

DOCKS AND HARBORS OPERATIONS MEETING

AGENDA

January 22, 2025 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/88972574785> Meeting ID: 889 7257 4785 Passcode: 811975

A. CALL TO ORDER

B. **ROLL CALL:** James Becker, Tyler Emerson, Don Etheridge, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith and Shem Sooter.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** (not to exceed five minutes per person, or twenty minutes total time)

E. APPROVAL OF MINUTES

1. December 11th Meeting Minutes

F. UNFINISHED BUSINESS

2. Transfer of \$3,000,000 from Docks Funds Balance to CIP Statter Phase IIID
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion & Action

MOTION: TO RECOMMEND THE ASSEMBLY APPROVE THE TRANSFER OF \$3M FROM THE DOCKS FUNDS BALANCE TO STATTER PHASE IIID PROJECT WHICH WOULD PROVIDE CURB, GUTTER, PAVING AND LANDSCAPING FOR THE EXCURSION BUS PARKING LOT.

3. Process to Select Patron to Construct New Boat Shelter at Aurora G22/23
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RESOLICIT OFFER TO CONSTRUCT NEW BOAT SHELTER BY [REMOVING ANY FEES] or [SELECT THROUGH RANDOM PROCESS]

G. NEW BUSINESS

4. FY25/FY26 BUDGET PROCESS
Presentation by Port Director/Administrative Officer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO APPROVE THE PROJECTED ACTUAL FY25 BUDGET AND AMENDED FY26 BUDGET FOR THE DOCKS ENTERPRISE AND THE HARBOR ENTERPRISE AS PRESENTED.

5. Pioneers of Alaska Lone Sailor Statue - Waterfront Location Request

Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion Action

MOTION: TO RECOMMEND THE ASSEMBLY ALLOW FOR THE PIONEERS OF ALASKA TO PLACE AN UNITED STATES NAVY MEMORIAL "LONE SAILOR STATUE" IN THE TIMBER DECK AREA BETWEEN THE ALASKA STEAMSHIP AND CRUISESHIP TERMINAL DOCKS.

6. ADOT HARBOR FACILITY GRANT APPROPRIATION - \$5M AURORA HARBOR PH IV

Presentation by Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND THE ASSEMBLY ACCEPT A \$5M ADOT HARBOR FACILITY GRANT FOR AURORA HARBOR PHASE IV

7. Boatyard Trailer Bid Award

Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND THE ASSEMBLY AWARD A \$319,700 BID CONTRACT TO KROPF INDUSTRY FOR A BOATYARD TRAILER USING FUNDS FROM DOCKS & HARBORS FLEET RESERVE FUNDS.

8. CY2024 URBAN ALASKA CONSUMER PRICE INDEX (CPI)

Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO ACCEPT THE CY2024 URBAN ALASKA CPI OF 2.2% AND APPLY IT TO ALL APPLICABLE FEES.

H. ITEMS FOR INFORMATION/DISCUSSION

9. Aurora Harbor Office Building Evaluation Report

Presentation by Port Engineer

Committee Discussion/Public Comment

10. Project Prioritization and Community Outreach

Presentation by Port Director

Committee Discussion/Public Comment

I. STAFF, COMMITTEE AND MEMBER REPORTS

J. ASSEMBLY LIAISON REPORT

K. BOARD ADMINISTRATIVE MATTERS

11. Next Meetings:

Thursday, January 30th - regular Board Meeting

Wednesday, February 19th - Operations-Planning Committee Meeting

L. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.



DOCKS AND HARBORS OPERATIONS MEETING MINUTES

December 11, 2024 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

- A. CALL TO ORDER:** Mr. Sooter called the meeting to order at 5:00pm in the Port Director's Conference Room and via Zoom.
- B. ROLL CALL:** The following members attended in person or via zoom - Don Etheridge, Tyler Emerson (arrived late), Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, and Shem Sooter.

Absent – James Becker

Also in attendance – Carl Uchtyl - Port Director, Matthew Sill – Port Engineer, Jeremy Norbryhn – Deputy Harbormaster, Scott Hinton – Port Operations Supervisor and Melody Musick – Administrative Officer.

- C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES – No Changes**

MOTION By Mr. Etheridge: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection.

- D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –**

Mr. Kirby Day, Juneau, AK 99801

Mr. Day wanted a status report about the continued concern on the amount of recreational and commercial boats in an out of Statter Harbor and the wake. There was a meeting held a few months ago. He asked if there has been further discussion on moving the five mile-per-hour buoy marker further out or is it a dormant item?

Mr. Uchtyl said there has been various conversations on this topic and there is a private organization set up that is trying to self-regulate themselves. He said the Coast Guard did have a meeting with Alix Pierce and Jeremy Norbryhn attended.

Mr. Norbryhn said the Coast Guard presented voluntary programs that were put in place in Ketchikan years ago and have worked in the no-wake zone. The thought was that this private organization could take this program on as a voluntary program. For this to be law would take years. There is not enough property damage or boating accidents data for it to move quicker. It was made clear that Docks & Harbors jurisdiction ends just outside the breakwater.

- E. APPROVAL OF MINUTES**

1. November 13th, 2024 Minutes – Hearing no objection the minutes were approved as presented.

- F. UNFINISHED BUSINESS**

2. FY26 Capital Improvement Projects (CIP) List

Mr. Uchtyl said Docks & Harbors CIP list is due to Engineering on December 16th. On page ten in the packet is advancing projects that we wish to or hope to accomplish in the next fiscal year based on our resources. They also want five other years of projects. Mr. Uchtyl talked about Docks & Harbors fund balance and project costs.

Harbors (Fund Balance beginning of FY25) - \$5,100,400.

- Aurora Phase IV - \$1.5M
- Statter Breakwater Study - \$500,000

- New Boat Yard Trailer – Approx. \$317,000 (we currently have \$225,000).

After these three items, our fund balance will be down to \$3,400,000. The fund balance will continue to grow through FY25 and will be used on what we intend to fund in FY26.

- The PIDP Grant match of \$2.8M (if we get the DOT Harbor Grant, we may not have to pay all the match).
- Army Corp Statter Harbor Breakwater Cost Share - \$600K
- Statter Harbor Zinc Project - \$500K

Mr. Uchtyl said he wanted to point out how easy it is to spend all our money on valuable projects. The list in the packet was put together from Board input. He went over the list below -

- | | |
|-------------------------------------------------------|--------------|
| • Aurora Harbor Drive Down Float (local match \$2.8M) | \$13,000,000 |
| • Statter Breakwater - Cost Share w/USACE | \$600,000 |
| • Statter Harbor Office - New Roof | \$250,000 |
| • Statter Harbor - Zinc Anodes | \$500,000 |
| • Secure Storage - Little Rock Dump | \$300,000 |
| • Echo Cover -Launch Ramp Float | \$200,000 |

Committee Questions –

Mr. Etheridge asked if the Zinc Anode project for Statter Harbor is the Legislative request?

Mr. Uchtyl said yes.

Ms. Smith asked if the Echo Cove project will add to Staff Maintenance.

Mr. Uchtyl said we already go out there and it will not increase staffing time.

Mr. Hamilton asked if the Echo Cove project would require more staff time with snow plowing with the float.

Mr. Uchtyl said we typically do not snowplow.

Mr. Norbryhn said the State runs a plow out there and runs one pass through the parking lot. Goldbelt runs a boat out of Echo on really bad days to the mine and they will occasionally ask for gravel when it is icy. Staff goes out to sand when they can.

Mr. Uchtyl went over the Docks projects below.

- | | |
|-------------------------------------------------------------------------------------------------------------------------|--------------|
| • Shore Power - 16B (Estimate for phase I) | \$30,000,000 |
| • Downtown Piling Inspection (Marine Passenger request) | \$300,000 |
| • Downtown Seawalk Cameras (MP request or grant opportunity) | \$1,000,000 |
| • Statter Harbor Phase IIID - curb, gutter & paving (possibility to use Docks fund balance for this project) | \$3,500,000 |

Mr. Uchytel said Docks has approximately \$3.7M in our fund balance.

Mr. Hamilton wanted to provide a survey for the public to rank our project priorities.

Mr. Sooter suggested to add this topic to our next meeting agenda.

Mr. Uchytel said the CIP projects on page eight are projects for the next five years starting FY27 and he read the list. Any items in bold are Docks projects.

FY27 -

Statter Breakwater - Cost Share w/USACE	\$900,000
UAS Property Purchase (Lease runs out 2027/entire area)	\$8,000,000
Aurora Harbor Office - Replacement	\$3,500,000
Douglas Harbor Launch Ramp Extension/Lighting	\$200,000
Douglas Harbor Showers/Bathrooms (eligible for grant)	\$250,000
Aurora Harbor Showers/Bathrooms (eligible for grant)	\$250,000
Emergency Vessel Loading Float	\$1,000,000

FY28 -

Shore Power - 16B (phase II)	\$31,000,000
Statter Breakwater Construction - Local match w/USACE (1% sales tax initiative)	\$20,000,000
Douglas Harbor Uplands	\$6,000,000
Zinc Anode Replacement - 16B	\$3,000,000
Harbor-wide Security Gates	\$500,000

FY29 -

Statter Harbor Garage/Storage	\$1,500,000
Aurora Harbor Dredging - Tug Slip	\$500,000
Marine Services Facilities	\$30,000,000
Deck Over People's Wharf/USS JUNEAU	\$7,000,000
Lone Sailor Memorial	\$200,000

FY30 -

Direct Fish Sales Facility - Harris Harbor	\$300,000
Seawalk Harris & Aurora Harbors	\$10,000,000
Small Cruise Ship Infrastructure	\$15,000,000
Purchase Archipelago Property	\$11,000,000

Mr. Hamilton commented that the UAS area is for the Marine Facilities services, and he sees it twice on this list.

Mr. Uchtyl explained that strategically Harbors wants to maintain control of the UAS property and it is important to our operations. The marine services yard is something Harbors can continue to work on which is a big fill project, areas considered are the former Thane Ore House area or Norway Point near the Yacht Club. He believes the Board still wants to maintain these projects which are a vision for a larger marine services yard and obtaining the entire UAS property.

Mr. Hamilton asked if the staff is suggesting moving forward with two separate proposals? He asked if they could be combined to have more leverage.

Mr. Uchtyl said he does not see more leverage if they are combined. Harbors will never get a grant opportunity to purchase the UAS property. He talked about the Assembly interest in acquiring the UAS property and commented there could be a small grant for the marine services yard to maybe obtain a travel lift. It is difficult to figure out where the best place is for the marine services yard.

Mr. Etheridge said the Assembly was also interested at one time in purchasing the entire UAS property if it becomes available.

Mr. Sooter commented he would want the UAS property that separates our two assets regardless if there is a boat facility there or another location. He looks at these as two separate projects.

Mr. Uchtyl read the future projects below.

Future Years -

Auke Baywalk - Statter Harbor to Auke Bay Marine Station	\$12,000,000
Downtown Safety Railing	\$2,000,000
Amalga Harbor Improvements	\$1,000,000

Mr. Uchtyl said the Board can direct any changes to this list.

Mr. Hamilton asked why the Statter Harbor curb and gutter project can be paid from the Docks fund balance but not the roof for Statter Harbor?

Mr. Uchtyl said there is a strong argument that the parking lots are used by the Cruise Industry going out whale watching and are nearly the exclusive users of that parking lot. To use Docks funds is appropriate. The Statter Harbor roof is more of a Harbor than a Dock facility. There would be push back asking to use docks funds on this project.

Ms. Smith asked because Harbor personnel spend time dealing with the passenger for hire boats if there could be a percentage of Docks funds used on the roof project?

Mr. Uchtyl commented that we have not gone down the path of saying there is a good amount of Harbor efforts used on passenger for hire vessels and the appropriate time to bring that up would be in our budget cycle. It could be possible to make that argument, and it is not unreasonable.

Mr. Etheridge commented we get funds per head for every passenger that goes on the passenger for hire vessels. Those fees go to the Harbor funds and that is what those fees are for.

Mr. Norbryhn commented we do have one PTL employee that cleans the Statter Harbor area and bathrooms all summer which is paid out of Docks funds.

Public Comment - None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO APPROVE THE CAPITAL IMPROVEMENT PROJECTS LIST AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

G. NEW BUSINESS

3. FY26 Marine Passenger Fee (MPF) Request List

Mr. Uchytel said on page eleven in the packet is the start of the Marine Passenger fee request. Docks collects the five-dollar fee which goes to the City Manager. Approximately \$8M in MP fees are collected that the Tourism Director allocates. The purpose of that fee is to mitigate the impact of the 1.7M passengers. Anyone in the community that is impacted by cruise ship passengers can apply. This list is submitted every year, and it is not prioritized but merits consideration.

He went over the list. In the past we have been awarded \$717K from the Marine Passenger funds.

Pg 12 - Downtown Security Camera's

Pg 13 - Area Wide Port Operations – We typically get this request funded.

Pg 14 – US Customs/Port Office & Visitor Center Building - Docks maintains these buildings at our expense.

Pg 15 –Safety Rail

Pg 16 – Dock Electrification

Pg 17 – Dock Security

Pg 18 – Archipelago Property

Pg 19 – Lone Sailor Statue

Pg 20 – USS Juneau Memorial

Pg 21 – Re-establishment of the Emergency Vessel Loading Float

Pg 22 – Downtown Piling Inspection

Mr. Uchytel said these are the projects he is proposing for the Marine Passenger fees, and this list is due January 2nd.

Committee Questions

Ms. Smith asked if the ask has been increased over the years to reflect the rate of inflation and employee increases.

Mr. Uchytel said no.

Ms. Smith said they should.

Mr. Hamilton asked if these are all equally reviewed and equally important. Is the Board to prioritize the list? He asked for more information how this works.

Mr. Uchytel said we operate in the black for our Docks Enterprise. We could prioritize the list but between the Manager's office they figure out what they want to fund, and they are also trying to fund other interests. The \$717K we receive has been adequate.

Mr. Etheridge commented the Manager will go through the requests and decide what she would like to see moved forward to the Assembly. The Assembly has the final say.

Mr. Uchytel commented that we may get funded for the piling inspection.

Public Comment –

Mr. Kirby Day, Juneau, AK

Mr. Day commented that a lot of these projects have some merit but the way it is decided makes it difficult to get things funded.

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO APPROVE THE FY26 MARINE PASSENGER FEE REQUEST LIST AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

H. ITEMS FOR INFORMATION/DISCUSSION

4. Maritime Administration (MARAD) - PIDP Grant for Aurora Drive Down Float

Mr. Uchytel said on page 23 is an email received from MARAD that stated there will be a kickoff meeting in January or February for the PIDP grant.

Committee Discussion –

Ms. Smith asked if we were going to fall into challenges with the environment listing of the Sunflower Sea Star?

Mr. Uchytel said there is a new process called AK-SLOPES initiative that is specifically set up for Alaska which is supposed to streamline the permitting process. PND has applied on our behalf for the Taku Harbor project so we will see how that turns out. It has been a while since we have done a federal grant and you need to make sure everything is correct.

Public Comment – Mr. Hamilton brought public concerns forward. There are people concerned with the vehicle traffic flow passing through the yard.

Mr. Sooter commented that everywhere in the downtown area is crowded. He thinks this is a good project and it will help.

Mr. Uchytel said he believes the vehicular congestion is a solvable problem.

Ms. Smith asked if the concern is with the access to Egan?

Mr. Hamilton said it was in the yard and having the big trucks behind you and also getting a trailer through there.

Mr. Uchytel said there could be a way to limit access with a gate or human intervention.

Mr. Hamilton asked why it isn't by the Yacht Club?

Mr. Uchytel said he is unsure where it would go at the Yacht Club.

Mr. Etheridge commented this location was the cheapest and it is too late to change the location now.

5. Additional Charges for Cruise Ships without Electronic ID Verification

Mr. Scott Hinton said on page 28 in the packet is a letter outlining the need for the additional charge. He said he runs the Port and a big part of his job is security for passengers coming on and off the ships with dual ID verification. Most of the very large cruise ships have the electronic ID verifications and we

need about four people for security for ID checks. Some of the boats do not have this and that means we must have more staff, like eight or nine, to effectively meet the dual verification requirement. Letters have been written to those ships that do not have the electronic ID verification and nothing has happened. The hope is this fee will nudge them to get the electronic ID verification. He pointed out that when you must look at everyone's ID it creates more stress in the security shelter not only from Docks staff but from the passengers as well. This affects our staff retention.

Committee Discussion

Ms. Smith asked if this new tariff falls under the head tax?

Mr. Uchytel said the way we are looking at this it is a fee assessment. This does not merit a regulation change. In regulation, we have an hourly rate and we will use that as an incentive to go to electronic ID verification. We will let the Tourism Director know, and every January we send a letter out to Mr. Green and Mr. Day with our current rates. We will let them know we are implementing this fee.

Ms. Smith commented that they also need to understand that this fee will increase as our costs increase.

Ms. Musick commented that the staff labor fee is tied to CPI adjustment.

Public Comment

Mr. Kirby Day, Juneau, AK

Mr. Day commented that all his ships have facial recognition or electronic ID verification. He asked Mr. Hinton if they need Wi-Fi or a network?

Mr. Hinton said they are a stand-alone unit and does not need Wi-Fi or a network.

Mr. Day said he will reach out to M/V QUEEN ELIZABETH to see if he can nudge them to get the electronic ID verification.

Mr. Etheridge suggested to send this to the full Board for approval.

6. Statter Harbor Phase IIID - 65% Review

Mr. Sill said starting on page 34 in the packet is the 65% review set for the Statter Harbor phase IIID project.

He went over page 34 which is the overview of the site and explained what is included in this project.

- Seawalk Connections
- Curb, gutter, and paving the parking lots for angle bus parking and boat trailers with a make ready lane
- The old launch ramp will have smaller fill for easier access to the water for the kayak users.
- Sidewalk on the Dehart's side of the parking lot
- Better Pedestrian access sidewalk – Mr. Sill commented that Harbors is encouraging Dehart's to add stairs going down the hill so pedestrians would be off the access road.

Mr. Sill said overall encumbered cost is about \$3.5M.

Committee Discussion –

Ms. Smith asked if he knows how many people get off the buses and go to Dehart's? She knows several of them do stop to get soda pop.

Mr. Sill said he does not.

Mr. Norbryhn said he has not seen any people off the bus crossing the parking lot, only deckhands off the fishing boats.

Mr. Sill talked on the schedule for this project. This is a very busy area and is very difficult. This is largely an asphalt project which is only open when the cruise ships are here. It won't take a lot of time to pave, but it must happen when the cruise ships are here. The plan is to take this out to bid immediately so at the end of the 2025 cruise bus season, the contractor can move in to start working on curb, gutter, fill, grading, seawalk, and everything done so at the beginning of the 2026 season they can pave as soon as the asphalt plant opens. It is really a timing complication with this project.

Ms. Smith asked when the asphalt plant closes?

Mr. Sooter said the end of October.

Mr. Sill said there is a lot of prep work before the asphalt and the contractor will just be getting to the site in October to begin work.

Mr. Sooter asked if there is any underground drains and things that will need to be adjusted?

Mr. Sill said the storm drain structures are in place but the lid height will need to be adjusted for the parking lots. The storm drains for the gutters will all need to be installed.

Mr. Etheridge asked where the buses will go during construction?

Mr. Sill said there could be a lot of juggling. Early in the season, there may be space in the trailer parking area. We will need to work around the contractor.

Mr. Emerson asked what is the fate of the old travel lift?

Mr. Sill showed on page 33 in the packet existing conditions, and he pointed out an area showing a small decrepit building, conex boxes, a shelter, and the travel lift. This is also where employee's park. The small building will be torn down, the conex's and shelter will be moved and we will likely surplus the travel lift. The employee parking will also move.

Public Comment - None

7. Historical Review of Douglas Harbor Projects

Mr. Sill said this is on page 56 in your packet. He added in the packet the 1962 and 2000 Douglas Harbor site plans that show the Harbor really hasn't changed. The floats were swapped out at some point but not a lot of change. Docks & Harbors took ownership in 2003 from the State of Alaska and prior to taking ownership we started an aggressive construction recapitalization plan master planning program that essentially lasted until a few years ago. From 2001 to 2024, we have spent over \$31M in Douglas Harbor. We did spend money before 2001 but not much. What is left on our master planning is the things people see, paving, curb & gutter, stripping, a seawalk along the wall, landscaping, and restrooms and showers. This presentation is to show that we have not abandoned Douglas Harbor and we feel we have invested heavily in this facility.

Committee Discussion –

Mr. Hamilton commented that he was diving in Douglas Harbor and it is filling in very quickly with silt. He asked if we have a plan to address it?

Mr. Sill said there is isostatic rebound that is happening at about 1/2" per year. Every 20 years the land comes up about a foot. We are not concerned right now with the depth in the harbor due to the past issues with dredging and permitting.

Mr. Hamilton said at a low/low tide it is getting tighter to Mr. Dimond's keel.

Mr. Sill commented that staff will keep an eye on it.

Mr. Etheridge commented that Douglas Harbor is a nightmare to try to dredge due to the mercury in the soil.

Ms. Smith asked if it was dredged to bedrock?

There was more discussion on the past dredging history.

Mr. Emerson said he sees Douglas as a great harbor. Having a restroom and a shower would be nice.

Public Comment - None

I. STAFF, COMMITTEE AND MEMBER REPORTS

Ms. Smith said at the South Douglas West Juneau Committee meeting she is only allowed to sit and listen. They want a well-maintained Harbor to support recreation and fishing.

Mr. Norbryhn said he wanted to commend Aurora staff for performing CPR on a Harbor patron who collapsed in the parking lot as Angela Thrower was getting out of her car. Angela performed CPR and two other Harbor personnel came out and one called 911 and the other assisted with getting an AED. The patron began breathing again and the EMT's showed up and took him to the hospital. They saved the man's life.

Mr. Uchtyl said the crew gets training in CPR and first aid every couple years. Jeremiah put the AED on the man and it said to not shock so they followed the guidance as they were trained which is very commendable.

Mr. Uchtyl said he will be on leave for the next Board Meeting. Mr. Creswell will be filling in.

J. COMMITTEE ADMINISTRATIVE MATTERS

Next Operations/Planning Committee Meeting - Wednesday, January 22nd, 2025

Ms. Smith said she will be in Balleza for the next meeting.

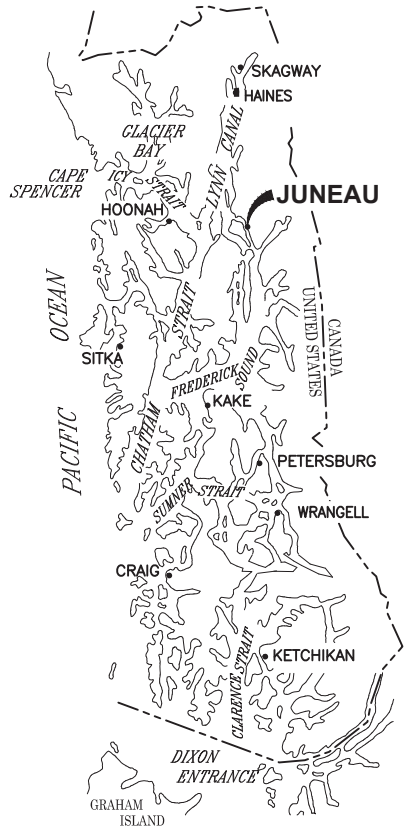
Mr. Uchtyl said the meetings in January will be to approve the budget.

K. ADJOURNMENT – The meeting adjourned at 6:43pm.

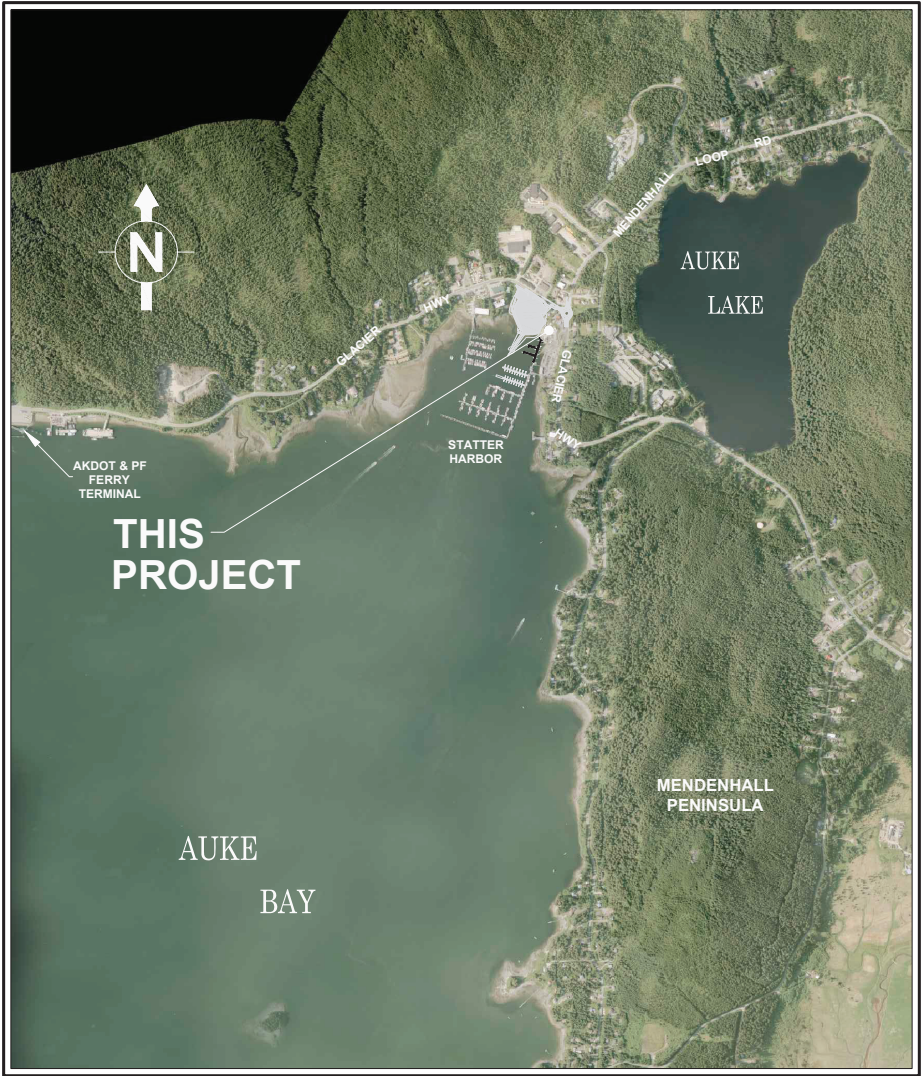
CITY & BOROUGH OF JUNEAU - DOCKS & HARBORS
STATTER HARBOR IMPROVEMENTS PHASE III (D)
UPLAND IMPROVEMENTS
CBJ CONTRACT - DH25-023



VICINITY



SOUTHEAST
ALASKA



AERIAL PHOTO FROM:
CITY AND BOROUGH OF JUNEAU, 2016

VICINITY MAP

TIDAL DATA

SOURCE: NOAA NOS/CO-OPS STATION ID:
9452210 JUNEAU, ALASKA 2/6/18

DESCRIPTION	ELEV. (FT.)
HIGHEST OBSERVED WATER LEVEL	+24.58
MEAN HIGHER HIGH WATER (MHHW)	+16.30
MEAN HIGH WATER (MHW)	+15.34
MEAN SEA LEVEL (MSL)	+8.58
MEAN TIDE LEVEL (MTL)	+8.47
MEAN LOW WATER (MLW)	+1.60
MEAN LOWER LOW WATER (MLLW)	0.00
LOWEST OBSERVED WATER LEVEL	-6.12

DRAWING INDEX

DWG. NO.	TITLE
GENERAL	
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1.02	LEGEND, ABBREVIATIONS, GENERAL NOTES AND SURVEY CONTROL
1.03	EXISTING CONDITIONS AND DEMOLITION PLAN
1.04	OVERALL SITE PLAN
1.05	PARTIAL GRADING PLAN
1.06	PARTIAL GRADING PLAN
1.07	GRADING ENLARGEMENT DETAILS
1.08	GRADING POINTS AND LAYOUT TABLES
1.09	STORM DRAIN PLAN
2.01	SITE SECTIONS
2.02	KAYAK LAUNCH RAMP PLAN AND PROFILE
2.03	RAILING ELEVATION
2.04	RAILING DETAILS
2.05	SITE DETAILS
2.06	SITE DETAILS
2.07	SITE DETAILS
2.08	SITE DETAILS
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E001	SCHEDULE AND SYMBOLS
ES01	ELECTRICAL SITE PLAN
E101	DETAILS
LANDSCAPE	
L101	LAYOUT AND SOILS PLAN
L102	LANDSCAPE PLAN
L501	DETAILS

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REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.



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Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: BMI CHECKED: CRS
DRAWN: WRB APPROVED:

SCALE:
AS SHOWN

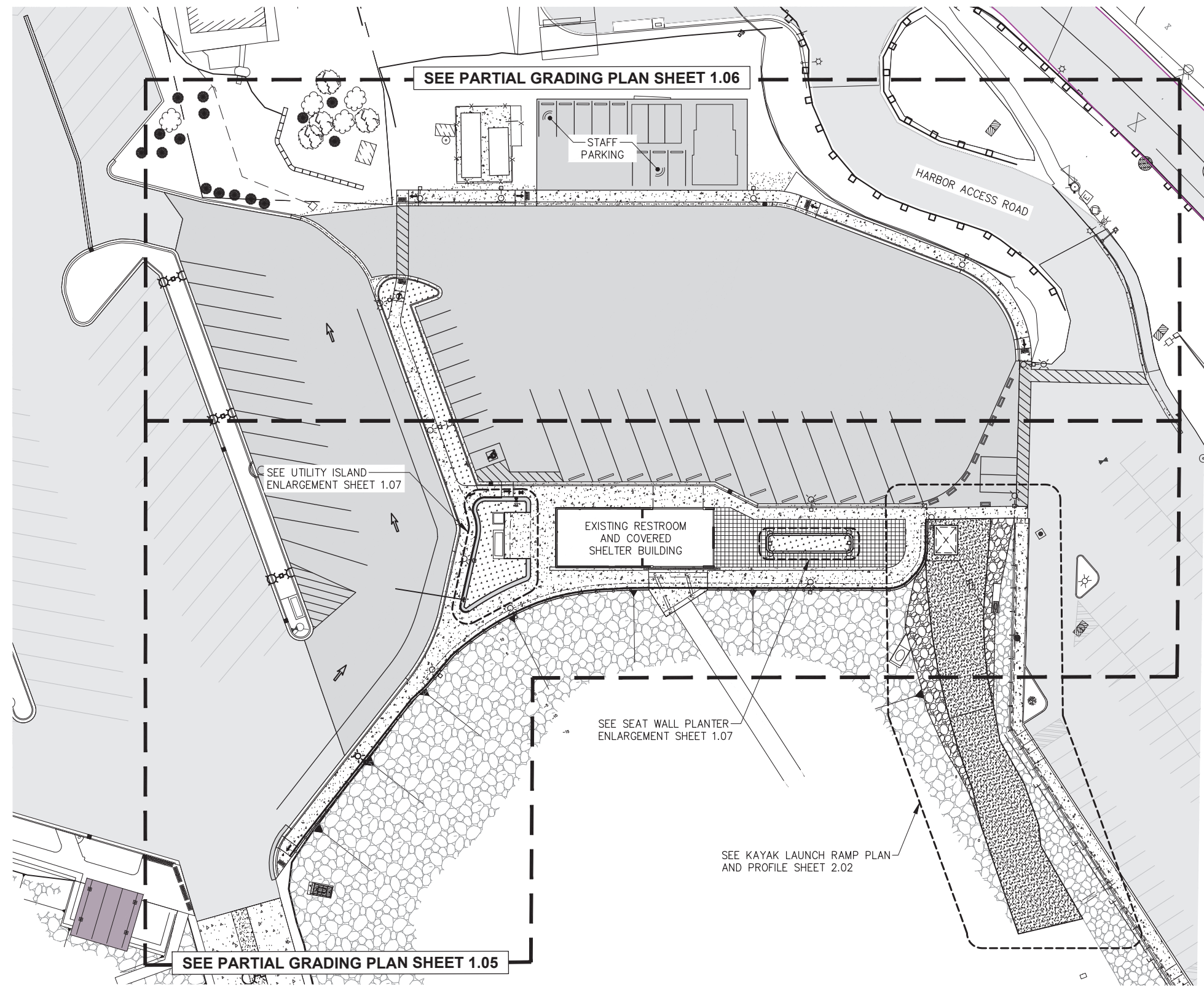
65%
DESIGN
REVIEW

DATE: 12/03/2024

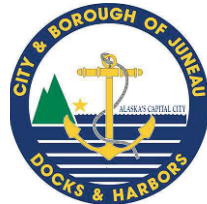
CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR IMPROVEMENTS PH III(D)
CBJ CONTRACT NO. DH25-023

SHEET TITLE:
TITLE SHEET AND VICINITY MAP

PND PROJECT NO.: 182069 C.A.N. NO.: AECC250



OVERALL SITE PLAN



REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

P | N | D
ENGINEERS, INC.

9360 Glacier Highway Ste 100
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DESIGN: BMI CHECKED: CRS
DRAWN: WRB APPROVED: _____

SCALE: 0 30 60 FT.
SCALE IN FEET

65%
DESIGN
REVIEW

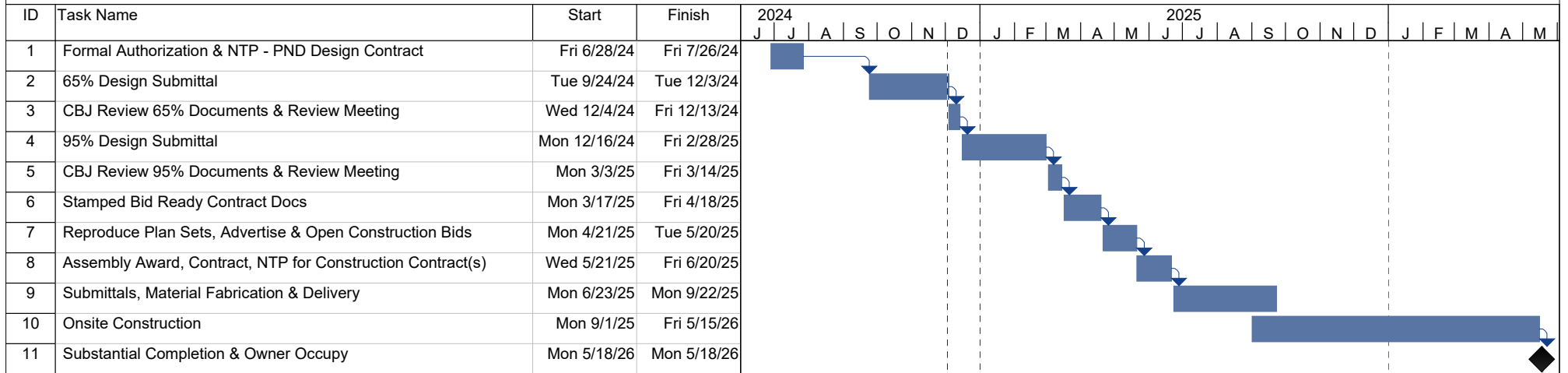
DATE: 12/03/2024























CITY & BOROUGH OF JUNEAU, ALASKA
STATTER HARBOR IMPROVEMENTS PH III(D)
CBJ CONTRACT NO. DH25-023

SHEET TITLE:
OVERALL SITE PLAN

PND PROJECT NO.: 182069 C.A.N. NO.: AECC250

STATTER HARBOR IMPROVEMENTS PHASE IIID PROJECT SCHEDULE



PND No. 182069 Tue 12/3/24	Task		External Tasks		Manual Summary Rollup	
	Split		Project Summary		Manual Summary	
	Milestone		External Milestone		Start-only	
	Summary		Inactive Task		Finish-only	
	Rolled Up Task		Inactive Milestone		Progress	
	Rolled Up Split		Inactive Summary		Deadline	
	Rolled Up Milestone		Manual Task			
	Rolled Up Progress		Duration-only			



STATTER HARBOR IMPROVEMENTS
PHASE III(D) - UPLAND IMPROVEMENTS
65% ENGINEERS ESTIMATE
Prepared by: PND ENGINEERS, INC.
3-Dec-24

Section F, Item 2.



Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	\$357,221	\$357,221
1570.1	Erosion and Sediment Control	LS	All Req'd	\$30,000	\$30,000
2060.1	Demolition and Disposal	LS	All Req'd	\$30,000	\$30,000
2202.1	Unusable Excavation	CY	1,150	\$40	\$46,000
2202.2	Usable Excavation	CY	200	\$40	\$8,000
2202.3	Class A Shot Rock Borrow	CY	2,000	\$75	\$150,000
2202.4	2" Minus Surface Course	CY	150	\$100	\$15,000
2204.1	Base Course, Grading D-1	CY	1,150	\$100	\$115,000
2205.1	Class II Armor Rock	CY	20	\$150	\$3,000
2402.1	Adjust Cleanout to Finish Grade	EA	3	\$1,500	\$4,500
2501.1	18-Inch CPP Storm Drain Pipe	LF	160	\$120	\$19,200
2502.1	Storm Drain Catch Basin, Type IV	EA	2	\$5,000	\$10,000
2502.2	Adjust Manhole to Finish Grade	EA	3	\$1,500	\$4,500
2502.3	Trench Drain	LF	134	\$350	\$46,900
2601.1	1-Inch HDPE Water Pipe	LF	35	\$100	\$3,500
2601.2	Yard Hydrant	EA	1	\$2,500	\$2,500
2602.1	Adjust Valve Box to Finish Grade	EA	2	\$1,500	\$3,000
2702.1	Construction Surveying	LS	All Req'd	\$50,000	\$50,000
2718.1	Signage	LS	All Req'd	\$10,000	\$10,000
2720.1	Painted Traffic Markings	LS	All Req'd	\$30,000	\$30,000
2726.1	1-ft thick MSE Wall Blocks	LS	All Req'd	\$30,000	\$30,000
2801.1	AC Pavement, Type II, Class B, 3-Inch Thick	TON	1,225	\$400	\$490,000
2870.1	Site Furnishings and Planters	LS	All Req'd	\$75,000	\$75,000
2910.1	Planting Soils	LS	All Req'd	\$30,000	\$30,000
2930.1	Exterior Plants and General Landscaping	LS	All Req'd	\$50,000	\$50,000
2970.1	Landscape Maintenance	LS	All Req'd	\$2,500	\$2,500
3303.1	6-Inch Colored Concrete	SY	235	\$300	\$70,500
3303.2	6-Inch Concrete Sidewalk	SY	715	\$300	\$214,500
3303.3	Curb and Gutter, Types I-V	LF	975	\$75	\$73,125
3304.1	Concrete Seawalk	SY	100	\$450	\$45,000
3304.2	Cantilevered Concrete Seawalk	SY	345	\$450	\$155,250
3304.3	Concrete Landscape Planter	LS	All Req'd	\$50,000	\$50,000
3304.4	Concrete Seatwall	LS	All Req'd	\$50,000	\$50,000
3304.5	Concrete Parking Bumper	EA	10	\$1,500	\$15,000
5120.1	Handrail	LF	370	\$350	\$129,500
16000.1	Upland Electrical - Power and Lighting	LS	All Req'd	\$350,000	\$350,000
ESTIMATED CONSTRUCTION COST					\$2,768,696
CONSTRUCTION CONTINGENCY (10%)					\$276,870
PERMIT APPLICATIONS					\$15,000
FINAL DESIGN & CONTRACT DOCUMENTS					\$225,000
CONTRACT ADMINISTRATION & CONSTRUCTION INSPECTION (8%)					\$221,496
TOTAL RECOMMENDED PROJECT BUDGET					\$3,507,062



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl Uchytel*
Carl Uchytel, Port Director

To: Boat Shelter Applicants

Date: November 21st, 2024

Re: APPLICATION PROCESS– AURORA HARBOR NEW BOAT SHELTER

Application for Aurora Harbor Boat Shelter space AG22/23:

Any application requesting permission to construct a boat shelter in Aurora Harbor (AG22/23) shall be filed with the Port Director not later than January 15th, 2025 on this form. [Only forms completed in full and accompanied by a \$100.00 filing fee will be accepted for filing. Filing fees are not refundable.]

Docks & Harbors will select the successful applicant based on the highest sealed offer provided on this form, subject to the following requirements:

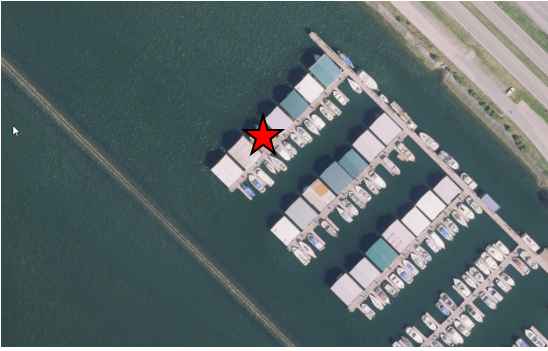
- Minimum bid \$500.
- Successful applicant must construct the boat shelter by January 2026.
- Boat Shelter may not exceed the maximum length of the longest boat shelter on Float G.
- Boat Shelter may not shed onto adjacent boat shelters.
- Boat Shelter applicant must retain ownership of at least ½ of the Boat Shelter through January 2031.
- Upon Boat Shelter selection, applicant shall be subject to the square foot fee covered under 05 CBJ AC 20.170 - Private boathouse surcharge.
- Upon Boat Shelter construction, owner shall be subject to harbor fees and property taxes payable to the CBJ Assessor.
- Boat Shelter applicant must secure all applicable building permits through CBJ Community Development Department.
- Any changes/disputes/modifications to these guidelines shall be adjudicated through the Board.

The successful applicant shall, within 30 days of notification, submit the following:

- A sketch, with dimensions, of proposed boat shelter;
- Proposed building construction material; and,
- The dates construction is estimated to commence and be completed;

I acknowledge the above requirements [including \$100 non-refundable application fee] and offer a bid of
\$ _____ [minimum bid \$500]

Name: _____
Address _____
City, State _____
Email: _____



Depicts location of Aurora Boat Shelter G22/23
Photo does not show recently constructed H-Float

This RFI is to determine if there are individuals who desire an opportunity to construct and maintain a boat shelter in Aurora Harbor. Regulations pertaining to Boat Shelters can be found [05 CBJAC 40.015](#) or below: [05 CBJAC 40.015 Boat shelters.](#)

- (a) Definition and approval required. Boat shelter means a structure that houses vessels. Except for a boat shelter moored on the north sides of Float E, Float F, and Float G in Aurora Harbor, no person may bring a boat shelter into the small boat harbors without the approval of the Docks and Harbors Board.
- (b) Access by Harbormaster. The owner of a boat shelter shall provide the Harbormaster and the Fire Department with a means to access the boat shelter in the event of an emergency. The cost of installing and maintaining the access system shall be borne by the shelter owner.
- (c) Storage of flammable liquids. The owner of a boat shelter shall ensure that all flammable liquids are stored in approved containers. An owner shall store no more than two six-gallon containers of flammable liquids per vessel in a boat shelter. This restriction does not apply to fuel stored in or upon a vessel.
- (d) Maintenance. Each boat shelter owner shall maintain the shelter in a condition that does not present a danger to surrounding vessels, other boat shelters, or other harbor users.
- (e) Modification. Other than basic maintenance, a boat shelter owner shall obtain approval of the Harbormaster prior to undertaking any modification or reconstruction of a boat shelter. In addition, the owner shall obtain the approval of the Docks and Harbors Board prior to undertaking any modification or reconstruction that changes the dimensions of the boat shelter.
- (f) Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.
- (g) Applicability of regulations. All requirements of 05 CBJAC 40 apply to the owner of a boat shelter and the vessels within a boat shelter except for the following: (1) 05 CBJAC 40.020(d), (e), and (i); and (2) 05 CBJAC 40.035(a)(5), (6), and (7).

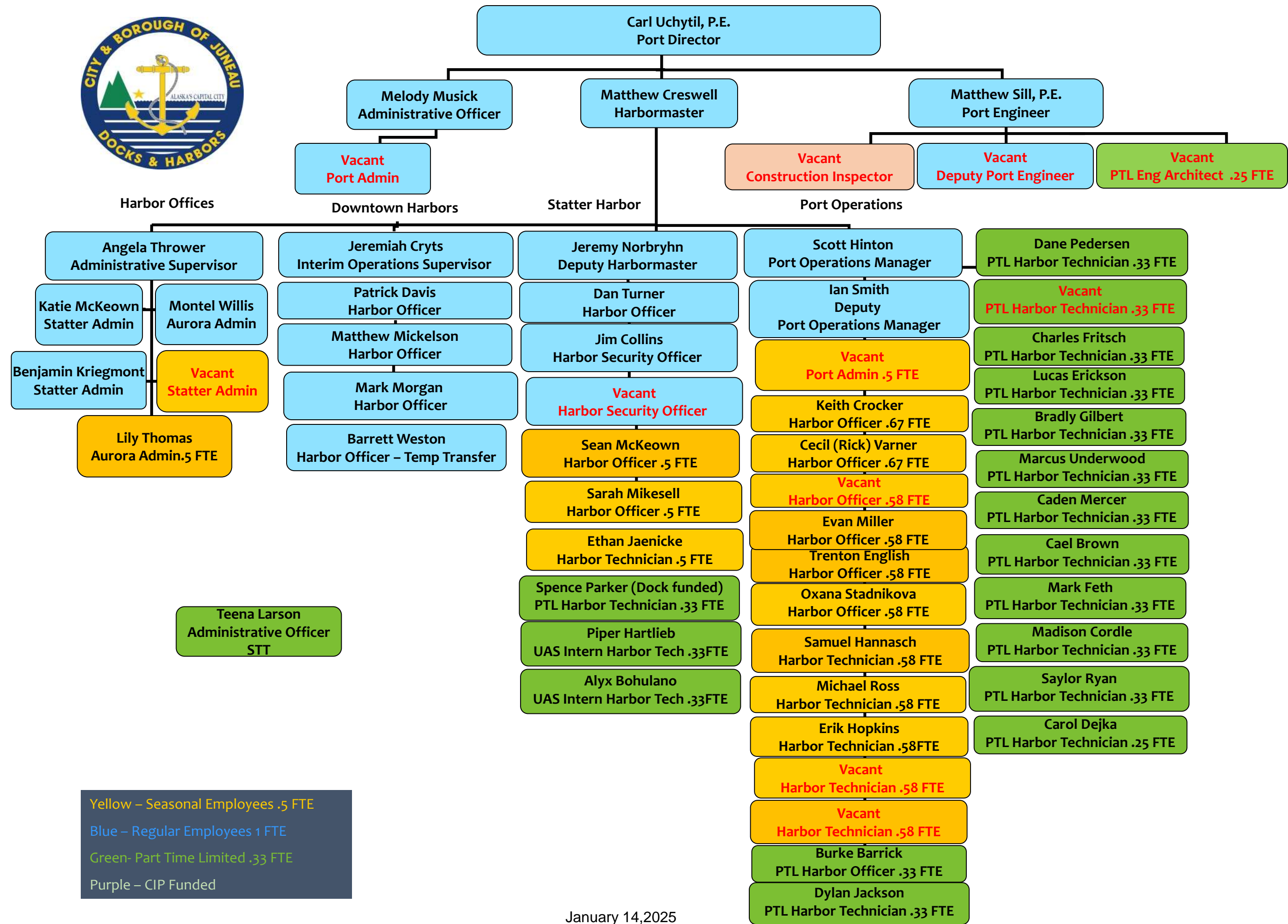
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Docks and Harbors FY25/26 Budget

Section G, Item 4.



January 22nd 2025
Docks and Harbors Operations
and Planning Committee Meeting



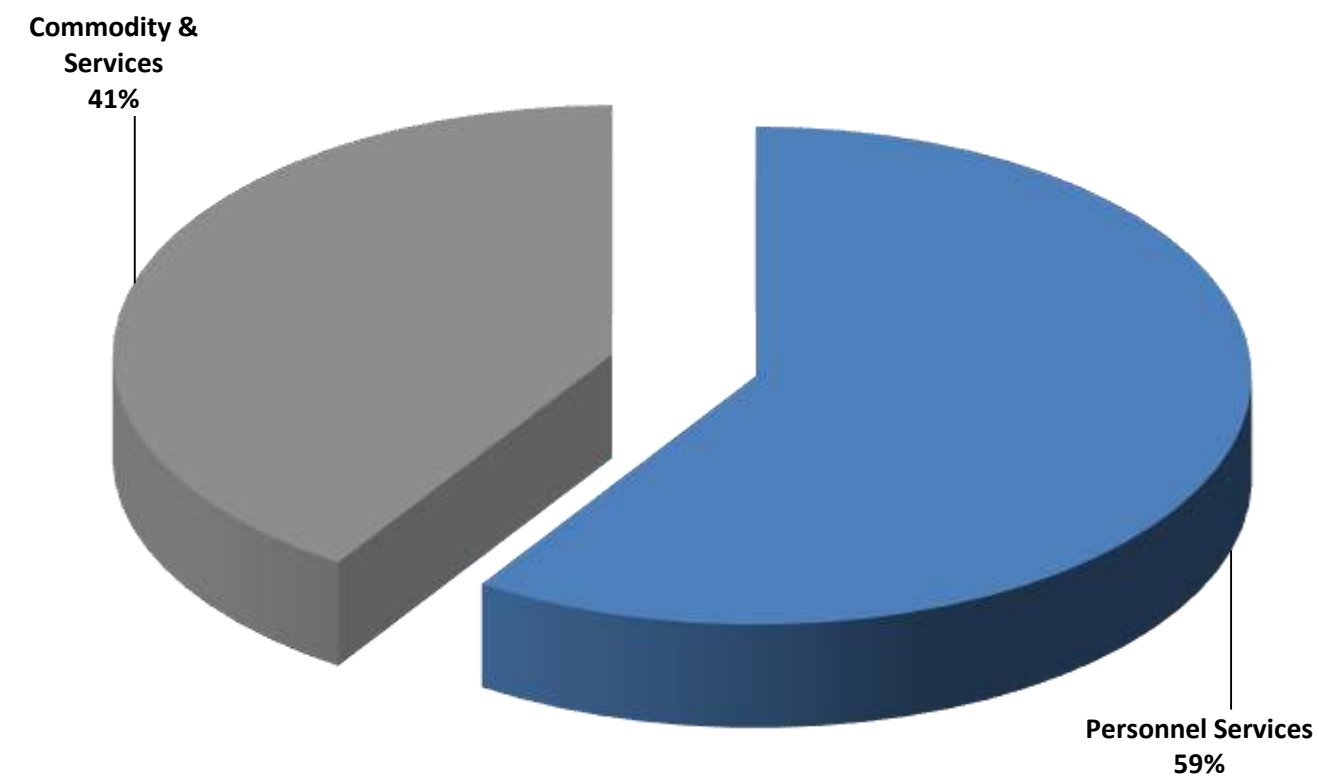
Docks Overview

	FY24	FY25		FY26	FY26
	Actuals	Amended Budget	Projected Actuals	Approved Budget	Revised Budget
EXPENDITURES					
Personnel Services	\$ 1,358,500	1,607,500	1,792,000	1,633,100	2,096,500
Commodities and Services	1,074,600	1,238,400	1,233,300	1,256,100	1,300,200
Capital Outlay	-	-	-	-	-
Support to:					
Marine Passenger Fee	-	-	-	-	-
Capital Projects	-	-	-	-	-
Total Expenditures	2,433,100	2,845,900	3,025,300	2,889,200	3,396,700
FUNDING SOURCES					
Interdepartmental Charges	40,200	40,200	40,200	40,200	40,200
Charges for Services	2,777,000	2,625,000	2,980,000	2,625,000	4,300,000
Licenses, Permits, and Fees	-	-	-	-	-
Investment and Interest Income/(Loss)	136,100	62,300	107,600	64,600	93,600
Support from:					
Marine Passenger Fees	717,000	717,000	717,000	717,000	717,000
Port Development Fees	-	-	-	-	-
State Marine Passenger Fees	-	-	-	-	-
Capital Projects	-	-	-	-	-
Total Funding Sources	3,670,300	3,444,500	3,844,800	3,446,800	5,150,800
FUND BALANCE					
Beginning of Period	2,524,600	3,761,800	3,761,800	4,581,300	4,581,300
Increase (Decrease) in Fund Balance	1,237,200	598,600	819,500	557,600	1,754,100
End of Period Fund Balance	\$ 3,761,800	4,360,400	4,581,300	5,138,900	6,335,400
STAFFING	19.75	19.75	19.75	19.75	19.75

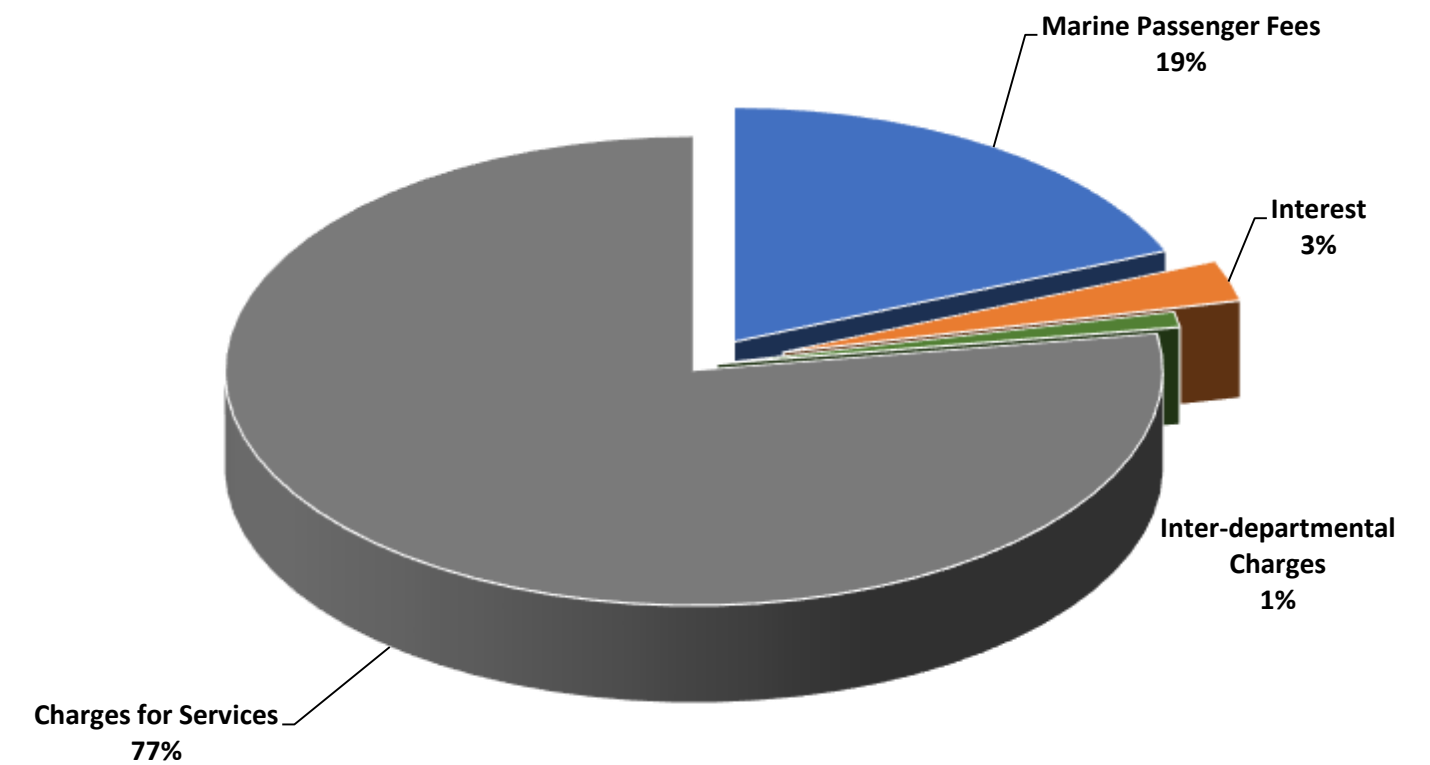
FY26 Staffing FTE's does not reflect position redistribution. Actual FY26 FTE will be 19.73

Docks Budget FY25 \$3.8M

Docks Expenditures

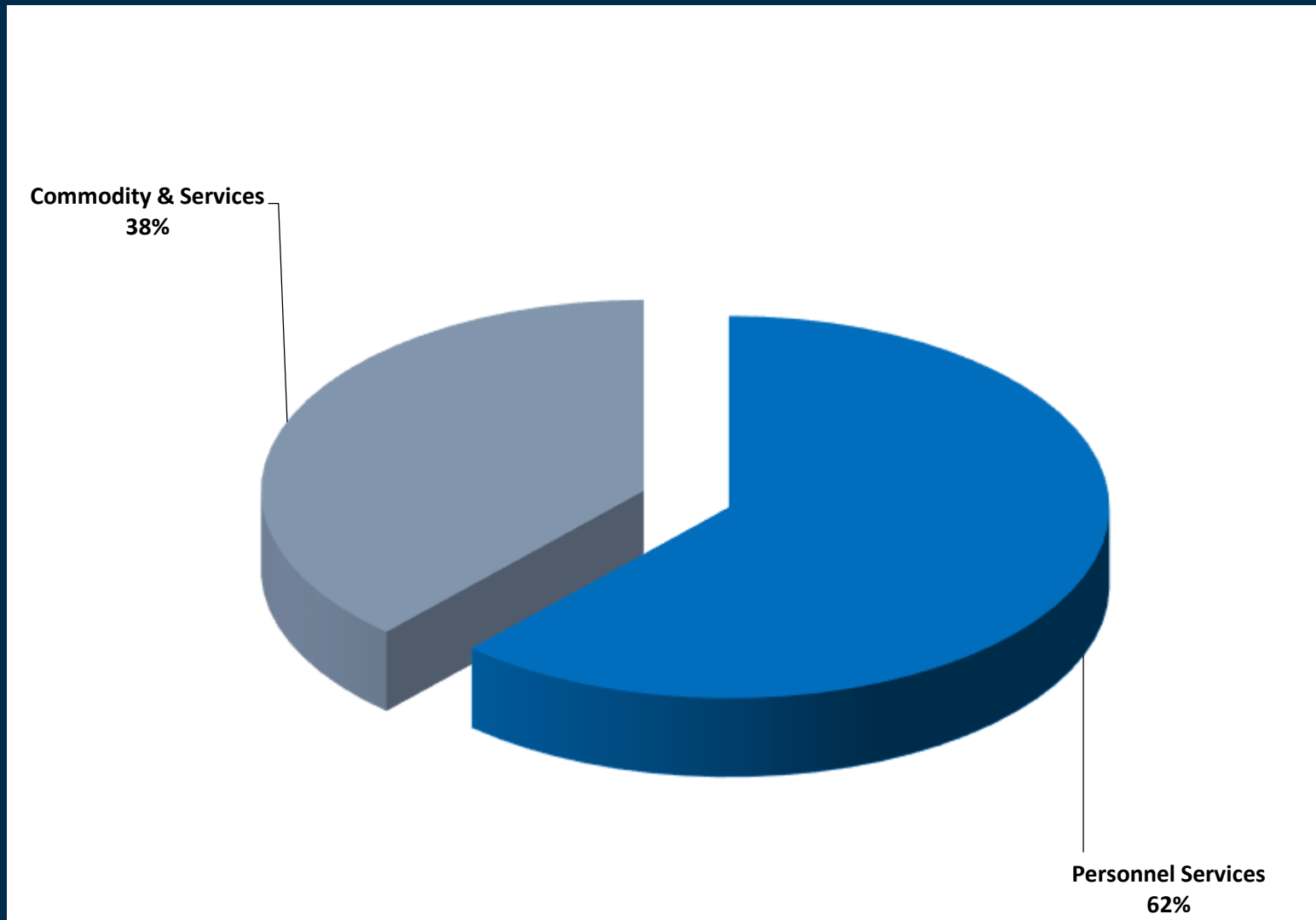


Docks Revenue

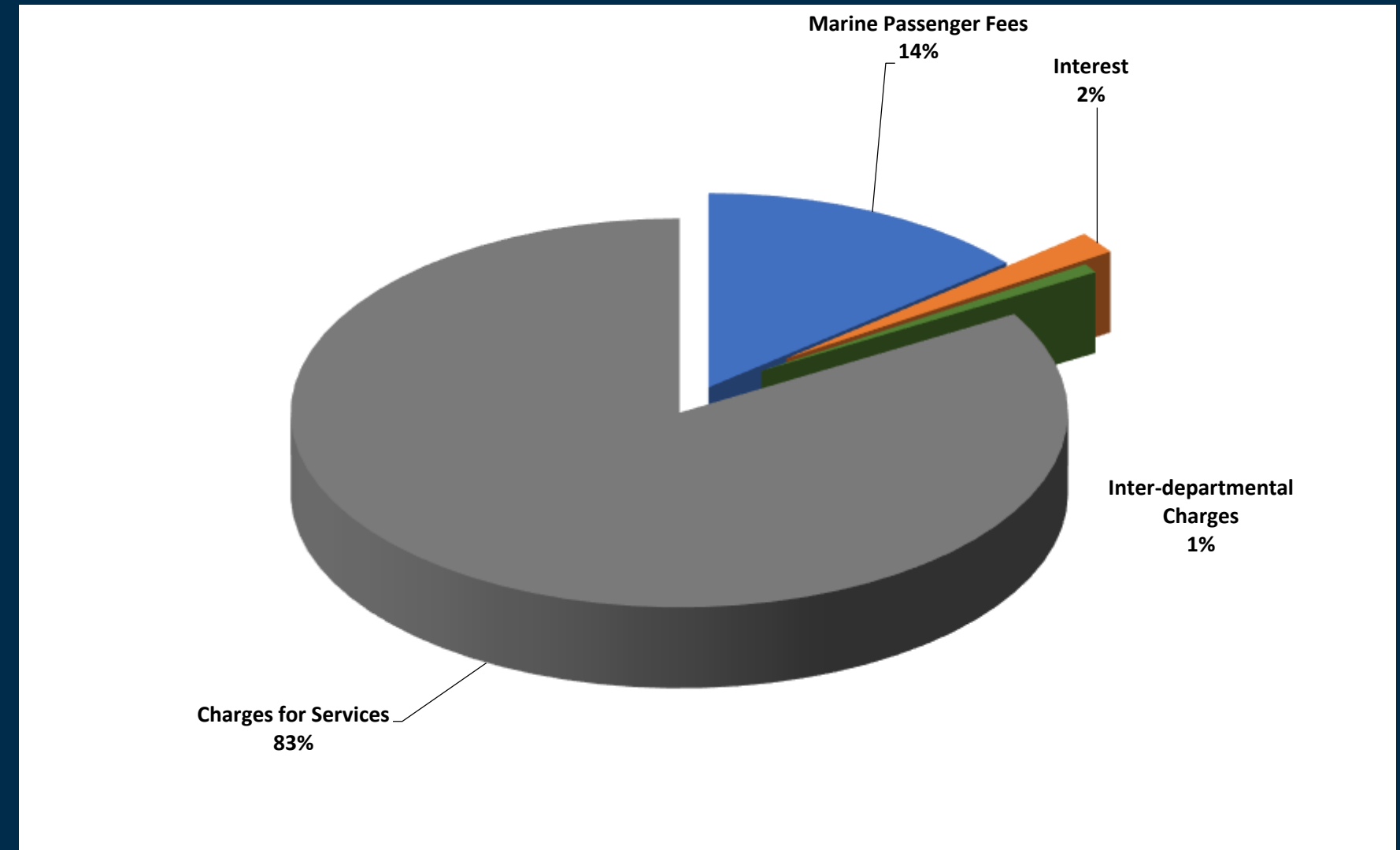


Docks Budget FY26 \$5.1M

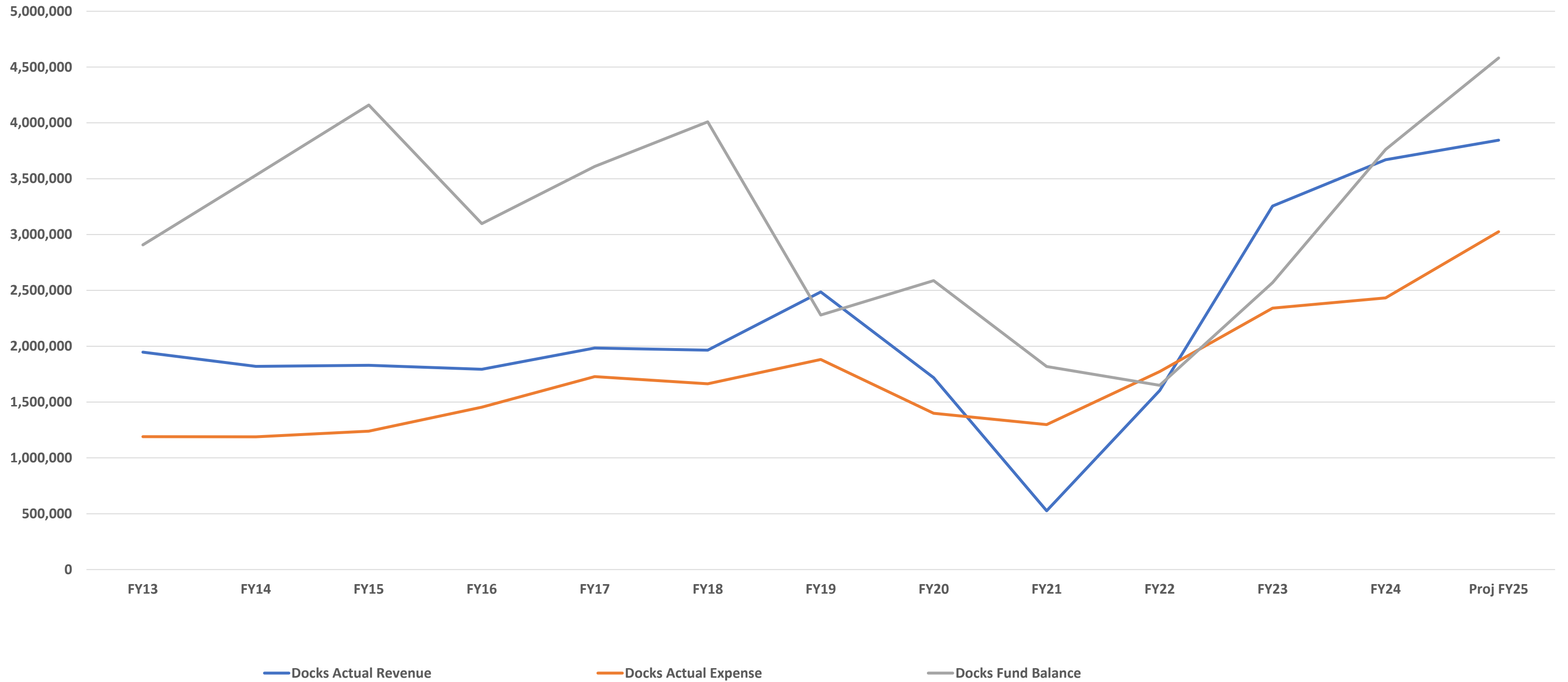
Docks Expenditures



Docks Revenue



Docks Overview



<input type="checkbox"/>	GL Account ↑	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026
	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter
Account Type: Expenses / Expenditure		(2,401,807.22)	(2,794,300.00)	(1,598,731.71)	(2,794,600)	(2,941,208.88)
<input type="checkbox"/>	5110-0000 - Salaries	783,276.03	1,016,400.00	393,019.65	1,016,400	1,061,064.29
<input type="checkbox"/>	5111-0000 - Overtime	56,026.64	40,000.00	32,230.00	45,000	50,000.00
<input type="checkbox"/>	5116-0000 - Accrued Leave	85,010.51		39,907.37		
<input type="checkbox"/>	5120-0000 - Benefits	373,469.08	514,300.00	191,774.99	514,300	537,814.79
<input type="checkbox"/>	5121-0000 - Deferred Comp Employer Match	6,789.40	6,700.00	3,694.67	6,700	7,169.80
<input type="checkbox"/>	5130-0000 - Workers Compensation	24,600.00	19,100.00	19,100.00	19,100	25,200.00
<input type="checkbox"/>	5140-0000 - Engineering Workforce					
<input type="checkbox"/>	5200-0000 - Business Travel	2,282.29	2,100.00		2,100	2,100.00
<input type="checkbox"/>	5201-0000 - Mileage	429.21	300.00	48.24	300	300.00
<input type="checkbox"/>	5202-0000 - Travel & Training	6,622.35	16,300.00	5,557.42	11,200	12,660.00
<input type="checkbox"/>	5205-0000 - Contractual Training	1,754.43	2,500.00		2,500	2,500.00
<input type="checkbox"/>	5310-0000 - Telephone	2,151.98	1,800.00	1,576.99	2,200	2,500.00
<input type="checkbox"/>	5320-0000 - Printing	2,141.11	2,500.00	1,530.37	2,500	2,800.00
<input type="checkbox"/>	5322-0000 - Advertising	758.73	2,000.00		500	500.00
<input type="checkbox"/>	5330-0000 - Rents	66,146.08	70,000.00	39,693.60	70,000	70,000.00
<input type="checkbox"/>	5332-0000 - Electricity	41,776.62	40,000.00	19,808.11	42,000	42,000.00
<input type="checkbox"/>	5333-0000 - Fuel Oil & Propane		200.00		150	150.00
<input type="checkbox"/>	5334-0000 - Refuse Disposal	20,373.01	37,100.00	22,956.44	37,100	37,100.00
<input type="checkbox"/>	5335-0000 - Water Service	85,007.46	120,000.00	51,546.04	90,000	100,000.00
<input type="checkbox"/>	5336-0000 - Wastewater Service	2,670.90	2,800.00	1,070.73	2,800	2,800.00
<input type="checkbox"/>	5340-0000 - Repairs	7,540.57	50,000.00	15,648.51	50,000	50,000.00
<input type="checkbox"/>	5341-0000 - Electronic Repairs	2.00	200.00		50	50.00
<input type="checkbox"/>	5344-0000 - Maintenance - Buildings					
<input type="checkbox"/>	5345-0000 - Building Maint Division Charges	31,700.00	35,000.00	35,000.00	35,000	34,100.00
<input type="checkbox"/>	5347-0000 - Maintenance - Software					
<input type="checkbox"/>	5350-0000 - Landscape Division Charges	42,800.00	44,000.00	44,000.00	44,000	45,400.00

Docks Operations Expenditure Budget Lines

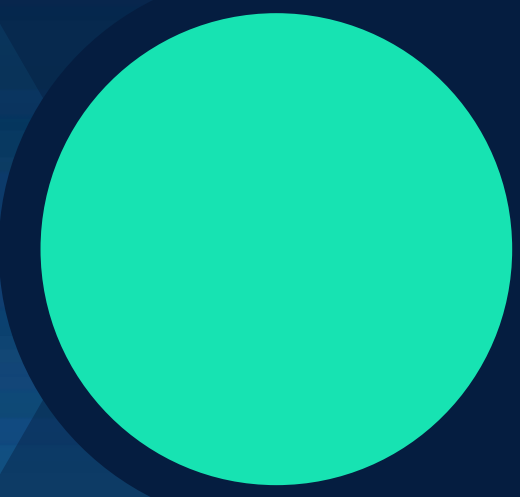
<input type="checkbox"/>	GL Account ↑	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026	
	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	
<input type="checkbox"/>	5350-0000 - Landscape Division Charges	42,800.00	44,000.00	44,000.00	44,000	45,400.00	
<input type="checkbox"/>	5360-0000 - Equipment Rentals	3,475.50	3,000.00	1,186.69	3,000	3,000.00	
<input type="checkbox"/>	5362-0000 - Fleet Replacement Reserve	10,000.00	17,500.00	17,500.00	17,500	17,500.00	
<input type="checkbox"/>	5363-0000 - Equipment Maintenance - Non...	156.14	1,500.00		1,500	1,500.00	
<input type="checkbox"/>	5370-0000 - Specialty & Property	346,988.81	353,800.00	353,800.00	353,800	372,800.00	
<input type="checkbox"/>	5375-0000 - General Liab, Auto & EE Practice	300.00	500.00	500.00	500	500.00	
<input type="checkbox"/>	5380-0000 - Dues & Subscriptions	10,920.94	12,000.00	8,458.50	12,000	12,000.00	
<input type="checkbox"/>	5389-0000 - Fleet Gasoline	1,239.73	2,600.00	391.34	1,500	1,500.00	
<input type="checkbox"/>	5390-0000 - Contractual Services	126,967.21	100,000.00	48,167.18	125,000	130,000.00	
<input type="checkbox"/>	5394-0000 - Full Cost Allocation	220,500.00	253,800.00	253,800.00	253,800	284,600.00	
<input type="checkbox"/>	5397-0000 - Bank Card Fees	268.84	500.00		300	300.00	
<input type="checkbox"/>	5420-0000 - COVID Materials & Services						
<input type="checkbox"/>	5480-0000 - Office Supplies	4,435.75	2,500.00	2,809.33	3,500	3,000.00	
<input type="checkbox"/>	5481-0000 - Postage & Parcel Post	3,211.02	3,500.00		3,500	3,500.00	
<input type="checkbox"/>	5488-0000 - Uniforms & Safety Equipment	12,024.59	10,000.00	1,411.14	10,000	10,000.00	
<input type="checkbox"/>	5490-0000 - Materials & Commodities	45,974.31	36,000.00	21,516.58	40,000	40,000.00	
<input type="checkbox"/>	5491-0000 - Safety Programs & Equipment	3,916.49	5,000.00	3,723.00	5,000	5,000.00	
<input type="checkbox"/>	5492-0000 - Gasoline & Oil						
<input type="checkbox"/>	5493-0000 - Chemicals						
<input type="checkbox"/>	5494-0000 - Loss Contingency		1,000.00	614.00	1,000	1,000.00	
<input type="checkbox"/>	5496-0000 - Minor Equipment	7,979.49	6,000.00	6,295.83	8,000	8,000.00	
<input type="checkbox"/>	5497-0000 - Minor Furniture & Fixtures		1,000.00	119.99	500	500.00	
<input type="checkbox"/>	5498-0000 - Minor Software	320.00	1,000.00	475.00	500	500.00	
<input type="checkbox"/>	5510-0000 - Vehicles & Equipment						
<input type="checkbox"/>	7001-0000 - Reimbursable Expense - Internal	(40,200.00)	(40,200.00)	(40,200.00)	(40,200)	(40,200.00)	
<input type="checkbox"/>	7005-0000 - Reimbursable Expense - Extern...						
Account Type: Revenues / Funding Source		3,494,046.04	3,342,000.00	2,532,551.54	3,697,000	5,017,000.00	

Docks Operations
Expenditure Budget Lines

<input type="checkbox"/>	GL Account	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026
	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter
Account Type: Expenses / Expenditure		(2,401,807.22)	(2,794,300.00)	(1,598,731.71)	(2,794,600)	(2,941,208.88)
Account Type: Revenues / Funding Source		3,494,046.04	3,342,000.00	2,532,551.54	3,697,000	5,017,000.00
<input type="checkbox"/>	4300-0000 - User Fees	320,456.78	300,000.00	165,225.22	350,000	350,000.00
<input type="checkbox"/>	4300-0034 - Cruise Ship Dock Fees	1,037,231.77	950,000.00	675,653.11	1,130,000	1,800,000.00
<input type="checkbox"/>	4300-0035 - Maintenance Port Fees	1,419,358.28	1,375,000.00	974,687.62	1,500,000	2,150,000.00
<input type="checkbox"/>	4410-0000 - Permit Revenues					
<input type="checkbox"/>	4570-0000 - Land Lease Revenue					
<input type="checkbox"/>	4800-0000 - Interest Income in Lawson	(0.79)		(14.41)		
<input type="checkbox"/>	4950-0225 - Transfer In - Marine Passenger ...	717,000.00	717,000.00	717,000.00	717,000	717,000.00
<input type="checkbox"/>	4950-0232 - Transfer In - Port Development ...					
<input type="checkbox"/>	4950-0233 - Transfer In - State Marine Pass...					

Dock Operations Revenue Budget Lines

FY 25 Dock Summary



FY25 Dock Revenue is anticipated to remain strong through the end of the fiscal year. Revenues will exceed expenditures.

Unbudgeted personnel expense- \$100K

- Redistribution of two 0.33 FTE to a total of nine benefitted Harbor Officer and Harbor Technician positions to extend their seasonal time frame.
- Increase in Workers Compensation Rates.

Anticipating transfer of \$3M from Docks fund balance to Harbors CIP for Statter Harbor Phase III D

On going Cruise Ship Electrification Study

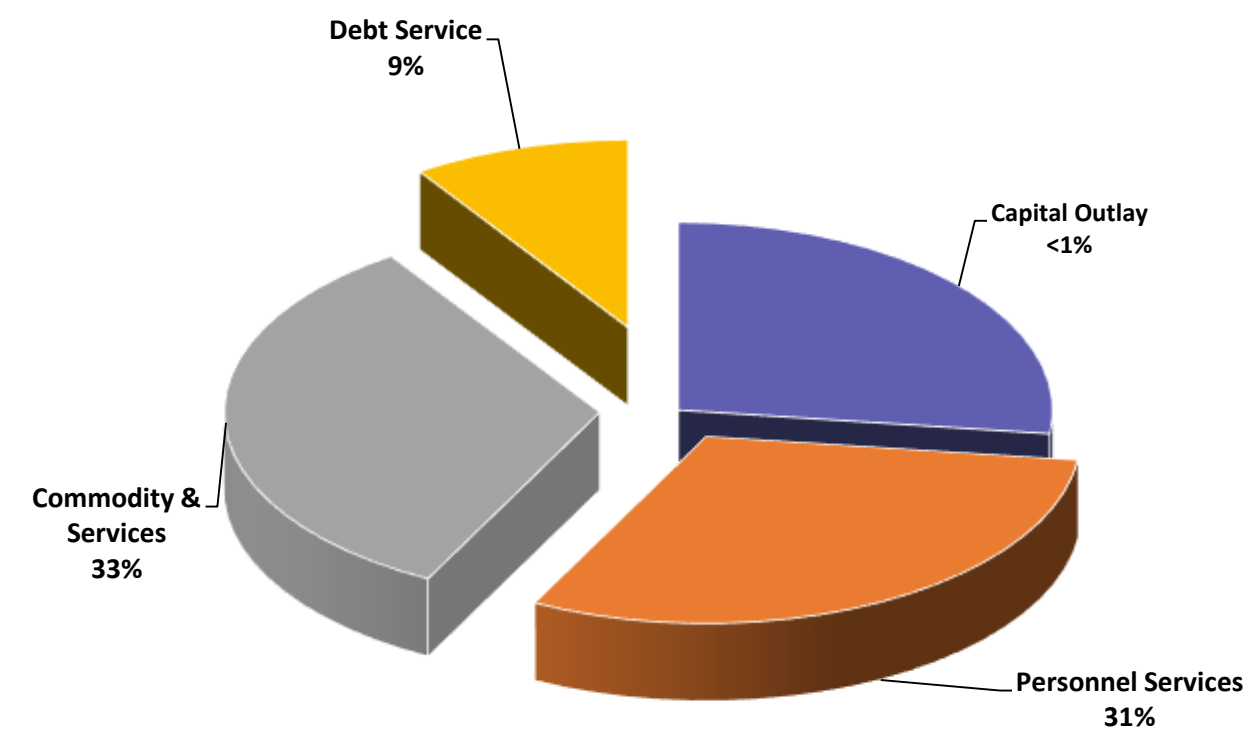
Harbors Overview

		FY25		FY26	FY26
	FY24	Amended	Projected	Approved	Revised
	Actuals	Budget	Actuals	Budget	Budget
EXPENDITURES					
Personnel Services	\$ 2,017,500	2,252,400	2,260,200	2,288,700	2,114,600
Commodities and Services	2,343,300	2,428,400	2,448,500	2,476,000	2,551,400
Capital Outlay	-	-	12,200	-	-
Debt Service	688,000	694,400	694,400	699,100	699,100
Support to:					
Capital Projects	-	2,000,000	-	-	-
Total Expenditures	5,048,800	7,375,200	5,415,300	5,463,800	5,365,100
FUNDING SOURCES					
Charges for Services	4,289,400	4,325,000	4,575,000	4,375,000	4,825,000
Licenses, Permits, and Fees	411,200	412,000	412,000	424,300	420,000
Rentals and Leases	1,102,000	950,000	1,250,000	950,000	1,300,000
State Shared Revenue	464,300	350,000	451,800	350,000	450,000
Federal Revenue	-	-	-	-	-
Fines and Forfeitures	6,200	10,000	8,000	10,000	9,500
Land Sales	118,500	-	-	-	-
Investment and Interest Income/(Loss)	900,900	295,400	285,400	306,300	249,900
Support from:					
Capital Projects	-	-	-	-	-
Total Funding Sources	7,292,500	6,342,400	6,982,200	6,415,600	7,254,400
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	795,400	866,300	866,300	866,300	866,300
Increase (Decrease) in Reserve	70,900	-	-	-	-
End of Period Reserve	\$ 866,300	866,300	866,300	866,300	866,300
Available Fund Balance					
Beginning of Period	3,058,800	5,231,600	5,231,600	6,798,500	6,798,500
Increase (Decrease) in Fund Balance	2,172,800	(1,032,800)	1,566,900	951,800	1,889,300
End of Period Available	\$ 5,231,600	4,198,800	6,798,500	7,750,300	8,687,800
STAFFING	17.95	17.95	17.95	17.95	17.95

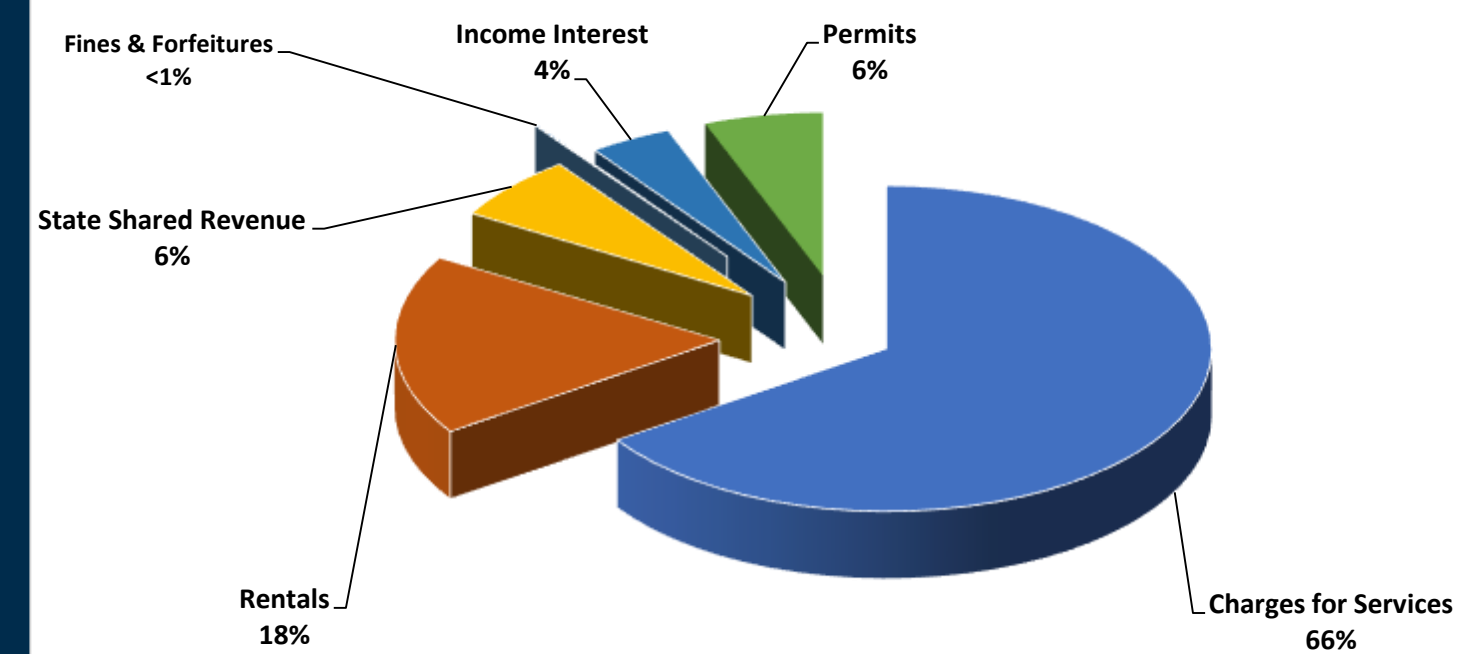
FY25 Capital Project Actuals will reflect the budgeted \$2M. Capital Project funds managed by Finance Department.

Harbor Budget FY25 \$6.98M

Harbors Expenditures

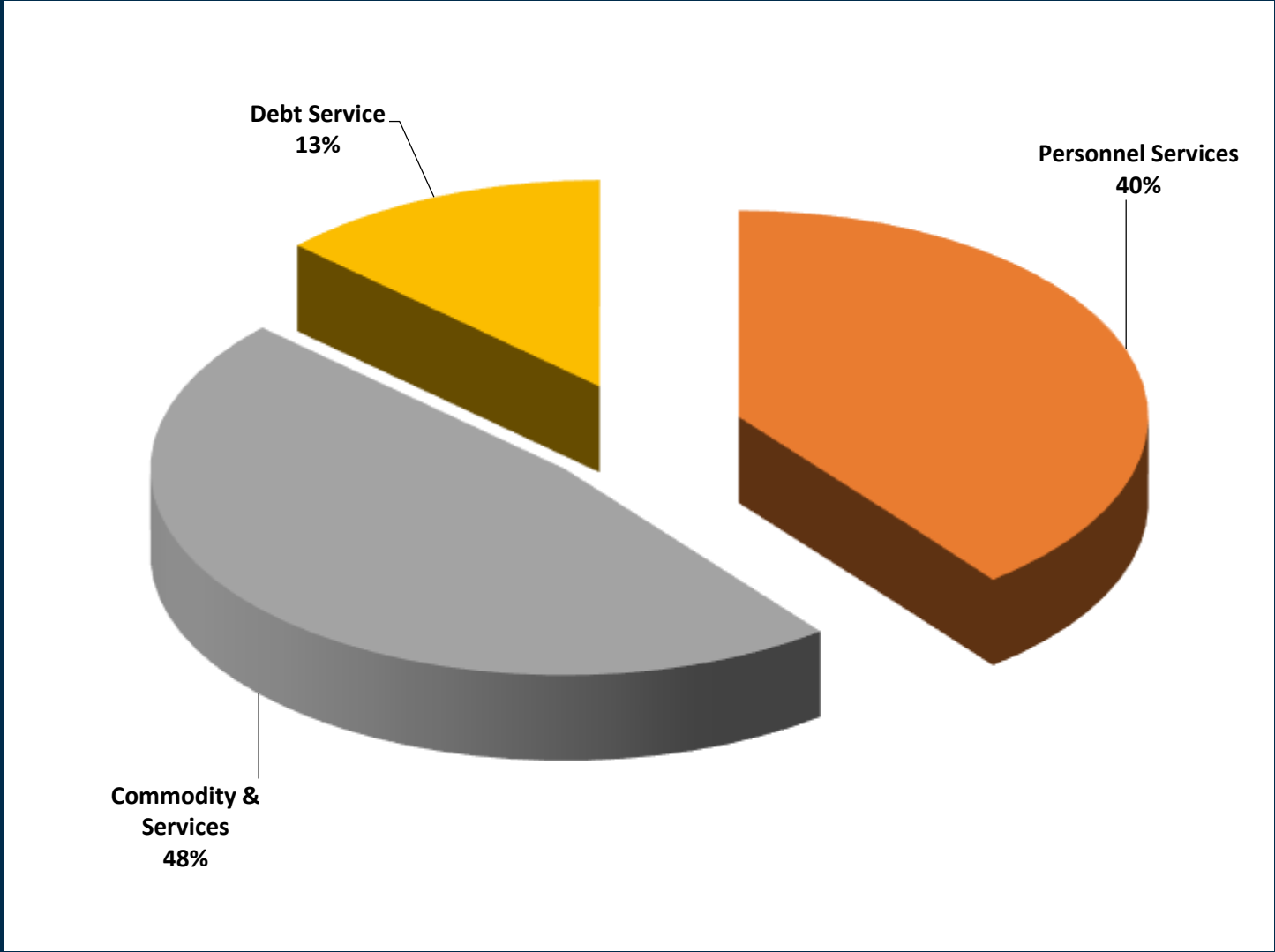


Harbors Revenue

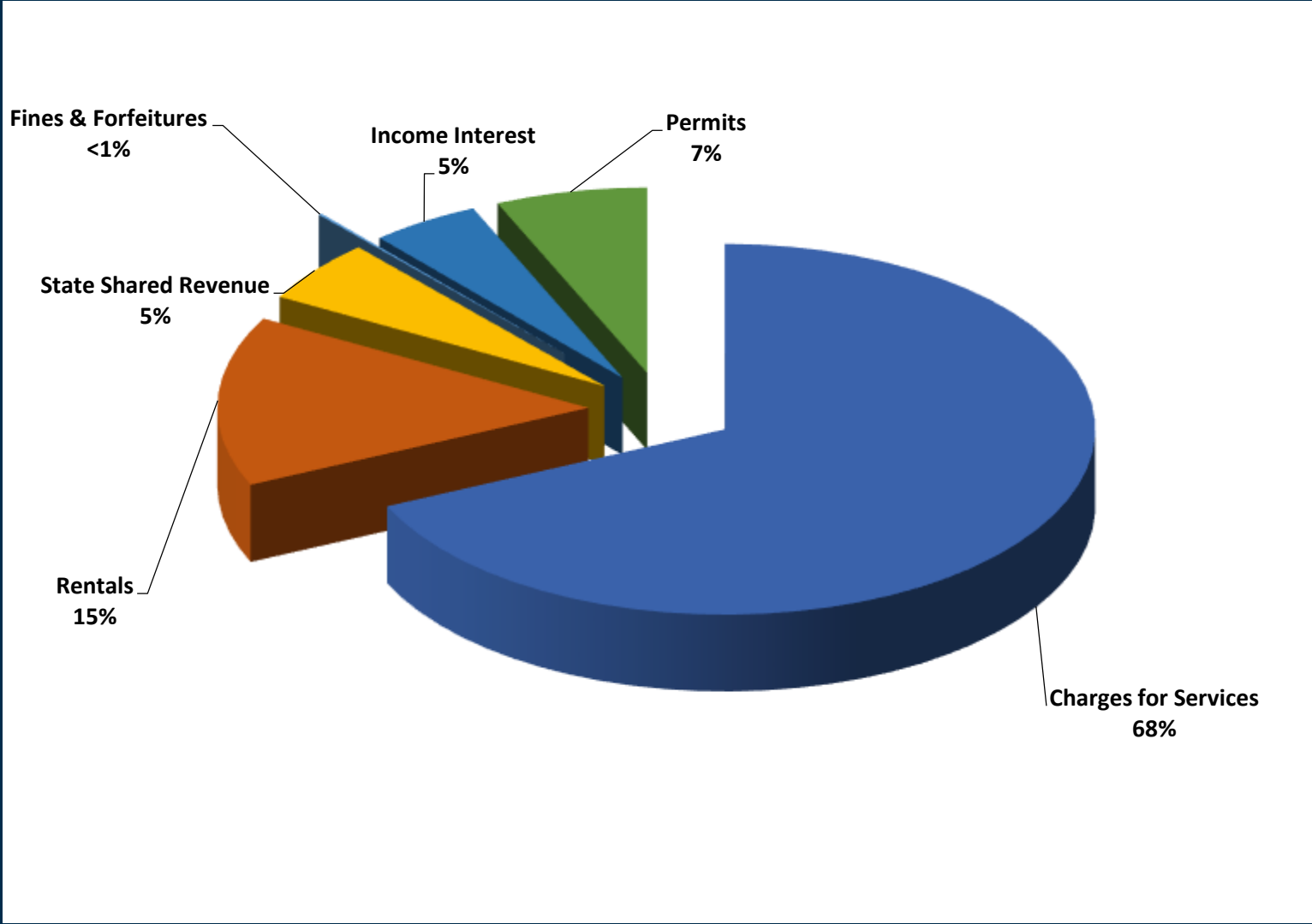


Harbor Budget FY26 \$7.2M

Harbors Expenditures

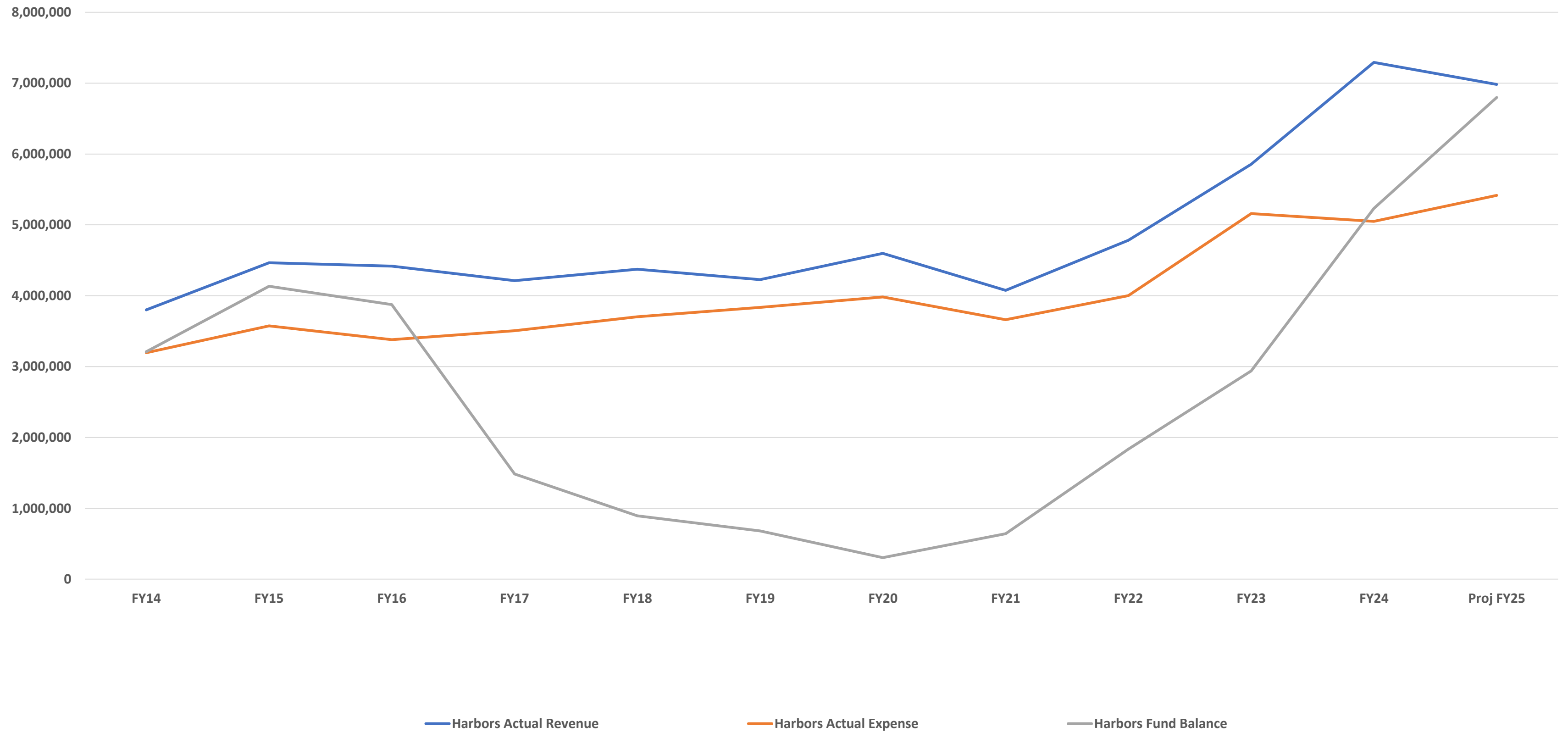


Harbors Revenue



Harbors Overview

Section G, Item 4.



Harbors Operations
Expenditure Budget Lines

<div><div></div></div>	GL Account <div>↑</div>	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026
	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter
Account Type: Expenses / Expenditure		(4,460,805.42)	(4,680,800.00)	(2,519,388.41)	(4,720,943)	(4,666,089.05)
<div></div>	5110-0000 - Salaries	1,126,273.45	1,368,000.00	557,812.51	1,368,000	1,248,935.46
<div></div>	5111-0000 - Overtime	53,056.17	45,000.00	24,223.37	51,000	50,000.00
<div></div>	5116-0000 - Accrued Leave	123,006.96		46,878.95		
<div></div>	5120-0000 - Benefits	681,413.20	811,600.00	361,641.53	811,600	768,470.18
<div></div>	5121-0000 - Deferred Comp Employer Match	7,413.62	7,200.00	5,137.81	9,000	11,043.42
<div></div>	5130-0000 - Workers Compensation	26,300.00	20,600.00	20,600.00	20,600	36,200.00
<div></div>	5160-0000 - Bonuses			213.22		
<div></div>	5200-0000 - Business Travel	4,173.25	2,100.00		2,100	2,100.00
<div></div>	5201-0000 - Mileage	1,231.04	1,500.00	618.49	1,300	1,500.00
<div></div>	5202-0000 - Travel & Training	12,253.41	10,300.00	6,577.17	11,000	28,640.00
<div></div>	5205-0000 - Contractual Training	1,067.75	2,500.00		2,500	2,500.00
<div></div>	5310-0000 - Telephone	17,305.73	14,600.00	8,647.90	15,000	15,000.00
<div></div>	5320-0000 - Printing	11,373.99	10,000.00	4,210.90	11,000	11,000.00
<div></div>	5322-0000 - Advertising	3,536.35	5,000.00	1,337.12	4,000	4,500.00
<div></div>	5330-0000 - Rents	118,911.46	120,000.00	76,783.31	120,000	120,000.00
<div></div>	5332-0000 - Electricity	161,578.04	158,100.00	69,912.09	165,000	180,000.00
<div></div>	5333-0000 - Fuel Oil & Propane	43,592.84	41,200.00	16,600.42	45,000	46,000.00
<div></div>	5334-0000 - Refuse Disposal	241,364.52	300,000.00	142,303.12	300,000	300,000.00
<div></div>	5335-0000 - Water Service	24,074.75	21,600.00	13,447.67	25,000	26,200.00
<div></div>	5336-0000 - Wastewater Service	14,374.08	16,500.00	8,874.81	16,000	16,500.00
<div></div>	5340-0000 - Repairs	157,932.07	200,000.00	23,589.62	170,000	190,000.00
<div></div>	5341-0000 - Electronic Repairs	329.99	2,000.00		1,000	1,000.00
<div></div>	5342-0000 - Maintenance Contracts					
<div></div>	5344-0000 - Maintenance - Buildings					
<div></div>	5345-0000 - Building Maint Division Charges	59,100.00	66,600.00	66,600.00	66,600	67,600.00
<div></div>	5347-0000 - Maintenance - Software					

Harbors Operations
Expenditure Budget Lines

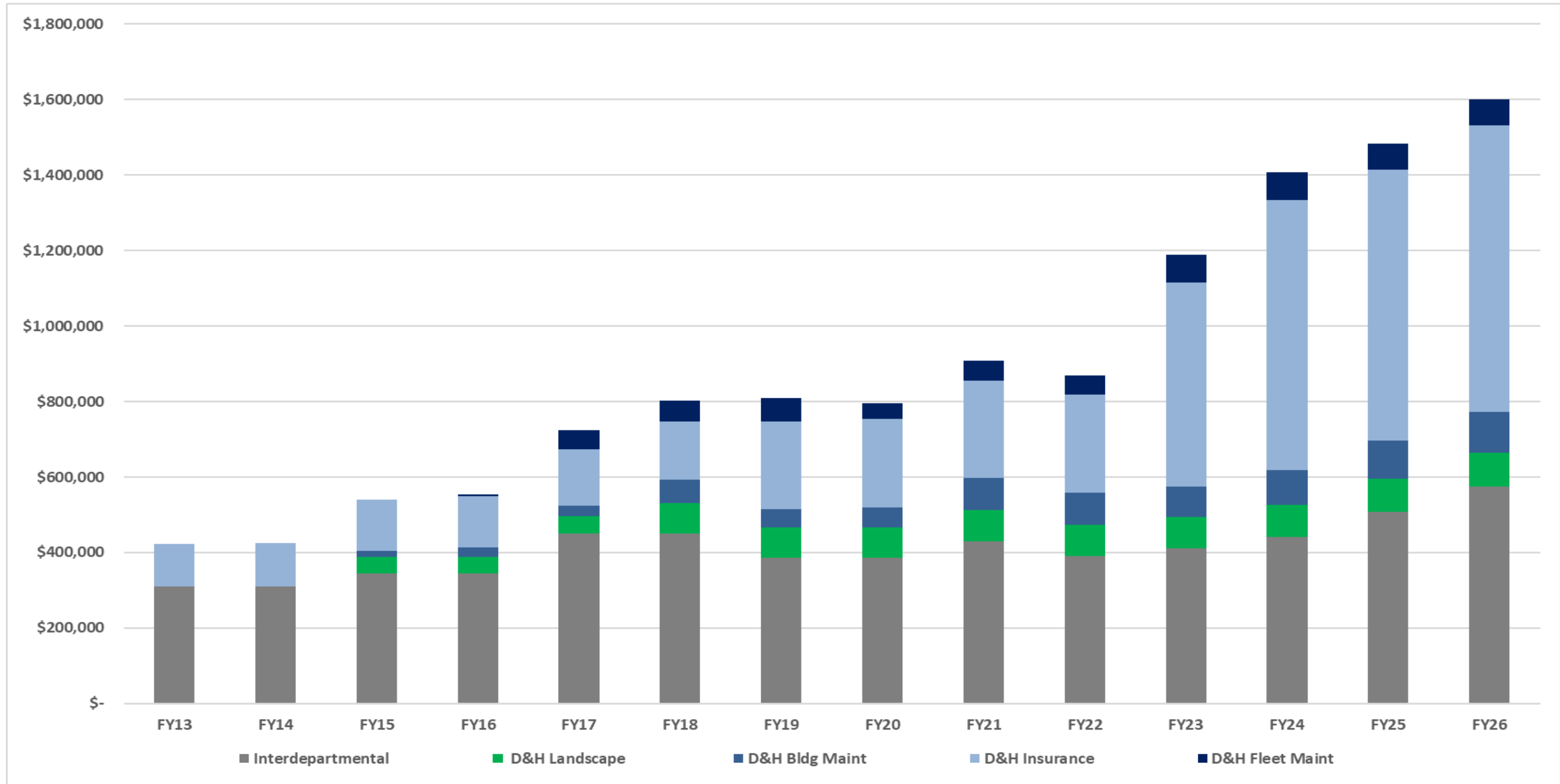
<input type="checkbox"/>	GL Account	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026
	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter
<input type="checkbox"/>	5347-0000 - Maintenance - Software					
<input type="checkbox"/>	5350-0000 - Landscape Division Charges	42,800.00	44,000.00	44,000.00	44,000	45,400.00
<input type="checkbox"/>	5360-0000 - Equipment Rentals	10,851.90	8,400.00	1,645.60	9,000	9,000.00
<input type="checkbox"/>	5361-0000 - Fleet Equipment Maintenance	82,100.76	68,100.00	49,420.96	68,100	70,000.00
<input type="checkbox"/>	5362-0000 - Fleet Replacement Reserve	30,000.00	30,000.00	30,000.00	30,000	35,000.00
<input type="checkbox"/>	5363-0000 - Equipment Maintenance - Non...	1,585.06	2,000.00	4,156.67	6,300	5,000.00
<input type="checkbox"/>	5370-0000 - Specialty & Property	310,388.80	323,100.00	323,100.00	323,100	327,600.00
<input type="checkbox"/>	5375-0000 - General Liab, Auto & EE Practice	900.00	800.00	800.00	800	900.00
<input type="checkbox"/>	5380-0000 - Dues & Subscriptions	15,935.10	15,000.00	11,840.06	15,000	15,000.00
<input type="checkbox"/>	5389-0000 - Fleet Gasoline	18,594.46	17,500.00	7,379.18	18,000	18,000.00
<input type="checkbox"/>	5390-0000 - Contractual Services	519,824.03	350,000.00	154,294.14	400,000	400,000.00
<input type="checkbox"/>	5394-0000 - Full Cost Allocation	220,500.00	253,800.00	253,800.00	253,800	284,600.00
<input type="checkbox"/>	5397-0000 - Bank Card Fees	169,352.55	200,000.00	110,868.66	180,000	180,000.00
<input type="checkbox"/>	5420-0000 - COVID Materials & Services					
<input type="checkbox"/>	5480-0000 - Office Supplies	3,914.42	5,200.00	1,516.31	5,200	5,200.00
<input type="checkbox"/>	5481-0000 - Postage & Parcel Post	13,883.17	6,000.00	2,817.15	6,000	6,000.00
<input type="checkbox"/>	5488-0000 - Uniforms & Safety Equipment	8,707.86	8,500.00	5,597.87	8,500	9,000.00
<input type="checkbox"/>	5490-0000 - Materials & Commodities	100,866.27	95,000.00	46,698.80	100,000	101,000.00
<input type="checkbox"/>	5491-0000 - Safety Programs & Equipment	1,162.23	15,500.00	2,900.35	8,000	10,000.00
<input type="checkbox"/>	5492-0000 - Gasoline & Oil					
<input type="checkbox"/>	5494-0000 - Loss Contingency	2,000.00	1,000.00		1,000	1,000.00
<input type="checkbox"/>	5496-0000 - Minor Equipment	17,826.14	10,000.00	280.00	15,000	15,000.00
<input type="checkbox"/>	5497-0000 - Minor Furniture & Fixtures		1,500.00		1,000	1,000.00
<input type="checkbox"/>	5498-0000 - Minor Software		1,000.00	20.00	200	200.00
<input type="checkbox"/>	5510-0000 - Vehicles & Equipment			12,242.65	12,243	
<input type="checkbox"/>	7005-0000 - Reimbursable Expense - Extern...	(50.00)				

Section G, Item 4.

Harbors Operations Revenue Budget Lines

✓	>	□	GL Account	2024 Actual	2025 Budget	2025 Actual	Current Year Project...	2026
			Type to filter	Type to filter	Type to filter	Type to filter	Type to filter	Type to filter
>			GL Account Type: Expenses / Expenditure	(4,460,805.42)	(4,680,800.00)	(2,519,388.41)	(4,720,943)	(4,666,089.05)
✓			GL Account Type: Revenues / Funding Source	6,499,982.42	6,056,000.00	3,406,363.22	6,705,801	7,014,000.00
>	□		4013-0000 - State Shared Revenues	464,297.42	350,000.00	451,800.64	451,801	450,000.00
>	□		4030-0000 - Federal Grant Revenue					
>	□		4300-0000 - User Fees	4,462,582.76	4,400,000.00	2,615,193.29	4,660,000	4,900,000.00
>	□		4410-0000 - Permit Revenues	411,177.37	412,000.00	3,174.32	412,000	420,000.00
>	□		4450-0001 - Minor Violations	6,225.00	10,000.00	7,360.00	8,000	9,500.00
>	□		4500-0000 - Land Sales					
>	□		4570-0000 - Land Lease Revenue	1,200,992.67	950,000.00	321,398.01	1,250,000	1,300,000.00
>	□		4720-0000 - Bad Debts	(173,193.86)	(75,000.00)		(85,000)	(75,000.00)
>	□		4799-0000 - Miscellaneous Revenue					
>	□		4800-0402 - AR Interest & Fines	9,391.06	9,000.00	7,436.96	9,000	9,500.00
>	□		4870-0000 - Proceeds from Disposal of Ass...	118,510.00				

Fees Paid to Other City Departments



	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Interdepartmental	\$ 309,600	\$ 309,600	\$ 343,800	\$ 343,800	\$ 450,400	\$ 450,400	\$ 386,400	\$ 386,400	\$ 430,800	\$ 391,600	\$ 412,400	\$ 441,022	\$ 507,516	\$ 574,010
D&H Landscape	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ 45,000	\$81,000	\$81,000	\$81,000	\$81,000	\$81,000	\$81,000	\$85,600	\$88,000	\$90,600
D&H Bldg Maint	\$ -	\$ -	\$15,807	\$24,318	\$28,322	\$60,836	\$48,527	\$51,300	\$85,900	\$86,400	\$81,900	\$90,800	\$101,600	\$108,100
D&H Insurance	\$ 114,200	\$114,566	\$136,400	\$136,400	\$149,324	\$154,680	\$231,674	\$236,384	\$257,706	\$258,452	\$538,600	\$716,500	\$717,900	\$757,700
D&H Fleet Maint	\$ -	\$ -	\$0	\$3,660	\$51,661	\$54,391	\$60,547	\$41,000	\$53,000	\$52,000	\$74,700	\$72,700	\$68,100	\$70,000
	\$ 309,600	\$ 309,600	\$ 404,607	\$ 416,778	\$ 575,383	\$ 646,627	\$ 576,474	\$ 559,700	\$ 650,700	\$ 610,600	\$ 1,188,600	\$ 1,406,622	\$ 1,483,116	\$ 1,600,410

FY 25 Harbor Summary

▶ FY 25 Harbor Revenue is anticipated to remain strong through the end of the fiscal year.

▶ Unbudgeted increase in User Fees by \$250K

- Internal administrative review of billing practices through implementation of strategic workplan
- Utilizing assigned moorage stalls to fullest potential.
- Implementation of Uninsured Vessel Disposal Surcharge

▶ Increase in State Shared Revenue by \$101K

- Salmon Disaster Relief Fund
- State of Alaska Fish Tax

▶ Unbudgeted increase in Land Lease revenue by \$300K due to increase in rent market value



Docks and Harbors Capital Improvement Projects

Aurora Harbor

- Phase IV – Permitting, Advertise Feb. 2025. Construction summer 2025
- Harbor Office Recapitalization – Condition Assessment

Downtown Waterfront Improvements

- Cruise Ship Berth Electrification – AELP – new transformer received. Preliminary design investigation started.

Wave Attenuator

- Army Corps Charette Oct. \$500K match FY25
- Spotter Buoy for environmental data procured. USACE has begun evaluating design concepts.

Statter Harbor Improvements

- For Hire Facility Phase III C Restrooms – Completed
- Phase IIID Paving, lighting and Seawalk.

Echo Cove

- ADFG – Robinson-Pittman spring FY26 Funding

Aurora Harbor Drive Down Float

- PIPD Grant received- \$11.2M. \$13.9M total project cost.

Taku Harbor

- ADFG – Dingell – Johnson FY25 CIP Funding. Design complete in January 2025. Construction 2025.

Wayside Float

- Dredging Project- \$956K- Complete January 2025

Questions?

Thank you

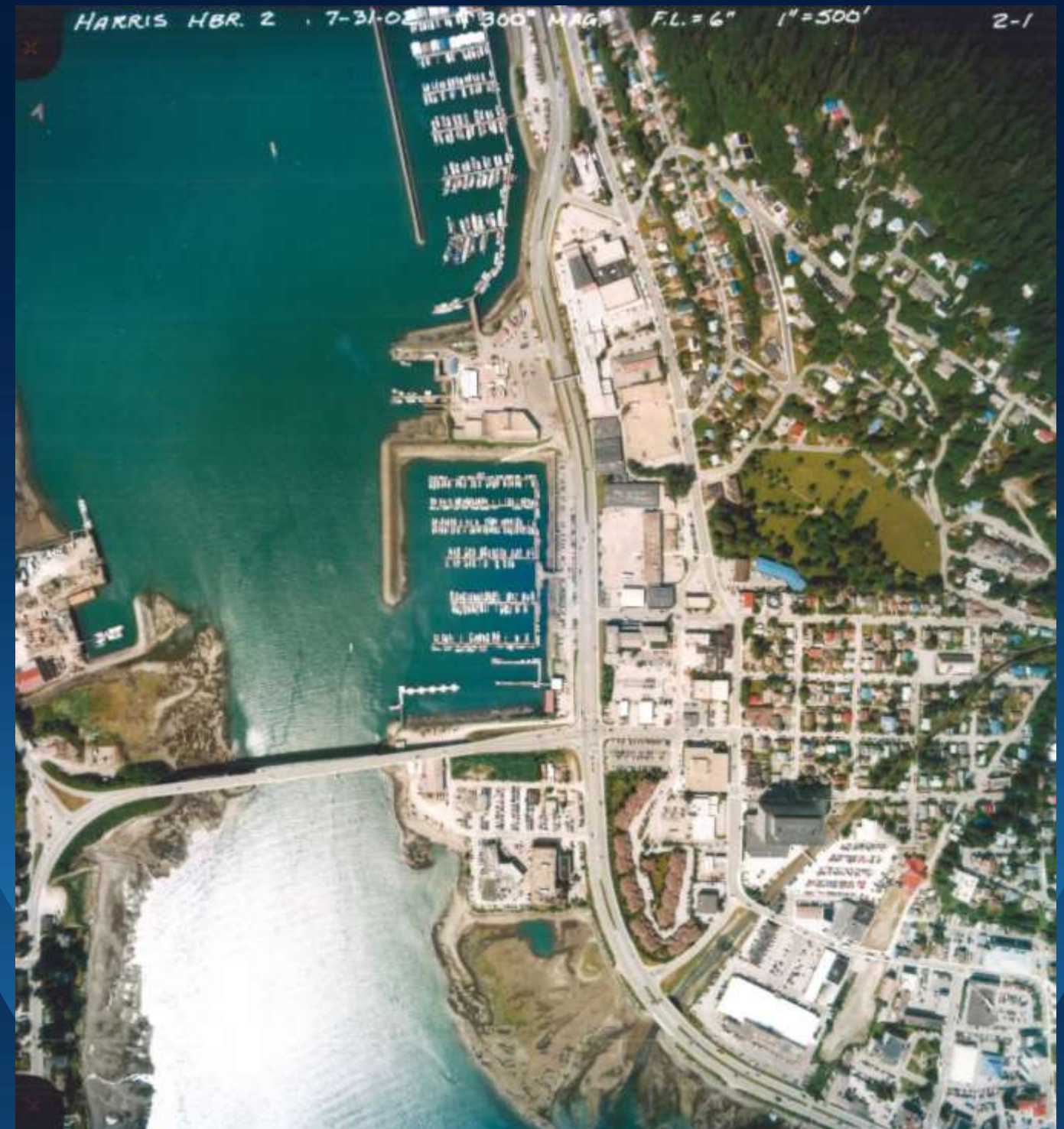


<https://juneau.org/harbors>

Harbormaster@juneau.gov

Harborboard@juneau.gov

Melody.musick@juneau.gov





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From:

Carl Uchytel
Port Director

To:

Public Works & Facilities Committee

Thru:

(1) Docks & Harbors Operations-Planning Committee
(2) Docks & Harbors Board
(3) City Manager

Date:

January 22nd, 2025

Re:

LONE SAILOR MEMORIAL

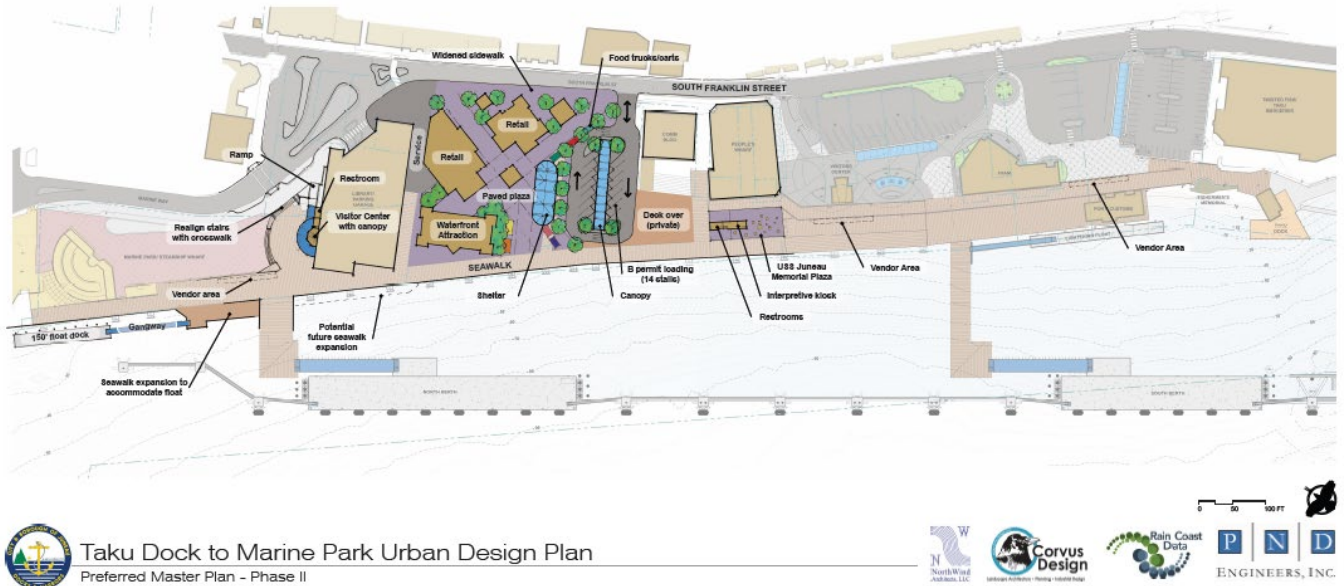
1. At the September 26th, 2024 Docks & Harbors Board meeting, members from the Pioneers of Alaska presented a plan to erect a statue of the [Lone Sailor](#) along the Juneau waterfront. The “United States Navy Memorial” oversees the casting of the statue and the authorization of placement. From their website:

The Lone Sailor statue is the iconic symbol representing the United States Navy Memorial's mission to Honor, Recognize, and Celebrate the men and women of the Sea Services, past, present, and future; and Inform the public about their service. These meaningful statues provide a reminder to active duty, veterans, and civilians that they serve a grateful nation. The Navy Memorial's Statue City Program began in 1997 with the placement of a Lone Sailor statue at Recruit Training Command in Great Lakes, IL. There are 19 Lone Sailor Statues around the world, including the original on Navy Memorial Plaza in Washington, DC.

2. The Pioneers of Alaska have begun the process to acquire the Lone Sailor statue and ask for permission to locate along the downtown Seawalk. The details from the Navy Memorial are outlined below and identification of an appropriate location is paramount to the Pioneers of Alaska to move forward with their civic plans.

The process for placing a statue begins with a written request to the Navy Memorial identifying location, timeline, and fundraising plan for the project. Once the project is approved and the initial deposit of \$50,000 is raised, the statue is guaranteed upon site preparation and final payment. The Navy Memorial asks to raise at least \$350,000 for the statue, which includes the statue, crating, transportation, a description, a link for fundraising on the Navy Memorial website, a special bronze plaque provided explaining the Lone Sailor, and Navy Memorial leadership attendance at events including fundraisers and the dedication ceremony. The cost of the statue does not include land acquisition, site preparation, or other costs that the local committee may incur. The Lone Sailor statue is 7' 4" tall and, together with the sea bag, weighs 977 pounds. The Navy Memorial serves as an advisor to the project and, as an IRS-approved 501(c)(3) tax-exempt organization, manages tax-deductible donations to support the project.

3. The most logical choice for the Lone Sailor statue would be in the area denoted in the [Marine Park to Taku Dock Urban Design Plan](#) as “waterfront attraction”.



Although there have been several ideas for this area, it seems reasonable that placement of the Lone Sailor statue could reside here until a higher and best use is determined. At that point, there may be other opportunities to relocate the statue to an improved USS JUNEAU Memorial site, the existing USS JUNEAU Memorial site, the potential uplands park at the Huna-Totem Dock or a location to complement the Coast Guard Dock improvements for the STORIS.

4. I recommend support of the Pioneers of Alaska (Igloo 6) efforts to place a Lone Sailor statue in the vicinity of the Waterfront Attraction identified in the Marine Park to Taku Dock Urban Design Plan.

#

Encl: Photo of Lone Sailor Statue

Copy: Pioneers of Alaska (Igloo 6)
Tourism Director



Lone Sailor Statue at Normandy Beach

K250



JUNEQU LONE SAILOR

**USS Juneau Memorial
Phase One: United States Navy Memorial
Lone Sailor Project**

Contact:

Fred Thorsteinson
907.321.8868
fredthorsteinson@gci.net

Leadership:

Pioneers of Alaska Igloo No. 6
Navy League Juneau Council
Veterans of Foreign Wars Taku Post 5559
American Legion Auke Bay AK Post 25

Stakeholders:

City and Borough of Juneau
Juneau Arts & Humanities Council
US Coast Guard Auxiliary Flotilla 1-1, District 17

Project Description: The mission of the Lone Sailor United States Navy Memorial is to honor, recognize and celebrate the men and women of the Sea Services, past, present and future; and to inform the public about their service.

Juneau's Lone Sailor bronze statue is Phase One of the planned upgrade and relocation of the USS JUNEAU Memorial to a more prominent location and larger display.

Estimated Cost: \$500,000

Initial Deposit: \$50,000
Site Preparation: \$140,000
Statue Acquisition/Delivery/Installation: \$300,000
Unveiling Celebration/Commemorative Mementos: \$10,000

Naming Rights: A 48" x 35" bronze plaque on the base of the statue is dedicated to donor naming. Additional opportunities would be available for significant financial support of the greater USS Juneau Memorial.

Timeline:

2024 Deposit on Statute
2025 City and Borough of Juneau Determines Site
Fundraising
Site Preparation
2026 Installation
October 13 Unveiling of Statue



Lone Sailor City Statue Timeline

PROJECT OVERVIEW

The Lone Sailor City Statue Program aligns with the United State Navy Memorial's mission *to Honor, Recognize and Celebrate the men and women of the Sea Service, Past, Present, and Future; and to inform the public about their service.* This document outlines the steps to successfully bring this statue project to fruition.

PHASE 1: PLANNING, SITE SELECTION AND REGULATORY APPROVALS

- Clarify the purpose and theme of the statue in consultation with stakeholders.
- Identify and finalize the statue's location.
- Conduct thorough historical research and collaborate with artists and designers to create a concept. (Statue Specifications available)
- Check local regulations and obtain necessary permits for statue installation.

PHASE 2: COMMUNITY ENGAGEMENT

- Engage with the community to gather input and support for the project.
- Host public forums and surveys to collect feedback, incorporating community feedback into the design.

PHASE 3: FUNDRAISING *

- Develop a comprehensive fundraising strategy and plan.
- Identify potential donors, sponsors, and partners.
- Execute fundraising activities, events, and donor outreach.

*U.S. Navy Memorial does not fundraise for city statues.

PHASE 4: FINANCIAL COMMITMENT AND AGREEMENT

- Review and sign agreements between the project lead and U.S. Navy Memorial.
- Initial deposit of \$50,000 to U.S. Navy Memorial.
- Final payment of \$300,000 must be received before statue is shipped.

PHASE 5: STATUE AND PLAQUES (4-6 WEEKS)

- Once the deposit has been made, the contract signed and delivery date has been confirmed, the foundry will schedule the patina process based on when the statue is to be shipped. The patina process can take four to six weeks.

PHASE 6: INSTALLATION PLANNING (TIME DEPENDENT ON RESPECTIVE LOCATION)

- Develop a detailed plan for the installation process.

PHASE 7: STATUE DELIVERY AND INSTALLATION

- Final payment of \$300,000 due before statue is shipped.
- Packaging and crating take one to two weeks.
- Statue is shipped from the foundry in New York.
- Delivery estimate depends on location and shipping method.

PHASE 8: DEDICATION CEREMONY

- Work with the U.S. Navy Memorial to plan the Dedication Ceremony

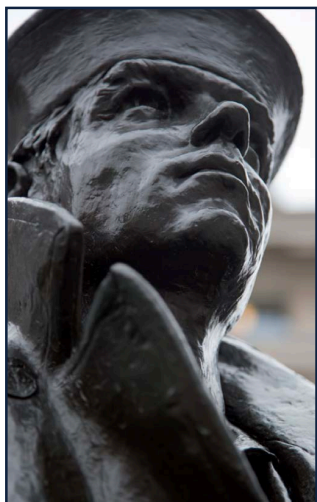
PHASE 9: POST-IMPLEMENTATION

- Maintenance and Preservation (Ongoing).
- Educational Outreach (Ongoing).

THE LONE SAILOR

PLACING A LONE SAILOR STATUE IN CITIES AROUND THE WORLD

www.NavyMemorial.org



The Lone Sailor has become the iconic symbol of the men and women who have served, are serving or will serve in the Navy. He's called the Lone Sailor, yet he is hardly ever alone. He is about 25 years old, a senior second class petty officer who is fast becoming a seagoing veteran. He has done it all -- fired weapons in war, provided humanitarian assistance in far-away lands, been attacked by the enemy and defended our freedom. He has made liberty calls in great cities and tiny villages where he was a tourist, ambassador, adventurer, friend, and missionary to those less fortunate and representative of our way of life. His shipmates remember him with pride and look up to him with respect.

The Lone Sailor statue was sculpted by Stanley Bleifeld and first dedicated at the U.S. Navy Memorial in Washington, DC on October 13, 1987, as a symbol of the U.S. Navy Memorial's mission to *Honor, Recognize and Celebrate the men and women of the Sea Services, past, present and future; and to Inform the public about their service.*

The original Lone Sailor statue stands watch in Washington, DC.

By placing additional Lone Sailor statues around the world, we honor, recognize and celebrate these men and women wherever they serve. In addition to the original statue in Washington, DC, 17 Lone Sailor statues have been placed around the world.



The Lone Sailor statue at the Pearl Harbor Visitor Center in Hawaii, overlooking the USS Arizona.

LOCATIONS:

- Adelup Point, Guam
- Baton Rouge, LA
- Bremerton, WA
- Burlington, VT
- Cleveland, OH
- Dallas, TX
- Fort Lauderdale, FL
- Great Lakes, IL
- Long Beach, CA
- Norfolk, VA
- Normandy, France
- North Charleston, SC
- Orlando, FL
- Pearl Harbor, HI
- San Francisco, CA
- Washington, DC
- Waterloo, IA
- West Haven, CT

The process for placing a statue begins with a written request to the Navy Memorial identifying location, timeline, and fundraising plan for the project. Once the project is approved and the initial deposit of \$50,000 is raised, the statue is guaranteed upon site preparation and final payment. The Navy Memorial asks to raise at least \$350,000 for the statue, which includes the statue, crating, transportation, a description, a link for fundraising on the Navy Memorial website, a special bronze plaque provided explaining the Lone Sailor, and Navy Memorial leadership attendance at events including fundraisers and the dedication ceremony. The cost of the statue does not include land acquisition, site preparation, or other costs that the local committee may incur. The Lone Sailor statue is 7' 4" tall and, together with the sea bag, weighs 977 pounds. The Navy Memorial serves as an advisor to the project and, as an IRS-approved 501(c)(3) tax-exempt organization, manages tax-deductible donations to support the project.



For more information regarding the U.S. Navy Memorial's Lone Sailor or the Lone Sailor Statue City Program, please contact Kendra Greenwaters at kgreenwaters@navymemorial.org or 202-380-0726.



The Lone Sailor Statue Specifications

LONE SAILOR STATUE WEIGHT AND DIMENSIONS

Cast in bronze, the dimensions of the “Lone Sailor Statue” which comes in two pieces are:

Lone Sailor:

88” high x 36” wide x 26” deep

Weight: 633 lbs.

Seabag and Cleat:

47” high x 44” wide x 24” deep

Weight: 363 lbs.

LONE SAILOR STATUE INSTALLATION:

Eight 10-inch threaded rods will be provided with the statue. The rods are $\frac{3}{4}$ ”-10, 316 stainless-steel. There are four mountings on the underside of the Lone Sailor and four on the underside of the Seabag and Cleat. Recommended installation:

1. Use the templates provided with the sculpture to mark the mounting hole locations in its desired spot.
2. Drill the marked locations to their desired depth. UAP recommends drilling 8 inches embedment into concrete as well as oversizing the holes by $\frac{1}{8}$ inch. ($\frac{7}{8}$ ” drilled hole for $\frac{3}{4}$ ” rods)
3. Thread the rods onto each mounting, leaving approximately 8” of rod extending below.
4. Move the sculptures into place and dry fit to their corresponding mounting holes.
5. If this will be a permanent installation, after dry fitting the sculptures to ensure their fit, fill hole $\frac{1}{4}$ way with industrial epoxy. We recommend the product Hilti Hit-HY 200 or equivalent. (See file HIT-HY-200-200-A-200-R-Product-Data-2016680 for installation specifications)

BRONZE PLAQUE INFORMATION: (Optional)

The Navy Memorial will provide up to three bronze plaques along with the statue. The following are notional sizes and topics:

Plaque #1 Who is the Lone Sailor: 42” H X 32” W. This plaque explains who the Lone Sailor and is and what he represents. The first draft for this plaque is below and can be edited to suit the situation and location of the Sailor.

Plaque #2 Lone Sailor at XXX Location Description: 42” H X 32” W This plaque explains “why” the statue is in that location and provides a connection between the Lone Sailor and the area. The group leading the statue project provides the first draft.

Plaque #3 Donor Plaque: 48” H X 35” W This plaque acknowledges who is responsible for placing the statue in that area (leaders and donors and contributors.)

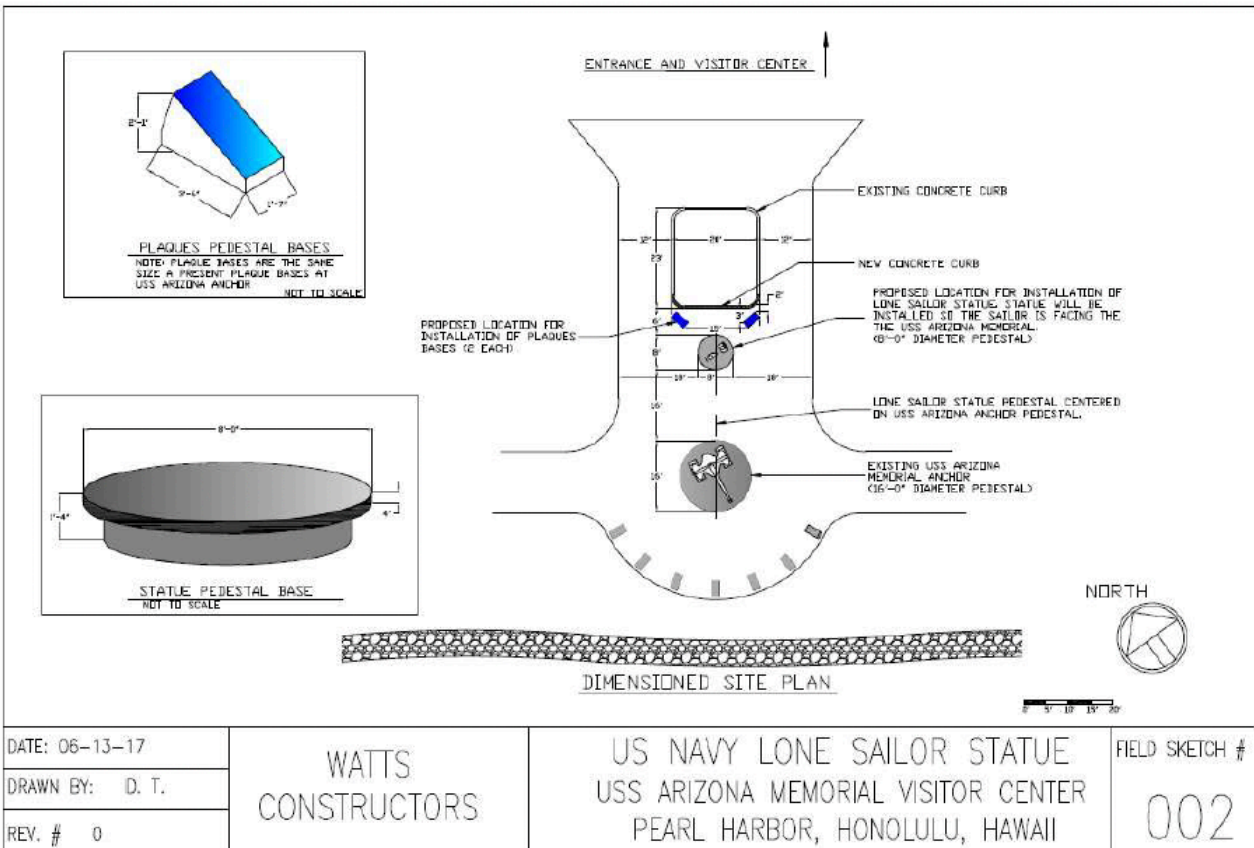
Plaque Base Weight: The base is dependent upon what materials are used by the location and is the purview of the site designer.

BRONZE PLAQUE WORDING (First draft for plaque)

The Lone Sailor represents the men and women who have served, are serving, or will serve in the United States Navy. He's called the Lone Sailor, yet he is hardly ever alone. He is about 25 years old, a senior second-class petty officer who is fast becoming a seagoing veteran. He has done it all -- fired weapons in war, provided humanitarian assistance in far-away lands, been attacked by the enemy, and defended our freedom. He has made liberty calls in great cities and tiny villages where he was a tourist, ambassador, adventurer, friend, and missionary to those less fortunate. His shipmates remember him with pride and look up to him with respect.

The Lone Sailor is an iconic symbol of the Navy Memorial's mission to Honor, Recognize, and Celebrate the men and women of the Sea Services, past, present, and future; and to Inform the public about their service.

NOTIONAL DESIGN FOR STATUE BASE (for info only)





THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

December 11, 2024

City and Borough of Juneau
Attn: Carl Uchytel, Port Director
155 S Seward Street
Juneau, AK 99801

Subject: Letter of Award, FY25 Harbor Facility Grant Funds

Dear Mr. Uchytel,

Congratulations on the successful funding of your application for the Department of Transportation and Public Facilities' Harbor Facility Grant Program. Upon execution of a harbor grant agreement with the department, the City and Borough of Juneau will receive a Tier II 50/50 matching harbor grant in the amount of \$5,000,000 for the construction of the Aurora Harbor Phase 4 project. These funds are 100% state general funds.

As outlined in the harbor grant instructions, the municipality will have six (6) months from the date of this Letter of Award to properly ratify and execute a mutually agreeable grant agreement with the department. Please note that any changes to your harbor project affecting the municipality's original application could prevent us from executing the grant agreement. If a grant agreement is not completed within this six-month period, the department may deny the award and either select the next highest scoring proposal or allocate the funds in subsequent years. Once the grant agreement is signed, the City and Borough of Juneau will have eighteen (18) months to complete the construction phase of the project.

We encourage you to contact the Waterways Planner at your earliest convenience to discuss the grant agreement and project timelines. We look forward to working with you on this important municipal harbor project. Should you have any questions, please feel free to email us at dot.harborgrants@alaska.gov or call 907-465-8769.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner

Presented by: The Manager
Introduced: January 6, 2025
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2024-01(b)(AB)

An Ordinance Appropriating \$5,000,000 to the Manager for the Aurora Harbor Improvements Capital Improvement Project; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$5,000,000 for the Aurora Harbor Improvements Capital Improvement Project (H51-125).

Section 3. Source of Funds

Alaska Department of Transportation and Public Facilities \$ 5,000,000

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2025.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Ordinance 2024-01(b)(AB)
Manager's Report

An Ordinance Appropriating \$5,000,000 to the Manager for the Aurora Harbor Improvements Capital Improvement Project; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities.

This ordinance would appropriate \$5 million of grant funds from the Alaska Department of Transportation and Public Facilities' Harbor Facility Grants Program. This funding would provide support for the phase IV of the Aurora Harbor project. Phase IV project work includes the installation of new main walks J and K in the north end of the basin, completing the headwall float to reconnect the north parking lot to the harbor; updating the gangway, electrical system, lighting, potable water, and fire suppression systems; and installing a new Tee float on main walk H. The local match requirement will be met with 2022 1% Sales Tax and Harbor Enterprise fund balance. Docks and Harbors anticipates a bid award in February 2025.

The use of 2022 1% Sales Tax funds is consistent with the intent of the of the initiative approved by voters in the October 4, 2022 municipal election.

The Docks and Harbor Board will review this request at the January 30, 2025 regular meeting.

The City Manager recommends this ordinance be introduced and set for public hearing at the next Assembly meeting.



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Port Director
To: Assembly
Thru: (1) Docks & Harbor Board
(2) City Manager
Date: January 22nd, 2025
Re: Bid Award - DH25-161 Purchase and Delivery of 60 Ton Marine Hydraulic Yard Trailer

1. In October 2024, Docks & Harbors advertised for a new boatyard trailer to replace the SEALIFT self-propelled hydraulic boatlift which was procured through a US DOT MARAD (Maritime Administration) TIGER grant for \$529,500 in 2012. The SEALIFT no longer met the operational needs of the commercial boatyard at the Auke Bay Loading Facility and was sold through the CBJ public surplus process for \$225,100 (net) in December 2021. MARAD was kept abreast of Docks & Harbors actions to surplus the SEALIFT and to procure a new apparatus using the proceeds of the sale. Typically, MARAD manages grants into perpetuity with annual reporting required from the grantee. In this case, using proceeds from the sale would require meeting the grant requirements issued in the original TIGER grant agreement.
2. The procurement for a new boatyard trailer resulted in only one submission, Kropf Industrial Inc of Ontario, Canada for \$319,700 (fob Juneau). Docks & Harbors consulted with other US companies who manufacture similar equipment but Kropf Industrial was the only one who could meet the unique specifications needed at the steep incline at the Auke Bay Loading Facility. Under most circumstances, procurement of equipment not manufactured in the USA would not be consistent with MARAD grant requirements; however, consultation with MARAD resulted in a January 6th, 2025 letter stating: *This letter serves as notification to the Port that DOT is hereby relinquishing its Federal interest in the boat lift, thereby authorizing the Port to retain the proceeds of the boatlift with no further obligation to DOT, on the condition that the Port purchase a comparable boat lift as originally purchased under the TIGER grant for use at the Port.*
3. I recommend that the Assembly approve RFB #DH25-161 (Purchase and Delivery of 60 Ton Marine Hydraulic Yard Trailer) award to Kropf Industrial Inc for \$319,700. Funding is provided by \$225,100 from previous sale with proceeds in Fleet Reserve and \$94,600 FY25 Fleet Reserve funds.

#

Copy: Finance Department
Law Department



U.S. Department
of Transportation
**Maritime
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

January 6, 2025

Mr. Carl Uchytel, P.E.
Port Director, City & Borough of Juneau
155 Heritage Way
Juneau, AK 99801

Dear Mr. Uchytel:

The Department of Transportation (DOT) awarded the Port of Juneau (the “Port”) a fiscal year (FY) 2009 TIGER grant in the amount of \$3,640,000 for its Auke Bay Loading Facility - Phase I Project (the “Project”). The Maritime Administration (“MARAD”) administered the project on behalf of DOT as the lead operating administration. The Project completed a marine transfer complex, including uplands development, barge and landing craft ramp with vessel boarding float and nine guide piles, a fisheries dock with crane and freshwater service line, and miscellaneous work.

Under the grant, the Port purchased a Sealift brand self-propelled boat lift for approximately \$529,500 in 2012 using 100 percent TIGER funding. The boat lift successfully operated at the Auke Bay Loading Facility until 2021, when the Port requested approval from MARAD to sell the boat lift and purchase replacement equipment due to catastrophic component failures and unavailability of reliable maintenance. After going out to bid, the Port concluded that there were no domestic boatlifts that met the Port’s unique specifications for the equipment.

Pursuant to section 200.313(f) of the 2024 updates to the Uniform Guidance at 2 CFR part 200, Federal agencies may authorize recipients to retain equipment with no further responsibility to the Federal Government. Although the Port’s TIGER grant was executed before these updates went into effect, MARAD retains discretion to apply this new flexibility to prior grantees.

This letter serves as notification to the Port that DOT is hereby relinquishing its Federal interest in the boat lift, thereby authorizing the Port to retain the proceeds of the boatlift with no further obligation to DOT, on the condition that the Port purchase a comparable boat lift as originally purchased under the TIGER grant for use at the Port. This relinquishment of Federal interest applies only to the TIGER-grant acquired boatlift; all other remaining terms and conditions applicable to the grant remain in effect.

Once the new equipment is acquired, please provide proof of payment and pictures of the equipment at the Port within 60 days of acquisition, for MARAD’s records.

If you have any questions, you may contact me at peter.simons@dot.gov or 202-366-8921.

Peter Simons

Peter Simons
Director, Office of Port Infrastructure Development

BID SCHEDULE: Provide pricing for 60-ton marine hydraulic yard trailer. Freight is to be pre-pay and add.

Item Code	Item (Name)	Description	Unit of Measure	Qty	Brand/ Manufacture	Allow Alternate	Unit Price	Extended Price
1.	Hydraulic Yard Trailer	Marine Boatyard Trailer	Each	1	Conolift	Yes	\$ 294,700.00	\$ 294,700.00
2.	Freight	Pre-pay & Add	Each	1	N/A		\$25,000.00	\$25,000.00
Total Bid (Items 1 & 2)							\$319,700.00	

*Note: Attaching any additional documents may cause your bid to be considered conditioned and therefore be deemed non-responsive.

Bidders complete and upload this document with response.

After Receipt of Order (ARO): How many calendar days after ARO can delivery be made? 150 days

Acknowledgement: The undersigned, as bidder, declare that we have examined all contract/solicitation documents contained herein and/or attached, and agree thereon with the City and Borough of Juneau to do everything necessary for the fulfillment of this contract. We agree any addenda issued/received are part of the contract documents.

We certify we have prepared our bid independently and without direct or indirect collusion, restraint of trade or other unfair competitive practices.

We understand that any false statements made to meet any requirement may result in contract cancellation or initiation of action under Federal, State or municipal laws and/or ordinances.

This signature page must be signed by a person who has authority to bind the company.

Kropf Industrial Inc. 1
Company Name (Please Print) No. of Addenda Issued

705-378-2453 // 705-378-5068 // www.kropfindustrial.com
Company Phone Company Fax Company Website (if applicable)

1 Quebec Dr, Seguin, ON, P2A 0B2
Complete Company Address

jordan@kropfindustrial.com info@kropfindustrial.com
Representative's Email Address Company Email

Jordan Kropf 705-346-1586
Signature of Authorized Representative Direct Line or Cell Number for Rep.

Jordan Kropf - Sales Manager October 17, 2024
Authorized Representative Name and Title* (Please Print) Date

*Name and Title of Authorized Rep must be legibly printed directly beneath their signature.

MUST SUBMIT THIS PAGE



City & Borough of Juneau – Docks & Harbors
Address: 155 Heritage Way, Juneau, AK 99801
Email: Carl.Uchytel@juneau.gov E-Submission: [Public Purchase](#)
Phone: (907) 586-0294 // Fax: (907) 586-0295



DOCKS & HARBORS BOARD

CONSUMER PRICE INDEX (CPI) JUSTIFICATION

The Enterprise Funds are operated and financed in a manner similar to private business. The intent of the governing body is to provide goods and services to the general public on a continuing basis and be financed or recovered primarily through user charges. Unlike other municipal taxes such as sales tax or property tax, the increase in revenue is organically tied to inflationary economics. Service fees which Docks & Harbors rely upon for its operational budget is disadvantaged if these fees are not periodically adjusted.

CBJ Docks & Harbors Board has established a rate setting policy which meets the following criteria:

1. *It must be fair and reasonable*
2. *It must be consistent*
3. *It must be supported by data and an explanation of how the data justifies the rate*
4. *It must be sufficient to support the operations of docks and harbors*
5. *It must replenish capital investments*
6. *It must build reserves for contingencies and future growth*
7. *Where currently significant disparity exists between the cost allocation to user groups these need to be adjusted in a fair and appropriate manner*

A discussion of how these criteria's have been applied to the proposed CPI adjustments are provided below.

Criteria 1 – It must be fair and reasonable

Is it reasonable?

Over time the cost of labor and materials changes, usually up, sometimes down. The best measure we have in Juneau of those changes is the Department of Labor Consumer Price Index for Urban Alaska (CPI). Applying the CPI keeps the rate reasonably in sync with the general cost of living. This is reasonable.

Is it fair?

In recent years a CPI adjustment has been applied to some rates and not to others. Applying the CPI to all rates is fair. Applying a "catch up" rate to rates not adjusted in many years is also fair, particularly to those who have had their rate revised and adjusted by the CPI in recent years. It is proposed that the "catch up" period be no more than 10 years and that it not exceed 5% in any one year. This is also fair.

Criteria 2 – Is it consistent

By applying an annual CPI adjustment to all rates which are based on an underlying cost which is subject to the change in the cost of goods and services we are consistent in applying rate changes to all user groups.

Criteria 3 – Is it supported by data and an explanation of how the data justifies the rates?

The CPI is supported by extensive data gathered by the U.S. Bureau of Labor Statistics and is generally recognized as the best available measure of the underlying change in the cost of goods and services.

Criteria 4 - Is it sufficient to support the operations of docks and harbors?

Currently this question does not have a clear answer. For those rates which have not been reassessed for a decade or more just applying the CPI evenly and applying a "catch up" factor as well, a further rate adjustment

may be necessary. Docks & Harbors is in the process of retaining the services of a qualified firm to determine whether the base rate to which the CPI is being applied is appropriate or whether additional rate changes should be considered. The application of the CPI where it has not been applied historically is an interim measure until we have better data.

Criteria 5 - Is it sufficient to replace capital investment?

As in the previous question Docks & Harbors will be better able to answer this question once the rate study has been completed.

Criteria 6 – Will it build reserves for contingencies and future growth?

As in question 4, Docks & Harbors will be better able to answer this question once the rate study has been completed.

Criteria 7 – Does it address disparities between user groups in a fair and appropriate manner?

As in question 4, Docks & Harbors will be better able to answer this question and determine the best approach to setting a rate if a large increase is indicated once the rate study has been completed.

*Approved by Docks & Harbor Board
January 27th, 2022*

CPI TABLES (2019 - PRESENT)

Urban Alaska
(Index value and 12-month percent change)

YEAR	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	ANNUAL	HALF 1	HALF 2
2019		227.183 2.5%		228.553 2.7%		234.179 2.5%		230.406 0.7%		227.552 -0.3%		226.527 0.0%	228.676 1.4%	228.858 2.6%	228.495 0.2%
2020		226.51 -0.3%		222.909 -2.5%		225.245 -3.8%		226.984 -1.5%		228.343 0.3%		227.259 0.3%	226.153 -1.1%	225.049 -1.7%	227.258 -0.5%
2021		229.478 1.3%		233.519 4.8%		239.296 6.2%		239.899 5.7%		242.708 6.3%		243.568 7.2%	237.188 4.9%	232.679 3.4%	241.698 6.4%
2022		246.369 7.4%		251.041 7.5%		268.916 12.4%		258.149 7.6%		261.093 7.6%		256.634 5.4%	256.423 8.1%	252.271 8.4%	260.576 7.8%
2023		256.856 4.3%		258.866 3.1%		259.93 -3.3%		263.407 2.0%		263.984 1.1%		261.178 1.8%	260.372 1.5%	257.938 2.2%	262.806 0.9%
2024		261.34 1.7%		267.046 3.2%		267.559 2.9%		267.313 1.5%		269.404 2.1%		267.312 2.3%	266.208 2.2%	264.376 2.5%	268.039 2.0%



Port of Juneau

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

Carl Uchytel
From: Carl Uchytel, Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Operations-Planning Committee
Date: January 15th, 2025
Re: CY24 – CPI ADJUSTMENT

In February 2022, at the recommendation of the Board, the Assembly approved adjusting nearly all Docks & Harbors fees by the previous year's Consumer Price Index (CPI). The adjustments become effective on three different schedules: calendar year, fiscal year, and cruise ship season. The regulation language is provided below. The calendar year 2024 Urban Alaska CPI adjustment is 2.2% and will be increased unless the Board takes action to keep the fees the same or increase the fees less than 2.2%.

For most Harbor Enterprise fees (from 05 CBJAC):

*CPI adjustment. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the **start of the fiscal year**. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.*

For some Harbor Enterprise fees (from 05 CBJAC):

*CPI adjustment. The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the **start of the calendar year**. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.*

For most Docks Enterprise fees (from 05 CBJAC):

*CPI adjustment. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the **start of the seasonal cruise vessel year** (April 1 through November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.*

I recommend you accept the 2.2% CPI adjustment for all applicable fees in 2025.

#



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytel, Port Director
To: Drew Green, Cruise Line Agencies of Alaska
Date: January XXth, 2025
Re: CY25 - City and Borough of Juneau - Port Charges - Draft

The charges applicable to cruise ships visiting Juneau are listed below. These rates have been adjusted by a [2.2% CPI increase based on CY24 inflation](#) effective April 1st, 2025. The water rates are adjusted following the determination by the CBJ Assembly to increase rates 10.25% effective July 1st, 2025.

1. Dockage Charges ([05 CBJAC 15.030](#)):
 - \$3.66 per foot for vessels less than 65 feet in length overall
 - \$6.11 per foot for vessels with a length overall from 65 feet up to 200 feet; and
 - \$3.66 per foot for vessels greater than or equal to 200 feet in length overall.
2. Port Maintenance Fee ([05 CBJAC 15.040](#)) - \$0.066 per net registered ton. For lightering operations less than 3 hours at \$0.033 per net registered ton. When the vessel subsequently moves from anchor to alongside a public dock, the port maintenance fee shall be \$0.066 per net registered tonnage of the vessel.
3. Potable Water Fee ([05 CBJAC 15.050](#)):
 - Through June 30th, 2025: \$5.63 per 1000 gallons. Unmetered smaller cruise ships flat fee \$29.13.
 - Effective July 1st, 2025 [Water Fee July 1st, 2025 will increase 10.25%](#) – \$6.20 per 1000 gallons. Unmetered smaller cruise ships flat fee will be \$32.12.
4. Staff Labor Fee ([05 CBJAC 120.140](#)): \$96.15 per hour.
 - Wastewater hook-up fee – two (2) staff hours (\$192.30)
 - Wastewater monitoring fee – six (6) staff hours (\$576.90)
 - Vessels with greater than 2000 passenger, which do not employ electronic ID verification, will be assessed a surcharge calculated on the number of staff personnel required to perform manual credential verification and the duration of the port call.
5. IVF Dumpster fee for small cruise ships: \$474 for dumpster plus actual staff labor fee at \$96.15 per hour.
6. Vessel Lightering Fee ([05 CBJAC 15.060](#)) - \$2077.87 per day.
7. Marine Passenger Fee ([CBJ Ordinance 69.20](#), applies at private and public docks) - \$5 per arriving passenger.
8. Port Development Fee ([CBJ Resolution 2552](#), applies at public and private docks) - \$3 per arriving passenger.

Please contact me or Ms. Melody Musick if you have questions at 586-0282.

#

Copy: Kirby Day (Holland-America Group/Princess Cruises)
 CBJ Tourism Manager



DOCKS & HARBORS
155 Heritage Way
Juneau, AK 99801
(907) 586-5255 tel

Section G, Item 8.

www.juneau.org/harbors

FY25 Moorage Rates Updated

Draft

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective July 1, 2024	Effective January 1, 2025
Daily	73¢ per foot	73¢ per foot
Calendar Month	\$5.20 per foot	\$5.36 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment
Intermediate Vessel Float and Port Field Office Float		
Daily (Oct 1 – Apr. 30)	73¢ per foot	73¢ per foot
Monthly (Oct 1 – Apr. 30)	\$5.20 per foot	\$5.36 per foot

STATTER HARBOR		
	Effective July 1, 2024	Effective January 1, 2025
Daily	73¢ per foot	73¢ per foot
Calendar Month	\$8.66 per foot	\$8.92 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment

INTERMEDIATE VESSEL FLOAT (IVF)/STATTER HARBOR BREAKWATER RESERVATIONS		
	Effective thru March 31, 2025	Effective April 1, 2025
Reservations (May 1 – Sept 30)	Fishing Vessels \$1.80 Other Vessels <65' \$3.58 Other Vessels ≥ 65' \$5.98 Other Vessels ≥200' \$3.58	\$1.84 per foot per day \$3.66 per foot per day \$6.11 per foot per day \$3.66 per foot per day

Skiff Rates

Adjusted Per Calendar Year	Jan 1, 2024 to Dec 31, 2024	Jan 1, 2025 to Dec 31, 2025
	\$370.81	\$376.37

Residence Surcharge

	Effective January 1, 2024	Effective July 1, 2024
Per Month	\$85.28 + \$28.43/person above four persons	\$86.56 + \$28.86/person above four persons

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

- Rates subject to be adjusted by CPI annually.

Launch Ramp Rates

Effective July 1, 2024 (updated with 1.5% CPI)

Recreational – Calendar Year (includes Kayaks) Matching registrations are required to obtain two additional permits. Please see 05 CBJAC 20.060 – Recreational Boat Launch Fees.	\$112.92 \$5 per additional permit
Recreational – Day	\$18.81
Commercial – Calendar Year	\$313.64 per trailer
Commercial – Day	\$37.64
Freight Use – Commercial	Up to 1 hour \$68.03 Over 1 hour \$34.02 for each additional hour

Parking Rates

Douglas, Harris, & Aurora Harbors	Free w/ permit (permits available at Aurora Harbor office, current vehicle registration required)
Statter Harbor – Summer (May through September)	\$1 per hour/\$5 per calendar day
Statter Harbor – Winter (October through April)	Free w/permit (permits available at Statter Harbor office, current vehicle registration required)
Downtown Taku Lot - Summer	\$2 per hour/3 hour limit

Shorepower

Connection Type	Effective Jan 1, 2024 Daily	Effective July 1, 2024 Daily
20 amp (120V, 1 phase)	\$7.41	\$7.52
30 amp (120V, 1 phase)	\$11.29	\$11.46
50 amp (208V, 1 phase)	\$30.90	\$31.36
100 amp (208V, 3 phase)	\$106.30	\$107.89
100 amp (480V, 3 phase)	\$244.73	\$248.40

Connection Type	Jan 1, 2024 Summer Liveaboard Monthly	Effective July 1, 2024	Jan 1, 2024 - Summer Non- Liveaboard Monthly	Effective July 1, 2024
20 and 30 amp	\$112.25	\$113.93	\$66.75	\$67.75
50 amp	\$244.73	\$248.40	\$133.49	\$135.49
100 amp/208 volt	\$519.13	\$526.92	\$311.48	\$316.15
100 amp/480 volt	\$1,223.67	\$1242.03	\$726.78	\$737.68

Connection Type	Jan 1, 2024 Winter Liveaboard Monthly	Effective July 1, 2024	Jan 1, 2024 Winter Non- Liveaboard Monthly	Effective July 1, 2024
20 amp	\$148.33	\$150.55	\$89.00	\$90.34
30 amp	\$199.88	\$202.88	\$118.66	\$120.44
50 amp	\$370.81	\$376.37	\$222.48	\$225.82
100 amp/208 volt	\$889.94	\$903.29	\$519.13	\$526.92
100 amp/480 volt	\$2,076.53	\$2107.68	\$1,201.42	\$1219.44

Services Provided

Power, Potable water (Year round downtown and Statter A&B Floats) Restrooms (Aurora Harbor, Harris Harbor & Statter Harbor) Showers (Harris Harbor & Statter Harbor) Free Sewage pump-out

(Aurora, Douglas, Harris, and Statter) Sewage pump-out cart available at Aurora Harbor & Douglas Harbor

Harris Harbor Grid (Fee: \$1.26 per foot per day effective July 1, 2024)

Please make Grid reservation at Aurora Harbor Office

Section G, Item 8.



DOCKS & HARBORS
155 Heritage Way
Juneau, AK 99801
(907) 586-5255 tel

Section G, Item 8.

www.juneau.org/harbors

FY26 Moorage Rates

Draft

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30th, 2025	Effective July 1st, 2025
Daily	73¢ per foot	75¢ per foot
Calendar Month	\$5.36 per foot	\$5.48 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment
Intermediate Vessel Float and Port Field Office Float		
Daily (Oct 1 – Apr. 30)	73¢ per foot	75¢ per foot
Monthly (Oct 1 – Apr. 30)	\$5.36 per foot	\$5.48 per foot

STATTER HARBOR		
	Effective Thru June 30, 2025	Effective July 1, 2025
Daily	73¢ per foot	75¢ per foot
Calendar Month	\$8.92 per foot	\$9.11 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment

INTERMEDIATE VESSEL FLOAT (IVF)/STATTER HARBOR BREAKWATER RESERVATIONS		
	Effective thru March 31, 2025	Effective April 1, 2025
Reservations (May 1 – Sept 30)	Fishing Vessels \$1.80 Other Vessels <65' \$3.58 Other Vessels ≥ 65' \$5.98 Other Vessels ≥200' \$3.58	\$1.84 per foot per day \$3.66 per foot per day \$6.11 per foot per day \$3.66 per foot per day

Skiff Rates

Adjusted Per Calendar Year	Jan 1, 2025 to Dec 31, 2025	Jan 1, 2026 to Dec 31, 2026
	\$376.37	\$384.65

Residence Surcharge

	Effective Thru June 30 th , 2025	Effective July 1 st , 2025
Per Month	\$86.56 + \$28.86/person above four persons	\$88.46 + \$29.49/person above four persons

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

- Rates subject to be adjusted by CPI annually.

Launch Ramp Rates

Effective July 1, 2025 (updated with 2.2% CPI)

Recreational – Calendar Year (includes Kayaks) Matching registrations are required to obtain two additional permits. Please see 05 CBJAC 20.060 – Recreational Boat Launch Fees.	\$115.40 \$5 per additional permit
Recreational – Day	\$19.22
Commercial – Calendar Year	\$320.54 per trailer
Commercial – Day	\$38.47
Freight Use – Commercial	Up to 1 hour \$69.53 Over 1 hour \$34.77 for each additional hour

Parking Rates

Douglas, Harris, & Aurora Harbors	Free w/ permit (permits available at Aurora Harbor office, current vehicle registration required)
Statter Harbor – Summer (May through September)	\$1 per hour/\$5 per calendar day
Statter Harbor – Winter (October through April)	Free w/permit (permits available at Statter Harbor office, current vehicle registration required)
Downtown Taku Lot - Summer	\$2 per hour/3 hour limit

Shorepower

Connection Type	Effective Thru June 30 th 2025 Daily	Effective July 1, 2025 Daily
20 amp (120V, 1 phase)	\$7.52	\$7.69
30 amp (120V, 1 phase)	\$11.46	\$11.71
50 amp (208V, 1 phase)	\$31.36	\$32.05
100 amp (208V, 3 phase)	\$107.89	\$110.26
100 amp (480V, 3 phase)	\$248.40	\$253.86

Connection Type	Summer Liveaboard Monthly Effective July 1, 2025	Summer Non-Liveaboard Monthly Effective July 1, 2025
20 and 30 amp	\$116.44	\$69.24
50 amp	\$253.86	\$138.47
100 amp/208 volt	\$538.51	\$323.11
100 amp/480 volt	\$1269.35	\$753.91

Connection Type	Effective July 1, 2025	Effective July 1, 2025
20 amp	\$153.86	\$92.32
30 amp	\$207.34	\$123.09
50 amp	\$384.65	\$230.79
100 amp/208 volt	\$923.16	\$538.51
100 amp/480 volt	\$2154.05	\$1246.27

Services Provided

Power, Potable water (Year round downtown and Statter A&B Floats) Restrooms (Aurora Harbor, Harris Harbor & Statter Harbor) Showers (Harris Harbor & Statter Harbor) Free Sewage pump-out

(Aurora, Douglas, Harris, and Statter) Sewage pump-out cart available at Aurora Harbor & Douglas Harbor

Harris Harbor Grid (Fee: \$1.29 per foot per day effective July 1, 2025)

Please make Grid reservation at Aurora Harbor Office

Section G, Item 8.



December 9, 2024

PND 242085

Mr. Matthew Sill, P.E.
Port Engineer
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Subject: Aurora Harbor Office Site Visit

Dear Mr. Sill,

Per your request, PND Engineers, Inc. (PND) performed a site visit at the Aurora Harbor office building, located in Juneau, AK to observe the existing conditions of the structure of the office building and the adjacent garage. This letter summarizes the methods and observations developed from the site visit.

Currently, the building supports the City and Borough of Juneau Docks and Harbors (CBJ D&H) harbormaster operations at Aurora Harbor. The office is a single-story light frame timber construction with a cold roof attic. The wall stud spacing and stud size was not exposed and was not determined while on site. The roof structure consists of timber trusses spaced 2'-0" o.c. with plywood sheathing underneath the metal roofing. The waterfront side (west) eave of the roof extends over a concrete walkway. The eave is supported by a series of timber posts. Both the west and east edges of the roof are vented. A ridge vent is present along the ridge of the roof. The exterior stud walls are clad in T-111 siding panels on all sides of the building.

Observations of the adjacent garage were also made during the site visit. The building is currently used as a mechanic shop and storage space for harbor operations. The light frame construction style is similar to the main office. The floor consists of a concrete slab with an overframed wood floor covering half of the square footage of the garage.

The intent of the site visit was to document and report known and observed structural and architectural deficiencies. Structural evaluations of the structures were not part of the scope of this work.

Photos from the site visit have been provided in Appendix A to document the observed conditions while on-site. Appendix B contains the architectural report developed by JWY which contains a more in-depth discussion of architectural issues.

Site Visit:

A site visit was performed by PND principal engineer Mark Sams P.E, S.E., PND staff engineer Nicholas Kulow EIT, Jensen Yorba Wall (JYW) partner Dan Fabrello, and CBJ D&H staff on Wednesday, October 2, 2024. The purpose of the visit was to identify and document existing building issues that have been identified by staff or were observed during the site visit.

The site visit included walkthroughs of the office space and the attic of the main building and the adjacent garage. The site visit coincided with rainy and windy weather in the hopes of observing any leaks during the visit. All areas of concern were visually examined where exposed and accessible. The attic space was accessed by a pull down stair from the ceiling of the first floor. Observations in the attic were made from standing on plywood over framing on the roof trusses which extended the full length of the roofline. The wall structure was not accessible behind finishes during the visit. The exteriors and roofs of both the office and garage were visually observed from the ground.

Observations:

The site visit produced observations from both structural and architectural perspectives. Structural items are provided by PND below and a full list of architectural items are identified and discussed in the attached architectural report from JYW found in Appendix B.

The roof framing of the office is in generally fair condition, with mold and rot limited to areas of localized, moisture concentrations from venting. However, framing member deterioration observed may reduce the structural capacity of the framing members from the design intent. The waterfront eave timber posts are deteriorated at the base connections due to both biological decay and abrasion.

The structure of the garage is in generally poor condition. The roof lacks sheathing below the metal roofing where the underside of the roof was observed. One roof truss has a reduced section at the wall bearing point and the lateral force resisting system appeared inadequate.

The following list summarizes the significant observations made from the site visit at the office and garage buildings.

1. Since the site visit coincided with rainy and windy weather, some active leaks were observed within the attic space between sheathing panels. Further moisture infiltration was indicated by the presence of water stains, mold accumulation and early stages of rot. It was reported by staff that during some rain events, a roof leak penetrates the ceiling near the electrical and communications boxes and drains along the floor to the floor drain (this was not actively occurring during our site visit but evidence of the leak was observed on the walls and floor).
2. Venting of the office space terminates in the attic space and is not routed to the exterior of the building. Significant mold growth was observed on the nearby sheathing and trusses. See the architectural report in appendix B for moisture meter records.
3. The attic space has strong air circulation through the roof vents.
4. Both bathroom vents had ductwork leading through the attic to the exterior. However, neither vent was properly insulated in the attic space, leading to condensation and moisture build-up. This water damage was visible in the bathrooms on the upper corners and walls in the form of bubbled, cracked, and stained paint due to apparent moisture dripping off the vent pipes.
5. A roof penetration for the bathroom plumbing vent was sheared off, likely allowing moisture to enter the building envelope and exacerbate the bathroom ceiling water damage.
6. The rear canopy structure has three shortened columns that were connected to the canopy beam by a single bolt with nailed connections. Rott and abrasion were present at all column bases. The

connection bracket between the post and the eave beam was small and likely does not have the capacity for the design wind uplift on the eave.

7. Within the garage, the lateral force resisting system consisted of a timber 2x4 diagonal member. The brace meets the top plate at the center of the structure with the braces mirrored about the center of the structure. The brace is nailed to the inside of the stud wall. No sheathing was present on the roof, significantly limiting the lateral load capacity of the structure.
8. A substantial gouge in a garage roof truss member was present on the bearing surface between the bottom flange of the truss and stud wall top plate.
9. A large roof leak above the garage oil heater was observed, correlating with the heater's roof vent penetration.
10. Damage was observed on both the office and garage exterior eaves and siding with visible large holes, significant rot, and extensive water staining. The front office building roof gutter was completely torn from the eave fascia.
11. CBJ D&H staff directed attention to an exterior electrical conduit reportedly directing rainwater inside the office. This process was not observed despite the rainy weather.
12. CBJ D&H staff mentioned that snow would occasionally blow into the office from the attic, especially in windy conditions. This action was not observed, but is plausible due to the high airflow observed in the attic space during the windy conditions during the site visit. The high air circulation can carry dry, low-density snow through the eave vents and into the attic space.
13. CBJ D&H staff stated the floor drains currently backup when the sewer system is overwhelmed. When not backing up, the floor drains have sewer gases backing up into the office. The staff has temporarily plugged the drains with activated charcoal to prevent the smell in the office. It was unclear if the drains have traps. Since this area is now used as an office space vs the originally intended garage, the floor drains are likely not seeing enough water to maintain full traps if traps are present.

Findings:

The existing structures are in fair to poor condition. The humidity and moisture in the structure is allowing conditions conducive to biological growth and decay in timber components. With the numerous and widespread water leaks into the structure, structural components exposed to the wet environment will see reduced service life as deterioration advances. The leaking sewer gases from the floor drains is a significant health concern for staff working at the facility. The temporary improvised charcoal filters placed in the floor drains are not a long-term solution and may not be effective for stopping all gases, particularly odorless gasses, that can still have health effects for staff. The below findings provide discussion regarding specific observations.

Moisture infiltration in the attic space of the office structure is deteriorating the plywood sheathing with staining and mold growth observed. The moist environment in the attic is partially mitigated by the amount of natural ventilation due to the roof vents. Due to the strong ventilation, moisture in the form

of snow, is reported to be carried into the attic which does not allow the roof framing members to dry out in the winter.

The lateral force resisting system is nonexistent in the garage, the limited bracing and the lack of a diaphragm do not provide a positive load path for lateral loads to transfer to the foundation/ground. The damaged roof truss member has compromised bearing strength and has a reduced snow load capacity. This truss should be monitored in the winter for crushing of the bottom cord member when snow is present. Snow should be removed from the roof prior to the truss member beginning to crush at the bearing point. The snow load on this structure is somewhat mitigated due to the lack of insulation present under the roofing allowing building heat to melt snow from the underside of the roof.

On the exterior of the building, the widespread damage and deterioration of the exterior siding and the lack of a roof gutter at the front of the office building increases moisture exposure. The siding is weathering with the continued exposure to the environment with the existing paint failing. This failure will allow moisture to penetrate further into the siding components, accelerating decay. The columns supporting the waterfront eave of the office building have a reduced capacity due to the section loss present and the lack of connection resistance to wind uplift forces on the eave.

Both the structural and architectural reports have indicated many deficiencies that effect the overall condition of the harbormaster offices at Aurora Harbor. It is apparent that these buildings have exceeded their useful life and are in need of replacement to provide a safe and healthy place for both staff and harbor patrons. Based on the current conditions it would be recommended for CBJ D&H to look at replacement vs renovation. This would allow a single new facility to be constructed to meet the current and future needs of the staff and patrons.

Hopefully this report meets your needs. PND and JYW can provide additional proposals to assist CBJ D&H design work, if desired, to design repairs for long term maintenance of the existing structures. We are also able to provide proposals for planning, permitting and design assistance for replacement structures. Please contact me if you have any questions or wish to discuss the report further.

Sincerely,

PND Engineers, Inc. | Juneau Office



Mark Sams, P.E., S.E | Senior Engineer/ Principal

Encl: Appendix A: Reference Photographs

Appendix B: JYW Architectural Report

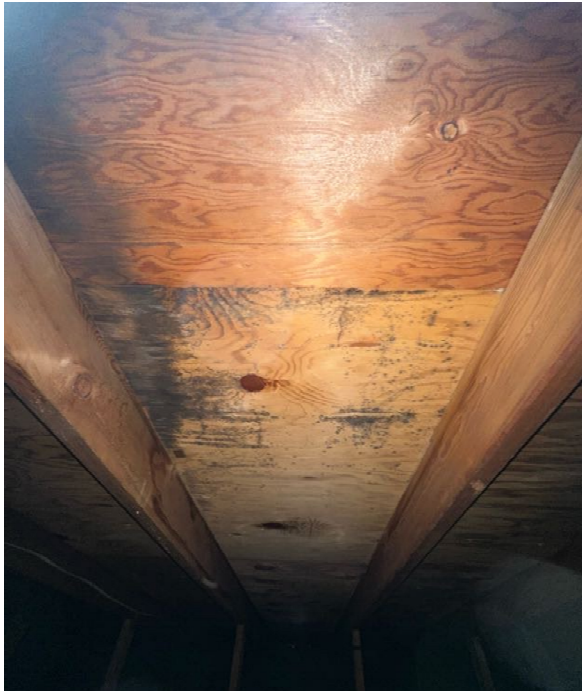
Appendix A: Reference Photographs

**Photograph 1****Description**

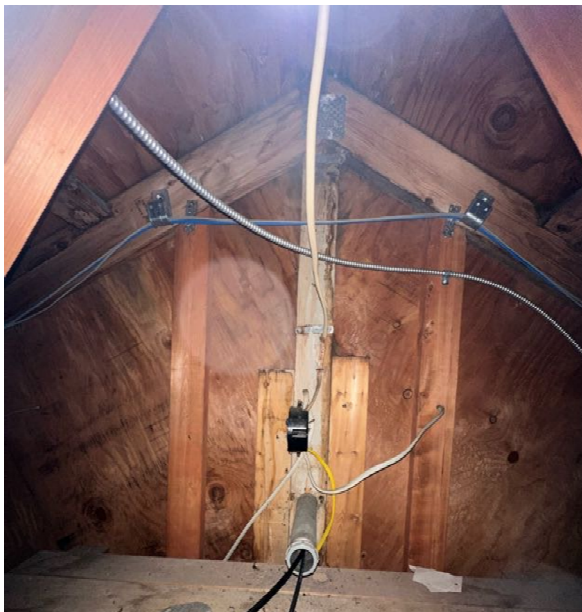
View of the northwest corner of the office building with failing paint on the T-111 siding.

**Photograph 2****Description**

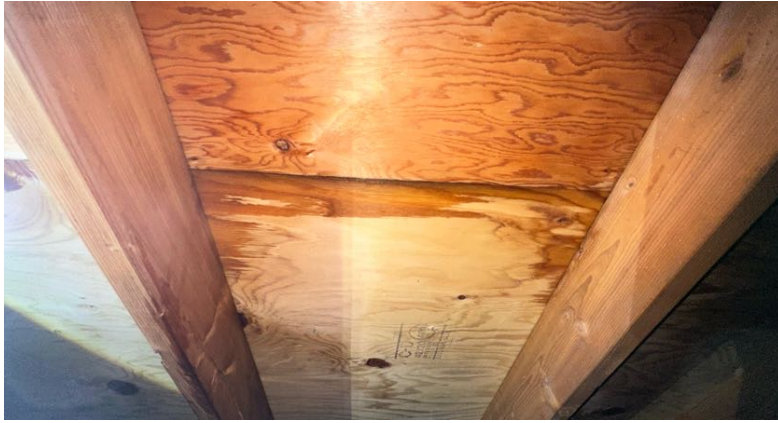
View of the southwest corner of the garage with failing paint, rotting trim and rotting T-111 panels.

**Photograph 3****Description**

Mold accumulation on the roof sheathing along bearing points with the roof truss, indicating roof leaks.

**Photograph 4****Description**

Water stains on the southern gable wall.

**Photograph 5****Description**

Active leaks between roof sheathing boards

**Photograph 6****Description**

Ductwork ventilating directly into the attic, causing significant moisture accumulation and mold near the ridge line. This image also shows the ridge line vent.



Photograph 7

Description

Water damage present in the bathroom ceiling in the southwest corner.



Photograph 8

Description

Uninsulated vent directly connecting the administration area to the attic, bridging the insulation above the office ceiling and discharging warm moist air in the attic space.

**Photograph 9****Description**

Poorly insulated restroom fan ducts that are loosely wrapped with batt insulation.

**Photograph 10****Description**

Single 2x4 brace acting as the lateral force resisting member in the garage. T-111 siding is shown on the exterior side of the studs.



Photograph 11

Description

Unsheathed roof in the garage.



Photograph 12

Description

A garage roof truss bearing point with missing material.

**Photograph 13****Description**

View of the bathroom plumbing roof vent that was sheared off, allowing for potential infiltration of moisture through the roof envelope.

**Photograph 14****Description**

View of the connection between the timber post and the roof eave girder. Connection has very little uplift capacity from the small nails located close to the edge of the timber members.

**Photograph 15****Description**

View of the rotted base of a timber post supporting the roof eave.

**Photograph 16****Description**

Eave fascia with failed paint with gutter is no longer present.

**Photograph 17****Description**

Electrical conduit box on the southern wall that reportedly allows water to leak into the interior office space.

Appendix B: Architectural Report



522 West 10th Street, Juneau, Alaska 99801 907.586.1070 jensenyorbawall.com

CBJ Docks and Harbors – Aurora Harbor Office & Outbuilding/Garage Condition Assessment

Juneau, Alaska

10/8/2024
Jensen Yorba Wall, Inc.
Dan Fabrello

	<p>Purpose</p>
	<p>CBJ has tasked PND Engineers, Inc. and Jensen Yorba Wall, Inc. to perform a limited condition survey of the existing Aurora Harbormasters Office Building and Outbuilding/Garage in Juneau, AK. This report is intended to provide a description of the existing conditions observed during the limited site visit. Findings from the investigation will be used to identify solutions to repair or replace the structures. Solutions provided in this report should be evaluated and incorporated into future design documents that are not part of this report.</p>
	<p>Aurora Harbor Office & Outbuilding</p> <p>Description</p> <p>Jensen Yorba Wall Construction Administrator/ Partner Dan Fabrello visited the site Wednesday October 02, 2024. Weather: 45 degrees, overcast with light rain, light breeze. The site visit was conducted in coordination with CBJ Harbors Staff, CBJ Building Maintenance and PND Engineers. The visit consisted of a quick tour to get acquainted with the facility buildings and layout and then review the existing conditions.</p> <p>The Harbormaster Office building is a wood framed structure, manufactured wood trusses, exterior cladding T1-11 wood siding and roofing of exposed fastener metal roofing on 1/2" plywood roof sheathing. The Harbormaster building appears to have been renovated in the past. The building appears to have been a harbor office for public harbor business with an attached vehicle parking and maintenance garage. The garage doors have been framed in and the old garage space converted to harbor staff offices, meeting area, staff breakroom and laundry all in one open space. The public harbors business office and toilets remain on the South side of the building. Both the interior spaces and attic spaces were reviewed during the site visit. The interior spaces in general lack proper accessibility requirements and lighted exits at both the public and staff areas. There are signs of water damage at walls and ceiling as well as signs of water intrusion into light fixtures. The floor drains in the harbor staff office space (old garage), emit sewer gas as the drains and configuration were not designed or intended for a finished office space environment. The attic space was accessed through the ceiling access ladder located in the renovated harbor office space. The attic space underside of plywood sheathing shows signs of water damage and mold. There are miscellaneous exhaust fans in the office ceiling spaces below that are not connected to the exterior and exhaust directly into the attic space. The bathroom plumbing vent through the roof is broken at the roof line which will allow sewer gases to enter the attic space. The bathroom exhaust vent ducts are plastic flexible dryer type ducts with soffit vent louvers installed as the duct through wall hood, both the plastic duct and louvers are not compliant with venting requirements. Line voltage wiring through attic space are not properly supported and, in some locations, there are open j-boxes. The attic insulation consists of a mix of blown-in insulation and loose laid batt insulation. It's recommended the blown-in insulation be tested for the presence of asbestos-containing material as well as test the gypsum drywall, joint compound and taped joints throughout the facility. In general, the interior and exterior of the building are in poor condition.</p> <p>The Outbuilding/Garage is a framed structure with rough sawn wood framing, roof is site-built trusses, exposed fastener metal roofing without roof sheathing. Floor construction consists of large timber Cant beams on grade with rough sawn floor planks as the finished flooring. The finished floor is uneven and has excessive gaps between the planks. Exterior of the building is clad with</p>

T1-11 wood siding and exposed wood trim that are water damaged and deteriorating. The Outbuilding does not appear to have a concrete foundation and is bearing on wood Cants on grade. The Outbuilding has been remodeled in the past with a portion of the Outbuildings floor cut out, a garage door was added, and a concrete slab placed for use as a parking and maintenance garage. In the Northeast corner of the garage space is located a large waste oil burner for heating the building. The interior and exterior of the building are in poor condition. The doors accessing the building do not meet accessibility requirements. There is a concrete containment foundation adjacent to the Outbuilding that contains large waste oil tanks and an EPDM bladder to control potential oil spills.

Condition

As noted above, both the buildings reviewed at Aurora Harbor are wood framed and wood clad sided buildings with exposed fastener metal roofing. There are active leaks in the Harbor Building Office structure. There are signs of water damage to wall finishes and lights in the interior. The exterior of both structures is in poor condition with water damage and dry rot. Life safety and accessibility issues are present at both structures. The existing Harbormaster Office building as well as the Outbuilding/Garage have outlived their useful life.

Prognosis

Both buildings are at the end of useful life.

Recommendations

Recommendation for Aurora Harbor Office

Modernization include:

- Replacement of structures.

Considerations during design and construction to include:

- Consolidate two buildings into one comprehensive building to serve the harbor patrons and harbor staff needs.

Aurora Harbor Office



Aurora Harbor Office: General view of building from Southeast corner.



Aurora Harbor Office: General view of building from Southwest corner.



Aurora Harbor Office: General view of building from Northeast corner.



Aurora Harbor Office: General view of building from Northwest corner.



Aurora Harbor Office: Vent pipe between North and South bathrooms severed at roofline. General view of East side exterior water damage. Excessive wood decay present.



Aurora Harbor Office: General view of East side exterior water damage. Excessive wood decay present.



Aurora Harbor Office: Missing gutters has contributed to trim and siding water damage and wood decay.



Aurora Harbor Office: Wood decay along base of siding. Appurtenances along face of structure sticking out into accessible aisle.



Aurora Harbor Office: Enlarged view of typical wood decay at siding.



Aurora Harbor Office: Wood decay present at eaves where gutters remain intact.



Aurora Harbor Office: Bathroom vents with non-compliant vent louvers, typical.



Aurora Harbor Office: Various abandoned wiring present around building outside of j-boxes.



Aurora Harbor Office: Asphalt paving and concrete sidewalk not aligned and is a tripping and accessibility hazard.



Aurora Harbor Office: Concrete sidewalk damaged and crackin along Northwest corner. Thresholds heights into office on the North end are not compliant with accessibility requirements.



Aurora Harbor Office: Base of existing exterior canopy columns show signs of water damaged and are deteriorating.



Aurora Harbor Office: Tops of columns do not appear to be appopriate use of the type of post bracket. The use of an adjustable bracket also relays that its use may be due to structural movement of the columns that should be addressed.



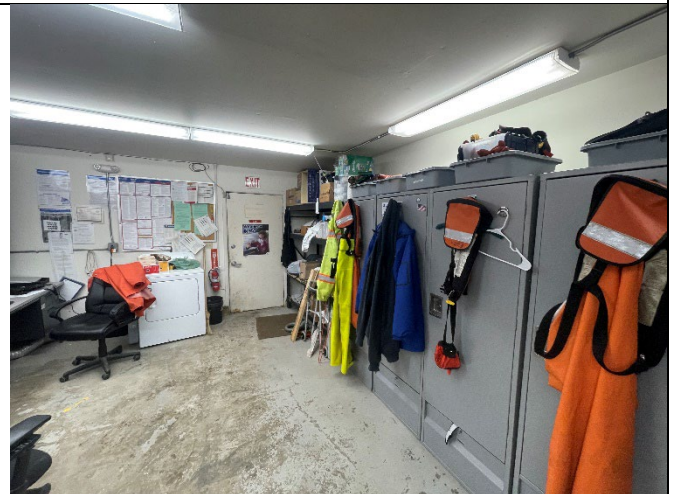
Aurora Harbor Office: General view of reconfigured garage into Harbor staff offices, meeting area, breakroom and laundry.



Aurora Harbor Office: General view of reconfigured garage into Harbor staff offices, meeting area, breakroom and laundry.



Aurora Harbor Office: General view of reconfigured garage into Harbor staff offices, meeting area, breakroom and laundry.



Aurora Harbor Office: Accessibility requirements at exits are non compliant. Exit signage not illuminated.



Aurora Harbor Office: Various fans in converted garage to Office area and main front office area have miscellaneous ceiling mounted exhaust fans that are piped into attic without proper roof or soffit vents.



Aurora Harbor Office: Typical floor drains in the office (old garage area) smell of sewer gases.



Aurora Harbor Office: Front main office area accessibility requirements should be evaluated further.



Aurora Harbor Office: Front main office area accessibility requirements should be evaluated further. Exit signage is not illuminated.



Aurora Harbor Office: South bathrooms off of the front main office does not meet accessibility requirements at toilet and lav.



Aurora Harbor Office: South bathroom water damage at ceiling and walls from broken vent pipe through the roof.



Aurora Harbor Office: South bathroom water damage at wall from broken vent pipe through the roof. Enlarged view of South bathrooms not meeting accessibility requirements at toilet.



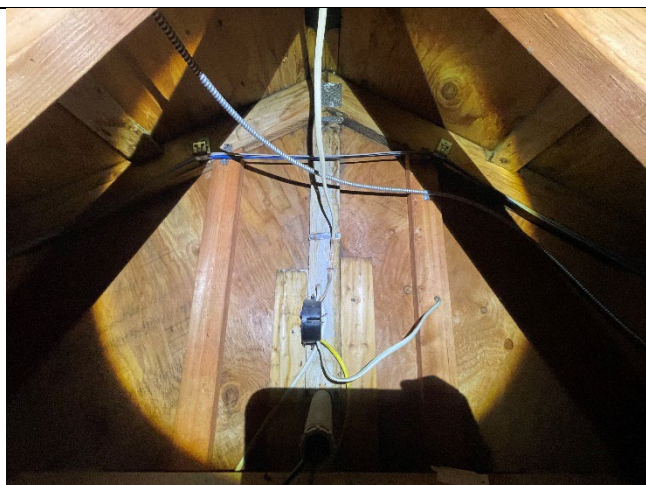
Aurora Harbor Office: North bathrooms in the facility do not meet accessibility requirements.



Aurora Harbor Office: Signs of water intrusion in light fixtures above the main office area.



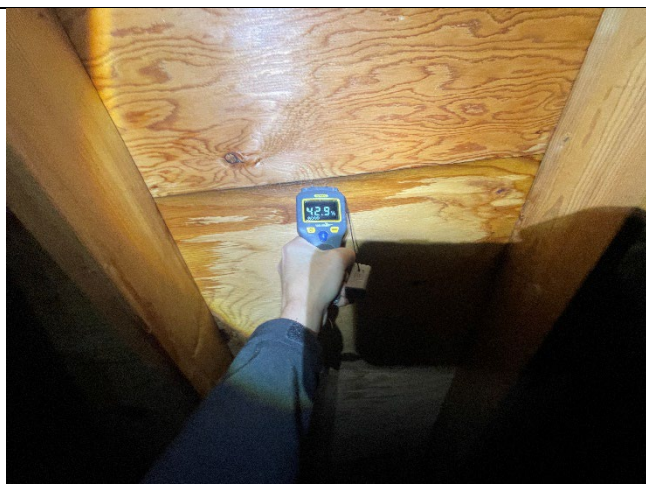
Aurora Harbor Office: misc loose wires common throughout attic space.



Aurora Harbor Office: misc loose wires and open j-boxes common throughout attic space.



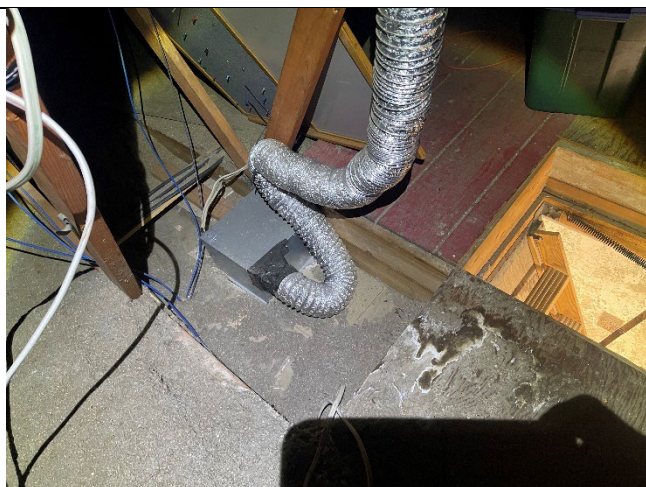
Aurora Harbor Office: Many areas of underside of roof deck have active water intrusion and high moisture levels.



Aurora Harbor Office: Many areas of underside of roof deck have active water intrusion and high moisture levels.



Aurora Harbor Office: Many areas of underside of roof deck have active water intrusion and high moisture levels.



Aurora Harbor Office: View of misc exhaust fan not properly vented.



Aurora Harbor Office: View of misc exhaust fan not properly vented.



Aurora Harbor Office: View of misc exhaust fan not properly vented. High moisture content in plywood sheathing and mold present on deck and framing.



Aurora Harbor Office: View of misc broken bathroom vent through the roof at the main entry bathrooms. Vent is venting into attic space.



Aurora Harbor Office: View of unconnected exhaust fan from main entry office into attic space.



Aurora Harbor Office: Blown-in insulation should be tested for presence of ACM.



Aurora Harbor Office: Gypsum and any joint compound present should be tested for presence of ACM both attic and office areas.

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Aurora Harbor Office Outbuilding/Garage



Aurora Harbor Outbuilding/Garage: General view of West side of building. In general the building has outlived its useful life and is heavily water damaged. The exterior envelope has many signs of water damage and wood decay. The structure does not meet accessibility requirements.



Aurora Harbor Outbuilding/Garage: General view of water damaged and decay.



Aurora Harbor Outbuilding/Garage: General view of Southwest door. Access does not meet accessibility requirements.



Aurora Harbor Outbuilding/Garage: General view of West end of building.



Aurora Harbor Outbuilding/Garage: General view of Northwest door. Access does not meet accessibility requirements.



Aurora Harbor Outbuilding/Garage: General view of North side of outbuilding.



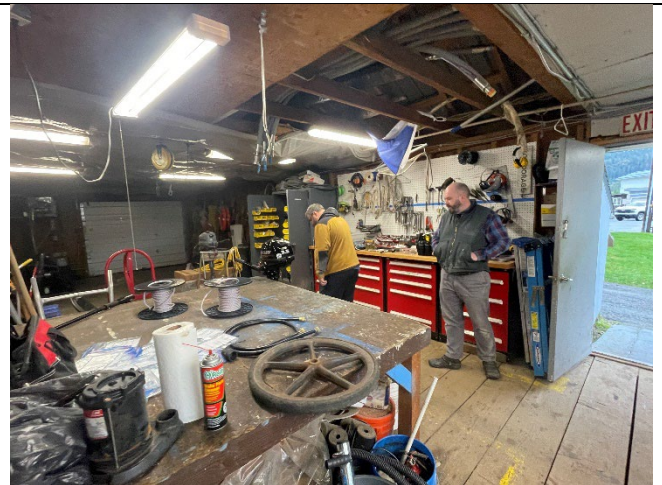
Aurora Harbor Outbuilding/Garage: View of waste oil storage area on North side of outbuilding.



Aurora Harbor Outbuilding/Garage: Waste oil burner boiler stack has large amounts of mastic placed around perimeter to aid in reducing water infiltration.



Aurora Harbor Outbuilding/Garage: General view of Outbuilding, doors do not meet accessibility requirements. Exit signs are not illuminated.



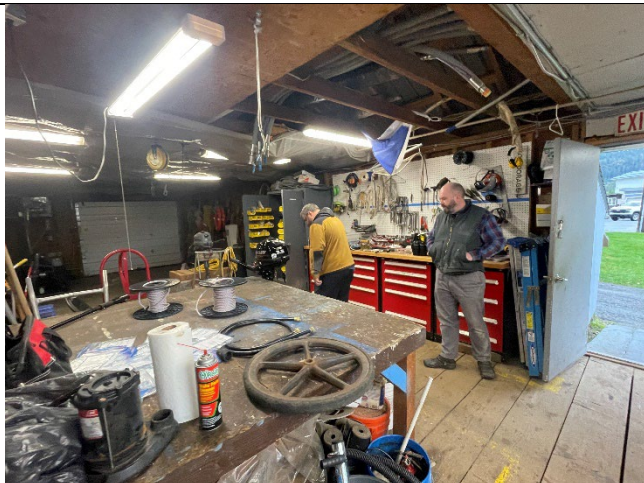
Aurora Harbor Outbuilding/Garage: General view of Outbuilding, doors do not meet accessibility requirements. Exit signs are not illuminated.



Aurora Harbor Outbuilding/Garage: General view of roughsawn framed walls and trusses.



Aurora Harbor Outbuilding/Garage: General view of roughsawn framed walls and trusses.



Aurora Harbor Outbuilding/Garage: General view of Outbuilding, doors do not meet accessibility requirements. Exit signs are not illuminated.



Aurora Harbor Outbuilding/Garage: General view of interior floor transitions at Outbuilding interior. Area does not meet accessibility requirements.



Aurora Harbor Outbuilding/Garage: View of waste oil burner in Garage area of Outbuilding.

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End of Report.

New CIP Projects	FY25	FY26	FY27	FY28
Aurora Drive Down Float	Aurora Drive Down Float - \$300K	Aurora Drive Down Float -\$2M	UAS Property Purchase - \$8M	Douglas Uplands - \$6M
Marine Services Facility	Statter Ph 3D -\$3.5M	Shore Power - 16B - \$30M	Amalga Launch Ramp Float & Dredging - \$250K	
Secure Storage Little Rock Dump		Cost Share with USACE - Statter B/W - \$600K	Showers/Bathrooms - Douglas - \$250K	
UAS Property Purchase		Echo Cove Launch Ramp Float - \$200K	Emergency Vessel Loading Float - \$1M	
Emergency Vessel Loading Float		Showers/Bathrooms - Aurora - \$250K		
Shore Power 16B		Secure Storage Little Rock Dump - \$300K		
Statter Ph 3D				
Showers/Bathroom - Aurora	FY29	FY30	FY31	
Amalga Launch Ramp Float & Dredging	Deck Over People's Wharf/USS Juneau -\$5M	Aurora Harbor Security Gates - \$200K	Small Cruise Ship Infrastructure - \$15M	
Douglas Uplands	Statter Harbor Shop/Storage - \$1.5M	Fish Sales Facility Harris - \$250K	Purchase Archipelago Property - \$10M	
Douglas Security Gate	Douglas Security Gate - \$100K	Statter Harbor Security Gates - \$200K		
Small Cruise Ship Infrastructure				
Lone Sailor Memorial				
Purchase Archipelago Property				
Downtown Safety Railing				
Aurora Harbor Security Gates				
Deck Over People's Wharf/USS Juneau				
Statter Harbor Shop/Storage				
Statter Harbor Security Gates				
Auke Baywalk ABMS to Statter				

Projects funded by Docks Enterprise

New Project Priorities

Ranking of Priorities	Board Priorities	Staff Priorities
1st	Aurora Drive Down Float	1st Statter Ph 3D
2nd	Marine Services Facility	2nd Aurora Drive Down Float
3rd	Secure Storage Little Rock Dump	3rd Downtown Safety Railing
4th	UAS Property Purchase	4th Douglas Uplands
5th	Emergency Vessel Loading Float	5th Aurora Harbor Security Gates
6th	Shore Power 16B	6th Amalga Launch Ramp Float & Dredging
7th	Statter Ph 3D	7th Douglas Security Gate
8th	Showers/Bathroom - Aurora	8th Secure Storage Little Rock Dump
9th	Amalga Launch Ramp Float & Dredging	9th Echo Cove Launch Ramp Float
10th	Douglas Uplands	10th Shower/Restroom - Aurora
11th	Douglas Security Gate	11th Secure Storage Little Rock Dump
12th	Small Cruise Ship Infrastructure	12th Purchase Archipelago
13th	Lone Sailor Memorial	13th Fish Sales Facility Harris
14th	Purchase Archipelago Property	14th Statter Harbor Shop/Storage
15th	Downtown Safety Railing	15th Small Cruise Ship Infrastructure
16th	Aurora Harbor Security Gates	16th Lone Sailor Memorial
17th	Deck Over People's Wharf/USS Juneau	17th Shorepower 16B
18th	Statter Harbor Shop/Storage	18th Deck Over Peoples Wharf/USS Juneau
19th	Statter Harbor Security Gates	19th Auke Bay Walk ABMS- Statter
20th	Auke Baywalk ABMS to Statter	20th Emergency Vessel Loading Float

Section H, Item				
Recapitalization CIP	FY25	FY26	FY27	FY28
Statter Harbor Office Roof	Statter Harbor Office Roof - \$250K	Downtown Seawalk Cameras - \$1M	Aurora Harbor Office - \$3.5M	Cost Share with USACE - Statter B/W -\$20M
Aurora Harbor Phase IV	Aurora Harbor Phase IV -\$11.5M	Downtown Piling Inspection - \$300K	Cost Share with USACE - Statter B/W - \$700K	Cruise ship Docks Zinc - \$3M
Aurora Harbor Office	Cost Share with USACE - Statter B/W - \$500K	Aurora Harbor Office - \$250K for Design	Douglas Launch Ramp Extension/Lighting - \$200K	N. Douglas Boat Ramp - \$25M
Cost Share with USACE - Statter B/W	Wayside Float Dredging - \$900K			
Juneau Fisheries Terminal	Taku Harbor - Repairs - \$400K			
Douglas Launch Ramp Extension/Lighting				
Cruise ship Docks Zinc				
N. Douglas Boat Ramp				
Aurora Harbor Dredging - Tug Slips				
Downtown Piling Inspection	FY29	FY30	FY31	
	Aurora Harbor Dredging - Tug Slips - \$500K			
Projects Funded by Dock Enterprise				

Recapitalization Priorities

Ranking of Priorities	Boad Recapitalization of Priorities		Staff Recapitalization Priorities	
1st	1st	Statter Harbor Office Roof	1st	Statter Harbor Office Roof
2nd	2nd	Aurora Harbor Phase IV	2nd	Aurora Harbor Office
3rd	3rd	Aurora Harbor Office	3rd	Aurora Harbor Phase IV
4th	4th	Cost Share with USACE - Statter B/W	4th	Cost Share with USACE - Statter B/W
5th	5th	Juneau Fisheries Terminal	5th	Downtown Seawalk Cameras
6th	6th	Douglas Launch Ramp Extension/Lighting	6th	Downtown Piling Inspection
7th	7th	Cruise ship Docks Zinc	7th	N. Douglas Boat Ramp
8th	8th	N. Douglas Boat Ramp	8th	Cruise Ship Docks Zinc
9th	9th	Aurora Harbor Dredging - Tug Slips	9th	Aurora Harbor Dredging - Tug Slips
10th	10th	Downtown Piling Inspection	10th	Douglas Launch Ramp Extension/Lighting