## CBJ DOCKS AND HARBORS BOARD REGULAR MEETING AGENDA

For Thursday, November 17<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, Budd Simpson, and Tom Donek)
- III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

- IV. Approval of October 27<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
  - A. Public Requests for Consent Agenda Changes
  - B. Board Members Requests for Consent Agenda Changes
  - C. Items for Action
  - 1. Grid Usage Fees (05 CBJAC 20.100)

RECOMMENDATION: TO INCREASE THE GRID USEAGE FEES TO \$1.00 PER FOOT PER DAY AND APPLY ANCHORAGE CPI TO ANNUAL INCREASES.

2. Pump Use fees (05 CBJAC 20.120)

RECOMMENDATION: TO DELETE REGULATION 05 CBJAC 20.120 (PUMP USE FEES).

3. Potable Water Fee (05 CBJAC 15.050)

RECOMMENDATION: TO CHANGE THE RATE STRUCTURE FOR WATER SERVICE TO 150% OF THE BULK RATE OF WHAT DOCKS AND HARBORS PAYS TO CBJ.

4. Shorepower for new Cruise Ship Berths – Report

RECOMMENDATION: TO ADOPT THE OCTOBER 2016 SHORE TIE POWER STUDY/FEASIBILITY STUDY REPORT FOR THE NEW CRUISE SHIP BERTHS PROJECT.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

VII. Unfinished Business- None

#### CBJ DOCKS AND HARBORS BOARD REGULAR MEETING AGENDA (CONTINUED)

For Thursday, November 17<sup>th</sup>, 2016

#### VIII. New Business

1. Loading permit fees (05 CBJAC 15.080)
Presentation by the Harbormaster

**Board Questions** 

Public Comment

**Board Discussion/Action** 

MOTION: TO INCREASE LOADING PERMIT FEE TO \$350 PER COMPANY AND \$8.00 PER SEAT FEE FOR 2018. TO INCREASE THE LOADING PERMIT FEE TO \$400 PER COMPANY FEE AND \$9.00 PER SEAT FEE IN 2019. COMMENCING IN 2025 AND EVERY FIVE YEARS THEREAFTER, ADJUST THE FEES CONSISTENT WITH THE ANCHORAGE CPI FOR THE PREVIOUS PERIOD.

2. Archipelgo Property Acquisition – White Paper Presentation by the Port Engineer

**Board Questions** 

**Public Comment** 

Board Discussion/Action

MOTION: TO ADOPT A STRATEGY TO ACQUIRE THE ARCHIPELGO PROPERTY AND EXPEND RESOURCES TO DEVELOP A LAND USE PLAN FOR THE VICINITY.

3. Potential Tideland Lease - Opportunity Presentation by the Port Engineer

**Board Questions** 

**Public Comment** 

Board Discussion/Action

MOTION: TO POSTPONE ANY DISCUSSION TO LEASE SMALL PARCELS OF DOCKS & HARBORS PROPERTIES ALONG THE SEAWALK UNTIL AFTER A COMPREHENSIVE LAND USE PLAN IS DEVELEOPED.

4. Master Plan Concepts for Norway Point to Whale Park Presentation by the Port Engineer

#### CBJ DOCKS AND HARBORS BOARD REGULAR MEETING AGENDA (CONTINUED)

For Thursday, November 17<sup>th</sup>, 2016

**Board Questions** 

**Public Comment** 

Board Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING.

5. CIP List for 2018-2023
Presentation by the Port Engineer

**Board Questions** 

**Public Comment** 

Board Discussion/Action

MOTION: TO APPROVE THE 2018-2023 LIST AS PRESENTED.

6. Board Meeting Schedule for 2017
Presentation by the Harbormaster

**Board Questions** 

**Public Comment** 

Board Discussion/Action

MOTION: TO APPROVE THE 2017 SCHEDULE AS PRESENTED.

#### IX. Items for Information/Discussion

1. Cruise Berths 1% for Art Update
Presentation by the Port Engineer

**Board Discussion/Public Comment** 

2. Marine Passenger Fee Request for 2018
Presentation by the Port Engineer

**Board Discussion/Public Comment** 

3. Aurora Harbor Phase II – 95% Design Presentation by the Port Engineer

#### CBJ DOCKS AND HARBORS BOARD REGULAR MEETING AGENDA (CONTINUED)

For Thursday, November 17<sup>th</sup>, 2016

4. Annual Report to Assembly
Presentation by the Harbormaster

#### X. Committee and Member Reports

- 1. Harbor Fee Review Committee Meeting- Wednesday, November 2<sup>nd</sup>, 2016
- 2. Operations/Planning Committee Meeting- Wednesday, November 9<sup>th</sup>, 2016
- 3. Finance Committee Meeting-Thursday, November 10<sup>th</sup>, 2016 CANCELLED
- 4. Docks Fee Review Committee Meeting- Thursday, November 10<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 Committee Meeting- Wednesday, November 30<sup>th</sup>, 2016 at 12:00pm
- b. Ops/Planning Committee Meeting Wednesday, December 7<sup>th</sup>, 2016 at 5:00pm
- c. Finance Committee Meeting Thursday, December 8<sup>th</sup>, 2016 at 5:00pm
- e. Docks Fee Review Committee Meeting- To be determined
- d. Board Meeting Thursday, December 15<sup>th</sup>, 2016 at 5:00pm

#### XVI. Adjournment

#### I. <u>Call to Order.</u>

Mr. Donek called the Regular Board Meeting to order at 5:01 p.m. in the CBJ Assembly Chambers.

#### II. Roll Call.

The following members were present: Weston Eiler, Bob Janes, David Lowell, David Seng, David Summers, Budd Simpson, and Tom Donek.

Absent: John Bush and Robert Mosher

Also present were the following: Carl Uchytil - Port Director, David Borg-Harbormaster, Gary Gillette - Port Engineer, and Matthew Creswell - Senior Harbor Officer

III. Approval of Agenda - No Changes

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

Motion passed with no objection

IV. Approval of September 22<sup>nd</sup>, 2016 Regular Board Meeting Minutes.

Hearing no objection, the September 22nd, 2016 Regular Board Meeting Minutes were approved as presented.

- V. <u>Public Participation on Non-Agenda Items</u> None
- VI. Consent Agenda
  - A. Public Requests for Consent Agenda Changes None
  - **B.** Board Members Requests for Consent Agenda Changes None
  - **C.** Items for Action None
  - 1. An Assembly Resolution in support for full funding of the Alaska Municipal Harbor Facility Grant

RECOMMENDATION: THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF FULL FUNDING (\$18,160,055) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY2018 STATE CAPITAL BUDGET.

2. An Assembly Resolution in support of proposed changed to Alaska Statutes chapter 30.30 and 05.25 regarding management and prevention of derelict vessels.

RECOMMENDATION: THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF PROPOSED CHANGES TO ALASKA STATUTES CHAPTER 30.30 AND 05.25 IMPROVING THE MANAGEMENT AND PREVENTION OF DERELICT VESSELS.

3. A Docks & Harbors Resolution in support of changes to the 2017 National Electrical Code RECOMMENDATION: RESOLUTION IN SUPPORT OF THE STATE OF ALASKA ADOPTING THE FOLLOWING FINE PRINT NOTE TO THE 2017 NATIONAL

ELECTRICAL CODE ARTICLE 555.3: FPN: The 30mA requirement can be applied to all feeder circuits or all branch circuits in lieu of the main overcurrent protection device.

MOTION By MR. LOWELL: MOVE TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

#### VII. Unfinished Business - None

#### VIII. New Business

1. An Assembly Resolution in support of the addition of port and harbor employees to be covered under Alaska Statute AS 12.55.135.

Mr. Uchytil said this was Resolution was drafted by AAHPA. AAHPA is asking municipal harbors throughout the state to have this resolution approved at the municipal level, collate them, and send it onto the Legislature for consideration. This Resolution speaks to placing Port and Harbors employees under Alaska Statute AS 12.55.135. Board member Mr. Summers recommended different language as follows;

"That the Assembly approve a resolution in support of the addition of Port and Harbor Port Directors, Harbormasters, and certified badge wearing security officer employees to list employee's covered by the Alaska Statute".

This would be more specific as to what employees under the Port and Harbor description would be covered under this resolution. Mr. Uchytil said part of his concern for making this too specific is it is harder to talk to Legislatures about this because some Municipalities are wanting specific language pertaining just to them. He said the longer he is in the position of Port Director, he sees more and more hostility toward all Docks & Harbors workers. The admin staff at Aurora and Statter are equally subjected to hostility. He is unsure if this will have support from the Legislature, but it has not had support in the past three years. The Assembly didn't approve moving this forward a couple of years ago because they didn't feel it included the Park Ranger and Life Guards. He said he is ready to try again this year.

#### **Board Questions - None**

#### Public Comment - None

#### Board Discussion/Action

Mr. Summers said the reason he brings up the point to not have this resolution be so broad is there are some Docks & Harbors staff that are not trained or certified by the state and don't have a duty to act or go toward a conflict. Unlike, a police officer, EMT, paramedic, that are trained and certified and have a requirement as part of their duties to go toward an incident or a potentially dangerous situation. All harbor staff do not have a duty to do this, but some do and should fall under the protective umbrella and classified in the same as a police officer, firefighter, correctional employee, and a paramedic. If you read the Statute, the scope is very specific. If the Board considers adding all the employees in this resolution, the Board should consider the clerks at the Sales Tax office, who at some point has taken some heat and could have had a concern for their own safety, the Assessor's Office where there has a potential for conflict with property tax, the Parks & Rec Department, who has employees that patrol the parks, and Lifeguards.

Mr. Summers said there are Statutes that already protect all class of people for all kinds of assaults, and there is a reason that we place a special emphasis by Statute on certain classes of people who have a duty to act and take themselves toward a potentially harmful situation.

## CBJ Docks and Harbors Board REGULAR BOARD MEETING MINUTES

#### For Thursday, October 27th, 2016

Mr. Eiler asked what extent does Docks & Harbors staff acts as Port Security?

Mr. Borg said in the summer time with the cruise ships in town, all the Port personnel are designated as security personnel. None of our personnel are armed. They only monitor, detect, report, and at no time does he require hands on with an individual. The dangerous situations the Harbor personnel could have a potential to be exposed to are, fire, and flooding boats, but we have had an increase of bad characters in the north end of Aurora Harbor. He said with his previous law enforcement experience in the Coast Guard, he does ask questions when he sees something that doesn't look right. Up to this point, he hasn't had anything that has put him in danger, but he does see a potential for it. There is no doubt something is going to happen sooner or later. His direction to staff is not to be confrontational, and if there is a situation that is not right, call the Police Department.

Mr. Eiler asked when there is an elevated MARSEC level, is that just Coast Guard or is our staff also involved in monitoring that? Does the Harbor have a heightened state of alertness?

Mr. Borg said that is more "hardened security", gates, fencing, and more ID checks. JPD would be involved with this also.

Mr. Seng asked if there is a clear duty to intervene in the event of fire, crime, injury or are those duties incumbent on the Coast Guard, Police Department, Fire Department, or EMS?

Mr. Borg said he has made it very clear to staff that their duty is up to their ability and training. If they don't feel comfortable with a situation to back out.

Mr. Seng asked if there is a statute or ordinance that says Docks & Harbors staff has a duty to perform in a dangerous situations?

Mr. Borg said no.

Mr. Eiler asked if it was Docks & Harbors boat that took JPD to the recent fire in the Gastineau Channel?

Mr. Borg said yes.

Mr. Eiler commented that staff does assist or help in dangerous situations.

Mr. Borg said we are part of the plan.

Mr. Donek asked if the wording was changed if there would be a problem with sending this forward to the Legislature?

Mr. Uchytil said it wouldn't be a unified voice anymore and not as structured.

MOTION By MR. SIMPSON: MOVE THAT THE ASSEMBLY APPROVE A RESOLUTION IN SUPPORT OF THE ADDITION OF PORT AND HARBOR EMPLOYEES TO THE LIST OF EMPLOYEES COVERED BY AS 12.55.135 AND ASKED FOR A VOTE.

Vote

Mr. Eiler - Yes

Mr. Janes - Yes

Mr. Lowell - Yes

Mr. Seng - No

## CBJ Docks and Harbors Board REGULAR BOARD MEETING MINUTES

For Thursday, October 27th, 2016

Mr. Summers - No Mr. Simpson - Yes Mr. Donek - Yes

#### Motion passed.

#### 2. Removal of the Marine Park Lightering Float

Mr. Uchytil said Mr. Weber who uses this float, is on the telephone to talk to this issue. The issue is whether to remove the Marine Park Lightering float due to safety concerns. A month ago at the September Board meeting, there was an information item on this. At the last OPS/Planning Committee meeting the Committee voted in favor of removing the float and forwarded to the Board recommending removal of the float. Mr. Uchytil said he discussed the removal of the float with the City Manager and he wants the Planning Commission to take up the removal under a CSP process to make sure there is sufficient public process. This will be in addition to what happens here tonight. In the packet is a letter from Holly Johnson with Wings Airways describing safety concerns for the float planes. The seaplanes maneuverability into the fuel dock will be a safety issue upon the completion of the new Alaska Steamship dock project. Staff did meet with Ms. Johnson and the pilots and have looked at different possibilities for relocating this float, but there was no possibilities that didn't still have safety concerns. The situation is that Docks & Harbors has to address this safety concern in the most efficient way possible.

#### Board Questions -

Mr. Eiler asked to outline the CSP process and what the City Manager is envisioning the role of the Planning Commission having after the Board's recommendation.

Mr. Gillette said CSP stands for "City State Project". Projects that are put forward for the City or State receive Planning Commission review and they make a recommendation to the Assembly. The Planning Commission reviews planning codes, ordinance, and zoning. The Assembly usually approves their recommendation through the budget process. This is a little different. He believes the City Manager's interest is to reach a broader public than Docks & Harbors Board might reach. Because this is a community asset, people might not be monitoring the Docks & Harbors agenda's to see what is going on.

Mr. Eiler asked if there was any comment about this float years ago in the planning process for the new cruise ship berth whether the float will stay or go?

Mr. Gillette said the original plan was to remove the float because it wasn't going to be used because another float was installed by the Port Field office. However, staff received comments from the Cruise Industry that said they favored this float because it was closer to where the ships anchored and received community comments that it was closer to Marine Park. The plan with working with the Engineer Department and Parks and Rec was to do an expansion to Marine Park and the seawalk would wrap down in front of Merchants Wharf which included a float that would replace the lightering float so people would have access to the water. There has been hang ups getting the seawalk portion moving forward. It was anticipated years ago the seawalk would be under way already, however, this is not the case and is years away.

Mr. Lowell asked if the new lightering float installed by the Port Field office is adequate to accommodate the demand from the lightered vessels?

Mr. Gillette said yes, and there are fewer scheduled lightering vessels for 2017 than in years past.

Public Comment -

#### Steve Weber, Juneau AK

He said he had a discussion with Ms. Johnson and agrees that any safety issue needs to be first. He believes this is a speculation on the pilots of what could be and is not a condition that will be constant as far as wind conditions and their docking needs and maneuvering needs. He recommends to not remove the float until after the new Alaska Steamship dock is installed and decide at that point if the float will still work when a ship is tied up. This float is very important to his business and customers who are mainly locals. To move down to the new lightering float adds 1400' to his guests, and parking would also be an issue. He recommends to leave the float where it is currently for one season to see how it truly works out. If it is removed, he would like the ramp parallel to the Wharf and the float rotated 90°. That is a beautiful Wharf that could provide the same accommodations as the IVF with another ramp and more dock space for the intermediate vessels and the yachts. This would be a very nice addition. He understands that would take time and planning and not happen right away, but if the float was rotated it would solve all his problems and also maintain access for the public that wants to get down to the water. This is tighter and tighter between parking and ships, and the larger ships do have an impact. He is objecting to taking out the ramp and the float and hopes there is a different solution. He believes the additional walking will be detrimental to his business and inconvenient for his patrons. This is his position on the matter.

Mr. Janes asked if he has been using this float since the start of his business.

Mr. Weber said yes, 23 seasons. 1994 was the first year of regular daily trips to Tracy Arm. Prior to that was a variety of other trips. He did not expect the new dock was going to impact the float operations. The ships don't, but it has turned into the airplanes are the issue. We do have a cordial relationship with the planes and that relationship will still be maintained.

#### Dennis Watson, Juneau, AK

He said the Planning Commission has already done a CSP on this issue. This doesn't make sense for another CSP, and believes the City Manager is wrong to have this go through another CSP process. If this went in front of the Planning Commission as is, the float would be removed. When the Taku Smokeries Dock situation arose, which was the possibility that a fishing vessel may not be able to maneuver to get to their dock, the Planning Commission recommended to remove it or change it. Because of the Planning Commission, it cost Docks & Harbors \$1M to alter the Taku Smokeries Dock. Docks & Harbors had to make several changes to the cruise ship design to accommodate fishing vessels and the fisherman's memorial issues. These changes were all done on a potential for an accident. With this current situation, if this situation was presented earlier for a potential airplane safety issue, the Planning Commission would have had Docks & Harbors remove this float in the beginning. If Docks & Harbors puts this back in front of the Planning Commission on the pretext that this needs broader exposure to the public, with knowing the Planning Commission's notification process to the public being identical to Docks & Harbors, and knowing they have the same challenges getting people to their meetings, is a waste of time. If the vessels were in danger, they would want the same consideration. The Marine Exchange even provided ship simulations for maneuverability to get to the Taku Smokeries Dock, and the Planning Commission still made Docks & Harbors alter the Cruise Ship Dock and the Taku Smokeries Dock. Sending this to the Planning Commission is silly.

#### Al Clough, Juneau AK

He said he is the Vice-President for Wings Airways and pilot. At the end of this season, when the Manson pile barge moved onsite which occupied much of the space the new dock project will occupy, the pilots were still working and experienced the safety challenges with the lightering dock. If the lightering dock stays and lightering is allowed to take place, we will be out of business. There

is no way in good conscience I can operate an airplane going straight into that dock with a lightering vessel operating at the same time. Mr. Clough said he understands Mr. Weber's concerns about the farther distance for his passenger, but he operates a shuttle bus to accommodate passenger coming from the other side of town that are not on a cruise ship. He doesn't like having to bus people, but it is a necessity to best serve his customers. There are no other operating areas for the planes to go besides the area in front of the Wharf. There have been float planes coming to this location since the 1930's.

Mr. Summers asked if the pilings are in the path as being problematic as well?

Mr. Clough said with the current configuration of the dock, if you get to close you can hit the piling with a wing. Where it sits right now, there is no maneuvering space to turn around.

Mr. Summers asked if Wings would consider accommodating vessels at the dock that is parallel to the Merchant's Wharf if the Lightering float was removed?

Mr. Clough said only for special events. During the operating day (8am to 9pm), with the five airplanes on and off the dock every hour, there isn't the room for another user.

Mr. Janes asked if there are other users that use the Marine Park Lightering Float? If this is left, will it remain open for anyone to use?

Mr. Uchytil said if it is left at the current location, it could be used by the general public.

Mr. Janes asked Mr. Clough if the general public use has caused issues with his planes in the past?

Mr. Clough said yes. With some of the lightering operations currently, Wings calls JPD weekly on various activities that go on that has nothing to do with the float operations. People do jump off the float and fish off the float casting fishing lines over the airplanes. There are people sleeping, drinking, smoking, and sometimes another boat does park there.

Mr. Eiler asked what Mr. Clough thought about the repositioning of the float?

Mr. Clough said if the ramp and float was shifted 90°, pulled up tight to the dock face, and only used by experienced boat captains, the planes might be fine. It is still tight maneuvering. However, if there is active lightering, it will not work. As is, we have experienced a lot of problems with the lightering boats.

Mr. Janes said he doesn't have a problem with moving lightering, he is more concerned with moving Mr. Webers operations. Is there any way to include their operation on Wings dock as a specific sub-contract with them in the future?

Mr. Clough said he looked at that. Someday's it would work, but as a standard business practice there just isn't enough room.

Mr. Eiler asked how long Wing's has been doing business in this location?

Mr. Clough said since 1982.

Mr. Eiler commented there are a lot of moving parts for the Juneau Waterfront and not all are moving in concert which is why we are brought to this situation. He asked from the long term waterfront plan, what was Wings understanding of how the seawalk or waterfront would develop and what planning Wings had for adjusting it's operation? What was Wings understanding for adjusting their operations or what was expected and how was Wings going to react?

Mr. Clough said Wings was led to believe that when the seawalk was extended through the Merchants Wharf area, Wings operation would move toward the Goldbelt building which would get it out of the corner and we wouldn't be having this discussion. Until that happens, we are stuck in the corner.

Mr. Summers asked Mr. Clough, if there was no lightering at this existing float and reconfigured in some way, would it change the statement that Wings can't operate?

Mr. Clough he would have to see it scaled out. The lightering in this confined space does not work for the planes.

Mr. Eiler asked Mr. Weber when the downtown waterfront plan was put in place several years ago, what was his understanding of how this area of the waterfront would be developed?

Mr. Weber said he thought the float was going to stay there. There was speculation to pull it out, but that changed and it was going to stay to provide public access to the waterfront. Now is the discussion to remove it again because of safety concerns. He recommended a solution to rotate and move the float down 50 feet. He thinks that would eliminate the issue with the airplanes. The lightering operations currently have very poor boatmen and is a hazard. Mr. Weber said his boats were run into three times this last summer while they were tied up by the lightering boats. He is requesting the float be rotated and moved down. The safety issue is important.

Board Discussion/Action -

Mr. Donek asked if this float was pulled up against the Wharf and the gangway moved, would it affect Docks & Harbors security plan for the ships?

Mr. Borg said we are not using this float for lightering anymore. The lightering operations will be going to the new dock by the Port Field office.

Mr. Donek asked if Mr. Webers operations would affect the security program?

Mr. Borg said they don't fall under that security program.

Mr. Summers asked if there is any lightering operations planned to go to the Marine Park Lightering float next season?

Mr. Borg said all the lightering operations are going to the new float under the Port Field office.

Mr. Summers asked if Docks & Harbors has the authority to move the lightering operations?

Mr. Borg said Cruise Line Agencies has requested that change.

Mr. Janes asked Mr. Gillette if he has done any rough cost estimates for a reconfiguration of this ramp and float?

Mr. Gillette said no.

Mr. Janes commented that moving the float may not even be possible.

Mr. Gillette said based on the conceptual seawalk design from 2004, this lightering float was removed and another float was included further down that served in the same function as this one. It was actually a bigger float and would still provide access for the public to the water, Mr. Weber's operations, and lightering operations.

Mr. Janes asked if that was prior to the 16B dock?

Mr. Gillette said no, but it moved Wings operations down toward Goldbelt. At the time 16B was being designed, staff thought the seawalk plan was going to move forward before 16B. The seawalk is stalled because they ran into problems with the property acquisition.

Mr. Uchytil asked if this was the seawalk plan or the conceptual plan for Marine Park?

Mr. Gillette said the plan was for both. The expansion of Marine Park and the seawalk moving out in front of Merchants Wharf down to the Goldbelt property.

Mr. Eiler said this is a regrettable situation with disadvantaging a business owner due to not all the waterfront plans moving in concert. In the future, he wants to have a discussion on the direction of the waterfront plan so a business isn't pushed over the edge with the development of the waterfront.

Mr. Donek said he dislikes the idea of losing an asset access to the water. He would like to see an alternate design to move the float, but with taking the lightering boats out of that area, he is concerned with other vessels using the area coming around a blind corner.

Mr. Seng said this is a safety issue being weighed with convenience. The removal of the lightering float will address the safety issue. That does not mean this float couldn't be relocated or a different float installed at a later time. The core issue is Wings cannot operate safely with the current location and he is in support of removing the float.

MOTION By MR. SUMMERS: AS A PRECAUTION TO FACILITATE THE SAFETY OF WORKING SEAPLANES, THE EXISTING MARINE PARK LIGHTERING FLOAT SHALL BE REMOVED PRIOR TO THE COMMENCEMENT OF THE 2017 CRUISE SHIP SEASON AND ASK FOR A VOTE.

#### Vote

Mr. Eiler - yes

Mr. Janes - yes

Mr. Lowell - yes

Mr. Seng - ves

Mr. Summers - yes

Mr. Simpson - recused himself

Mr. Donek - ves

Motion passed.

Mr. Lowell asked if this float would be relocated away from the seaplane operations?

Mr. Uchytil said he doesn't have a location to move it to at this time.

Mr. Lowell clarified that the intent is to remove the float from this location with no intent of moving it back in any shape or form.

Mr. Uchytil said unless the Board makes it a priority to reinstate the lightering float. He plans to attend the Planning Commission meeting to support the motion from the Board.

3. ALASKA Glacier Seafood (AGS) - Lease Amendment

Mr. Uchytil said since 2012 Docks & Harbors has had an arrangement with Alaska Glacier Seafood. On page 33 in the packet shows the sketch of the area. It is a fence line between Alaska

## CBJ Docks and Harbors Board REGULAR BOARD MEETING MINUTES

#### For Thursday, October 27th, 2016

Glacier Seafood and the Auke Bay Loading Facility. We have intentionally had short agreements to egress across our property when moving their vehicles. Amendment #3 expires this month. The OPS/Planning Committee recommended establishes a new lease agreement that corresponds with a five year lease review period. If this is approved tonight, he said he will work with CBJ Law to draft a lease amendment and bring it back to the Board next month for approval of the lease language.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MR. SENG: TO APPROVE A LEASE AMENDMENT WITH ALASKA GLACIER SEAFOOD TO ALLOW INGRESS AND EGRESS ACROSS THE CBJ AUKE BAY LOADING FACILITY AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

4. Angoon Trading Company, Inc. - New Lease ATS 1670, Tract A

Mr. Uchytil said last month the Board approved entering into a new lease agreement with Angoon Trading Co. The lease language was finished yesterday and is in the packet on page 36. Horan & Company completed an appraisal a year ago as part of the five year review process. Answering Mr. Summers question about appraisals using comparable, he believes this is in regulation.

#### 5 Minute Break

Mr. Uchytil said the rent comparisons will include an annual rent comparison chart stating location and rent.

Board Questions -

Mr. Donek asked to do more research on the requirement to use compatibles in an appraisal and bring back to the Board at another meeting.

Mr. Eiler said he would like to see a breakdown of the appraisal process. He asked who owns the tract with the travel lift on it?

Mr. Uchytil said Trucano.

Mr. Summers asked if we have a competitive process for who's doing the appraisals?

Mr. Uchytil said we did a RFP for a term contract for appraisal services a couple of years ago and Horan & Company was the only company that submitted a proposal.

Public Comment - None

Board Discussion/Action -

MOTION By MR. SIMPSON: TO RECOMMEND APPROVAL BY THE ASSEMBLY FOR A 1.46 ACRE LEASE WITH ANGOON TRADING COMPANY FOR ATS 1670 (Tract A) AT A RATE OF \$6,359.80 PER YEAR AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

#### IX. Items for Information/Discussion -

1. Resident Live-aboard Regulations-

Mr. Borg said the Senior Harbor Officer and myself recently took part in an innovation academy. One of the homework assignments was to come up with an innovation idea. The idea we decided on was how to address the untreated human waste that is entering the Harbor's at a significant rate. The Senior Harbor Officer, Matt Creswell, will show a ten minute presentation. Mr. Borg said the live-aboard regulation needs more work before it is ready to bring to the Board.

Mr. Uchytil said at the OPS/Planning meeting there was discussion on the proposed live-aboard regulation. It was decided to do more work on it before bringing it to the Board. The live-aboard fee forwarded from the Harbor Fee Review is heading back to the Harbor Fee Review committee for more work. The discussion on the human waste issue is a good start for tonight.

Mr. Creswell showed a power point presentation of their innovation assignment showing an innovation they can work on. This issue is an important issue because it is part of the Clean Harbor certification. The power point Mr. Creswell showed is attached to these minutes.

Board Discussion/Public Comment -

Mr. Seng asked why the federal regulation not allowing waste to be dumped in the Harbor isn't enforced by the Coast Guard?

Mr. Creswell said that is only enforced on the water with vessels underway. The problem is vessels dumping in the Harbor are vessels that don't move which are houseboats or live-aboard vessels.

Mr. Borg said the Coast Guard jurisdiction is very touchy when it comes to a vessel being moored.

Mr. Eiler asked staff to expand on ADEC authority?

Mr. Creswell said working on a Clean Harbor certification gets Docks & Harbors in good graces with ADEC and complying with Clean Harbor's best practices.

Mr. Summers asked if the Coast Guard has been notified in this process and interweaved them in part of the education program for the live-aboards.

Mr. Creswell said staff intends to involve the Coast Guard and make them part of this process.

Mr. Uchytil said part of the regulation proposal was to limit live-aboards to 10% of the Harbors, and will have a lot of interest. The perception will be that Docks & Harbors is trying to limit affordable housing in Juneau. It is appropriate to let the public be allowed to talk on this topic even though it is not moving forward at this time.

#### Carrie Warren, Juneau, AK

She said she was thankful for the presentation and it was helpful. She said there is a lot of talk in the Harbor among the live-aboards and it is unfortunate that we as harbor residents and patrons have to rely on gossip rather than a clearly posted notice. She did hear about the meeting tonight on the radio and website. She asked the following questions;

- What problems is Docks & Harbors attempting to solve with the ideas proposed? She recommended to come to the live-aboard community to ask for ideas on how to solve the problems. It might increase Docks & Harbor's positive perception among the patrons.
- When will this be voted on and what is the process?
- In the proposed regulation it reads, "for three or more days of residency". What is it currently? She was told it is three days currently.
- On page 53, (b), last sentence. What is the basis for having the legal registered owner be one of the live-aboards? She can understand this to a certain degree, but as a free person, she has choices to loan out things she owns. This would add another layer of things the Harbor staff will have to deal with, and seems unnecessary.
- On page 53, (c), how will that affect seasonal users? There are people that come in for the summer and snow birds. There are people that come to Juneau for a couple of weeks at a time, are they suddenly deemed residence and do they have to pay for the entire calendar month?
- Is there a plan to notify people of what is being talked about? When you look at a total of 165 vessels and this is the turn out, that seems to point to not a lot of notification happening.
- On page 53, (d), she is not sure how that just applies to live-aboards. There are a ton of vessels in our Harbor that aren't derelict and they don't move. This is the right of an owner to not move their vessel if they don't want to. How does that make it a maritime transportation hub?
- On page 53, (d), the green area reads "Live aboard residents registered as of January 1, 2017 will be granted residence until the vessel is no longer registered in the harbor. I own a house boat. The very first question she asked was if she would be able to keep her registration. Will the registration in the Harbor be transferrable to a new owner if the boat is sold, or does the registration quit when the vessel changes hands? Clarification on that would be good.
- On page 53, (e), is asking people to self report. That seems like a system that is right for abuse. It also seems it would be hard to enforce equitably and consistently.
- On page 54, (g), live-aboards pay a residence surcharge. What do live-aboards get for that surcharge that isn't available to any patron of the Harbor. Water, garbage, snow removal, and electricity. Why would the fee be raised when there appears to be nothing tangible. Clarifying what more a live aboard gets for this extra fee would be a good thing.
- She recommended to not penalize families with the additional live-aboard fees and add the word "unrelated" when talking about additional people.
- The pet fee, dogs are already licensed with the City. Considering how many non-live-aboard patrons bring their dogs to the Harbor, why are the live-aboards being looked at instead of Harbor patrons in general? There is an equitability issue that needs to be addressed. What resources are going to be put in place to deal with whatever problem this new fee is attempting to address? There are no bags for dog poo by the dumpster ramp. Is there going to be a place designated for dogs to poo?

 What is the difference in the different areas in the Harbor where there was a significant higher level of fecal coliform? Is there a higher level of live-aboards in that area? Could this be addressed by spacing the live-aboards out?

#### Al Holzman, Juneau, AK

It seems that this is all aimed at live-aboards. If there is going to be a fee for dogs on boats, most of the dogs in the Harbor are on live-aboard boats, that seems discriminatory. The same with the sewage. It should be dealt with across the board. This needs to be applied to all boats. If there is going to be a live-aboard fee, everyone should have to pay that fee and not just permanent residence. He doesn't know how the Harbor can determine the accurate amount of people that are live-aboards with the Harbors staffing. There is not enough staff to check over the Harbor at 9:00 pm and then again at 5:00 am looking for live-aboards. The definition of a live-aboard means you sleep on a boat. The regulation says use as a residence. If someone has a house in town and decides to stay on their boat for a week, it's not their residence. He has a problem with saying staying in the harbor for more than three nights makes you a residence. He said he is not in favor of polluting the Harbor, but he believes the area's tested were area's staff thought they would get the results they wanted. That is not the way to go about acquiring a scientific investigation.

Mr. Creswell said Admiralty Environmental tested throughout the Harbor and tested with their common practices. They test at the water surface for fecal coliform.

Mr. Holzman said it would be better to average. Take the amount of water you have and average that. Somehow come up with more correct value. This would make more sense to me. My boat is my home. I don't think staff will ever have the right to come on my boat without a cause or warrant. This may need to be considered in Docks & Harbors plan. I think that considering the fact there is no security in the Harbor from 5:00 pm to 7:00 am. The only security in the Harbor is the live-aboards. He knows they don't catch everything, but they do prevent some crime. Rather than decreasing live-aboards, it would be more logical to increase the live-aboards and make it more attractive and perhaps the Harbor would be more secure. One way to do that would not to take aim at live-aboards.

#### Renee Rieser, Douglas, AK

She said she has a problem with only having live-aboards 10% of occupancy. She doesn't know how Harris and Aurora is, but Douglas Harbor has a community. She said Docks & Harbor should foster the community rather than restrict it and make it smaller. She said she doesn't know the rational for that. She also has a problem with one of the person living on the boat having to be the legal registered owner. She asked if she had someone come visit her, and she doesn't have room but knows someone else in the Harbor that does, that person can't stay with someone else. This will be illegal now and a huge hassle. These boats are privately owned. Where will it end? Are we going to be told what color to paint out boats? This is infringing on people's property rights. She said she doesn't understand the reasoning to make one of the persons living on the boat the registered owner. There may be a good reason, but that needs to be communicated. She said she doesn't understand the reasoning behind restricting the live-aboard to 10% of the Harbor capacity. The larger the live-aboard community is, the better it will be. Addressing the requirement to registering pets, she does pick up a lot of dog poop by the ramp. She would hope

there is a better way to deal with it rather than more regulations and registrations. Taking responsibility for your pet is vital. The dogs she has seen pooping on the docks are people that don't live in the Harbor and are patrons checking on their boats. This is penalizing the live-aboards by placing all these extra restrictions on them and that is not necessarily where the problem is.

Mr. Uchytil said he wanted to address the comment about Docks & Harbors not having the right to tell an owner to move their vessel, he read the Assembly policy on intent and use of the Harbor. "It is hereby declared to be the intent of this title to favor the use of facilities of the boat harbor by commercial fisherman, government vessels, commercial vessels in trade and commerce, and pleasure craft used by the general public at large. It is further the intent of this title to prevent and discourage the use of the facilities of the boat harbor by boats which have been abandoned by their owner to a point of becoming derelicts as defined in chapter 85.05, or becoming a charge and nuisance to the City and Borough, The Port Director, and the general public which are unsafe or which are not used or are not fit to be used regularly for transportation on the water".

The charge to this body is that the Harbors primary client is for vessels to be regularly used for transportation on the water. He said he agrees having the right number of live-aboards is a good thing for the Harbor. It does add an extra set of eyes, but Docks & Harbors also has to protect the interest of their harbor patrons and make sure the Harbor isn't falling into disrepair because of people flopping on potentially derelict vessels. He said Docks & Harbors could probably go find some samples in the Harbor that is less contaminated, but that is not the point. The point is there is a factual basis there is a high level of fecal coliform in the Harbor.

Mr. Borg said he agrees the human waste issue is not just a live-aboard issue. The regulation will be for all vessels in the Harbor. If a patron is going to use their boat for a house, they need to provide the proper facilities similar to what is required in a house in the uplands. Comparing houses to boats, he has to have a working toilet in his house.

Mr. Donek said the next time this will be in a public meeting is November 9<sup>th</sup> at the OPS/Planning Committee meeting.

#### 2. 2004 Long Range Waterfront Plan Review

Mr. Gillette said this plan was a community wide process in 2003/2004 and adopted on October 25th, 2004 approved by the Assembly. If you would like more information on this plan you can go to <a href="www.juneau.org/plancomm/Final\_LRWP\_112204.php">www.juneau.org/plancomm/Final\_LRWP\_112204.php</a>. The plan looks at the waterfront from the Bridge to the Little Rock Dump, and broken up into different sections by types of development, different themes for future development, and looking at how the waterfront plan would be carried out in the future. Docks & Harbors manages property along this waterfront area and this plan is a key document for our planning purposes. Docks & Harbors managed property in this area consists of, a piece of property by the bridge, the gold creek tideland, the cruise ship berths and the uplands, the national guard dock, and the Little Rock Dump. At the bridge property, in section (A) of the plan there was discussion of mixed use development. Staff did propose a joint venture plan with Marine Exchange for this location with a museum on the first floor with the second floor having office space. The funding options fell through and Marine Exchange has moved on to another site. However, there still is a desire to see some sort of development at this location and that will be addressed in the master planning process from

Norway Point to the bridge. The idea for the area by the bridge is a community space to add life to the park area. The Gold Creek location has had talk about having a Gold Creek Marina. The most recent talk of the Marina is in the Juneau Ocean Center plan. Section's (C) and (D) of the plan pertain to the cruise ship berth project which is currently under construction and is within the waterfront plan goals. Section (F) is the Little Rock Dump location, this area also suggests a Marina. Docks & Harbors has had a proposal for a marina through a lease process in the past. The 2004 waterfront plan recommends the Little Rock Dump area to be a working waterfront for boat haul out and boat moorage. These are long range plans, coming to fruition is just a matter of time. The completed projects in this area include;

- In 2004, the area in front of the Steamship Wharf was decked over and created about 12 coach spaces and a well used area for Cruise Ships. The intent was when the cruise ships weren't using this location, it could be used as a community space and is currently being used for community functions.
- In 2012 the Port Field Office/Customs office building was built. The Visitor Center was also built and completed the plaza in that area.
- In 2013 Phase I of the cruise ship terminal staging area was completed. This included taking out the floating ramp that was there previously for the Alaska Marine Highway and decked over that area.
- In 2014 we did the reorganization of the uplands staging and parking and also modification to the Taku dock.
- In 2016 the South Berth cruise ship dock project was completed.
- We are currently under construction with the North Berth cruise ship dock.

In this downtown area there is the undeveloped Archipelago property, as well as the tideland in front of the People Wharf and Warner's Wharf. These are areas of potential future development that staff would like to see some planning for. Staff has received lease requests for this area. This area should have more detailed planning to make sure to take full advantage/use of the area. The other element of this 2004 plan was the seawalk to tie this all together. The seawalk would go from the Bridge to the AJ Dock tying the entire waterfront together. This document is Docks & Harbors guide to how to develop the downtown waterfront.

#### Board Discussion/Public Comments-

Mr. Eiler asked when this plan was first put in place, was the timing of how these things were to be constructed thought out or was the market to determine the timing? Was there a succession intended?

Mr. Gillette said he is not aware of any scheduling. This plan was to help guide development as proposals came forward. Docks & Harbors development to date has been close to what was originally envisioned.

Mr. Eiler asked when will CDD revisit/redo this plan?

Mr. Gillette said on a special plan like this he is unsure. The plan prior to this 2004 plan was in 1986. It states in regulation the comprehensive plan needs to be looked at every three to five years, but this is a special plan.

#### 3. Archipelago Property Acquisition

Mr. Uchytil said on page 55 of the packet is a document on the acquisition of the Archipelago property. He said he would like to start the momentum and support from the Board to proceed with acquiring the Archipelago lot. On page 57 in the packet shows what is already owned by CBJ and there is about 1.14 acres left to acquire. The purchase of this property is in Docks & Harbors' best interest and have a planning process on the best way to maximize this limited area. With the completion of the Steamship dock, there has a potential for insufficient vehicle carrying capacity for this portion of Franklin street. At a minimum, Docks & Harbors needs to invest in a staging area. On page 58 in the packet is a document that went to the Assembly in 2012 with four options for development with the purchase of the Archipelago property. At this time, Docks & Harbors is not prepared to pick a specific plan, but he believes the next step is to acquire this property moving toward a vehicular transportation solution.

Board Discussion/Public Comments

Mr. Donek asked how the funding for this would be handled?

Mr. Uchytil said there may be \$3M to \$4M left from the 16B project, Docks funds, and a possibility to use State Marine Passenger fees.

Mr. Donek asked how would the acquisition of this property impact the funding for the For-Hire float at Statter Harbor?

Mr. Uchytil said the priority would be, the next two years of State Marine Passenger fees FY16 and FY17 fund the Statter Harbor Phase III For-Hire float, and FY18 funds use toward the acquisition of the Archipelago property.

Mr. Eiler asked who the owners of the Archipelago property is?

Mr. Uchytil said he heard informally it is Morris Communications.

Mr. Donek said if we move forward with this, would we have to wait two years before this property could be acquired or could the process be started sooner?

Mr. Uchtyil said if the Board and Assembly is in agreement, he doesn't think all the money would be needed up front. He recommends to negotiate a five year payment plan with the owners and start the process now.

Mr. Donek asked what the next step is?

Mr. Uchytil said this will be brought back to the Board next month for approval to move forward.

Mr. Janes asked when this is brought back, he would like to see a transportation plan for south Franklin street connected to this request. How is this area going to managed? There is going to be more traffic crossing the sidewalk, how will the traffic be entering and leaving the right of way? Is there going to be more crossing guards? Is there a need for a traffic light? How will this affect the crosswalks both to the south and north on south Franklin street? Will the traffic be stopped longer

because of more traffic entering or leaving this lot? He would like a vision of how traffic flow will be associated with this plan.

Mr. Uchytil asked if he wants a plan cemented before bringing this back to the Board for endorsement?

Mr. Janes said just a venue for discussing other ideas, and how this will fit into the long term traffic plan for south Franklin street. There is a lot of value for CBJ obtaining this land, but we just need to look at this comprehensively.

Mr. Seng said this could be two separate issues. One is the acquisition of the land and the other is the development of the land. This property is in private hands today and could be sold to another party at any time. If we are going to act on this, acquiring the property first is the more important thing. Developing a plan for this property could be timely and complex and the property could be sold during our planning process.

Mr. Donek said he suggests to have a general description of the use and move forward with the purchase.

4. Docks & Harbors Customer Satisfaction Survey

Mr. Uchytil said staff is trying to be more customer focused with Docks & Harbors processes and we have established a survey monkey for input on how we are doing as a facility. The idea is to have different surveys that will rotate every two to three months in hopes to gain feedback from patrons. Please go to the link to participate in our survey; <a href="www.juneau.org/harbors/surveys.php">www.juneau.org/harbors/surveys.php</a>

Board Discussion/Public Comments

#### X. Committee and Member Reports

- 1. Harbor Fee Review Committee Meeting Wednesday, October 5<sup>th</sup>, 2016 Mr. Simpson reported everything discussed at the meeting was discussed here tonight. There was a lot of time spent on live-aboard fees.
- 2. Operations/Planning Committee Meeting Wednesday, October 19th, 2016 Mr. Simpson reported everything discussed at this meeting was discussed here tonight. There was a lot of time spent on live-aboard rules, sewage, and fees.
- 3. Finance Committee Meeting Thursday, October 20th, 2016

Mr. Eiler reported the Committee reviewed the FY16 year end summary for both Docks and Harbor enterprise funds revenue and expenses. Finance staff came and talked about changes to Docks & Harbors budget and how to account for pension obligations. He described how it is broken out and tracked as part of our budget. The next Finance Meeting scheduled for November 10th may change due to staff and member availability.

4. Docks Fee Review Committee Meeting - Thursday, October 20th, 2016

Mr. Eiler reported the Committee passed two motions;

Loading zone permits- a recommendation was passed to keep the current fee structure with a CPI increase. The company fee would increase to \$400 and have a \$9.00 per seat fee. This keeps the structure of the fee in place but adds a CPI increase.

## CBJ Docks and Harbors Board REGULAR BOARD MEETING MINUTES

#### For Thursday, October 27th, 2016

Water fees- A recommendation was passed to change the rate structure for water service to 150% of the bulk rate of what Docks & Harbors pays to CBJ. This rate will increase as Docks & Harbors rate increases.

Both of these rates were forwarded to OPS/Planning.

5. Member Reports - None

#### XI. Port Engineers Report-

Mr. Gillette's said his written report was in the packet and could answer any questions.

#### XII. <u>Harbormaster's Report</u>

Mr. Borg reported;

- Docks & Harbors term contract holder North Pacific Erectors is repairing the N float damage from the Norgale. This should be completed in the next couple of weeks.
- Staff is preparing for winter.

#### XIII. Port Director's Report

Mr. Uchytil reported;

- Staff held a public meeting last night for Aurora Harbor Phase II. There were 16
  members of the public and six members of staff and consultants. The take away was
  the boat shelter owners are concerned about having the project drag out past
  Halloween and staff is looking at ways to mitigate their concerns. We will try to get this
  project awarded and started as early as possible post Salmon Derby weekend.
- Mary Becker is our new Assembly Liaison.

Mr. Uchytil wanted to make sure all Board members were able to access their .org email account.

#### XIV. Assembly Liaison Report - None

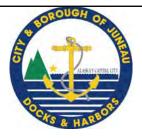
#### XV. Board Administrative Matters

- a. Harbor Fee Review Wednesday November 2nd, 2016 at 5:00 pm
- b. Ops/Planning Committee Meeting Wednesday November 9th, 2016 at 5:00pm
- c. Finance Committee Meeting -Thursday, November 10th, 2016 at 5:00pm Cancelled
- d. Docks Fee Review Thursday November 10th, 2016 at 5:00 pm.
- e. Board Meeting Thursday, November 17th, 2016 at 5:00pm

Mr. Uchytil said he will be out of town November 17th for the next Board meeting.

#### XVI. Executive Session

XVII. Adjournment - The regular Board Meeting adjourned at 7:57 p.m.



## Solving Juneau's Maritime Sewage Disposal Problem

Matthew Creswell

Dave Borg

CBJ Docks and Harbors



Why Change?

Through our effort to achieve
Alaska Clean Harbors certification
we have found that there is an
elevated level of fecal coliform in
the waters of our harbors. These
high levels are concerning because
our harbors are public use areas
with lots of traffic and the
contamination is on a level that
could potentially pose health risks
to the public.





#### **Current State:**

Currently there is no regulation contained in CBJ code that prohibits the discharge of sewage into our harbors. There are also no procedures in place to ensure that live aboard vessels have the proper approved Marine Sanitation Devices required by federal law. Many vessels are discharging untreated sewage directly into our harbors.

ADEC uses a benchmark of 100 fecal coliforms per 100 ml of sampled water to determine if water is safe for swimming.

Observed fecal coliform levels in Aurora and Harris Harbors as tested by Admiralty Environmental:

08/04/2016

Aurora K Float 62 FC/100 ml Aurora C Ramp 700 FC/100ml Harris Ramp 510 FC/100 ml

06/20/2016

Aurora N Float 66 FC/100 ml Aurora J Float 270 FC/100 ml

These samples were taken on negative tides after the harbor had had the maximum opportunity to flush.



#### **Future State:**

To achieve ACH certification we need to develop and enforce a regulation that prohibits the discharge of sewage into our harbors. We also need to develop policies and procedures for our staff to inspect these vessels to ensure that they have an installed Marine Sanitation Device and are using our pump out stations regularly. When these regulations and procedures are in place we will test the waters once more and would hope to see total fecal coliform counts below the ADEC recommended level of 100 fc's per 100 ml of sampled water.

### Gap Analysis, Five Whys

#### WHY

- Why are the Fecal Coliform levels in our harbors elevated?
- Why are people dumping their sewage?
- Why don't we have any sewage discharge regulations?
- Why are patrons not aware of federal regulations?

#### **Because**

- People are dumping their sewage into the harbor
- We don't currently have any harbor specific regulations prohibiting the discharge of raw sewage.
- We were under the impression that all patrons were aware of the federal regulation prohibiting the discharge of sewage within 3NM of shore.
- We have not effectively communicated the regulations.
- We have no way to enforce federal regulations

### **Brainstorming**

#### If we...

- Develop a regulation to prohibit the discharge of sewage in our harbors.
- Fail to enforce the new regulation.
- Properly educate patrons and enforce the new regulation.

#### Then we...

- Have to be prepared to enforce the regulation.
- Continue to have elevated Fecal Coliform levels.
- Must allow the appropriate time for compliance.

### **Brainstorming**

#### If we...

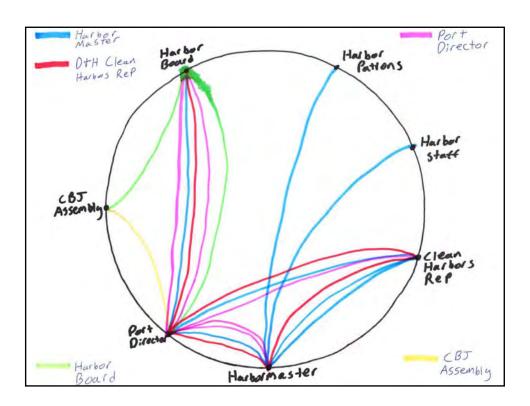
 Hold public meetings with our harbor users and make them aware of the new regulations and offer resources to help them come into compliance.

#### Then we...

 Reinforce our position that we are here to help our customers and it gives us a chance to address their concerns as a group.

#### **Proposed Regulation**

No human waste or any substance or material deleterious to fish, plants or animal life may be discharged from a vessel except in a lawful and approved manner within the confines of the harbor system. Additionally, live aboard vessels shall be equipped with a permanently installed, operational, Coast Guard approved, toilet facility and waste holding tank with a capacity of no less than ten (10) gallons. The harbormaster shall have the right, upon reasonable notice, to inspect the interior of any such vessel to verify compliance with this requirement. Portable toilets and use of upland toilet facilities are not considered an installed toilet facility and do not meet the requirements of this section. Waste may not be discharged within the harbors except at one of the City's sewage pump out stations or legally offloaded to a licensed private sewage handling contractor. The harbormaster shall have the right to require owners of live aboard vessels to demonstrate and/or document regular, legal off-loading of waste.



### **Grid Usage Fees**

### **Regulation**

05 CBJAC 20.100 - Grid usage fees.

- (a) Definition. The fees assessed to an owner for using the Douglas Grid or the Harris Harbor Grid.
- (b) Grid usage period and requirements. The period for grid usage is a 24-hour period, or portion thereof. The grid fee is based on the silhouette length of the vessel. All grid usage fees must be paid in advance. Owners of vessels may reserve use of the grid. Payment of grid usage fees is required to obtain a reservation. The Harbormaster will require the owner of a vessel to post a bond or other guaranty before using the grid when the Harbormaster believes such security is necessary.
- (c) *Refunds.* CBJ will refund grid fees for unused grid usage periods if the owner notifies the Harbormaster at least 24 hours before the start of the reservation period.
- (d) Grid usage fees. Grid usage fees shall be assessed as follows:

\$ per foot per day			

(Amended 4-11-2005, eff. 4-19-2005; Amended 7-15-2013, eff. 7-23-2013)

### **Annual Revenue from Grid Usage Fees**

H code	Description	Rate	FY12	FY13	FY14	FY15	FY16
H44	Grid Usage Fee	\$0.95/ft/day	\$3,851.30	\$4,307.30	\$3,447.53	\$3,117.42	\$4,238.32

### **Pump Use Fees**

### **Regulation**

05 CBJAC 20.120 - Pump use fees.

Dewatering pumps are available for rent from the Docks and Harbors Department. The fee for rent of a dewatering pump is \$20.00 per hour with a \$40.00 minimum charge.

(Amended 4-11-2005, eff. 4-19-2005)

### **Annual Revenue from Pump Use Fees**

H code	Description	Rate	FY12	FY13	FY14	FY15	FY16
H49	Pump Use Fee (Min.)	\$40	\$520.00	\$280.00	\$760.00	\$240.00	\$360.00
H50	Pump Use Fee (>2hrs)	\$20/hr	\$40.00	\$60.00	\$60.00	\$0.00	\$0.00
Total* Pump Use Fees			\$560.00	\$340.00	\$820.00	\$240.00	\$360.00

<sup>\*</sup>Note: The cost for Staff Labor (if needed) is an additional \$75.00 per hour per staff person.



## Port of Juneau

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

**To:** Docks and Harbors Board From: Carl Uchytil, Port Director

**Date:** April 26, 2012

**Re:** WATER RATE FEE INCREASE

At the April 24, 2012 Finance Committee Meeting it was recommended to increase the potable water fee to \$4.67 per 1000 gallons (from \$3.35/1000 gal), effective October 1<sup>st</sup>, 2012. The motion also stated that water fees shall be reviewed every time CBJ Water Utility increases rates. Docks & Harbors last raised water fees in May 2005. Attached spreadsheet show the rate mark-ups and the fees collected since 2007. The Port of Skagway sells metered water at a rate of \$4.20/1000 gallons.

Encl: Portable Water Fee Spreadsheet

#

# Potable Water Fee Increase

	Dock & Harbors Fees Collected
CY 2011	\$71,515
CY 2010	\$107,361
CY 2009	\$96,869
CY 2008	\$60,285
CY 2007	\$109,484

:	Monthly Allowance	Base	Volume Charge	D & H Fee	% mark-up
July 1, 2004	4000 gallons	\$13.00	\$1.75/1000 gal	\$2.10/1000 gal	17%
May 1, 2005	4000 gallons	\$13.00	\$1.75/1000 gal	\$3.35/1000 gal	48%
July 1, 2006	4000 gallons	\$15.78	\$2.12/1000 gal	\$3.35/1000 gal	37%
October 1, 2010	4000 gallons	\$16.88	\$2.27/1000 gal	\$3.35/1000 gal	32%
July 1, 2011	4000 gallons	\$18.06	\$2.43/1000 gal	\$3.35/1000 gal	27%
October 1, 2012	4000 gallons	\$18.06	\$2.43/1000 gal	\$4.67/1000 gal	48%

#### 05 CBJAC 15.050 - Potable water fee.

- (a) Definition. The charge assessed to vessels for taking on potable water through a metered connection at the Port.
- (b) Basis for computing charges. The charge shall be assessed based on water meter readings recorded by the Port staff.
- (c) Potable water fees assessment:

Unit	Charge
Each 1,000 U.S. gallons or portion thereof	\$4.67

(Eff. 5-1-2005; <u>Amended 9-17-2012</u>, <u>eff. 10-1-2012</u>)

#### Revenue:

Code	Description	2014	2015	2016
P07	Potable Water Fee	\$50,027.32	\$76,973.26	\$96,086.12
	(Amount paid to water utility)	(\$28,459.56)	(\$48,426.88)	(\$54,607.04)
	Total Cruise Ship Water Revenue	\$21,567.76	\$28,546.38	\$41,479.08



### Port of Juneau

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

### **MEMORANDUM**

To: CBJ Docks and Harbors Board From: Gary Gillette, Port Engineer

Date: November 3, 2016

Re: Shore Power for new Cruise Ship Berths

Discussions occurred over many years regarding upgrades to CBJ's downtown cruise ship berths to meet new and larger ships calling on the Port of Juneau. A conditions assessment performed by PND Engineers in 2006 outlined various scenarios for upgrading the cruise berths ranging from modifications to the existing fixed dock to constructing new floating berths. After numerous public meetings and discussions, including development of a downtown waterfront plan, the decision was made by the Assembly on September 20, 2010 (see Attachment 1) to construct new floating berths based on Concept 16B. Interest was expressed by the Assembly in providing shore power and waste water disposal options for ships berthing at the new facility (see Attachments 2 & 3).

Docks and Harbors commissioned a couple of studies to determine the feasibility for providing shore power and waste water services. Findings of the studies indicated that the discharge of wastewater at the new berths could be accommodated and is scheduled to be completed in May 2017.

Shore power for the cruise ships is a more complicated feature involving three primary components: 1) an electrical substation; 2) power connections to the ship; and 3) a series of conduit, vaults, and manholes to connect the two. The shore power study performed in 2011 (see Attachment 4) indicates that power from AEL&P may not be available until sometime in the future but that it would be prudent to install raceways, manholes, and vaults to be ready for installation of components one and two when power is available. Construction of component three was accomplished with the recent upland improvements at the Cruise Ship Terminal completed in 2015.

Recently Docks and Harbors contracted with PND Engineers to review options for providing power to the two new cruise berths (see Attachment 5). A goal of the study was to determine if shore power could be added in the future without removing or replacing infrastructure of the newly constructed floating berths. Based on the information available at this time it was determined that new infrastructure would be needed for a shore power facility but it will complement the recent berth construction with minimal need for modifying recent infrastructure.

The cost of shore power infrastructure is significant. Planning level estimates place the cost at \$12.9M per berth or \$25.8M to serve the two new berths. It is unlikely that Docks and Harbors will ever recover this cost due to RCA regulations. Passenger fees may be appropriate for funding these improvements.

CBJ Docks and Harbors Shore Power for new Cruise Ship Berths November 3, 2016 Page 2 of 2

It is still unknown when power might be available for cruise ship support. AEL&P indicates that current power capacity would not support an additional two ships and that the anticipated load would not justify the necessary infrastructure investment at this time. They indicated that power may be available with their future plans to tap Lake Dorothy, however it is not clear when that might occur. According to Juneau Hydro Power, developers of the planned Sweetheart Creek power plant, they are on track to acquire permits and funding but it is unclear when that power would be available at the site.

Docks and Harbors is committed to power to cruise ships at its new berths once capacity can fill the need. At this time it appears that power can be installed at the new berths with minimal impact to the new infrastructure.

#### Attached:

- 1. Assembly Minutes September 20, 2010
- 2. Committee of the Whole Minutes April 25, 2011
- 3. Committee of the Whole Minutes July 13, 2015
- 4. Electrical Systems Review February 2011
- 5. PND/Haight Shore-Tie Power Study 2016

#### THE CITY AND BOROUGH OF JUNEAU, ALASKA

#### Meeting Minutes - September 20, 2010

<u>MEETING NO. 2010-24:</u> The Regular Meeting of the City and Borough of Juneau Assembly, held in the Assembly Chambers of the Municipal Building, was called to order at 7:00 p.m. by Mayor Bruce Botelho.

#### I. ROLL CALL

Assembly Present: Jonathan Anderson, Bruce Botelho, Jeff Bush (telephonic), Ruth Danner, Bob Doll, Johan Dybdahl, Merrill Sanford, David Stone (telephonic), and Randy Wanamaker.

Assembly Absent: None.

Staff Present: Kim Kiefer, Deputy City Manager; John Hartle, City Attorney; Laurie Sica, Municipal Clerk; Craig Duncan, Finance Director; Rorie Watt, Engineering Director; John Stone, Port Director; Jeannie Johnson, Airport Manager; Page Decker, Assistant Police Chief; Bob Dilley, Community Service Officer; Heather Marlow, Lands and Resources Manager.

#### II. SPECIAL ORDER OF BUSINESS

#### A. Census Acknowledgement

Kim Kiefer introduced Hector Maldonado, Coordinator for the Partnership Program of the US Census Bureau Seattle Region. He thanked Juneau for the complete count in the 2010 census. Juneau had a mail participation of 73%, which was 5% higher than in 2000, and higher than the participation rates in Ketchikan, Anchorage and Fairbanks. There were many efforts to get the high participation rate, thanks to the CBJ Complete Count Committee led by Assemblymember Bob Doll and Katherine Eldemar. He gave tokens of appreciation to Mayor Botelho, Ms. Kiefer, Assemblymember Doll, and Katherine Eldemar. Mr. Maldonado said that the Bureau commissioned a totem pole for the 2010 Census, which will eventually reside at Bureau Headquarters in Washington, DC. Sealaska and Coeur Alaska sponsored commemorative paddles designed and painted by Brian Chilton. Tristan and Alexis assisted Ms. Eldemar distribute the paddles to Ella Bennett, Marie Olson, Ed Thomas, Delfin Cesar, Michael Tagaban, Cheryl Eldemar, Karen Taug, Edward Hotch, Nita Coronell, Ricky Tagaban, Nathan McCowan, and the Children of All Nation Dancers for their role in the totem pole ceremony. The leader of the dancers is Vicky Soboleff, and the dancers are Allison Ford, Jason Ford, Jessie Lamson, Addison Mallott, Alex Mallott, Ainsley Mallott, Dugan McNutt, McKenna McNutt, Levi Rinehart, Nashaeya Little, Nevaeya Little, Riccya Love, Mary Love, Madeline McCowan, Henry McCowan, Dwayne Andree, Tyler Williams, Eli Douglas, Emma Douglas, Joanie Skyrzynski, Karre Helgesen, Karen Helgesen, Tyler Frisby, Buddy Redden, Skyler Redden, Larissa Dybdahl, Alex Bierely, John Williams, Nichelle Williams, Niccya Williams, Jarell Williams, Katy Price, Leandrea McKaily, Kendrea McKaily, and Savannah Strang. Ms. Eldemar said the totem pole had a proper send-off to its permanent location in Washington, DC.

#### III. APPROVAL OF MINUTES

A. August 23, 2010 – Regular Assembly Meeting 2010-21

Hearing no objection, the minutes of the August 23, 2010 - Regular Assembly Meeting 2010-21 were approved.

B. August 30, 2010 – Special Assembly Meeting 2010-22

Hearing no objection, the minutes of the August 30, 2010 - Special Assembly Meeting 2010-22 were approved.

#### IV. MANAGER'S REQUEST FOR AGENDA CHANGES – None.

#### V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS.

<u>Kathy Seale</u> asked the Assembly and city staff to consider establishing a bus route through Commercial Blvd that could stop at Costco. She thought the service would be well used.

#### VI. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction

The public requested that Resolution 2542 be removed from the agenda.

- B. Assembly Requests for Consent Agenda Changes
- C. Assembly Action

<u>MOTION</u>, by Anderson, to adopt the Consent Agenda, noting the removal of Resolution 2542. Hearing no objection, the Consent Agenda was adopted as amended.

- 1. Ordinances for Introduction
- a. Ordinance 2010-30

An Ordinance Authorizing The Manager To Convey Lot 10, Block L, Pinewood Park 2, To Juneau Housing Trust, Subject To Certain Conditions In Support Of The Juneau-Douglas High School Home Building Program.

<u>Administrative Report</u>: Attached. The manager recommended Ordinance 2010-30 be introduced and set for public hearing at the next regular meeting.

#### b. Ordinance 2010-11(N)

An Ordinance Appropriating To The Manager The Sum Of \$1,742,000 As Funding For the State of Alaska's Designated Legislative Grant Projects, Grant Funding Provided By Alaska Department of Commerce, Community and Economic Development.

Administrative Report: Attached. The manager recommended Ordinance 2010-11(N) be introduced and set for public hearing at the next regular meeting.

c. Ordinance 2010-11(Q)

An Ordinance Appropriating To The Manager The Sum Of \$950,000 As Funding For Renovations To The Radio Room, Located At The Juneau Police Department, Grant

Funding Provided By Alaska Department Of Military Affairs Grant (\$600,000) And \$350,000 From The Equipment Replacement Reserve Fund Balance.

Administrative Report: Attached. The manager recommended Ordinance 2010-11(Q) be introduced and set for public hearing at the next regular meeting.

### d. Ordinance 2010-11(R)

An Ordinance Appropriating To The Manager The Sum Of \$45,000 As Partial Funding For A Consultant To Assist In The Development Of A Safe Routes To Schools Plan; Grant Funding Provided By The State Of Alaska Department Of Transportation And Public Facilities.

Administrative Report: Attached. The manager recommended Ordinance 2010-11(R) be introduced and set for public hearing at the next regular meeting.

### e. Ordinance 2010-11(S)

An Ordinance Appropriating To The Manager The Sum Of \$2,203,834 As Additional Funding For The Juneau International Airport Runway Safety Area Phase I Capital Improvement Project; Grant Funding Provided By The Federal Aviation Administration.

Administrative Report: Attached. The manager recommended Ordinance 2010-11(S) be introduced and set for public hearing at the next regular meeting.

# f. Ordinance 2010-11(T)

An Ordinance Transferring To The Manager The Sum Of \$300,000 As Funding For A Loan To East End Associates, Inc. For The Refrigerated Seawater System At Taku Fisheries; Funding Provided By Marine Passenger Fees.

<u>Administrative Report</u>: Attached. The manager recommended Ordinance 2010-11(T) be introduced and set for public hearing at the next regular meeting.

# 2. Resolutions

### A. Resolution 2541

A Resolution De-Appropriating \$500,000 From The Lemon Creek Subdivision Capital Improvement Project To The Lands Fund.

Administrative Report: Attached. The manager recommended Resolution 2541 be adopted.

# Removed from the Consent Agenda:

#### B. Resolution 2542

A Resolution Setting Forth The Assembly's Approval Of A Design Concept For Replacing The CBJ Cruise Ship Docks In Downtown Juneau.

Administrative Report: Attached. The manager recommended this resolution be adopted.

### **Public Comment:**

Dixie Hood said that Resolution 2542 flew in the face of overwhelming public rejection. She worked with consultants and other residents during the development of the long-range waterfront plan. Surveys were taken of the community and the public was overwhelmingly opposed to additional cruise ship docks. She read from the McDowell Survey regarding the lack of support for development of the Subport area. In 2004, the Assembly adopted the Long Range Waterfront Plan. Since then, many intrusive projects, including the parking garage, a large government building and variances have knocked the plan for a loop. The plan is a law, not a guideline. The only support was for improvements to the existing dock near the library. It is time to call a halt and to respect the public, to use available head tax money for appropriate projects that have been on hold. She distributed a letter dated September 2, 2010 from the Chair of the Parks and Recreation Advisory Committee, requesting forward motion on planning, design and development of Marine Park. She asked the Assembly to respect the desires of the community, the waterfront plan, and she supported reconstruction of the existing cruise ship docks as necessary.

Jack Cadigan retired from the Coast Guard in 1985 and served on ships in the Navy, the Coast Guard and the Merchant Marine. He understands the challenges of maneuvering ships in many ports. Project16b does not present significant docking challenges. The ships at the Franklin Dock may need tugs if winds exceed 25 knots if plan 16b is in place. Winds of 25-30 knots in the summer are rare. The advantages of 16b include accommodating larger ships, increased security, and community access to the waterfront seawalk. Project 16b will cost more money, but instead of a band-aid fix of the existing docks, it will provide all the benefits he cited, the money is available and the project is affordable. He encouraged the Assembly to move forward with Project16b.

Joe Geldhof said he has been involved in a number of cruise related efforts for over a decade and was part of the local head tax initiative and the statewide cruise ship initiative. The community reached consensus on the bus turnaround at the Steamship dock, and tonight he thought the Assembly should unanimously support the Docks and Harbors Board on Project 16b. The resolution's wording says the project will be constructed "...substantially in the manner of project 16b" so this is not the final, final word. Security measures will prevent the public from using the public docks if this project does not move forward. The small issues and fears about the project can be addressed and the community should move forward.

Betty Adams, owner of the Alaska Hotel and Bar, said she walks her dog on the docks and she would like to have as much access to the docks as possible, so for her dog, she supports Project 16b. Almost as important to her is her business, and for that she supports Project 16b. Her tenant will no longer lease her building because the cruise ships will no longer sell on-board advertising to any businesses north of the Red Dog Saloon. Development of these docks will assist downtown business owners. She said that development has to be forward thinking. In Maui, the people continue to vote down every advancement, thinking that "if they don't build it, they won't come." Now Maui has major traffic jams. She asked the Assembly to support for Project 16b.

<u>Joshua Adams</u> said that Project of 16b should move forward. Alaska is a state of builders and we should build this project. This is not about bringing in more tourists. It is about saving the seawalk. We will pay less in the long run. If more people understood this project, they would be for this. Merely repairing the existing docks is a stalemate and he urged forward movement on 16b.

<u>Paul Thomas</u> said he is a board member of the Downtown Business Association (DBA) and owner of Alaska Cache Liquor. The DBA supports Project 16b, which will help the DBA achieve its goals. This resolution is consistent with the waterfront development plan and with the waterfront opinion survey performed by the McDowell Group.

<u>Chip Thoma</u> represents Responsible Cruising in Alaska and supports Project 16b. The funds are available and the current dock is slowly deteriorating due to the activity from the large ships. The ships are getting larger, not smaller, and Project 16b solves many problems, security being one of them.

Reed Stoops spoke on behalf of Franklin Dock Enterprises and said he continues to have the same concerns as noted in his previous testimony to the Assembly, including the navigational challenges that the configurations will create for the Franklin Dock. The study this summer showed that Project 16b reduces the margin of error over the current situation and tugs will be needed in certain situations. Assuming the need for tug assists, there is no plan on how this will be paid for. No one has approached his company on how to address this issue, so it will likely be addressed in the Corps Permit process. The \$40 – 60 million dollar project cost is estimated and a final cost estimate will depend on the detailed engineering phase. We are unsure of the complete funding for the project and there may be a legal issue if port dues and head taxes collected from the private docks are spent on developing public docks. As soon as he has a formal legal memo on this issue, he will provide it to the city. He says there is insufficient demand for building this project at this time. He asked the Assembly to defer action on this ordinance until the final design and cost estimate is done and the hazard to navigation is addressed.

Mayor Botelho asked about the report from the Marine Exchange of Alaska prepared for the Docks and Harbors Board regarding navigability during wind conditions. The Franklin Dock is used almost exclusively by Princess Cruises. The memorandum indicates that independent of the study itself there is a standard policy in Princess not to try docking maneuvers when winds are in excess of 25 knots. Mayor Botelho asked if this was an accurate statement. Mr. Stoops said he was not sure of their policies, they had only used a tug assist rarely, and it also was dependent on tides and if there was a ship at an adjacent dock. In the first navigation study, some cruise ship captains were involved in the study and provided input. There was an addendum to the original report and in that, there was no discussion with the cruise ship captains that used the port this summer. They may have talked with pilots, but he urged the Assembly to consider the view of the captains.

Ms. Danner asked Mr. Stoops about the opinion in the study that staging arrivals and departures for the northernmost ships at the city docks would be a possibility during high winds as far as accommodating ships docking at Franklin first.

Mr. Stoops said he assumed that was one of the conditions that might be attached. It is one thing for it to be just a suggestion rather than a condition of construction. It has been discussed that the city could provide a fund in order to pay for tug assists when necessary but we want this to be figured out now before it is approved.

Mr. Stone requested that he be recused from this discussion based on a conflict of interest, which he had reviewed with the City Attorney. Mayor Botelho ruled that Mr. Stone does have a conflict of interest and hearing no objection, Mr. Stone was recused.

## Assembly Action:

MOTION, by Anderson, to adopt Resolution 2542.

Mr. John Stone came forward to answer questions from the Assembly.

Mr. Anderson asked what the plan is if it is determined that tugs are needed more frequently than is currently thought.

Mr. J. Stone said that Mr. Stoops alluded to establishing a fund to compensate them. Mr. Anderson asked if this is part of the plan. Mr. Stone said it could be but that was up to the Assembly. In general, the experts that have looked at the issued do not believe there will be a problem. To the extent that the Assembly wants to assure Mr. Stoops that he will not suffer any adverse economic consequences as a result of the dock, a way to do that is to arrange for compensation to be made to him in the event that they have to use tugs more than they would in the current operation.

Mr. Anderson said the Assembly has a serious interest in providing shore power and waste water disposal to ships in the design of Project 16b – where does this stand? Mr. Stone said when the Assembly approved feasibility studies in August, the Docks and Harbors Board engaged experts in the community on this topic and asked the cruise industry to assist in determining if this is feasible and necessary. They are hoping to get responses soon on this topic.

Mr. Doll said he supports Project 16b. The discussion of tugs seems out of place. In the merchant navy, the ability to moor a ship without a tug is required. A tug is a luxury that is not often available and the ships have bow thrusters and engines designed to assist with moorage. Having to use a tug is not an unusual peril. One reason to have a pilot is to have someone who can use a tug. Juneau is in the cruise business and we entered it when the piers were built and we are dependent on it. We use the sales tax generated from the industry. It is in CBJ's interest to have the visitors and they are important to our revenue stream. The discussion about the waterfront plan is a complex one. If this project is not approved, we will not have a seawalk, and that is part of the waterfront plan. Extending the docks accomplishes one of the major objectives of the waterfront plan. The money is available and we have what it takes to get the job done. It is in Juneau's interest to do the project.

Ms. Danner said she supports Project 16b with provisions. She said there will be more passengers from the ability to dock ships with greater capacity and there will be growing pains. Her main focus is the need to ensure there are enough public restrooms to accommodate all of Juneau's visitors and this needs to be part of the plan.

Mr. J. Stone said staff has identified all the public restrooms and based on this they have a consultant looking at where additional restrooms may be needed, based on future passenger counts.

Ms. Danner said the business of government is to build infrastructure, but also maintain its infrastructure, so she wants maintenance to be part of the plan.

Mr. Sanford asked about Mr. J. Stone's comment in his memo which discusses that Juneau will have "adequate funding for [Project 16b and] other important community port priorities." Mr.

Sanford said the only items that Juneau can spend head tax on is the seawalk and the dock facility. Mr. J. Stone said that in the past, some of the funds have gone to private docks for repairs. The Waterfront Plan has a long list of projects. Mr. Sanford said CBJ will be taking care of the city docks and the seawalk and then there was nothing but smaller projects to work on with the funds. Mr. J. Stone said that he did not want to speak for others in the city, but for the Docks and Harbors Board, he was correct. Other projects included additional seawalk past Merchant's Wharf and toward the bridge.

Mr. Sanford asked what local funds Mr. J. Stone was referring to in his memo statement, "...the Assembly has been directing at least \$2 million per year of local funds toward dock improvements." Mr. Stone said this was marine passenger and port development fees, and not local sales or property tax dollars.

Mr. Sanford is concerned about the navigational issues and said he wanted assurances that there will be more investigation into this concern. Mr. J. Stone said that was the case. Mr. Sanford is also concerned about the Fisherman's Memorial and wants to see a viable monument location and event. Mr. Sanford is concerned about the uplands staging issues that can arise with more passengers, and wants to see a plan on how the busses and vans will move in and out of the area. Otherwise, he supports Project 16b.

Mr. Wanamaker does not support Project 16b, and he wants to support a rebuild of the existing docks. The navigability issue in the harbor is a serious enough question to warrant better investigation. There is a portion of the community that does not support this project. Some in the industry do not support this and also question the need for the project. We can move to Project 16b in the future if the need is clearly demonstrated. There are other projects that can offset the affects of tourism, which can use the existing funds.

Mr. Dybdahl said that he knows that the Docks and Harbors Board has entertained almost every option possible. He still has reservations and concerns, mostly due to the congestion issues and the lack of staging. However, there are a lot of good things with Project 16b, not the least of which is it opens a large stretch of the waterfront. Should it be built, he hopes that the public will have free access to the docks during the time no ships are in. We have had an ad hoc committee and all the time he has had the sense we are getting closer to the edge of the waterfall and it getting too late to turn around. He wonders about timing and asked if there is a need to spend the state appropriated funds now. He sees merit in Project16b and even though it is not ultimately the best answer, he will reluctantly support the project and hopes there will be more coordination with the industry on this project.

Mr. Anderson said that the equity of this situation disturbs him if CBJ asks the private docks to pay for a project that in turn may cost more money [tug assists]. He supports Project 16b.

<u>MOTION</u>, by Anderson, to add Section 2, Further Resolved that the Docks and Harbors Board work with the owners of local private docks to generate a recommendation to the Assembly for mitigation of additional navigation costs caused by construction of Concept 16b, so long as CBJ collects areawide passenger fees. Hearing no objection, it was so ordered.

<u>MOTION</u>, by Danner, to amend Section 1, second line from the bottom, where it says CBJ Code, Insert: Working closely with the Alaska Commercial Fishermen's Memorial and the commercial fishing community to make a recommendation to the Assembly regarding relocation, if necessary, of

the memorial, along the downtown waterfront, to a mutually acceptable location. Hearing no objection, it was so ordered.

Mr. Doll asked what incremental addition of cruise passenger numbers could be expected from completion of this project. Mr. Stone said there would be no additional ships immediately, but over time as ships got bigger, there could be more passengers. The typical ship now is 1200 passengers and a typical panamax ship is 2200 passengers, so it could be an additional 1000 passengers a day. There is ship lightering to that dock as well, so it is not a simple analysis. Under Concept 16b, lightering will move to the Intermediate Vessel Float, so overall, over the summer, there will be an increase but it will not be as large as people expect.

### Roll call:

Aye: Anderson, Bush, Danner, Doll, Dybdahl, Sanford, Botelho

Nay: Wanamaker

Motion passed, 7 ayes, 1 nay.

Mr. D. Stone rejoined the meeting.

#### VII. PUBLIC HEARING

A. Ordinance 2010-23(b)

An Ordinance Amending The Second-Hand Smoke Control Code Regarding Smoking In Commercial Passenger Vehicles, And Providing For A Penalty.

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-23(b)

### **Public Comment:**

Shane Williams, owner of Capital Cab, Evergreen Taxi and Taku Taxi, said he tried to get information from JPD on the basis for why this ordinance was put forth, regarding the number of tickets issued or compounding tickets from repeat offenses. JPD says there have found approximately 60-70 tickets issued. He has only identified 5 tickets issued to those operators of his cabs and one of those tickets was for a repeat offense. He does not believe that cab owners should be fined more than other business owners. There are 250-350 chauffeurs permits issued on a two-year basis. There are 80-105 cabs operating in Juneau. For those numbers, few tickets have been issued. Wendy Hamilton from NCAAD says this is a major problem and he found this hard to believe. He can find no evidence that a certain segment of business should be charged higher penalties or fees unless a foundation of abuse can be proven. This ordinance is based on supposition, suggestion and innuendo.

Mr. Doll said the size of the problem is debatable but there are instances in which people enter a smoky cab or find a cab driver smoking in a cab. He asked how Mr. Williams would have people address this issue. Mr. Williams said that \$50 is a half of a cab driver's daily wages and if this is charged, the drivers will get the message, but a half a week's wages, as a penalty is inexcusable.

Mr. Dybdahl asked if it is possible to have 4 or 5 smokers take a cab from the airport to the valley and have it smell like smoke. Mr. Williams said he could not say, but he used to smoke in his cab and he had customers tell him they could not smell it.

Gene Miller, member of the Juneau Clean Air Coalition, thanked the Assembly for a near finish of a long, drawn out process. They are concerned about the health of employees and users of facilities and smokers tend to export the costs of smoking to non-smokers. They do harm to non-smokers with the effects of 2<sup>nd</sup> and 3<sup>rd</sup> hand smoke. Contrary to Mr. William's assertion, cabs in which people have been smoking still have high carcinogenic effects and expose those who are sensitive to these pollutants. Ms. Hamilton specifically ordered a smoke free cab and the driver pulled up smoking a cigarette. The concern about the fine can be addressed by cab owners and drivers complying with the spirit and the letter of the ordinance.

<u>Joan Cahill</u> said this is clean up work on an ordinance that many have worked on over the years. When the ordinance was passed, the CPV code should have also been amended to address that the owner of a taxicab should be treated the same as the owner of a business, rather than being charged as a patron of a business. We are asking for consistency in commercial spaces.

### Assembly Action:

<u>MOTION</u>, by Anderson, to adopt Ordinance 2010-23(b).

Mr. Anderson explained the nature of version (b), that it clarifies that premises applies to taxicabs and commercial vehicles as well as other commercial establishments.

Mr. Doll asked how JPD would address a complaint about a smoky taxicab.

Officer Bob Dilley said when JPD finds someone smoking in a taxicab; the smoker is issued a citation. His understanding of this ordinance is that the driver of the vehicle will be cited or the owner of the cab or the taxicab company can be cited. Officer Dilley questioned the new law and said his understanding is that the person smoking in the cab should still get a ticket, but now the cab owner or cab company owner can be ticketed. It is an optional citation, so the smoker can contest the ticket in court or pay the fine.

Mr. Doll asked what happens when JPD does not see a person smoking, but there is a complaint that the cab is smoky. Mr. Dilley said a complainant would need to sign a citation.

Mayor Botelho asked about a hotel lobby being smoky and if the establishment would be cited. Officer Dilley said probably not. Mayor Botelho asked if there would be any different treatment towards cabs since they are equated as a business premise. Officer Dilley said no.

Mr. Anderson said that signage should be posted in every place or vehicle where smoking is prohibited. Officer Dilley said JPD has not actively been looking for the "no smoking" sign (but they will) or prosecuted for this failure. JPD has put "no smoking" decals in the cabs when they are inspected.

Mr. Sanford asked how a ticket is issued to an owner if they are not in the cab or not smoking. Mr. Hartle referred to page 7, line 5, "the person who owns, shall adopt and enforce a policy prohibiting smoking." Mr. Hartle said enforcement is based on either lack of a policy or lack of enforcement of a policy.

Mayor Botelho asked if there could be a situation in which a fine can be issued to the owner of the company, the owner of the cab and the driver. Mr. Hartle said it is possible but it seems unlikely.

Mr. Doll asked about the situation of smoking in a hotel and if a person were found smoking in a hotel, would the owner of the hotel be cited? Officer Dilley said that he had only enforced smoking in taxi cabs in his line of work and he thought that the person smoking would be the one cited for smoking where prohibited. Mr. Hartle said that on page 8, line 5, it used to say "premises" but the revised ordinance now says "place or vehicle," and the person who owns or manages and who fails to adopt or enforce a policy of no smoking pays the higher fine.

Mr. Doll asked if the officer's decision on the scene of who to cite would be something the manager controls or influences. Mr. Hartle said yes, the Manager is in charge of the Police Department.

#### Roll call:

Aye: Anderson, Bush, Danner, Doll, Wanamaker, Botelho

Nay: Dybdahl, Sanford, Stone

Motion passed, 6 ayes, 3 nays.

B. Ordinance 2010-29

An Ordinance Amending The Water Code Regarding Metered Water Service.

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-23(b)

Public Comment: None.

Assembly Action:

MOTION, by Doll, to adopt Ordinance 2010-23(b). Hearing no objection, it was so ordered.

C. Ordinance 2009-08(AR)

An Ordinance Appropriating To The Manager The Sum Of \$1,884,230 To Fund The City And Borough Of Juneau's Fiscal Year 2010 Public Employee Retirement System Contribution; Funding Provided By The Alaska Department Of Administration.

Administrative Report: Attached. The manager recommended adoption of Ordinance 2009-08(AR).

Public Comment: None.

Assembly Action:

MOTION, by Danner, to adopt Ordinance 2009-08(AR) Hearing no objection, it was so ordered.

D. Ordinance 2010-11(P)

An Ordinance Appropriating To The Manager The Sum Of \$600,000 As Partial Funding For The Planning, Preliminary Design, And Permitting Of An Extension To The North Douglas Highway; Funding Provided Through A Transfer Of Responsibility Agreement

# **Entered Into With The State Of Alaska Department Of Transportation And Public Facilities.**

Administrative Report: Attached. The manager recommended adoption of Ordinance 2010-11(P).

Public Comment: None.

Mr. Wanamaker said that he has a conflict of interest as a member of the Goldbelt Board of Directors, which may be involved with this project. Mayor Botelho determined a conflict existed, and hearing no objection, Mr. Wanamaker stepped away from the meeting.

### Assembly Action:

MOTION, by Anderson, to adopt Ordinance 2010-11(P). Hearing no objection, it was so ordered.

Mr. Wanamaker rejoined the meeting.

### VIII. UNFINISHED BUSINESS

### IX. NEW BUSINESS

A. Docks and Harbors – Regulations - Amendments to Title 05, Chapter 30 - Docks and Harbors Shorepower Access Fees

Public Comment: None.

# Assembly Action:

<u>MOTION</u>, by Dybdahl, for orders of the day. Hearing no objection, the regulations were allowed to become effective.

### X. STAFF REPORTS

A. City Manager – Voter Brochure

Ms. Kiefer said that \$5500 was budgeted for the voter information pamphlet, however, increased costs required an additional amount of \$3000 from manager's contingency be appropriated by the Assembly for voter pamphlet production and distribution. The motion was required for compliance with rules regarding campaigns and reporting to the Alaska Public Offices Commission.

<u>MOTION</u>, by Stone, to appropriate an additional \$3000 from the manager's contingency account to the voter pamphlet production and distribution. Hearing no objection, it was so ordered.

#### XI. ASSEMBLY REPORTS

A. Committee Reports

<u>Committee of the Whole</u>: Mr. Wanamaker said the next meeting date of October 11 was tentative at this time.

<u>Human Resources Committee</u>: Chair Doll reported that the HRC met earlier in the day and made the following recommendations for board appointments, which, without objection, were approved by the Assembly:

Myra Gilliam- appointment	Public Seat	Term Exp. 6/30/2011
Juneau Commission on Sustainability Scott M. Jackson - appointment	Public Seat	Term Exp. 6/30/2011
Social Services Advisory Carol Browning – reappointment Marilyn R. Doyle – appointment	Public Seat Public Seat	Term Exp. 9/30/2013 Term Exp. 9/30/2013

Mr. Doll said there are open seats the Juneau Commission on Sustainability and the Social Services Advisory Board. The HRC recommends anyone interested in serving on boards to submit an application to the Clerk's Office.

<u>Public Works and Facilities Committee</u>: Chair Sanford said the next meeting is Monday, Sept. 27, at Noon in the Chambers.

<u>Lands and Resources Committee</u>: Chair Anderson said the Juneau Affordable Housing Commission presented a request for a capital project and would like to see it promoted by the city to the state legislature and he asked how to go about that. Mayor Botelho suggested referring the discussion to the Public Works and Facilities Committee.

Mr. Anderson said that of the 11 lots available in the Lena Land Sale, 4 were sold, then two buyers withdrew, so there are 9 lots left. Staff does not recommend going back out for another sale at this time as the market appears saturated for lots at this price range.

DOWL HKM is doing a study on Peterson Hill land regarding drainage and potential development of the land. The University of Alaska owns 50% of the land so development will require their collaboration and cooperation

Finance Committee: Chair Stone said the next meeting is Wed., Sept. 23, at 5:30 p.m.

### B. Liaison Reports

<u>Eaglecrest Board</u>: Liaison Anderson said he attended the dedication of beginners lift at Eaglecrest. Many private sector donators sponsored posts and chairs and the project came in under cost. It was a very successful project.

<u>Airport Board</u>: Liaison Sanford said the board met two weeks ago and is moving forward on all the projects. Most areas in the new terminal are open and the project is expected to be finished in late November or in December. Bridges for the runway safety area will be installed in October, and new machines are working to dredge the float pond, so that project is moving faster.

<u>Planning Commission</u>: Liaison Doll said the next meeting is Tues., Sept. 28 at 7 p.m.

Sustainability Commission: Liaison Doll said the next meeting is Wed., Oct 6, at 5:15 p.m.

## XII. ASSEMBLY COMMENTS AND QUESTIONS

Ms. Danner said that member of fire department told her there are frequent problems at the former Wal-Mart crossing and was told by DOT the crossing has been eliminated, but people are still use the crossing. She would like to see this listed on the STIP.

Mr. Anderson referred to the request for a bus stop at Costco and staff will report back on this at the next PWFC committee meeting.

Mr. Anderson said the League of Women Voters will hold a public forum on CBJ Ballot Proposition 2 in the Chambers on Thurs., Sept 23, at 7 p.m. and a Candidate Forum at the same location on Wednesday, Sept. 29.

Mr. Anderson thanked Sealaska for the work to fill and landscape "the pit" at the corner of Front and Seward.

Mr. Dybdahl said the new seawalk section near Taku Smokeries is very impressive, even though not entirely finished.

Mr. Stone said the Gastineau Channel Historical Society will host a program Saturday, Sept 25, from 1-3 pm, featuring former and present Juneau Mayors who will discuss accomplishments during their terms of office.

Mr. Doll said October is National Energy Month and there will be an Energy Fair at the Nugget Mall on October 9, from 11 a.m. to 3 p.m., featuring energy savings ideas.

Mr. Wanamaker reminded citizens that October 5 is the city election and absentee ballots are available now. He encouraged people to vote.

XIII. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None,

XIV. EXECUTIVE SESSION – None.

X	٧	•	AD.	OU	URNMI	ENT –	9:05	p.m.

Signed:		Signed:		
	Laurie Sica, Municipal Clerk		Bruce Botelho, Mayor	

# THE CITY AND BOROUGH OF JUNEAU, ALASKA Assembly Committee Of The Whole Work Session

# **April 25, 2011**

## I. CALL TO ORDER/ROLL CALL

Deputy Mayor Merrill Sanford called the meeting to order at 6:05 p.m. in the Assembly Chambers.

Assemblymembers Present: Jonathan Anderson, Mary Becker, Bruce Botelho, Karen Crane, Ruth Danner (teleconference), Bob Doll, Johan Dybdahl, Merrill Sanford.

Assemblymembers Absent: David Stone.

Staff present: Rod Swope, City Manager; Kim Kiefer, Deputy City Manager; John Hartle, City Attorney; Laurie Sica, Municipal Clerk; Rorie Watt, Engineering Director; Craig Duncan, Finance Director; John Stone, Port Director; Heather Marlow, Lands and Resources Manager.

### II. APPROVAL OF MINUTES

a. Monday, April 4, 2011 Committee of the Whole Meeting

<u>MOTION</u>, by Becker, to approve the April 4, 2011 Committee of the Whole meeting minutes. Hearing no objection, it was so ordered.

# III. <u>DISCUSSION OF THE PROPOSED DOWNTOWN DOCK CONSTRUCTION PROJECT</u> (16B), ASSOCIATED UPLAND CONSTRUCTION, SCHEDULE AND FINANCING.

Mr. Swope said that the Assembly's Resolution 2542 gave authority to the Docks and Harbors Board (D&H Board) to move forward with CBJ cruise ship dock improvements by installing two new floating berths in a manner substantially set out in Concept 16b. Any bid/design work as the project proceeds is to come before the Assembly. This meeting is to hear about the next steps in the design, construction and financing of the docks and uplands, to hear about discussions with the Fisherman's Memorial group, to hear about any navigation issues as a result of 16b, and to hear about how this project will dovetail with the seawalk. This meeting is an opportunity for the Assembly to ask questions and to offer recommendations. Mr. Swope turned to Mr. John Stone for a report on the project.

Mr. John Stone said preliminary engineering is complete and the D&H Board is ready to put significant portions of the project to bid. Only the winter months are available to do the work. He discussed the project sequencing.

Currently there is a new section of the seawalk completed and the Customs/Port building is nearly complete. Next winter's project includes a deck infill at the area noted as the North Ferry Dock, to be completed in 2012. This work has been approved, budgeted, and bid.

The D&H Board is proposing project 16b in three phases, coinciding with the ability to work in the winter. The construction contracts are geared to those who they believe will bid. Most local bidders will be able to bid on Phase I, then Phase II and III will likely be outside contractors, due to the large dock work. Phase I will be decking and removal of the transfer bridge, to be completed in 2013. The upland configuration has been reviewed by the Planning Commission. A transportation consultant reviewed the use of the parking lot there and has considered the design according to those uses. The users have been through this plan.

Phase II is the berth construction, to start with the cruise ship terminal berth as this can be done in one winter, to be complete by 2014, leaving the steamship dock for use as usual. The D&H Board has discussed this with industry and the industry is comfortable with this plan. Doing both berths in one season may be too risky. The cruise industry recommended increasing the size of the floating berth to 450'. It will be more flexible and will be able to berth a 1000 ft ship or 1100 foot ship. This will include a heavy duty driveway ramp down to this berth. They reviewed sewer and shore power at each berth with the cruise industry, the power company and the public works department. All recommended installation at the time of construction. The cruise ships felt that gray water discharge would be helpful. The power company can not accommodate another ship hooked up to shore power at this time, but it is a possibility in the future, so some of the project includes installing conduits without the power line. The cruise ships felt it would be prudent to do this for the future.

Mr. Sanford asked about space for the transformers. Mr. J. Stone said the power company believes there is enough space on the hillside above for this use, the cables would run over Franklin and down to the dock, this is in the plan.

Mr. J. Stone said Phase III is to be complete in 2015. In consultation with industry, the plan has added a medium duty driveway, which is a cost increase over the initial plan. They analyzed steel over concrete and determined concrete would be more expensive initially, however, would provide long term cost savings in maintenance. The lightering float will be removed and the seawalk extended. This is necessary to assist in passenger dispersal in the area. Mr. Stone said the D&H Board is working with the Fisherman's Memorial on an alternative site for relocation and they are still in discussion.

Regarding navigational impacts, there have been no further communications with the Franklin Dock, other than they were going to provide the D&H Board with something to work from regarding any navigational costs and the D&H Board has not received further information. The cruise ship companies are all aware of the plans and have been included in discussion.

Mr. Anderson said there was some disagreement on whether there would be any navigational issues, and mitigation would be considered if there were. Mr. Stone said that offer is still on the table, he has talked with the owners, and they understood but had not submitted anything.

Mr. Anderson asked if Project 16b includes the uplands or is it just the berths. Mr. Stone said 16b is just the docks and Mr. Duncan would discuss a comprehensive plan for port improvements that includes 16b and the upland projects.

Mr. Doll asked about the time interval between the installation of the first and the second power supply. Mr. J. Stone said it would be based upon AEL&P's capacity. Mr. Doll said it would be optimal to have a selector switch to provide power to the dock that was occupied, not only to one or the other dock. Mr. Stone said that could be done, the power would be run along the gangway. Mr. Doll said the power connection is at the stern. Mr. Stone said they have spoken with industry and currently there are no standard configurations. Mr. Doll said foot dragging may benefit the situation until standards are developed.

Mr. Doll asked if the waterfront between the dock and shoreline will it be off limits due to security. Mr. Stone pointed out the lightering dock plans in the area. There was some discussion that the Storis would be there, but it was determined it would not be a good situation as it could not be moved once Project 16b was completed. Cruise ship thrusters could impact the Storis as well if it were docked there, so perhaps it would be better off in an alternate location if docked in Juneau.

Mr. Dybdahl asked for more information on the decision to use concrete vs. steel. Mr. Stone said they are looking at concrete design life for 50 years – there is no need to recoat, to check for corrosion, whereas with steel there is regular maintenance regimes for underwater structures in a dry dock facility, so they would have to be barged to an out of town facility. They thought this was a large chore, and the concrete would serve better. Mr. Dybdahl asked about the cleaning. Mr. Stone said it may not be necessary.

Ms. Danner asked about the potential bidders' ability to build a one or two piece dock.

Mr. Stone said there are two firms that can build this type of berth. One can do it as a monolith, the other would do it in pieces. The consultant has visited the company that does it in pieces and they are currently constructing a facility for Nanaimo.

Mr. Dybdahl asked about the risk of that kind of dock breaking up or potential damage in transport and would it be insured for the risk? Mr. Stone said yes, that has been considered, and the consultant had considered the timing of the transport to avoid winter in Queen Charlotte Sound. One of the dangers of concrete is damage from the ship. With steel it can be welded, but a chip would not be as easy to repair, however, when weighed, the costs to repair both materials may be similar and the likelihood of the event happening is not significant.

Mr. Doll asked how widely the bid would be distributed. Mr. Stone said the bid on the berths and the installation would be sent nationwide – there will be many bidders on the west coast. For the upland portion there would likely be local bidders.

Mr. Duncan distributed information on project financing. He was asked to talk with the D&H Board and get their cost estimates of the project. The project has \$23 million in existing funds, of which \$11 million is available to the 16b project. There are some additional sources in fund balance of the Port Development Fee of \$4.7 million that can be made available. The D&H Board has offered \$4 million in reserves for the dock that can be used.

Mr. Anderson asked how much of the \$80 million project is in the actual docks and how much is in the upland projects. Mr. Duncan said the berths are estimated at \$63 million but the uplands

are tied into the project and connected. Mr. Anderson said a distinction is that the uplands are useful to all. Mr. Swope said the docks are estimated at \$50 million. Mr. Sanford asked about the cost of the improvements to the old docks. Mr. Stone said the project including the ramps down to the water portion would be \$45 - 50 million.

Mr. Duncan said \$63 million includes associated uplands work and the cost to relocate the Fisherman's Memorial. Currently with the project there is \$12 million worth of work underway, and in addition, there is \$80 million worth of work, for a total of \$92 million total project cost. This includes all the work that has been done, the development of the Archipeligo property, the upland projects, the seawalk and the docks themselves. Mr. Sanford said each segment would have a separate project number – there will be separate CIPs done in phases, and each phase would be voted on. Mr. Duncan said they are looking at a project that can be financed overall, but each phase would be voted on by the Assembly.

Mr. Duncan spoke about three sources of revenue – the Marine Passenger Fee, the Port Development Fee and the State's Marine Passenger Fee. The idea is to use the Port Development Fee and the State's Marine Passenger Fee to fund this project and avoid using the CBJ Marine Passenger Fee because there a lot of projects identified and using this revenue source. Looking at this project on a pay-as-you-go basis, the project extends out to 2015, which allows us to collect quite a bit of revenues to reduce the cost of financing needs, but in all cases there is a need to finance – CBJ will need to borrow money. Borrowing money requires a pledge of a revenue source to borrow the funds. The state revenues can not be pledged because those are annually appropriated by the legislature. This leaves the Port Development Fee. Considering the present circumstances with an \$80 million project, two things have to happen. The project must be extended to allow the pay-as-you-go window to enlarge. The uplands and seawalk area would need to be extended, along with the Archipeligo property development. He spoke with Mr. Watt and extending this to 2016 would not create a timing issue for the project. This would pledge the Port Development Fee and use all of the resources of that fee and the State Marine Passenger Fee out through 2016, and then pledge the Port Development Fee revenues out to 2035, for a 22 year revenue bond, issued in 2014 to meet the cash flow requirements. The State has \$10 million in the Capital Projects Budget for this, and if approved, the numbers would drop down and could shorten the debt quite a few years, perhaps from 22 years to 15 years.

Mayor Botelho said that there is some sticker shock, but even if Project 16b is not built, it is clear that CBJ would have to invest tens of millions of dollars into the current facility and there would still be the inability to berth two panamax ships, which CBJ was told by the industry in 2006-2007 that it would see by 2010. This is why this configuration was developed. The upland configurations reflect the size of the vessels anticipated. Ketchikan and Skagway have already moved forward with docks of this type. There are not many alternatives. We could eliminate shoreside power and wastewater connections, however, that is forward thinking. CBJ is responding to the needs of the industry and the community into the future. He said "full steam ahead."

Mr. Duncan explained the figures, including the breakdown of the project costs and the phases of funding, how they divide by year and pay over time, with a debt of \$2.2 million per year for 22 years. It is important to note there is a debt ratio that requires more revenue than debt. There is no

restriction to using the money, but it has to be available. There is additional Port Development Fee available. The available cash above and beyond the debt service increases over time.

Mr. Sanford asked about the need for port development fees for other projects. Mr. Stone said there are the projects identified in the long range waterfront plan, including the extended seawalk, including areas from the AJ dock to the bridge that could use the fees.

Mr. Anderson asked how the assumptions for the projections were determined and calculated. Mr. Duncan said he took the projections for 2011 and 2012 seasons, and after that assumed an increase of 3% per year. By 2018, this would mean 980,000 passengers, which is still below the numbers in 2008.

Mr. Duncan said CBJ must identify a revenue stream that it controls to bond. There is nothing that would preclude CBJ from using State Marine Passenger Fees to pay this off earlier.

Mr. Watt said the ribbon cutting for the new section of Seawalk will be held Friday, April 29 at noon and invited all to attend at the area near the Fisherman's Memorial. The next seawalk project would be rededicating the wharf as an unobstructed seawalk. At the north end the seawalk in the vicinity of Marine Park, the Wharf Building and the Seadrome, several ideas have been discussed, including removal of the lightering dock and filling in areas, and extending an area in front of the Wharf, which will push float planes out a bit. The Wharf Building is also interested in some extension of their property. He estimated this portion of the Seawalk to cost approximately \$15 million. There is a tideland parcel that the Wharf owners have suggested the city purchase. We are engaging an appraiser to review that parcel. The area has complicated challenges. The seaplanes are tenants of the Wharf. In the park itself there are issues, however, this will be an improvement or gain for the park. The Fisherman's Memorial is a new issue which the PRAC has not reviewed. Engineering is pursuing permitting on the Seawalk area near the bridge. There are funds for the demolition of the shop. There is a sand spit property near the bridge area in private hands and there has been some discussion regarding acquisition of that parcel.

Mayor Botelho asked if staff needed Assembly direction at this time about future negotiations on that property acquisition. Mr. Watt said yes. Mayor Botelho suggested entering into an executive session about this topic.

Mr. Sanford asked if the Bridge Park Seawalk and Gold Creek Seawalk included in the \$92 million waterfront project. Mr. Watt said that would be a different funding source.

Mr. Dybdahl asked about the overall project and if there are any decision points where changes can be made, say between Phases I and II, or the uplands improvement. Mr. John Stone said that yes, there would be additional decision points and the D&H Board is seeking approval for funding the bid documents, and going out to bid could be a decision point. The two berths could be phased and it could be structured to bid one or two berths.

Mr. Sanford said that Project 16b is basically one project, and if the design is approved for bid, CBJ will be doing this project unless there is an emergency that shuts it down. Mr. Stone said the project could be stopped in design, the only issue would be lost funds.

Mayor Botelho said it may make sense to consider a joint Assembly / Docks and Harbors project team, with two members from each body, to keep the assembly up to speed on how things are unfolding. Mr. Sanford said it could be considered, but he was not sure it was needed and might be duplicative of the work already being done. The D&H Board is willing to meet anytime.

Mayor Botelho distributed a document outlining the action items before the committee and he asked for a break to review. The committee recessed from 7:18-7:30 p.m.

Mr. Sanford asked Mr. John Stone for more information on the PND contract. Mr. Stone said PND has submitted a fee proposal for design and bid phase services for the uplands portion in Phase I and the two cruise ship docks, Phase II and III. It is a "fixed fee proposal" at \$2,747,500, and a second part is for time and expenses reimbursable up to \$100,000 for environmental permitting. With Assembly approval of this proposal, bid documents will be developed. This is a continuation of work done over the past several years and the preliminary engineering work which included the geotechnical work up to this time.

Mr. Swope said this item would be before the Assembly on May 2 meeting and this is the time to ask questions and discuss in depth.

<u>MOTION</u>, by Botelho, that the COW recommend to the Assembly that it approve a bid award to PND in the amount of \$2,747,500 for design services related to the replacement of the downtown cruise ship docks plus and additional time and materials contract to PND for permitting services, not to exceed \$100,000.

Mr. Dybdahl said he had no objection, but as a result of doing the bathometric study, did it reveal any positives about the projected budget. Mr. Dick Sommerville of PND Engineers said they had a very successful geotechnical investigation during February 2010. There are highly variable conditions on the water front. They found thin, loose burden of approximately five feet over bedrock in some areas and as much as 80 feet of overburden in other areas. He said they have budgeted appropriately for the variables and there will be design solutions. The deepest overburden was at the south end.

Hearing no objection, it was so ordered.

<u>MOTION</u>, by Botelho, that the COW recommend to the Assembly that the following funding commitments are made: to use all of the current fund balance in the Port Development Fee fund and all Port Development Fees and State Marine Passenger Fees collected through FY16, and starting in FY14, a pledge to use all Port Development Fees for 22 years in order to secure a revenue bond for construction of the project. Hearing no objections, it was so ordered.

<u>MOTION</u>, by Botelho, to recess into executive session, with the purpose of providing instruction to the manager regarding negotiation for acquisition of property, a matter which is permissible under the Open Meetings Act. Hearing no objection, it was so ordered.

The Committee recessed into executive session from 7:41 p.m. to 8:16 p.m. Deputy Mayor Sanford said the Assembly gave direction to the manager regarding property negotiations.

### IV. ORDINANCE 2011-13

An Ordinance Placing the Question of Exemption From the State of Alaska's Municipal Official Financial Disclosure Law on the Ballot; and Adopting, Contingent Upon the Exemption, a City and Borough Public Official Financial Disclosure Requirement; Amending the Election Code Regarding the Public Official Financial Disclosure Statement and Creating Municipal Official Financial Disclosure Requirements.

Mayor Botelho said the Assembly has periodically discussed the State's requirements for financial disclosure requirements. In 2009, it appeared after changes to the law that agency might be moving towards posting the reports required of public officials on-line. As it is the statute provides for electronic filing. The Municipal Clerk made inquiries about whether the agency was moving towards posting this information on-line and they indicated not at this time, however, the threat has remained. His concern is that in light of the detail of disclosure, access via the internet to the information tips the balance in terms of not what gets disclosed, but to whom it gets disclosed. The people of Juneau have a legitimate interest in their locally elected officials and the reports are readily available with the clerk. To have that information published beyond the state, given the types of fraud that have taken place, are of concern to him. The timing for this ordinance is that under state law, for CBJ to remove itself from state reporting requirements, a public vote is required. This triggers ballot timing issues, and because it effects elections, this triggers a requirement for pre-clearance by the U.S. Department of Justice. Ordinance 2011-13 is modeled on the Ketchikan Gateway Borough ordinance and adopts the state code current at the time of Ketchikan's drafting.

Mayor Botelho recommended amending the ordinance to explicitly bar posting of the reports electronically.

Mayor Botelho said there can be discussion of who should have to report, and this ordinance reflects the current state requirements of candidates for elected office, elected officials (Assembly and School Board), the Planning Commission and the City Manager. Regardless of this reporting requirement, all local officials and employees are barred from taking action on a matter in which they have a conflict of interest by the CBJ Conflict of Interest Code.

The threshold of reporting is another issue which can be discussed. This ordinance maintains the \$1000 threshold for sources of income requiring disclosure and gifts of more than \$250, and he recommended no change. This ordinance varies from current state statute as it requires just the source of income over \$1000 and the current state statute requires disclosure of the total amount as well as the source.

Mayor Botelho recommended amending the ordinance regarding who can privately enforce this ordinance to change the state language from "any citizen," to "any qualified Juneau voter.

Mayor Botelho said the ordinance was introduced at the April 4 Assembly meeting and was referred to the COW. It is up to COW to determine if it is ready for a public hearing. Mr. Hartle said this is modeled on the Ketchikan Gateway Borough ordinance, which was actually defeated by the voters. Mr. Hartle said he was no expert, however, he has read up on state law and the ordinance and law does match as Mayor Botelho stated and he is happy to find answers to questions.

<u>MOTION</u>, by Doll, to set Ordinance 2011-13 for public hearing, and to include the suggestions for modification by the Mayor, at the May 23 Assembly meeting.

Mr. Dybdahl said he was not sure why the Planning Commission has been included and over time it has become increasingly burdensome. There are people who have decided that it is not worth it to them to step forward to serve. These people are not trying to hide anything, but they are not comfortable with the requests for more and more information. He supported the ordinance.

Mr. Anderson said he favored the bar to posting the information on the internet as he is aware of the ability people have to mine information. This information is available at the clerk's office and it is not being prohibited from anyone.

Ms. Crane said as a Past President of the League of Women Voters of Alaska, she was concerned when she first saw this ordinance introduced, however, after reading this she is convinced that the public's right to know is still protected. She does not believe that the requirements to provide information are being reduced, it is just being provided in a different way.

Ms. Danner was concerned about modeling the approach on a defeated ordinance. Mayor Botelho said he did not believe the ordinance was the shortcoming. Ms. Danner asked if there was a plan to overcome the trouble Ketchikan had in adoption. Mr. Sanford recommended considering the changes recommended by the Mayor and taking any other concerns to the law department.

<u>MOTION</u>, by Botelho, to recommend to the Assembly to amend Ordinance 2011-13 on page 7 line 5, to add at end of the line, "The reports shall not be posted electronically." Hearing no objection, it was so ordered.

<u>MOTION</u>, by Botelho, to recommend to the Assembly to amend Ordinance 2011-13 on page 9, line 15, to substitute "Juneau" for "Alaska." Hearing no objection, it was so ordered.

Mr. Doll asked that since the Clerk will continue to hold the repository of information, if the Clerk has concerns about a frivolous or malicious request for information, what the resort is.

Mayor Botelho said the Clerk is not permitted to make a judgment about any person making a request for a public record. The law requires that it be available and it is available to anyone at the office, if a copy is requested it is reasonably provided, and anything beyond that is out of the control of the Clerk.

Mr. Hartle said that the reason for requesting a public record is irrelevant to the request. If it is a public record, it is available.

Mr. Anderson asked and it was confirmed that there is a six-year retention for the reports.

Hearing no objections, an amended version of Ordinance 2011-13 will be presented and set for public hearing on May 23, 2011.

Following discussion and without objection, the Committee of the Whole agreed to change the Regular Assembly meeting date from June 13 to June 6, 2011, based on the potential need to delay budget adoption due to the extended session of the legislature and the availability of Assemblymembers.

The Committee of the Whole will review its schedule for any potential changes.

V. <u>ADJOURN</u>: 8:35 p.m.

Submitted by Laurie Sica, Municipal Clerk

# THE CITY AND BOROUGH OF JUNEAU, ALASKA Assembly Committee Of The Whole Work Session Minutes

July 13, 2015

### I. ROLL CALL

Deputy Mayor Mary Becker called the meeting to order at 6:05 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Maria Gladziszewski, Jesse Kiehl, Jerry Nankervis (teleconference), Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent:. Karen Crane, Loren Jones,

Staff present: Kim Kiefer, City Manager; Rob Steedle, Deputy City Manager; Beth McEwen, Deputy Clerk; Hal Hart, Community Development Director; Kirk Duncan, Parks and Recreation Director; Beth McKibben, Planning Manager; Chrissy McNally, Planner; Carl Uchytil, Port Director; Gary Gillette, Port Engineer.

### II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as amended by Ms. Becker to add two items from Assemblymembers.

### III. APPROVAL OF MINUTES

a. June 22, 2015 Assembly Committee of the Whole

Hearing no objection, the minutes of the June 22, 2015 Committee of the Whole meeting were approved as corrected.

### IV. AGENDA TOPICS

### a. Capitol Cup Tennis Match

Ms. Troll said she attended the Capitol Cup Tennis Match between Whitehorse and Juneau, which has taken place for over 20 years. The mayors waged a friendly bet on who would win and the losing mayor is required to wear the apparel of the winning city at a formal event. There were 15 Juneau participants and Juneau won 19 matches, Whitehorse won 19, but Whitehorse had a higher number of games by 12, therefore, Ms. Troll presented a Whitehorse hat and sweatshirt to Mayor Sanford to wear at the next ribbon cutting ceremony.

### b. Dock Project 16b Electrification

Invited guests included Tim McLeod, General Manager, Alaska Electric Light and Power (AEL&P); Ben Haight, Electrical Engineer, Haight and Asssociates; Keith Comstock, President, Juneau Hydropower; Duff Mitchell, Managing Director, Juneau Hydropower; Kirby Day, Princess Cruises and Tom Dow, VP Corporate Affairs, Carnival Lines.

Ms. Kiefer said there had been significant discussion of an electrification project for the new city docks, so asked for stakeholders to present their information to the Assembly.

Mr. Day introduced Mr. Dow as an initial proponent of shore power since 2001. Mr. Dow said the core principal of the shore power project was that Princess designed and installed a system to buy surplus power from an AEL&P substation at a competitive rate. AEL&P used the proceeds from this sale to prefund the COPA fund, which essentially benefits all the rate payers in Juneau by reducing the surcharge when hydro was down and the utility had to use diesel back- up generators. The project benefited Juneau residents financially and environmentally, and allowed the ships a competitive rate to justify being able to invest in retrofitting for shore power. It had worked well for 15 years. Currently, most of the ships have invested in exhaust gas cleaning systems, known as "scrubbers," which has been a major reinvestment to allow them to use less expensive fuel, as opposed to burning jet fuel. The believed this was the best current technology as it created reduced emissions not only at the dock, but while the ships were underway. It also does not require a significant investment from the community. They had ships that would continue to use the electricity at the Princess dock. He said the Princess and Holland America ships had electrical outlets located on opposite sides of the vessels and that was a complication. His company believed that the investment in scrubbers was a better overall program since they accomplished a broader range of benefits. Shorepower still worked as long as there was a surplus of power and the connections were suitable to the ships in use.

Ms. Troll asked if the scrubbers were effective in capturing green-house gases. He said until other fuel sources were available, the ships would continue to use hydrocarbon fuels, so shoreside power would be reduced from ships for the time the ships were in port using available excess power, essentially one third of one day a week. Ms. Troll said that could be increased if each port provided shore power to the ships. Mr. Dow said the main benefit of shore power was to improve air quality in the immediate vicinity of the port. The scrubbers were not perfect, and were a significant investment, and were a dramatic improvement to air quality for the entire journey. Many ports did not have the excess power to provide, and some of those ports used nuclear and fuel generated power. The best way for the ships to reduce green-house gases was to improve the efficiency of the fuel burned. Through a variety of techniques they had reduced their consumption over the past 5 years.

Mayor Sanford asked to know how many of the 27 large cruise line vessels that visited Juneau in the summer had scrubbers, were moving towards using LNG, or that were either already electrified or proposed to be electrified. Mr. Dow said he believed 100% of the ships in Alaska would offer the scrubbers within the next seven years due to global concerns. He was not sure how many would get shore power. They would need to be ships that firms were confident would remain on the West Coast for the foreseeable future, where there were the few ports that had connections. The ships would get scrubbers but not necessarily shore power connections. Cities with shore power connections included Vancouver, Canada, Seattle, San Francisco, Los Angeles and San Diego.

Carl Uchytil said the 16b project was awarded to Mansen Construction to cast the floats and would mobilize in September 2016 for the South berth construction. The project allowed most Panamax ships to tie up at the City owned properties. In the early phases, they placed the conduits for pulling cable and located the transformer spots to eventually electrify one or both berths, so at the time when ships made the request for electricity, the installation could be done with minimal impacts. He said they had done their due diligence to provide the necessary infrastructure to pull cable and would work with AEL&P when the capacity was available to produce power for more than one cruise ship in town and when the industry asked for the connections.

Ms. White said the promotion of the dock project to the public stated the facility would have water/sewer and electrical hook ups. Mr. Uchytil said the promotion was that sewer hookups would be immediate, but power would be in the future. The ability to provide shore power was

based on availability of surplus power. One cruise ship took a third of the community's entire power load.

Mayor Sanford asked if Mr. Uchytil felt confident that the current engineering process would prepare the docks for this future use or would there be a need to re-engineer in the future when more infrastructure was required. Mr. Uchytil said the he thought a submarine cable might be better or less expensive, so it was premature to say engineering would be done in one way or another. Where we put the light system is an unknown as we don't know which ships will have the capacity for shore power. The project needed to be built, and it would not be worth driving piles and building a system now, as it would be a stab in the dark before knowing what the ships would need. Mr. Uchytil said the docks and transfer bridge would be very robust.

Ben Haight said the system was designed and would be constructed with raceways from above South Franklin Street to the shore and there was an ability now with current engineering to facilitate a variety of options, either underwater to new dolphins, without having to go backwards, and there also was the ability to route cables down the bridges to the floating docks and the docks were designed to put the cable on the docks. There were options but no commitment to a specific plan before hearing from the cruise ships.

Mr. Kiehl said he was not tracking the cost of engineering vs. the cost of retrofitting with a festooning system. Mr. Haight said the dock was constructed before the festooning system was installed for the Franklin dock and we constructed additional pilings and infrastructure, so we are talking about something similar here. We need to facilitate the ships that will be scheduled into port so we are designing for future construction. Mr. Uchytil said it would be fiscally irresponsible to build out transformers, switching gears, cable and have it sit there until it could be powered, to sit in the elements until an unknown future use date. Industry could not tell which ships are coming, determine an industry standard as some had power on the port, some on the starboard, so to drive piling without a design requirement was impractical. Mr. Haight said he did not have design cost information available now, which would also need information from AEL&P.

Ms. Troll said if Juneau only reacts to what the industry wants, it would not have moved forward with the 16b project and she doesn't think we need to wait to for ships to clamor for electrification. Ms. Troll said Juneau could urge, give incentives, and the world was moving towards this without being like California that passed a law to require it. Mr. Uchytil said he was not against electrification and the board supported it, but it was premature to spend more money without knowing the future.

Ms. Becker asked if there were other lines besides Princess and Holland America that wanted power. Mr. Uchytil said that Mr. Dow represented Carnival Cruise Lines, which had Princess, Holland America, Carnival, the majority. There were also Royal Caribbean, Celebrity, Norwegian Cruise Line, and Disney. Ms. Becker asked if those ships wanted shore power and Mr. Uchytil said that Mr. Dow said it was not penciling out to invest in the shore power with the limited time the ships would be plugged in. If AEL&P said they had excess power available, we are ready but until there is sufficient supply, we can move forward.

Ms. Gladziszewski asked how ready the 16b project was to add shore power. Mr. Uchityl said everything shore side was ready, no streets would need to be "dug up," but the question was what is needed on the water side, and those decisions were based on the ships that would want to dock there, which were unknowns. Mr. Sanford said that AEL&P would need to put infrastructure in place as well.

Mr. Day said that Disney does have shore power and plugs in when in Vancouver, their port of origin. Mr. Dow said the California requirement to connect to shore power only applies to those with five or more calls to California in a year. Traditionally many of the Alaska ships make only

two calls in CA, and Royal Caribbean is not interested in shore power. Also, cargo ships are very different than cruise ships. Mr. Day said the festooning system was on piles, not on a dock.

Tim McLeod said this was a complex topic. AEL&P connected the cruise ships due to economic reasons as it helped provide lower cost power to Juneau, with the side benefit of air quality. Hydropower in Juneau was some of the cleanest energy in the world, and very dependable. Hydro was very expensive to build but inexpensive to run. Whenever they built a hydro project, they built a diesel back up. Hydro output was different every year. If properly managed, hydro projects could be very low cost over the long run. If they sold too little energy, it spilled over the dam. Managing the projects was difficult, especially forecasting future loads. They needed to be able to switch on and off the loads. AEL&P had paid the full expense of the Snettisham project in the 1970s. In the 1980s they had to rely on diesel and that was when prices went up. In 1990s they went to the dual fuel program for housing. Juneau was the first port to connect cruise ships to shorepower in 2001. They sold any surplus energy as shorepower. Dual fuel customers got energy first, then the Princess ships. As they moved forward with Lake Dororthy project, they knew that they would again have surplus energy, they brought Green's Creek Mine on in the third tier of their priority sequencing. At AEL&P, approximately 20% of their load was interruptible. Depending on precipitation, they could meet the loads needed. They track and forecast lake levels and rainfall. The timing also adds another layer of complexity. AELP provides enough energy to serve the community. Have some room for growth. They recommended that if there was an opportunity to add conduits in the project it should be done. He did not recommend installing big infrastructure because they did not have a big surplus in energy. They support the idea for powering ships, but would have to be careful about powering more ships because if they oversold they would need to run diesel. AEL&P could connect ships 30% of the time now if the ships were ready. AEL&P was now a subsidiary of AVISTA corporation. AVISTA was looking at bringing LNG to Juneau. If that worked out, they could firm up some of the interruptable load customers by entering an agreement to supply them generation with LNG so they could maximize their hydro. They were investigating the construction of the Sheep Creek hydro. That could open up a small amount of hydro. Mr. McLeod explained the total loads of power and what interruptable loads were.

Ms. Kiefer asked Mr. McLeod about plans for future substations for cruise ships. He said Mr. Haight had developed a master plan for the potential of connecting these new docks. A location on city land has been identified. That is a 15 megawatt transformer. It would require an investment of approx. \$5 million to get the substation up and going. He would not recommend making that investment at this point in time. He would suggest adding the conduits so it would be ready for installation. It would be specific to just the cruise ship docks. Mr. Haight said that substation would be unique to the cruise ships because they were on a different voltage than the rest of town. Mr. McLeod said that the ships themselves had two different voltages as well and 16b would take one substation, the current substation was too far from that dock or the AJ dock, and the AJ dock would require a third substation.

Duff Mitchell said he analyzed the Juneau market for the cruise docks. 18% of the boats now were hooked up and those were exclusively Princess. There were several days when more than one Princess ship was in dock with only one able to hook up. This year 84 visits are to the electrified Princess docks, which was 19% of the port visits. The market potential is 43.8% in 2015. That translated to sales, taxes, jobs, and hook ups. He was talking with cruise lines and the Disney ships were eager to hook up. He said that Holland America could take one dock itself. He spoke with Mike Watts, VP of Cochran Electric, who assisted with the Juneau electrification and had built dock electrification facilities in Halifax, San Diego, Vancouver, Seattle, San Francisco and New York, and asked him to analyze our engineering system with the Port Director. He said it was more efficient to consider the engineering and design electrification tasks before or during construction to avoid more expensive changes later. Weight, safety, balance and loads needed to be considered. Regarding capacity, the power from Sweetheart

Lake Hydro would be in production late 2017. They plannged on going to construction late next year. Kensington took 70,000 megawatts. Greens Creek was interrupted 25-30% of the time, and they required 17,500 – 22,500 megawatts annually, which was larger than the demand from Haines or Skagway. Future cruise ships were estimated to need 10,000 megawatt hours. Princess was using 6,000. There was not a capacity problem. His company was trying to provide low cost power and if an interruptable customer was burning diesel, they could sell them hydro. Any money AEL&P made on Juneau hydropower had to be put towards lowering rates as they had a 12.88% return on an equity and the figures were set by the Regulatory Commission of Alaska. They would use capacity and lines that currently exist and the fees for sending power through those lines to reduce the rates as well. He spoke about the benefits of reducing greenhouse gases through electrification. We wanted to sell the electrical capacity that they would have in the near future, and they saw the dock electrification as one customer. He said their project had financing set, and the Federal Energy Regulatory Commission had issued a timeline. They planned on mobilizing as soon as they got the notice to proceed in Spring 2016 and late in 2017 or the first quarter of 2018 would be the latest projected power dates.

Mr. Dow said as long as they had ships equipped with shore power they would utilize those ships in locations where shore power was available. There was a tremendous churn of ships coming to Alaska and predicting which ships would be docking in 2017 based on 2015 would not provide an accurate outcome. All of Holland America's connections were starboard side, however, looking at the dock designs, all of the connections for any ship, port or starboard, would not be on the floating dock. The consultant was talking about putting a jib or a system for festooning on a dock, and that was not going to happen with these docks and they would all be out where the cat walks are, because all of these connections were aft of the mid-ship. These ships were all retrofitting because they weren't designed for shore power. The connections were not all the same on all the ships, and having the flexibility to address different ship configurations made it very complicated. You would want to have someplace to screw in the lightbulb before you show up with the lightbulb in hand, so you want to make sure the power is actually there to supply it if you go forward with it. There must be assurance that reliable shore power would be available.

Mr. McLeod said one of the reasons for the low rates was that some of the hydro projects were very old – Snettisham put out power at \$.04 / kw, but if built today that power would cost \$.20 / kw. Hydro was not always cheaper than diesel. Cruise ships bought their energy in bulk and the cruise ships could also create their own power.

Mr. Kiehl asked what the cost of power was when generating it on board. Mr. Dow said that fuel prices changed but currently it was \$.15 - .18 / kw when using cheaper fuel.

Mr. Mitchell said that when economies of scale were met, the incremental costs do not go up and when looking at the summer, the cruise ships were the perfect balance for using excess power rather than spilling power. It was clear that when renewable energy displaced diesel it had a downward effect on prices.

Ms. Becker thanked everyone for the thorough information.

#### c. Utility Advisory Board Annual Report

Scott Willis, the Chair of the Utility Advisory Board, advised the Assembly regarding the water and wastewater utilities. He presented the annual report. Five of the seven members had been with the board for the full ten years the board was in effect. Grant Ritter was also present at the meeting and was a board member. For the first part of the year virtually all of the board's attention was on the rate study. He thanked the Assembly for its support and assuring the utilities financial stability. Currently the board was looking at addressing biosolids. Shipping biosolids is precarious due to shipping and the receiving. They are meeting frequently to investigate

alternatives and hoped to provide a recommendation to the Assembly by the end of the year. The board has also had briefings on the rehabilitation of the Last Chance Basin Well Field, the Salmon Creek Filtration installation and the reorganization of the Water and Wastewater Divisions and the combining of Engineering and Public Works.

Ms. Troll asked about any future attempt to look at the utility rates based on usage. Mr. Willis said that would be discussed, it is referred to as the "cost of service," but that was a future issue.

Mr. Kiehl asked about the headworks at the sewage treatment. Mr. Willis said they have not taken up that issue. Mr. Watt said there were two projects in the CIP for headworks at both the JD and Mendenhall plants. The Mendenhall project would proceed fairly straightforwardly, and there would be policy decisions at the JD plant revolving planning for cruise ship wastes (capacity). Industry would be consulted on its needs and the topic would return to the Assembly. There could potentially be a cost sharing project.

Mayor Sanford said he believed the conclusion in the report was untrue, which stated that due to the CBJ not raising utility rates, the infrastructure maintenance was deprioritized and CBJ fell behind in the ability to perform necessary repairs and upgrades. He said CBJ had provided CIP money, state loan dollars, state grant dollars to work with the utilities and keep them up to par. He could not think of a project to which the Assembly had said no. If sewer and water projects were not completed in that timeline it was because staff did not bring them forward because everything that was brought forward was funded and not only taken care of but also expanded within the service areas.

### d. Parks and Recreation Department Update

Kirk Duncan gave a special thanks to Mr. Kiehl, Ms. Gladziszewski, and Mr. Nankervis for dunk tanking at the Rotary Day at Dimond Park Aquatic Center.

One of the goals of P&R was to increase participation in the facilities, to increase revenue and cost recovery. P&R planned to make residents more aware of services. P&R was buying a new point of sale program to capture user data for increasing participation. P&R would enhance youth programs and had been asked to take over the after school program. P&R would hold a fair for the summer programs for youth in May and from this could determine where there were holes in the offerings and fill those. P&R was considering filling the need for providing summer employment to youth through a trail maintenance program similar to one in Anchorage. SAGA no longer offered this program.

P&R was taking more of a business approach to programs. P&R would work on creating demand for programs vs just filling demand, and was also working on asset management.

P&R was working on getting user feedback and did an interim project with McDowell so people could go online and rate the facilities. P&R will keep monitoring that and as programs change, would note the response to those changes.

P&R staff would be working with PRAC, Aquatics Board, and Treadwell Advisory Board to establish rates and cost recovery goals. The Eagle Valley Center, formerly managed by SAGA, located near Amalga Harbor, was now under the auspices of Parks and Recreation Department and P&R would be looking at opportunities for that facility. He spoke about Health and Wellness guiding principals.

Mayor Sanford asked if there were ideas for use of the Eagle Valley Center. Mr. Duncan said there was a high demand for the "ropes" course and summer camps could be run out of that facility. He hoped to work with the school district for cross country skiing and snowshoeing.

Ms. Troll acknowledged the tremendous amount of change that the Parks and Recreation department was facing and she complimented Mr. Duncan and his staff.

Mr. Duncan said they just held the first Aquatics Board meeting and the shared goal was increased participation.

e. Effect of Waterfront Industrial to Industrial Rezone Request on Proposed Marina Development.

Beth McKibben and Teri Camery said they were available to answer questions. Ms. McKibben said that public works submitted an application to rezone property on the rock dump from waterfront industrial to industrial, which went to the Planning Commission. The PC denied the request and the decision was protested by Engineering and Public Works. It is the Assembly's decision whether to bring forward an ordinance to accomplish the rezone, and at the last meeting at which this was considered, the Assembly requested more information, and staff prepared a memo in the packet in an attempt to answer those questions.

Ms. Troll summarized the Assembly wanted to understand what effect the proposal would have on Mr. Lockwood's proposed development, staff responded that the rezone would have negligible effects on his proposal, and she asked when the matter could return to the Assembly.

Ms. McKibben said the Assembly could ignore the request or the Assembly could make findings that would create such an ordinance to support a rezone. The Department could reapply in 12 months for another similar zone change.

Mr. Steedle said that the original rezone request was for the entire strip of land along the waterfront and the portion of unused property on the JD Treatment Plant site and there was a suggestion in the memo from Ms. Camery to modify the request to rezone just the portion that fronts the treatment plant. Mr. Uchytil did not support the entire rezone because he felt that would limit Docks and Harbors ability to manage that area, but did support the modified zone request. Ms. McKibben said that as an extension of an existing code, the requirement that a rezoned property be 2 acres or more was not applicable. She said the Assembly had the authority to make findings for staff to include in an ordinance and direct that ordinance to be introduced and publicly heard.

There was discussion about the need for better communication between city departments on projects of mutual interest, like this one. Mayor Sanford wanted Engineering and Public Works, Docks and Harbors and CDD to be on the same page.

Mr. Watt said that discoordination stems from a less than perfect lease document. He reviewed packet materials to explain the lease area and the location of the sewage treatment plant. Mr. Watt said staff has asked for a survey of the leased area and we have not been provided with that information. A condition of the lease was to provide that document and it has not been surveyed since the 1960's.

Mr. Lockwood said the survey was on file and had been provided. Mr. Uchytil said that what is referenced is a memo from former Engineering and Public Works Director Joe Buck outlining that the sewage treatment plant encompassed a 150' perimeter around the plant and included the snow storage area. Mr. Uchytil said that he did not believe that was sufficient for description.

Mr. Lockwood said the survey was done in 1967 when the tidelands were given to the city. That was the lease area, with the exception of the area of the sewer plant as defined by Mr. Buck.

Ms. Troll said the question before the Assembly was whether to make a zone change for snow storage and other industrial uses. The proposal now was to consider a rezone for a portion of the property to become industrially zoned. She asked if there was alignment between the city departments.

Mr. Uchytil said Docks and Harbors felt it was in the best interest to not limit the ability to use tidelands areas for waterfront uses in the future. He thought the discussion was regarding the incinerator, not for parking equipment. He said he needed to think about this more.

<u>MOTION</u>, by Mayor Sanford, to return this rezone request to the Planning Commission, with the intention that this request be reviewed with the Docks and Harbors Department and the Engineering and Public Works Department, and returned to the Assembly. Hearing no objection, it was so ordered.

Mr. Kiehl said he would like to understand the disposition of the lease before the Assembly took action on this issue. Mayor Sanford said he would like to have the issues regarding Mr. Lockwood's project figured out before October when the lease ends. Ms. Kiefer said Mr. Uchytil has sent a letter to Mr. Lockwood outlining the need for a survey area specific to his project, not just the overall tidelands survey. Mayor Sanford urged for clarity in communications between all of the parties. Mr. Nankervis recommended that the Law Department and Docks and Harbors meet to determine whether or not the lease was valid. Mr. Uchytil said that had been done, and there was disagreement still by Mr. Lockwood that a survey was specifically required by the lease beyond the 1960's tideland survey.

### V. COMMITTEE MEMBER COMMENTS AND QUESTIONS

Mr. Kiehl said he had been approached by a number of members in the community to request an ordinance in response to the concerns about equal rights in response to the Supreme Court decision on marriage. Equal rights in the community was more inclusive than just the reference in ordinance to CBJ employment, and there was an interest in protecting rights within the community from private employers and housing. He asked for permission to work with the Law Department to draft a revised ordinance on non-discrimination, similar to a bill worked on by Representative Cathy Munoz. Hearing no objections, Mayor Sanford asked Ms. Kiefer to determine the workload of the Law Department.

### VI. ADJOURNMENT - 9:00 p.m.

Submitted by Laurie Sica, Municipal Clerk

# Juneau Cruise Ship Docks Electrical Systems

# **Conceptual Design**

February 2011

#### **Shore Power:**

Existing Shore Power Facility, South Franklin Dock (Princess Cruises): The existing shore power facility at the South Franklin Dock was placed in operation in 2001 for Princess Cruises. The facility is configured with a substation on the mountainside above the dock, adjacent to the two 69 KV transmission lines routed from the Thane Substation to distribution substations in downtown Juneau. A transformer at this substation provides either 11.2 KV or 6.6 KV power to the shore power stations dependent on the vessel requirements. The power is transmitted through underground cables to a switch at the dock where the cables become large, flexible mining type cables laid in cable trays up and onto the festooning system where the cables are suspended to the ship. The system is capable of supporting a 16.25 MVA¹ load.

The energy consumption for each ship visit has been recorded since the beginning of operations on 10 July 2001. The energy consumed varies from year-to-year dependent primarily on the amount of energy available from AEL&P. AEL&P provides this energy to Princess Cruises on a "non-firm" rate<sup>2</sup>. The energy consumed is graphically illustrated over the past ten year period – see Attachment A. The average consumption over the past nine years<sup>3</sup> was 4,107 MWh<sup>4</sup>, while last year (2010) 4,266 MWh was consumed.

Last year, AEL&P began recording the load demand at the South Franklin Dock. Six different vessels visited Juneau and demanded peak loads varying from 7.24 MW (Sea Princess) to 10.6 MW (Diamond Princess). Most of the loads were between 8 and 10 MW – see Attachment B.

The vessels' connection to shore power requires cooperative coordination between the AEL&P staff and the vessel crew. This involves synchronizing the generators on the ships to the utility frequency and voltage before closing the switch allowing connection, and then removing operation of the vessel's generators. Vessel departure involves a reverse procedure. The connection of the vessel is monitored with protective relays and interlocks which open the vessel's connection with any problematic conditions.

<sup>&</sup>lt;sup>1</sup> MVA = Mega Volt-Amperes, a measure of apparent power.

<sup>&</sup>lt;sup>2</sup> AEL&P utilizes this rate structure allowing them to provide excess energy to specific customers when it is available. These customers utilize this energy in lieu of producing electricity with their own generators. With this rate structure, AEL&P is not required to maintain additional standby generators supporting "firm" capacity as stipulated by the regulatory commission.

<sup>&</sup>lt;sup>3</sup> The first year (2001) was not a full year, thus the consumption for that year was not included in the average.

<sup>&</sup>lt;sup>4</sup> MWh = Mega Watt hours, a measure of real energy.



Figure 1 - South Franklin Dock Shore Power

<u>Future Shore Power Facilities, Downtown Docks:</u> AEL&P officials state that they currently lack capacity to support additional "non-firm" shore power facilities. When the second phase of the Dorothy Lake facility is constructed, their capacity will be improved with likely allowance for additional shore power facilities.

When implemented, the shore power facilities should be constructed at both docks. As illustrated in the site drawings, the ships will be moored stern-to-stern. From recent meetings with the cruise ship agencies, it was learned that the vessels are configured with their shore tie connections near their sterns, on one side or the other, but not on both sides.

The new shore tie facilities will involve the construction of a new substation on the mountainside, south of Gastineau Avenue. Again, this substation will be close to the 69KV transmission lines, located on land owned by an AEL&P sister company. It is probable that it will utilize two transformers, allowing selection of either 6.6KV or 11.2KV power to the each dock. The feeders from the substation will be parallel to the shoreline where they will separate direction to the individual docks.

The feeders from the dock will traverse down the transfer bridges to the floating docks. The cables will pass within the docks to the ends to the most strategic location for connecting to the vessels. The cables will terminate on a festooning type of structure allowing the cables with connectors to be suspended and swung out to the vessel.

The feeders on shore will utilize single conductors with 15KV rated insulation. These conductors typically utilize large strands with little flexibility. Before crossing from the stationary dock to the floating docks, the conductors will probably have to change to a finely-stranded type with much greater flexibility. And these cables will probably be a mine type cable encompassing the conductors for all three phases. The transition from one conductor type to the other will occur at a control switch or a pedestal type junction. This detail will be better studied during design.



Figure 2 - Shore Tie Connectors

When energy becomes available, the first phase of the facility to be constructed may be adequate to just power one shore tie. In this case, the system will be configured with a single transformer at the substation and a single feeder<sup>5</sup> to a switch at the shore. The switch will be configured to select the dock to be powered as well as provide synchronizing control.



Figure 3 - Shore tie Cable Festoon

When it is determined that an adequate supply of energy is available to serve to shore ties simultaneously, the second transformer will be installed in the substation with a second feeder similar to the first installed to the switch at the shore. The switch bank will be reconfigured such that each switch individually controls synchronization to the associated dock. The cables from the switches to the festoons and connectors on the floating docks will remain the same.

With the understanding that excess energy is unavailable for the shore power facilities at this time, it is prudent to only install the required raceways, manholes, and vaults. The raceways constructed in duct banks will be installed from the hillside above South Franklin Street down to the shore line, first crossing

beneath the street and then transitioning beneath the new

<sup>&</sup>lt;sup>5</sup> Four sets of conduits with three conductors.

parking area to the new portion of dock where the old ferry transfer bridge was once located. One or two manholes will be located on the shore side of South Franklin Street to provide access to install new cables. The duct bank will terminate in a vault at the shore with ten ducts stubbed through the retaining wall at the shore. There will be ten, 6 inch diameter raceways in the duct bank for the entire route.

Installing the infrastructure at this time will minimize future disturbances to the new uplands area. Along with the installation of an infrastructure on shore, some raceways, or support structures for raceways will be installed on the transfer bridges and within the floating docks.

Attachment C illustrates the layout of the shore power system. It defines the portion to be installed initially, and the portion, or portions, to be installed in the future.

### **Facility Power:**

A power distribution system will be installed for both floating docks to support lighting, capstans, pumps, small vessel shore tie equipment, and miscellaneous equipment. The system will be powered at 480 volts, wye connected three phase.

The system will involve the installation of a feeder from shore to each floating dock. The feeders will terminate in distribution panels constructed for a marine environment with stainless steel enclosures and hardware. Step-down transformers will provide reduced voltage power (208Y/120 volt, three phase) to a second panel for small loads and maintenance receptacles.

The feeder to the dock will be a mining type cable (Type W). The circuits on the floating dock will be single conductors installed in Hot-Dipped Galvanized Steel Conduit. Connections to vibrating or shifting equipment will be flexible cable, either Type W or a type of SO.

All boxes will be cast metal suitable for a marine environment. Cabinets will be stainless steel with drip shields, gaskets, and stainless steel hardware. All support structures and materials will be stainless steel or Hot-Dipped Galvanized Steel.

The system will be metered a single point on shore with separate circuit protection for the feeder to each floating dock.

#### **Grounding:**

A grounding system will be installed to support both the medium voltage shore power facilities and the low voltage distribution system. It will incorporate bare copper conductors installed in the duct banks, ground rod type electrodes in the manholes and vaults, and insulated conductors beneath the stationary docks.

Grounding conductors will be incorporated into the feeders from the shore meter/load center to the distribution panels on the floating docks. Ground bars will be incorporated into the distribution panels with bonding to the floating docks and equipment. Additionally, sea water ground rod electrodes will be installed and bonded to the same distribution panel ground buses.

The grounding system on the floating docks will be constructed to allow integration to the medium voltage ground grid component of the shore power facility in the future.

# **Lighting:**

Luminaires will be installed to illuminate the transfer bridges, gangways, catwalks, dolphins, and the floating docks. The luminaires will all utilize LED type lamps with night-time and motion sensing control. The lighting will only operate during night-time hours. The motion sensors will control the illumination levels from a partial output to full output when human activity is recognized within their sensing area. All luminaires will be manufactured with glare control features.

The luminaires on the transfer bridge will be small fixtures mounted beneath canopies where provided, to protect pedestrians. The illumination of the vehicle lane will be small fixtures mounted to the rails.

The luminaires on the floating dock will be area lights mounted to posts 15 to 20 feet in height, mounted along the shore side of the dock.

The luminaires on the catwalks and dolphins will be small fixtures mounted to the rails, not obstructing movement or line handling. Navigational lighting will be installed as required.



## **Surveillance Cameras:**

Surveillance cameras will be installed to observe problematic activities on the floating docks, catwalks and dolphins, and on the transfer bridges. The cameras will utilize Ethernet technology with wireless communications to a central DVR<sup>6</sup> and monitor.

The cameras will be small and relatively inconspicuous with fixed lenses. Some cameras will also have infrared capability for night time observations. The cameras will be mounted to poles supporting area luminaires.

The DVR may be installed in the Downtown Library with connection to the CBJ network. The DVR may be programmed to collect images at designated intervals from specific cameras, or in video streams during specific times as initiated by camera motion sensing. The DVR will include storage capacity for a minimum of 30 days of images and video. It will have the capability of automatically erasing images and video stored for more than 30 days.

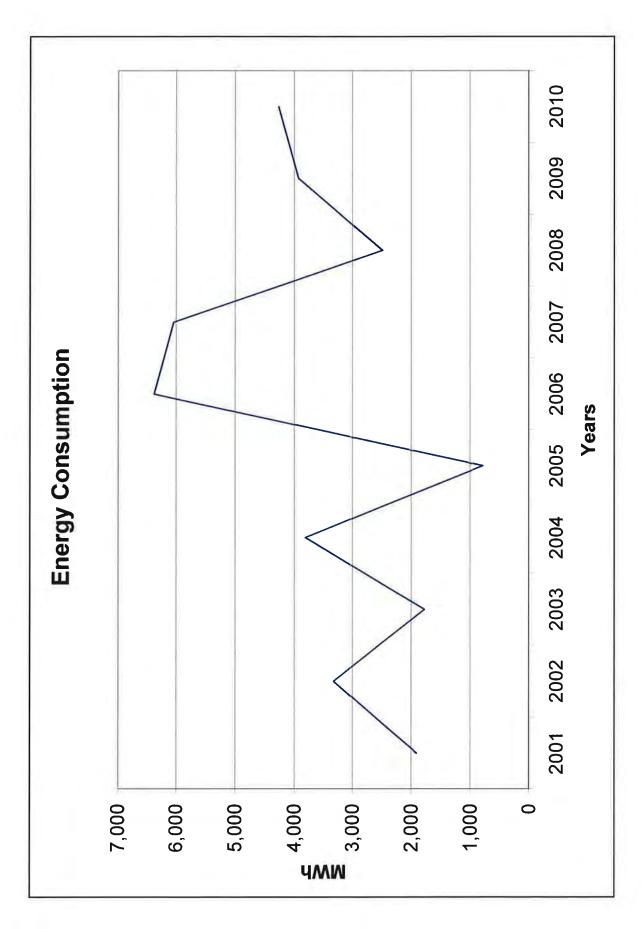
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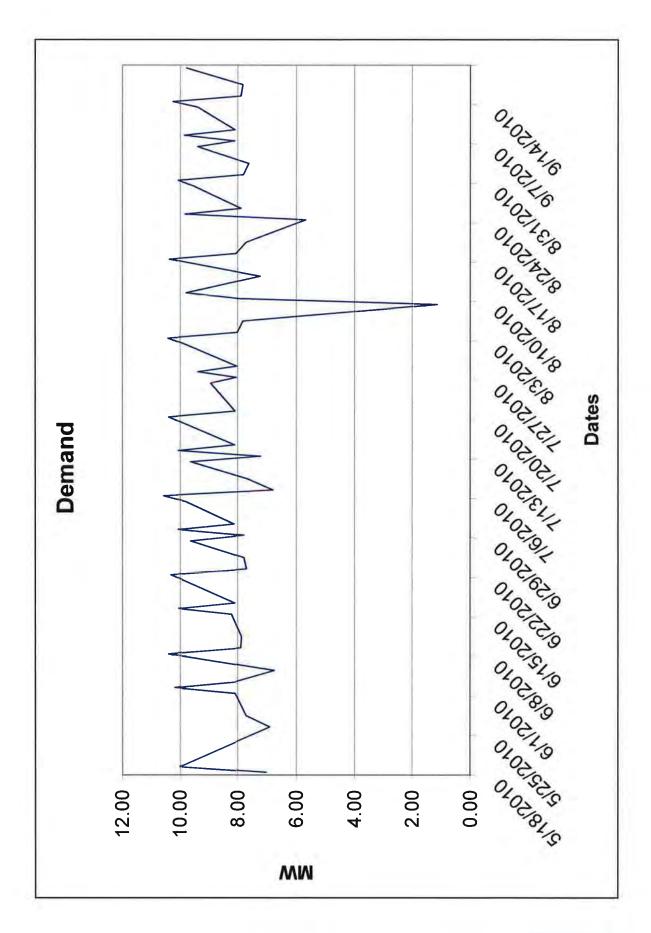
<sup>&</sup>lt;sup>6</sup> DVR = Digital Video Recorder

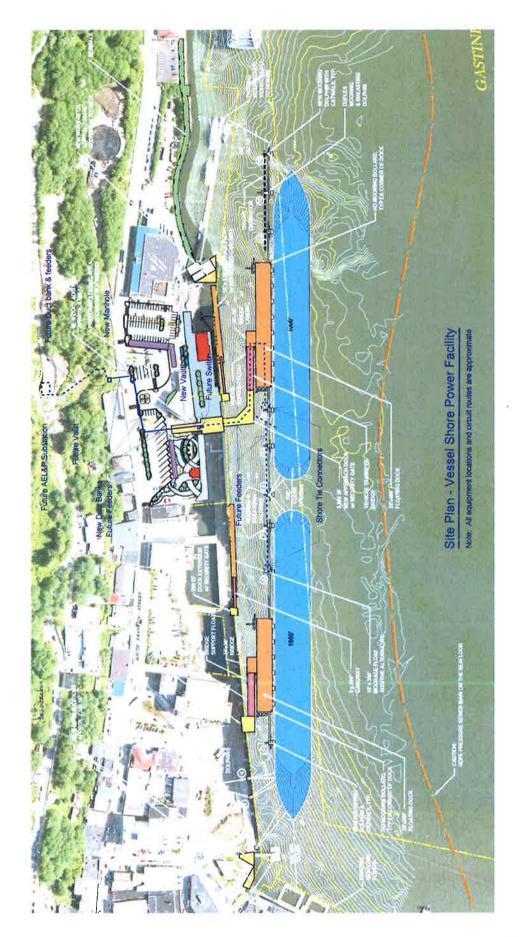
# **Applicable Codes:**

Shore Power Facilities – National Electrical Safety Code and National Electrical Code Low Voltage Distribution Facilities – National Electrical Code Lighting – Illuminating Engineers Society of North America













PREPARED BY:





PORT OF JUNEAU CRUISE SHIP BERTHS
SHORE TIE POWER STUDY
FEASIBILITY STUDY REPORT

NOVEMBER, 2016

PND No: 152054.01

#### 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 Port of Juneau Cruise Ship Berths are currently under construction. The South Berth was completed in May 2016. The North Berth will be completed in May 2017. 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 Uchytil, P.E., CBJ Port Director
- Gary Gillette, AIA, CBJ Port Engineer
- Dick Somerville, P.E., PND, Principal Civil Engineer
- Brandon Ivanowicz, PND, Staff Engineer
- Ben Haight, P.E., 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 hillside 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, transformer(s), and secondary switches and protective relays. The substation will be adequately sized to power two cruise ships. The transformer(s) will be rated for ships, 15,000 KVA each, producing output voltages of 11.6KV and 6.2KV. All of this substation 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 6-inch diameter conduits (12 total) 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 new vault at South Franklin Street on the uphill side.

15KV Feeder from South Franklin Street to Shore: Twelve 6-inch conduits are presently installed below grade from the location of the proposed new vault on the uphill side of South Franklin Street to an existing manhole near the shore adjacent to the Mt Roberts Tram. Twelve more conduits extend from this manhole beneath the shore to open under water at approximately -5 feet MLLW. This system of conduits and manholes provide allowance to install cables 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. The switchgear will be approximately 20ft wide x 8ft deep x 7ft tall.

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 hillside near Gastineau Avenue, and it reduces cable size and subsequent losses between the switchyard on the hillside 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. The air cooled transformers are quite large and will cause visual concerns.
- 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 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 \$12.9 million based on the configuration illustrated above to facilitate shore power at the South Berth only. Installation costs of a similar configuration at the North Berth would also be similar. 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 permitting this additional load to their plant.

### **Analyses**

As stated above, the electrical and marine structure system narrated above defines 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 connecting to shore power will dock with their portside to shore, however based on past practice, the ships will dock stern to stern at the North and South Berths. The ship docked to the North Berth will be starboard side to the dock. Thus the scheme described above best facilitates the South Berth where the ship will dock portside to the dock.
- 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 increases costs to AEL&P and challenges 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. Shore power is only available from the Franklin Dock. The remaining 40% of the shore power capable ships in port cannot receive energy from shore. The ships not receiving power are either docked at the other berths, or are anchored offshore in the harbor, or their longevity in port is brief, or they do not have an agreement to use the Franklin Dock. The Franklin Dock primarily serves Princess Cruise ships and the other cruise ship lines occupy the other berths. Of the remaining ships, some will dock at the South Berth, some at the North Berth, and some at the AJ Dock. 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 connection opportunities only; it does not address the quantity 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 occasionally 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 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 increased rainfall in the winter and summer. This supports water storage year-round. AEL&P also reports that they have the ability to construct additional generation facilities at Dorothy Lake and Sheep Creek which will ensure adequate capacity. Juneau Hydro Power also plans to develop Sweetheart Lake for additional capacity.
- 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 obtaining this service have a lower priority, and they receive this energy only if excess energy is available after the other customers 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.

\$12.9 million should be budgeted for the construction, engineering, and administration to install a facility for the South Berth. An additional \$12.9 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 to ships from a shore tie power facility at the South Berth is not specifically known. It is anticipated that service may be provided to approximately half of the remaining 40% of shore power capable ships not currently being serviced at the Franklin Dock. The economic advantage of the sales of this much energy versus the cost of installation are not evaluated under 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. The structures and equipment can be constructed without major alterations to the newly constructed facilities.

AEL&P has not committed to providing energy to another dock. They presently maintain commitments to other non-firm loads with those customers having a higher priority to receive energy first. In the past, they have experienced seasons with inadequate water storage to generate energy for all of their non-firm loads, including the cruise ships. In order to ensure adequate capacity, the construction of additional hydro power generation facilities is required. To gain a reasonable return on investment, they need to see a requirement to support other new customers or customers with increased loads. They currently do not have an adequate demand to support such an investment.

The revenue from the sale of energy to cruise ships goes to AEL&P. The City & Borough of Juneau only receives the sales tax benefit of these sales. This revenue is small compared to the cost of construction of additional cruise ship electrification facilities. The rate of return on investment is therefore not considered reasonable for a public agency.

Attachments: Budget Level Engineer's Estimate, POJ Cruise Ship Berths Shore Tie Power Study Concept Plans







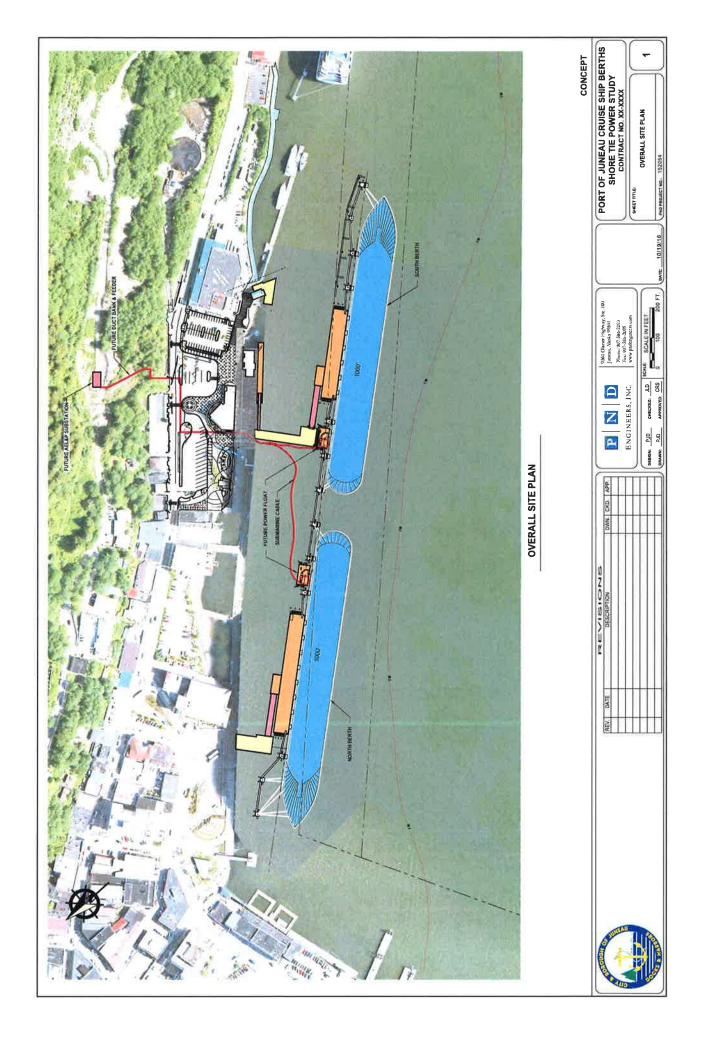


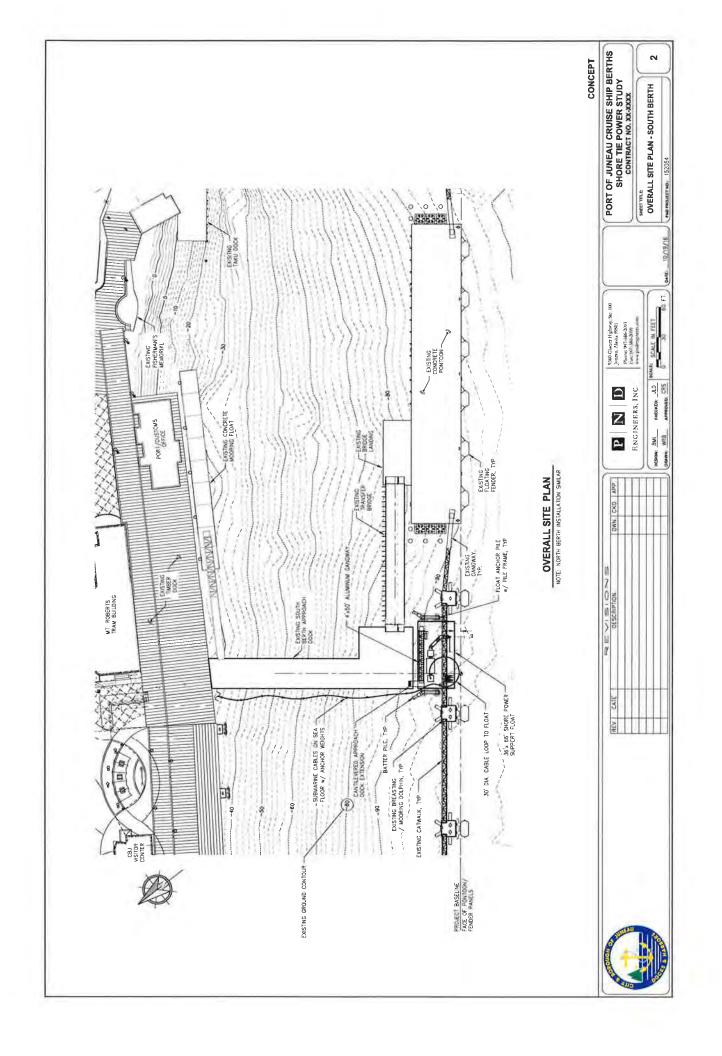
### PORT OF JUNEAU CRUISE SHIP BERTHS SHORE TIE POWER STUDY **BUDGET LEVEL ESTIMATE - SOUTH BERTH** Prepared by: PND ENGINEERS, INC.

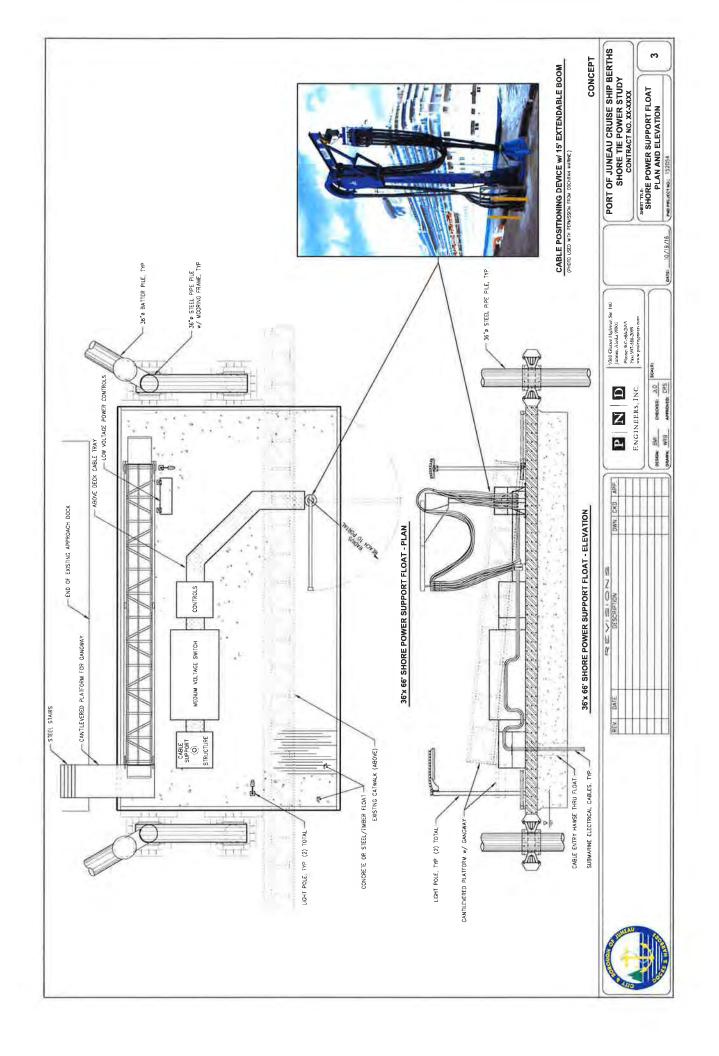
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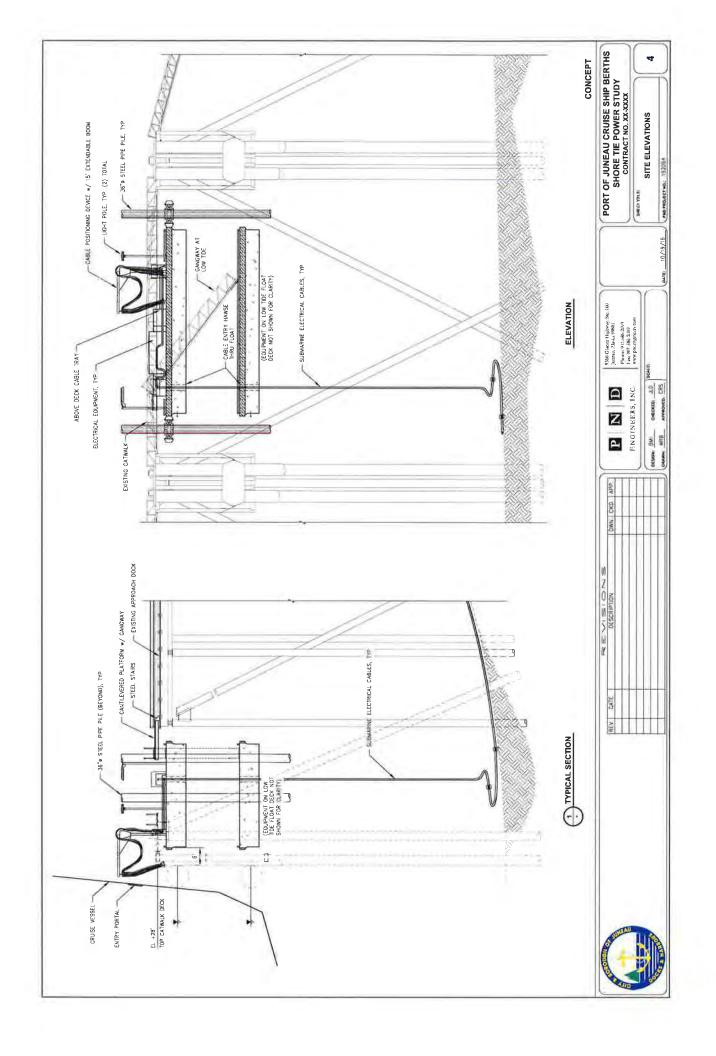
Item	Item Description	Units	Quantity	Unit Cost	Amount						
1505.1	Mobilization	LS	All Req'd	10%	\$824,660						
2702.1	Construction Surveying	LS	All Req'd	\$75,000	\$75,000						
2894.1	50-ft Aluminum Gangway	LS	All Req'd	\$60,000	\$60,000						
2895.1	Floating Dock, 36'x66'	SF	2,376	\$350	\$831,600						
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	\$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						
	ESTIMATED CONSTRUCTION COST				\$9,071,260						
	CONTINGENCY (20%)				\$1,814,252						
	PERMIT APPLICATIONS										
	FINAL DESIGN & CONTRACT DOCUMENTS (10%)										
	CONTRACT ADMINISTRATION & CONSTRUCTION INSPECTION (8%)										
	TOTAL RECOMMENDED PROJECT BUDGET										

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









## **Downtown** Loading Zone Expenses & Revenues

Expense	Amount	Comments
Harbor Officers	\$51,770.80	Salary & benefits for 1160 hours designated to the parking lots
Harbor Techs	\$22,967.00	Salary & benefits for 700 hours spent picking up trash and patrolling lots
Admin 1 (Port Office)	\$2,673.75	Salary & benefits for 75 hours spent issuing permits (50% of one month)
Admin 1 (Port Field Office)	\$2,834.00	Salary & benefits for 90 hours spent on "LZ" related tasks (10% of summer)
Parking Decals	\$947.36	225 A Zone Decals, 175 B Zone Decals, 10 Crew Shuttle Decals

Total \$81,192.91

Revenue	2012	2013	2014	2015	2016
Loading Zone Permit- Company Fee (P10)	\$10,500.00	\$10,200.00	\$10,800.00	\$10,500.00	\$11,400.00
Loading Zone Permit- "A" Seat Fee (P11)	\$50,897.00	\$50,498.00	\$46,998.00	\$49,735.00	\$49,388.00
Loading Zone Permit- "B" Seat Fee (P12)	\$10,143.00	\$9,765.00	\$13,888.00	\$11,942.00	\$13,220.00
Loading Zone Permit- "C" Seat Fee (P54)					\$77.00
	\$71,540.00	\$70,463.00	\$71,686.00	\$72,177.00	\$74,008.00

## **Downtown 2016 Loading Zone Use by Company**

### **Current Loading Zone Fee Structure:** \$300 company fee + \$7.00 per seat

### **Proposed Loading Zone Fee Structure:**

\$400 company fee + \$9.00 per seat

Company	A Zo	ne	B Zo	ne	C Zo	ne	Total	C	ompany Fee	Company	Total Fees	Ch	ange
Company	# Vehicles	# Seats	# Vehicles	# Seats	# Vehicles	# Seats	# Seats		+ Seat Fee	Company	Total rees	Cii	alige
12th Street Taxi & Tours**			2	28			28	\$	496.00	12th Street Taxi & Tours**	\$ 652.00	\$	156.00
Above & Beyond Alaska			7	73			73	\$	811.00	Above & Beyond Alaska	\$ 1,057.00	\$	246.00
Admiralty Air Service			1	7			7	\$	349.00	Admiralty Air Service	\$ 463.00	\$	114.00
Admiralty Excursions			1	14			14	\$	398.00	Admiralty Excursions	\$ 526.00	\$	128.00
Adventure Flow			1	10			10	\$	370.00	Adventure Flow	\$ 490.00	\$	120.00
Airboat Alaska			1	14			14	\$	398.00	Airboat Alaska	\$ 526.00	\$	128.00
Alaska Excursions	2	48	2	30			78	\$	846.00	Alaska Excursions	\$ 1,102.00	\$	256.00
Alaska Independent Coach	24	1187	5	36			1,223	\$	8,861.00	Alaska Independent Coach	\$ 11,407.00	\$	2,546.00
Alaska Pedicab					4	11	11	\$	377.00	Alaska Pedicab	\$ 499.00	\$	122.00
Alaska Travel Adventures	14	502	9	114			616	\$	4,612.00	Alaska Travel Adventures	\$ 5,944.00	\$	1,332.00
Alaska Zipline Adventures			4	56			56	\$	692.00	Alaska Zipline Adventures	\$ 904.00	\$	212.00
Alaskan Kiwis			9	119			119	\$	1,133.00	Alaskan Kiwis	\$ 1,471.00	\$	338.00
Allen Marine			7	64			64	\$	748.00	Allen Marine	\$ 976.00	\$	228.00
Bear Creek Outfitters			3	32			32	\$	524.00	Bear Creek Outfitters	\$ 688.00	\$	164.00
Coastal Helicopters			8	96			96	\$	972.00	Coastal Helicopters	\$ 1,264.00	\$	292.00
Crew International	1	25	5	70			95	\$	965.00	Crew International	\$ 1,255.00	\$	290.00
Dolphin Tours	9	340	4	47			387	\$	3,009.00	Dolphin Tours	\$ 3,883.00	\$	874.00
Era Helicopters			3	33			33	\$	531.00	Era Helicopters	\$ 697.00	\$	166.00
Gastineau Guiding	17	508	6	84			592	\$	4,444.00	Gastineau Guiding	\$ 5,728.00	\$	1,284.00
Glacier Taxi & Tours LLC**			11	78			78	\$	846.00	Glacier Taxi & Tours LLC**	\$ 1,102.00	\$	256.00
Harv & Marv's	3	70	9	86			156	\$	1,392.00	Harv & Marv's	\$ 1,804.00	\$	412.00
Hooked on Juneau			1	10			10	\$	370.00	Hooked on Juneau	\$ 490.00	\$	120.00
Juneau Limousine Service	1	32	6	55			87	\$	909.00	Juneau Limousine Service	\$ 1,183.00	\$	274.00
Juneau Shore Fishing			3	25			25	\$	475.00	Juneau Shore Fishing	\$ 625.00	\$	150.00
Juneau Taxi & Tours**			25	172			172	\$	1,504.00	Juneau Taxi & Tours**	\$ 1,948.00	\$	444.00
Juneau Tours	16	628	3	26			654	\$	4,878.00	Juneau Tours	\$ 6,286.00	\$	1,408.00
Last Chance	6	167	1	14			181	\$	1,567.00	Last Chance	\$ 2,029.00	\$	462.00
Liquid Alaska Tours			3	42			42	\$	594.00	Liquid Alaska Tours	\$ 778.00	\$	184.00
M & M Tours	6	230	6	76			306	\$	2,442.00	M & M Tours	\$ 3,154.00	\$	712.00
Moore Charters			1	14			14	\$	398.00	Moore Charters	\$ 526.00	\$	128.00
Northstar Trekking			5	62			62	\$	734.00	Northstar Trekking	\$ 958.00	\$	224.00
Panhandle Excursions			1	14			14	\$	398.00	Panhandle Excursions	\$ 526.00	\$	128.00
R and C Shuttles			4	48			48	\$	636.00	R and C Shuttles	\$ 832.00	\$	196.00
Royal Highway	69	3295	9	110			3,405	\$	24,135.00	Royal Highway	\$ 31,045.00	\$	6,910.00
Rum Runner Charters			2	12			12	\$	384.00	Rum Runner Charters	\$ 508.00	\$	124.00
Temsco Helicopters			7	74			74	\$	818.00	Temsco Helicopters	\$ 1,066.00	\$	248.00
Willy's Wee Haul			5	38			38	\$	566.00	Willy's Wee Haul	\$ 742.00	\$	176.00
Wings Airways			3	18			18	\$	426.00	Wings Airways	\$ 562.00	\$	136.00
TOTALS	168	7032	183	1901	4	11	8,944	\$	74,008.00		\$ 95,696.00	\$	21,688.00

#### NOTES:

<sup>&</sup>quot;A Zone" vehicles have 18 or more seats

# City and Borough of Juneau Docks and Harbors Downtown Uplands Expansion October 27th, 2016

<u>Issue</u>: The May 2017 anticipated completion of the new cruise ship berth project will bring greater opportunity to develop Juneau into a world class tourist destination. The dock expansion will align the three major SE Alaskan cruise ship ports (Juneau, Ketchikan & Skagway) to serve like-sized vessels enhancing the industry's ability to schedule and coordinate operations. The challenges to the Port of Juneau will be to safely and efficiently move cruise ship passengers locally as pedestrians and as tourists destined for excursions outside of the downtown corridor.

<u>Background</u>: CBJ has been engaged in development of infrastructure to improve and enhance its waterfront since the adoption of the 2004 Long Range Waterfront Plan (LRWP). In addition to the expansion of the cruise ship docks, the LRWP has provided a blueprint for significant improvements including the development of uplands coach & bus staging, construction of Customs & Border Protection/Port Field Office Building, construction of a Visitor's Center and portions of the downtown Seawalk. The completion of the adjacent uplands to the Cruise Ship Terminal (CT) Dock in 2014 provided coach & bus staging efficiencies with a dozen "A Zone" angled parking spaces, four smaller "B Zone" angled parking space and ten pull-through lanes for shuttles and other modes of transport.

Adjacent to the Alaska Steamship (AS) Dock is the "Brickyard" which was constructed in 2004 to support coach and bus staging area at the northern end of Juneau's cruise ship terminus. The Brickyard is capable of handling approximately a dozen coaches angled parked.

One of the last remaining, developable property in the Juneau downtown is the Archipelago Property which adjoins to the downtown library and Miners Hall. The approximate acreage of the property is 2.5 acres, including tidelands. In the past four years, CBJ has acquired property along the sidewalk, an additional 25 foot swath bisecting the lot and 7267 square feet (0.17 acre) of tidelands. The Archipelago Property owners have offered the sale of the lots since 2009. Archipelago Lot 1 (43,508 sf/1.0 acre – CBJ Assessed Value: \$7.14M) and Archipelago Lot 2 (10,305 sf/0.24 acre – CBJ Assessed Value: \$2.17M) would be available for CBJ acquisition and development (see attached).

Analysis: The improved capacity at the Alaska Steamship Dock will require additional planning to find pedestrian and vehicular transportation solutions. In prior years, the AS Dock could handle vessels up to 800 feet in length with an upper passenger count of 1500 guests. The new berth will be capable of mooring vessels in excess of 1100 feet which could bring 4500 or more passengers ashore in the future. Even with increased targeted efficiencies with loading and disembarking passengers, transportation means and methods will not carry the anticipated demands of the AS Dock with the existing, limited Brickyard facility. Innovative and creative answers must be coordinated with the transportation and cruise industries.

Organizers of the proposed Juneau Ocean Center have suggested that a downtown circulator bus may provide the efficacy to shuttle tourists from a downtown staging area to a satellite parking lot adjoining the JOC.

# City and Borough of Juneau Docks and Harbors Downtown Uplands Expansion October 27th, 2016

Recommendation: Docks & Harbors staff have advocated for the acquisition of the entire Archipelago Lot since 2012. Docks & Harbors believes the Archipelago Lots, in concert with a refined downtown LRWP, would lead to additional efficiencies for transportation, retail and restaurant establishment opportunities, and for desirable waterfront enjoyment. Sketches for the potential utilization of the Archipelago Lots have been contemplated by Docks & Harbors staff ranging from coach/bus staging to commercial retail development to permanent USS Juneau Memorial to a waterfront food court. Most likely, a concept to leverage these ideas would be palatable to competing interests, such as the tourism and transportation industries, the Juneau public and entrepreneurial investors. To fully develop this unimproved property to its best and highest end state, requires an entity capable of coordinating the private and public interests for the betterment of the community. After several years on the market it appears there is not a private investor willing to move forward with the acquisition of the Archipelago Lots. This provides a unique opportunity for Docks & Harbors to secure the property using Dock Funds and potentially marine passenger funds to develop and improve the safety and efficiency of the uplands supporting the cruise ships and their passengers.

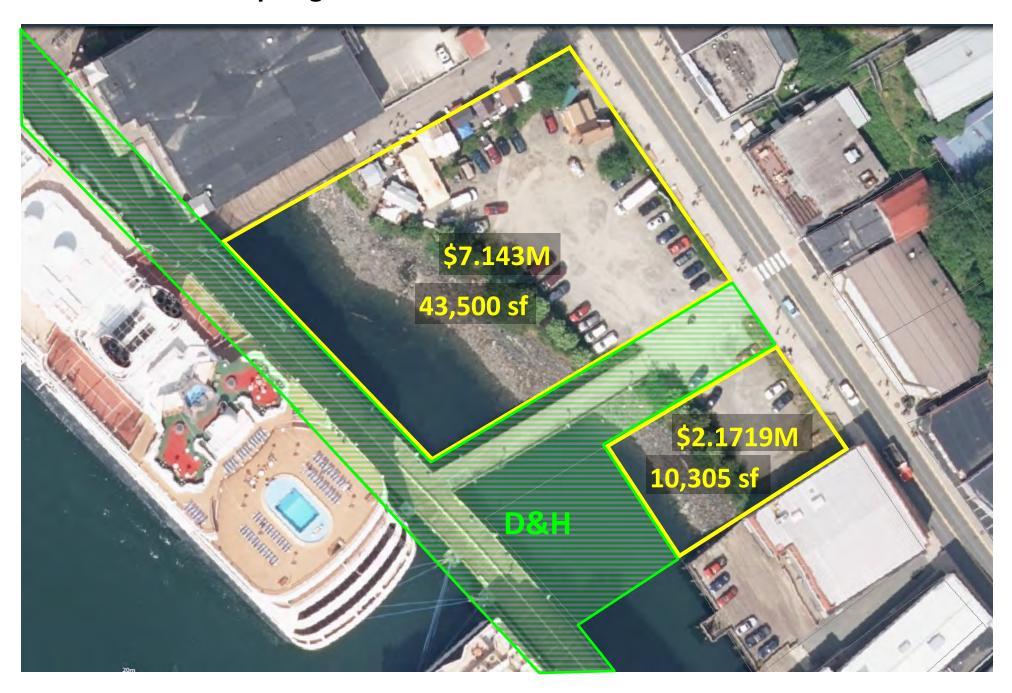
### Docks & Harbors recommends the following:

- The Archipelago Property owners be formally notified that CBJ wishes to enter into negotiations for the acquisition of Archipelago Lots 1 & 2.
- That an independent appraisal be conducted on behalf of CBJ for the purchase of the lots.
- That the cruise and transportation industry be consulted to determine the best opportunities to meet the demands the growing tourism.
- That a public planning process be conducted to determine what amenities can be added to the
  waterfront development while still providing safe and secure access to the cruise ships and their
  passengers.

Attachments: (1) Aerial View of Archipelago Lots

(2) 2012 Sketches of Potential Archipelago Lot Development

## **Archipelago Lots - Size & CBJ Assessed Values**





City & Borough of Juneau • Docks & Harbors 155 S. Seward Street • Juneau, AK 99801 (907) 586-0292 Phone • (907) 586-0295 Fax

# Port of Juneau MEMORANDUM

To:

Assembly Member Mary Becker

Docks and Harbors Liaison

From:

Carl Uchytil, Port Director

Date:

February 9, 2012

Re:

Archipelago Property

Below is information you requested regarding the Archipelago Property adjacent to the downtown Library/Parking Garage.

Size of Lot:

Original - 73,654 square feet

Purchased by CBJ for sidewalk - 1,421 square feet

Balance - 72,233 square feet

Owner:

Archipelago Properties, LLC

### **Development Concepts:**

- Concept A Promenade from South Franklin to SeaWalk and USS Juneau Memorial
  - o Area Required: 16,200+/- square feet
  - o Approximate Cost: 16,200 sq ft \* \$150/sq ft = \$2,430,000+/-
- Concept B "B" Zone Staging Area
  - o Area Required: 12,000+/- square feet
  - O Approximate Cost: 12,000 sq ft \* 150/sq ft = 1,800,000+/-
- Concept C "B" Zone Staging Area with sidewalks from South Franklin to SeaWalk and USS Juneau Memorial
  - o Area Required: 21,000+/- square feet
  - o Approximate Cost: 21,000 sq ft \* \$150/sq ft = \$3,150,000+/-
- Concept D Whale Park with whale sculpture, performance pavilion with whale skeleton, "B" Zone staging, promenade from South Franklin to SeaWalk and USS Juneau Memorial
  - o Area Required: 72,233 square feet (entire lot)
  - O Approximate Cost: 72,233 sq ft \* 150/sq ft = 10,834,950+/-

## CONCEPT A

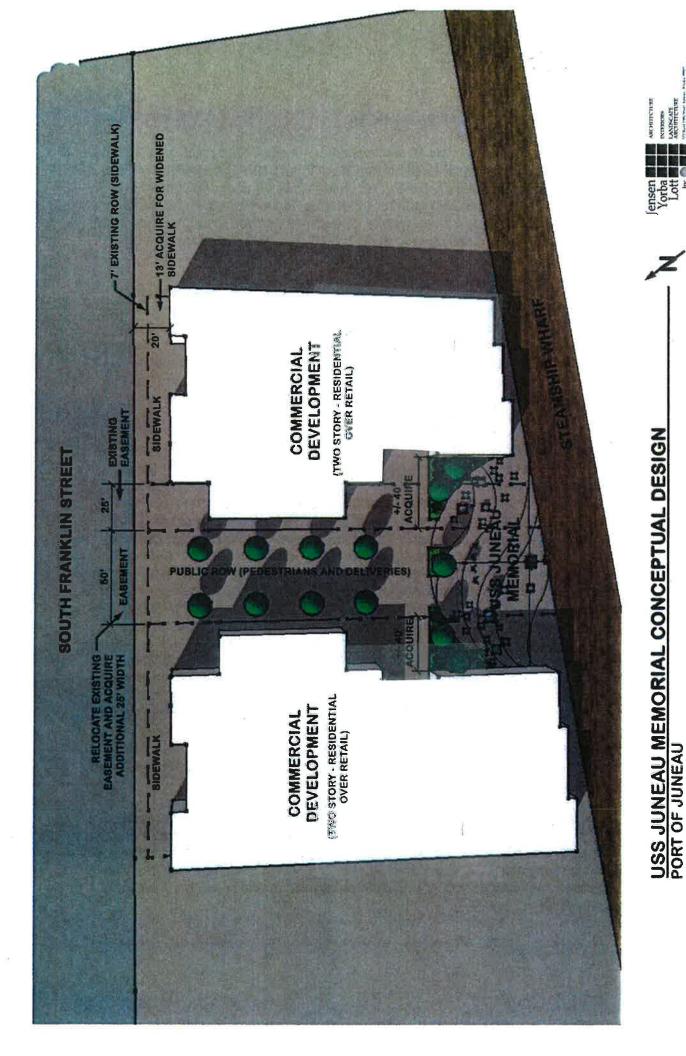
### USS Juneau Memorial Design Narrative

The *USS Juneau* (CL-52) was an American Atlanta-class light cruiser sunk at the Naval Battle of Guadalcanal by the Imperial Japanese Navy on November 13<sup>th</sup>, 1942. The sinking of the *USS Juneau* resulted in loss of nearly 700 crewmen, including the five Sullivan brothers from Waterloo, Iowa. More than 100 sailors had survived the sinking but were left to fend for themselves for eight days before rescue arrived. While awaiting rescue, all but 10 died from the elements and shark attacks.

The battle of Guadalcanal and the loss of the *USS Juneau* is one of the most famous Allied naval battle stories. The new memorial for the *USS Juneau* helps recreate the battle, tell the stories, and pays respect to those lost in combat, especially those of the *USS Juneau*. This new memorial is not a typical brass plaque and flagpole but rather a multi-function pedestrian open space that provides interpretion and discovery by moving through the landscape. The memorial is rich in symbolism and creates a space that meets the needs of visitors and residents on Juneau's waterfront.

The new memorial is comprised of a large flat open plaza. Large granite cubes dot the perimeter of the plaza and represent the fourteen ships of the Imperial Japanese Navy and the thirteen Allied ships of the United States Navy involved in the battle. Each block, ranging in size from 18 inches to 48 inches, is sized based on the class of the ship and two different colors of granite are used to represent the two sides involved in the battle. The name of each ship, its class, and nationality flag will be engraved on the top of each block. Ships that were lost in battle are flush with the memorial plaza, those damaged will have scarring on the blocks, and those that were undamaged will be the tallest with a height of twenty-four inches above the plaza level. In the center of the plaza is the granite cube representing the USS Juneau flanked by the Japanese submarine I-26 block which sank the USS Juneau. Surrounding the USS Juneau block are ten circular payers (life rings) representing the ten survivors of the sinking. The plaza has a water (ocean) paving pattern and will include 687 pavers for each of the sailors lost on the USS Juneau. Four brass stars will be set in the plaza above the USS Juneau block to represent the four battle stars the ship received during its short service. The back of the plaza is lined by five oak trees, the state tree of lowa, and represents the five Sullivan brothers lost with the USS Juneau. Four flagpoles fly the colors of the United States, United States Navy, State of Alaska, and City and Borough of Juneau.

Simple interpretive panels will help tell the story but it is the intent that much of the story is told through discovery by walking through the memorial plaza and the symbolism that makes up the memorial. The blocks representing the ships will be of varying height and will also serve as seating opportunities for those that wish to use the open space for contemplation or enjoying a sunny day on Juneau's waterfront.



## B PERMIT PARKING STUDY 1"=30"

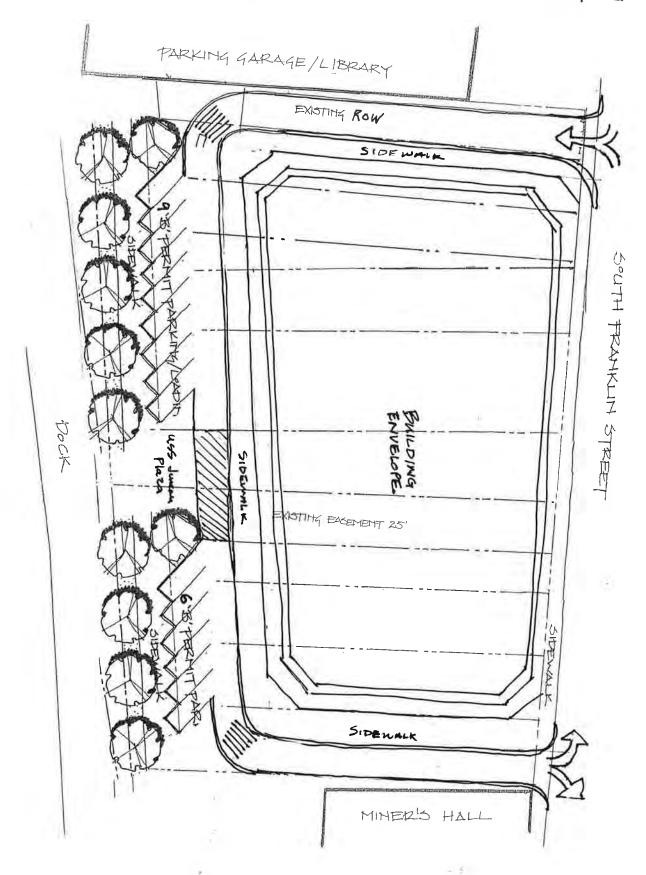
CONCEPT B

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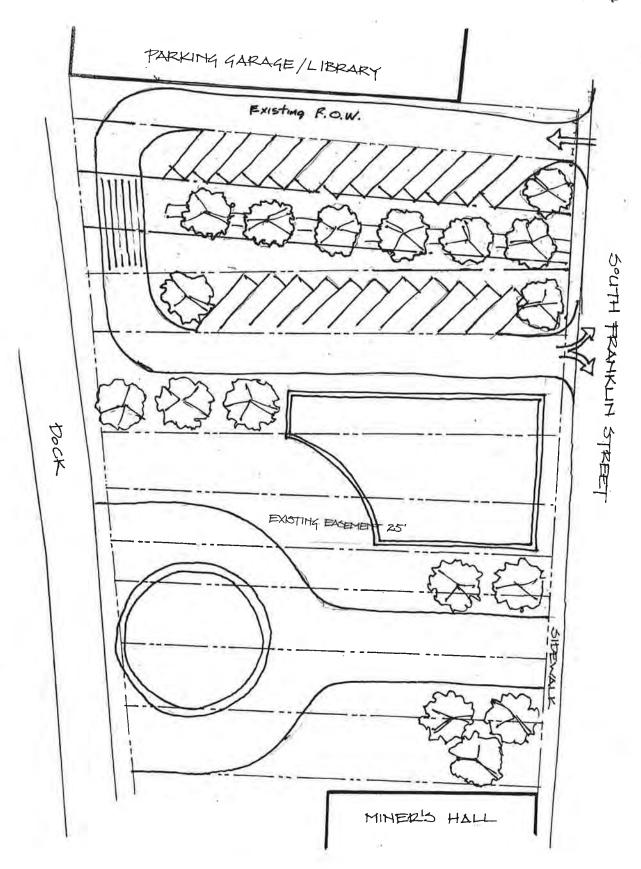
## B FERMIT PARKING STUDY 1"=30"

## CONCEPT C



## B PERMIT PARKING STUDY 1"=30"

## CONCEPT D





## Port of Juneau

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

From: Carl Uchytil, Port Director

**To:** Docks & Harbors Board

**Date:** October 18<sup>th</sup>, 2016

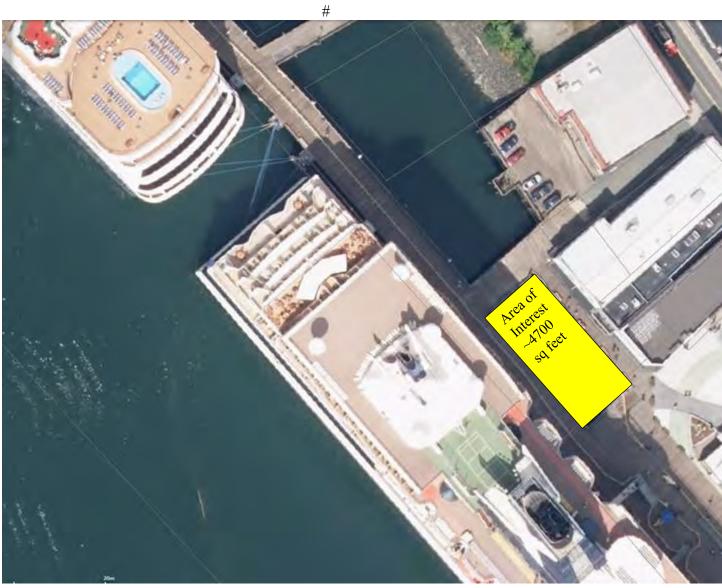
**Re:** Lease Opportunity - Seawalk

- 1. At the September Operations-Planning Committee and regular Board meetings, Mr. Bill Heumann asked consideration to open additional Docks & Harbors managed property to be leased. The specific property referenced is approximately 4700 sf and is seaward of the People's Wharf building. The tideland property is along the Seawalk and is currently exposed to daylight (i.e. is not decked over).
- 2. The question for the Board is whether to make this property available in a competitive lease process or leave it as part of an open space along the Seawalk. A third option would be for the Board to take a comprehensive review of all Docks & Harbors managed downtown properties and develop a land use master plan to leverage amenities and efficiencies. It is not clear whether commercial development in this open area is consistent with the 2004 Long Range Waterfront Plan. Docks & Harbors had previously planned to build and maintain restrooms in this locale.
- 3. Should the Board elect to open the said property to a competitive offering, Docks & Harbors would work with CBJ Law to identify the process to advertise and select consistent with Title 53.

### 53.20.020 - Lands available for leasing.

All lands and interests in land owned by the City and Borough, including tide and submerged lands, may be leased as hereinafter provided for surface use only unless the assembly has given specific approval to the lease of land in connection with the disposal of materials, timber or other resources under sections 53.09.320 and 53.09.330; however, lands devoted to or reserved for public use may not be leased, nor may any existing lease on such lands be renewed unless such lease is for or will not interfere with the public use or purpose to which the land is devoted or reserved. Except as provided in CBJ 53.09.260, no lands may be leased which have not, at least 30 days before award or execution of a lease, been declared by the assembly by resolution to be available for leasing or identified in the approved land management plan for disposal by competitive bid leasing in the current year. The call for bids for leases shall be advertised in the same manner as provided for auction sales. A lease of land authorized specifically by ordinance may be made to such person or entity and under such procedures and minimum terms and conditions as are set forth in the ordinance.











Land Use & Strategic Planning Downtown Harbors





REV: 10/19/2016







REV: 10/19/2016





REV: 10/19/2016



## **FY18 CAPITAL IMPROVEMENTS**

<u>Enterprise</u>	<u>Division</u>	<u>Priority</u>	<u>Project</u>	Funding Source	<u>Amount</u>
Docks & Harbors	Docks	1 2 3 4	Steamship Wharf Cathodic Protection - Phase II Visitor Information Kiosk Replacement - Design Auke Pay Passenger For Hire Facility Downtown Restrooms	City Marine Passenger Fees City Marine Passenger Fees State Cruise Passenger Fees City Marine Passenger Fees	\$600,000 \$25,000 \$4,600,000 \$500,000
				Docks Total Funding:	\$5,725,000
	Harbors	1 2 3	Statter Harbor Breakwater Safety Improvments Taku Harbor Deferred Maintenance Amalga Harbor Fish Cleanning Float	Harbor Funds Harbor Funds ADF&G	\$333,000 \$200,000 \$300,000
				Harbors Total Funding:	\$833,000

	SIX-YEAR	DEPA	٩R	TMENT	· II	MPROV	ΈΙ	MENT F	PL	ANS				
<u>Division</u>	<u>Project</u>	Priority		FY18		FY19		FY20		FY21	FY22	FY23		Future
							•		•				•	
Docks & Harbors														
Docks														
	Steamship Wharf Cathodic Protection - Phase II	1	\$	600,000										
	Visitor Information Kiosk Replacement - Design	2	\$	25,000										
	Auke Bay Passenger For Hire Facility	3	\$	4,600,000										
	Downtown Restrooms	4	\$	500,000										
	Visitor Information Kiosk Replacement - Construction	5			\$	120,000								
	Archipelago Property (Acquisition/Development)	6			\$	5,000,000	\$	5,000,000	\$	5,000,000	\$ 5,000,000			
	Shore Power at Cruise Ship Berths	7											\$	25,800,000
Docks Total:			\$	5,725,000	\$	5,120,000	\$	5,000,000	\$	5,000,000	\$ 5,000,000	\$ -	\$	25,800,000
Harbors														
	Aurora Harbor Rebuild-Phase III	1			\$	7,000,000								
	Area Wide Annode Installation	2			\$	400,000	\$	400,000	\$	400,000				
	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/Showers	15											\$	
Harbors Total:			\$	833,000	\$	8,733,000	\$	733,000	\$	400,000	\$ -	\$ -	\$	17,250,000
Docks & Harbors Total:			\$	6,558,000	\$	13,853,000	\$	5,733,000	\$	5,400,000	\$ 5,000,000	\$ -	\$	43,050,000
	6 Year Improvement Totals:		\$	6 550 000	¢	13,853,000	¢	5,733,000	\$	5,400,000	\$ 5,000,000	\$	•	43,050,000

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☐ Operations/CIP - Jenny ☐ Finance - Dolly ☐ Board - Teena

## **2017 CBJ Docks & Harbors Board Meeting Schedule**

**TENTATIVE!** - Updated November 10th, 2016

## January 2017

Tues	1/17/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	1/19/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	1/26/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>
	February 20	<u>)17</u>		
Wed	2/15/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	2/16/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	2/23/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>
	March 2017	,		
Wed	3/15/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	3/16/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	3/23/2017	Regular Board Meeting	5:00pm-8:00pm	CBJ Assembly Chambers
	<b>April 2017</b>			
Wed		ODS/Dianning Committee	F:00nm 7:00nm	CBJ Room 224
Thu	4/19/2017 4/20/2017	OPS/Planning Committee Finance Committee	5:00pm-7:00pm 5:00pm-7:00pm	CBJ Room 224
Thu	4/20/2017	Regular Board Meeting	5:00pm-8:00pm	CBJ Assembly Chambers
mu	4/2//2017	Regular board Meeting	3.00pm-8.00pm	CDJ Assembly Chambers
	May 2017			
Wed	5/17/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	5/18/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	5/25/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>
	luna 2017			
	<u>June 2017</u>			
Wed	6/21/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	6/22/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	6/29/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>

## 2017 CBJ Docks & Harbors Board Meeting Schedule

TENTATIVE! - Updated November 10th, 2016

|--|

Wed	7/19/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	7/20/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	7/27/2017	Regular Board Meeting	5:00pm-8:00pm	CBI Assembly Chambers

### **August 2017**

Wed	8/23/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	8/24/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	8/31/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>

## September 2017

Wed	9/20/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	9/21/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	9/28/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>

### October 2017

Tues	10/17/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	10/19/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	10/26/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>

### November 2017

Wed	11/8/2017	OPS/Planning Committee	5:00pm-7:00pm	CBJ Room 224
Thu	11/9/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	11/16/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>

## **December 2017**

Wed	12/6/2017	<b>OPS/Planning Committee</b>	5:00pm-7:00pm	CBJ Room 224
Thu	12/7/2017	Finance Committee	5:00pm-7:00pm	CBJ Room 224
Thu	12/14/2017	Regular Board Meeting	5:00pm-8:00pm	<b>CBJ Assembly Chambers</b>



## Port of Juneau

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

From: Carl Uchytil, Port Director

**To:** CBJ Docks and Harbors Board

Date: November 9, 2016

**Re:** FY18 MARINE PASSENGER FEE REQUEST

- 1. Attached is a list of potential FY18 Marine Passenger Fee projects for your consideration. This list is divided into two groupings: 1) on-going maintenance needs, and 2) capital improvement needs.
  - a. On-Going Maintenance Needs
    - i. Area Wide Port Operations \$154,100
    - ii. Port-Customs and Visitor Center Buildings Maintenance Support \$133,500
    - iii. CBJ Parks & Recreation Landscape Maintenance Services \$45,000
    - iv. Weather/Current Monitoring System Operations & Maintenance \$TBD
    - v. Franklin Dock Tug Support \$30,000
  - b. Capital Improvement Needs
    - i. Corrosion Protection for Marine Park Sheet Pile Wall \$600,000
    - ii. Visitor Information Kiosk Replacement Design \$25,000
    - iii. Cruise Ship Uplands Staging Area \$1,000,000
    - iv. Downtown Restrooms \$500,000
- 2. The Board is asked to review these needs with the intent to prioritize the list for submittal to the City Manager for consideration for FY18 funding from the City and Borough of Juneau Marine Passenger Fee revenue.

#

Encl: FY18 Docks & Harbors Marine Passenger Fee Request

## **CBJ Docks and Harbors Board FY2018 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 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 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 FY17 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.

Page 1 of 9 11/10/2016

### **Area Wide Port Operations (Continued)**

Marine Passenger Fee Funds Requested (FY18): \$154,100

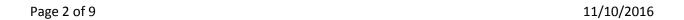
**Benefits:** This approach is supported by the cruise ship industry since it is more equitable than raising dockage fees.

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 Uchytil, CBJ Port Director 586-0292.



### **Port-Customs and Visitor Center Buildings Maintenance Support**

**Project Descriptions:** These two buildings are located on the downtown Juneau waterfront, an area that serves over 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 (FY18): \$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 through FY2017.

**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 Uchytil, CBJ Port Director 586-0292.

Page 3 of 9 11/10/2016

### **CBJ Parks & Recreation Landscape Maintenance 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 (FY18): \$45,000

**Project Review:** The requested amount has been developed by a CBJ Parks & Recreation algorithm based on requirement s 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 Uchytil, CBJ Port Director 586-0292.

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### Weather/Current Monitoring System Operations & Maintenance

**Project Descriptions:** This funding would provide annual operations and maintenance for valuable real time weather and water current information to mariners that access the downtown Juneau waterfront including the four cruise berths (private and public) and the Taku Dock (serving Taku Fisheries). The system provides wind and current monitoring sensors at various locations to offer real time information for navigation purposes. The system disseminates via a phone app, internet, or other public media commonly available to mariners in the immediate area.

Construction of the system was phased beginning in 2014 with final completion in 2016 for full use by the 2017 cruise season. The requested funding would provide annual operations and maintenance of the system for continued assistance to mariners in the Juneau harbor.

Marine Passenger Fee Funds Requested (FY18): \$TBD

**Project Review:** The requested amount has been developed by Marine Exchange of Alaska based on projected annual and periodic operational expenses and anticipated maintenance of the system.

**Project Time-Line:** The system will be fully functional by the 2017 cruise ship season.

**Maintenance and Operation Responsibility:** Maintenance for operational costs (electricity, equipment calibration, etc.) would be the responsibility of Docks and Harbors through a contract with Marine Exchange of Alaska.

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

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#### Corrosion Protection for Marine Park Sheet Pile Wall

**Project Descriptions:** The existing metal sheet pile wall is in need of new coating and impressed current cathodic protection. The work protects the steel components of the wall from corrosion by salt water and would extend the life of the facility.

**Cost Estimate:** \$600,000

Marine Passenger Fee Funds Requested (FY18): \$600,000

**Project Review:** An inspection of the wall was performed by Tinnea and Associates, experts in cathodic protection. It was determined that the existing sheet pile wall had lost significant material of its protective coating and that the impressed current system no longer functions. The project is designed and ready for bidding as soon as funds are available.

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

**Maintenance and Operation Responsibility:** CBJ Docks and Harbors is responsible for ongoing general maintenance expenses. The work of this project is beyond normal wear and tear and needs dedicated funding to complete this work.

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

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### **Visitor Information Kiosk Replacement - Design**

**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. This request would provide funding for planning, design, and cost estimate for a new kiosk facility. Once costs are known it is anticipated a future funding request would be made for construction.

Cost Estimate: \$25,000

Marine Passenger Fee Funds Requested (FY18): \$25,000

**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 Uchytil, CBJ Port Director 586-0292.

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### **Cruise Ship Uplands Staging Area**

**Project Descriptions:** This project would be located in the downtown area near the cruise dock, an area that serves over 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 (FY18): \$1,000,000

**Project Review:** The Cruise Ship Terminal Staging Area, completed in spring 2014, greatly improved 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. The efficient management of future cruise ship land based needs will require securing adjacent uplands to the cruise ship berth.

**Project Time-Line:** The project would be planned and designed once procurement of lands is accomplished.

**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 Uchytil, CBJ Port Director 586-0292.

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#### **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 (FY18): \$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 Uchytil, CBJ Port Director 586-0292.





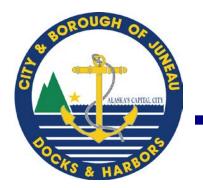
## AURORA HARBOR REBUILD - PHASE 2 $\label{eq:floats} {\sf FLOATS} \; {\sf E}, {\sf F} \; \& \; {\sf G}$



### PRELIMINARY ENGINEER'S ESTIMATE - 95% DESIGN COMPLETION

Prepared on: November 10, 2016

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Reqd	\$265,206	\$265,206
2060.1	Demolition & Disposal	LS	All Reqd	\$180,000	\$180,000
2200.1	Boat Shelter Relocation	LS	All Reqd	\$45,000	\$45,000
2601.1	Domestic Water System	LS	All Reqd	\$225,000	\$225,000
2611.1	Dry Fire Suppression Line	LS	All Reqd	\$140,000	\$140,000
2702.1	Construction Surveying	LS	All Reqd	\$15,000	\$15,000
2894.1	Remove and Reinstall Transition Ramp	LS	All Reqd	\$15,000	\$15,000
2895.1	Headwalk Float, 10' x 459'	SF	4,590	\$115	\$527,850
2895.2	Main Float E, 10' x 289'	SF	2,890	\$120	\$346,800
2895.3	Main Float F, 10' x 289'	SF	2,890	\$120	\$346,800
2895.4	Main Float G, 10' x 289'	SF	2,890	\$120	\$346,800
2895.6	4' x 32' Finger Float	EA	24	\$18,000	\$432,000
2895.7	10' x 12' Electrical Float	EA	1	\$20,000	\$20,000
2895.8	Boat Shelter Connection to Main Float	EA	21	\$3,000	\$63,000
2896.1	Steel Pipe Pile, 12.75" dia. x 0.500" thick	EA	9	\$7,000	\$63,000
2896.2	Steel Pipe Pile, 16" dia. x 0.500" thick	EA	30	\$8,000	\$240,000
2897.1	Supply Flotation Billet	EA	40	\$250	\$10,000
2897.2	Install Flotation Billet	EA	40	\$600	\$24,000
2899.1	Life Ring Cabinet and Base	EA	10	\$1,400	\$14,000
2899.2	Fire Extinguisher Cabinet and Base	EA	12	\$1,200	\$14,400
2899.3	Hose Mount and Base	EA	10	\$900	\$9,000
2900.1	Contingent Work - Pile Socket	EA	16	\$6,000	\$96,000
2900.2	Contingent Work - Drill Equipment Mobilization	LS	All Reqd	\$25,000	\$25,000
2900.3	Contingent Work - Boat Shelters	LS	All Reqd	\$50,000	\$50,000
5120.1	Electrical Support Assemblies	LS	All Reqd	\$40,000	\$40,000
16000.1	Electrical System	LS	All Reqd	\$500,000	\$500,000
	ESTIMATED CONSTRUCTION COST			_	\$4,053,856
	CONTINGENCY (20%)				\$810,771
	DEMOLITION DUMP FEES BY OWNER (CB	J)			\$140,000
	DESIGN ENGINEERING, CONTRACT ADMIN & INSPECTION				\$600,000
	TOTAL RECOMMENDED PROJECT BUDGE	T		-	\$5,604,627



### Port of Juneau

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

From: Docks & Harbors Board

**To:** Assembly

**Copy:** CBJ Manager

**Date:** November 30<sup>th</sup>, 2016

**Re:** FY2016 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 FY16 end of year financial report suggests the department is fiscally sound:

	Harbor Enterprise	Docks Enterprise
Revenue	\$4,418,566	\$1,792,752
Expenditure	\$3,444,892	\$ 1,482,695
FY16 Net	\$973,674	\$299,057
Fund Balance	\$ 3,910,156	\$ 3,098,254

It is important to note, the near term and future needs of Docks & Harbors exceed the current funds availability to fully recapitalize existing and invest in future infrastructure. Some of these projects include \$7M for the remaining unfunded Aurora Harbor replacement, \$3M for new Harbormaster Office 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	2016
Large Cruise Ships	940,447	944,239	965,731	992,092
Small Cruise Ships	5,459	10,216	11,426	8,727
Total	945,906	954,455	977,157	1,000,819

- 4. Docks & Harbor has been engaged in several capital improvement projects in the course of FY16.
  - a. New Cruise Ship Berth Project. During FY16, the prime contractor (Manson Construction Company MCC) mobilized and completed the first phase of the \$54M infrastructure improvement project (Cruise Ship Terminal Dock). On September 21<sup>st</sup>, 2016 MCC re-

mobilized on site to begin construction on the North Cruise Ship Berth (Alaska Steamship Dock). Substantial completion is anticipated by May 5<sup>th</sup>, 2017. Artwork associated with the project is currently being fabricated and we anticipate installation of the 10 *Aquilean* structures in April/May 2017.

- b. Don D. Statter Harbor. Miller Construction was awarded the \$12M contract in November 2014 to construct the new launch ramp facility. Final completion is anticipated in December 2016. Statter Harbor Phase III would create a For Hire Commercial Float and is currently under design.
- c. Aurora Harbor Rebuild (Phase II). This \$4M project is currently under design and will replace E, F & G main floats. With an anticipated bid award in February 2017, we expect the contractor to mobilize shortly after Salmon Derby Weekend. The project is funded with Harbor funds and a \$2M ADOT Harbor Grant.
- d. Mike Pusich Douglas Harbor Rebuild. Project is under construction with a contractual substantial completion date of March 31th, 2017.
- 5. In June, Docks & Harbors submitted a \$3M federal DOT TIGER VIII 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 for the second year in a row.
- 6. Throughout FY15 and FY16, 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 of which have already been amended in CBJ code. Those which have been reviewed to date are shown highlighted in yellow. Docks & Harbors' goal is to complete all remaining items in FY17.
- 7. Docks & Harbors has been engaged in a Bridge Park to Norway Point Land Use Master Plan. It is anticipated the next public meeting will be scheduled in January.
- 8. Docks & Harbors has applied through the Maritime Administration (MARAD) Port Conveyance program to acquire the Auke Bay Marine Station (NOAA Laboratory).
- 9. Throughout FY16, Docks & Harbors has been working to relocate the Auke Bay Boatyard from Statter Harbor to the Auke Bay Loading Facility. We are currently in the process of awarding a contract to construct buildings necessary to support a commercial haul-out facility at the ABLF.
- 10. The fee schedule for FY16 & FY17 is attached as enclosure (2).
- 11. The Docks & Harbors Board looks forward to a joint meeting with the Assembly in the very near future.

#

Encl: (1) Comprehensive Fee Review

(2) FY2016 & FY2017 Fee Schedule



## Comprehensive Review of CBJ Docks & Harbors Fees Action Plan

<u>Objective</u>: 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.

<u>Background</u>: 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."

<u>Timeline & Goal</u>: 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.

<u>Process</u>: 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
  - o Tour Broker & Vending Permit (05 CBJAC 15.070)
    - **12/2004**
  - o Loading Permit Fees (05 CBJAC 15.080)
    - **1**2/2004

"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.
- o Other Fees (<u>05 CBJAC 15.095</u>)
  - 12/2004
  - Fees will be established by the CBJ Docks and Harbors Board on a case-by-case basis.
- Cruise Ship Fees
  - o 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)



#### o 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

#### o 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.

### o 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.
- o 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)
  - O 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
  - o 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)
    - **1**0/2007
    - 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.



- Calendar year permit: \$300.00 per company plus \$15.00 per passenger seat.
- o 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 (<u>05 CBJAC 45.055</u>)
- Staff Labor fees (05 CBJAC 20.140)
  - o 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
  - o 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



- o 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
  - o 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).
  - o 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.
  - o 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.
  - o Downtown monthly Moorage Fees (05 CBJAC 20.040)



- **7/2007**; 4/2005
- Auke Bay monthly Moorage Fees (05 CBJAC 20.041)
  - **7/2007**
- o 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.
- o 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.
- o 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.
- o 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

- o 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.



- Crane use fees. Crane use fees will be assessed at the rate of \$0.25 per minute.
- o 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 (<u>05 CBJAC 20.130</u>)
  - **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.
- o 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.
- o 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.
- o 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.



- 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.
- o 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 (<u>05 CBJAC</u> 50.040)
    - **1**0/2008
  - o 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/

### **FY17 Moorage Rates**

DOUGLAS, HARRIS AND AURORA HARBORS			
	Effective thru June 30, 2016	Effective July 1, 2016	
Skiff	\$600 per year	\$300 per calendar year	
Daily	55¢ per foot	55¢ per foot	
Calendar Month	\$4.25 per foot	\$4.25 per foot	
Bi-Annual (July 1 - Dec 31) & (Jan 1 - June 30) Annual (July 1 - June 30)	5% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on12-month advance payment	

STATTER HARBOR			
	Effective thru June 30, 2016	Effective July 1, 2016	
Skiff	\$600 per year	\$300 per calendar year	
Daily	55¢ per foot	55¢ per foot	
Calendar Month	\$7.15 per foot	\$7.15 per foot	
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on12-month advance 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, 2016	Effective July 1, 2016	
Daily (Oct. 1 – Apr. 30)	55¢ per foot	55¢ per foot	
Monthly (Oct. 1 – Apr. 30)	\$4.25 per foot	\$4.25 per foot	
Reservations	Fishing Vessels	0.75¢ per foot	
(May 1 – Sept 30)	Other Vessels <65'	\$1.50 per foot per day	
(way 1 - Sept 30)	Other Vessels ≥ 65'	\$2.50 per foot per day	
	Other Vessels ≥200'	\$3.00 per foot per day	

## **Residence Surcharge**

Per Month	\$69 +\$23/person above
Per Month	four persons

• A 5% City & Borough of Juneau sales tax may apply to all fees

**Launch Ramp Rates** 

Recreational - Calendar Year	
(includes Kayaks)	\$90
Matching registrations are required	
to obtain two additional permits.	\$5 per additional permit
Please see 05 CBJAC 20.060 -	
Recreational Boat Launch Fees.	
Recreational - Day	\$15
Commercial - Calendar Year	\$250 per trailer
	Up to 1 hour \$60
Freight Use - Commercial	Over 1 hour \$30 for each additional hour

### **Parking Rates**

	<u> </u>
Douglas, Harris, Aurora Harbors	Free w/ permit (permits available at
	Aurora Harbormaster's office)
Statter Harbor – Summer	\$1 per hour/\$5 per calendar day
(May, June, July, August, September)	
Statter Harbor – Winter	Free w/permit (permits available at
(October through April)	Statter Harbor 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 (Statter Harbor & Aurora Harbor)
Showers (Statter Harbor, Harbor Washboard, Augustus Brown Pool)
Free Sewage pump-out (Aurora, Douglas, Harris, and Statter)
Sewage pump out cart available at Aurora Harbor.

### PORT ENGINEER'S PROJECT STATUS REPORT

**Gary Gillette, Port Engineer** 

Project	Status	Schedule	Contractor	Notes
Boat Yard at ABLF				
Shop and Office Builidngs	In Progress		MRV	Bids due December 1, 2016
Fabric Structure	In Progress		Clear-Span	Delivery in November
Auke Bay Loading Facility - Phase II				
TIGER Grant Close-Out	On-Going			Annual equipment reporting
Douglas Harbor Reconstruction				
Phase III -Material Procurement	In Progress		Trucano	Piles in town, floats arriving weekly
Phase III - Construction	In Progress		Trucano	Trucano is on site
Statter Harbor Launch Ramp				
Construction			Miller	Past completion date
Statter Tidelands Survey	In Progress		R&M	
Port of Juneau Cruise Berths				
1% for Art	In Progress		Garten	Anticipate installation in May 2017
North Berth - On-Site Construction	In Progress	5/7/17	Manson	
North Berth - On-Site Inspection	In Progress	5/7/17	PND	
Vibration Monitoring Services	In Progress		AS&E	No issues to date
DNR Tidelands Survey	Hold		DOWL	Processing Contract
Aurora Harbor Re-Build - Phase I				
Project Close-Out	In Progress		NCS	Awaiting final paperwork
Aurora Harbor Re-Build - Phase II				
95% Design Submittal	In Progress	11/18/16	PND	
95% Design Review by D&H		11/25/16	Staff	
Bid Ready Documents Submittal	Hold	12/23/16	PND	
Open Bids	Hold	1/24/17	Staff	
Harbor Board Review of Bid	Hold	TBD	Board	
Assembly Approval of Bid	Hold	TBD	Staff	
Contract Approval	Hold		Staff	
Procurement of Materials	Hold		TBD	
On Site Construction	Hold	8/22/17 - 4/6/18		
Substantial Completion	Hold	4/6/18		
Final Completion		5/6/18		
Statter Master Plan Phase III				
Design	In Progress		PND	Awaiting Geotech and Environmental Reports

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### PORT ENGINEER'S PROJECT STATUS REPORT

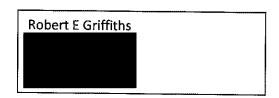
**Gary Gillette, Port Engineer** 

Conditional Use Permit	In Progress	Staff	Preparing Application Document
Flood Elevation Exception	In Progress	Staff	Preparing Application Document
Army Corps of Engineers Permit	In Progress	PND	
Surveying, GeoTech, Sampling	In Progress	PND	Awaiting reports
Weather Monitoring System	In Progress	MXAK	Procuring equipment for next phase
Periodic Maintenance (Lucity Program)	In Progress	Staff	Up and Running
Archipelago Property Improvements	Hold	Staff	Awaiting Board Direction
Archipelago Property Procurement	Hold	Staff	Awaiting funding
Amalga Harbor Fish Cleaning Station	Hold	Staff	Re-visit in Jan 2017
Cruise Berth Shore Tie Power Study	In Progress	PND	Board to review report
Aurora Harbor - Dredging on A Float	Hold		Awaiting funding
Aurora Harbor - Annodes on Piling	Hold		Awaiting funding
Marine Park Sheet Wall Coating	Hold	Tinnea	FY18 Passenger Fees?
Taku Harbor Pile Jacking	Hold	Staff	Requesting funding from ADF&G
Auke Bay Marine Station Acquisition	In Progress	Staff	Awaiting decision by GSA
Statter Breakwater Safety Improvements	In Progress	PND	
Port Security Camera Grant - Phase II	In Progress	Monroe	
Norway Point to Bridge Master Plan	In Progress	Corvus	Reviewing sketch plans

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November 8, 2016

Juneau Docks and Harbors Board 155 S. Seward Street Juneau, AK 99801



RE: Public Comments on Proposed Ordinance/Regulation Changes and Residence Surcharge Increase

My family and I are residents of Juneau's Harbors, so I do have a vested interest and obvious bias in this matter; notwithstanding, I would like to provide some constructive criticism of the proposed rule changes and fee increases, and suggested solutions:

Section (c), human waste disposal, is a <u>must and long overdue</u>; however, the current situation with CBJ's pump out stations being inoperative, non-functional, or perpetually blocked by transient vessels means that this section of the ordinance will be extremely difficult to enforce. I would be an avid champion of this change if CBJ repaired and maintained the existing pump-out stations at <u>each</u> harbor and/or there was a commercial pump-out service available in Juneau (if there is one, and I am not aware, please let me know). Please place a high priority on the repair of existing harbor pump-out stations, and let harbor residents know when they are again functional.

Section (d) Surcharge: (as opposed to section (d) residential vessel occupancy limits [note that the document with proposed changes has two section d's]). Assessing a residential surcharge is an acceptable concept, as the residents presumably utilize more harbor "services" than boats simply moored in the harbor; however, the proposed increases are excessive. In our case, we would see our residential surcharge, or liveaboard fees, more than doubling, from \$92 to \$185 a month. In Juneau, we must ask just what Harbor 'services' are used more by residents?; Obviously, fresh water is one service; Electricity is not, nor does the CBJ provide any bathroom, shower or laundry facilities. In short, it appears that the proposed fee increase is only to raise additional revenue and to discourage livaboards from settling in Juneau's harbors. I would propose that a more reasonable increase would be for the Harbor Board to add the pet fees, increase the fees as proposed, but retain the current 4 individuals included in the initial residential surcharge.

Finally, to address the other Section (d), Residency occupancy limits: The proposed 10% limit on the number of residential vessels, AKA livaboard vessels, is arbitrary and not based upon any sound research. While not part of the Harbor Board's mission, the availability of affordable housing in Juneau is already bad enough without the Board contributing to the problem by reducing available slips to those who have chosen the lifestyle. We moved to Juneau precisely because we could affordably live aboard our vessel while working in the Capitol City.

Harbor staff have been quoted in the media as saying the increasing crime problem in the Aurora Harbor is due to overcrowding of residential vessels in the harbor. After a long career in law enforcement, and having spent time living in two of Juneau's harbors, I can tell you that the actual problem is <u>not</u>

overcrowding; just like every other community, the true problem is a few individuals who are not being held accountable for their disruptive and illegal behavior. The harbors need to be managed just like an apartment complex, if a tenant doesn't abide by the rules, or they engage in illegal behavior, they are out!

I strongly recommend that harbor staff partner with local police in community policing within the harbors and engage in problem-solving policing strategies to address problematic individuals and or vessels. Although she will not appreciate my volunteering her, as a liveaboard herself, JPD Lt. Kris Sell may be a valuable liaison between the Harbor Board, harbor staff and the local police department.

Respectfully,

Robert E "Bob" Griffiths

Dear Harbor Board and Officers; Happy Veteran's Day!

The Harbor does not provide anything to Liveaboard boats that is not provided for all harbor patrons. Liveaboards pay the same slip fee that other boat owners pay for the same benefits.

Why discriminate against liveaboards?

Water for my boat, with 2 people, costs the Harbor \$2.35 a month. A garbage can on shore with p/u would cost \$30 a month. Most of the trash in the dumpsters does not come from Liveaboards. (In the Aurora dumpster, in spite of the pen and camera, much of the trash doesn't even come from the harbor let alone liveaboards.)

It's time to dispense with the myth that Liveaboards should pay extra for some, unknown, extra benefit from the harbor. For some reason it seems that some people think Liveaboards are getting a free pass; We are Not. We pay the same as everyone else, plus an extra fee. A boat is not a house. There is no reason to equate the fees of a land bound house owner with those who choose to live afloat.

All boats are charged a moorage fee. There is no cost analysis to show that the liveaboard population costs the harbor more. The reason is; they don't. The idea that, without liveaboards, the Harbor could be shut down for the winter is ludicrous.

The liveaboard fee should not be raised, it should be lowered or cancelled.

Don't discriminate against Liveaboards simply because they use their boats more than anyone else. At the Ops meeting it was pointed out that a boat owner who wants to stay on his boat on weekends must pay a liveaboard fee. What was not pointed out is that for commercial boats liveaboard fees are often waived, (for security?)

"Clean, Safe, & Secure", sounds good, but not when it is used to imply that liveaboards are, "Dirty, Unsafe, & Dangerous." The 25 or so attendees at the Ops meeting disproves that myth. From the their comments it is obvious that the way to improve the harbors is to have more boat owners in the harbor more often. Cameras are no substitute for eyes.

This is a chance to step out. Be the Harbor that chooses not to discriminate against a small subset of Alaska's population; Liveaboards. Charge everyone the same for the same benefits.

"Encourage Harbor Use." Drop the three day rule. Drop the 10% idea. Drop the liveaboard category. Encourage boat owners to use the harbors and stay aboard their boats anytime. This is <u>Juneau AK</u>; not Washington or California, not Ketchikan, or anywhere else. Let's make <u>Juneau Harbors</u> unique. A Leader, not just another follower.

Sincerely, Al Holzman