

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA**  
**For Thursday, February 25<sup>th</sup>, 2016**

- 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 January 28<sup>th</sup>, 2016 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. FY17-18 Budget  
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO BE DETERMINED AT THE MEETING.**

- 2. Auke Bay Loading Facility Minor Maintenance  
Presentation by the Harbormaster

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO BE DETERMINED AT THE MEETING.**

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA (CONTINUED)**  
**For Thursday, February 25<sup>th</sup>, 2016**

3. Douglas Harbor Renovation Bid Award  
Presentation by the Port Engineer

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO ACCEPT TRUCANO CONSTRUCTION'S BID FOR DOUGLAS HARBOR RENOVATION (BASE BID PLUS BID ALTERNATE A) IN THE AMOUNT OF \$4,896,409 AND RECOMMEND THE ASSEMBLY APPROVE THIS BID AWARD.**

4. Notice of Intended Sale of Boat Shelter AF-018 by Christina & Frank Ramsey  
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

**MOTION: TO WAIVE DOCKS & HARBORS' RIGHT OF FIRST REFUSAL ALLOWING CHRISTINA AND FRANK RAMSEY TO SELL THEIR BOAT SHELTER ON THE OPEN MARKET.**

**IX. Items for Information/Discussion**

1. Enforcement Regulation for User Fee Collection  
Presentation by the Harbormaster

Board Discussion/Public Comment

2. Marine Power Cord Safety Replacement Program  
Presentation by the Harbormaster

Board Discussion/Public Comment

3. Juneau Cruise Ship Berths Electrification DRAFT Report  
Presentation by the Port Director

Board Discussion/Public Comment

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA (CONTINUED)**  
**For Thursday, February 25<sup>th</sup>, 2016**

**X. Committee and Member Reports**

1. Harbor Fee Review Committee Meeting- Wednesday, February 10<sup>th</sup>, 2016
2. Operations/Planning Committee Meeting- Wednesday, February 10<sup>th</sup>, 2016
3. Finance Committee Meeting- Thursday, February 18<sup>th</sup>, 2016
4. Docks Fee Review Committee Meeting- Thursday, February 18<sup>th</sup>, 2016
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**

- a. Harbor Fee Review Meeting – Wednesday, March 9<sup>th</sup>, 2016 at 12:00pm
- b. Ops/Planning Committee Meeting – Wednesday, March 9<sup>th</sup>, 2016 at 5:00pm
- c. Finance Committee Meeting –Thursday, March 24<sup>th</sup>, 2016 at 5:00pm
- d. Docks Fee Review Meeting – Thursday, March 24<sup>th</sup>, 2016 following Finance
- e. Board Meeting – Thursday, March 31<sup>st</sup>, 2016 at 5:00pm

**XVI. Adjournment**

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:10p.m. in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: John Bush (via phone), Weston Eiler (arrived at 5:13 pm), Bob Janes, Budd Simpson, David Summers, and Tom Donek.

Absent: David Lowell, Robert Mosher, and Tom Zaruba.

Also present were the following: Carl Uchtyl – Port Director, David Borg- Harbormaster, Gary Gillette – Port Engineer, Erich Schaal – Deputy Port Engineer, and Jerry Nankervis – Assembly Liaison.

III. Approval of Agenda.

**MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.**

**Motion passed with no objection**

IV. Approval of December 10<sup>th</sup>, 2015 Meeting Minutes.

Hearing no objection, the December 10<sup>th</sup>, 2015 meeting minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda –

**A.** Public Requests for Consent Agenda Changes - None

**B.** Board Members Requests for Consent Agenda Changes –

Mr. Simpson requested #3 removed from the consent agenda. He noticed an error in the material and would like it corrected.

Mr. Donek said this item will go under unfinished business.

**C.** Items for Action

1. Appropriation Ordinance – Douglas Harbor – ADOT Municipal Harbor Grant

**RECOMMENDATION: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE ACCEPTING THE ADOT MUNICIPAL HARBOR GRANT IN THE AMOUNT OF \$2,044,230.**

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

2. Appropriation Ordinance - Douglas Harbor - Transfer of \$1.3M from Harbor Fund Balance to CIP

**RECOMMENDATION: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.3M FROM THE HARBOR FUND BALANCE TO THE DOUGLAS HARBOR PHASE III PROJECT.**

4. Notice of Intended Sale of Boat Shelters

**RECOMMENDATION: Waive Docks & Harbors' right of first refusal allowing Mark & Sun Choate and Steve Wolf to sell their boat shelters on the open market.**

**MOTION By MR. SIMPSON: TO APPROVE THE CONSENT AGENDA WITH THE REMOVAL OF ITEM #3 AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection**

**VII. Unfinished Business**

3. Appropriation Ordinance - Cruise Ship Berths Improvement Project

Mr. Simpson said when he was reviewing the backup materials, he noticed the recommendation for the Assembly should be to use \$1.5M of Docks funds and not Harbors funds.

Mr. Gillette said he did notice that error and has changed it already in the Memo he is taking to Public Works & Facilities.

Board Questions - None

Public Comment - None

Board Discussion/Action -

**MOTION By MR. SIMPSON: THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.5M FROM THE DOCKS FUND BALANCE AND \$2.5M OF PORT DEVELOPMENT FEES FOR THE CRUISE SHIP BERTHS IMPROVEMENT PROJECT.**

**Motion passed with no objection**

**VIII. New Business**

1. Statter Harbor Master Plan Update

Mr. Gillette said he wanted to update the Board on Phase III of the Statter Harbor master plan. The project team is PND Engineers, Corvus Design doing landscape, and Haight Engineers doing electrical. The project purpose is to address congestion, safety, and

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

efficiency for the boating public both in and out of the water. The overall objective of the plan was to expand moorage (completed 2013), expand boat launch and parking capacity (underway currently & completion 2016), facilitate boat yard operation (moved to ABLF), improved commercial and charter vessel operations, and provide separation between the different users vehicular operations. In the original plan, Phase I was the new moorage, phase II is the launch ramp and parking, Phase III was to be the boat haulout, kayak ramp and improvements to the boat yard, and Phase IV was the charter float and bus staging area. With the Boat Yard moving to the ABLF, that opened up a new opportunity and freed up some of the uplands space. Phase III will now be the charter float and uplands improvements. Phase IV will be additional moorage and a future phase will be re-installing a second gangway and updating the work floats. The charter floats would be approximately 600 LF of floats that will take 15/40' vessels or 20/30' vessels. There could also be a potential for a fueling station on the charter operations float. There would be a gangway to the uplands. The uplands improvements would include bus staging and circulation and general circulation through the site. The uplands amenities would be a continuation of the seawalk. Mr. Gillette went over the different concepts for bus parking which would just be the final stripes on the pavement. He showed more plans that would follow the Auke Bay plan encouraging the area to become more of a community center which would include a building with a potential for a restaurant. Phase IV moorage improvement is estimated at \$2M and there is no funding identified at this time. Phase III charter float and uplands improvements is estimated at just under \$10M and we do have some funding identified for this phase. He said staff would like to continue early design and permitting for phase III and could start construction end of this year or early next year. This is not the final design and there will be many more opportunities for public comment through the beginning stages of this project.

Board Questions – None

Public Comment -

Dennis Watson, Juneau, AK

He asked if the old parking lot in front of the Harbor Office was going to change to just general parking?

Mr. Gillette said the plan is to remove the truck & trailer parking spaces from that parking area and convert them to regular car spaces.

Don Howell, Juneau, AK

He said he owns Squires Rest building across the street from the Harbor. The idea of putting commercial buildings in this plan with restaurants will require a lot of parking and parking has been a large problem in Auke Bay. The new parking plan will help with parking issues, but adding a restaurant will cause us to run out of parking space and cars will be back on his lot. He would like the plan to only be a parking lot for Statter Harbor.

Board Discussion/Action

Mr. Janes asked by approving this plan, does it lock in commercial buildings?

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

Mr. Simpson said this would be approving the parking and the staging area and dock and floats, but nothing on final uplands facilities.

Mr. Gillette said his intent was to apply for a conditional use permit with this plan which includes the additional moorage and potential development. If these things are decided to be added later we will need to go back through the conditional use permit process again. It doesn't mean it needs to be built that way, this would just mean we don't have to go back through the planning commission. He understands the parking issues. There is a provision in the parking ordinance that allows shared parking. One could assume that a certain percentage of the people that are going to go to the restaurant are already there because they were out on their boat.

Mr. Janes asked if there was a way to word the permit application with options for adding the additional building (restaurant) and additional moorage area if it goes through the public process so people know that the Board has not approved the additional suggestions in the plan but is leaving it open for consideration.

Mr. Gillette said yes. That is why he is calling the uplands area, "potential future development".

Mr. Summers said he is going to support this plan as is.

Mr. Simpson said on the plan it is written potential plan for retail but he suggested to look at it as potential lease space.

**MOTION By MR. SIMPSON: MOVE TO APPROVE THE STATTER HARBOR MASTER PLAN AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.**

**Motion passed with no objection**

**2. Channel Construction Lease**

Mr. Uchytel said this was a lease previously held by the State of Alaska. In 2001 Docks & Harbors took over management. The lease is to expire in April of 2016. They do have preferential rights. A new appraisal has been completed. The draft lease is in the packet for your approval. There was a question whether the lessee could enter into this lease while in bankruptcy and CBJ law has determined this was acceptable. If this is approved tonight it will go to CBJ lands and then to the Assembly for final approval.

Board Questions - None

Public Comment - None

Board Discussion/Action

**MOTION By MR. SIMPSON: TO APPROVE CHANNEL CONSTRUCTION'S NEW LEASE AND MOVE FORWARD TO THE ASSEMBLY FOR FINAL APPROVAL AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection**

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

3. Amalga Harbor Fish Cleaning Float Feasibility Study

Mr. Schaal said in the packet is the draft final report for the Amalga Harbor Fish Cleaning Feasibility study. Docks & Harbors entered into an agreement with Fish & Game to look at options for improving the flow through Amalga Harbor. Staff received comments from users that said the fish cleaning process at the end of the float tied up valuable moorage space and impacted people taking out or putting their vessels in the water. Several options were looked at and we had a public meeting in June that brought in comments from local users and people that live nearby.

There were four options looked at.

- The first one was to do nothing.
- Provide Remote Site - (This was thought to be the best solution)
- Add Floats to Existing Boarding Float
- Remove Fish Cleaning Table - (Looked at uplands cleaning station)

Through the process and public comments, Docks & Harbors found that a remote cleaning station would not be feasible for a couple of reasons. The first was that it violated Fish & Game laws. The second was that it would drastically affect the creel count and data collection by Fish & Game staff. Mr. Schaal talked about the different options in the study. Alternate 4c was the recommended option should the Board decide this is a project that receives further attention.

Board Questions

Mr. Janes asked if there was running water on the float?

Mr. Schaal said no.

Mr. Janes asked if adding running water was in the plan?

Mr. Schaal said no.

Mr. Donek said the State Troopers do not like the remote cleaning stations. How do the State Troopers handle the remote fish cleaning station in Sitka?

Dan Teske, Dept. of Fish & Game Sport Fish Management Biologist.

The State Troopers have worked closely with staff and came up with an agreement to make that work.

Mr. Summers asked if this is a public agreement that he could look at?

Mr. Teske said yes.

Public Comment - None

Board Discussion/Action

Mr. Simpson asked what kind of consideration is given to fish waste issue?

Mr. Schaal said he was just talking to Mr. Teske about this and he said from a biological stand point, the only real accumulation is the crab shells. The fish waste is addressed by



**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

animals that come and go. The crab shells do break down over time, but they are just visible longer.

Mr. Donek said halibut carcasses float and are not fun to deal with on the ramp.

Mr. Janes asked if the issue is that there just isn't enough dock?

Mr. Schaal said that is basically the comments that we received.

Mr. Janes suggested to lengthen the dock and don't promote the fish cleaning.

Mr. Schaal said the premise behind the wider dock is to allow personal space for people using the fish cleaning table but also give the person moving mooring lines the room as well. This is a very congested portion of the dock.

Mr. Eiler asked to explain appendix F.

Mr. Schaal said appendix F evaluates the alternatives for a, b, c, & d and looks at the costs to construct each.

Mr. Gillette said these are cost estimates, but the other aspect is where the funding would come from. Docks & Harbors did receive a \$50,000 grant from Fish & Game to do this study and if there was any left over and an option was chosen, we could use it for design. At this point there should be enough to complete a design. The next piece would be the construction. Fish & Game does have grants available, but they are 75/25 match so we would still have to come up with some money.

Mr. Donek asked if the \$50,000 was matching?

Mr. Gillette said this is a Federal grant that Fish & Game is putting in a 25% match, but the next grant Docks & Harbors would need to do the 25% match.

Mr. Donek said he is not convinced this is a solution to the problem. This would just be making more space to stack more boats and not speed the process up. Without running water at this location, it will be problematic to keep the fish cleaning tables clean.

Mr. Janes said he agrees, but he suggests a longer dock. With no running water he doesn't see to add fish cleaning tables.

Mr. Simpson said there is a problem identified and it needs to be addressed. This should be referred to Operations/Planning Committee to keep working the problem until it is resolved.

**MOTION By MR. SIMPSON: MOVE TO REFER THIS TO THE OPERATIONS/PLANNING COMMITTEE FOR FURTHER CONSIDERATION AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection.**

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

**IX. Items for Information/Discussion**

**1. RFP - Land Use & Strategic Financial Planning For Downtown Harbor Facilities**

Mr. Gillette said staff received five proposals. He invited the Board members to participate on the selection committee.

Mr. Janes asked when the review of the proposals would start?

Mr. Gillette said packets would be ready next week. The selection committee members would be able to review individually then get together to discuss them about the middle of February.

Mr. Simpson and Mr. Janes both wanted to be on the selection committee.

Board Discussion/Public Comment - None

**X. Committee and Member Reports**

**1. Harbor Fee Review Committee Meeting- Wednesdays, January 6<sup>th</sup> & 27<sup>th</sup>, 2016**

Mr. Simpson reported the Committee discussed the following -

- The January 6<sup>th</sup> meeting was discussion on the assigned moorage credit. After much review, the Committee decided to leave the assigned moorage credit as is.

- The January 27<sup>th</sup> meeting was discussion on daily, monthly and annual moorage.

Staff provided good information on revenue and expenses for the Harbors. At this time, the Committee does not want to raise the fees, and maybe give more of an incentive for customers who pay annual fees in advance.

**2. Operations/Planning Committee Meeting- Wednesday, January 20<sup>th</sup>, 2016**

Mr. Simpson reported the Committee discussed the following-

- The Appropriation ordinances for Douglas Harbor, and the Cruise Ship Berths that were on the agenda tonight.
- Loading zone fee issues and heard testimony from operators.

**3. Finance Committee Meeting- Thursday, January 21<sup>st</sup>, 2016 - No report**

**4. Docks Fee Review Committee Meeting- Thursday, January 21<sup>st</sup>, 2016**

Mr. Bush reported the Committee discussed the loading zone fees. No action was taken and this will be discussed at another meeting.

**5. Member Reports - No reports**

**XI. Port Engineers Report is in the packet -**

Mr. Gillette said the Army Corps of Engineers has completed the dredging in Douglas Harbor and now working on the sand cap within the Harbor. Phase III of Douglas Harbor, which are the floats, is out to bid and due February 11th. The plan would be to bring the

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

bids to the February 25<sup>th</sup> Board meeting for approval. If approved, the bid award would go to the Assembly on February 29<sup>th</sup>, 2016.

The cathodic protection replacement project, which involves work under the brick yard bus staging area pilings, is out to bid through the Engineering Department.

**XII. Harbormaster's Report -**

Mr. Borg reported -

- He has been working with the Coast Guard to remove the Challenger. Global Diving was the winning bidder on the contract. The Little Rock Dump will be the primary area of disposal.
- He said he is working on the Fritz Cove gate. Plans were drawn up today and he should have a price estimate tomorrow.
- After the OSHA review in December, staff has completed about 65% of the problems that were identified. This will make everything safer for employees and Harbor users.

**XIII. Port Director's Report -**

Mr. Uchytel reported -

- Challenger will be taken to the AJ dock first and then to the Little Rock Dump.
- The vendor booth permit applications are due on February 10<sup>th</sup>. At that time he will know what the interest is and determine how many permits there will be available this year. The outcry auction is on February 18<sup>th</sup>.
- There is a Joint Assembly Board meeting proposed for Monday February 22<sup>nd</sup>. At this time only three members will be available.

Mr. Donek asked if all Board members have responded to Mr. Uchytel's request?

Mr. Uchytel said only some of the members replied.

Mr. Donek said he would talk more with Mr. Uchytel tomorrow to let him know if it should be rescheduled.

- Mr. Uchytel said tomorrow staff will be having a strategic planning meeting from 8 am to noon. Mila Cosgrove will be there to facilitate.
- He said in trying to get the word out about Docks & Harbors projects, he has presented at the Yacht Club, Chamber Meeting, and Mr. Schaal will present at the Territorial Sportsman annual banquet.
- Last Tuesday there was a day long Customer Service training for all Docks & Harbors employees taught by Alaska Host training.

**CBJ Docks and Harbors Board**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, January 28<sup>th</sup>, 2016**

- Staff is working on the FY17/FY18 budget. We may be able to present at the Committee of the Whole joint meeting with the Assembly.
- He will be on leave starting next Wednesday for two weeks and returning on February 18<sup>th</sup>.

**XIV. Assembly Liaison Report**

Mr. Nankervis reported -

The last Regular Assembly meeting was on January 11<sup>th</sup>.

- The assembly approved Resolution 2739 which was in support of full funding of the State of Alaska Harbor Facility Grant Program.
- Passed Ordinance 2015-52, which was the Auke Bay Boat Yard Lease Agreement.

Special Meetings -

- January 12<sup>th</sup> - Barbara Sheinberg was seated in the District 1 seat. (This will once again be Mayor Mary Beckers seat when she is no longer Mayor).
- January 25<sup>th</sup> - Interviewed applicants for the CBJ Manager's position. Still working on this process.  
Also discussed timeline for putting someone in the vacant district 2 seat. (This seat was recently vacated by Karen Crane when she decided to run for Mayor). The district 2 seat applicants will be interviewed February 10<sup>th</sup> and hope to have someone in place by February 11<sup>th</sup> or 12<sup>th</sup>.

Ken Koelsch and Karen Crane are running for Mayor. Mayor election is March 15<sup>th</sup>.

**XV. Board Administrative Matters**

- a. Harbor Fee Review Meeting - Wednesday, February 10<sup>th</sup>, 2016 at 12:00pm
- b. Ops/Planning Committee Meeting - Wednesday, February 10<sup>th</sup>, 2016 at 5:00pm
- c. Finance Committee Meeting - Thursday, February 18<sup>th</sup>, 2016 at 5:00pm
- d. Docks Fee Review Meeting - Thursday, February 18<sup>th</sup>, 2016 following Finance
- e. Board Meeting - Thursday, February 25<sup>th</sup>, 2016 at 5:00pm

Mr. Donek asked the members to respond to the emails from staff and let them know if you will be attending so they don't need to track you down for quorum purposes.

**XVI. Adjournment - The regular Board Meeting adjourned at 6:40 p.m.**

**Dock  
OVERVIEW**

	<b>FY15 Actuals</b>	<b>FY16 Amended Budget</b>	<b>FY16 Projected Actuals</b>	<b>FY17 Proposed Budget</b>	<b>FY18 Proposed Budget</b>
<b>EXPENSES:</b>					
Personnel Services	\$ 678,500	768,500	762,600	778,500	787,800
Commodities and Services	535,700	658,300	642,700	640,800	645,300
Capital Outlay	24,400	10,000	10,000	10,000	10,000
<b>Total Expenses</b>	<b>1,238,600</b>	<b>1,436,800</b>	<b>1,415,300</b>	<b>1,429,300</b>	<b>1,443,100</b>
<b>FUNDING SOURCES:</b>					
Interdepartmental Charges	11,000	11,000	11,000	11,000	11,000
Charges for Services	1,074,800	1,060,000	1,019,000	1,075,000	1,075,000
Licenses, Permits and Fees	413,900	500,000	385,000	400,000	400,000
Interest	40,500	22,900	55,900	75,900	75,900
Support from Marine Passenger Fee	287,600	317,600	317,600	287,600	287,600
Equity From (To) From Fund Balance	(590,200)	(474,700)	(373,200)	(420,200)	(406,400)
<b>Total Funding Sources</b>	<b>\$ 1,238,600</b>	<b>1,436,800</b>	<b>1,415,300</b>	<b>1,429,300</b>	<b>1,443,100</b>
<b>STAFFING</b>	<b>10.76</b>	<b>10.76</b>	<b>10.76</b>	<b>10.76</b>	<b>10.76</b>
<b>FUND BALANCE</b>	<b>\$ 3,426,900</b>	<b>3,901,600</b>	<b>3,800,100</b>	<b>4,220,300</b>	<b>4,206,500</b>

**Harbors**  
**OVERVIEW**

		FY16		FY17	FY18
	FY15	Amended	Projected	Proposed	Proposed
	Actuals	Budget	Actuals	Budget	Budget
<b>EXPENSES:</b>					
Personnel Services	\$ 1,635,300	1,687,300	1,722,300	1,736,200	1,760,200
Commodities and Services	1,167,500	1,154,100	1,150,100	1,158,300	1,158,400
Capital Outlay	23,100	10,000	-	10,000	10,000
Debt Service	809,900	747,200	637,500	718,400	718,400
Support to Capital Projects	800,000	-	-	-	-
<b>Total Expenses</b>	<b>4,435,800</b>	<b>3,598,600</b>	<b>3,509,900</b>	<b>3,622,900</b>	<b>3,647,000</b>
<b>FUNDING SOURCES:</b>					
Charges for Services	2,806,600	2,800,000	2,660,000	2,780,000	2,860,000
Rentals	1,214,800	800,000	850,000	850,000	850,000
State Shared Revenue	395,000	350,000	364,600	357,000	364,000
Fines and Forfeitures	21,100	10,000	20,000	20,000	20,000
Interest Income	28,800	30,400	30,100	40,900	40,900
Equity From (To) Fund Balance	(30,500)	(391,800)	(414,800)	(425,000)	(487,900)
<b>Total Funding Sources</b>	<b>\$ 4,435,800</b>	<b>3,598,600</b>	<b>3,509,900</b>	<b>3,622,900</b>	<b>3,647,000</b>
<b>STAFFING</b>	<b>17.67</b>	<b>17.67</b>	<b>17.67</b>	<b>17.67</b>	<b>17.67</b>
<b>FUND BALANCE RESERVE</b>	<b>\$ 743,200</b>	<b>743,200</b>	<b>743,200</b>	<b>743,200</b>	<b>743,200</b>
<b>AVAILABLE FUND BALANCE</b>	<b>\$ 2,341,100</b>	<b>2,732,900</b>	<b>2,755,900</b>	<b>3,180,900</b>	<b>3,243,800</b>
<b>DEBT REVENUE RATIO</b>	<b>=&gt;120%</b>	<b>=&gt;120%</b>	<b>=&gt;120%</b>	<b>=&gt;120%</b>	<b>=&gt;120%</b>
<b>(NOT) Meeting Debt/Rev Ratio</b>	<b>691,620</b>	<b>252,360</b>	<b>287,300</b>	<b>291,320</b>	<b>354,220</b>

## Auke Bay Loading Facility Work Zone

**Purpose:** To make available an area for commercial launch ramp permit holders to haul out boats for minor maintenance and/or inspection.

**Discussion:** It has been raised that with the transfer of the boat yard facility to a private entity the use of the ABLF for routine maintenance no longer exists but is still needed by commercial users on an as needed basis. The request by commercial users is to create a space designated for vessels to be hauled from the water via appropriate trailer for light maintenance and inspection.

**Action:** An area has been identified and marked off at the top of the launch ramp along the southern property line. This area is to be used by reservation only through the Statter Harbor Office. The fee will be \$25.00 per use, no more than 3 hours per vessel.

**Permissible Use:** The following maintenance will be authorized in the designated space:

- Oil Change
- Lower unit fluid change
- Zinc/Anode replacement
- Propeller/Lower Unit replacement

**Owner/Operator Requirements:** Users will be required to place a protective tarp over the work area and have on hand a supply of sorbent pads to keep liquids from the paved surface. Users will be required to remove any and all fluids, zincs, anodes and trash from the area and dispose/recycle in the appropriate container.

**ABSOLUTELY NO BOTTOM CLEANING, PRESSURE WASHING OR PAINTING WILL BE AUTHORIZED IN THIS AREA.** Any work of this nature must be coordinated with Harri's Commercial Marine.

# MEMORANDUM

DOCKS AND HARBORS  
CITY/BOROUGH OF JUNEAU  
155 SOUTH SEWARD STREET, JUNEAU, ALASKA 99801

## FAXED MEMORANDUM

TO: Bidders  
FROM: Carl Uchytel  
Port Director  
SUBJ: POSTING NOTICE OF BIDS  
Douglas Harbor Renovation  
Contract No. DH16-001

Date: February 19, 2016

This memo is to post a notice of the results of the bid opening on February 17, 2016, for the subject project. The bidders and their total bids are as follows:

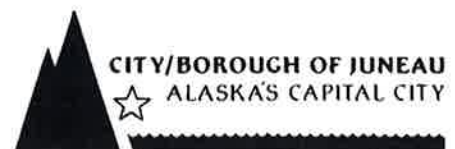
Bidders	Base bid	Alternate No. A	Alternate No. B
Trucano Construction	\$3,942,648.00	\$953,761.00	\$463,130.00
Northern Construction Service	\$4,364,605.00	\$976,555.00	\$409,825.00
Turnagain Marine	\$4,691,700.00	\$925,200.00	\$387,080.00
Pacific Pile and Marine	\$4,774,750.00	\$996,325.00	\$499,145.00
Manson Construction	\$6,220,150.00	\$980,380.00	\$420,600.00
Engineer's Estimate	\$4,506,040.00	\$822,690.00	\$497,118.00

**Western Dock & Bridge is deemed non-responsive.**

The apparent low bidder is Trucano Construction. The CBJ intends to award the Base Bid and Additive Alternate A in the amount of \$4,896,409.00. Award will be forwarded to the February 25, 2016, Docks and Harbors Board meeting for approval. Recommendation to award the Base Bid and Additive Alternate A in the amount of \$4,896,409.00 has been forwarded to the CBJ Assembly for approval at the Regular Assembly Meeting on February 29, 2016.

This notice begins the protest period per Purchasing Code 53.50.062. Protests will be executed in accordance with CBJ Ordinance 53.50.062 "Protests", and 53.50.080 "Administration of Protest." The CBJ Purchasing Code is available online at: <http://www.juneau.org/law> or from the CBJ Purchasing Division at (907) 586-5258.

The apparent low bidder has until **4:30 p.m. on February 26, 2016**, to submit the Subcontractor Report, Section 00360 to the Engineering Department Contracts Office. The Subcontractor Report must be submitted even if there are no subcontractors planned for the job.







# Port of Juneau

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

**From:** Port Director  
**To:** Docks & Harbor Board  
**Date:** February 22nd, 2016  
**Re:** BOAT SHELTER – FOR SALE

---

1. In accordance with 05 CBJAC 40.020, Christina & Frank Ramsey have provided notice of their intentions to sell Boat Shelter (AF-18) in Aurora Harbor. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.

2. The applicable “Boat shelter sales” regulation states:

*05 CBJAC 40.020(f) - Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.*

3. I recommend waiving Docks & Harbors’ right of first refusal allowing Christina & Frank Ramsey to sell their Boat Shelter on the open market.

#

# **PFH Late Submission of Reports and Payment**

At the beginning of each season the PFH companies receive a packet (postal mail and email) with the following information:

- PFH application forms
- Blank daily and monthly reports
- Loading Zone Application for Buses (if applicable)
- Letter informing patrons what is required for them to use the harbors for PFH business

In the letter it states: The Passenger-for-hire Monthly Passenger Report and Payment Submittal Form, Commercial Use Permit Monthly Log spreadsheet, and payment are due within 30 days of the end of each month.

***Harbor Staff send emails and postal mail to PFH companies each month with letters informing them when they are late in submitting their reports and payment. Staff also speaks with PFH company's staff over the phone and in person reminding them to submit their PFH reports and payment. In extreme cases staff has sent certified mail and tagged boats for late reports and payment.***

---

## **Breakdown of Late Submission of Reports and Payment by Company for 2014 & 2015 (6 pack companies did not submit PFH monthly reports in 2014):**

*On average, there are 20 Passenger-for-Hire companies each season. During 2014 & 2015, 9 companies submitted late passenger reports and payment. One company ("Nine") still has not paid for any of 2015.*

Company: **"One"**

Late Submission of the following Monthly Report(s) & Payment:

- Aug 2014

Paid:

- 2 months late
- 

Company: **"Two"**

Late Submission of the following Monthly Report(s) & Payment:

- May 2014
- Aug 2014
- Sept 2014
- Oct 2014
- Nov 2014
- Dec 2014
- Jan 2015
- May 2015
- June 2015
- July 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 6 months late
- 

Company: **“Three”**

Late Submission of the following Monthly Report(s) & Payment:

- July 2014
- Aug 2014
- Sept 2014
- May 2015
- June 2015
- July 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 7 months late
- 

Company: **“Four”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- June 2015
- July 2015
- Aug 2015

Paid:

- Up to 5 months late
- 

Company: **“Five”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 5 months late
- 

Company: **“Six”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015

Paid:

- 2 months late
-

Company: “**Seven**”

Late Submission of the following Monthly Report(s) & Payment:

- May 2015

Paid:

- 1 month late
- 

Company: “**Eight**”

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- July 2015

Paid:

- Up to 2 months late
- 

Company: “**Nine**”

Late Submission of the following Monthly Report(s) & Payment:

- All reports have been late

Paid:

- Seasons Behind
-



**2015**  
**Passenger for Hire Monthly Passenger Report**  
**And Payment Submittal Form**

**05 CBJAC 15.030(h) Dockage Charge and 05 CBJAC 20.080 Passenger for hire fee defines the fee assessed to a person conducting passenger-for-hire activities at the Intermediate Vessel Float, Marine Park Lightering Float, Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor or Statter Harbor Launch Ramp.**

**Persons conducting passenger-for-hire activities are required to submit this passenger report and pay the assessed fees on a monthly basis. This report and payment must be made to the City and Borough of Juneau within thirty (30) days following the previous month's passenger-for-hire activities. The report and payment is to be sent to the CBJ Port Office, 155 S. Seward St., Juneau, AK 99801.**

---

---

Permit Sticker Number: \_\_\_\_\_ For month of: \_\_\_\_\_, 2015

**Docks and Harbors Fees:**

- |  |                          |       |       |
|--|--------------------------|-------|-------|
| 1. Inspected Vessel (with annual permit) \$1.25 per passenger per day, per month | = \$                     | _____ |       |
| 2. Subtotal  | = \$                     | _____ |       |
| 3. CBJ Sales Tax (5%)  | Subtotal X 0.05          | = \$  | _____ |
| 4. Total Amount Due  | Subtotal + CBJ Sales Tax | = \$  | _____ |

Business Name: \_\_\_\_\_ Signature: \_\_\_\_\_

## **Passenger for Hire non-reporting and non-payment penalties**

The City and Borough of Juneau Docks and Harbors, under the authority of 05 CBJAC 20.80, issues a Passenger-for-Hire Permit for the use of designated areas at Douglas Boat Harbor, Harris Harbor, Aurora Boat Harbor, Statter Boat Harbor, Intermediate Vessel Float, or the Marine Park Lightering Float.

(d) Inspected vessel fees. The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:

(1) Calendar year 2015 permit: \$300.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$400.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$500.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(e) Uninspected vessel fees. The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:

(1) Calendar year 2015 permit: \$50.00 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$100.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$150.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

### **Staff Recommends adding the below to regulation –**

**Passenger-for-hire reporting & payment - Monthly Passenger reporting forms, and payment in full must be submitted to Docks & Harbors within 30 days of the end of each month.**

**Failure to comply will result in immediate permit suspension. The permit will not be reinstated until all required forms and payment are submitted to Docks & Harbors along with an administrative reinstatement fee of \$100 per vessel.**

**Multiple instances (3+) of non-compliance in a single season may render a company ineligible to receive a Passenger-for-Hire permit for the following season.**

## **Marine Power Cord Safety Replacement Program**

**Problem Statement:** Docks and Harbors received a complaint about our electrical service that was sent directly to the State Office of Labor Safety Branch also known as AKOSHA. We requested AKOSHA come do a work place site visit. AKOSHA visited Aurora Harbor Office, workshop, annex and Harbor. They additionally inspected the Port Field Office, the ABLF, Statter Harbor workshop and Harbor.

One of the glaring issues throughout the harbor system was the large number of inadequate power cords going from the power pedestals to vessels and boat shelters. Many are deteriorated, have unauthorized repairs, plug adaptors, improperly pass through shelter bulkheads/walls or are under rated. These improper cords present a hazard for harbor patrons as well as our employees.

**Initiative:** I am proposing that we do a one-time, cost sharing power cord buy back. It will apply to patrons that we have identified as having un-authorized or non-serviceable cords. This will apply to vessels that use 20/30amp 120v cords. We will purchase 50 cords and hold them at the Aurora office. Patrons can bring us their old shore power cords and we will replace them with a cost sharing of 50/50.

**Cost:** We have identified a vendor down south and estimate the cost minus shipping to be a \$5000.00 investment.

Understanding that this will not solve all the problems we currently have I think it shows a good effort on Docks and Harbors part to share in the replacement of potential safety hazards.

## Port of Juneau Cruise Ship Berths

### Shore Power for Cruise Ships

Draft Study Report - February 22, 2016

#### Introduction

In 2004, a cruise ship electrical shore power facility was installed on the Franklin Dock. This provides power to cruise ships (primarily those operated by Princess Cruises) when they are in port, reducing the emissions of engine fumes into the downtown area. This also reduces the carbon footprint in Juneau by substituting hydro turbine generated electricity in lieu of diesel fired generation.

The new Berths North and South are in construction now. This facility is designed with an allowance for future installation of components as required for cruise ship shore power. This report narrates the characteristics of the system and its components.

The team that is reviewing and providing the report for this installation includes:

- Carl Uchytel, P.E., CBJ Port Director
- Dick Somerville, PE, PND, Principal Civil Engineer
- Brandon Ivanowicz, PND, Staff Engineer
- Ben Haight, PE, Haight & Associates, Inc., Electrical Engineer

This report characterizes a concept design illustrating a probable system configuration and component features. With the initiation of a formal design, the concept will be used as a basis of design upon which detailed analyses, component definition, and final system configuration will be based. The report includes narration of the design along with a site map and marine facility schematics illustrating the probable layout. The report also includes an estimated budget for construction, design and project administration.

#### Electrical System

The electrical system will be powered from one of the existing 69KV transmission lines between the Thane Substation and the downtown substations. The system is constructed to feed power from this transmission line to the water side facility and will include several components. These are defined in sequence leading from the transmission line to the power connectors for the ships.

*AEL&P Substation:* A new substation will be located on the bench that is located southeast of the end of Gastineau Avenue. This site is located adjacent to the two existing 69KV transmission lines. The substation will consist of 69KV switchgear and protective relays, a transformer for each berth, and secondary switches and protective relays. The transformers will be rated for ships, 15,000 KVA each, producing output voltages of 11.6KV and 6.2KV. All of this equipment is located on the ground with security fencing around the perimeter.

*15KV feeder to South Franklin Street:* The hillside from the substation to South Franklin Street is steep with areas of loose rock and overburden. It is a difficult area to trench. For each ship electrification facility, this portion of the system will include six each 6 inch diameter conduits installed above ground on structural



stands, or potentially installed below ground if found possible. The conduits will include 15KV rated cables for power and fiberoptic cables for instrumentation and control. The conduits will terminate into a vault at South Franklin Street.

*15KV Feeder from South Franklin Street to Shore:* Twelve each 6 inch conduits are presently installed below grade from the location of the proposed new vault at South Franklin Street to a large manhole near the shore adjacent to the Mt Roberts Tram. This provides allowance to power two ships. The existing conduits will be extended into the new vault as required. The 15KV cables identified earlier will extend to the existing manhole at the shore where they will be terminated to a junction inside the manhole. The fiber optic cable(s) will extend to this same manhole and onto the ship power float.

*15KV Submarine Cable to the Power Floats:* Cables specifically designed for underwater conditions will be routed from the manhole on shore to the power float. They will be connected to the shore cables on 15KV terminals inside the manhole. The cables will be coiled on the sea bottom below the power float allowing it to move with tidal changes. These cables will be suspended to the float and supported on a structure specifically designed to support their weight. The cables will terminate in a 15KV switch located on the float.

*Switchgear:* The switchgear on the floats will be enclosed in a cabinet mounted to the float. The cabinet and enclosed equipment will be suitable for the corrosive marine environment. The switch will be used to synchronize and connect the cruise ship to the onshore power grid. The switch will be collaboratively controlled by the ship crew and AEL&P operators. An additional cabinet will enclose protective relays, control equipment, and data communications equipment.

*15KV Feeder to the Ship:* Cables typically used in mines will be routed from the switchgear to the ship. The cables are quite flexible and include connectors on the ship's end. The cables will be installed in covered cable trays from the switchgear to a cable positioning device. The cable positioning device will support and move the cables to and from the ship as required to connect and disconnect shore power. This type of system as opposed to a festooning type of system as described below eases cable hand-off and reduces the need for cable attendance typical with tidal changes.

## **Marine Structures**

The shore power system will be supported by a 36'x66' floating dock structure that will be accessed from a 50-ft long aluminum gangway mounted on the south approach dock. The floating dock would be of concrete pontoons or steel pipe construction and will be anchored in place with steel pipe piles and pile frames. The floating dock will offer cruise vessels a consistent level relative to the ships portal providing for improved handoff and retrieval of the shore power cables. The cable positioning device will have an extendable boom capable of providing a 30-ft range of reach and ability to accommodate vessels with varying portal configurations.

Low voltage power will be provided from the switchboard at the shore end of the new approach dock for the cable positioning device and power float lighting. This will involve a separate 480 volt feeder routed along the approach dock and down the gangway to the power float. Power will be distributed from a panel at the end of this feeder.

## **Options Considered**

The system configuration and layout described above is one of several possible. Based on engineering experience and characteristics of the dock, this seems the most appropriate, however; with implementation of design, other options and sub-options should be considered. Options that were discussed while developing this configuration include the following:

- *Feeder route from shore to the floating dock:* As noted above the feeder is described to be routed directly to the sea bottom and then up to the power float. A route following the approach dock and down the transfer bridge to the main floating dock, and then following a structure to the power float is possible. With this route, the cables used will be the flexible mine type described above to allow for movement at both ends of the transfer bridge and on the transfer structure to the power float. This route is not favored at the South Berth due to the need to allow a portion of the approach trestle to be removable. This configuration will be an option for the North Berth.
- *Feeder Voltage:* AEL&P has presented thoughts using higher voltage service to the shore. With this option, the transformers reducing the voltage to that usable for the cruise ships will be located at the shore. This reduces the substation requirements on the upper bench near Gastineau Avenue, and it reduces cable size and subsequently losses between such bench and the shore. The conduits and manholes presently installed beneath South Franklin Street and the cruise ship uplands will allow for the higher voltage cables. Criteria that have to be addressed with this option will include the type of transformer used and its associated location. Per code and regulation, commonly used oil cooled transformers are not allowed over water. Thus, either the transformers used will have to be air cooled if over water, or space will have to be identified on shore.
- *Shore-tie Cable Deployment System:* The cable deployment system described above involves a crane style cable positioning device. This has become a preferred method of deployment at most ports along the west coast. Optionally, a festooning type system similar to the one installed at the South Franklin Dock is possible. This involves additional stationary marine structures at the dolphins with the festooning system constructed above. It will also involve an extension of the approach dock to the dolphins as required to support the feeder cables. The required switchgear will be mounted to an extension of the approach dock. With this option, a power float is not required. This type of structure is anticipated to be more expensive and the cables require continual attendance while connected to the ship due to tide changes.

### **Cost of Construction**

A budgetary estimate is attached with this report illustrating a probable cost of construction of \$12.3 million based on the configuration illustrated above. This estimate includes direct costs expected for the AEL&P substation, feeders, switchgear and devices all required for this installation. It does not include cost that might be borne by AEL&P to upgrade their infrastructure to permit this additional load to their plant.

### **Analyses**

As stated above, the electrical and marine structure system narrated above define a probable configuration and layout. Opportunities to enhance this configuration should be explored with the implementation of the design phase. Considerations to be included toward funding, design for cruise ship electrification and impact to the community should include the following factors:

- *Docking:* Ships typically position their shore connection portals on their port side. Ships fitted to be connected from either side are unknown at this time. The cost to provide this type of configuration is expensive to the ship and captures valuable space. Most of the ships will dock with their portside to shore. With the new berths, it is most likely that the ships will dock stern to stern. The ship docked to the North Berth will be starboard side to the dock. Thus the scheme described above best facilitates the South Berth.
- *Connection:* As part of connecting the cruise ships to shore power, they are required to synchronize to the AEL&P grid. This involves careful collaboration between the ship's crew and AEL&P's

operators. Each ship has technical and operational characteristics that are specific to the ship. AEL&P is required to adapt to each ship. Technically, this involves differing power plant characteristics and operating parameters. Operationally, it can involve language or dialect differences. With short duration connections, and more ship connections, AEL&P operators become more involved. This becomes an increased cost to AEL&P and to the sustainability of system operations to the community.

- *Opportunity to Deliver:* AEL&P currently connects and furnishes energy to approximately 60% of the vessel stops with shore power capability from the South Franklin Dock. The remaining 40% of the shore power capable ships in port cannot receive energy from shore. The South Franklin dock serves the Princess Cruise ships. When more than one ship is in port, it typically anchors away from the docks. The other cruise ship lines occupy the other berths. Of the remaining ships, some will dock at the South Berth and some at the North Berth. All of the present shore power capable ships are fitted for connections on the port side. Thus, the North Berth does not facilitate shore power connection. Considering these factors, the opportunity to connect shore power capable ships is limited to something less than the remaining 40%. It appears that optimally, half of that number (20%) can be connected. Admittedly, this addresses opportunity to connect only; it does not address the portions of energy transferred to the ships.
- *Opportunity to Connect:* The time to connect and disconnect the ship to shore power is typically 1 to 1.5 hours each way. For a ship in port for 8 hours, approximately 5 hours are fully connected to shore power. Many of the ships are in port for less time. It is often not feasible to connect and disconnect with the limited time available.
- *Hydro Capacity:* AEL&P reports that they typically have adequate capacity to deliver energy to more cruise ships. Their capacity for such is dependent on weather and water storage in the hydroplant dam water impoundment. With a typical winter, snow melt supports good water storage in the summer when the energy is required. With the recent El Nino effects, the atmospheric temperatures are greater resulting in greater rainfall in the winter and summer. This supports water storage year around. AEL&P also reports that they have the ability to construct additional generation facilities at Dorothy Lake and Sheep Creek. Juneau Hydro also plans to develop Sweetheart Lake for additional power and energy.
- *Transmission Line Capacity:* AEL&P operates and maintains a high voltage transmission line from Snettisham Hydroplant to Thane and two lower voltage lines from Thane into downtown Juneau. The loads on these lines are typically light during the summer, thus they have capacity for the additional load to deliver energy to the cruise ships.
- *Ranking of Customers Receiving "Interruptible" Energy:* AEL&P delivers "interruptible" energy to select customers based on its availability from their hydro generation sources. "Interruptible" energy is available to customers who have other sources of energy available to complete their energy requirements. In that the cruise ships typically generate their electricity using onboard generators, AEL&P is not obligated to provide additional fuel based standby generation at their Lemon Creek site. Thus, AEL&P offers energy to these customers at a reduced rate. AEL&P offers this rate to customers in a hierarchical fashion to those who obtained this rate first. Currently, customers with "dual fuel" heating systems have highest priority for interruptible energy. Those subsequently gaining similar agreements include Greens Creek Mine and the shore power facility at the Franklin Dock. New customers to obtain this service have lower priority, and they receive this energy only if excess energy is available after the others are receiving theirs. When water resources are low, the new shore power facility is not likely to receive energy.

## Conclusion

A configuration of the electrical system and the corresponding marine structural facility are described above. This described configuration is a probable one to meet the requirements for cruise ship electrification. It is intended only to illustrate features of a possible configuration that will meet the objectives. As additionally identified, there are other options available which may be considered. The design process should more carefully evaluate the presented configuration along with the options presented and any other options yet to be determined.

The facility described includes connection to the AEL&P transmission lines on Gastineau Avenue, a substation with feeder protection and voltage transformers, switchgear, and feeders to the ship portal. The configuration of the facility is based on application of submarine cables to a floating dock supporting a cable deployment system.

\$12.3 million should be budgeted for the construction, engineering, and administration to install a facility for the South Berth. An additional \$12.3 million should be budgeted to complete the same for the North Berth. These costs are itemized in the separately included estimate. Maintenance costs are not identified with this report, but they will primarily include the cable positioning device, the submarine cables, and the switchgear. Maintenance of the floating dock, gangway, and other ancillary features will be typical to all of the floating docks in Juneau. The operational costs are primarily those required to connect and disconnect the shore-tie cables and for the energy delivered.

There is no other known floating cable deployment system on the west coast. All of the known systems are located at stationary elevations on shore. Installing such a system on a floating dock reduces the constant manipulation of cables as required by the greater tidal changes that are experienced in Southeast Alaska. Development of this system will require additional engineering to address the associated risk.

At this time, the amount of energy that can be delivered from a facility at the South Berth is not specifically known. It is anticipated that it will provide some deliveries, but it might not be as much as half of the remaining possible connection opportunities. The economic advantage of the sales of this much energy versus the cost of installation are not evaluated with this report.

With this report, it is determined that a system can be constructed within the framework of the new marine structures serving the cruise ships. This includes a budgetary cost for the initial installation at the South Berth.



**JUNEAU CRUISE SHIP BERTH SHORE POWER STUDY  
BUDGET LEVEL ESTIMATE - SOUTH BERTH**

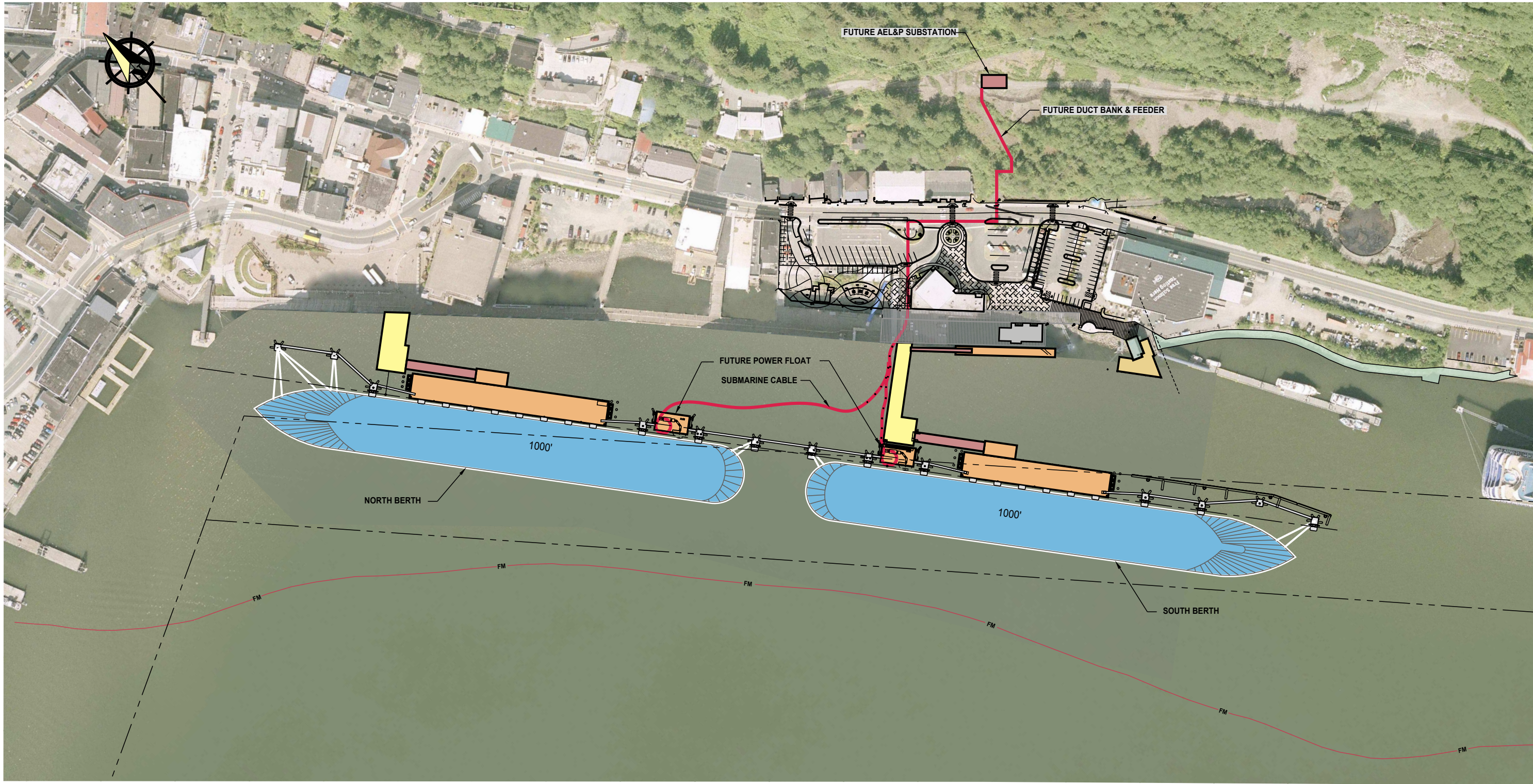
**Prepared by: PND ENGINEERS, INC.**

**FEBRUARY 22, 2016**

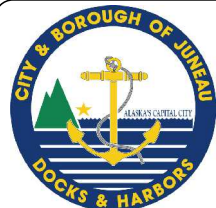
Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$824,660
2702.1	Construction Surveying	LS	All Req'd	\$75,000	\$75,000
2894.1	50-ft Aluminum Gangway	LS	All Req'd	\$60,000	\$60,000
2895.1	Floating Dock, 36'x66'	SF	2,376	\$350	\$831,600
2896.1	Furnish 36-Inch dia. Steel Pipe Pile	LF	1,200	\$250	\$300,000
2896.2	Install 36 -Inch dia. Steel Pipe Vertical Pile	EA	4	\$15,000	\$60,000
2896.3	Install 36 -Inch dia. Steel Pipe Batter Pile	EA	2	\$20,000	\$40,000
2896.4	Furnish and Install Pile Frames	LS	All Req'd	\$200,000	\$200,000
2897.1	Cantilevered Approach Dock Extension	LS	All Req'd	\$100,000	\$100,000
2899.1	Supply and Install Pile Anodes	LS	All Req'd	\$40,000	\$40,000
5120.1	Electrical Support Assemblies	LS	All Req'd	\$40,000	\$40,000
11000.1	Cable Positioning Device w/ Extendable Boom	LS	All Req'd	\$250,000	\$250,000
16000.1	Electrical Substation	LS	All Req'd	\$825,000	\$825,000
16000.2	Feeder to Shore	LS	All Req'd	\$3,500,000	\$3,500,000
16000.3	Submarine Cable & Support Structure	LS	All Req'd	\$1,550,000	\$1,550,000
16000.4	Power on Float	LS	All Req'd	\$375,000	\$375,000
<b>ESTIMATED CONSTRUCTION COST</b>					<b>\$9,071,260</b>
<b>CONTINGENCY (20%)</b>					<b>\$1,360,689</b>
<b>PERMIT APPLICATIONS</b>					<b>\$20,000</b>
<b>FINAL DESIGN &amp; CONTRACT DOCUMENTS (10%)</b>					<b>\$1,043,195</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (8%)</b>					<b>\$834,556</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$12,329,700</b>

**Note: This estimate provides costs for South Berth shore power only. North Berth shore power costs anticipated to be similar.**





OVERALL SITE PLAN



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

PND

ENGINEERS, INC.

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

DESIGN: PJD    CHECKED: JLD  
DRAWN: PJD    APPROVED: CRS

SCALE: SCALE IN FEET  
0 100 200 FT.

DATE: 2/22/16

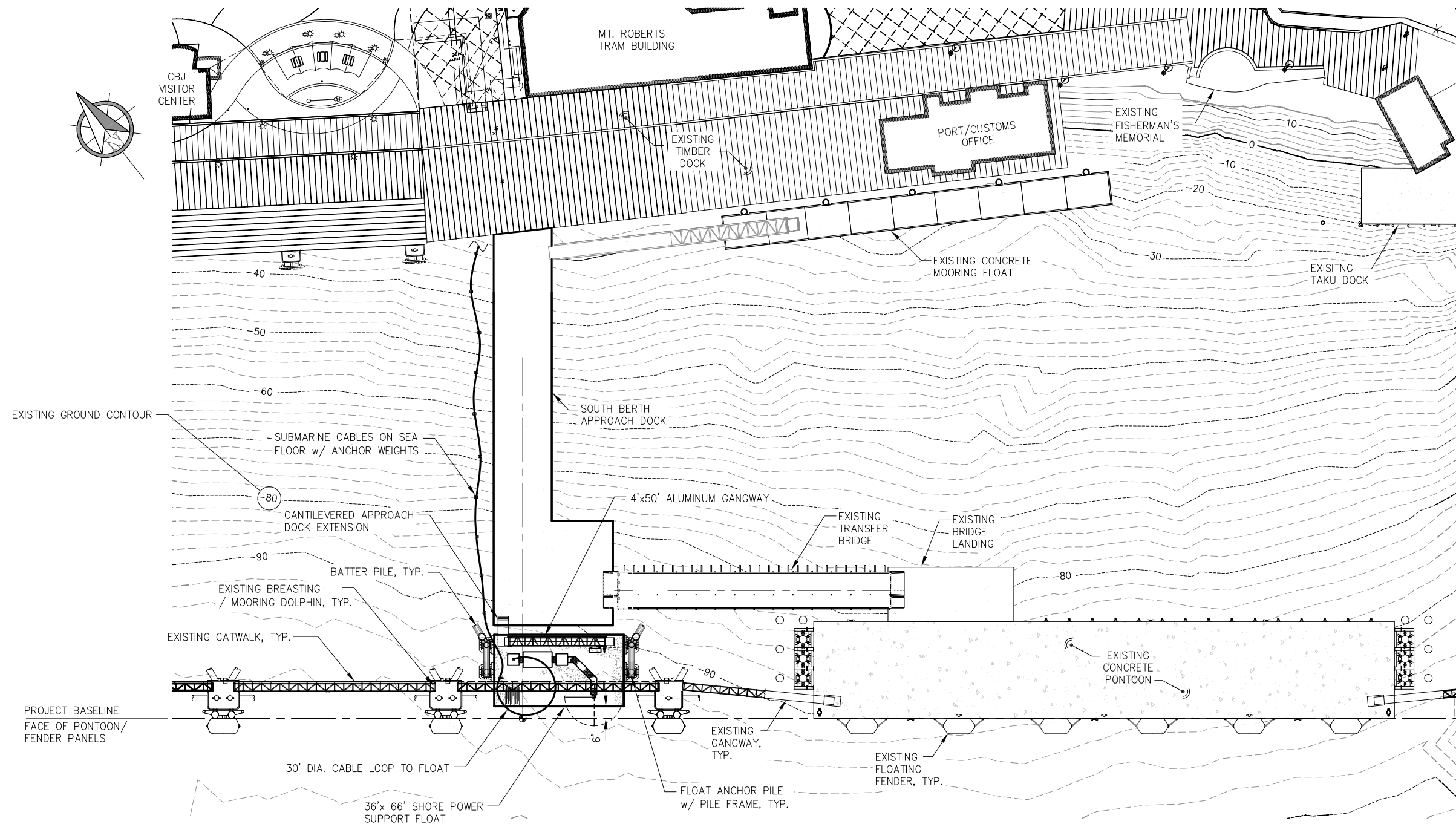
PORT OF JUNEAU  
CRUISE SHIP BERTH SHORE POWER  
CONTRACT NO. XX-XXXX

SHEET TITLE:  
OVERALL SITE PLAN

PND PROJECT NO.: 152054

1





### OVERALL SITE PLAN

NOTE: NORTH BERTH INSTALLATION SIMILAR.



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**PND**  
ENGINEERS, INC.

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

DESIGN: BMI  
DRAWN: WRB  
CHECKED: JLD  
APPROVED: CRS

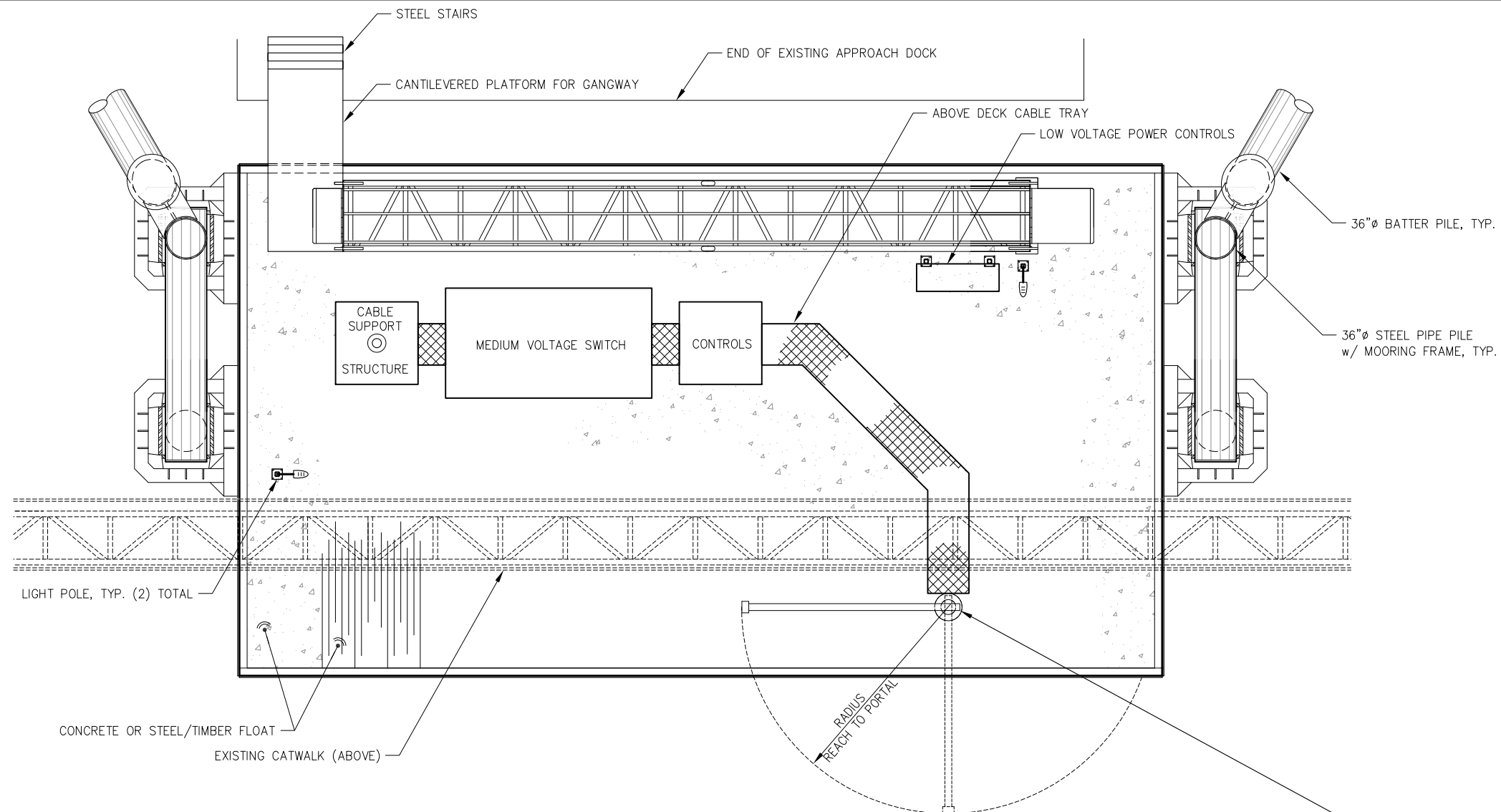
SCALE: SCALE IN FEET  
0 30 60 FT.

DATE: 2/22/16

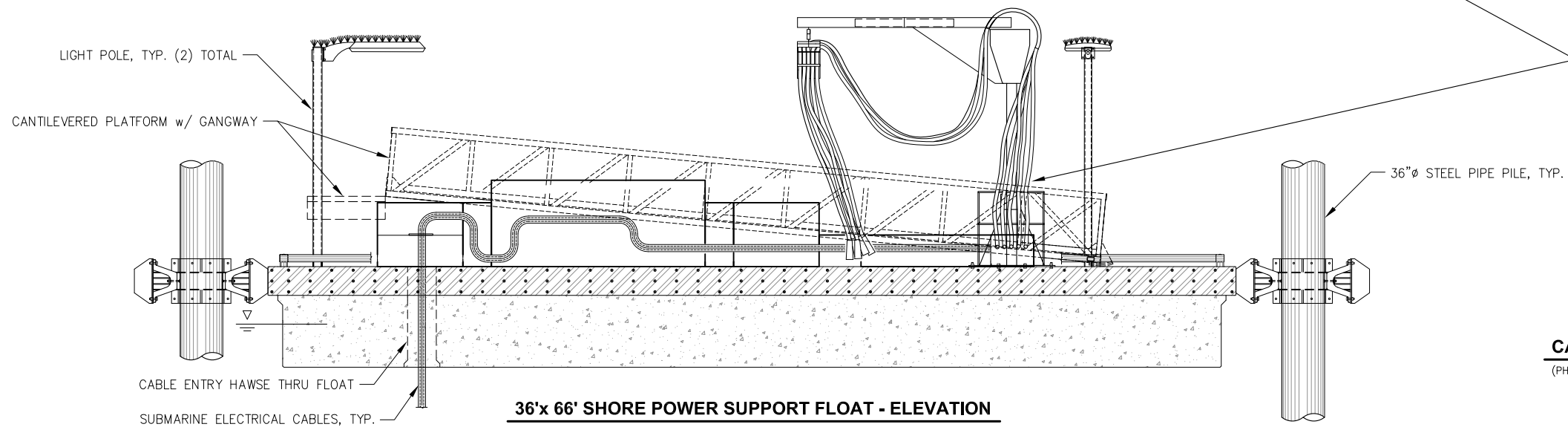
**PORT OF JUNEAU  
CRUISE SHIP BERTH SHORE POWER  
CONTRACT NO. XX-XXXX**

SHEET TITLE:  
**OVERALL SITE PLAN - SOUTH BERTH**

PND PROJECT NO.: 152054



**36'x 66' SHORE POWER SUPPORT FLOAT - PLAN**



**36'x 66' SHORE POWER SUPPORT FLOAT - ELEVATION**



**CABLE POSITIONING DEVICE w/ 15' EXTENDABLE BOOM**  
(PHOTO USED WITH PERMISSION FROM COCHRAN MARINE.)



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**P N D**  
ENGINEERS, INC.

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

DESIGN: BMI CHECKED: JLD  
DRAWN: WRB APPROVED: CRS

SCALE:

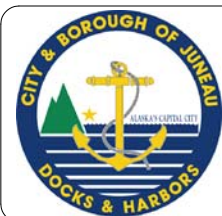
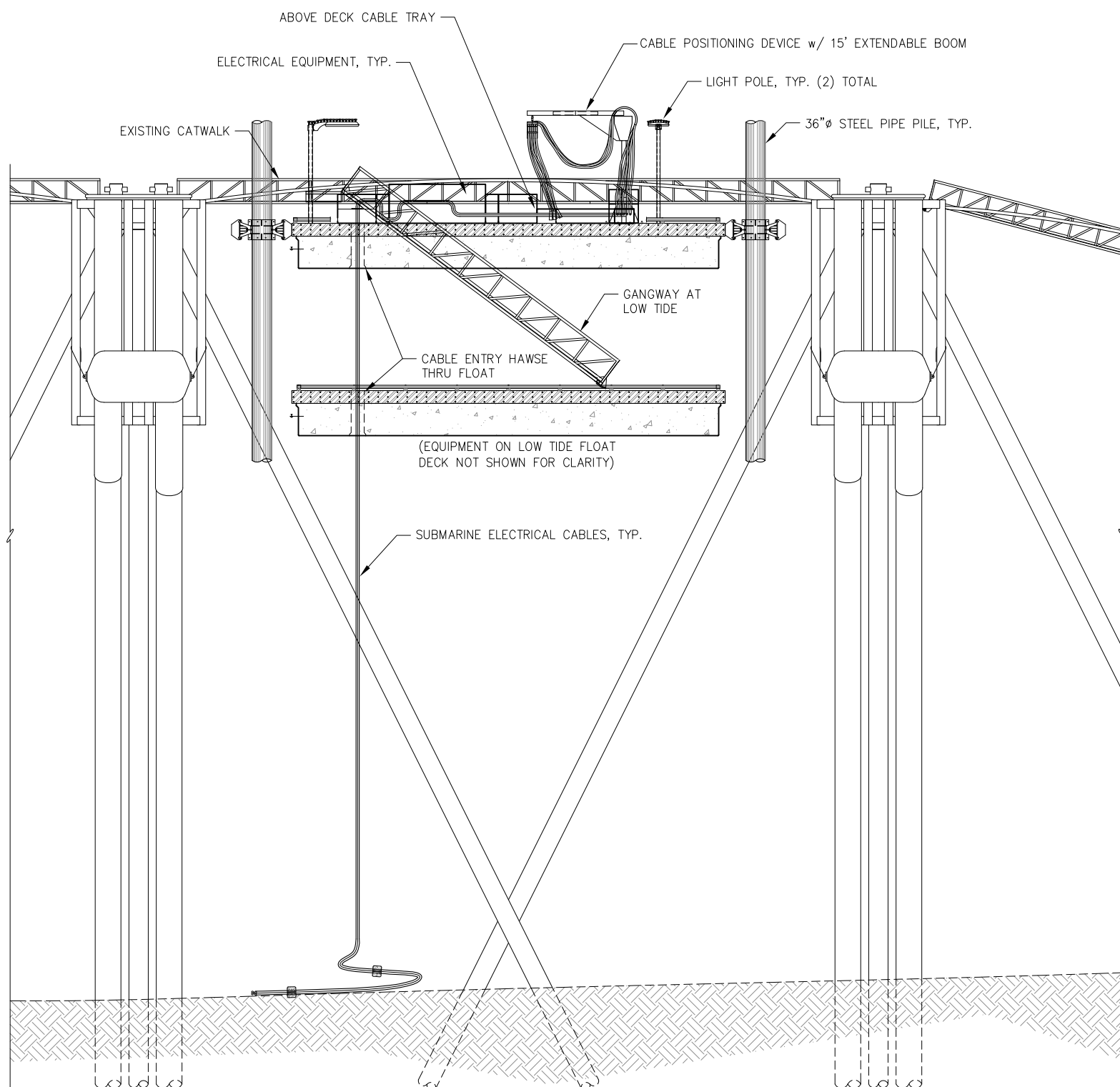
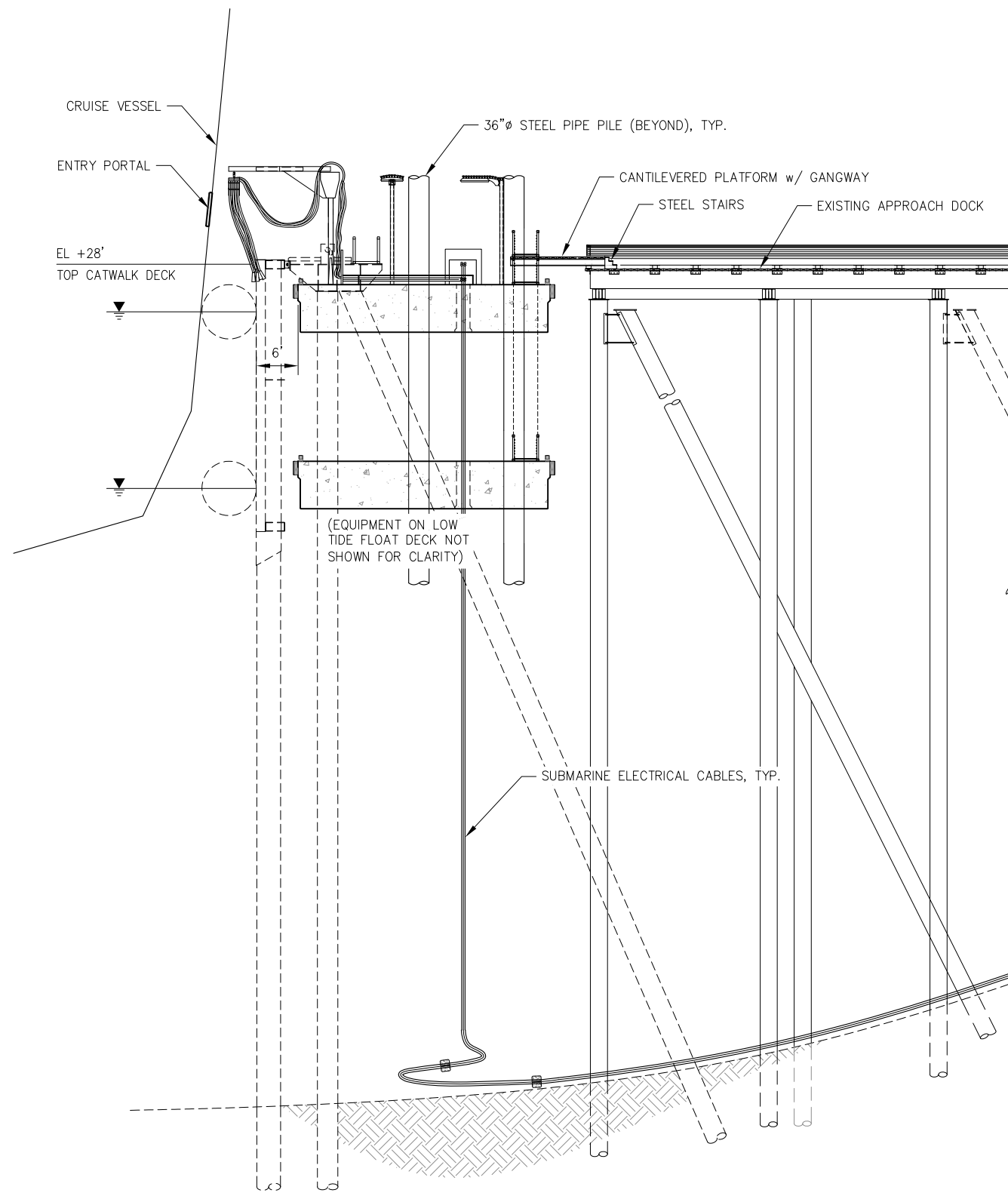
DATE: 2/22/16

**PORT OF JUNEAU  
CRUISE SHIP BERTH SHORE POWER  
CONTRACT NO. XX-XXXX**

SHEET TITLE:  
**SHORE POWER SUPPORT FLOAT  
PLAN AND ELEVATION**

PND PROJECT NO.: 152054





REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

**P | N | D**  
 ENGINEERS, INC.

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

DESIGN: BMI  
 DRAWN: WRB

CHECKED: JLD  
 APPROVED: CRS

SCALE:

DATE: 2/22/16

**PORT OF JUNEAU  
CRUISE SHIP BERTH SHORE POWER  
CONTRACT NO. XX-XXXX**

SHEET TITLE:

SITE ELEVATIONS

PND PROJECT NO.: 152054

**4**