



DOCKS AND HARBORS OPERATIONS MEETING AGENDA

September 20, 2023 at 5:00 PM

City Hall Conf. Room 224/Zoom Webinar

<https://juneau.zoom.us/j/81499294941> or 1-253-215-8782 Webinar ID: 814 9929 4941 Passcode: 268824

A. CALL TO ORDER (5:00pm in CBJ Room 224 and Via Zoom)

B. ROLL CALL (James Becker, Don Etheridge, Paul Grant, Debbie Hart, Matthew Leither, Annette Smith, Shem Sooter, Albert Wall and Mark Ridgway)

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

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

E. APPROVAL OF MINUTES

1. August 23rd, 2023 Minutes

F. UNFINISHED BUSINESS

2. City Manager Proposed Changes to Title 85
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TBD

G. NEW BUSINESS

3. Boat Shelter Sale - Board Right-of-First Refusal to Purchase
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO WAIVE THE DOCKS & HARBORS BOARD RIGHT-OF-FIRST REFUSAL TO PURCHASE BOAT SHELTER AG-26 FOR \$40K.

H. ITEMS FOR INFORMATION/DISCUSSION

4. Launch Ramp Survey - Result
Presentation by Harbormaster

Committee Discussion/Public Comment

5. Proposed Harbor Rate 9% Increase
Presentation by Port Director

Committee Discussion/Public Comment

6. November Operations-Planning Committee Meeting - Proposed Date Change
Presentation by Port Director

Committee Discussion/Public Comment

I. STAFF AND MEMBER REPORTS

J. COMMITTEE ADMINISTRATIVE MATTERS

Next Operations Committee Meeting - Wednesday October 18th, 2023

K. 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.org.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES

Wednesday, August 23rd, 2023

@ 5:00pm in CBJ Room 224 & Zoom meeting

Meeting recording started @ 5:50pm

A. Call to Order: Mr. Ridgway called the meeting to order at 5:12pm in CBJ Room 224 and via Zoom.

B. Roll Call : The following members were in attendance - Don Etheridge, Matthew Leither, Annette Smith, Shem Sooter, and Mark Ridgway.

Absent: James Becker, Paul Grant, Debbie Hart and Albert Wall.

Also in Attendance: Carl Uchtyl – Port Director, Matthew Sill – Port Engineer, Matthew Creswell – Harbormaster, Emily Wright – CBJ Law, Nichole Lynch – CBJ Law, Andrea Shaw – Administrative Assistant, and Teena Larson – Administrative Officer.

C. Port Director requests for Agenda 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 - None

E. Approval of Minutes

1. July 19th, 2023 minutes

Hearing no objection, the July 19th, 2023 meeting minutes were approved as presented.

F. Unfinished Business

2. Harbor Rate Increase (9%)

Mr. Uchtyl said on page 16 in the packet shows the proposed rate increase schedule. The next step shown is to start the 21 day public notice on August 31st and to have the public hearing on September 28th which is the September Board Meeting. He has heard criticism for having a public hearing at a Board meeting and staff is proposing to have a Special Board meeting on October 4th. On page 17 in the packet is the start of the regulation for the rate changes. He has been working with CBJ Law on these changes. Because the fees have been being adjusted by CPI, the fee change in regulation looks more than just the 9% but on pages 30 and 31 in the packet shows the current rate and what it will change to with the 9% increase. Pages 30 and 31 is the notice of the proposed changes that will be advertised. Providing the fiscal note estimating the approximate revenue is required in regulation which is stated on page 32 in the packet.

Committee Questions –

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Mr. Ridgway asked Mr. Uchytel if he knows of any issues with this moving forward.

Mr. Uchytel said he has not received any public comments.

Public Comment - None

Committee Discussion/Action

Mr. Ridgway asked to make the font larger on the notice of proposed changes.

REVISED MOTION By MR. ETHERIDGE: TO RECOMMEND TO THE FULL BOARD TO DIRECT DOCKS & HARBORS STAFF TO COMMENCE REQUISITE PUBLIC NOTICE FOR A PUBLIC HEARING FROM THE PROPOSED SEPTEMBER 28TH TO OCTOBER 4TH TO INCREASE FEES 9% TO APPLICABLE REGULATIONS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

3. Potentially Available Breakwater – Reuse in Juneau

Mr. Uchytel said he was contacted by the Ketchikan breakwater owner again to see if Docks & Harbors was interested in purchasing this. The owner has to move it and is checking in with us again before he does. Mr. Uchytel said he would like to get a condition assessment before moving forward.

Committee Questions

Mr. Leither asked what would Docks & Harbors use this for?

Mr. Uchytel said it could be used as a net float by the Aurora Harbor Breakwater, or it could be used at the Auke Bay Loading Facility as a breakwater and net float.

Mr. Creswell said in the winter during the sea cucumber and crab season, one whole side of the dock at the ABLF is unusable. The ideal place for this breakwater would be at the ABLF as a floating breakwater and could also be used for net repair.

Ms. Smith asked where it would be located at the ABLF?

Mr. Creswell said he would need to figure that out and would make sure to work with Mr. Sill and the nearby tideland owners.

Ms. Smith asked if the heavy waves and wind at the ABLF location would shorten the lifespan of the breakwater?

Mr. Creswell said it is designed to be a breakwater.

Mr. Ridgway said this breakwater is in good shape and is designed for heavy waves and wind. He asked what are the resources needed for the next move for this purchase?

Mr. Uchytel said it will be less than \$20K to have a condition assessment and for someone to go look at it.

Mr. Leither asked how much they are asking for it?

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Mr. Uchytel said he is not sure but the owner told him they were offered \$200,000 for it. He believes it could be worth several millions, if purchased new.

Public Comment - None

Committee Discussion/Action

Mr. Uchytel said he told the owner that they could move the breakwater to our tidelands at the ABLF if they need to move it quickly.

Mr. Ridgway commented that staff would need to work with the Coast Guard to have it properly lighted/marked if it will be on our tidelands.

MOTION By MR. ETHERIDGE: TO DIRECT STAFF TO EXPEND RESOURCES TO EVALUATE CONDITION AND VALUE OF 180 FOOT BREAKWATER POTENTIALLY AVAILABLE TO BE REPURPOSED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

G. New Business

4. Boat Shelter Sale - Board Right-of-First Refusal to Purchase

Mr. Uchytel said on page 36 in the packet is a letter asking if the Board would want to purchase boat shelters AG-24 & AG-25. This is required in regulation.

Committee Questions - None

Public Comment - None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO WAIVE THE DOCKS & HARBORS BOARD RIGHT-OF-FIRST REFUSAL TO PURCHASE BOAT SHELTER AG-24/25 FOR \$65K AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5. Dock Electrification Update & Pursuit of EPA DERA (Diesel Emissions Reduction Act) Grant

Mr. Uchytel said the memo in the packet on page 37 and 38 is to provide an update to the Assembly. He said he and Mr. Sill have been meeting with different agency experts in Dock Electrification weekly throughout the summer. He is recommending a revenue bond; however, CBJ Law now determined that all bond initiatives requires a referendum. This will be another hurdle as staff moves forward with a plan for design and construction working with the Manager's office with allocating head tax directly or getting put on a bond initiative in October of 2024. In the letter to the Assembly it does point out the Haight & Associates 2022 Dock Electrification study which estimated \$25M for both CBJ berths electrification but today's numbers are approximately \$20M for each CBJ berth electrification. Talking to experts in this industry, this will be one of

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the most challenging locations in the world to bring dock electrification to because of the 69kV which is the transmission voltage power on the hillside. This will need to come down the hillside and to another float that is limited by the dolphins in each of our berths. It can be done but there is no other model in the world that has done what we are planning to do. We will get there but we are not going to throw money at it until we have a full understanding of what we need to do. The other part of this is there is a EPA grant opportunity that closes in December, called DERA(Diesel Emissions Reduction Act) which has been around a long time. Docks would be eligible for \$1.5M from that Grant. This is worth pursuing because in the spring we would be eligible for another EPA grant (Clean Ports Initiative) which has \$3B of money available.

Committee Questions –

Ms. Smith said she heard on the news that Alaska received more money from the Feds than any other state in the nation. She asked if that would affect our ability to be successful in applying for these grants?

Mr. Uchytel said he believes that Alaska probably did receive more federal money than any other state. He said he does not see that will be an issue and he recommends to apply for everything available and see what we get.

Mr. Ridgway asked about paragraph three in the memo. It really states that AELP may not have the expertise to get this project completed. The two take aways from the memo is that this is going to be a really hard project and it is more expensive than originally thought.

Mr. Uchytel said whoever ends up designing this will not be AELP because they do not have the expertise and it would need to be outsourced. He was trying to point out in paragraph three that he would like AELP to take the lead in the design as far as they can. It makes sense with the Huna-Totem Dock, Franklin Dock, and AJ Dock, three different owners in this Port, and the Assembly's expectation to have every berth ready for dock electrification. Having the capabilities to power up more than one at a time does not matter at this point. The expectation and direction we are moving in is to have all berths able to provide power. Staff could do this on our own without AELP's partnership but AELP should be driving what system will bring the power to the cruise ships. Having the same system at each of the five berths makes sense. Currently an IBEW lineman has to hook up the cruise ships at the Franklin Dock and he is not sure if that would have to be a lineman. Those are things that would make sense to have continuity from one dock to the other.

Mr. Ridgway asked with this level of shorepower design, and Mr. Sill so busy, is this something staff would pass this off to someone else?

Mr. Uchytel said staff can do this, and this is a priority of the Assembly. We do not want to forward this to the Engineering Department to do.

Mr. Ridgway said he would not like to lose the Port Engineer to the Dock Electrification project.

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Mr. Sill commented regarding his time. These projects are so specialized, that beyond setting up the initial contracting and paying the bills, his role will be somewhat limited. He will be project manager overseeing project managers that oversee project managers. This is a big project in financial terms because everything is so expensive but it is not like rebuilding the cruise ship docks that was a tremendous footprint of infrastructure. Once the project is underway, it will not be a huge strain on Docks & Harbors staff.

Public Comment - None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO FORWARD DOCK ELECTRIFICATION MEMO UPDATE TO THE ASSEMBLY AND STAFF APPLY FOR \$1.5M EPA DERA GRANT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

H. Items for Information/Discussion

6. Open Meetings Act - Primer

Ms. Nicole Lynch from CBJ Law went over the power point in the packet starting on page 39 going over the CBJ Charter & Code, Open Meetings Act, Public Records Act, and Conflict of Interest.

Committee Questions –

Mr. Leither commented that the conflict of interest is a difficult thing. We all have boats and use the harbors and we are making decisions that directly affect us.

Mr. Ridgway asked for more guidance with the conflict of interest?

Ms. Lynch said having people who have actual experience with harbor use is who the Assembly likes on the Board.

Ms. Wright with CBJ Law said, when in doubt of a conflict to disclose it. That will clear up the disclosure, and if needed, the Board could vote to see if it is a true conflict.

Mr. Ridgway said the proposed rate change affects all the Board members and how is that not a conflict?

Ms. Wright said those are the easy ones and considered a generalized impact. The Assembly raises the mil rates and they all have houses. It is the more narrow ones that gets a little harder. For instance the conflicts that might be closer to your job.

Mr. Uchtyl asked on page 43 in the packet, in our by-laws we have special committees. He asked if the advisory-only boards are for the empowered boards.

Mr. Etheridge said he appoints a sub-committee of two to three people to work on a specific topic.

Mr. Uchtyl asked if always three Board members can meet and discuss, but if there are four, that needs to be declared as a meeting?

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Ms. Wright said yes.

Mr. Etheridge asked if he puts two or three meetings on a sub-committee we are okay.

Ms. Wright said yes.

Mr. Uchytel asked why the Assembly was able to go into executive session to interview a potential City Manager?

Ms. Wright said because that could defame or prejudice a person and is also a reflection of their character and reputation. When dealing with personnel matters, the person being interviewed could ask for it to be public but it will automatically always be in executive session if not asked to be public.

Mr. Ridgway asked if to enter into executive session a motion needs to be made?

Ms. Wright said yes.

Mr. Uchytel asked if a person wants to recuse themselves due to a conflict they need to have this approved by the Board first?

Ms. Wright said that is correct or they could call CBJ Law first and see if they have an actual conflict that they would need to recuse themselves.

Mr. Leither commented that people in the State that really don't want to vote have been just voting present.

Ms. Wright said CBJ does not allow a "present" vote.

Mr. Ridgway asked if when someone does recuse themselves, are they to physically leave the table?

Ms. Wright said yes.

Mr. Uchytel asked under the public records act on page 46, can IT search the Board emails?

Ms. Wright said yes.

Mr. Ridgway asked what emails? He said he has a CBJ email and would expect those to be searchable but he also has a work email and personal emails.

Ms. Wright said if there are lawsuits, they can take your personal phone and get subpoena's to search your job and personal emails.

Public Comment - None

7. Aurora Phase IV – ADOT Harbor Facilities Grant Submission

Mr. Sill said on August 4th staff turned in our grant application to the state for phase IV of the Aurora Harbor project. On page 67 in the packet shows the layout for phase IV and the additional components for phase III that we were not able to do due to bid costs. He knows DOT is reviewing our application and we wait now to see if we will be awarded

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the grant. Staff asked for the \$5M match to match what we received from the 1% sales tax initiative money. This project ends up being a little over \$11M adding all the contingency funds but staff is hoping to get this finish in the \$10M range. Typically the rankings are announced at the September AAHPA conference and if the program is funded, the highest rankings will move forward. Staff feels this is a good, strong application and we have a lot of reasons to receive this money. For phase III, we brought in R&M to do our permitting for us so we asked them to do the permitting for phase IV as well by just updating the phase III permit application. He asked what level of public involvement the Board wants to do for phase IV? This was designed from the waitlist at the time and since then our waitlist has been overhauled and more accurate now but not a lot different. Is the Board still okay with staff working off the waitlist and using our judgment to move forward that way.

Mr. Uchytel pointed out that we are really not eligible for this and on page 71 in the packet was the letter written to the State asking for a waiver. The good news is that they are looking at our application and we hope they will grant our waiver. The grant application in the packet is only 30 pages of a 120 page document. There are currently 91 vessels, various sizes, on the waitlist for the downtown Harbors.

Mr. Sill commented that the reason we are not eligible for this grant and needed to ask for a waiver was that we did not finish phase III yet.

Committee Discussion

Mr. Etheridge recommended the phase IV design should be from the Board based off recommendation of staff. Everyone is going to have their own opinion of what they want to see and the Board will have the overall good of the order.

Mr. Ridgway suggested to put the final design out on social media and have people send any comments to the Board.

Mr. Leither asked if the waitlist has changed?

Mr. Sill said the waitlist has been better organized. There may have been vessels under the previous system that were not captured but are now.

Mr. Creswell said Harbors has over 1,600 followers on facebook.

Mr. Leither asked if the waitlist was still representative to the design with the waitlist change?

Mr. Creswell said there is a broad range of vessels from 32' to 100' and a broad range of needs.

Mr. Uchytel commented that staff demolished the North end of Auroa and he believes during the pandemic people had money and they bought boats which added to the waitlist.

Mr. Sill provided an update for Aurora Harbor phase III –

- We received our permits last month and we can legally pile-drive now.

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- He contacted the company that helped in the past for marine mammal observation and they will likely work on this project as well.
- The majority of the electrical submittals have been reviewed and purchased.
- The submittal for the floats and steel is on his desk waiting for review.
- This project is moving along at the proper pace and are still on track for construction to start just after Christmas.

Public Comment - None

8. Downtown Safety Rail - Update

Mr. Uchtyl showed a video of a man riding his bike and rode off the edge of the Seawalk. The letter went out to the Assembly last month regarding the safety rails and he has not heard anything.

Committee Discussion

Mr. Ridgway said at the last meeting he asked for a picture of the new safety rail that was installed by Marine Park.

Mr. Uchtyl said he did forward the picture to the Board.

Mr. Creswell said for this incident, the guy was riding his bike, and went over the bull rail into the water. On every cruise ship there is a live bridge watch from when they tie up. The crew saw this person go over and they sounded the man over board alarm. Ship's staff came to the aid of the person in the water. Someone on the Seawalk threw in one of our life rings. The person in the water was able to self rescue to the ladder and climb out. He tied his bike off to the life ring and that was hauled out. He was injured with either a broken or severally sprained ankle. Mr. Hinton called 911 as soon as he arrived on scene and CCFR was there within a couple minutes. He was taken to the hospital and treated for mild hyperthermia and his ankle. He came back to the Port to get his bike a couple days later and thanked everyone for their help.

Mr. Leither asked if the City Assembly has this video we saw tonight?

Mr. Uchtyl said no he did not send it to the Assembly. They have not responded to the letter from last Board meeting. He did send the link to the City manager, the tourism manager, CBJ Law, Risk, and he has not heard from anyone.

Mr. Ridgway commented that we are presenting information about danger, risk and liability and when we talk to the Assembly members and the City Manager point out that a safety railing would have saved this guy from a broken ankle.

Public Comment - None

I. Staff & Member Reports

Mr. Creswell reported

- The launch ramp survey closed on August 16th with 246 responses. He has all the information compiled and will have that information in September. The two

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launch ramp permit winners were contacted today and that will be publicized at the right time.

- The operations tempo is crazy right now and he will give a full report at the Board Meeting.
- The Army/Coast Guard Dive teams last day was today. They did several special projects for us.
- An abandoned Bayliner made in on the beach at AML and we are working along side John Melino to get that boat raised and on a trailer so it can be disposed of.

Mr. Leither asked why we are disposing of a boat that crashed on AML land?

Mr. Creswell said it is on the CBJ tidelands.

Mr. Ridgway asked for an estimate on how much money and time was put into this vessel.

Mr. Creswell said he does not have that at this time.

Mr. Uchytel reported August has been very busy for VIP's coming to Juneau.

- August 8th was a CODEL (Congressional Delegation) with six Congressmen led by the chair of the House Transportation & Infrastructure committee. They oversee a lot of the grants we apply for. As well as Coast Guard Vice Admiral Tiongson in attendance. We facilitated meetings regarding cruise ship issue and the NOAA dock for about half a day.
- The following week we had Senator Murkowski and USDOT Secretary Buttigieg and was given two minutes to brief them on Docks & Harbors issues both locally as well as statewide. He made sure they knew Harbors was applying for a PIDP grant for the drive down float at Aurora Harbor.
- The following day, Senator Murkowski's lead infrastructure staffer, Kevin Swanson was in town and for half a day he was briefed on Docks & Harbors issues and staff took him to Statter Harbor. He is a big ally for Juneau Docks & Harbors. Grants are difficult to get but Mr. Uchytel feels there is good support.
- Yesterday Army Corps of Engineers senior leaders were in town. The Alaska District Commander, who lives in Anchorage and his Deputy. As well as an SES from Army Corps HQ in Washington, DC. We met at Statter Harbor and briefed them on Docks & Harbors issues and then walked them to the Breakwater. The breakwater wave attenuator has been on the list for funding for several years. They were very complimentary of staff and the operations at Statter Harbor and surprised on how well we are doing. They are going to move forward with the general investigation study in FY24 if the \$500K funds Senator Murkowski earmarked in the congressional spending is approved with a clean appropriation bill. The study is \$3M and we will eventually have to come up with \$1.5M for this study.
- Mr. Uchytel commented that there is a need to have a quorum to conduct business and staff appreciates the responses for attendance from the Board Members.

Ms. Smith said she will be at all meetings unless she tells us she will not.

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Mr. Leither asked where we are in the process for the proposed changes presented by the City Manager?

Mr. Uchtyl said the proposed changes are in title 85 and title 3. This item was on the agenda for tonight but removed because Mr. Watt was not prepared for tonight. Mr. Uchtyl said he and Mr. Etheridge will meet with Mr. Watt and the Mayor on Friday on this topic.

Mr. Sill reported –

- Today he started sending out solicitations for quotes for the Harris Harbor gate fabrication. He sent the request for quotes to two fabricators so far and inquired with three others to see if this would be something they would be interested in pursuing. The intent is for us to buy the fabricated components and then have our term contractor install it. The fabricators will have a month to come up with a concept and a narrative that meets our requirements. Staff hopes to have it built after we receive a quote that comes in under our budget. There has been interest in the project and he is optimistic we will get our three quotes. This is being advertised as a quote for under \$50,000 and the local preference is not relevant for quotes. The fob system is not included in the request for quotes. This would need to be wired by an electrician after the gate is installed.

Mr. Ridgway suggested when looking into the fob system for the gate to include a fob system for an access to our dumpsters. He recalls seeing a couch in our dumpster and with the new garbage rates the fob system would probably pay for itself in short order.

Mr. Uchtyl said staff ran the report for garbage and there was not much change.

Mr. Creswell said the rate for commercial increased \$.01. Staff has not seen an increase in our garbage expense.

J. Committee Administrative Matters

Next Operations/Planning Committee Meeting-**Wednesday, September 20th, 2023**

K. Adjournment – The meeting adjourned at 7:06pm.

TITLE 85 WATERS AND HARBORS¹

Chapter 85.02 DOCKS AND HARBORS BOARD²

85.02.060 General powers.

- (a) Subject to state laws and City and Borough ordinances, the City and Borough Docks and Harbors Board shall generally exercise all powers necessary and incidental to operation of all port and harbor facilities in the public interest and in a sound business manner. In particular, and without limitation on the foregoing, the board shall:
- (1) Be responsible for the operation, development and marketing of municipally owned and operated ~~port and~~ harbors, including such facilities as boat harbors, ~~docks, ferry terminals,~~ boat launching ramps, and related facilities except as designated by the assembly by resolution. The Board shall additionally be responsible for the day to day operation and maintenance of the municipal cruise ship docks, but not for rate setting, scheduling or policy issues affecting the cruise ship industry or for issues related to the interface between industry and citizens of Juneau, including the impacts of tours.
 - (2) Adopt pursuant to CBJ 01.60 and enforce regulations necessary for the administration of the facilities under its management.
 - (3) Prescribe the terms under which persons and vessels may use the facilities and shall establish and enforce standards of operation.
 - (4) (A) Within the docks and harbors appropriation and in conformity with the rates of pay established for municipal positions of similar responsibility, establish, and may amend, the pay plan for harbor employees.
(B) The Docks and Harbors Department shall conform to the City and Borough Personnel Management Code, the City and Borough Personnel Rules, Personnel Classification Plan, and the manager's policies relating to personnel. The Docks and Harbors Department shall utilize the services of the Human Resources and Risk Management Department when hiring or terminating any employee, when responding to grievances, in labor agreement negotiation, and in substantial disciplinary matters. The City and Borough Human Resources and Risk Management

¹**Administrative Code of Regulations cross reference**—Docks and harbors, Part IV, Title 5.

Cross reference(s)—Boat harbor, CBJ Code § 03.30.052; building regulations, CBJ Code tit. 19; litter in lakes and fountains, CBJ Code § 36.30.060; land use, CBJ Code tit. 49; waterfront districts, CBJ Code § 49.25.250; wetlands management, CBJ Code § 49.70.1000 et seq.; recreation, parks and community centers, CBJ Code tit. 67; marine passenger fee, CBJ Code ch. 69.20.

²Charter reference(s)—Docks and harbors board, § 3.21.

State law reference(s)—Port facilities grants, § 30.15.010 et seq.; boat harbor, dike, jetty, and breakwater facilities, AS 35.10.090 et seq.

Director shall annually certify that the Harbor Department Classification Plan conforms to that utilized for employees of the manager.

- (5) Administer and dispose of City and Borough tideland, submerged land, and other land as provided by the assembly, subject to the following limitations:
 - (A) No sale, purchase, or trade of land shall be made without prior review by the assembly lands, housing, and economic development committee and approval by the assembly.
 - (B) Unless otherwise designated in advance by the assembly, any lease of land shall be limited to marine-related uses, and those uses accessory to tenancy on the boat harbor or use of the port.
 - (C) All land transactions by the board in accordance with this section shall be consistent with the land management plan.
 - (i) Land shall be leased as provided in title 53, provided that the provisions of section 53.20.020 relating to a declaration of availability and identification in the land management plan shall not apply.
 - (ii) For purposes of applying title 53 pursuant to this subsection (C), any action required by title 53 of the manager may be performed by the port director.
- (6) Shall administer the design and construction of all capital improvements on lands managed by the docks and harbors board unless otherwise specified by the assembly by resolution. The board may propose capital improvement projects to and apply for funding from state and federal agencies; provided, that such requests shall be subject to prioritization by the assembly with other municipal capital improvement funding requests prior to application for funds. The board shall, no later than November 30 each year advise the assembly of its recommendations for capital improvements to be included in the six-year capital improvement plan prepared by the manager.
- (7) (A) Shall enter into memoranda of understanding and similar agreements with public agencies for port or harbor purposes. Notwithstanding chapter 53.50, the City and Borough Docks and Harbors Board may negotiate and enter into contracts for goods and services; provided, that all legal services shall be provided by, or under the supervision of, the City and Borough Attorney, and further provided that all purchases shall be consistent with the requirements set forth in CBJ 53.50. All services provided by a City and Borough agency other than the City and Borough Attorney shall be pursuant to a memorandum of understanding or other instrument providing for payment or such other settlement as the manager and the board may approve.
- (B) Contracts for public improvements and, whenever practicable, other purchase of supplies, materials, equipment, and services, except professional services and services of officers and employees of the municipality, shall be subject to the competitive bidding and property standards and procedures established in chapter 53.50, provided that the board may, for all contracts, a class of contracts, or a particular contract, specify prior to issuance of a public solicitation that for purposes of applying chapter 53.50, all actions required thereby of the manager or the purchasing officer shall be performed by the port director, and provided further that any appeal of any protest of a contract so administered shall be from the bidding review board to the docks and harbors board and thereafter to the superior court.
- (C) All contracts and purchases exceeding \$100,000.00 shall require prior assembly approval.
- (b) *Private dock reservations.* The docks and harbors board is authorized to execute a reservation agreement for private docks with the following essential terms:
 - (1) *Scope.* The docks and harbors department may manage reservations, including moorage services, for any privately owned docks within the City and Borough of Juneau.

- (2) *Priority.* Docks and harbors shall prioritize reservations at municipally owned facilities.
- (3) *Compensation.* Docks and harbors shall receive fair market value for its services, which shall be determined by the docks and harbors port director.
- (4) *Liability.* The City and Borough of Juneau is not assuming control, maintenance, or responsibility of any of private property, including, but not limited to, vessels using a private dock or private docks and associated facilities. The City and Borough of Juneau is not responsible for the inability to make a reservation, reservation disruptions, reservation changes, market fluctuations, or vessel relocations.
- (5) *Public records.* All records received by the docks and harbors department related to public-private agreements are public records and subject to the Alaska Public Records Act and CBJC 01.70.

(Serial No. 2004-03b, § 2, 3-9-2004; Serial No. 2006-06, § 4, 4-3-2006; Serial No. 2013-29, § 5, 1-6-2014, eff. 2-5-2014 ; Serial No. 2019-19, § 5, 7-22-2019, eff. 8-22-2019 ; Serial No. 2022-02, § 2, 2-7-2022, eff. 3-10-2022; Serial No. 2022-48(b) , § 3, 1-30-2023, eff. 3-2-2023)

~~85.02.065 Limitation on authority.~~

~~The Board of Directors of the City and Borough Docks and Harbors Board may commit the City and Borough to long-range port development or capital improvement plans or projects only as authorized in advance by the assembly by ordinance or resolution.~~

~~(Serial No. 2004-03b, § 2, 3-9-2004)~~

85.02.080 Port director designated; appointment.

The chief executive officer of the municipal port and harbors shall be the port director appointed by the City and Borough Docks and Harbors Board only upon the affirmative vote of a majority of the entire board. The port director serves at the pleasure of the board. For purposes of Chapter 44.05, the port director shall have the status of a department director. The board shall establish the compensation and benefits to be provided to the port director. Personnel actions regarding the port director, including hiring, evaluation, discipline, and termination, shall be after consultation with the city manager.

(Serial No. 2004-03b, § 2, 3-9-2004; Serial No. 2005-32(b), § 5, 10-10-2005)

85.02.090 Duties and responsibilities of port director.

- (a) The port director is responsible for the overall supervision and direction of the operation of the municipal port and harbors. The authority and duties of the port director shall include the following:
 - (1) To be responsible for carrying out all applicable laws, ordinances, rules and regulations.
 - (2) To be responsible for carrying out policies established by the board of directors.
 - (3) In consultation with the City and Borough Personnel Director and consistent with that utilized by other City and Borough departments, to prepare and submit a plan of organization and a job classification plan for the personnel employed in the docks and harbors department to the docks and harbors board for approval.
 - (4) To prepare an annual budget as required by City and Borough ordinance.

- (5) To select, employ, control and discharge all port and harbor employees and such other employees as the assembly by ordinance hereafter places under the supervision of the port director subject to the provisions of the City and Borough personnel ordinance.
- (6) To prepare such reports as may be required on any phase of harbor activity.
- (7) To attend all meetings of the board of directors and of standing committees except where otherwise authorized by the board.
- (8) To perform any other duty that may be necessary in the interest of the port and harbor area.
- (9) Consistent with the limitations of authority on cruise ship tourism in 85.02.060 A (1), the Port Director shall take direction from the City Manager.

(Serial No. 2004-03b, § 2, 3-9-2004)

85.02.100 Schedule of fees and charges.

- (a) The board shall, by regulations adopted pursuant to CBJ 01.60, impose a schedule of fees and charges for use of ports and harbors, and facilities designated by the assembly by resolution.

(Serial No. 2004-03b, § 2, 3-9-2004)

Chapter 85.05 DEFINITIONS

85.05.010 Definitions.

Whenever the following words and terms are used in this title they shall have the meaning ascribed to them in this chapter, unless the context clearly indicates otherwise:

Aircraft means aircraft of every kind or description which is able to alight upon or take off from water.

Assembly means the assembly of the City and Borough.

Aurora Harbor means that area of tide and submerged lands south of Norway Point which was dredged and constructed as a boat basin by the United States Corps of Engineers in 1963 and 1964 together with its breakwater, jetty, dolphins, docks, wharves, floats, ramps, gridirons, utilities, approaches, and appurtenances.

Board and board of directors mean the docks and harbors board.

Boat harbor means all facilities and appurtenances of Harris Harbor, Aurora Harbor, the Douglas Harbor, and the Don D. Statter Harbor Facilities at Auke Bay, all additions and improvements thereto, and the waters of Harris Harbor, Aurora Harbor, the Douglas Harbor, the Don D. Statter Harbor Facilities at Auke Bay float and dock, the entrances and exits of Harris Harbor, Aurora Harbor, and the Douglas Harbor and municipal wharves.

Boats means all vessels, ships, boats, skiffs and watercraft of every kind and description, and aircraft using or present in the boat harbor. The essential element of a boat is that its purpose and use is navigation as a means of transportation.

City and Borough means the City and Borough of Juneau, Alaska.

Derelict means any boat moored or otherwise located in the boundaries of the Juneau boat harbor facilities which is forsaken, abandoned, deserted or cast away, or which by appearance gives evidence of being forsaken, abandoned, deserted or cast away, or which in the opinion of any recognized marine surveyor is unsound,

unseaworthy and unfit for its trade or occupation and which by any substantial evidence of neglect may be considered abandoned.

Douglas Harbor means that area of tide and submerged lands located north of the Bureau of Mines jetty which was dredged and constructed as a boat basin by the United States Corps of Engineers in 1962 together with its breakwater, jetty, dolphins, docks, wharves, floats, ramps, gridirons, utilities, approaches, and appurtenances.

Finger floats means numbered or lettered floats attached and connected to the master floats. All floats, now or hereafter installed, whether or not so connected with master floats, shall be suitably identified.

Float means a nonfixed pier.

Harris Harbor means that area of tide and submerged lands located between the Juneau-Douglas bridge and the University of Alaska Southeast Marine Technology Center which was dredged and constructed as a boat harbor by the United States Corps of Engineers in 1940, together with its breakwaters, dolphins, docks, wharves, floats, ramps, gridirons, utilities, approaches and appurtenances.

Houseboat means a dwelling built upon a barge, log raft or similar floating structure, constructed for habitation, and for which no other reasonable use appears or can be demonstrated.

Imminent danger of sinking means any condition where the lack of, or the failure of a pump or of power to the pump would materially contribute to the sinking of the vessel within 24 hours of such failure.

Master floats means the main or master floats reached by ramps from the dock or wharf approaches. All master floats shall be suitably identified.

Municipal wharves means Douglas Wharf, Juneau Fishermen's Terminal, Ferry Dock Wharf, Juneau Cold Storage Wharf, and the Alaska Steamship Wharf.

Port means those facilities located on the downtown waterfront, including the ferry terminal and lightering docks, which are not included under the term "boat harbor" and which are used for commercial purposes related to marine shipping, transportation, and tourism.

Port director means the duly appointed port director of the City and Borough.

The Don D. Statter Harbor Facilities at Auke Bay float and dock means those certain float and all facilities and appurtenances thereto, leased from the state, which are located in Auke Bay.

Transient vessel means any boat or vessel with a home port outside the City and Borough which has not occupied rented mooring space for more than 150 days.

(CBJ Code 1970, § 85.05.010; Serial No. 71-44, § 4, 1971; Serial No. 95-05am, § 5, 1995)

Cross reference(s)—Definitions generally, CBJ Code § 01.15.010.



Port of Juneau

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

From: Port Director
To: Daniel Holt
Date: September 28th, 2023
Re: BOAT SHELTER (AG-26) – FOR SALE

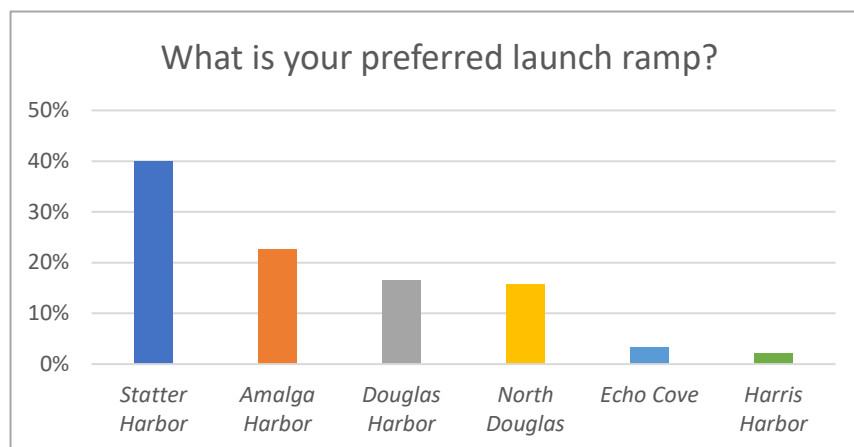
1. In accordance with 05 CBJAC 40.020, Dr. Daniel Holt provided notice of intentions to sell Boat Shelter (AG-26) in Aurora Harbor on September 7th. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.
2. The applicable “Boat shelter sales” regulation states:

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

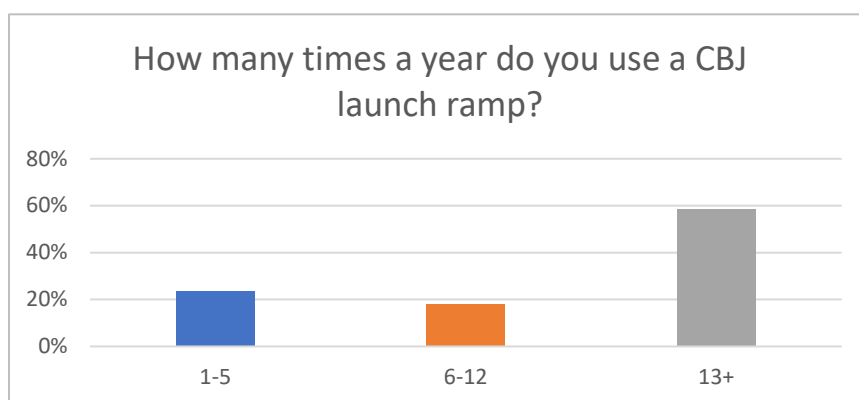
3. The Docks & Harbors Board is waiving its right of first refusal to purchase which will allow Dr. Daniel Holt to sell Boat Shelter AG-26 on the open market for \$40K to the general public.

#

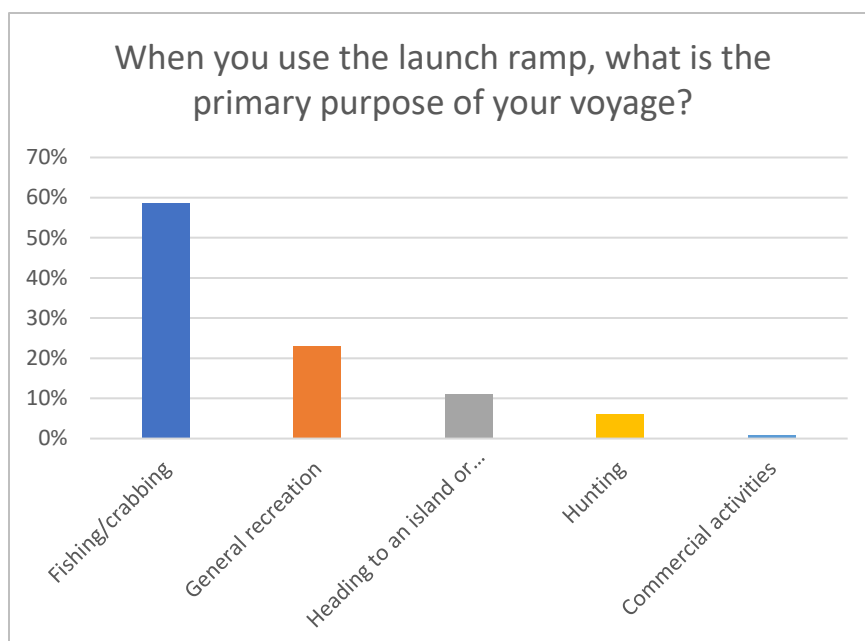
2023 Launch Ramp Survey Results



Answer Choices	Response
Statter Harbor	40% 97
Amalga Harbor	23% 55
Douglas Harbor	16% 40
North Douglas	16% 38
Echo Cove	3% 8
Harris Harbor	2% 5
Total	243

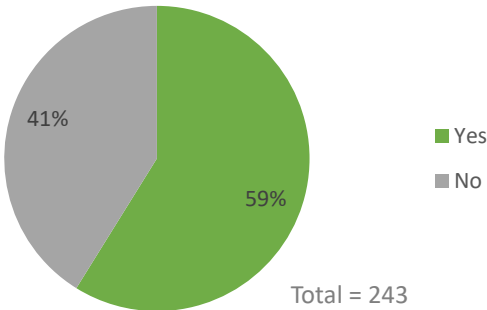


Answer Choices	Response
1-5	23% 57
6-12	18% 44
13+	58% 142
Total	243

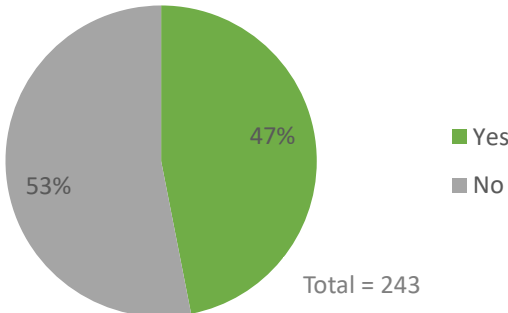


Answer Choices	Response
Fishing/crabbing	59% 142
General recreation	23% 56
Heading to an island or other community	11% 27
Hunting	6% 15
Commercial activities	1% 2
Total	242

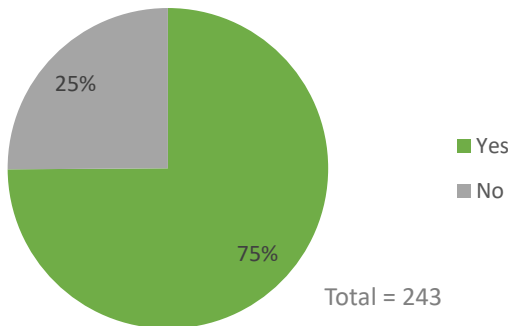
Do CBJ launch ramp facilities meet your needs?



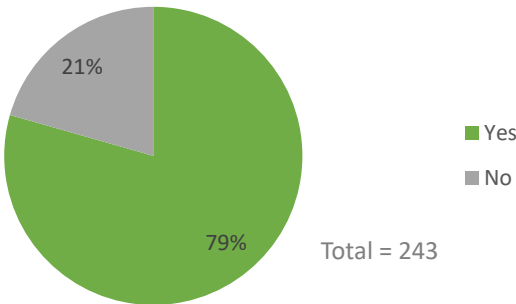
Do you think CBJ launch ramp facilities will meet your needs in 10 Years?



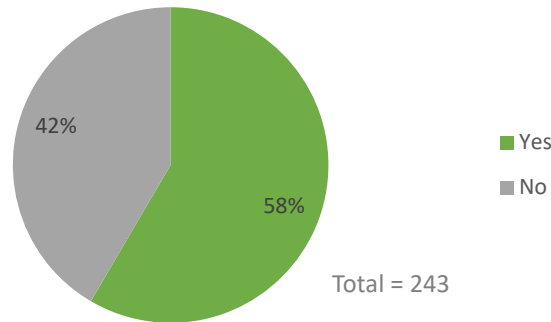
Does ease of use affect which launch ramp facility you use?



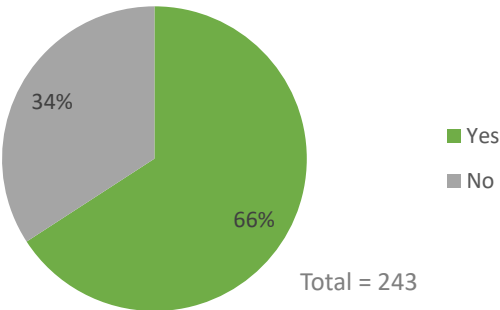
Does parking availability/congestion affect which CBJ launch ramp facility you use?



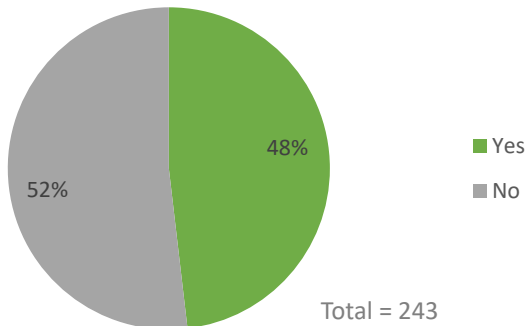
Does paid parking affect your decision on which launch ramp you use?



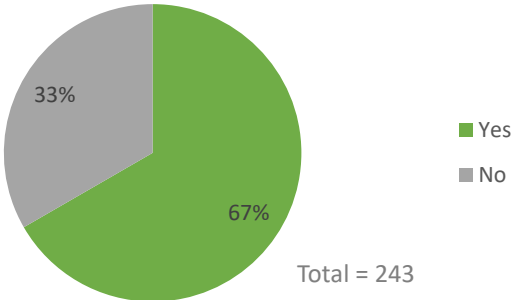
Do you use CBJ launch ramp facilities between November-March?



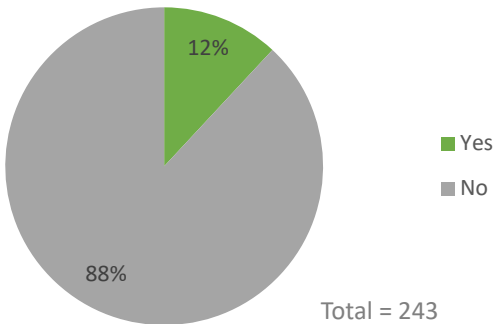
Do you clean your fish at a CBJ launch ramp using the cleaning tables?



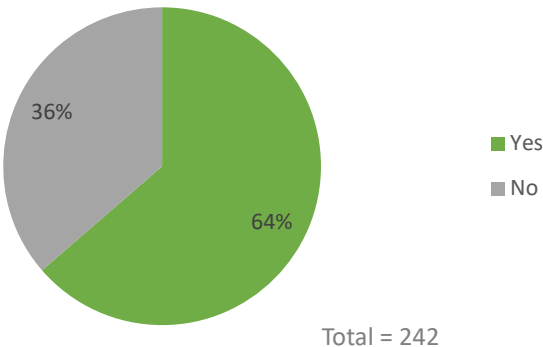
If Docks and Harbors produced a quick video on launch ramp etiquette and best practices, would you be likely to watch it?



Do you use the CBJ kayak launch facilities at Statter Harbor or Amalga Harbor?



If the Amalga Harbor Launch Ramp boarding float was extended would it be more convenient for you to use?



Q14 Do you have any other input/comments/suggestions on CBJ launch ramp facilities that would be helpful to the Harbor Department/Harbor Board?

#	RESPONSES
1	Yes, next year you might consider emailing every purchaser of a ramp permit. Also, with the king crab opening this past month, the ND ramp was twice as busy as the salmon derby. There were trucks/trailers parked way past the Northern turnouts and it was extremely hectic at the dock. I still believe you need to relocate the commercial kayak operations a few hundred yards north, as well as making the ND ramp a priority for us locals. We spend limited resources for the tourism entities and not near enough focus on the local users. Thank you. Scott Spickler.
2	A longer ramp won't fix the issue which is launching and loading. Another ramp or two is needed for the valley with the population of ramp users. The issue is availability for launching and loading which brings out the worst in folks. Another ramp or two is the solution, not a longer ramp with more angry people stacked up.
3	There are no fish cleaning stations at the launches and there shouldn't be any, they need to be more on the main docks. There should be a floating cleaning station at Stator harbor. There needs to be toilets not porto-potties at stator harbor. The parking lot at stator is already to small and should have been built bigger and not let the condo group next door impact a heavily used and Important community facility. Most homeowners live in a home for 5 to 7 years so most of those condo residents probably doesn't live there any longer but we all have to live with an inadequate sized facility with amenities that make it a harbor launch such as bathrooms and some benches is lacking and not complete. I also use amalga harbor, please extend the ramp.
4	Statter: Designated tie down lanes dedicated to this purpose only and no other flow of traffic through the area. Designated lanes and parking for through traffic crossing path of tie down area (ie: commercial/tour buses and vans) Better flow in this regard. Trash dumpster near pull out/tie down area. More fish cleaning stations, more parking for fish cleaning stations or a floating dock for two boats and two fish cleaning stations. Douglas: more parking. All: How to/etiquette signage. Accountability to pay for parking. Pay to Park kiosks at all launch ramps.
5	we need more launch ramps - frequently are highly congested, most notably at Auke Bay
6	We need additional launch ramps, parking, and boat parking at Auke Bay. The "improvements" taxpayers subsidized seem only to have benefited tourism. CBJ fail!
7	It would be helpful to have a reporting process for people who cut the line
8	I like the etiquette video idea - too often there are well meaning but ignorant people who hog the ramp.
9	Provide a pamphlet with each launch ramp permit with launch rules, etiquette, bathymetry, and navigation channels. The problem isn't with the facilities, it's with people being clueless.
10	There should be an option to buy a seasonal parking pass. Half the time the machines don't work or are extremely slow. They cause congestion and frustration. Or allow for online purchase of tickets. You would need an app or other system to make it work for pass checkers.
11	All improved launch facilities should charge a parking fee. Just charging at Statter is not equitable. Support extending Amalga dock and North Douglas improvements 100%.
12	Bathrooms closer to ramp. Ticket kiosks that work, or even online purchase for parking.
13	Pave Douglas Harbor parking lot
14	Thank you for being here to support the communities needs and wants

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15	Have a Harbor Master present during weekends on set up in/out lanes, people do not respect or care for anyone else when docking or leaving the dock. They just want in and out and will skip the line and not follow fishing como courtesy
16	Can we get that whale bubble room signage permanently posted at all harbors? And teach it as the boater safety courses?
17	I love the idea of making ppl watch a video about launch ramp etiquette when they go online to buy their yearly permit! Also the harbor needs to be bigger for recreational purposes. You never should have agreed to reduce the original footprint because of the complaints of the condo owners
18	A dock extension at Amalga harbor is not needed. The current facility is more than adequate. Fish cleaning in this small harbor creates problems in this harbor that doesn't flush. Carcasses build up. Sea lions are now coming in for salmon carcasses
19	A dock extension at Amalga is not needed. These funds could be put to better use maintaining existing harbors or adding a dock at Echo Cove to make it easier to launch there. It's get you out of 11A so fishing and crabbing is not as limited.
20	Over commercialization of ramp facilities during tourist season.
21	Would be nice if you extended the ramp at Echo
22	I use Amalga because there are too many tourists/whale watchers in Auke bay.
23	More parking in Auke Bay and Douglas
24	Launch ramp dock at downtown dock
25	N/A
26	The North Douglas boat launch needs so much help to make it better. It needs a longer ramp, two sided ramp, a place for non motorized vessels to get in, and much more parking.
27	No
28	Extension of Amalga launch ramp would be great
29	Auke bay launch ramp will soon be overcrowded as is the harbor. On a busy summer day the lot can be full. Parking is always a concern. The whale watching industry seems to take up a very large part of the an available parking for all there buses. We should be able to use part of that.
30	dont make it fancy
31	No
32	No
33	Better cleaning stations with water at n douglas and amalga please
34	Auke bay needs to be free parking and it needs a second ramp. Extending amalga ramp would be great.
35	No
36	Why do we pay again for parking at auke bay,plz extend amalga
37	Amalga harbour launch float is to short at low tide/ its a disaster
38	I believe the Amalga float needs to be extended. We have often sat out by the rocks (near the normal exit) waiting to access the dock.
39	It would be great to extend the Amalga dock. Thanks very much!
40	An extension at amalga would be nice!
41	When using the North Douglas boat launch I consistently have to deal with the Kayak tour walking across the launch ramp. They need to abide by the same rules as everyone else using the launch they constantly interrupt traffic to walk tours across the ramp. They should not be allowed to take so much of the boat launch and should have to walk around like everyone else.

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42	Clean the ramps of logs and litter. more parking, larger staging area.
43	I think that once the make ready line after you haul out is finished, things will improve.
44	Thanks for all the good work you do! It would be nice if you could consider expanding/lengthening the north Douglas ramp also. We have a skiff and often have to use the beach to launch rather than wait for the bigger boats.
45	Revisit deletion of the fish cleaning station at Amalga. This is the number one hinderance to the efficient operation of this facility. People cleaning fish hog up multiple spaces at this dock all summer long preventing others from launching or retrieving their boat. This facility is just to small to accommodate the fish cleaning station.
46	Please add a second lane to North Douglas and a fish cleaning station to Amalgam. Thank you
47	We primarily use the North Douglas and Amalga launch ramps. N Douglas is getting to be in rough shape and fixing that up would be far more beneficial than extending Amalga. There are only a couple of days out of the year traffic at amalga has been backed up much.
48	Extend amalga, parking fee at auke bay is typical cbj fleecing. Stop robbing cbj
49	It would be great to extend south and north Douglas ramps so that I can use them when the tide is low. This will take pressure off of auke bay. When I launch at low tide , auke bay is where I have to go. Thank you for your consideration. Andy bullick
50	Biggest complaints I have are the people who use the fish cleaning tables and take up dock space because they are too lazy to carry their fish. Amalga is it's own issue because it's so short, especially at low tide (1 boat). Those two combined together significantly extend the time it takes to get fishing and back home. Please consider extending that dock
51	Better winter maintenance
52	Do your job, work for the people
53	I am concerned about the lack of parking and congestion at the Douglas boat launch.
54	need water access downtown, cultural activities are not recreation or sport, land aknowledgements include waterways, there are many ways to demonstrate living cultural heritage
55	No
56	The Amalga kayak launch ramp is in pretty rough shape. It needs a better, more easily traversed surface, whether you're carrying or wheeling your kayak. It's an ankle twister!
57	Add a harbor on North Douglas!
58	Amalga to small to extend lots of rocks to hit
59	Auke bay needs kayaking launch similar to amalga
60	Trailer wash down. More parking at north Douglas. Annual parking pass for statter harbor
61	Designate one ramp at statter. for launch and one for pull out this would really help on busy days and wouldn't need to be followed on slack days
62	A designated in and out lane at Statter Harbor would be very helpful. People do not know how to properly navigate the area when people are putting in and taking out on the same side. We prefer the North Douglas ramp for proximity to home but it gets very congested, the ramp and dock are too short at low tide, and there is no running water. Would love harbor moorage there. We have to use Fisherman's Bend for moorage, again far from home. Ramp fee is high for only having to use a few times per season. A daily rate option would be preferred. Parking pay stations at Statter are slow and including parking fees with the ramp permit makes more sense.
63	The ticketing machine at Statter Harbor is very slow and often people are backed up waiting to use it.
64	Only complaint is trying to fuel in Statter Harbor. Between tour boats, yachts , and locals all trying to be in a congested area it's crazy. Took us an hour last time waiting to fuel at fuel

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dock. Boat is too big to trailer, so no other option. Need to have separate fuel dock for tour boats please

65	Make the video mandatory
66	In Auke Bay one side of ramp should be used for launching and one for pulling during high use times.
67	First I think it's kinda rude that the bathrooms at Statter are all the way over by the whale boat people, we all have to pay for permits and daily parking there and instead of it being for both us and the tourist it's very obviously for the whale boat customers. Secondly it would be nice if the ferry terminal gets moved out to Berners that the Echo launch ramp could be paved or more usable to larger boats than skiffs, and finally more room at Amalga would be great. Other wise thanks for a great boat launch system.
68	Please extend the Amalga harbor and expand the capacity of the Douglas launch,
69	Amalga would be more usable if we had more dock space or a bit of water for the fish cleaning.
70	#8 about extending the Amalga Harbor dock would be extremely helpful on low tide days. Thank you!
71	Extending Amalga would be appreciated
72	Please extend the dock at Amalga. The short length causes serious backups at low tide at times.
73	The North Douglas launch ramp could use some better support from the city.
74	No
75	The etiquette video would be very helpful, I think. Also, I wish I could vote twice for the extended dock at Amalga. It is much needed.
76	Last summer we saved a man who had fallen off the dock. A life ring would have really helped. It took 5 adults to get him out of the water. He almost drowned.
77	Launching a boat especially during busy days, having to then go register to pay for parking is absolutely ridiculous and impractical
78	N Douglas ramp needs improvement for safety and safe parking and separation of pedestrians and kayaks from boats and trailer vehicles
79	I love the N. Douglas ramp. Only downsides are low tide when the ramp and dock are insufficient, during high traffic times it's a long wait/no parking, and the entrance/exit to the parking lot can be unsafe when towing a larger boat.
80	As a year round harbor user who lives out North Douglas, I think the City needs to do better. The North Douglas launch and adjoining parking area is unsafe, for a variety of reasons. The number one reason is the tourist company that launches kayaks from the back of the parking lot. There are constantly groups of tourists wandering in front and behind vehicles, the tour buses that pull in and pull out to pick up tourists (and just sit there taking up previous parking and launch space), and the kayak groups that float in front of the launch ramp while trying to pull up or out of the launch ramp are just to name a few. If you take tourism completely out of it, the launch area is still overly congested and difficult to use, especially during low tide cycles. Stop throwing money at Auke Bay, and stop catering to tourism companies. The local residents of this community would like to see some improvements made that benefit us. I'm not against tourism, I'm just tired of feeling like they are the priority in this town.
81	Better parking at N. Douglas.
82	Potholes in Douglas harbor are brutal. It seems like people leave their trucks and trailers in Douglas harbor parking long term. Fees are very high for local users compared to other SE towns. North Douglas desperately needs more and better parking.
83	More parking at South Douglas
84	Another launch area at Auke Bay or in/out designation.
85	If the road conditions were better, I'd launch out of Echo Cove.

86	Fresh water at launch ramps for rinsing trailers would be a nice feature. I'd prefer an option to purchase a year long parking pass versus paying daily with the kiosk. Launch ramps and approaches could use better plowing/sanding in the winter and removal of driftwood, seaweed, and dead fish carcasses in the summer. Also should add another launch ramp to Auke Bay Harbor
87	North Douglas facilities is inconvenient and dangerous. Needs upgrade badly
88	There needs to be 2 launch ramps at Auke Bay. The newer ramp at Statter Harbor should have supplemented the original, not replaced it! Has created more parking, but not eased congestion at the ramp significantly.
89	Ramps are great in general. More trailer parking and transient berths at Statter would be big improvements.
90	It would be very helpful if the parking layout at south Douglas harbor were more clearly indicated. Depending on how people choose to space out their parking, it can drastically limit the number of available parking spaces.
91	Create a primary unload, load lane at Statter harbor, or post signs prioritizing pulling boats out.
92	Good job. Nice facilities
93	Signage that lets people know proper boating etiquette. There are too many people that don't have experience that are trying to load and unload their boats. There are times when their inability to do this take impedes others who are competent for longer than reasonable amounts of time, especially at AUKE BAY- that is one reason we've started using Amalga more. Also people should not be able to moor up at the fish cleaning stations and leave their boats. If you aren't cleaning fish then you can't moor your boat there... there are signs all over but in AUKE BAY there are always folks moored up near the cleaning stations with no one insight. This needs to be changed and enforced.
94	Stop catering to tour companies over locals. Statter Harbor continues to be a nightmare even after all the "improvements" were made. There is constantly lack of parking for truck/trailers. It's not uncommon for commercial users to pick up people from the launch ramp. Vehicles without trailers are constantly parking in the make ready lane to use the benches. The tour companies clog up a huge part of the harbor and cause traffic issues for locals trying to get to/from the ramp. The tour companies should be moved to the commercial dock by the ferry. Very disappointed with the poor planning of Statter Harbor. It had a lot of potential that was wasted.
95	Thank you for the access that you do provide.
96	The At Statter Harbor the landing entrance for the catamaran dock and the launch ramp has become very congested this year, It has made it difficult to dock at times when it gets really busy. Also parking at Statter Harbor at can be an issue. I may consider using Amalga Harbor launch instead.
97	Where possible have a loading and unloading lane
98	Yes more cleaning stations would be great, and more Porta potty at top ramp. Not everyone has an expensive boat with a head.
99	The congestion with whale watching is strangling locals. You need another ramp for locals to launch, away from tourists, without us locals having to drive 15 miles out of the way to amalga. You just spent all that money on a new facility for the whale watchers and nothing for locals. We thought you were going to expand facilities for locals with more parking, restroom facilities, and another ramp, and now it's filled with more tourists and huge whale watching boats. The traffic in and out of auke bay is so bad, and the whale watch boats don't follow the no wake rules. Now there is no where for locals to wait if there is no space at the ramp, bcuz you took away the place for us to idol as that is where all the tourist whale watching boats are leaving from. Shame on you CBJ. We have to pay to use the ramp, pay to park, and half the time there is no where to even park when we do launch!
100	Please do something about the rock in amalga harbor
101	No
102	It would be nice if it didn't cost so much for occasional users.

2023 CBJ Launch Ramp Survey

Section H, Item 4.

103	Need another launch ramp at starter harbor. It gets way to congested. Folks can't communicate correctly when some are pulling out of the water and some are trying to get in and it clusters the shit out of everything. Another ramp is needed or please create a rule about going into the water on one side of the ramp and one side going out. But another ramp would fix all of this and run a bit smoother with the high traffic of boats around here
104	Don't stage construction in the parking lot!
105	1. Ramp etiquette surely needs to be addressed with the public/users. There are too many people that don't know or care about how the flow is supposed to work. Especially during events (short king crab openings, derby), having a "Ramp Admiral" sure would help and tame Ramp Rage. 2. Paid parking has always been an issue at Statter. For those that buy a ramp launch permit, why are parking fees not included in that cost? The machines are an improvement but are still plagued with problems and take alot of time to use. Thanks for the opportunity to speak up!
106	DO NOT extend Amalga Harbor dock -- there is NO tidal flushing in that area -- there are dead fish everywhere and the water smells awful. Adding more fish cleaning stations will only add to the mess and make it much worse. If you want to make an impact add a float8ing dock just outside of the harbor where the tide flushes the water adequately to avoid a fish graveyard and bear attractant. Also extending the dock will create major boat traffic issues at a minus tide which happens fairly often.
107	Remove the fish cleaning station at Amalga. It's adds to congestion on the boat ramp and the harbor can't flush out all the carcasses produced.
108	No
109	Enforcing the handicapped parking spaces for those who dont have the plates or placards on their cars. Is there any way to get more spaces for parking at Harris Harbor? When schools back in session, the high school kids and the alternate high schoolers are taking up spaces without the harbor permit stickers. Otherwise I think you all are doing a super job dealing with all the locals, and the tourists wanting moorage.
110	Nothing more than use common sense
111	Make the etiquette video mandatory to watch prior to ability to purchase your ramp permit
112	N/A
113	ATVs are a problem at Echo Cove. ATV trailers use boat trailer parking and do not have launch ramp permits. ATVs create safety hazards at Echo. North Douglas needs trash cans.
114	Fresh water rinse station that you can drive over to extend life of trucks and trailers.
115	The North Douglas launch ramp needs upgrading ASAP!
116	No
117	No.
118	Trailer parking is horrendous at both Statter and South Douglas ramps. Need to find a better solution.
119	Security. Cameras at all ramps. Equal enforcement kayaks have to buy permits to. Parking enforcement at Amalgam and Echo send someone out road once a day.
120	Starter Harbor is a HUGE upgrade. I was surprised when the work started, but so happy that there is so much more parking and better ramps
121	Please provide a cleaning station at the Auke bay float.
122	North Douglas launch is dangerous and needs to be the focus for improvements.
123	Don't allow a large portion of the parking to be taken up by construction equipment. Add some sort of parking markers so people can figure out how to park. Monitor harbor parking during events like the 4th if July parade.
124	Make things cheaper . To god damn expensive just to launch a skiff . And cbj owns all the launch ramps pretty unfair to the public who just want to go fishing on there one day off a week. Add freshwater hoses at the top of the ramps far away from the ramps to avoid

2023 CBJ Launch Ramp Survey

Section H, Item 4.

congestion. Just make things cheaper people are struggling to live in this crazy expensive capital city

125	PLEASE allow those with a ramp permit on the trailer ATTACHED to the their vehicle to park without purchasing additional parking for the vehicle. It slows things down at the launching dock!!!
126	Juneau needs more stalls
127	Launch etiquette poster/sign. Have statter ramp staffed during peak times to assist is launching.
128	Whale boats need to be controlled. Boaters are routinely it off while approaching the ramp to pull over. The congestion at the ramp during the season gets real bad. People are launching, others are pulling in to load up. I've seen too many screaming matches to list. A second ramp at Statter would be great. Designate one for launch only the other loading only. This I believe would create a very workable solution.
129	Limit whale boats in number. Redirect the whale boat return and departure away from our launch ramp. Statter launch needs two docks. One for launching and one for pulling out. Today there were yelling and lots of nasty people. Whales boats make everyone mad.
130	Please follow through with the expansion and improvement of the North Douglas launch ramp facilities. It would also be nice if you could get all those damned whale watching tour boats out of Statter harbor and add a second float for non-commercial users!
131	Maybe try to keep the Douglas boat launch clear of debris. Been bad lately.
132	No
133	It would be nice to have a put in and separate, take out side. We had this going for awhile then it stopped. Cars and other vehicles using boat trailer parking spots and the load and unload line, to park. Especially when the parking spots are full. Very frustrating. The tourist busses parking where were suppose to move our boats, after hauling out. Had tourist busses park in the haul in, haul out , line too. Mabey help them understand that these aren't wait areas. Thank you 😊
134	No Jo
135	I think the video is a great idea!
136	Expand the north Douglas launch facility. While not technically a launch ramp, re-install the downtown lightering dock. It was used to launch my kayak.
137	Providing in person training on trailering would reduce congestion at ramps. Designating launch and retrieval ramps during weekends might reduce congestion.
138	There really should be an in and an out side of the launch ramp during peak hours
139	Whale watching boats have made stater harbor miserable for recreational boaters. Promote side tying/ rafting of Whale watching boats. Parking at stater has become a huge issue, possible free parking at the school during the summer to free up some parking.
140	We need more moorage at Statter Harbor.
141	Auke bay is too congested. The old launch ramp should have been kept so we could have an in and out launch. Instead, the commercial traffic made the ramp/harbor busier and it's a nightmare to launch and pull May-September. We use the ramp multiple times weekly year round.
142	I think a fish cleaning station at the actual boat launch would be helpful.
143	A seasonal ramp at Echo would be worth trying out.
144	Dock at Echo Cove. Accessible fish cleaning stations not on the launch ramp docks. Proper bathroom facility at statter harbor launch.
145	Have additional ramps. Designate for launching and retrieving. Dredge to allow for launching and retrieval at negative tides.
146	No

2023 CBJ Launch Ramp Survey

Section H, Item 4.

147	I use the old Douglas ramp mainly
148	Put a dock at echo Cove and expand the parking area
149	After visiting several other communities in southeast Alaska, it makes me really appreciate what a nice facility Statter Harbor is.
150	Stop repeatedly putting money into the same launch ramps and upgrade north Douglas! I would estimate about 30 vehicles parked on the side of the road this weekend because of the inadequate infrastructure there this weekend.
151	I like the idea of adding more fish cleaning stations (or floats) at launch facilities. I would also like to see better parking organization at South Douglas. If there were lines/markers then there would easily be more parking.
152	More cleaning tables and people shouldn't leave there boats there
153	Need to double the ramp capabilities in north douglas.
154	Great people in the department working hard daily. Fellow citizens that make launch ramp a horrible experience on busy days. But I can plan accordingly and survive. I think launch ramps bring out the worst in people and you don't usually find an abundance of common sense
155	Seems odd that statter requires paying for parking when others don't. I also don't appreciate that the city continues to invest in statter using public funds in direct competition to the nearby Fishermans wharf. Why not allow them to develop in the same way that statter gets investment? I'm also interested in other launch areas (Fritz cove, tee harbor, thane, perhaps other spots).
156	Launch permit should be included when monthly moorage is paid
157	I would prefer a higher annual ramp fee instead of paying for parking at Statter, unless you have data that shows people would leave there trailers there for longer periods thereby limiting available parking.
158	It would be great if there was a launch on one side and and return on the other side.
159	Keep the whale watchers to a minimum they ruin everything
160	Stop raising rates when you haven't done anything to improve the down town or douglas ramps in years. Stop sending people out to echo cove. Give it to the state and stop wasting all those man hours. Do more to make it easier for local users. Nor.alize the launch ramp fees here with launch ramp fees in neighboring communities.
161	I feel there should be one more double ramp boat launch to mitigate the congestion at Statter Harbor.
162	You should offer an annual pass for parking for locals to use at statter. Not that we can ever even get to the ramps because of tourists.
163	Limit tourism operations at the North Douglas Launch Ramp. Refrain from leasing out valuable trailer parking at the Douglas Launch Ramp during the busy boating season.
164	We need better service of the ramp in the winter.
165	More amenities at the launch ramps. Ie: fresh water, more parking, longer/wider ramps
166	We need heat traced washdown and bathrooms at the Douglas Launch or at least at the harbor. Having no facilities that a lady would use is unacceptable. Would you make your mom use that portapotty? I pray not.
167	no
168	None
169	It would be a great benefit to require commercial whale watchers to provide their own harbor and docks. Tired of competing with them and paying for their use especially when they are the most disrespectful vessels on the water.
170	I only had one choice for using the ramps. I use them to fish, hunt, berry pick. Not just primarily to fish. North Douglas is my preferred ramp. The big whole at the apron to the highway is in fairly constant need of filling. Would like to see this permanently filled. Also,

2023 CBJ Launch Ramp Survey

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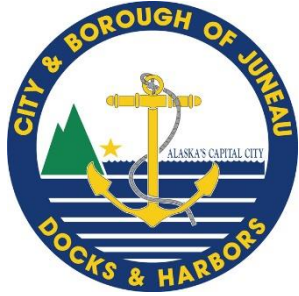
would like to see N Douglas ramp in year round. I don't think there's been a real review of winter storm effect to that dock in the past 2 or 3 decades, and these have changed with climate change.

171	More accountability on hostile charter boats and whale tours
172	Keep up on all the junk that piles up in Douglas. Also make north Douglas a double sided launch
173	Keep up with the newsletter!
174	Maintain the Douglas harbor parking lot better. Lots of potholes. Paving would be ideal.
175	Pave the Douglas launch ramp parking lot or do a better job with the pot holes.
176	I think it's ridiculous to have to pay for parking at Auke Bay and wish there was a better way to block so much crap from being in the water at Douglas launch.
177	It would be nice to have more off the road parking at the North Douglas Boat ramp along with a floating dock that could be used at all tide levels.
178	I pay to watch my boat by buying an annual sticker. However when I go out to Echo Cove I can sometimes find no place to park because off-road vehicles are driving all around the place in the trucks and trailers that brought them out there are taking up spots Where boat trailers should park. The signage that says boat trailers only is in effective that launch ramp was paid for by fishing license money why can't dachshund harbors write some tickets and be out there on a consistent basis especially when the weather is nice on weekends
179	No
180	The ability to have a standardized launch and pull process would be good.
181	I like having a bathroom available
182	Auke Bay ramp is such a nightmare more times than not. Folks are rude and don't know what they are doing. There should be a set side for launching and retrieving during busy times.
183	General cleaning of debris on extreme tide days and maybe more than an annual wash down of the ramp.
184	My answers all pertain to kayak use
185	Please start working on North Douglas ramp expansion. That launch is a mess.
186	It is baloney that the new Stater Harbor Tourist departure building has all the busses and vans go right through the launch ramp area. Stater paid parking is total baloney when we already pay \$95/yr for ramp use. Also Stater paid parking has also been full this summer at times. Douglas parking has been full too and disorganized. Docks and harbors ought to setup parking lines like Amalga. In this survey I use all the launch ramps for hunting, crabbing, fishing, and going to our cabin. I really like the launch ramp etiquette video idea. Like make the left side of the ramp for putting in and the right side for taking out only... unless the place is empty.
187	Seems like the kayak tour activity out a North Douglas has made launching there more challenging than previous years. More tourists walking slowly through the parking lot/launch zone. It makes sense that there are more visitors out there with the post covid bump, but seems like that tour operation is getting bigger. Do they have an upper limit? To avoid future problems it may be a good idea to provide some additional guidance to the operator... like maybe just have their clients not walk through the middle of the launching zone.
188	Prioritize North Douglas and bring it in line with the standard you've kept for the other facilities. Additionally think big picture on it and think about adding a small harbor or protected anchorage.
189	Please upgrade north Douglas launch ramp. Parking is extremely limited and with increased tourism nearly impossible to find parking. The tourists also have no idea how to be safe around active loading and loading and often walk behind moving trailers and is a major safety concern. Pleas separate user groups and make more parking.
190	More enforcement of speed in harbor please!
191	Would be nice to have a freshwater hose available at the Statter and Douglas launch sites to

Harbor Rate Adjustment
Execution Planning Schedule
PROPOSED

Section H, Item 5.

- ✓ January 13th, 2022 – Docks & Harbors awarded contract to HDR-Alaska, Inc for Harbor & Port Rate Study
- ✓ September 1st, 2022 – Docks & Harbors received final HDR report “Port of Juneau – Docks & Harbors Rate Setting Project”
- ✓ November 17th, 2022 – Docks & Harbors received final briefing from HDR
- ✓ December 7th & 8th, 2022 – Board Retreat offered consensus to increase fees 9% across both the Docks Enterprise and Harbors Enterprise
- ✓ January 18th, 2023 – Operations & Planning Committee discussed next steps to raise rates 9% as an informational item
- ✓ January 26th, 2023 – Regular Board meeting discussed next steps to raise rates 9% as an informational item
- ✓ February 15th, 2023 – Operations & Planning Committee reviewed White Paper – Propose Docks & Harbors Rate Increase. Committee was notified that the 2022 Urban Alaska CPI was 8.1%
- ✓ February 23rd, 2023 – Regular Board asked to affirm by motion: “To accept the findings of the HDR Report and direct Staff to begin a process, with Board engagement to raise fees 9% across the Docks Enterprise and Harbor Enterprise”.
- ✓ March 22nd, 2023 – Staff provides proposed ppt and informational material to Ops Committee
- ✓ April 4th, 2023 – Hold open house at Mendenhall Library to engage public on proposed rate increase
- ✓ April 18th, 2023 – Hold open house at Yacht Club to engage public on proposed rate increase
- ✓ May 17th, 2023 - Operations & Planning Committee considers public input and makes recommendation to increase rates on time certain schedule
- ✓ May 25th, 2023 – Docks & Harbor Board finalizes execution plan – *Motion to increase rates 9% in January 2024*
- ✓ August 31th, 2023 – Commence 21-day public notice process to make regulations fee changes
- ~~September 28th~~ October 4th, 2023 – Public hearing on regulations to fee changes
- October 23rd, 2023 – Assembly adopts Board recommendations on regulations to fee changes
- January 2024 – First (or only) fee changes goes into effect



Port of Juneau

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

NOTICE OF PROPOSED CHANGES TO REGULATION Amendment of Title 05, Chapters 15, 20, 30 & 40 Fees and Charges

DOCKS & HARBORS BOARD IS PROPOSING TO INCREASE ALL DOCKS & HARBOR FEES 9%. BELOW IS A FISCAL NOTE CHART WITH THE PROPOSED CHANGES FOR JANUARY 1ST, 2024.

Fee	Regulation	Current Fee FY24	CPI Date	Jan 1 st , 2024 9% increase	Fiscal Note ¹
Dockage Charge	05 CBJAC 15.030	\$1.62/ft Fishing Vessel, \$3.24/ft <65 feet, \$5.40/ft 65 feet – 200 feet; and, \$3.24/ft over 200 feet	April 1st	\$1.77/ft Fishing Vessel \$3.53/ft <65 feet; \$5.89/ft 65 feet -200 feet; and, \$3.53/ft over 200 feet	\$0 \$0 \$1,310 \$90,154
Port maintenance fee	05 CBJAC 15.040	\$0.059 per Net Registered Ton	April 1st	\$0.064 per Net Registered Ton	\$133,124
Vessel Lightering fees	05 CBJAC 15.060	\$1,837.70	April 1st	\$2003.09	\$10,066
Limited Loading Permit Loading permit fees	05 CBJAC 15.080 05 CBJAC 15.080	\$17.01/day and \$283.49/year \$453.59 company plus \$10.20/seat fee	April 1st	\$18.54/day & 309.00/year; \$494.41 company plus \$11.12/seat	\$198 \$20,490
Boom truck services	05 CBJAC 15.110	\$136.08 for 1st hour; then, \$68.04 per each 30 minutes	July 1st	\$148.33 for 1st hour; then, \$74.16 per 30 minutes	\$0
Special annual moorage for skiffs	05 CBJAC 20.020	\$340.19/year	July 1st	\$370.81/year	\$1269
Daily moorage fees	05 CBJAC 20.030	\$0.66/ft	July 1st	\$0.72/ft	\$34,904
Monthly moorage fee	05 CBJAC	Downtown \$4.97/ft;	July 1st	Downtown \$5.42/ft	\$127,567

	20.035	Statter \$8.28/ft		Statter \$9.03/ft	
Fee for tenders	05 CBJAC 20.045	\$162.15/year \$54.05/month \$0.66/day	April 1st	\$176.74/year \$58.91/month \$0.72/day	\$0
Residence surcharge	05 CBJAC 20.050	\$78.24/month up to 4 residents \$26.08/month over 4 residents	July 1st	\$85.28/month up to 4 residents \$28.43/month over 4 residents	\$9628 \$0
Recreational boat launch fees	05 CBJAC 20.060	\$17/day & \$102.06/year (Recreational) \$34.02/day & \$283.49 (Commercial)	July 1st	\$18.53/day & \$111.25/year (Recreational) \$37.08/day & \$309.00/year (Commercial)	\$248 & \$15,005 \$476 & \$9
Fees for commercial use of boat launches	05 CBJAC 20.070	Inspected \$615.95/year & \$1.78 per passenger; Uninspected \$185.50/yr \$1.78 per passenger	April 1st	Ins \$671.39/year & \$1.94/pass Un \$202.20/year & \$1.94/pass	\$872 \$17
Passenger-for-hire fee	05 CBJAC 20.080	Inspected \$615.95/vessel \$1.78 per passenger; Uninspected \$185.50/\$1.78 per passenger	April 1st	Inspected \$671.39/vessel \$1.94 Uninspected \$202.20/vessel \$1.94 per passenger	\$66,963 \$933
Statter lower parking lot permit fee (busses)	05 CBJAC 20.090	\$340.19/company fee \$17.01/seat fee	April 1st	\$370.81/company fee \$18.54/seat fee	\$733 \$5209
Grid usage fees	05 CBJAC 20.100	\$1.14/ft per day	July 1st	\$1.24/ft per day	\$199
Crane use fees	05 CBJAC 20.110	\$5.66/15 minutes	July 1st	\$6.17/15 minutes	\$1488
Storage fees Vessel Storage – ABLF: • May through Sept up to five days • May through Sept after five days • Oct through April per month • Boat Stand Rental	05 CBJAC 20.130	\$0.56/sf per month \$1.08/sf per day \$3.24/sf per day \$8.65/sf per month \$108.10/sf per month	July 1st	\$0.61/sf per month \$1.18/sf per day \$3.53/sf per day \$9.43/sf per month \$117.83/sf per month	\$5461 \$0 \$0 \$0 \$0
Staff labor fees Boat Charge per hour	05 CBJAC 20.140	\$85.04/hr \$131.13/hr	April 1	\$92.69/hr \$142.93/hr	\$550 (estimate)
Reserved moorage waitlist fee	05 CBJAC 20.150	\$56.70/initial application; and, \$11.34/year	July 1st	\$61.80 initial application; and, \$12.36/year	\$112 \$74

Private Boat Surcharge	05 CBJAC 20.170	\$0.13/sf	July 1st	\$0.14/sf	\$703
ABLF Fee for Delivery/Sale of fuel	05 CBJAC 20.175	\$0.05/gallon	July 1st	\$0.055/gallon	\$67
Auke Bay Loading Facility— Float Moorage	05 CBJAC 20.210	1-3day \$0.85/foot; 4-6 days \$1.70/foot; After 7 days \$3.39/foot	July 1st	1-3 days \$0.93/foot; 4-6 days \$1.85/foot; After 7 days \$3.70/foot	\$3418 \$454 \$88
Auke Bay Loading Facility Float—Mechanical Work Zone	05 CBJAC 20.220	1-3day \$0.85/foot; 4-6 days \$1.70/foot; After 7 days \$3.39/foot	July 1st	1-3 days \$0.93/foot; 4-6 days \$1.85/foot; After 7 days \$3.70/foot	\$24 \$0 \$0
Shorepower access fees	05 CBJAC 30.010	20 amp - \$6.80/day 30 amp - \$10.20/day 50 amp - \$28.35/day 100 amp (208V) - \$97.52/day 100 amp (480V) - \$224.52/day 20 & 30 amp (Summer Liveaboard): \$102.06/month 20 & 30 amp (Summer Non- Liveaboard): \$61.24/month 50 amp (Summer Liveaboard): \$224.52/month 50 amp (Summer Non- Liveaboard): \$122.47/month 100 amp/208V (Summer Liveaboard): \$476.27/month 100 amp/208V(Summer Non- Liveaboard): \$285.76/month 100 amp/480V(Summer Liveaboard): \$1122.63/month	July 1st	20 amp - \$7.41/day 30 amp - \$11.12/day 50 amp - \$30.90/day 100 amp (208V) - \$106.30/day 100 amp (480V) - \$244.73/day 20 & 30 amp (Summer Liveaboard): \$111.25/month 20 & 30 amp (Summer Non- Liveaboard): \$66.75/month 50 amp (Summer Liveaboard): \$244.73/month 50 amp (Summer Non- Liveaboard): \$133.49/month 100 amp/208V (Summer Liveaboard): \$519.13/month 100 amp/208V(Summer Non- Liveab'd): \$311.48/month 100 amp/480V(Summer Liveaboard): \$1223.67/month	\$880 \$2574 \$1909 \$1168 \$222 \$780 \$18,030 \$340 \$574 \$0 \$0 \$0

		100 amp/480V(Summer Non-Liveaboard) \$666.77/month 20 amp (Winter Liveaboard): \$136.08/month 20 amp (Winter Non-Liveaboard): \$81.65/month 30 amp (Winter Liveaboard): \$183.38/month 30 amp (Winter Non-Liveaboard): \$108.86/month 50 amp (Winter Liveaboard): \$340.19/month 50 amp (Winter Non-Liveaboard): \$204.11/month 100 amp/208V (Winter Liveaboard): \$816.46/month 100 amp/208V(Winter Non-Liveaboard): \$476.27/month 100 amp/480V (Winter Liveaboard): \$1905.07/month 100 amp/480V(Winter Non-Liveaboard): \$1102.22/month		100 amp/480V(Summer Non-Liveab'd): \$726.78/month 20 amp (Winter Liveaboard): \$148.33/month 20 amp (Winter Non-Liveaboard): \$89.00/month 30 amp (Winter Liveaboard): \$199.88/month 30 amp (Winter Non-Liveaboard): \$118.66/month 50 amp (Winter Liveaboard): \$370.81/month 50 amp (Winter Non-Liveaboard): \$222.48/month 100 amp/208V (Winter Liveaboard): \$889.94/month 100 amp/208V(Winter Non-Liveaboard): \$519.13/month 100 amp/480V (Winter Liveaboard): \$2076.53/month 100 amp/480V(Winter Non-Liveaboard): \$1201.42/month	\$0 \$86 \$468 \$329 \$2235 \$398 \$468 \$0 \$0 \$0 \$0
General moorage management policy	05 CBJAC 40.010	\$0.28/foot	July 1st	\$0.31/foot	\$1895
Vessel anchoring requirements	05 CBJAC 40.065	\$100 application; plus \$0.25/foot	July 1st	\$109 application; plus, \$0.27/foot	\$0

The above regulation is proposed for adoption pursuant to CBJ's 01.60 and CBJ 85.02.060, and CBJ 85.02.100. Interested persons may obtain a full copy of the proposed regulation at any harbor offices, at CBJ libraries, at CBJ Clerk's Office, online at www.juneau.org/harbors/proposed_regulations.php or obtain more information by calling the Harbormaster at 907-586-5255. In accordance with 01.60.220(a), fiscal notes on regulations, there is no anticipated increase in appropriations to carry out these regulation

changes. In accordance with 01.60.220(b), fiscal notes on regulations, the value placed in column represents the anticipated increase in & Harbors revenue for a twelve month period following implementation of the new rates.

The Board is holding a public hearing and intends to take final action on the proposed changes at a Special Board meeting on **October 4th at 5 pm in CBJ Room 224 and via zoom meeting**. If this is approved by the Board it will move to the Assembly for their final approval. Written comments may also be submitted to the Port Director's Office by fax at (907) 586-0295, by hard copy at 76 Egan Drive, and online by web form at the above web address until 4:30 p.m. October 3rd, 2023.

#

¹01.60.220. - Fiscal notes on regulations.

(a) If adoption of a regulation would require increased appropriations by the municipality, the agency affected shall prepare and the director of finance shall approve an estimate of the appropriation increase for the fiscal year following adoption, amendment, or repeal of the regulation and for at least two succeeding fiscal years.

(b) If adoption of a regulation would impose costs on persons subject to the regulation, the agency proposing the regulation shall prepare an estimate of such costs for the fiscal year following adoption, amendment, or repeal of the regulation and for at least two succeeding fiscal years. The estimate under this subsection shall include the direct capital and operating costs of compliance, but not the costs or savings, if any, attributable to secondary impacts, lost or gained efficiencies, lost or gained profits, goodwill, customer convenience or inconvenience, or similar indirect effects. The estimate to be prepared under this subsection is intended as a guide to approximate costs and not as an authoritative assessment of the costs of compliance.

REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapters 15, 20, 30 and 40

FEES AND CHARGES – APPLICATION OF CONSUMER PRICE INDEX

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS EFFECTIVE JANUARY 1, 2024:

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

Section 2. Amendment of Section. 05 CBJAC 15.030 Dockage charges, is amended to read:

05 CBJAC 15.030 Dockage charges.

...

(e) From May 1 to September 30, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f) and (h), will be assessed for each 24-hour period or portion thereof as follows:

(1) ~~\$3.00~~ 3.53 per foot for vessels less than 65 feet in length overall;

(2) ~~\$5.00~~ 5.89 per foot for vessels with a length overall from 65 feet up to 200 feet; and

(3) ~~\$3.00~~ 3.53 per foot for vessels greater than or equal to 200 feet in length overall.

(f) From May 1 to September 30, fishing vessels will be assessed dockage at ~~\$1.50~~ 1.77 per foot of length overall for each 24-hour period or portion thereof, except there will be no charge to vessels staging to offload at Taku Dock, provided the duration of staging is less than four hours.

...

Section 3. Amendment of Section. 05 CBJAC 15.040 Port maintenance fee, is amended to read:

05 CBJAC 15.040 Port maintenance fee.

...

(e) *Port maintenance fees assessment:*

Time Period	Charge
Each 24-hour period or portion thereof	\$0.055 <u>0.064</u> for each net registered ton of vessel displacement

...

Section 4. Amendment of Section. 05 CBJAC 15.060 Vessel lightering fee, is amended to read:

05 CBJAC 15.060 Vessel lightering fee.

...

(e) *Vessel lightering fee assessment:*

Unit	Charge
Each 24-hour period or portion thereof.	\$1,700.00 2003.09

...

Section 5. Amendment of Section. 05 CBJAC 15.080 Loading permit fee, is amended to read:

05 CBJAC 15.080 Loading permit fee.

...

(c) *Loading permit fees assessment:*

Permit Type	Fee
"A" or "B" Permit	2017: \$300 per company plus \$7 per passenger seat 2018: \$350 per company plus \$8 per passenger seat 2019: Calendar year permit: \$400 <u>494.41</u> per company plus <u>\$9 11.12</u> per passenger seat Starting 2025: Adjust this fee every 5 years based on the CPI adjustment

Limited Loading Permit	\$15 <u>18.54</u> per vehicle for each permit day; or \$250 <u>309.00</u> per year, whichever is less.
------------------------	--

- (d) *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.

Section 6. Amendment of Section. 05 CBJAC 15.110 Boom truck usage fee, is amended to read:

05 CBJAC 15.110 Boom truck usage fee.

...

- (b) *Basis for charge.* The charge assessed will be at the rate of ~~\$120.00~~ 148.33 per hour for the first hour, and ~~\$60.00~~ 74.16 per 30 minutes thereafter.

...

Section 7. Amendment of Section. 05 CBJAC 20.020 Special annual moorage fee for skiffs, is amended to read:

05 CBJAC 20.020 Special annual moorage fee for skiffs.

...

- (b) The annual moorage fee shall be ~~\$300.00~~ 370.81 per calendar year (January 1 through December 31).

...

Section 8. Amendment of Section. 05 CBJAC 20.030 Daily moorage fees, is amended to read:

05 CBJAC 20.030 Daily moorage fees.

...

- (d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:

- (1) From July 1, ~~2021~~ through June 30, ~~2022~~, ~~\$0.58~~ 0.72 per foot; and
- (2) 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.

...

Section 9. Amendment of Section. 05 CBJAC 20.035 Monthly moorage fees, is amended to read:

05 CBJAC 20.035 Monthly moorage fees.

...

- (d) *Monthly moorage fee.* Monthly moorage fees will be assessed for each calendar month or portion thereof as follows:
 - (1) *Downtown harbors.* From July 1, ~~2021~~ to June 30, ~~2022~~: ~~\$4.40~~ 5.42 per foot.
 - (2) *Statter Harbor.* From July 1, ~~2021~~ to June 30, ~~2022~~: ~~\$7.30~~ 9.03 per foot.

...

Section 10. Amendment of Section. 05 CBJAC 20.045 Fee for tenders, is amended to read:

05 CBJAC 20.045 Fee for tenders.

...

- (c) *Moorage fee.* There is no moorage fee for a tender in cases where the primary vessel is shorter than the designated stall length, the owner pays moorage fees based on the designated stall length, and the tender can fit within the stall without causing the tender or primary vessel to protrude beyond the designated stall length. In all other cases, the owner of the tender shall pay fees as follows:
 - (1) Annual fee of ~~\$150.00~~ 176.74 per tender paid in advance;
 - (2) Monthly fee of ~~\$50.00~~ 58.91 per tender paid in advance; or
 - (3) Daily fee in accordance with Section [05 CBJAC 20.030] 30 of this regulation.

...

Section 11. Amendment of Section. 05 CBJAC 20.050 Residence surcharge, is amended to read:

05 CBJAC 20.050 Residence surcharge.

...

- (d) *Residence surcharge.* The owner shall pay a residence surcharge of ~~\$69.00~~ 85.28 per calendar month, or portion thereof, for each vessel used as a residence. For a vessel with more than four residents, the owner shall pay an additional surcharge of ~~\$23.00~~ 28.43 per calendar month, or portion thereof, for each additional resident.

...

Section 12. Amendment of Section. 05 CBJAC 20.060 Recreational boat launch fees, is amended to read:

05 CBJAC 20.060 Recreational boat launch fees.

...

- (h) *Recreational launch ramp permit fees.* Recreational launch ramp permit fees, including administrative fees, will be assessed as follows:

~~Calendar year permit-Annual (January 1 – December 31): \$90.00~~ 111.25
(Recreational); \$309.00 (Commercial)

Daily: ~~\$15.00~~ 18.53 (Recreational); \$37.08 (Commercial)

Administrative fee for additional permit(s) or lost decal(s): \$5.00 each

...

Section 13. Amendment of Section. 05 CBJAC 20.070 Fees for commercial use of boat launches, is amended to read:

05 CBJAC 20.070 Fees for commercial use of boat launches.

...

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

- (1) Calendar year ~~2022~~ permit: ~~\$569.80~~ 671.39 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

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

- (1) Calendar year ~~2022~~ permit: ~~\$171.60~~ 202.20 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

Section 14. Amendment of Section. 05 CBJAC 20.080 Passenger-for-hire fee, is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.

...

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

- (1) Calendar year ~~2022~~ permit: ~~\$569.80~~ 671.39 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

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

- (1) Calendar year ~~2022~~ permit: ~~\$171.60~~ 202.20 per vessel plus ~~\$1.65~~ 1.94 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

...

Section 15. Amendment of Section. 05 CBJAC 20.090 Statter Harbor Bus Lot permit fee, is amended to read:

05 CBJAC 20.090 Statter Boat Harbor Bus Lot permit fee.

...

- (c) *Fees.* The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter Harbor Bus Lot to pick-up and discharge passengers for passenger-for-hire activities as follows:
- (1) Calendar year permit: ~~\$300.00~~ 370.81 per company plus ~~\$15.00~~ 18.54 per passenger seat; or
 - (2) Once per week permit: \$25.00 per vehicle per calendar day for companies that use the lot to drop-off passengers for passenger-for-hire activities no more than once per week; or
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

...

Section 16. Amendment of Section. 05 CBJAC 20.100 Grid usage fees, is amended to read:

05 CBJAC 20.100 Grid usage fees.

...

- (d) *Grid usage fees.* Grid usage fees shall be assessed as follows:

\$ per foot per day	\$1.00 <u>1.24</u>
---------------------	-------------------------------

...

Section 17. Amendment of Section. 05 CBJAC 20.110 Crane use fees, is amended to read:

05 CBJAC 20.110 Crane use fees.

...

- (c) *Crane use fees.* Crane use fees will be assessed at the rate of ~~\$5.00~~ 6.17 per each 15 minutes of use.

...

Section 18. Amendment of Section. 05 CBJAC 20.130 Storage fees, is amended to read:

05 CBJAC 20.130 Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is ~~\$0.50~~ 0.61 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.
- (b) Vessel storage. When available, Docks and Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:
 - (1) May through September: ~~\$1.00~~ 1.18 per linear foot per day for up to five days.
 - (2) May through September: ~~\$3.00~~ 3.53 per linear foot per day after five days.
 - (3) October through April: ~~\$8.00~~ 9.43 per linear foot per calendar month.
 - (4) No storage fee will be assessed for the day the vessel is hauled out.
- (c) Boat stand rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks and Harbors shall assess one hour of prevailing labor rate for blocking and ~~\$100.00~~ 117.83 per calendar month for use of boat stands. The Harbormaster or their representative shall approve the blocking of all vessels.

...

Section 19. Amendment of Section. 05 CBJAC 20.140 Staff labor fees, is amended to read:

05 CBJAC 20.140 Staff labor fees.

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

- (1) ~~\$75.00~~ 92.69 per hour for each staff person with a one-hour minimum charge per staff person;
- (2) ~~\$125.00~~ 142.93 boat charge per hour, one-hour minimum, and increments each 30 minutes prorated; and

...

Section 20. Amendment of Section. 05 CBJAC 20.150 Reserved moorage waitlist fee, is amended to read:

05 CBJAC 20.150 Reserved moorage waitlist fee.

- (a) A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of ~~\$50.00~~ 61.80 and an annual fee of ~~\$10.00~~ 12.36 payable by March 1 of each year that the person wishes to remain on the waitlist.

...

Section 21. Amendment of Section. 05 CBJAC 20.170 Private boathouse surcharge, is amended to read:

05 CBJAC 20.170 Private boathouse surcharge.

...

- (d) *Fair market rent.* The fair market rent used to compute the annual fee is ~~\$0.13~~ .14 per square foot.

Section 22. Amendment of Section. 05 CBJAC 20.175 Fee for delivery and sale of fuel at the Auke Bay Loading Facility, is amended to read:

05 CBJAC 20.175 Fee for delivery and sale of fuel at the Auke Bay Loading Facility.

...

- (b) A fee of ~~\$0.05~~ .055 per gallon of fuel will be assessed to all retailers selling fuel to a vessel at the Auke Bay Loading Facility.

...

Section 23. Amendment of Section. 05 CBJAC 20.210 Auke Bay Loading Facility – Float Moorage, is amended to read:

05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.

- (a) The fee to use the Auke Bay Loading Facility Float shall be as follows:
- (1) No cost for the first two hours using the float.

- (2) ~~\$0.75~~ .93 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.
- (3) ~~\$1.50~~ 1.85 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.
- (4) ~~\$3.00~~ 3.70 per linear foot per calendar day for using the float for seven calendar days or more.

...

Section 24. Amendment of Section. 05 CBJAC 20.220 Auke Bay Loading Facility Float – Mechanical Work Zone, is amended to read:

05 CBJAC 20.220 Auke Bay Loading Facility Float—Mechanical Work Zone.

- (a) The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:
 - (1) ~~\$0.75~~ .93 per linear foot per calendar day for the first three days.
 - (2) ~~\$1.50~~ 1.85 per linear foot per calendar day for days four through seven.
 - (3) ~~\$3.00~~ 3.70 per linear foot per calendar day in excess of seven days.

Section 25. Amendment of Section. 05 CBJAC 30.010 Shorepower access fees, is amended to read:

05 CBJAC 30.010 Shorepower access fees.

...

- (e) *Daily shorepower access fees.* Fees to access shorepower on a daily basis are as follows:

Connection Type	Fee
20 amp (120V, 1 phase)	\$6.00 <u>7.41</u>
30 amp (120V, 1 phase)	9.00 <u>11.29</u>
50 amp (208V, 1 phase)	25.00 <u>30.90</u>
50 amp (208V, 3 phase)	52.00
100 amp (208V, 3 phase)	86.00 <u>106.30</u>
100 amp (480V, 3 phase)	198.00 <u>244.73</u>

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

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 and 30 amp	\$90.00 <u>112.25</u>	\$54.00 <u>66.75</u>
50 amp	180.00 <u>244.73</u>	108.00 <u>133.49</u>
100 amp/208 volt	420.00 <u>519.13</u>	252.00 <u>311.48</u>
100 amp/480 volt	990.00 <u>1,223.67</u>	588.00 <u>726.78</u>

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

Connection Type	Liveaboard Fee	Non-Liveaboard Fee
20 amp	\$120.00 <u>148.33</u>	\$72.00 <u>89.00</u>
30 amp	162.00 <u>199.88</u>	96.00 <u>118.66</u>
50 amp	300.00 <u>370.81</u>	180.00 <u>222.48</u>
100 amp/208 volt	720.00 <u>889.94</u>	420.00 <u>519.13</u>
100 amp/480 volt	1,680.00 <u>2,076.53</u>	972.00 <u>1,201.42</u>

...

Section 26. Amendment of Section. 05 CBJAC 40.010 General moorage management policy, is amended to read:

05 CBJAC 40.010 General moorage management policy.

...

- (g) *Vessel salvage and disposal.*

- (1) Prior to obtaining a moorage assignment pursuant to 05 CBJAC 40.035, 050, 055, or 065, the owner of a vessel must

...

- (ii) pay a non-refundable moorage surcharge ~~\$0.25~~ .31 per foot per month.

...

Section 27. Amendment of Section. 05 CBJAC 40.065 Vessel anchoring requirements, is amended to read:

05 CBJAC 40.065 Vessel anchoring requirements.

(d) *Permits.* The owner, operator, master, or managing agent of a vessel must submit an application for an anchoring permit on a form provided by the Port Director.

...

(2) *Long-term permit.* The Port Director may issue a long-term permit for a vessel anchoring out for 14 to 90 days. No vessel may receive a long-term permit or a combination of permits for anchorage of more than 90 days in any 12-month period.

(A) A ~~\$100.00~~ 109.00 non-refundable application fee is required to apply for a long-term permit. In addition, the daily fee for anchorage is ~~\$0.25~~ 0.27 per foot.

...

Section 28. Notice of Proposed Adoption of a Regulation.

The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on ____[date public comment notice begins in Juneau Empire]____, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchytel
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

 Emily L. Wright
 Assistant Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

 Elizabeth J. McEwen, Municipal Clerk

Filing with Clerk

I certify, as the Clerk of the City and Borough of Juneau, that the following statements are true:

- (1) These regulations were accepted for filing by the office of the clerk at ____:____ a.m./p.m. on the _____ day of _____, _____.
- (2) After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- (3) A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- (4) Effective date: _____.

Date: _____

 Elizabeth J. McEwen, Municipal Clerk

Clayton Hamilton
F/V Dial West

August 18, 2023

Hello fellow fishermen and harbor users,

I'm writing regarding the proposal for an irresponsible, 9% rate increase that is coming down the pipeline here in the Juneau harbors.

I say irresponsible because the cost of operating the harbors has *not* in fact undergone any recent or dramatic changes.

Of course, the cost of everything has gone up and seems to just keep going up, but that's why the harbor rates are already tied to the Consumer Price Index and are adjusted annually.

Claims that the fees haven't changed in 17 years ignore the changes made to the CPI adjustment formula, just last year.

If you review the Harbors' own information about "cost drivers" I believe you will clearly see, as I do, that it is not the local harbors that are driving this issue, it is the cruise ship docks, the liability of operating them, the unfunded security mandates incumbent to them and the fact that cruise ship fees haven't changed since 2005! We, the local harbor users, are subsidizing cruise ship infrastructure and that is plain backwards.

The fact that the board responded to a financial short fall during the pandemic, by hiring an expensive outside consultant to tell them their own business, should make you perk-up and want to pay attention.

Local harbor business continued through the covid years and will continue through thick and thin; unlike the cruise lines and their associated business which will just shut down and pack up shop when things get tough.

The harbors are a public utility. They are not a "for profit" enterprise.

The cruise ship docks on the other hand SHOULD provide a profit for our community.

We hear from the board time and time again how the Docks & Harbors (D&H) are separate, that is it seems, until the bills come due.

If Docks & Harbors are in fact separate, then it is inappropriate to propose an "across the board" rate increase because:

If Docks & Harbors are separate, then liability should be assessed separately.

If Docks & Harbors are separate, then the personnel costs of each should not be conflated.

If Docks & Harbors are separate, then the facilities of each and the costs of operation of each should be assessed separately.

I conclude by again encouraging you to look at the D&H's presentation, the product of that very expensive, outside consultation. You will see that the Harbor's enterprise fund is CURRENTLY OPERATING IN THE BLACK. Simply put we do not need to increase the cost of this public utility. An increase in the cost of the harbors will disproportionately affect local users, the smallest local businesses and the liveaboard community. We already have the most expensive harbor in the region. We should not raise the rates of this vital public utility without extremely good cause.

If you agree that we should not raise harbor rates, tell the harbormaster, the D&H board, and also the Juneau Assembly, "I do not support a rate increase for the harbors."

The 21-day public comment period about this rate increase is scheduled to open August 31st. While this is a busy time for many, it is important to speak up if you can.

If you have commented before, please do so again – your comments were not recorded in the board minutes and the D&H board is reporting that there is no opposition to this proposal. A public meeting is scheduled for Sept. 28th. Please come and share how you feel!

Thanks for taking the time to read this and to consider these important issues. I firmly believe that we all must participate for the public process to work.

Clayton Hamilton
F/V Dial West
fvdialwest@gmail.com

Docks & Harbors Website on 9% Rate Increase: <https://juneau.org/harbors/proposed-rate-increase>

Summary of Rate Setting Report: https://juneau.org/wp-content/uploads/2023/06/Harbor-Rate-Study-Summary_Oct2022.pdf

Docks & Harbors Fee Increase Brochure: https://juneau.org/wp-content/uploads/2023/06/Fees-Trifold_final.pdf

Harbor Board: HarborBoard@juneau.org

Assembly: BoroughAssembly@juneau.org

Harbor Master: harbormaster@juneau.org

From: [Fishing Vessel Dial West](#)
To: [Harbor Board](#)
Cc: [Borough Assembly](#); [Christine Woll](#); [Gregory Smith](#); [Wade Bryson](#); editor@juneauempire.com; emily@alaskahousing-homelessness.org; [Karla Hart](#); [Kathy Hansen](#)
Subject: comments for harbor rate increase proposal
Date: Tuesday, September 12, 2023 8:51:46 AM

I am writing to comment on the proposal for an "across the board rate increase", effective 2024. The very premise of this flat increase in both dock's and harbor's fees is contrary to the fact and principle that these are two separate enterprise funds and should be managed separately.

Dealing with the harbor rate suggestion separately, as it ought to be, a rate raise is unnecessary and unwarranted.

Rates are already tied to the CPI and adjusted annually. Further, the harbor fund is CURRENTLY OPERATING IN THE BLACK so we do not need to raise the cost of this important public utility. The cost of utilities, any utility should not be subject to sudden changes. This negatively impacts local businesses and the residents who can least afford it.

I would add two further points about the harbor rate suggestion;

1. We already have the most expensive harbor in Southeast, moorage is the highest, discounts that are available in other communities are not offered here and services seem to be about 130% as expensive as everywhere else in the region. We are driving away small businesses and seasonal users.

2. The harbors are home to a large number of people. This is some of the most affordable housing in Juneau. Over a year ago, (ironically while the city was providing housing assistance) the harbor board proposed a totally spurious, 100% increase on the liveaboard fee. Based on subsequent conversation, I understand that as many as 1/4 of the year round slips are liveaboards. This makes the city one of the largest landlords in our community. While the assembly may be comfortable delegating this responsibility to the board, I think that we, as a community, need to be careful about impacting the housing security at the most affordable end of the market. I have also spoken to the Juneau Housing Coalition about this. Juneau is the only community that I know in Alaska that levies a "liveaboard fee" or tax as some might call it, on these, most -affordable-houses in our community. This seems particularly hypocritical in light of our total lack of interest in levying fees on the richest (for profit & non local) players in our community.

Regarding dock fees; I support large increases wholeheartedly. The fact that cruise ship fees have not changed since 2005(!) is embarrassing to say the least, it shows a complete failure (& one might add lack of interest) on the part of our harbor-board leadership, to protect locals and local resources. I think the fact that cruise ship fees have not changed in almost 20 years suggests an unhealthy, even suspicious, lack of action. I hope new membership and specifically, NEW BOARD LEADERSHIP IN THE NEAR FUTURE can help to alleviate this.... I hate to think that there might be conflicts of interest that more fully explain this negligence.

Finally, with regard to the harbor fund particularly but also docks management.

MAYBE WE SHOULD TRY SAVING MONEY INSTEAD OF RAISING RATES

I have never, not once, heard a single initiative to save money or cut costs. If the harbor fund is concerned about future solubility, maybe we should shrink our footprint. Why do we need to send harbor employees to maintain ramps that are in state parks (pt bridget and taku harbor) who we are trying to impress?

Making the juneau harbors cheaper and easier will stimulate more local business.
We need to protect core services and local access and invest LESS in tourist (cruise ship) infrastructure.

A healthy local economy is a diverse local economy.

--

Clayton Hamilton
FV Dial West

From: [Jonny Antoni](#)
To: [Harbor Board](#)
Subject: Harbor rates
Date: Wednesday, September 13, 2023 12:15:27 PM

Hello,

I would like to voice my opinion on the rising harbor rates. I am opposed to raising the harbor rates above the annual cpi adjustment. I support a separate cruise docks rate raise.

I believe it is important for Juneau to have a diverse economy. By raising harbor rates it puts add pressure on a dwindling fishing industry. The fishing industry ensures the year round use of Juneau's harbors, added pressure pushes fishermen out of Juneau for the winter months creating a less stable economy for the city on Juneau.

Thank you for taking this under consideration.

Jonny Antoni
F/v Frances G

From: [Burke Bohnsack](#)
To: [Harbor Board](#)
Subject: Fwd: Harbors 9% rate increase
Date: Wednesday, August 30, 2023 12:39:21 PM

Sent from my iPhone

Begin forwarded message:

From: Burke Bohnsack <bohbur@gmail.com>
Date: August 30, 2023 at 12:15:56 PM AKDT
To: harborboard@juneau.gov
Subject: Harbors 9% rate increase

Hello

My name is Burke Bohnsack and I am a commercial fisherman, harbor user, and year round resident of Juneau. Im writing to voice my concerns about the proposed 9% moorage increase. I feel that this increase puts an unfair burden on local residents and especially year round harbor users. According to the recent study, annual moorage in Juneau is already the highest rate in SE Alaska and these stats don't even include the recent CPI based rate increase on harbor users. Also looking at the docks and harbors unfunded expenses, the vast majority of those costs (USCG security measures/ insurance costs) are directly related with the cruise industry. In conclusion, it seems that docks and harbors wants local residents and year round harbor users to shoulder an unfair financial burden. Cruise ships haven't seen a rate increase since 2005! Cruise ships were the main reason for Covid related budget shortfalls and finally the majority of docks and harbors unfunded expenses are directly tied to the cruise industry. Local residents are a consistent revenue source for the harbor department and are unable to simply pass increased costs on to others as the cruise industry can easily do to their customers. Please reconsider the 9% moorage increase so residents aren't subsidizing the cruise industry.

Burke Bohnsack
F/v Skadi

From: [Mark Stopha](#)
To: [Harbor Board](#)
Subject: Comments for 9% harbor fee increase proposal
Date: Tuesday, September 5, 2023 11:37:43 AM

Dear Juneau Harbor Board:

Using the consultant's justification that because harbor fees are a small part of boaters expenses, all fees should increase by 9%, I'd like to suggest increasing the moorage fees for cruise ships by an ADDITIONAL amount suggested by the current 9% proposal, and to keep harbor fees the same as they are now (including the annual CPI increase as necessary) for Statter, Harris, Aurora and Douglas Harbor, where primarily resident Juneau boat owners moor their boats, as well as keeping launch ramp fees the same as they are now.

The additional surcharge I propose to the proposed 9% increase for cruise ship moorage fees would be equivalent to a dollar per passenger. Since we now have about 1.4 million passengers coming each year, this additional income of \$1.4 million would be double the \$700,000 the consultant estimates the new fees they suggest would raise across all fee increases, and therefore there would be no need to increase fees for local users at the harbors or ramps, other than for the CPI.

I talked to a person (Andrea, I think was her name) at the Port Office and got ballpark estimates for of an "average" larger cruise ship of \$25,000/day for moorage fees and about 4,500 cruise passengers per ship. If there is a 9% increase to the moorage fees, that would make an increase of \$2,250 to the moorage fees or \$2,250/4500 passengers = 50 cents per passenger. An additional \$1 per passenger increase to that increase in moorage fees would be \$1.50/passenger.

This would be a specific surcharge on cruise ship moorage fees, and NOT an increase to the "head tax", since the head tax has specific things it can be spent on. The surcharge would be only to moorage associated fees to the cruiseship company, and not individual passengers, so the money would go to the harbor fund. If the fee can't be based on the specific number of passengers due to legal issues with the use of the money, then simply increase the dockage fees above the 9% proposed by the consultant based on some estimate of \$1/passenger that is based on past passenger capacity, cruiseship size, etc. Or just by using averages and the scenario in the previous paragraph, increase the fees by an average of \$6,750, or 27%.

This may seem like a large increase, but on a per passenger basis, it is not. A quick search for Holland America (which I used simply because it came up first in the search) showed the least expensive cruise next year is \$349/week. Adding an additional \$1.50 to a trip will add, at maximum, less than one half of one percent (\$1.50/\$349.00) to the cost of a cruise. Of course, the percentage increase to the passenger fare would be even less for the higher fares offered on the cruise ship shown on the website.

A rational person could make the same conclusion to this tiny increase as the consultant and Port Director did to a blanket 9% increase to everyone's harbor fees: that cruise passengers will not be sensitive so such a modest rate increase. Surely, \$1.50/passenger is not going to be a deal breaker for a passenger to come to Juneau on a cruise.

Justification for this tiny increase per cruise ship passenger cost of moorage for Juneau Harbors is that much of the impacts to the harbors are driven by the cruise ship industry. Juneau, as a town, has not significantly increased in population over the past 2 decades. It's not local users that are driving harbor impacts.

The recent expansion to Statter Harbor, for example, was necessary to accommodate the ever increasing number of whale watch vessels, while Aurora Harbor, which is largely used by locals, remains unfinished. The Statter Harbor expansion, however, does not accommodate nearly the number of charter vessels using the harbors that are here to cater to the cruise industry, as many charter boats are smaller vessels that charter for both whale watching and sport fishing, and jockey for a tie up spot in the harbor with the rest of us.

Also of note is that while our daily and monthly moorage fees are not in the higher end of fees when compared to other harbors in the region, the annual fees - which have the most impact to full time resident commercial fishermen

and locals that keep their boats in the water year round - are among the highest in the region, and another reason not to increase those fees. In fact, a reduction in those fees should be considered. In addition, most of the charter vessels that cater to the cruise industry are hauled out in the winter, so do not continue paying moorage to the harbor fund in the off season.

Increasing the cruise ship moorage fees by a surcharge based on the number of passengers, in addition to the increases recommended by the consultant and staff, would proportionally mitigate the impacts to the harbors by the number of cruise ship passengers. It would also somewhat mitigate the impacts to Juneau resident boaters who find it difficult or impossible to find either a tie up spot or parking spot in the summer - especially in Statter Harbor - when their harbor is full due to the number of charter vessels moored there.

This seems like a simple solution to allow the cruise ship industry to help pay for impacts to our harbor system at a minimal financial impact to cruise passengers.

Thank you for your consideration.

Mark Stopha, North Douglas

From: [Max Stanley](#)
To: [Harbor Board](#)
Subject: Proposed Fee Increase
Date: Monday, September 18, 2023 3:31:38 PM

Harbor Board Members,

Thank you for the effort and time you devote to being on the D&H Board. I am an owner of two businesses that are commercial users of the harbors and a frequent personal user. I am writing in response to the proposed fee increase. It is not surprising that costs have gone up and D&H is looking to raise revenue. I support increasing revenue however I do not support an across the board rate increase for harbors.

What I do support is an increase on cruise ship berthing fees. I have not reviewed the financials showing revenue from every source but it seems plausible that dockage rates could be raised on vessels over 200' (at all harbors) to an amount sufficient to raise all desired revenue. Cruise ships have had a banner year and it seems that they will still be willing to pay an extra xx% for dockage as the premium for space downtown is so great. If it turns out that this reduces the number of cruise ships, many in Juneau will applaud. And if someone has a private vessel over 200', dockage is a de minimis expense that will not affect their behavior. The demand for Alaska is not going to go down.

Who isn't having a banner year are fishermen. The lowest all time price and a fee increase will be challenging to many fishermen in Juneau, the residents of Juneau.

Rather than increase rates on everyone, increase the rates on those (cruise ships and yachts) that are users of our town, not residents; those that are doing very well financially. This would be a way to raise revenue that would see much support and little opposition from the residents of Juneau.

Thank you,

Max Stanley

--

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Port of Juneau

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From: Port Director
To: Docks & Harbors Board
Date: September xxth, 2023
Re: Public Comments – 9% Rate Increase

I was asked to provide written general comments to public input received to the proposed rate increase.

- 1) Fiscally treat the two enterprises separately and raise only the Docks Enterprise rates:
 - a. Historically, Docks & Harbors has fire-walled the two enterprises to ensure revenues collected from cruise ships paid expenditures relating to serving only that industry. Similarly, harbor revenues were never used in direct support of cruise ships. Over the years, legitimate ledger balances were moved from the Docks revenue to Harbors revenue (i.e., vendor booth sales, tide land leases and downtown yacht moorage). In general terms, the Harbor Enterprise annual operating budget is twice that of the Docks Enterprise.
 - b. The Board debated the efficacy of combining the two enterprises (Docks & Harbors) into a single fiscal balance sheet. At one time, it was believed that it was legally necessary to maintain two accounting systems to comply with federal law (i.e., Tonnage Clause of the Constitution). It is now generally accepted that the funds could be comingled into one account; however, the Board saw value in operating the two enterprises separate from each other.
 - c. It was presented that the pandemic required the Docks Enterprise to withdraw ~\$1M from its fund balance where the Harbor Enterprise ran in the black, in part to austerity measures. Had the enterprises been combined, it would have appeared that the Harbors Enterprise was subsidizing cruise ship operations. Additionally, the recent Title 85 memo drafted by the City Manager suggests that future Board actions will not have “rate setting responsibilities” for municipal cruise ship docks.
 - d. The Board in the 9% rate setting process reasoned it was equitable to treat each enterprise separately but increase the rates the same.
 - e. The cruise industry would counter that the passenger fees collected by CBJ (\$22M in CY23) is already an order of magnitude greater than what is currently collected by the Docks Enterprise for dockage and port maintenance fees (~\$2M in CY23). This industry would argue any increase is too much as cruise ships continue to recover from the two years of the federal government shutdown.
 - f. The argument to pass along fees to faceless international corporations is a rational human response. Harbor users are also prone to increases which are market driven in which the customer must make financial decisions. These increases include: vessel operating costs, fuel, manufactured equipment,

insurance and if a commercial fisherman, bait, permits and crew costs. Rate increases (i.e., moorage, storage, cranes, etc) proposed by a municipal entity are the only expenditures which a patron can reasonably appeal.

- 2) Juneau Harbor system is already operating in the black and doesn't require additional revenues:
 - a. The Harbor Fund balance is less than \$2M as of June 30th, 2023
 - b. The Harbor Enterprise has extraordinary costs for patron needs, for example:
 - \$1.5M shortfall to complete Aurora Phase IV (even with \$5M ADOT grant)
 - \$1.5M total need for Statter Breakwater study (only \$500K local match for FY24)
 - \$500K local match if successful for MARAD PIDP grant for Aurora drive down float
 - \$400K/year increase in FY24 (from FY22) to the CBJ insurance pool
 - \$300K potential offer to purchase Ketchikan breakwater as net float
 - \$100K/annually for UAS lease
 - \$50K for lighting Douglas Harbor parking lot
 - \$50K for Harris Harbor security gate
- 3) Juneau is already too expensive of a harbor system:
 - a. No evidence of rates driving away small business – healthy waitlist for downtown & Statter
 - b. Comparing Sitka “permanent moorage” [rates](#):
 - \$4.64/LF per month (July 2022) vs \$4.97/LF per month (July 2023) for Juneau downtown harbors;
 - If patron would pay 12 months in advance the rate would be \$4.47/LF in Juneau downtown;
 - \$8.28/LF per month (July 2023) for Statter Harbor with multiyear waitlist.
 - c. Comparing Sitka “transient moorage” [rates](#):
 - \$1.44/LF per day (0'-80') in Sitka (July 2022) vs \$0.66/LF per day at all Juneau Harbors
- 4) Juneau Harbors are an affordable housing alternative:
 - a. Citing: 85.10.030 - Policy and intent; use of harbor. *It is hereby declared to be the intent of this title to favor the use of the facilities of the boat harbor by commercial fishermen, government vessels, commercial vessels in trade and commerce, and pleasure craft, and by the general public at large. It is further the intent of this title to prevent and discourage the use of the facilities of the boat harbor by boats which have been abandoned by their owners to the point of becoming derelicts as defined in chapter 85.05 or becoming a charge and nuisance to the City and Borough, the port director, and the general public, or which are unsafe, or which are not used, or are not fit to be used, regularly for transportation on the water.* No where in Title 85 is the Board directed to prioritize live aboard vessels over vessels engaged in transportation.
 - b. Sitka live aboards pay the resident charges for refuse, water & sewer (>\$160/month)
 - c. Haines allows live aboards only April through October for \$75/month
 - d. Skagway's Harbormaster is directed, in code, to discourage live aboard but assesses \$60/month fee
 - e. Homer does not assess a live aboard fee but limits live aboards to 3 months per year
 - f. It was the Port Director, not the Harbor Board, who proposed a 100% increase to Juneau Harbor live aboards in 2021. The Board voted down the proposed increase by the Port Director. Additionally, it is the Port Director's opinion that live aboards should be dissuaded from use of all transient harbor facilities.
- 5) Saving Money vs Raising Rates
 - a. Staff executes the fiscal priorities of the Board.
 - b. The Board could decide to close facilities; however, it is unlikely there would be substantial savings

the Harbor Enterprise. For example, closing Douglas Harbors would be a net revenue loss or closing Amalga Harbor would not yield great savings to the Enterprise.

c. Docks & Harbors does manage Taku Harbor but does not receive revenue. Additionally, we do not budget significant harbor operations funds into maintenance. We have leveraged federal grant money for repairs in 2017 and are planning to use 1% Sales Tax money with federal grant money in 2024.

d. The Harbor Enterprise has been solvent for the past 12 years with revenues exceeding expenditures. The largest expenditure is staffing, which has not appreciably changed over the past decade. There has been perhaps one Administrative Assistant position and a nighttime security Harbor Officer added in the past 10 years.

6) Statter Harbor is Chaotic (euphemism)

a. Docks & Harbors has made significant, positive community infrastructure improvements at Auke Bay. Statter Harbors is the largest generator of revenue when compared to other CBJ harbors. Its producing 40% of all small boat harbor income, not including \$500K in passenger-for-hire this CY.

b. In 2009, Statter Harbor supported a very small footprint: transient moorage, DeHarts Marina, a boatyard, bus drop-off for whale watching charters, landing craft for regional transportation, launch ramp with a dozen truck & trailer parking spots.

c. In 2023, Statter Harbor is easily the busiest harbor in Alaska supporting: new reserved moorage, a boatyard move to ABLF, exclusive ABLF facilities for landing craft, expanded moorage exclusively for charter vessel, bus drop off, a launch ramp with 100 truck & trailer spots and 84 vehicle spots. It is a safe and well-coordinated harbor and we continue to take steps for improvements such as creating additional moorage at the ABMS, year-round bathrooms for all patrons, engaged loading zone oversight and discouraging kayakers from paddling through the heart of the harbor.

d. Docks & Harbors manages public infrastructure for community use and invests in projects which have a propensity to be funded using our fund balance as leverage for grant opportunities. Whether Docks & Harbors should be picking moorage winners & losers, that would be a policy decision to favor one group over another (commercial fishermen over charter operators over live aboards over recreational users).

e. The criticism that Statter Harbor is chaotic because someone can't find moorage (or is unwilling to pay for a reservation) is not defensible. Docks & Harbors inherited a transient harbor from the 1980's that doesn't meet the current demand in Auke Bay. We do have a vision to expand Statter Harbor and have been diligently working with the Army Corps for breakwater recapitalization since 2018. There are no short-term solutions to meet the increase in mooring demand in Auke Bay. The suggestion that Statter Harbors is "chaotic" because space is limited is nonsensical.

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