extension from the Port Director which was done, and there were other extensions given that were not authorized by the original lease agreement. The Board's authority to enter into a lease agreement came from the Ordinance. At this point what would need to happen is the Assembly would have to amend the Ordinance to allow for another extension or amend the lease agreement, and if that didn't occur, the lease would expire, but there is nothing that would prohibit another lease being entered into for a new project.

Mr. Zaruba asked Mr. Uchytel if there was any other competing interest for this property?

Mr. Uchytel said Goldbelt may be interested.

Mr. Lowell asked for clarification if the Board approved the site plan today, it doesn't absolve the lease being terminated by the deadline.

Ms. Mead said that is correct. If you like Mr. Lockwood's proposal for the new Marina, you would enter into negotiations, and the lease would go forward to the Assembly for approval just like any other Tideland lease.

Mr. Uchytel asked if the lease would need to be competed?

Ms. Mead said she is unsure and would need to see if this lease offers preference rights.

Mr. Uchytel said this is nothing more than a tidelands lease to build a Harbor and associated upland. It is not about the mining. It has in the lease, Mr. Lockwood should have only had one extension to get his permits in place, and the Port Director is authorized to grant the extension or not. Following the lease language, without the permits in place, he is not able to grant another extension.

Ms. Mead said if there is confusion on how an Ordinance reads, it could be sent back to the Assembly for a determination on intent. There is also a provision in CBJ Law that allows for a negotiated lease agreement that has to be authorized by the Assembly it would be up to the Assembly whether or not they would want to consider other offers as well.

Mr. Zaruba asked Ms. Mead if there is nothing the Board can do at this point on this lease?

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Ms. Mead said the Ordinance language and lease agreement allowed for an extension under the original agreement and that extension has occurred and because the permit conditions have not been met, this lease terminates.

Mr. Zaruba asked if the Board is done at this point?

Ms. Mead said unless the Board wants to ask the Assembly for an amendment to the Ordinance.

Mr. Summers left the meeting at 6:44 pm

Mr. Janes asked if the Board can ask the Assembly to amend the Ordinance?

Ms. Mead said the problem is this lease expires in two days and not a chance to get before the Assembly before it expires. There is nothing that prohibits the Board from negotiating a new lease agreement and sending that to the Assembly for approval.

Public Comment - None

Board Discussion/Action

MOTION By MR. SIMPSON: BASED ON THE ADVISE OF COUNCIL THAT THE LEASE MUST TERMINATE ON OCTOBER 31, I MOVE THAT WE ALLOW THE LEASE TO TERMINATE BUT ADVISE THE ASSEMBLY THAT THE BOARD WISHES TO REOPEN THE PROPERTY THAT WAS SUBJECT TO THE LEASE FOR PROPOSALS FOR A NEW LEASE FOR THE SAME PURPOSES, AND TO AUTHORIZE THE PORT DIRECTOR TO NEGOTIATE THE SAME.

Mr. Janes asked what is meant by same purpose?

Mr. Simpson said his preference is with the same entity. He said it makes sense because of the mining interest on that property.

Mr. Peterson said he would oppose Mr. Simpson's suggestion. The Board is maintaining the status quo and he has seen nothing that would suggest in the last years that coming up with a new lease would propel Juneau Port Development any further towards its permits. Also, it would be discrimination for this Board to take any kind of an action that would suggest that we want to open up a new lease arrangement with the same person and would discourage any other person wanting to do something different with this land. He objects and asks for a role call.

Mr. Janes said he is taking the opposite approach. He has seen this project evolve over the last few years and seen the changes he has made to his plan as a result to activity from CBJ. The permits may be evolving because of those changes. He said the Board has latitude in negotiating the new lease. With

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this new plan and permit dates strongly worded he thinks the Board can allow the process to continue.

Vote on Motion

John Bush – Yes

Robert Janes – Yes

David Lowell – Yes

Robert Mosher – No

Michael Peterson – No

Budd Simpson – Yes

Tom Zaruba – Yes

Tom Donek – Yes

Motion passed 6 yes /2 no

Mr. Donek said Mr. Lockwood also is asking for a vote on his modified Harbor plan.

MOTION By MR. SIMPSON: MOVE THAT THE BOARD APPROVE THE MODIFIED HARBOR PLAN AND ASK UNANIMOUS CONSENT.

Mr. Peterson objected. The Board is taking action on an item that in two days will be irrelevant. The Board would be accepting a plan that is based on the requirements of the lease.

Mr. Simpson said the lease is ending, but the Board just passed a motion in which the Board is making a recommendation to the Assembly that they consider reopening the lease and this would be helpful to that consideration. This will give the Assembly an idea what they are reopening. This is not new and he would like to move this forward.

Vote of Motion

John Bush – Yes

Robert Janes – Yes

David Lowell – Yes

Robert Mosher – No

Michael Peterson – No

Budd Simpson – Yes

Tom Zaruba – Yes

Tom Donek – Yes

Motion passed 6 yes/2 no

5 minute break at 6:56

7:04 back in session

1. Auke Bay Boatyard Lease Amendment

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Mr. Uchytel said last month the Board approved an appraisal conducted by Horan & Company for the amount of \$27,000 per year as a fair market rent for the Auke Bay Boatyard to be relocated to the Auke Bay Loading Facility. Subsequent to the Boards Action, CBJ Law put together the lease amendment that was considered at the Finance Committee last Wednesday. The Finance Committee did not act on this and referred it to the next Finance Meeting. The majority of the concerns were over exhibit B which listed personal property associated with the lease agreement. Last Thursday at the OPS/Planning meeting they approved the amendment and Mr. Uchytel said he was directed to bring this before the Board tonight. This lease amendment is relocating the Auke Bay Boatyard from Statter Harbor to the Auke Bay Loading Facility. Exhibit A shows the location and Exhibit B is the list of equipment associated with inventory. Mr. Uchytel and Mr. Donek contacted Mr. Horan yesterday and asked if the appraisal would change if additional personal property was added to the lease. Mr. Horan answered that the property was appraised on the intended use as a boat haul out facility and the comparable properties looked at were other haul out facilities within Southeast Alaska. This is how he determined a market rent of \$27,000 for this facility. It doesn't matter how much personal property you put on this, it is based on how much revenue it is going to generate. The other aspect that came up was the original \$10,000 lease executed in 2008 was not based on an appraised value but a value that was negotiated between the lessee and Docks & Harbors.

Mr. Donek said the Finance Committee tabled this amendment pending further information, and the next day the OPS/Planning forwarded this to the Board. This was an unusual situation, and rather than send back to Finance next month he thought this would be the most expeditious process.

Board Questions

Mr. Simpson said it is important to note that the OPS/Planning Committee requested the same additional information that the Finance Committee requested, however, the OPS/Planning Committee requested the information for this Board meeting. The information that both of the Committee's requested is now before the Board.

Mr. Zaruba asked if there is a fiscal note with the exhibit B items?

Mr. Donek said not at this time.

Mr. Bush asked if exhibit B list got longer, would it change the value of the lease?

Mr. Uchytel said No.

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Mr. Bush asked if the boat lift on exhibit B broke down, would that be something that the lessee wouldn't have to pay the rent?

Mr. Uchytel said it could be possible. The lease could allow for a lease rent credit if the Sealift broke. Similar to the lease credit given when the travel lift in the current Auke Bay Boatyard was unsafe and needed repairs. The lease amendment was designed to relocate the existing boat yard to the new facility with a change of the lease rent amount.

Mr. Simpson asked if the Lessee is responsible for routine maintenance?
Mr. Uchytel said that is correct. In the MOA, the agreement indicated Docks & Harbors wants the original manufacturer representatives doing the maintenance on the Sealift to protect Docks & Harbors interest in that apparatus.

Mr. Simpson asked at who's expense?

Mr. Uchytel said the Lessee.

Mr. Donek said the situation with the travel lift at Auke Bay was because it was older equipment. The Company was maintaining the travel lift, but the pier the travel lift was located on fell apart.

Mr. Lowell asked if the chain link fence in the drawing is existing?

Mr. Uchytel said no.

Mr. Lowell suggested to put some perimeter boundaries on this property.

Mr. Uchytel said staff has walked the site with the Lessee and delineated where the fence line is. Part of the agreement is that Docks & Harbors will put the fence in to provide security but also so there isn't creep into the rest of the facility.

Public Comment-

Mr. Jim Betts, Juneau, AK

He said he is here to make comment on the terms of the arrangements with the lease agreement. Primarily his presence is to establish a sense of teamwork and continuity throughout the boating community. The transfer of the lease to Juneau Marine Service/Harri Plumbing/Harri Commercial Marine is a difficult task to pinpoint because he is not sure who the actual Lessee is. Juneau Marine Service has discontinued sales tax filings. There is no entity called Harri Commercial Marine so he is going to assume the Lease is being awarded to Harri Plumbing. Moving the existing boatyard and moving equipment is substantially different then reestablishing an existing lease at a present location. In the detailed project description dated July 29th, 2013 we see a call for a full service boatyard. The original vision of a full service boat yard in a

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public area is far from complete and dysfunctional at best. Further, there was a comment from Mr. Duvernay to honor all vendors willing to work in the downtown, or DeHart's yard during our 2008 discussion when the award was made to Mr. Duvernay. Mr. Betts said Mr. Duvernay stated that the presence of outside vendors would be welcome and excepted as a tradition as a continuance from the past. He said he is concerned about the propriety in the contract. There was problems in the first award, and Mr. Betts said he made note of them at that time. Again, there may be problems in the process the Board is about to engage in tonight given the names and numbers you have. He said about the lease credit to repair equipment for this lease, he would like it if the Board awarded Betts boat repair money for repairs also. He said everyone agrees that Juneau Marine Service/Harri Commercial Marine/Harri Plumbing has provided a valuable service for the community. In terms of being best qualified is an arguable statement, and when this lease was awarded, that was the statement at the time. He would hope in continuing this lease, everyone would consider the best use and most favorable operators in this area. He will not pretend to be one of those favorable operators, however, for the best interest for the community is far more important than a single operator. He said he would like to improve the Marine environment as a business owner and a person of interest in my community. There is a obvious lessening of activity in commercial interest at the DeHart's yard. He said he was saddened by the fire loss at the downtown yard but in view of all of the circumstances throughout the years, he would expect this is a backward direction and not a forward direction. The issue remains today where revenue's have been lost. Monies he can account for that is not in his pocket because customers that have left the area because the service that is not able to be delivered in Juneau. He is concerned because his interest is with the marine field. There have been customers that have been told they can only work in that yard with Juneau Marine Service and customers that have been told they could not work in that yard with Juneau Marine Service. He is hoping if nothing else comes of these consideration's that the Board is experiencing today, that the Board will establish some ground rules that will return a public facility to the public market place.

Mr. Janes asked Mr. Betts to explain his last sentence.

Mr. Betts said in the past the forum for work performance in any of the boatyards has been open. Since the time of transition to Juneau Marine Service, the road has been less than clear. It has been rocky, but he would like everyone to know that he has been welcome to work in the Harri's Marine yard. There are others, that have not been welcomed to work in that yard. He would like to establish a policy to help educate people why or why not they would be

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allowed to work in this yard. If a boatyard cannot maintain the interest in outside competition then we are not operating to the best of our potential.

Jeff Duvernay, Juneau, AK

He said he is the owner of Harri Plumbing & Heating/Harri Commercial Marine and former owner of Juneau Marine Services. He was the sole owner of Juneau Marine Services and is currently the sole owner of Harri Plumbing & Heating. Approximately three years ago he merged Juneau Marine Services into Harri Plumbing & Heating. Ownership is the same and all the assets and liabilities of Juneau Marine Services became Harri Plumbing & Heating and became one entity. They are both C Corporations and one was dissolved and the other continued on. Mr. Duvernay said there is a misunderstanding in regards to what business' have been allowed to operate in the boat yards he owns. The policy has always been the same. Legitimate businesses who are willing to conduct their business in a manner that is business like and meet certain standards. He said he developed a policy many years ago and it hasn't changed. A business needs to adhere to the Best Management Practices in his yard with respect to cleaning and not causing damage. The most important things to allow the boat yard use would be that they are carrying liability insurance, workman's comp insurance, and covered at the same level he is required contractually through his lease with CBJ so he is in compliance with the lease terms. He has allowed anyone willing to meet these guidelines to work in his yard. The other condition is he doesn't allow outside contractors work in his yard doing the same work that he offers. Opportunities do exist for competition, and opportunities for outside businesses to work within his yard as long as they are willing to abide by reasonable rules. He said he is not going to change how he does business. He would like to do a more thorough accounting of what personal property will be in the lease on exhibit B. He suggested to use the original exhibit B in the original lease as the basis and add to that list.

Mr. Janes agrees with the insurance. He asked if Docks & Harbors is listed as the additional insured on other people's insurance that he allows to work in his yard?

Mr. Duvernay said he requires that.

Mr. Janes asked if he requires this insurance document every year?

Mr. Duvernay said he does not require that.

Mr. Janes said Docks & Harbors should get a list every year showing who is insured.

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Mr. Mosher asked if there was any way to have insurance for people that work on your boat that may be just passing through.

Mr. Duvernay said yes. An individual can add to their insurance additional insured, or an individual could work as a sub-contractor to his company. They wouldn't have to be a direct employee, but they enter into a direct contractual relationship with his company. His company pays the sub-contractor and bills the customer and that puts his company in a position to be responsible for looking after them.

Mr. Mosher asked if there was any way to work in the yard if they were still free lancing.

Mr. Duvernay said no.

Mr. Mosher asked what if someone was working for him on his boat?

Mr. Duvernay said that would fall under his insurance.

Mr. Betts asked the Board to have the Lessee consolidate his name to a single entity.

Board Discussion/Action

Mr. Zaruba said as a member of the Finance Committee, it was asked to provide the personal property along with the fiscal numbers for this list. This would be fair to Mr. Duvernay as well as CBJ to establish parameters on how much money is involved. The items that are going to be transferred is not a big issue, but when talking new construction in item #7 there needs to be a benchmark on how much CBJ will be obligated at the most to provide these services to Mr. Duvernay. He suggested to strike #7 and adjust #8 to read 127 and pass it the way it is.

Mr. Simpson said at some point in this discussion it was said that the new office and shop building for this lease has been approved during the strategic planning session. He said it was discussed, but no motion was made. This is something that has not been authorized. He said the Board is not committing to anything in particular by having it in this list. This is more of a notation.

Mr. Zaruba said that is his point. For the time being to take it off the list and later Mr. Duvernay can come back and tell the Board what he needs. That way, the new construction is not affixed to the lease agreement making it an operable part of the agreement.

Mr. Peterson said if item #7 was struck, would it conflict with the memorandum of agreement?

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Mr. Uchtyl said there is an agreement that Docks & Harbors would like to set the Boatyard up for success. The Board could tell Mr. Duvernay that he is on his own to build his own buildings, but Mr. Uchtyl said he believes that the building should be in place to make the Boatyard whole or provide like type facilities. Staff will come to the Board if there are expenditures over \$25,000 and ask for Board approval.

Mr. Janes said he agrees to take this off with no numbers attached is a good idea. He suggested to put office and shop buildings in a similar size and nature at the exiting boat yard will be constructed at a later date. That will give the latitude to make it a little nicer and the Board has the intention of doing this.

Mr. Zaruba said it works both ways. It is the Boards responsibility to protect CBJ's interest. If that is left open ended, it is not protecting CBJ's interest. Mr. Duvernay is responsible for protecting his interest. He can come back to the Board and tell us what he needs. In the mean time, he can move all the stuff he already has to the new facility.

Mr. Peterson asked when the next lease negotiation for this lease will occur?

Mr. Uchtyl said spring of 2018.

MOTION By MR. PETERSON: ALL THE ITEMS ON EXHIBIT B 1-8 REMAIN ON THIS LIST. THE TERMS OF THE AMENDMENT AND THIS WHOLE THING MOVES FORWARD AND IN 2018 THE TERMS CAN BE REVISITED.

Mr. Uchtyl said Mr. Duvernay wanted to update Exhibit B list.

Mr. Duvernay said the original Exhibit B had a lot of things that are worn out and not longer exists. He would like an accurate accounting of the boat stands because some of stands are owned by him.

Mr. Simpson said he is more comfortable striking item #7. Leave it to the intent the Board expressed in the planning session that the new structure not be tied down to a particular design, cost, or time frame. This will leave the Board with a little more flexibility. He asked Mr. Duvernay if he was okay with striking item #7?

Mr. Duvernay said he was if the Board was continuing to work under the MOA in place. His concern is that part of his rent is based on having the office structure, the covered boat area, and the two sheds which is presently still used. It is just not the same as having it at the new facility. The understanding was there is grant money that has been awarded to Docks & Harbors for building out a haul out facility. Also, he is restricted to what type of structures he would be permitted to put up because there needed to be a specific look and feel for the facility. As long as things are moving along in that spirit everything

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is good. As long as in six month's from now he comes back to talk about what is needed for a structure and then his rent goes up. He will have an issue with that.

Mr. Donek asked Mr. Simpson if he was making an amendment to Mr. Peterson's Motion?

Mr. Simpson said no. Mr. Simpson said the policy of this Board is it is important as a community service that there is a decent boat yard and that is what this is all about. That is why this improvement item is on the planning session list of things the Board wants to do. He said Mr. Duvernay suggested that his rent is tied in with the buildings currently at the Auke Bay Boatyard, but the Board heard Mr. Horan's appraisal is not based on any amenities but based on the market which is the value of running a boatyard in Southeast Alaska.

Mr. Duvernay said he agrees.

Mr. Zaruba asked to repeat the motion.

Mr. Peterson said the motion would take into consideration Mr. Simpson's and Mr. Zaruba's request.

MOTION By MR. PETERSON: TO STRIKE #7 AND CHANGE #8 TO #7 AND THE LIST MOVES FORWARD WITH THE LEASE AS IT STANDS WITH NO VALUES ADDED. ANY OTHER NEEDED CHANGES CAN BE DISCUSSED IN THREE YEARS AND ASK FOR UNANIMOUS CONSENT.

Mr. Zaruba clarified Mr. Peterson was in agreement with taking item #7 out of the exhibit B list.

Mr. Peterson said that is correct.

Motion passed with no objection.

VIII. New Business –

1. Consultant Services for Statter Harbor Phase III Planning Update

Mr. Gillette said in the packet is the proposal by PND Engineers to do planning relative to this boatyard moving to the Auke Bay Loading Facility. This will free up this property for other uses and have identified a need for vehicle staging and access to the proposed future for hire float. The master plan in place currently has the boat yard in that area so it needs to be updated. PND's proposal is \$44,256. Staff would start with a scoping meeting with the community and talk about the issues, uses, and generate some conceptual plans based on the public input.

Board Questions

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Mr. Donek asked how PND was selected.

Mr. Gillette said PND has been under contract from an RFP from a number of years ago. This contract provided for services that could be added relative to Statter Harbor.

Public Comment - None

Board Discussion/Action

MOTION By MR. JANES: TO ADVISE STAFF TO BRING ON CONSULTANT SERVICES FOR STATTER HARBOR PHASE III PLANNING AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Juneau Port Development

Mr. Uchytel said this was discussed earlier and will not need further discussion.

2. Douglas Harbor 95% Design Review

Mr. Gillette provided a handout of the 95% design and went over the design. The way the bid will be structured is there is a base bid which is with the floats. Bid alternate A, which is the preferred alternate, would be to expand the wall to create an additional uplands area for parking and uplands use with a ramp to access the Harbor. Bid alternate B would not extend the wall but would build an approach dock with a ramp that would be attached to the Harbor. Reason for the alternates is there is a \$300,000 difference between the two. The plan is basically the same from the 35% design except it is coming more detailed. If the project is done with just the base bid it would be \$5.4M, adding in alternate A the cost estimate is \$6.3M, or adding in alternate B the cost estimate is \$6M. Mr. Gillette said the next piece is where do we get the additional funds needed for this project? With the base bid and alternate A, we would need to come up with another \$1.34M more than we have. Mr. Gillette said the Board already voted on allowing the \$1.3M to come out of Docks & Harbors fund balance and the remaining \$42,000 could come out of the contingency amount. These amounts are Engineer estimates and we won't know the final amount needed until Docks & Harbors receives the bids.

Mr. Zaruba asked with Docks & Harbors other projects, how close have the Engineer's estimates been?

Mr. Gillette said Aurora Harbor was about 2 or 3% above the Engineer's estimate, and Statter Harbor was also in line with the Engineer's estimate.

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Mr. Lowell asked why is there a difference in a balance in the CIP account for base bid only versus the base bid plus alternate A and the base bid plus alternate B?

Mr. Gillette said that was an error. With correcting that error, Docks & Harbors would need \$1.5M for the base bid plus bid alternate A. Option now is, do we come up with another \$200,000 or cut something out? Mr. Gillette said the Board could approve using \$1.5M of the fund balance, or if the Board wants things taken out of this plan, we would need to do this now. No money has been transferred yet.

Mr. Uchytel said typically Docks & Harbors carries a 10% contingency in our budget so it would not be careless to say we would carry only 5% in contingency.

Mr. Lowell asked what implications this will have on the construction schedule now that additional permitting is required to do this work?

Mr. Gillette said Docks & Harbors already checked with the Corps of Engineers and they didn't seem to think there would need any modification to the existing permit because the issues are all the same.

Mr. Donek asked when this would go out to bid?

Mr. Gillette said about mid November.

Mr. Donek asked if the Board would see this again before it went out to bid?

Mr. Gillette said no.

3. Meeting Schedule for 2016

Mr. Uchytel said in the packet is the proposed schedule for next year. This is basically the same as last year.

X. Committee and Member Reports

1. Docks Fee Review Committee Meeting – Wednesday, October 21st, 2015

Mr. Peterson reported he gave a presentation on having a per seat fee for the loading zone users and discontinue the Company fee. The Committee set the next meeting times and will discuss this further at the next meeting.

2. Finance Committee Meeting – Wednesday, October 21st, 2015

Mr. Peterson reported the Finance Committee discussed the following;

- Auke Bay Boat Yard lease - There were several unanswered questions which is why the Committee tabled the lease moving forward.

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- Juneau Port Development
- The 2016 Finance Report
- Downtown Food Vendors- the Committee gave weak support for this item.

3. Harbor Fee Review Committee Meeting – Thursday, October 22nd, 2015

Mr. Simpson reported that the Committee decided on the next meeting and the order of the fee reviews with the next to review being the Small Boat Harbor fees.

4. Operations/Planning Committee Meeting – Thursday, October 22nd, 2015

Mr. Simpson reported the OPS/Planning Committee discussed the following;

- Fritz Cove - This was pulled to get all the previous testimony and bring it back to the Committee so all the members know what has been said in the past.
- Auke Bay Boat Yard Lease – the Committee requested inclusion of the exhibit B items.
- Juneau Port Development
- Entertained two motions from Mr. Summers;
 1. Docks & Harbors would refer to users as “Customers” only.
 2. Tobacco free work place.

After discussion on these topics it was referred to management to manage.

5. Member Reports – None

XI. Port Engineers Report –

Mr. Gillette reported;

- The Cruise Berth project is moving forward. They have a very critical schedule and they are a little behind. They are starting to do longer shifts to catch up. They fully understand they need to be completed by May 1st.
- Douglas Harbor dredging should be starting any day. This is the Corps of Engineers project.
- Statter Harbor launch ramp project is moving along. They just finished four of the compaction areas and moving onto lift five. All of the instrumentation is telling us it is compacting well and not moving back into the ocean.
- We have a contract out to produce twelve of the aluminum safety ladders. We came up with a design, did a prototype, checked to see if this ladder would work in the Harbors, and went out for a quote.

XII. Harbormaster’s Report –

Mr. Borg reported;

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- Three young individuals burned up two life rings along the seawalk. They have been replaced and the approximate cost is \$2,500.
- There was an arrest on N float a couple of days ago for an individual that moved onto a boat that she didn't own. He's talked to the boat owners on N Float and let them know if they see something out of the ordinary to report it to the office. Staff is starting to do evening patrols.
- There are four impounds that will be auctioned on November 12th.
- The Icy Strait should be on the State public auction site soon.

XIII. Port Director's Report –

Mr. Uchytel reported;

- Seven individuals will be interviewed for the vacant Board position.
- The next priority project is phase III of Statter Harbor. The goal is to have the contract to begin the work on this project in a year from now. Funding opportunities would come from the Dock funds or various head taxes to move forward with this project.
- Erich Schaal was awarded the CBJ Docks & Harbors Employee of the year at the AAHPA conference last month.
- Mr. Uchytel said he was elected president of AAHPA and in November he will go to the Alaska Municipal League for Municipal Harbor Grant funding. Docks & Harbors submitted a Tier II grant for Aurora Harbor for this coming Legislative session. In this role he will be advocating for all the Harbor throughout the state.
- Over the summer Docks & Harbors applied for a Tiger Grant which is a federal DOT grant and we were not selected.
- Mr. Uchytel said six Docks & Harbors employees are taking a UAS Customer Service class.

XIV. Assembly Liaison Report –

Mr. Nankervis left the meeting, but he left a report for Mr. Borg to read.

The Assembly;

- Met on October 20th to swear in a new mayor.
- Approved ordinance 2015-39 which is the Land Use Code
- Introduced awarded bid for Gastineau Apartments demolition to CBC Construction for \$1.3M starting about December 1st and ending April 30th.
- Approved Ordinance 2015-43 which is for the Cultural Preservation lease to Goldbelt.
- Approved contract amendment for construction administration and inspection services for construction of the Cruise Ship Berth project.
- Docks & Harbors proposed regulation change on the recreational daily and annual launch ramp permits and Commercial launch ramp

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permits was pulled from the agenda and will be back on the agenda for the next Assembly meeting. The members wanted clarification on language.

Committee of the Whole met on October 26th. The following was discussed;

- Housing Action Plan
- Airport Master Plan Update.
- Ordinance amending the Land Use Code
- Oceans Interpretive Center
- Seawalk bid is going to be reworked and put back out to bid since all bids greatly exceeded estimate.

At the October 21st Assembly Finance meeting, the State/Federal funding requests were discussed;

1. Wastewater bio solids long term treatment plant.
2. Platform ladder truck
3. Phase II Aurora Harbor rebuild. (This was not on the list, but was discussed)

XV. Board Administrative Matter

a. Election of Board Vice Chair

MOTION By MR. PETERSON: TO ELECT MR. BUDD SIMPSON AS BOARD VICE-CHAIR AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

b. Committee Assignments

Mr. Donek asked Mr. Lowell if he would be Chair for the Finance Committee?

Mr. Lowell accepted and asked Mr. Zaruba to be Vice-Chair.

Mr. Zaruba accepted.

Mr. Donek asked Mr. Bush if he would be the Chair for the Docks Fee Review?

Mr. Bush accepted and asked Mr. Zaruba to be the Vice-Chair.

Mr. Zaruba accepted.

Mr. Donek appointed Mr. Janes to be the Assembly Lands Liaison.

Mr. Donek appointed Mr. Janes to be on the Port Director's Evaluation Committee.

c. Harbor Fee Review Meeting – Wednesday, November 4th, 2015 at Noon

d. Ops/Planning Committee Meeting – November 10th Cancelled

e. Finance Committee Meeting – Thursday, November 12th, 2015 at 5:00 pm

f. Docks Fee Review Meeting – Thursday, November 12th, 2015 following Finance.

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g. Board Meeting – Thursday, November 19th, 2015 at 5:00 pm.

XVI. Adjournment - The regular Board Meeting adjourned at 8:44 pm

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

**Amendment of Title 05, Chapter 20
SMALL BOAT HARBOR FEES AND CHARGES**

and

**Amendment of Title 05, Chapter 45
SMALL BOAT HARBOR AND PORT FACILITIES USE REGULATIONS**

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

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

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20.

05 CBJAC 20 Small Boat Harbor Fees and Charges, is amended to read:

05 CBJAC 20.070 Fees for commercial use of boat launches.

- (a) *Definition.* The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch for any type of commercial use.
- (b) *Annual fee.* A commercial user of the launch ramps must pay an annual fee prior to using a launch ramp each calendar year as follows:

\$ per calendar year	\$225.00
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- (c) *Freight use fee.* In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. A person may pay the personal use freight fee set out in this subsection if the freight use is limited to non-commercial use. All other persons must pay the commercial use fee. The harbormaster shall assess freight use fees by duration of use per calendar day as follows:

Commercial Use Fee	<p>Up to ½ hour: \$30.00</p> <p>Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour</p> <p><u>\$60.00 for the first hour; and</u></p> <p><u>\$30.00 for each additional hour</u></p>
Personal Use Fee	<p>Up to ¼ hour: no charge</p> <p>Over ¼ hour: \$15.00 per half-hour of use beyond ¼ hour with \$15.00 minimum charge</p>

- (d) *Freight staging fee.* A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.
- (e) *Special fee for launch ramp tour activities.* Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

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05 CBJAC 20.110 Crane use fees.

- (a) *Definition.* The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.
- (b) *Crane use requirements.* A person must obtain approval from the Harbormaster before using a hydraulic crane. Crane use fees must be paid in advance. A person may reserve use of the crane. Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.
- (c) *Crane use fees.* Crane use fees will be assessed at the rate of ~~\$0.25 per minute~~ \$5.00 per each 15 minutes of use.

...

05 CBJAC 20.130 Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

Regulations of Docks and Harbors

05 CBJAC 20 Small Boat Harbor Fees and Charges

05 CBJAC 45 Small Boat Harbor and Port Facilities Use

(b) Vessel storage. When available, Docks and Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:

(1) May through September - \$1.00 per linear foot per day for up to five days.

(2) May through September - \$3.00 per linear foot per day after five days.

(3) October through April - \$8.00 per linear foot per calendar month.

(4) No storage fee will be assessed for the day the vessel is hauled out.

(c) Boat stand rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks and Harbors shall assess one hour of prevailing labor rate for blocking and \$100 per calendar month for use of boat stands. The Harbormaster or their representative shall approve the blocking of all vessels.

05 CBJAC 20.140 Staff labor fees.

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

- (1) ~~\$60.00~~ \$75.00 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) ~~\$5.00 per foot of silhouette vessel length when moving a vessel~~ \$125.00 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated; and
- (3) The actual cost of contracted services, supplies or materials plus a ten percent mark-up.

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05 CBJAC 20.160 Parking lot fees.

- (1) From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the ~~Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, and Aurora Boat Basin, and Statter Harbor~~ is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof. The applicable fee must be paid in advance.
- (2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$5.00 per 24 hours or portions thereof, or \$100.00 per calendar month or portion thereof. The number of monthly parking permits shall be managed and issued by the Port Director or representative. From October 1 through April 30, the off-season monthly fee shall be \$50.00 per calendar month or portion thereof. The applicable fee must be paid in advance.

- (3) From May 1 through September 30 each year, the fee to park in designated pay spaces in the Taku Lot (adjacent to the Intermediate Vessel Float) shall be \$2.00 per hour or portion thereof and limited to 3 hours per calendar day.
- (4) Auke Bay Loading Facility parking privileges shall be assessed at \$100.00 per calendar month as set forth in 05 CBJAC 45.050.

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05 CBJAC 20.190 Reserved. Auke Bay Loading Facility - Drive Down Float Fee. Auke Bay Loading Facility Drive Down Float shall be assessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.

05 CBJAC 20.200 Auke Bay Loading Facility - Key Card Issuance Fee. Harbor users intending to utilize facilities requiring remote access shall purchase and register through a Harbor Office electronic key card/key fob for \$10.00.

05 CBJAC 20.210 Auke Bay Loading Facility - Float Moorage. The fee to use the Auke Bay Loading Facility Float shall be as follows:

- (1) No cost for the first two hours using the float.
- (2) \$0.75 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
- (3) \$1.50 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
- (4) \$3.00 per linear foot per calendar day for using the float for seven calendar days or more.

05 CBJAC 20.220 Auke Bay Loading Facility Float – Mechanical Work Zone. The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:

- (1) \$0.75 per linear foot per calendar day for the first three days.
- (2) \$1.50 per linear foot per calendar day for days four through seven.
- (3) \$3.00 per linear foot per calendar day in excess of seven days.

05 CBJAC 20.230 Auke Bay Loading Facility – Haul-out Fees. The rate for Docks and Harbors employing the Self-Propelled Hydraulic Boat Lift shall be \$10.00 per linear feet each way (includes blocking, stands and one hour of prevailing staff labor rate for pressure washing).

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

<u>Division</u>	<u>Project</u>	<u>Priority</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>	<u>Future</u>
Docks & Harbors									
Docks									
	Steamship Wharf Cathodic Protection - Phase II	1	\$ 600,000						
	Visitor Information Kiosk Replacement - Design	2	\$ 25,000	\$ 120,000					
	Auke Bay Passenger For Hire Facility	3	\$ 4,600,000						
	Downtown Restrooms	4		\$ 500,000					
	Archipelago Property Deck Over	5		\$ 3,000,000					
	Shore Power at Cruise Ship Berths	6							\$ 8,000,000
Docks Total:			\$ 5,225,000	\$ 3,620,000	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000
Harbors									
	Aurora Harbor Rebuild-Phase II	1	\$ 4,000,000	\$ 7,000,000					
	Area Wide Annode Installation	2		\$ 1,200,000					
	Statter Breakwater Safety Improvements	3	\$ 333,000	\$ 333,000	\$ 333,000				
	Amalga Harbor Fish Cleaning Float	5		\$ 300,000					
	Auke Bay Net Repair Float	6		\$ 300,000					
	Aurora Harbor Dredging	7		\$ 350,000					
	Wayside Float Maintenance Dredging	8		\$ 350,000					
	Taku Harbor Deferred Maintance	9		\$ 200,000					
	Aurora Harbormaster Building and Shop	10							\$ 3,000,000
	Douglas Harbor Uplands Improvements	11							\$ 2,000,000
	North Douglas Boat Ramp Improvements	12							\$ 1,000,000
	Juneau Fisheries Terminal Development	13							\$ 10,000,000
	Fish Sales Facility/Seaplane Float	14							\$ 1,000,000
	Harris Harbor Public Restrooms/Shower	15							\$ 250,000
Harbors Total:			\$ 4,333,000	\$ 10,033,000	\$ 333,000	\$ -	\$ -	\$ -	\$ 17,250,000
Docks & Harbors Total:			\$ 9,558,000	\$ 13,653,000	\$ 333,000	\$ -	\$ -	\$ -	\$ 25,250,000
6 Year Improvement Totals:			\$ 9,558,000	\$ 13,653,000	\$ 333,000	\$ -	\$ -	\$ -	\$ 25,250,000

FY17 CAPITAL IMPROVEMENTS

<u>Enterprise</u>	<u>Division</u>	<u>Priority</u>	<u>Project</u>	<u>Funding Source</u>	<u>Amount</u>
<u>Docks & Harbors</u>	Docks	1	Steamship Wharf Cathodic Protection - Phase II	City Marine Passenger Fees	\$600,000
		2	Visitor Information Kiosk Replacement - Design	City Marine Passenger Fees	\$25,000
		3	Auke Pay Passenger For Hire Facility	State Cruise Passenger Fees	\$4,600,000
	Docks Total Funding:				\$5,225,000
	Harbors	1	Aurora Harbor ReBuild - Phase II	ADOT Municipal Harbor Grant	\$2,000,000
				Harbor Funds	\$2,000,000
		2	Statter Harbor Breakwater Safety Improvments	Harbor Funds	\$333,000
	Harbors Total Funding:				\$4,333,000



Port of Juneau

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

Docks and Harbors Board FY 17 CIP Request Steamship Wharf Cathodic Protection – Phase II

Project Description: The project is located along the downtown Juneau waterfront, an area that serves approximately one million cruise ship passengers each year. The project consists of replacement of the cathodic protection system and protective coating for the existing sheet pile wall adjacent to the Steamship Wharf and Marine Park. Phase I of the work will be bid in winter of 2015 and is estimated to cost \$500,000. Phase II of the work is estimated to cost \$600,000.

Funds Requested (FY15)

Local Funds - \$600,000 (City Marine Passenger Fees)

Funds Already in Hand - \$500,000 (Phase I)
\$0 (Phase II)

Funds Needed But Not yet Requested – None

Project Review: A condition assessment was performed within the project area that identified a number of items requiring immediate attention. Phase I of the project would provide pile jacketing protection of the structural piles at the Bus Deck-over and install new anode sleds to protect the water side of the sheet pile retaining wall. Phase II would install an impressed current cathodic protection system for the interior side of the sheet pile wall and recoat the seaward face of Marine Park sheet piles retaining wall.

Project Time-Line: This project has been designed and would be implemented in two phases due to funding availability. Phase I is scheduled to be bid in winter of 2015 with completion in May 2016. Phase II would be bid in fall of 2016 and completed by spring 2017.

Maintenance Responsibility: CBJ is responsible for all ongoing maintenance expense and will use local dock funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Docks and Harbors Board FY 17 CIP Request Visitor Information Kiosk Replacement - Design

Project Description: The Visitor Information Kiosk serves cruise ship passengers needing information about Juneau. It is located in a strategic location near one of the two city owned docks that support the cruise industry. The current kiosk has exceeded its design life. The facility does not meet ADA standards; has inadequate heating and lighting; windows and doors do not work properly; and does not provide adequate shelter from rain for patrons.

Funds Requested (FY17)

Local Funds - \$25,000 (City Marine Passenger Fees)

Funds Already in Hand - \$0

Funds Needed But Not yet Requested –\$0

Project Review: The Juneau Convention and Visitors Bureau requested that a new kiosk be provided which would offer a more user friendly facility and address safety and comfort concerns of volunteers. The current facility was moved from the Marine Park area when the Alaska Steamship Wharf was expanded for bus staging. This phase of the project would perform planning, design, and cost estimating to ascertain a full understanding of the needs and costs of a replacement structure.

Project Time-Line: Work of this phase of the project begin upon receipt of funding with intent to complete planning, design and cost estimating in 2017.

Maintenance Responsibility: CBJ Docks and Harbors Board assumes the ongoing maintenance responsibilities and is typically funded through local passenger fees.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Docks and Harbors Board FY 17 CIP Request Auke Bay Passenger for Hire Facility

Project Description: This project includes installation of a boarding float, gangway, and passenger loading zone to serve cruise ship passengers connecting with whale watching and fish charter operators. These activities currently are conducted in Statter Harbor at the existing moorage facilities that were not designed for and are incapable of providing safe and efficient service for the large number of users. The lack of infrastructure also greatly detracts from the local resident's ability to fully utilize the Statter Harbor moorage facility. The funds requested would allow construction to begin in fall of 2016 and be ready for use in spring of 2017.

Funds Requested (FY16)

Local Funds - \$4,600,000 (State Cruise Passenger Fees)

Funds Already in Hand - \$0

Funds Needed But Not yet Requested - \$0

Project Review: The Passenger for Hire Facility is a component of the overall Statter Harbor Master Plan which is in the process of updating as a result of moving the boat yard to Auke Bay Loading Facility.

Project Time-Line: The facility would be designed as soon as funding is available with construction complete in spring 2017.

Maintenance Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance expense and will use local dock funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Docks and Harbors Board FY 17 CIP Request Aurora Harbor Rebuild – Phase II

Project Description: The Aurora Harbor moorage facility is well beyond its design life and in need of replacement. PND Engineers performed a preliminary design in 2010 and an updated replacement cost in 2013. The cost is estimated to be \$11M.

Due to available funding the project is being phased. Phase I (A, B, C, and D floats) is completed. Phase II would replace the head float; main floats E, F, & G; electrical; domestic water; and a new fire suppression system. The project would be further phased as funding becomes available.

Funds Requested (FY16)

State Funds - \$2,000,000 (ADOT Municipal Harbor Grant)

Funds Already in Hand - \$2,000,000 (Harbors Funds)

Funds Needed But Not yet Requested – \$7,000,000

Project Review: A condition assessment of Aurora Harbor was completed in 2004 by PND Engineers and determined that the harbor was in fair to poor condition. Since then some emergency repairs have been performed as piling and floatation have deteriorated to the point of failure. There is no harbor wide fire suppression system which presents a safety concern. Phase 1 of the project has now been completed.

Project Time-Line: Design of Phase II would begin as soon as funds are available. To accommodate summer use of the harbor the construction would be scheduled for fall of 2017 with completion in spring of 2018.

Maintenance Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance expense and will use local harbor operations funds for these expenses.

Project Contact: Carl Uchytel, CBJ Port Director 586-0294



Port of Juneau

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

Docks and Harbors Board FY 17 CIP Request Statter Harbor Breakwater Safety Improvements

Project Description: The Statter Harbor Breakwater was constructed by the state in the early 1980's. Over time the structure has been used for transient moorage for larger vessels in the summer months. The structure has large open cells within the boundaries of the structure that present safety concerns for users of the facility. Docks and Harbors has prepared a design and cost estimate that indicates it would be \$1M to perform the work. The plan is to proceed with the project in a phased approach utilizing harbor funds.

Funds Requested (FY17)

Local Funds - \$333,000 (Harbor Funds)

Funds Already in Hand - \$0

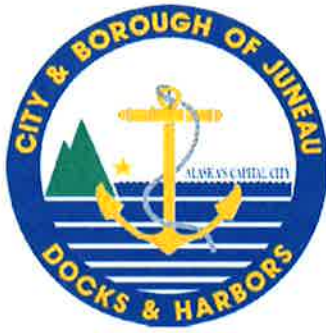
Funds Needed But Not yet Requested –\$667,000

Project Review: The proposed project is to infill the open areas of the breakwater structure with fiberglass reinforced plastic grates that would close the open cells to allow pedestrian traffic yet allow the structure to adequately provide wave reduction to the overall harbor.

Project Time-Line: Work of the first phase of the project would begin upon receipt of funding with intent to complete the project in two following phases as funding allows.

Maintenance Responsibility: CBJ Docks and Harbors Board assumes the ongoing maintenance responsibilities and is typically funded through harbor revenues.

Project Contact: Carl Uchtyl, CBJ Port Director 586-0294



Port of Juneau

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

From: Carl Uchtyl, Port Director
To: Kim Kiefer, CBJ Manager
Copy: Robert Steedle, CBJ Deputy Manager
Date: December 16th, 2014
Re: FY2016 MARINE PASSENGER FEE REQUEST

Carl James
Uchtyl

Digitally signed by Carl James Uchtyl
DN: cn=Carl James UCHTYL, o=City & Borough
of Juneau, ou=Port of Juneau,
email=CARJ.UCHTYL@JUNEAU.AK.US, c=US
Date: 2014.12.16 15:22:11 -0500

1. Attached is a list of potential FY16 Marine Passenger Fee projects for your consideration. This list was approved by the Docks & Harbors Board at its December 11th meeting.
2. Please contact me or Port Engineer, Gary Gillette with any questions.

#

Encl: FY16 Docks & Harbors Marine Passenger Fee Request

Docks and Harbors Board FY2016 Marine Passenger Fee Request

Area Wide Port Operations

Descriptions: CBJ's cruise ship docks and associated infrastructure are run as an enterprise fund established by local ordinance. All expenses and revenues associated with operating and maintaining CBJ's cruise ship docks and associated infrastructure are accounted within this fund. The CBJ Assembly has placed these assets under the responsibility of the Docks and Harbors Board. CBJ Ordinance Title 85 requires the Board to be self-supporting, generating revenues sufficient to meet the operating costs of the docks enterprise.

The Board has established a number of fees to generate revenues from users of the assets. The Board has calibrated these fees to assure the overall revenue generated by the enterprise equals the overall cost of running the enterprise.

Many of the uplands assets are used by entities which it is not possible, feasible, or acceptable to charge fees. As a result, users paying fees are subsidizing users that do not pay fees. The services provided to these users are area wide in nature benefiting the general public and cruise ship passengers of private docks.

For the past several years, the Board has offset this subsidy with revenues from leases of property along the downtown Juneau waterfront. Faced with crumbling infrastructure in the small boat harbors and the inability to raise harbor fees without profound impacts to its users and the community, the Board has elected to redirect lease revenues of parcels along the waterfront from the Docks Fund to the Harbor Fund. In effect, revenues from these leases had been subsidizing area wide users of the docks enterprise facilities. As part of this initiative, the Board Identified services that are area wide in nature and not specific to users of the CBJ Docks.

Board identified the following services:

1. Year round maintenance and monitoring of Marine Park.
2. Maintenance and operation of year-round public parking at the Columbia Lot and seasonal public parking at the Steamship Wharf Plaza and the Visitor's Center Lot.
3. Maintenance and operation of year-round unrestricted pedestrian access along the waterfront at the public docks.
4. Maintenance of tour operators Vendor Booths
5. Maintenance and operation of shuttle drop-offs and pick-ups in the CBJ loading zone that are used by all cruise ship terminals in Juneau.
6. Providing area wide port security.
7. Billing and collecting CBJ area wide fees for all docks.

The Board reviewed its FY13 budget and apportioned expenses associated with these services. Based on its review, it estimates that about 9% of the annual docks budget is attributable to area wide services.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Area Wide Port Operations (Continued)

Marine Passenger Fee Funds Requested (FY16): \$154,100

Benefits: This approach is supported by the cruise ship industry since it is more equitable than raising dockage fees. It also avoids the need to raise fees during the economic recession.

This approach meets the intent of the marine passenger fee since the services benefit all cruise ship passengers , not just the passengers at the public docks.

This approach allows the Docks and Harbors Board to direct part of the dock lease revenues to the much needed rebuild effort of the small boat harbors reducing the need for fee increases at the harbors.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will use local Docks enterprise funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Port-Customs and Visitor Center Buildings Maintenance Support

Project Descriptions: These two buildings are located on the downtown Juneau waterfront, an area that serves nearly one million cruise ship passengers each year. Docks and Harbors, an enterprise fund, is responsible for costs associated with operating the Port-Customs and Visitor Center Buildings. Expenses include all utilities (water, sewage, electrical, alarm monitoring) and facility support (parking lot, plaza, snow removal, janitorial and general maintenance).

Marine Passenger Fee Funds Requested (FY16): \$133,500

Approximately 4450 sq feet (building area) @ \$2.50/sq feet/month = \$133,500

Project Review: The Port-Customs Building was completed in May 2011 with the Visitor Center completion in June 2012. The project which included the buildings, infill dock construction, covered shelters, landscaping and plaza cost approximately \$9M and was funded with Marine Passenger Fees. The Port-Customs Building is occupied by the US Customs and Border Protection (CBP) year-round and Docks and Harbors staff from April to October. CBP claims to be exempt from any costs associated with their operations within a port. The Visitor Center Building is occupied from April to October by the Juneau Convention and Visitor Bureau, a non-profit organization for the purpose of supporting cruise passenger inquiries. The JCVB budget does not support maintenance of the building. This leaves the Docks enterprise funds fully exposed to the costs of maintaining and servicing these buildings.

Benefits: By establishing a Port-Customs and Visitor Center Buildings maintenance fund Docks & Harbors can better manage and maintain the properties entrusted under their responsibilities. Passenger fees were granted for this purpose in FY2013 and FY2014.

Maintenance and Operation Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance and operating expenses of these two buildings and associated upland support facilities.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Statter Harbor Passenger For Hire Facility

Project Descriptions: The Statter Harbor Master plan identifies four significant components that would be phased over time as funding is available. These components are as follows: Phase I - repairs to existing moorage, removal of DeHart's floats and fuel dock, and replacement of moorage and fuel dock; Phase II - construction of a new 2-lane launch ramp and upland parking facility; Phase III - replace existing launch ramp with new boat haul-out and kayak launch ramp; Phase IV - construction of a new passenger for hire float and uplands bus staging area to serve cruise ship related whale watching and fish chartering operators. Phase I was completed in May 2013; Phase II is in the final design process and scheduled for construction in fall 2014; Phase III would begin once Phase II is completed. Phases II is fully funded based on current cost estimates and Phase III is partially funded with expectation for full funding by construction in 2016.

Phase IV has no funding in place thus the construction schedule is dependent upon funding availability. The Passenger for Hire facility includes installation of a boarding float, gangway, dredging, and uplands passenger loading zone to service cruise ship passengers embarking on marine based tourism activities. Staging for these activities currently are conducted at Statter Harbor where the facilities are incapable of providing safe and efficient service. The current situation causes extreme congestion and greatly detracts from the local resident's ability to fully utilize the Don Statter moorage facility. The funds requested would allow for design and permitting activities to move forward.

Marine Passenger Fee Funds Requested (FY16): \$800,000

Cost Estimate: \$5.4M

Funds Previously Secured: None

Funds Needed but Not yet requested: \$4.6M

Project Review: The project is part of the Docks and Harbor Board's approved Statter Harbor Master Plan which has been supported by the voters in three special sales tax ballots (2005, 2007, 2012).

Project Time-Line: The schedule for the proposed Passenger for Hire Facility is dependent upon funding.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will use Harbor operations funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchtyl, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Downtown Restrooms

Project Descriptions: The project would be located along the downtown Juneau waterfront, an area that services approximately one million cruise ship passengers each year. The project consists of constructing new restroom facilities on a dock structure located on the recently purchased Archipelago property south of the Library/Parking Garage.

Cost Estimate: \$500,000

Marine Passenger Fee Funds Requested (FY16): \$500,000

Project Review: This project has been brought forward at the request of the Assembly to address the lack of adequate restroom facilities in the downtown waterfront area.

Project Time-Line: This project would begin design phase upon allocation of funding.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will seek future passenger fee funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Future Cruise Terminal Staging

Project Descriptions: This project would be located in the downtown area near the cruise dock, an area that serves approximately one million cruise ship passengers each year. The project entails identifying and procurement of available Downtown lands necessary to accommodate additional staging areas required to accommodate the larger post-panamax sized cruise ships and greater passenger counts.

Marine Passenger Fee Funds Requested (FY16): \$1,000,000

Project Review: The Cruise Ship Terminal Staging Area, scheduled for completion in spring 2014, greatly improves the efficiency and safety of the parking and embarkation in support of the cruise industry. However, due to geographic limitations and finite available land, new property must be pursued to ensure facilities are available to support increased passenger loads in the coming decade. A strategic approach to the management of future cruise ship requirement will require securing adjacent lands to the cruise ship berth.

Project Time-Line: This project has not been fully developed.

Maintenance and Operation Responsibility: This project is to identify and procure land available for future Docks enterprise initiatives.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Downtown Pay Phones

Project Descriptions: To meet telephonic communications demands from cruise ship passengers and cruise ship crew, CBJ has established a requirement to maintain pay telephones in the downtown corridor.

Cost Estimate: \$7800

Marine Passenger Fee Funds Requested (FY16): \$7800

Project Review: This requirement has been developed at the request of CBJ Leadership to meet a lack of available telephones. In FY12, Docks & Harbors spent \$7755 from Docks operating funds to support this need.

Project Time-Line: This requirement is current and expected to persist indefinitely.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will seek future passenger fee funds for these expenses.

Project Contact: Teena Scovill, Administrative Assistant or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Visitor Information Kiosk Replacement

Project Descriptions: The Visitor Information Kiosk serves cruise ship passengers needing information about Juneau. It is located in a strategic location near one of the two city owned docks that support the cruise industry. The current kiosk has exceeded its design life. The facility does not meet ADA standards, has inadequate heating, and does not provide adequate shelter for patrons.

Cost Estimate: \$150,000

Marine Passenger Fee Funds Requested (FY16): \$150,000

Project Review: The Juneau Convention and Visitors Bureau requested that a new kiosk be provided which would offer a more user friendly facility and address safety and comfort concerns of volunteers. The current facility was moved from the Marine Park area when the Alaska Steamship Wharf was expanded for bus staging.

Project Time-Line: This project would begin the design phase upon allocation of funding.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will seek future passenger fee funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

CBJ Parks & Recreation Landscaping Services

Project Descriptions: Docks & Harbors managed property includes the downtown waterfront from the Taku Dock to Merchant's Wharf. The landscaping has been maintained by CBJ Parks & Recreation seasonal staff for several years out of the CBJ general fund. Flowers, flower pots, trees, shrubs and grass along Marine Park, Cruise Ship Terminal and Alaska Steamship waterfront are meticulously planted and groomed in an admirable fashion. Beginning in FY15, Docks & Harbors was directed to fund this maintenance out of the Docks Enterprise budget.

Cost: \$45,000

Marine Passenger Fee Funds Requested (FY16): \$45,000

Project Review: The requested amount has been developed by a CBJ Parks & Recreation algorithm based on requirements to propagate, plant and maintain the vegetative cover, new seedlings, plants and flowers.

Project Time-Line: This project would be an interdepartmental transfer from Docks & Harbors to CBJ Parks & Recreation.

Maintenance and Operation Responsibility: Commencing in FY15, Docks & Harbors has been assigned sole responsibility for maintaining the greenery along the CBJ owned waterfront, including parking lot facilities.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Lightering Float Ramp Canvas Cover Replacement

Project Descriptions: The canvas cover for gangway leading to the Marine Park Lightering Float was damage beyond repair in a November 2014 storm. This gangway is primarily used by tourists embarking and disembarking from cruise ships at anchor.

Cost Estimate: \$10,000

Marine Passenger Fee Funds Requested (FY16): \$10,000

Project Review: n/a

Project Time-Line: Docks & Harbors will replace the canvas cover in time for the initial cruise ship of the season but is requesting compensation in FY16.

Maintenance and Operation Responsibility: CBJ Docks & Harbor is responsible for maintenance and operating expenses along the CBJ owned waterfront and seeks future passenger fee to funds.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Marine Park Bus Parking Lot Brick Repair

Project Descriptions: The Marine Park Bus Parking Lot (Brickyard) is demonstrating undulations in the brick surfaces suggesting the substrate is being undermined. The funds are to contract with an experienced mason to repair the areas needing attention.

Cost Estimate: \$30,000

Marine Passenger Fee Funds Requested (FY16): \$30,000

Project Review: The Brickyard surface will continue to degrade without constant and appropriate maintenance. Use of this facility in the winter for parking will lead to greater degradation due to snow plowing efforts.

Project Time-Line: This project would commence as soon as funding is available not to interfere with coach and bus operations during the summer months.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will seek future passenger fee funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**Docks and Harbors Board
FY2016 Marine Passenger Fee Request**

Flags & Banners

Project Descriptions: Flags and banners along the downtown waterfront have been jointly managed through multiple CBJ Departments. There is also a cost involved in renting scissor or basket lifts.

Cost Estimate: \$7500

Marine Passenger Fee Funds Requested (FY16): \$7500

Project Review: Many of the flags and banners are worn requiring replacement; this request would provide funding for purchase new aesthetically pleasing visual hanging devices.

Project Time-Line: Procure would begin upon receipt of funding.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will seek future passenger fee funds for these expenses.

Project Contact: Gary Gillette, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.



Port of Juneau

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

From: Docks & Harbor Board
To: Assembly
Copy: CBJ Manager
Date: November 30th, 2015
Re: FY2015 Review - Docks & Harbors Operations

1. In accordance with 85.02.045, Docks and Harbors Board shall, no later than November 30 each year, provide the assembly with a written review of docks and harbors department operations during the preceding fiscal year.

2. The FY15 end of year financial report suggest the department is fiscally sound:

	Harbor Enterprise	Docks Enterprise
Revenue	\$4,467,529	\$1,530,225
Expenditure	\$3,246,909	\$1,186,772
FY15 Net	\$257,515 ¹	\$631,160
Fund Balance	\$3,439,607	\$4,141,897

It is important to note, the near term and future needs of Docks & Harbors exceed the current funds availability to fully recapitalize existing and infrastructure development. Some of these projects include \$1.5M from the fund balance for Douglas Harbor, \$11M for Aurora Harbor replacement, \$6M for Statter Harbor commercial for-hire float and as much as \$30M to recapitalize the Statter Breakwater and aging Floats.

3. The number of cruise ship passengers who arrived to the Port of Juneau continues to increase:

	2013	2014	2015
Large Cruise Ships	940,447	944,239	965,731
Small Cruise Ships	5,459	10,216	11,426
Total	945,906	954,455	977,157

4. Docks & Harbor has been engaged in several capital improvement projects in the course of FY15.

- a. New Cruise Ship Berth Project. During FY15, the prime contractor (Manson Construction Company - MCC) was engaged in long lead procurement and fabrication of steel and casting of concrete pontoons for the \$54M infrastructure improvement project. On September 16th, 2015 MCC mobilized on site to begin construction on the south cruise ship berth.

¹ Includes \$472K one-time windfall from negotiations over the Mt Robert Tram lease rent.

- b. Don D. Statter Harbor Launch Ramp. The \$12M award to Miller Construction was executed in FY15 and work is progressing with a construction completion date of July 31, 2016 anticipated.
- c. Aurora Harbor Rebuild (Phase I). This \$11M project was completed on May 31st, 2015 and replaced A, B, C, D main floats, the head float, and two approach docks.
 - d. Mike Pusich Douglas Harbor Rebuild. Docks & Harbors worked closely with the US Army Corps of Engineers and drafted a letter to our Washington, DC delegation to fund the Douglas Harbor dredging using the federal program: *Additional Operations and Maintenance of Small, Remote, and Subsistence Harbors and Channels*. Docks & Harbors awarded a demolition contract to Trucano Construction in FY15. The \$6M Army Corps of Engineers contract to dredge has commenced and is expected to be completed in April 2016. Docks & Harbors is in the process of advertising the bid to fabricate and install new floats with the goal to be finished by October 2016.
- 5. In June, Docks & Harbors submitted a \$3M federal DOT TIGER VII grant application characterized as “Juneau Fisheries Terminal Dock Completion Project”. We received notice in October that we were unsuccessful in securing this highly competitive grant. Additionally, Docks & Harbors submitted a \$2M Tier II matching Alaska DOT Harbor Grant application for the next phase of Aurora Harbor.
- 6. Throughout FY15, the Board has been engaged in a systematic, comprehensive review of the Harbor Enterprise fees and the Docks Enterprise fees. Enclosure (1) provides the list of ordinances and regulations which are under review some have already been amended in CBJ code. Those which have been reviewed to date are shown highlighted in yellow.
- 7. In March 2015, the Board participated in a strategic planning meeting to outline Docks & Harbors priorities. Some of those long term priorities included:
 - a. Procure additional downtown staging area through obtaining the Archipelago Property.
 - b. Relocation of the Auke Bay Boatyard from Statter Harbor to the Auke Bay Loading Facility.
 - c. Update the Statter Harbor Master Plan.
 - d. Retrofit the harbors with steel piling with zinc anodes to provide corrosion protection.
 - e. Provide a net mending float for commercial fisherman in the downtown harbors.
 - f. Complete an economic land use master plan for the area bounded by Norway Point and Docks & Harbors managed property south of the Douglas Bridge.
- 8. The fee schedule for FY15 is attached as enclosure (2).
- 9. The Docks & Harbors Board looks forward to a joint meeting with the Assembly in the very near future.

#

Encl: (1) Comprehensive Fee Review
(2) FY2015 & FY2016 Fee Schedule



Comprehensive Review of CBJ Docks & Harbors Fees Action Plan

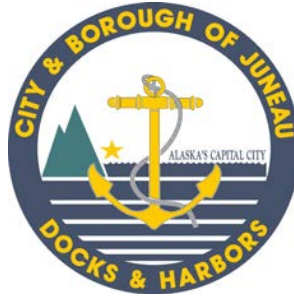
Objective: To undertake a deliberate examination of all fees and regulations concerning the management of activities affecting the rate structure of the Harbor Enterprise and the Docks Enterprise operations.

Background: Docks & Harbors has responsibility under Title 85.02.100 (Schedule of fees and charges): “(a) The board shall, by regulations adopted pursuant to CBJ 01.60, impose a schedule of fees and charges for the use of ports and harbors, and facilities designated by the assembly by resolution.”

Timeline & Goal: To complete reviews and necessary regulations changes to affect the FY2016 rates. It is not a stated goal to raise rates throughout the enterprises; rather, it is the Board’s desire to ensure fair and reasonable rates are assessed to all user groups.

Organizational Make-up: Special sub-committee(s) of Docks & Harbors Board members will be convened to facilitate the review and provide a transparent public process. Docks & Harbors staff will provide the necessary expertise and coordination to meet the Board’s objective.

Process: The Port Director will deliver to the Board Chair a grouping of like fees and management activities for consideration in a logical manner. Board Chair will provide direction to the Port Director regarding outside resources and scope of work necessary to complete the review in a timely fashion. The Port Director will develop a checklist and calendar schedule to assist in the coordination of the process.



Sequencing of Review

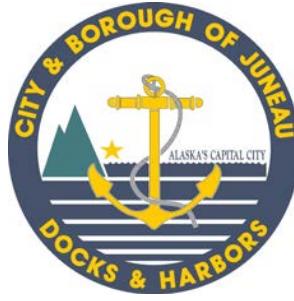
Docks Enterprise

- Upland Support of Docks Enterprise
 - Waterfront Sales Permit Regulations ([05 CBJAC 10.040](#))
 - 5/2000
 - Minimum bid = \$5000
 - Tour Broker & Vending Permit ([05 CBJAC 15.070](#))
 - 12/2004
 - Loading Permit Fees ([05 CBJAC 15.080](#))
 - 12/2004

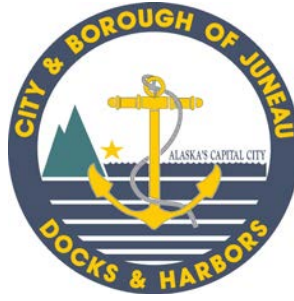
"A" or "B" Permit	\$300 per company plus \$7 per passenger seat
Limited Loading Permit	\$15 per vehicle for each permit day; or \$250 per year, whichever is less

- Electricity Fees ([05 CBJAC 15.090](#))
 - 12/2004
 - The fee assessed for the use of electrical outlets at the Marine Park Lightering Float, the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float and adjacent facilities under the administration of the Docks and Harbors Board.
 - Fees for electricity will be assessed in accordance with the fees and charges in effect at the time the electricity is consumed.
 - Other Fees ([05 CBJAC 15.095](#))
 - 12/2004
 - Fees will be established by the CBJ Docks and Harbors Board on a case-by-case basis.
 - Cruise Ship Fees
 - Dockage Charges ([05 CBJAC 15.030](#))
 - 3/2010; 1/2007; 12/2004
 - \$1.50 per foot for vessels less than 65 feet in length overall;
 - \$2.50 per foot for vessels with a length overall from 65 feet up to 200 feet; and
 - \$3.00 per foot for vessels greater than or equal to 200 feet in length overall.
 - [Ketchikan](#)
 - [Seattle \(Item 420\)](#)

Highlighted indicates review complete and/or action taken.



- Port Dues ([85.02.105](#))
 - 3/2005
 - Every vessel carrying passengers for compensation and utilizing the port facilities, and not otherwise exempted, shall be assessed and pay port dues for each port visit. The port dues shall be in addition to other port facility fees and charges.
 - [Base rate per registered net ton] X [Registered net tonnage]
= Port dues per vessel per use of port facilities
- Port Maintenance Fee ([05 CBJAC 15.040](#))
 - 1/2007; 12/2004
 - The charged assessed for use of the Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float, and the Marine Park Lightering Float to provide for maintenance, replacement, and improvement of these facilities.
 - Each 24 hour period or portion thereof \$0.055 for each net registered ton of vessel displacement.
- Marine Passenger Fee ([05 CBJAC 15.100\(a\)](#))
 - 12/2004; 5/2013
 - The CBJ Docks and Harbors Department assesses a marine passenger fee in accordance with CBJ Ordinance 69.20. The fee is assessed to certain passenger vessels entering into any port within the City and Borough of Juneau. Fee proceeds are deposited into the general fund of the CBJ.
 - The marine passenger fee is currently \$5.00 per arriving passenger.
- Port Development ([Fee 05 CBJAC 15.100\(b\)](#))
 - 5/2005; 5/2013
 - Every vessel carrying passengers for compensation on port calls in the City and Borough and not otherwise exempted, shall pay in addition to any other fee or charge, a Port Development Fee.
 - \$3.00 per arriving passenger per day.
- Potable Water Fee ([05 CBJAC 15.050](#))
 - 8/2012; 12/2004
 - The charge assessed to vessels for taking on potable water through a metered connection at the Port.
 - Each 1,000 U.S. gallons or portion thereof \$4.67.
- Vessel Lightering Fee ([05 CBJAC 15.060](#))
 - 12/2004

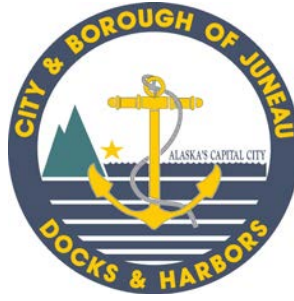


- The charge assessed to vessels for dropping-off or picking-up passengers at the Marine Park Lightering Float or the Intermediate Vessel Float.
- Each 24-hour period or portion thereof \$600.00.

Harbor Enterprise

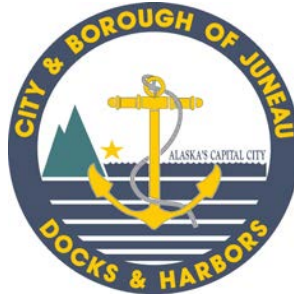
- Passenger-for-hire Fees ([05 CBJAC 20.080](#))
 - The fee assessed to a person conducting passenger-for-hire activities at Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.
 - Inspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$300.00 plus \$1.10 per passenger each calendar day.
 - Uninspected vessel fees
 - 4/2006; 4/2005; 12/2005
 - Calendar year permit: \$50.00 per vessel plus \$15.00 per passenger seat.
- Auke Bay Loading Facility
 - Fee for delivery and sale of fuel at ABLF ([05 CBJAC 20.175](#))
 - 12/2009
 - Fee assessed on each gallon of fuel sold to a vessel using the Auke Bay Loading Facility for refueling a vessel.
 - A fee of \$0.05 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.
 - Auke Bay Loading Facility ([05 CBJAC 45.050](#))
 - 10/2007
 - [ABLF FAQ](#)
 - [Staging](#)
 - [Storage](#)
 - [Landing Craft Loading Ramp Use](#)
 - [Drive Down Use Fees](#)
 - [Crane Use Fees](#)
- Parking
 - Statter Harbor Lower Parking Lot Permit Fee ([05 CBJAC 20.090](#))
 - 4/2005; 5/2006
 - The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Lower Parking Lot.

Highlighted indicates review complete and/or action taken.



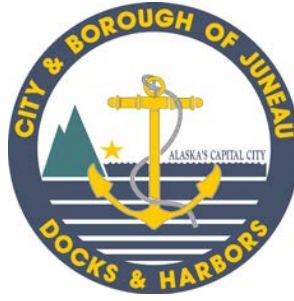
- Calendar year permit: \$300.00 per company plus \$15.00 per passenger seat.
 - Parking Lot Fees ([05 CBJAC 20.160](#))
 - 5/2009; 4/2005
 - From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, and Statter Harbor is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof.
 - Parking Management ([05 CBJAC 45.055](#))
- Staff Labor fees ([05 CBJAC 20.140](#))
 - 4/2005
 - When required in the furtherance of duties set out in CBJ Ordinance Title 85, harbor regulations and rules, fees for services of Docks and Harbors Department staff will be assessed as follows:
 - \$60.00 per hour for each staff person with a one-hour minimum charge per staff person;
 - \$5.00 per foot of silhouette vessel length when moving a vessel;
 - The actual cost of contracted services, supplies or materials plus a ten percent mark-up.
- Boat Launch fees
 - Recreational boat Launch fees ([05 CBJAC 20.060](#))
 - 4/2005
 - The fee assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramp at Amalga Harbor is free.
 - Calendar Year \$90.00
 - Calendar Day \$14.00
 - Fees for commercial use of boat launches ([05 CBJAC 20.070](#))
 - 4/2005; 1/2006; 3/2007; 12/2009
 - The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch for any type of commercial use.
 - Calendar year \$225.00

Highlighted indicates review complete and/or action taken.



- Freight use of Launch Ramp facilities ([05 CBJAC 45.035](#))
 - 3/2007
 - Freight use fee. In addition to other fees set out in ([05 CBJAC 20](#)), a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel.
 - Commercial Use Fee:
 - Up to ½ hour: \$30.00
 - Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour
 - Personal Use Fee:
 - Up to ¼ hour: no charge
 - Over ¼ hour: \$15.00 per half-hour of use beyond ¼ hour with \$15.00 minimum charge
- Small Boat Harbor fee
 - Special Annual Moorage fee for skiffs ([05 CBJAC 20.020](#))
 - 7/2007; 4/2005
 - An owner with an open-hulled vessel 21 feet or less in length, excluding engines, may apply to the harbormaster for moorage in the limited access areas of the small boat harbors.
 - \$580.00 from July 1, 2013 through June 30, 2014; and a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI).
 - Assigned Moorage Credit ([05 CBJAC 20.025](#))
 - 7/2007
 - A fee credit applied to the account of a person with a moorage assignment that makes their private shorepower connection available for temporary moorage assignments.
 - The credit shall be equal to the daily shorepower access fee charged.
 - Daily Moorage Fees ([05 CBJAC 20.030](#))
 - 4/2008; 7/2007; 4/2005
 - The fee charged on a daily basis to the owner of a vessel for berthing the vessel at the Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, Norway Point Float, National Guard Float, Fisherman's Terminal, Statter Boat Harbor, and moorage appurtenant to any of these facilities.
 - Downtown monthly Moorage Fees ([05 CBJAC 20.040](#))

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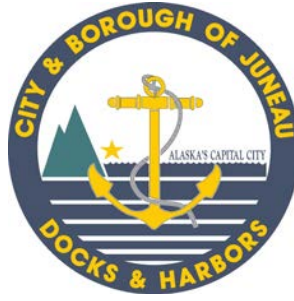


- 7/2007; 4/2005
- [Auke Bay monthly](#) Moorage Fees ([05 CBJAC 20.041](#))
 - 7/2007
- Monthly Pre-paid Discounts ([05 CBJAC 20.042](#))
 - 7/2007
 - An owner that pays 12 months of monthly moorage in advance will receive a five percent discount off 12-month moorage fee.
- Active Fishing Vessel Discount at Statter Harbor ([05 CBJAC 20.044](#))
 - 5/2006; 7/2005
 - the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to 20 days in a calendar year, use Statter Harbor without paying daily fees.
- Fee for tenders ([05 CBJAC 20.045](#))
 - 4/2005
 - The fee for tenders applies to cases where the owner of a vessel moors a tender in the water along with their primary vessel. Under this regulation, a tender is defined as an auxiliary vessel that is carried or towed by the primary vessel to allow access to, or escape from, the primary vessel.
 - Annual fee of \$150.00 per tender paid in advance or monthly fee of \$50.00 per tender.
- Residence surcharge ([05 CBJAC 20.050](#))
 - 4/2005
 - A fee assessed to the owner of a vessel when the vessel is used by any person as a residence, dwelling, or abode for three or more calendar days in any calendar month.
 - The owner shall pay a residence surcharge of \$69.00 per calendar month.
- Grid Usage Fees ([05 CBJAC 20.100](#))
 - 4/2005
 - The fees assessed to an owner for using the Douglas Grid or the Harris Harbor Grid.

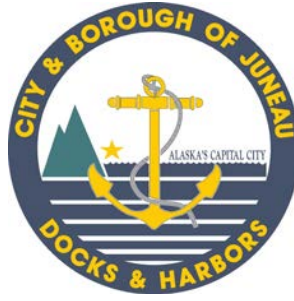
\$ per foot per day	\$.95
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- [Crane Use Fees \(05 CBJAC 20.110\)](#)
 - 4/2005
 - The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.

Highlighted indicates review complete and/or action taken.



- Crane use fees. Crane use fees will be assessed at the rate of \$0.25 per minute.
- Pump Use fees ([05 CBJAC 20.120](#))
 - 4/2005
 - Dewatering pumps are available for rent
 - The fee for rent of a dewatering pump is \$20.00 per hour with a \$40.00 minimum charge.
- Storage fees ([05 CBJAC 20.130](#))
 - 5/2010; 7/2009; 1/2008; 4/2005
 - A person may apply to the Harbormaster for use of long-term storage space in designated areas.
 - The fee for use of this space is \$0.50 per square foot per calendar month. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month.
- Reserved moorage waitlist fee ([05 CBJAC 20.150](#))
 - 4/2005
 - A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of \$50.00 and an annual fee of \$10.00 to remain on the waitlist.
- Private boathouse surcharge ([05 CBJAC 20.170](#))
 - 4/2005
 - The fee assessed to the owner of a private boathouse located on the property of CBJ for the use of CBJ tidelands.
 - The fair market rent used to compute the annual fee is \$0.13 per square foot.
- Other fees (i.e. catamaran) ([05 CBJAC 20.180](#))
 - 4/2005
 - The Docks and Harbors Board will establish fees for use of CBJ Docks and Harbor Department facilities that are not specifically identified in CBJ Administrative Code Title 05 on a case-by-case basis.
- Winter management waitlisted vessel moorage zone ([05 CBJAC 25.090](#))
 - During the month of August each year, a person wishing to obtain a moorage assignment may apply on an application form provided by the harbormaster. The person shall submit a \$100.00 application fee, refundable if the person does not receive a moorage assignment and creditable towards docks and harbor department charges.
- Shorepower access Fee ([05 CBJAC 30.010](#))



- 9/2010; 9/2009; 1/2009; 4/2005

Daily shorepower access fees. Fees to access shorepower on a daily basis are as follows:

• Connection Type	Fee
20 amp	\$4.80
30 amp	7.20
50 amp	24.00
100 amp/208 volt	48.00
100 amp/480 volt	120.00

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

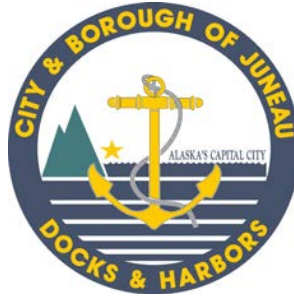
Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 and 30 amp	\$90.00	\$54.00
50 amp	180.00	108.00
100 amp/208 volt	420.00	252.00
100 amp/480 volt	990.00	588.00

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

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 amp	\$120.00	\$72.00
30 amp	162.00	96.00
50 amp	300.00	180.00
100 amp/208 volt	720.00	420.00
100 amp/480 volt	1,680.00	972.00

- Vessel salvage and disposal ([05 CBJAC 40.010\(g\)\(1\)\(ii\)](#))
 - 9/2006
 - the owner of a vessel must provide the Harbormaster with proof of current marine insurance showing or pay a non-refundable moorage surcharge \$0.25 per foot per month.

Highlighted indicates review complete and/or action taken.



- The funds collected from the moorage surcharge under this regulation will be used to pay for the unrecoverable costs attributable to vessel salvage and disposal activities in the small boat harbors.
- Boom truck usage fee ([05 CBJAC 15.110](#))
 - 2/2012
 - The charge assessed for obtaining full boom truck services as provided by the CBJ Docks and Harbors Department.
 - Basis for charge. The charge assessed will be at the rate of \$120.00 per hour for the first hour, and \$60.00 per 30 minutes thereafter.

Tideland Leases

- Leasing
 - Appraisal, lease rent requirements, and dispute resolution ([05 CBJAC 50.040](#))
 - 10/2008
 - Application fees; terms; payment ([53.20.030\(2\)](#))
 - #



DOCKS & HARBORS
 155 S. Seward St.
 Juneau, AK 99801
 (907) 586-5255 tel
 (907) 586-2507 fax
www.juneau.org/harbors/

Moorage Rates

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30, 2015	Effective July 1, 2015
Skiff	\$590 per year	\$ 600 per year
Daily	54¢ per foot	55¢ per foot
Monthly	\$4.20 per foot	\$4.25 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment

STATTER HARBOR		
	Effective thru June 30, 2015	Effective July 1, 2015
Skiff	\$590 per year	\$600 per year
Daily Moorage	54¢ per foot	55¢ per foot
Monthly	\$7.05 per foot	\$7.15 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.75¢ per foot \$1.50 per foot per day \$2.50 per foot per day \$3.00 per foot per day

INTERMEDIATE VESSEL FLOAT (IVF)		
	Effective thru June 30, 2015	Effective July 1, 2015
Daily (Oct. 1 – Apr. 30)	54¢ per foot	55¢ per foot
Monthly (Oct. 1 – Apr. 30)	\$4.20 per foot	\$4.25 per foot
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.75¢ per foot \$1.50 per foot per day \$2.50 per foot per day \$3.00 per foot per day

Residence Surcharge

Per Month	\$69 +\$23/person above four persons
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- A 5% City & Borough of Juneau sales tax may apply to all fees
- Disclaimer – The above rates do not take the place of the published fee regulations. For additional information, see the Harbormaster.

Launch Ramp Rates

Recreational – Year (includes Kayaks)	\$90
Recreational – Day	\$14
Commercial – Year	\$225
Freight Use – Personal	Up to ¼ hour – no charge Over ¼ hour: \$15 per ½ hour of use beyond ¼ hour with \$15 min. charge
Freight Use – Commercial	Up to ½ hour \$30 Over ½ hour \$30 + \$1.50 for each minute beyond ½ hour

Parking Rates

Douglas, Harris, Aurora Harbors	Free w/ permit (permits available at Aurora Harbormaster's office)
Statter Harbor – Summer (May, June, July, August, September)	\$1 per hour/\$5 per calendar day
Statter Harbor – Winter (October through April)	Free w/ permit (permits available at Statter Harbormaster's office)

Shorepower

Connection Type	Daily Fee
20 amp	\$4.80
30 amp	\$7.20
50 amp	\$24.00
100 amp/208 volt	\$48.00

Connection Type	Summer Liveaboard Monthly	Summer Non-Liveaboard Monthly
20 and 30 amp	\$90.00	\$54.00
50 amp	\$180.00	\$108.00
100 amp/208 volt	\$420.00	\$252.00

Connection Type	Winter Liveaboard Monthly	Winter Non-Liveaboard Monthly
20 amp	\$120.00	\$72.00
30 amp	\$162.00	\$96.00
50 amp	\$300.00	\$180.00
100 amp/208 volt	\$720.00	\$420.00

Services Provided

Power

Potable water (Year round downtown and Statter A&B Floats)

Restrooms (Auke Bay & Aurora)

Showers (Statter Harbor, Harbor Washboard, Augustus Brown Pool)

Free Sewage pump-out (Douglas, Harris, and Statter)

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
Boat Yard at ABLF				
Boat Yard Design and Construction	In Progress		MRV	Negotiate fees
Auke Bay Loading Facility - Phase II				
Reporting	On-Going	Quarterly	Staff	Next report due Jan 31 - (Oct, Nov, Dec)
Old Douglas Harbor Reconstruction				
Phase II - ACOE Dredging Period	In Progress	10/12/15 - 3/1/16	Western Marine	Army Corps project
Phase III - Final Bid Documents			PND	
Phase III - 95%	In Progress		PND	95% Review
Phase III - Bid Period		11/18/15 - 12/15/15		
Phase III - Contract Award - Board Approval		TBD		
Phase III - Contract Award - Assembly Approval		TBD		
Phase III - Float Installation		4/12/16 - 8/12/16		
Statter Harbor Launch Ramp				
Construction	In Progress	July 31, 2016	Miller	
Port of Juneau Cruise Berths				
1% for Art	In Progress		Garten	Awaiting final design
Prefabrication and Procurement	In Progress		Manson	
Submittal Review and Fabrication Inspection	In Progress		PND	
Phase I On-Site Construction	In Progress	Sept 16, 2015	Manson	Begin on South Berth
Vibration Monitoring Services	In Progress		AS&E	
Phase II On-Site Construction	Hold	Sept 2016		
DNR Tidelands Survey	Hold			Awaiting survey instructions from DNR
Cathodic Protection Replacement				
Final Engineering and Design	In Progress		Tinnea	Bid with Engineering
Aurora Harbor Re-Build - Phase I				
Construction	Complete		NCS	
Project Close-Out	In Progress		NCS	Negotiating final change order
Annodes on Piling	Hold			Awaiting funding
Dredging on A Float	Hold			Awaiting funding
Bridge Area - SeaWalk Planning	In Progress			Coordination with Engineering
Alaska Marine Services Center	Hold			Address in Master Plan
Statter Master Plan Update	In Progress		PND	Awaiting Planning Schedule
Weather Monitoring System	In Progress		MXAK	Awaiting phase 2 scope of work

PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Periodic Maintenance Plan	In Progress		Staff	Working with MIS for program entry
Archipelago Property Improvements	Planning		Staff	Awaiting Board Direction
Archipelago Property Procurement	Planning		Staff	
Statter Ramp Deck Improvement	In Progress		Staff	Awaiting price quote
Statter and Aurora Safety Ladders	in Progress		Staff	
Wayside Float Dredging	Design		Staff	Awaiting funding
Amalga Harbor Fish Cleaning Station	In Progress		Staff	Awaiting direction from ADF&G
Aurora/Harris Harbor Master Plan	Hold			Advertise after first of year
Fritz Cove Beach Access	Hold		Staff	Awaiting Board Direction
Port Security Camera Project	In Progress		Anchor	Awaiting equipment arrival
Taku Harbor Conditions Assessment	In Progress		PND	Awaiting Report
Cruise Berth Shore Tie Power Study	In Progress		PND	Awaiting Report
Statter Tidelands Survey	Hold		DOWL	Negotiating Fee Proposal