



DOCKS AND HARBORS REGULAR BOARD MEETING AGENDA

October 26, 2023 at 5:00 PM

City Hall Conf. Room 224/Zoom Webinar

<https://juneau.zoom.us/j/83844125793> or 1-253-215-8782 Webinar ID: 838 4412 5793 Passcode: 803071

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

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

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

MOTION: TO APPROVE THE AGENDA AND 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.](#) September 28th, 2023 Board Minutes
- [2.](#) October 4th, 2023 Special Board Minutes

F. CONSENT AGENDA

- a. Public Requests for Consent Agenda Changes
- b. Board Members Requests for Consent Agenda Changes
- c. Items for Action
- [3.](#) Calendar Year 2024 Board Schedule

Presentation by Port Director

Recommendation: To approved the proposed 2024 Calendar.

- [4.](#) Resolution 3045 in Suport of full funding ADOT Harbor Facility Grant

Presentation by Port Director

Recommendation: To adopt Resolution 3045.

- [5.](#) Resolution 3046 in support of increasing maximum ADOT Harbor Facility Grant from \$5M to \$7.5M

Presentation by Port Director

Recommendation: To adopt Resolution 3046.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

G. UNFINISHED BUSINESS

6. Public/Private Partnership (P3) with Marine Exchange of Alaska
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO DIRECT STAFF TO EXECUTE MEMORANDUM OF AGREEMENT (MOA) PURSUANT TO CONSTRUCTING A JOINT FACILITY NEAR AURORA HARBOR .

7. Title 85 Proposed Changes
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO DIRECT STAFF TO DRAFT CORRESPONDENCE TO ASSEMBLY AND CITY MANAGER CONSISTENT WITH BOARD DISCUSSION.

8. Downtown Safety Railing Funds Transfer Request
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO COMMENCE PROCESS TO CREATE CAPITAL IMPROVEMENT PROJECT (CIP) AND TRANSFER \$500K FROM THE DOCKS ENTERPRISE FUND BALANCE.

H. ITEMS FOR INFORMATION/DISCUSSION

9. Board Input to CBJ Legislative Priority List
Presentation by Port Director
Board Discussion/Public Comment

I. COMMITTEE AND MEMBER REPORTS

1. Operations Committee Meeting Report
2. Assembly Lands Committee Liaison Report
3. South Douglas/West Juneau Liaison Report
4. Member Reports

J. PORT ENGINEER'S REPORT

K. HARBORMASTER'S REPORT

L. PORT DIRECTOR'S REPORT

M. ASSEMBLY LIAISON REPORT

N. BOARD ADMINISTRATIVE MATTERS

- a. Operations Committee Meeting - Wednesday November 15th, 2023
- b. Board Meeting - Thursday November 30th, 2023

O. 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.



DOCKS AND HARBORS REGULAR BOARD MEETING MINUTES

September 28, 2023 at 5:00 PM

City Hall Conf. Room 224/Zoom Meeting

- A. CALL TO ORDER** – Mr. Etheridge called the meeting to order at 5:00pm in CBJ Room 224 and via zoom meeting.
- B. ROLL CALL** - The following members attended in person or via zoom: James Becker, Paul Grant, Debbie Hart, Mark Ridgway, Annette Smith, and Don Etheridge.
- Absent:** Matthew Leither, Shem Sooter, and Albert Wall.
- Also in Attendance:** Carl Uchytel – Port Director, and Teena Larson - Admin Officer.
- C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES** – No Changes
- MOTION By MR. GRANT: 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. August 31st, 2023 Board Minutes – Hearing no objection, the minutes were approved as presented.
- F. CONSENT AGENDA**
- a. Public Request for Consent Agenda Changes - None
 - b. Board Request for Consent Agenda Changes - None
 - c. Board Action
2. Boat Shelter Sale - Board Right-of-First Refusal to Purchase
- RECOMMENDATION: TO WAIVE THE DOCKS & HARBORS BOARD RIGHT-OF-FIRST REFUSAL TO PURCHASE BOAT SHELTER AG-26 FOR \$40K.
- MOTION By MR. RIDGWAY: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.**
- Motion passed with no objection.
- G. UNFINISHED BUSINESS** - None
- H. NEW BUSINESS** - None
- I. ITEMS FOR INFORMATION/DISCUSSION**
3. Proposed Harbor Rate 9% Increase
- Mr. Uchytel said in the packet on page 17 is the schedule that we have been following for 20 months. Next Wednesday is the public hearing for the rate increase. Tonight is another opportunity for the Board to be familiar with all the comments received to date. Docks & Harbors is still receiving comments up to Tuesday October 3rd. Changes since the last Operations Committee meeting is the amended memo on page 45 in the packet based on the information from that meeting, and he added the Special Board Agenda draft. The special board agenda has 26 regulations item by item stating what the regulation is, he will do a presentation on how much the regulation is going up and how much we expect to receive in revenue based on that change. On the special board agenda he highlighted (E.) on page 48 which is public comment on the process to increase all rates 9%. If there is a member of the public that wanted to comment on the process that is the time to speak. There are also other

opportunities to speak on any of the regulation changes on the agenda. The meeting on October 4th will be in the Assembly Chambers due to CBJ room 224 already occupied.

Board Discussion

Ms. Hart commented that providing the agenda ahead of time is super helpful for the public to know the process and when they can speak on specific regulation changes.

Mr. Ridgway commented that the Board has kept to the original schedule shown on page 17 in the packet. How much flexibility is there with the last three remaining items on that schedule?

Mr. Uchytel said the Board has all the flexibility for changes. The Board members would just need to make recommendations for changes.

Ms. Smith asked if Mr. Stopha's public comment email regarding the per passenger surcharge had been brought to CBJ Law to review to see if that is something we could charge and it would not be considered a head tax? She said she noticed that was not addressed in the draft memo on page 45 in the packet.

Ms. Wright said her initial response would be that this would be a head tax and something we would not be able to do but she will get a copy of the letter and do more research to provide a for sure answer on October 4th.

Mr. Ridgway said that when this originally went out, there were some user groups that requested a schedule so they could budget for them. Would there be scheduling impacts if the Board did not follow the proposed schedule on page 17 in the packet?

Mr. Uchytel said this 9% rate increase has been discussed for nearly a year now so this is not a surprise. Anyone paying attention knows that the Board has been contemplating since September 2022 raising fees 9%. The Board members have heard requests to do this increase over three years and that decision is with the Board.

Public Comment

Mr. Clayton Hamilton said it is not too late for the Board to decide to do the right thing. This increase is wildly unpopular among the fisherman he has spoken to. The rebuttal letter is lacking in facts. It is not too late and the Board does not have to push this really unpopular thing through and he asked the Board to consider that.

Mr. Jason Kohlhase said we are going into October and not at the end of the commercial fishing season but we are getting close. Most of the fisherman that use our harbors are winding down for the year. Statewide this year has been very difficult financially within the entire fishing sector. He said the last time the fishing industry took such a financial hit was in 2001. He provided an example of a permit last year was about \$260,000 in Bristol Bay and in 2001 it was about \$15,000. Now this year we are comparing our situation to 2001. He would ask the Board to consider that and maybe do a stair step into the rate increase over a year or two or three. He understands expenses are going up and we all have to pay for stuff. He wants the Board to recognize that there is financial distress within the commercial fishing sector of your harbor users.

4. October Operations-Planning Committee Meeting - Proposed Date Change
Mr. Uchytel said the next Operations Committee was scheduled for October 18th and that is the same date as Alaska Day. He is proposing to move it to October 19th.

Board Discussion

Mr. Ridgway commented that he did not have a problem with moving it to the 19th.

Ms. Smith asked why move it because that could be a date that more people could attend.

Mr. Etheridge said that is a holiday that staff has off and the CBJ buildings will be closed. The meeting was moved to the 19th.

Public Comment - None

J. COMMITTEE AND MEMBER REPORTS

1. Operations Committee Meeting Report

Mr. Ridgway reported the Committee discussed –

- The Boat Shelter sale on the consent agenda tonight
- Mr. Creswell gave a presentation on the survey results which was very successful
- The memo in the packet regarding the proposed rate increase comments.
- There was also the red lined version of title 85 that Mr. Watt provided for the Board to review.

2. Assembly Housing, Lands & Economic Development Committee Liaison Report –

Mr. Becker said he did attend the meeting. There was not anything affecting Docks & Harbors.

3. South Douglas/West Juneau Liaison Report – Ms. Smith said there has not been a meeting.

4. Member Reports –

Mr. Becker said he scheduled the Docks & Harbors Christmas Party for December 16th.

Ms. Smith said there are several meetings that the Board has heard about the boat shelter sales and there is no interest in purchasing any of them. She is wondering if there is something the Board can change so they do not need to be brought to the Board because she thinks it is a waste of time.

Mr. Ridgway commented that this is not really a big lift and was put in regulation at some point for a reason.

Ms. Hart said at the Operations Meeting she brought up an idea that she had regarding setting up a new sub-committee. She said she has a draft proposal and is looking for a process. She is hoping her proposal will be a great opportunity for the community to really look at the downtown harbor and how we can provide added benefit to the community.

Mr. Etheridge said he is appointing Ms. Hart Chair of the Special Committee and he asked Ms. Hart to work with Mr. Uchytel and get her proposal out to the Board through Mr. Uchytel.

Mr. Ridgway reminded the Board that we are actively looking for a future boatyard area.

Ms. Hart commented that one thing to think about with the property near DIPAC that the City owns and leases out is that it has access to the channel and could be an additional haul out facility. She requested to have this put on the Operations Agenda to look at further.

Mr. Ridgway asked staff to add the property discussion to the next Operations Agenda.

K. PORT ENGINEER'S REPORT –

Mr. Uchytel reported for Mr. Sill –

- We made an award to Chatham Electric our Term Contractor to install four fixed lights in Douglas Harbor parking lot and the work will be completed by the end of January.
- We are waiting on the RFQ out for the Harris Harbor Security gate and once we receive the gate, we will execute a contract with Carver Construction our Term Contractor to install it.
- We are in discussion with Travel Lift to make repairs to the existing leased travel lift at the downtown boat yard.

L. HARBORMASTER'S REPORT - None

M. PORT DIRECTOR'S REPORT –

Mr. Uchytel reported -

- Mr. Creswell has been nominated to be Harbormaster of the year for the State of Alaska and he will be receiving that award tonight.
- The AAHPA conference has been very good. The Ketchikan Harbor is in the process of raising their fees 68% after the coming election and this will be over a period of four years.

Mr. Ridgway would like to hear if there has been any other discussion on how other Southeast Communities are dealing with increased costs and adjusting rates in light of the very bad year for fisherman.

N. ASSEMBLY LIAISON REPORT –

Mr. Bryson reported –

He commented that he noted that if he is on the Land Committee again he will be bringing the property Ms. Hart was talking about to the Lands Committee attention because they have been looking for waterfront property as well for City benefit.

- The COW had a presentation on whale watching from a group that has been self policing their whale watching.
- Hazard maps were discussed and the potential removal of hazard maps in Juneau and what impacts that would have.
- At Public Works and Facilities we are still having that discussion on river flooding.
- The Juneau Douglas north crossing field study work has begun and should be finished by the end of October.
- This is his last meeting as Docks & Harbors Liaison.

O. BOARD ADMINISTRATIVE MATTERS

- a. Special Board Meeting & Public Hearing - Wednesday, October 4th, 2023

Mr. Grant said he will not be able to attend this meeting.

- b. Operations Committee Meeting - Thursday, October 19th, 2023

- c. Board Meeting - Thursday October 26th, 2023

P. ADJOURNMENT – The meeting adjourned at 5:34pm



DOCKS AND HARBORS SPECIAL BOARD MEETING MINUTES

October 04, 2023 at 5:00 PM

Assembly Chambers/Zoom Webinar

A. CALL TO ORDER: Mr. Etheridge called the meeting to order at 5:00 p.m. in CBJ Assembly Chambers and Zoom Webinar. There was technical difficulty with the zoom participants hearing the participants in the Chambers. The meeting resumed at 5:33pm.

B. ROLL CALL: The following members attended in the Assembly chambers or via zoom webinar - James Becker, Debbie Hart, Matthew Leither, Mark Ridgway, Annette Smith, Shem Sooter, and Don Etheridge.

Absent: Paul Grant, and Albert Wall.

Also in Attendance: Mr. Uchtyl – Port Director, Matthew Creswell – Harbormaster, Emily Wright – CBJ Law, and Teena Larson -Administrative Officer.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES – No Changes

MOTION By MS. HART: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –

Emily Wright with CBJ Law. Ms. Wright said last week at the Operations-Planning Committee meeting, the question came up about Mr. Stopha's email regarding the possible surcharge added to cruise ship moorage fees and whether this was actually a head tax? Docks & Harbors can increase the dockage fees in the 200' and greater range which would be a policy call. The proposal by Mr. Stopha adding a fee to a cruise ship passenger would be considered a head tax. There are no current cruise ship agreements. We did have a CLIAA settlement a few years ago. She said she spoke with the City Attorney Palmer and if Docks & Harbors wants to raise the head tax that will need to be done separately.

Ms. Smith asked if we implemented a surcharge, would it be subject to the lawsuit that directs how money can be spent under the head tax.

Ms. Wright said that is correct. The surcharge Mr. Stopha proposed was based on per vessel/per passenger and that would be subject to the head tax.

E. PUBLIC COMMENT ON THE PROCESS TO INCREASE ALL RATES 9%.

Mr. Etheridge commented this topic will be limited to clarification questions only.

Clayton Hamilton, Juneau, AK

Mr. Hamilton said he is a fisherman and has been following this for a while. He started by thanking the board for backing off a flat rate raise because that was crazy and insane and totally unjustified at least. He commented that the 26 motions on the agenda address Docks & Harbors as they are one enterprise. He said the Docks side is facing growing costs and the Harbors are already chipping in more than their share. The solution would be to move ahead on the first three motions increasing the Docks fees and leave the Harbors alone because they are in the black. There are two separate enterprises in which we are talking about Docks short comings with rapidly growing costs. Why are we talking about Harbors at all because we are in the black, doing fine, and no reason to raise rates. He would leave all harbors fees alone. He said he is not against tourism, but the Harbor users are paying too much. He commented that he appreciated Mr. Uchtyl bringing Ketchikan fees forward and suggested the Harbors should be tied to a regional average based on a statewide average. There is already an annual adjustment and the Harbors is doing fine. He said he is

pleased by the progress made but do not destroy local businesses and impact local residences negatively by raising rates.

Shane Krause, Juneau, AK

Mr. Krause said he is a liveaboard and recreational user and owns two vessels in the Harbor totaling 100' of dock. He supports the fishing industry and all commercial users. He said this is a big impact to him and his family. He used to work for the Port of Friday Harbor as the leasing agent responsible for adjustments and he has never seen something like this as a flat recommendation. He said the survey that was done was flawed and should be readdressed. He said he fully supports raising fees for the cruise ships, they are big money and taking the majority of their money back with them to their town. They own too many businesses in town and the money does not stay here. On the Harbors side, there is no need to raise fees because it has been in the black. The Harbors does not need to grab the money and keep doing projects one after another. The Harbors is currently in the black and if a project needs to wait a couple of years because it does not have enough money, then it will just need to wait. He said meanwhile, maintenance is not being held up. He has asked for the Douglas parking lot pot holes to be fixed and they are just getting worse every day it rains. Nothing has been done but promises were made to put chip seal on the lot to protect vehicles. He is not sure if that is still going to happen. He has also heard Harbors has been working on adding restrooms with showers. He wants to know for who, because there are two restrooms right across the street. Parks & Rec manages two other facilities right close and they have the Port a Potties at the Harbors. Meanwhile, we have a lot of security issues that are not being addressed. We need gates on the ramps and more security at night and not fancy facilities. There is one security person covering all the Harbors and Docks and he is over worked. He is unable to be in all the places at once. It has been left up to the Liveaboards to provide security and documentation of things happening when people walk onto our property and steal our stuff while we are present. That is a recipe for disaster. We asked for simple things like lights in the parking lot but Parks and Rec is providing street lights along Savikko Park and there is sufficient lighting in the parking lots now. The \$50,000 set aside for the lights can be put back in the budget. The dumpsters have been being abused by the general public and more so now because the dump fees have gone up. He said in a previous meeting it was stated that the Harbors pays \$250,000 in trash fees and probably 90% of that is from outside Harbors. Yet nothing is being done. He said he was told to take pictures of license plates and confront people but he is not on the payroll and that is not his job. It is also openly stated that liveaboards should be dissuaded from using the facilities. If the liveaboard presence in the Harbors is pushed out, the problems are just going to increase. He said he reported a watermain break a few weeks ago on a Saturday at 4:30 pm when staff was heading home for the weekend and they were able to come shut it off and not have it run wide open all weekend. There was a float home in Douglas that came untied at 2:00 am. Another Liveaboard saw this and got help to get it secured. He went and further secured it in the morning. If that had ended up on the rocks overnight there would have been a bigger mess to deal with. Raising these fees will end up with a lot more derelict vessels as people are forced to abandon them. There will be more problems in the Harbors with less people there. With the fact that there is a waitlist because Aurora Harbor has not been built out is not justification to raise rates.

Lacey Derr, Juneau, AK

Ms. Derr said she is a former Board member and was on the Finance Committee that was part of this rate study. She is calling in favor of the rate increase because she knows the work that has been done and what the numbers came down to. At this time, Harbors is barely breaking even because of the cuts being made just to survive. The patrons want the services to remain and she heard in the earlier testimony that the patrons want increased services. The only way to increase services is to increase rates. This is the cost of inflation, parts, and services. This will mean her rates will increase also and this is not something she looks forward to but she knows this needs to be done in order to be successful. This is a hard decision for the Board but this is a starting point and she is in favor of it.

F. PUBLIC HEARING

1. Proposed Regulation change to 05 CBJAC 15.030 - Dockage Charges

Mr. Uchytel said this fee is for vessels docking at the Alaska Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float, the Port Field Office float, and the Inside of the Cruise Ship Terminal Float. With the exception of yachts and fishing vessels, these fees go into our Docks revenue. He stated the rate increase amounts and fiscal note change is in the packet on page eight.

Board Questions - None

Public Comment

Clayton Hamilton, Juneau, AK

Mr. Hamilton said the fishing vessel fee was charged and he did pay it. He wanted it known that this is a Docks Enterprise fee and should be moved forward and leave Harbors alone.

Board Discussion/Action -

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE DOCKAGE CHARGES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Proposed regulation change to 05 CBJAC 15.040 - Port Maintenance Fee

Mr. Uchytel said this fee is a Docks Enterprise fee and assessed at the Alaska Steamship Wharf, Cruise Ship Terminal, and the Intermediate Vessel Float. It is to provide for maintenance and improvements to the facilities. He stated the rate change and the fiscal note is on page eight in the packet.

Board Questions –

Mr. Ridgway asked if the letter in the packet from CLIAA was responded to that talked about the Port Maintenance fee being very similar to the head tax?

Mr. Uchytel said he did not plan to respond. The letter is in tonight's packet. He said he will respond if the Board wants a response. The position CLIA-Alaska is representing on behalf of their membership is that Docks should sunset the Port Maintenance fee because this was established for maintenance, and improvements to the facilities, but we are using the head tax for the majority of the maintenance and recapitalization needs. That is a fair statement, but if we did not have the maintenance fee we would have to increase dockage fees even more.

Mr. Ridgway said he sees a connection in past discussions that Statter Harbor is a more expensive Harbor as far as rates go, one of the justifications for that in an anecdotal sense is that it is a very sought-after Harbor. There are a lot of people that want to be there and that is somehow connected to the rate. In terms of the Docks fees, is that same logic used for the dockage fee and port maintenance fee that the Juneau docks are highly sought after?

Mr. Uchytel said we do not. There was an attempt a couple of years ago to raise dockage fees and the Assembly did not approve the increase. The Dockage and Port Maintenance fee has not increased or been adjusted by CPI since 2005. It is now tied to CPI as of two years ago. We have not taken the stance of adjusting sought-after docks because of the politics behind these fees.

Ms. Hart said referring to CLIA's public input letter's last paragraph, does the Docks & Harbors Board only have oversight on the Port Development Fee?

Mr. Uchytel said the Port Development Fee is a head tax and the Board does not have a direct impact on the Port Development fee. The Finance Department pays the bonds on our behalf for the cruise ship docks and Seawalk. The Port Maintenance Fee is under the Board's oversight.

Public Comment –

Clayton Hamilton, Juneau AK

Mr. Hamilton said Mr. Stopha's letter did not suggest a per passenger fee assessment. He suggested a per ship fee assessment and talked about how it would break down by the cost per passenger. There is a big difference. Everyone is afraid of duplicating a head tax but that is not what Mr. Stopha is proposing. The fee would be incumbent to the boat. This fee is very low. He would start by raising this fee by 9% and keep raising it. He suggested to see if Docks would be prepared for the next COVID year? The Port Maintenance Fee should be for maintaining the port facilities and their huge costs even during bad years.

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE PORT MAINTENANCE FEE 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

3. Proposed regulation change to 05 CBJAC 15.060 - Vessel Lightering Fee

Mr. Uchtyl said this is an anchoring fee for the cruise ships when using the Port Office Field Float or the Intermediate Vessel Float to drop off passengers. He stated what the rate will change to and the fiscal note on page eight in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE VESSEL LIGHTERING FEE 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

4. Proposed regulation change to 05 CBJAC 15.080 - Loading Permit Fee

Mr. Uchtyl said this is a bus loading fee for downtown lots for the A, B, and C zones. There is a Company fee and a onetime seat fee. He stated the fee increases and the fiscal note increase on page eight in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE LOADING PERMIT FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5. Proposed regulation change to 05 CBJAC 15.110 - Boom Truck Usage Fee

Mr. Uchtyl said Docks & Harbors owns a boom truck acquired through a Tiger Grant in 2012. He stated the fee increase and the fiscal note on page eight in the packet. The boom truck was purchased with the idea that we could help commercial fisherman move their gear around. The fee was intentionally higher than other commercially available boom truck so not to compete with them. The direction was to only move gear around our yards and not to take it to private properties. This is a very valuable tool for Docks & Harbors but in the last year there has been no revenue generated from the boom truck use. He

said it was used when the cranes were down at the Juneau Fisheries Terminal which helped commercial fisherman with changing their gear.

Board Questions - None

Public Comment –

Clayton Hamilton, Juneau, AK

Mr. Hamilton said as noted, this fee is already higher than commercially available so there is no reason to raise it. There is a private company that has a boom truck down, so it is recommended to have this ready for use. Not every Harbor has a boom truck but we are charging more than Wrangel.

Board Discussion/Action

Mr. Sooter said the \$136.00 boom truck rate is far cheaper than the current going rate of \$185.00.

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE BOOM TRUCK USAGE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

6. Proposed regulation change to 05 CBJAC 20.020 - Special Annual Moorage Fee for Skiffs

Mr. Uchytel said this fee is for open hulled vessels less than 21' in length for Aurora, Harris, Statter, and Douglas Harbor. He stated the fee increase and the fiscal note on page eight in the packet.

Board Questions –

Ms. Smith asked if that means that someone is paying \$30.83 monthly for their skiff?

Mr. Uchytel said that is correct.

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said he is opposed to moving this rate increase forward. This only affects locals and there are not enough spots for these skiffs already. He has used this skiff moorage fee for a couple years for his personal boat and often there is not space for a skiff. You will be charging people more for something that is not 100% provided.

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE SPECIAL ANNUAL MOORAGE FEES FOR SKIFFS 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

7. Proposed regulation change to 05 CBJAC 20.030 - Daily Moorage Fees

Mr. Uchytel said this fee is charged on a daily basis for vessel at Aurora, Harris, Douglas, Norway Point float, National Guard Float, Fisherman's Terminal Float, and Statter Harbor. We have the same daily rate downtown as we do at Statter Harbor. He stated the fee increase and the fiscal note on page eight in the packet.

Board Questions - None

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said this is just locals the Board is talking about taking the hide off. He said to not do this. Juneau is already the most expensive Harbor just looking at Downtown and Douglas and even more expensive than Sitka. He said he knows there is a discount if you can get there in the one week it is

available in July. This makes our Harbors less competitive regionally. He knows businesses that have moved to Hoonah, Pelican, and Haines because of costs. We should be good to our residence and be good to our regional neighbors too. He said he would like to see a competitive harbor system in Juneau. This is already adjusted annually and do not raise this fee even higher. We do not need to do this.

Board Discussion/Action

Mr. Leither commented that he wanted it on record why he is voting for this increase. He said nobody likes this increase including himself. He said his biggest concern and the reason he is voting for this increase is because he looks at the replacement analysis in the study and the fact that we have aging infrastructure which will need replacement at some point in the future. When he first came on the Board he thought the Harbors is in the black and doing fine but if you look at the reserve replacement analysis the Harbors will need millions and millions of dollars to run what we have. He said he is not advocating this fee increase to balloon the system but replace what we have.

The alternatives would be –

- Close harbors - but they are already used to capacity,
- Take out bonds when the Harbors need to be replaced - but then we are paying interest for years and costing more in the long run,
- Depend on Government grants - but those are hard to come by and not always successful

He said looking toward the future, even though this fee increase is painful, this is the most reasonable way forward.

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE DAILY MOORAGE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

8. Proposed regulation change to 05 CBJAC 20.035 - Monthly Moorage Fees

Mr. Uchytel said there are two fees for the monthly moorage fees. There is the downtown rate (charges to vessels at Harris, Douglas, Aurora, Norway Point, National Guard, Fisherman's Terminal) and the Statter Harbor monthly moorage fee. He stated the fee increase and the fiscal note on page eight and nine in the packet. He noted that there is a 10% discount for pre-paying monthly moorage annually and 5% discount for prepaying six months moorage.

Board Questions –

Ms. Smith asked if it would be a difficult thing to pull out the commercial fisherman fleet and phase this fee in.

Mr. Uchytel said staff will do whatever is directed by the Board.

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said he wanted to address Mr. Leither's comment. He said we would not have airports, roads, or you name it without public money. Harbors are public things and built with Army Corps of Engineers money and have been maintained in the interim with Army Corps of Engineer money and when the time comes, we will get more of the Army Corps of Engineers money. He believes we should not be talking about our replacement responsibility when little communities all across the state are figuring it out. Cordova and Hoonah is figuring it out but here in the big city we can not figure it out and that is embarrassing.

Mr. Shane Krause, Juneau, AK

Mr. Krause brought up the comparison with Sitka's permanent moorage to downtown. He believes Statter is a better comparison and with that comparison Juneau is charging twice Sitka's moorage rates. We were just hit with an 8% increase and 9% on top of that is hard to swallow.

Board Discussion/Action

Ms. Hart said for discussion purposes she wanted to put a motion on the table acknowledging Mr. Leither and other public comment throughout this process.

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE MONTHLY MOORAGE FEES 9% AND ASKED FOR A ROLL CALL VOTE.

Mr. Leither commented in his mind this regulation change is to support Docks & Harbors for years and years to come but he is also acknowledging times are tough right now. He believes the rate needs to increase 9% but would be more in favor of that over two or three years.

Ms. Hart asked if Mr. Leither was asking for a friendly amendment to her motion?

Mr. Leither said he would like to make a friendly amendment to spread this fee increase out over three consecutive years with 3% each year.

Roll Call Vote

Jim Becker – Yes

Debbie Hart – Yes

Matthew Leither – Yes

Mark Ridgway – Object

Annette Smith – Yes

Shem Sooter – Yes

Don Etheridge – No

Amendment to the Motion passed

Ms. Smith wanted to clarify that the 3% spread out over three years will be in addition to the cost of living increase done annually.

Mr. Etheridge said that was correct.

Roll Call Vote on the full Motion

Jim Becker – Yes

Debbie Hart – Yes

Matthew Leither – Yes

Mark Ridgway – No

Annette Smith – Yes

Shem Sooter – Yes

Don Etheridge – No

Motion Passed as amended.

9. Proposed regulation change to 05 CBJAC 20.045 - Fee for Tenders

Mr. Uchytel said this fee is applied to tenders that moor alongside their primary vessel in the water. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions –

Ms. Hart asked who would be charged this fee?

Mr. Uchytel said this fee is not routinely used but it is in our regulation.

Mr. Creswell said he does not know of a time when this was used. When we generally think about tenders it is the yachts with reservation moorage and their tenders fall under the reservation rate for moorage. It was probably charged to the seine fleet when we had a fleet.

Public Comment

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said that is different than what Ms. Larson explained to me yesterday. This fee does apply to the tenders that work at Icy Strait and AGS. He said this will come out of his revenue ultimately. That is fine that yacht's are charged this but please leave local businesses alone and do not raise this fee.

Board Discussion/Action

MOTION By MS HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE FEE FOR TENDERS 9% AND OPEN IT UP FOR DISCUSSION.

There was no additional discussion

Roll Call Vote

Jim Becker – Yes

Debbie Hart – Yes

Matthew Leither – Yes

Mark Ridgway – Yes

Annette Smith – Yes

Shem Sooter – Yes

Don Etheridge - Yes

Motion Passed

10. Proposed regulation changes to 05 CBJAC 20.050 - Residence Surcharge

Mr. Uchytel said this fee is assessed to the owner of a vessel when the vessel is used for their residence for three or more days in a calendar month. There is an additional fee for vessels having over four individual residing aboard the vessel. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions

Mr. Becker asked Mr. Uchytel to explain how the additional charge for over four people is applied.

Mr. Uchytel said for up to four people is the regular residence surcharge. When there is a fifth or sixth person they are each charged the fee for over four residence.

Ms. Smith asked if in addition to these the residence are charged water, sewer, and electricity, or nothing?

Mr. Uchytel said they would also pay moorage, there is no water or sewage charge and we provide pump out services at all our facilities. The liveaboards typically have electricity in their name with AELP so we collect no revenue for our electrical infrastructure.

Mr. Becker commented that the fisherman just received a break by breaking down moorage 3% per year but we are not giving the Liveboards that benefit? They are paying stall rate based on their own financial circumstances whereas fisheries pay their stall rent over their product of fishing and it does not seem fair.

Mr. Leither said he is a Liveboard and he believes the last proposal for the monthly rate of spreading the 9% out over three years was passed was because that fee affects everyone with their boat in the Harbor. That does give the liveboards, fisherman, and recreational users a break. He wanted it clarified that the liveboards are also going to receive the break from the monthly fee being spread out over three years.

Public Comment

Mr. Shane Krause, Juneau, AK

Mr. Krause said there has been a list in the past published about all the benefits the liveboards receive. Those are available to everyone and not just specific to liveboards. The water service is available to everyone and some people abuse it and leave hoses running, but those are not liveboards and he has shut hoses off multiple times. The electricity is typically paid to AELP. As noted previously, the garbage is heavily abused by the general public and the liveboards garbage is not what is filling the garbage bins. The pump outs are not exclusive to liveboards. Some boats have treatment onboard and do not use the pump out facilities. Snowblowing is required for the docks. It was noted in the past that these fees need to be increased due to the snowblowing for the liveboards. These fees should not be increased but decreased because the only benefit would be the pump out because the cart is brought to the vessel and that does not affect all boats.

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said the comments in this packet do not include the comments provided by liveboards on fixed income from the August meeting where they said they were on a fixed income and he believes there were three individuals. We could look at the record but no one recorded their comments. This is not just a money grab but it is morally repugnant. This is the most affordable housing in town. He remembers a couple of years ago Mr. Leither's comments when the Board was trying to increase by 100% that the Harbors was already receiving more than what the liveboards receive. He said you can take it out of the poorest people in our community if you feel good with that, but this is bad management. He is going to keep telling everyone in town what the Board is doing, keep arguing against this, and make a stink at every level he can. The Board is hurting the poorest people in town and there is already a housing problem. He said do what you think best.

Board Discussion/Action

Ms. Hart said for full disclosure she has a houseboat in Aurora Harbor and pays this fee.

MOTION MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RESIDENCE SURCHARGE FEES 9% BUT DO 3% FOR THE NEXT THREE CONSECUTIVE YEARS.

Ms. Wright said she is currently seeking clarification on the previous motion on the moorage fees. She believes it would apply to this one as well. You can spread this out over three years but there needs to be clarity about the CPI and compounding. To do the math, are we doing 3% plus CPI for the next three years. That will end up being a lot more than just the 9% or are we doing 9% over the three years and not doing a CPI. If your intent is not touching CPI and just spreading the 9% over the three years is what she believes is the intent of the Board but she needs clarification.

Mr. Uchtyl said the intentions tonight would be to start this fee increase January 1st and the CPI is not added until the new fiscal year that starts July 1st. In this case the CPI is always adjusted July 1st. He understands the Board wanting to increase the fees by 3% in January for the next three years.

Mr. Etheridge asked Ms. Wright to provide information pertaining to a conflict of interest for Board members that are liveboards.

Ms. Wright said the conflict of interest would be the Chair's decision. The question is, whether this is broad enough in application overall, that the Chair would be comfortable allowing them to vote. Do they have a financial and personal impact. If the Chair allows the Liveboard-Board members to vote, any Board member can call a question and overrule what the Chair has decided.

Mr. Leither and Ms. Hart both declared they are Liveboards.

Mr. Etheridge ruled that the two Board member Liveboards can vote on this topic.

Mr. Leither commented that he is sympathetic to what is being discussed but his concern is when we start picking out individual groups and deciding to increase slowly and not increase other things slowly is a difficult thing to defend. Raising all the rates at the same time has been okay with him because individual groups are not being picked out. The reason he felt comfortable with the monthly moorage raising over three years was because it affects almost everyone in the Harbor so the argument of being favorable to individual groups does not apply. He does not support doing a slow increase for the Liveboard fee.

Mr. Ridgway commented that the Board has been working on this rate study for several years and this year has been economically difficult for some people. He does not believe this is the only option Board members have if there are individuals that need help. If the fisherman are *in extremis* next year, the Board can do something. The whole reason we are in this position is because over 14 or 15 years we did not adjust our rates. He did hear comment the Harbors is in the black but that does not mean there is enough money. We have to have matching funds for grants, and we have to have money in our fund balance to be able to provide services and do maintenance. The rate increase tonight that has been talked about for years does need to happen. If any member of the Board sees a specific part of our community that needs additional support we can find other ways to help them. These rates are not our only tool.

Ms. Smith made a friendly amendment to spread this 9% increase over three consecutive years.

Mr. Etheridge objected to the motion.

Ms. Hart removed her motion.

MOTION By MR. RIDGWAY: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RESIDENCE SURCHARGE FEES 9% AND ASK UNANIMOUS CONSENT.

Ms. Smith objected. She would like to add an amendment to that motion to spread the 9% out over three years. This is the most affordable housing in town, and we do have a housing problem. She believes a lot of the liveboards are on fixed or low income.

Mr. Ridgway said he appreciates this is affordable housing, and he believes at one point all or almost all the Board members were liveboards. He does not see this as the best way to address this and make it affordable housing. From a business standpoint, this is needed. If we want to find a way of assisting people, we can pursue other ways to do that.

Roll Call Vote on the amendment to the motion which is to spread the fee out for three years.

Jim Becker – No

Debbie Hart – Yes

Matthew Leither – No

Mark Ridgway – No

Annette Smith – Yes

Shem Sooter – No

Don Etheridge – No

Motion failed

Roll Call Vote on the original motion of increasing the Liveaboard surcharge fee by 9%.

Jim Becker – Yes

Debbie Hart – Yes

Matthew Leither – Yes

Mark Ridgway – Yes

Annette Smith – Yes

Shem Sooter – Yes

Don Etheridge – Yes

Motion Passed

11. Proposed regulation change to 05 CBJAC 20.060 - Recreational Boat Launch Fees

Mr. Uchtyl said this fee is for a boat trailer launching a vessel or a vehicle launching a kayak at any of our launch ramp facilities. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions

Ms. Smith asked if the people who use our launch ramp area with ATV's are charged a launch ramp fee?

Mr. Creswell said we do enforce Echo Cove but not as much as we would like. This can be a dangerous area to enforce with just one staff member. A lot of times people are out there under the influence and it can be testy with just one person trying to take enforcement. When we can we do go out with two people for better enforcement.

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said the next highest launch ramp fee he can find is Petersburg at \$75.00 annually. He said we are already winning. He said he will lay it on heavier if the Board wants. We are already winning guys.

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RECREATIONAL BOAT LAUNCH FEES 9% AND ASK UNANIMOUS CONSENT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

12. Proposed regulation change to 05 CBJAC 20.070 - Fees for Commercial Use of Boat Launches.

Mr. Uchtyl said this is a commercial user fee assessed to all of our boat launch facilities. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions

Mr. Becker commented that the passenger vessel is going to go up 9% but what about the passenger fee.

Mr. Uchytel said the per passenger fee is increasing also.

Public Comment

Board Discussion/Action

MOTION By MS HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE FEES FOR COMMERCIAL USE OF BOAT LAUNCHES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

13. Proposed regulation change to 05 CBJAC 20.080 - Passenger -for-hire fee

Mr. Uchytel said this is for the Charter Operators primarily operating out of Statter Harbor. Every vessel pays a per vessel fee and then they pay the per person fee. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE PASSENGER-FOR-HIRE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5 MINUTE BREAK

14. Proposed regulation change to 05 CBJAC 20.090 - Statter Boat Harbor Bus Lot Permit Fee

Mr. Uchytel said much like the downtown bus fee we have a bus fee at Statter Harbor. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions -

Public Comment - None

Board Discussion/Action

MOTION: TO RECOMMEND TO THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE STATTER BOAT HARBOR BUS LOT PERMIT FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

15. Proposed regulation change to 05 CBJAC 20.100 - Grid Usage Fee

Mr. Uchytel said this is a per foot fee for use of the grid. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions

Ms. Hart asked who uses this fee?

Mr. Creswell said it is a variety of users.

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said it feels like he is talking to himself. We are already paying twice as anywhere else. The grid has not been improved ever in the time he has lived in Juneau. Maybe with this increase we

will see 9% improvements or maintenance, or maybe not. He said Harri's is the only other place to get hauled out with a boat like his and due to the increases in their lease from the harbors they have increased their rates over 50%. Everyone is paying more for less. Grids are too expensive and the poorest people use this because they cannot afford to haul their boat. He said he is sure the Board already understands that.

Board Discussion/Action

MOTION By MS HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE GRID USAGE FEES 9%.

Roll Call Vote –

Jim Becker – Yes

Debbie Hart – Yes

Matthe Leither – Yes

Mark Ridgway – Yes

Annette Smith – Yes

Shem Sooter – Yes

Don Etheridge – Yes

Motion passed with no objection.

16. Proposed regulation change to 05 CBJAC 20.110 - Crane Use Fees

Mr. Uchtyl said we manage three cranes at the Juneau Fisheries Terminal and two cranes at the Auke Bay Loading Facility. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions - None

Public Comment –

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said Cordova has free cranes. A lot of communities subsidize things like that to stimulate harbor business. He said going beyond the fundamentals of what the Board is doing here by choking off the smallest and the people struggling the hardest, the cranes are hardly ever working and it should be shameful to jack up the rates. Even when you neck down the fittings and make them run slower. Even when you forget to fix them before crab season. Even when they are left inaccessible for long periods of time. He said you should be looking at services provided. If you are not providing a legitimate service, then raising rates is just exploitative and a money grab. Fix the cranes and then talk about raising rates.

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE CRANE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

17. Proposed regulation change to 05 CBJAC 20.130 - Storage Fees

Mr. Uchtyl said there are two fees under this regulation. One is for long term storage and the other is harbormaster designated space in the Aurora Harbor, Douglas Harbor, and the Auke Bay Loading Facility. He stated the fee increase and the fiscal note on page nine in the packet. He noted there has been no vessel storage fees collected for the Auke Bay Loading facility since the commercial boatyard moved to that location. He discussed this with the Harbormaster and they have decided to delete the Auke Bay Loading Facility vessel storage the next time we do regulation changes.

Board Questions –

Ms. Smith asked if this is just setting rates on our locations and this has nothing to do with Karl's.

Mr. Uchytel said that is correct.

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE STORAGE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection.

18. Proposed regulation change to 05 CBJAC 20.140 - Staff Labor Fees

Mr. Uchytel said this fee is if there are exceptional duties carried out by staff. He gave examples of when staff deals with impound vessels, or respond to an oil spill or similar type chargeable events. There is also a boat charge under this regulation. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions –

Ms. Smith asked if the staff labor fees cover the actual employee cost?

Mr. Uchytel said this fee is in excess of what we pay for a harbor officer's hourly rate.

Public Comment – None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE STAFF LABOR FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

19. Proposed regulation change to 05 CBJAC 20.150 - Reserved Moorage Waitlist Fee

Mr. Uchytel said we have a requirement that if someone wants to be put on a waitlist they need to fill out an application and pay the initial fee and then an annual fee to stay on the waitlist. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE RESERVED MOORAGE WAITLIST FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

20. Proposed regulation change to 05 CBJAC 20.170 - Private Boathouse Surcharge

Mr. Uchytel said this should be corrected in the future to Boat shelter. He stated the fee increase and the fiscal note on page ten in the packet.

Mr. Etheridge noted that he owns a boat shelter.

Mr. Ridgway noted he also owns a boat shelter.

Ms. Wright said it would be up to the co-chair if Mr. Etheridge and Mr. Ridgway had a conflict of interest.

Ms. Hart is the co-chair. She said this is similar to the Liveaboard fees and believes this is not a conflict of interest.

Ms. Wright said if any Board member objects to Ms. Harts decision this would be the time to object.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE PRIVATE BOATHOUSE SURCHARGE FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

21. Proposed regulation change to 05 CBJAC 20.175 - Fee for delivery and sale of fuel at the Auke Bay Loading Facility.

Mr. Uchtyl said this is a fee anytime fuel is delivered to the Auke Bay Loading Facility. He stated the fee increase and the fiscal note on page ten in the packet.

Board Questions –

Ms. Hart asked where this fee came from?

Mr. Uchtyl said this was increased when we renegotiated Petro Marine fuel dock lease. It is the same fee that Petro Marine pays at their fuel float in Statter Harbor. This is not used very often.

Mr. Creswell said it is used about five times per year.

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE FEE FOR DELIVERY AND SALE OF FUEL AT THE AUKE BAY LOADING FACILITY 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

22. Proposed regulation change to 05 CBJAC 20.120 - Auke Bay Loading Facility - Float Moorage

Mr. Uchtyl said this is a fee at the Auke Bay Loading Facility float. This is a highly desirable float and we encourage rapid use and turnover. There is no cost for the first two hours of use but after that it is a graduated rate encouraging people to get their work done and move off the float. He stated the fee increase and the fiscal note on page ten in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE AUKE BAY LOADING FACILITY - FLOAT MOORAGE 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

23. Proposed regulation change to 05 CBJAC 20.220 - Auke Bay Loading Facility Float - Mechanical Work Zone

Mr. Uchtyl said this fee is for an area designated by the Harbormaster for break down mechanical

work. This is not used very often. He stated the fee increase and the fiscal note on page nine in the packet.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE AUKE BAY LOADING FACILITY FLOAT - MECHANICAL WORK ZONE FEE 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

24. Proposed regulation change to 05 CBJAC 30.010 - Shorepower access fees

Mr. Uchtyl said in the packet there is a couple dozen shorepower access fee based on if it is a liveaboard, winter, summer and different amperage. Most people with reserved moorage have an account with AELP. He stated the fee increase and the fiscal note on pages ten and eleven in the packet and said the 9% increase would provide an additional \$30,000.

Board Questions - None

Public Comment – None

Board Discussion/Action

Mr. Leither asked if the \$30,000 was what we collect or if that was with the 9% increase?

Mr. Uchtyl said that is after the 9% increase.

MOTION BY MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE SHOREPOWER ACCESS FEES 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

25. Proposed regulation change to 05 CBJAC 40.010 - General moorage management policy

Mr. Uchtyl said this fee is for the vessel salvage and disposal fee. This is a tax for vessels that cannot obtain insurance. He stated the fee increase and the fiscal note on page eleven in the packet.

Mr. Etheridge noted that he pays this fee.

Board Questions -

Ms. Smith asked if the income received from this covers the amount we spend on derelict vessels?

Mr. Uchtyl said we collect about \$20,000 every year. Every time we dispose of a vessel it is approximately \$7,000.

Mr. Creswell said occasionally this does cover our costs but largely it does not. He currently has two vessels to dispose of that will be easily \$20,000 each.

Public Comment - None

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE GENERAL MOORAGE MANAGEMENT POLICY, ALSO KNOWN AS THE SALVAGE AND DISPOSAL FEE 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

26. Proposed regulation change to 05 CBJAC 40.065 - Vessel anchoring requirements

Mr. Uchytel said this fee is relatively new and a result of the LUMBERMAN. For vessels that want to Anchor for more than two weeks they need to get a permit. He stated the fee increase and the fiscal note on page eleven in the packet.

Mr. Creswell noted this has been used once in the past four years. Most vessels anchor on State tidelands and not CBJ tidelands.

Board Questions - None

Public Comment

Mr. Clayton Hamilton, Juneau, AK

Mr. Hamilton said he wonders if the LUMBERMAN would have been affected by the LUMBERMAN rule, since they were so non-compliant with everything else. With this and the uninsured fee, if you add burdens on these people that are already cut and run, they are going to cut and run. We will end up paying the disposal fees. This seems short sided.

Board Discussion/Action

MOTION By MS. HART: TO RECOMMEND THE ASSEMBLY ADOPT REGULATION CHANGE TO INCREASE THE VESSEL ANCHORING REQUIREMENTS 9% AND ASK UNANIMOUS CONSENT.

Motion passed with no action.

G. STAFF AND MEMBER REPORTS - None

H. ADJOURNMENT - The meeting adjourned at 8:02pm.

2024 CBJ Docks & Harbors OPS & Board Meeting Schedules

January 2024

Wed	1/17/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	1/25/2024	Regular Board Meeting	5:00pm-7:30pm

February 2024

Wed	2/21/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	2/29/2024	Regular Board Meeting	5:00pm-7:30pm

March 2024

Wed	3/20/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	3/28/2024	Regular Board Meeting	5:00pm-7:30pm

April 2024

Wed	4/19/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	4/27/2024	Regular Board Meeting	5:00pm-7:30pm

May 2024

Wed	5/22/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	5/29/2024	Regular Board Meeting	5:00pm-7:30pm

June 2024

Wed	6/19/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	6/27/2024	Regular Board Meeting	5:00pm-7:30pm

July 2024

Wed	7/17/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	7/25/2024	Regular Board Meeting	5:00pm-7:30pm

August 2024

Wed	8/21/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	8/29/2024	Regular Board Meeting	5:00pm-7:30pm

September 2024

Wed	9/18/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	9/26/2024	Regular Board Meeting	5:00pm-7:30pm

October 2024

Thu	10/23/2024	OPS/Planning Committee	5:00pm-7:30pm	(18th holiday)
Thu	10/31/2024	Regular Board Meeting	5:00pm-7:30pm	

November 2024

Wed	11/13/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	11/21/2024	Regular Board Meeting	5:00pm-7:30pm

December 2024

Wed	12/11/2024	OPS/Planning Committee	5:00pm-7:30pm
Thu	12/19/2024	Regular Board Meeting	5:00pm-7:30pm

2024

Docks & Harbors Board Meeting Calendar

January						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

March						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April						
S	M	T	W	T	F	S
	1	2	3	4	5	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

May						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

June						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August						
S	M	T	W	T	F	S
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Presented by: The Manager
Presented: 10/23/2023
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3045

A Resolution of the City and Borough of Juneau Supporting Full Funding (\$7,644,677) for the State of Alaska Harbor Facility Grant Program in the Fiscal Year 2025 State Capital Budget.

WHEREAS, the majority of the public boat harbors in Alaska were constructed by the State in the early years of Statehood in the 1960s and 1970s; and

WHEREAS, Alaska’s harbor facilities represent critical transportation links, are vital public infrastructure, and are essential hubs for waterfront commerce that supports beneficial economic activity in Alaskan coastal communities; and

WHEREAS, the harbor facilities in Alaskan coastal communities are ports of refuge for ocean-going vessels, and serve as the gateway for supplies, trade in goods and services, and connections to national and global markets for Alaskan exports and imports; and

WHEREAS, over the course of the past 30 years, the State of Alaska has transferred ownership of formerly State-owned harbors to local governments, allowing local control, but also significantly increasing the operational and maintenance costs that must be borne by local governments; and

WHEREAS, the majority of former State harbor facilities transferred to municipalities were at the time of transfer at or near the end of their serviceable lives; and

WHEREAS, Alaska’s municipalities have strived to allocate the resources necessary to maintain and, when possible, improve harbor facilities transferred to them by the State of Alaska, but have faced increasing challenges in managing the significant financial burdens attendant on the harbor facilities formerly owned and maintained by the State; and

WHEREAS, the Governor and the Alaska Legislature recognized the magnitude of the problem with the fiscal burden placed on local governments by the transfer of State harbor facilities to local governments, and created the Harbor Facility Grant Program in 2006 with the passage of Senate Bill 291; and

WHEREAS, the Department of Transportation and Public Facilities utilizes a beneficial administrative process to review, score, and rank applicants to the Municipal Harbor Facility Grant Program, since state funds may be limited; and

WHEREAS, for each harbor facility grant application, these municipalities have committed to invest 100% of the design and permitting costs and 50% of the construction cost; and

WHEREAS, the municipalities of the Sitka and Juneau have committed to contribute half of their project cost in local match funding for Fiscal Year 2025 towards harbor projects of significant importance locally as required in the Harbor Facility Grant Program; and

WHEREAS, completion of these harbor facility projects is dependent on the 50% match from the State of Alaska’s Municipal Harbor Facility Grant Program; and

WHEREAS, during the last 15 years the Municipal Harbor Facility Grant Program has only been fully funded twice; and

WHEREAS, a survey done by the Alaska Municipal League of Alaska’s ports and harbors found that from the respondents, the backlog of projects necessary to repair and replace former State-owned harbors has increased to at least \$500,000,000; and

WHEREAS, given that Alaska is a maritime state and that our harbors are foundational to both our way of life and the economy of this great State it is in the public’s best interest to maintain this critical infrastructure by using State, Local and Federal funds to recapitalize the crucial harbor moorage infrastructure statewide.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The Governor of Alaska and the Alaska Legislature are respectfully urged to fund the State of Alaska Harbor Facility Grant Program in the Fiscal Year 2025 State Capital Budget in the amount of \$7,644,677 to enhance and elevate the safety, well-being, and economic prosperity of Alaskan coastal communities.

Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this _____ day of _____ 2023.

Attest:

Elizabeth J. McEwen, Municipal Clerk

Beth A. Weldon, Mayor

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Presented by: The Manager
Presented: 10/23/2023
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 3046

**A Resolution of the City and Borough of Juneau in Support of Raising
the Maximum Available Alaska Department of Transportation Harbor
Facility Grant to \$7,500,000 for Eligible Projects on an Annual Basis.**

WHEREAS, Senate Bill 291 established the Municipal Harbor Facility Grant Program on July 1, 2006, in which the total amount of grant money made available to a municipality was limited to not exceed \$5,000,000 in a fiscal year; and

WHEREAS, the Municipal Harbor Facility Grant is the single most significant funding tool available to Alaskan Harbormasters to plan, maintain, and recapitalize port and harbor infrastructure; and

WHEREAS, testimony from a legislator advocate stated “SB 291 would establish the municipal harbor facility grant fund to which the Legislature would make an annual appropriation from the watercraft fuel tax account and from the state portion of the fisheries business tax. Both sources come from the marine industry so harbor users would generate the revenue for the program”; and

WHEREAS, Senate Bill 291 was envisioned to cap the funds that can be used per community per year at \$5,000,000 so that a large community couldn't take all the available funds in any given year. The expectation is that communities would establish, maintain, and run an enterprise fund in perpetuity; and

WHEREAS, the State of Alaska over the past nearly 30 years has transferred ownership of most of these State-owned harbors, many of which were at or near the end of their service life at the time of transfer, to local municipalities; and

WHEREAS, these harbor facilities continue to require substantial municipal financial investment to maintain and for capital improvement projects; and

WHEREAS, construction, shipping, and mobilization costs to remote portions of Alaska have outpaced the national consumer price index since the pandemic; and

WHEREAS, the United States Bureau of Labor Statistics CPI calculator indicates that \$5,000,000 in July 2006 when the Senate Bill 291 was enacted would be inflated to \$7,511,000 as of July 2023.

44 NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF
45 JUNEAU, ALASKA:

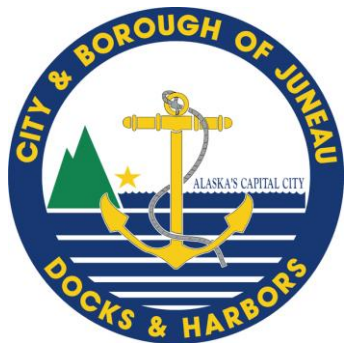
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47 **Section 1.** That the City and Borough of Juneau respectfully urges the Governor
48 and the Alaska Legislature to amend AS 29.60.800 raising the maximum Harbor
49 Facility Grant Fund award to \$7,500,000 per eligible project.

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51 **Section 2. Effective Date.** This resolution shall be effective immediately after its
52 adoption.

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54 Adopted this _____ day of _____ 2023.
55

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57 _____
58 Beth A. Weldon, Mayor

59 Attest:
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61 _____
62 Elizabeth J. McEwen, Municipal Clerk
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Port of Juneau

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

From: Port Director
To: City & Borough of Juneau Assembly
Via: (1) Docks & Harbors Board
(2) City Manager
Date: October xxth, 2023
Re: Title 85 - Clarification

1. Docks & Harbors respectfully requests clarification to proposed Title 85 changes pertaining to roles and responsibilities of the Board of Directors. Above all, it is Docks & Harbors desire to meet the expectations and goals set by the Assembly. After two presentations by the outgoing CBJ Manager at Board meetings, the proposed language in the enclosure was provided on September 29th. Specifically, this memo offers bulletized commentary to his recommended changes.

(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.

- Codifying the Docks Enterprise responsibilities for day-to-day operations and maintenance CBJ owned docks may be appropriate; however, this is already accomplished without such language.
- Removing reference to “rate setting” is incongruent to managing operations & maintenance facilities. All rates must go through the Assembly for ratification; therefore, rate setting is only a recommendation from the Board. It would seem Board input to the Assembly regarding maintaining facilities would be appropriate, even if it is in an advisory role.
- Docks & Harbors has never scheduled cruise ships; therefore, prohibiting an activity in which there are no plans to execute seems extraneous.
- Language which removes Docks & Harbors scheduling/policy/issues responsibilities in mitigation of impact of tours may have unintended consequences. Docks & Harbors expends significant resources managing downtown and Statter Harbor parking lots, as well as deconflicting tour excursions from local users at Statter Harbor, North Douglas Boat Launch and Wayside Park float.

(2) Prior to February 1 of each year, the Board shall direct the Port Director to submit a budget necessary for the duties outlined in 85.02.060 to the Manager for inclusion in the municipal budget submission to the Assembly. If the Manager proposes a reduced budget to the Assembly or if the Assembly reduces the Board’s proposed budget, then the Board shall inform the Assembly within 30 days of the operational impact of such reductions.

- Docks & Harbors Board already provides the proposed and amended budget by the last Thursday in January via the established Finance Department processes.
- If the intent of this change is to remove all Docks Enterprise budget responsibilities from the Board and into the general fund (municipal budget), this would imply that the Docks is no longer an empowered enterprise. Would this be the intent of this change?

~~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.~~

- By removing a paragraph entitled “Limitations on authority”, one could interpret this as providing more authority than what the Assembly wishes the Board to exercise.
- This paragraph places boundary conditions on what the Board may commit to and only with written authority from the Assembly. This appears to be a sound policy.
- It is unclear whether the intent of this extraction signals that the Board should not be involved in the Harbor Enterprise capital improvement plans.
- It is unclear to whether the removal of long range port development [sic] is suggesting the Board should not be engaged in the Long Range Waterfront Plan and/or including planning efforts along the Borough managed tide lands.

85.02.090 Duties and responsibilities of port director.

(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.

- Reviewing the proposed language and bulletized comments from 85.02.060(a)(1) above, this change only adds confusion. This paragraph only speaks to the responsibilities of the Docks & Harbor Board, not the Port Director’s role.
 - The current Port Director, although not agreeing 100% with the three previous City Managers, has always taken direction from that position. Broadly speaking, if CBJ has a Port Director unwilling to take direction from the City Manager, then the wrong individual is the Port Director.
 - The Port Director already works for 18 individuals, adding a 19th is not a lift.
2. It appears that the draft language encourages distancing the Docks & Harbors Board from issues related to the large downtown cruise ship docks. As a practical matter, Docks & Harbor recognizes its role to provide infrastructure and to improve operational efficiencies whether at the cruise ship docks, harbors or boat launches. Policy questions regarding the impact of the cruise industry has never been asked of Docks & Harbors. For instance, the Port Director was not included in the deliberations of the CLIA lawsuit, in the participation in the VIFT nor in the negotiations with the industry on port agreements, such as the five ship limit. Docks & Harbors Board and Staff are capable and willing to assist in any capacity directed. The tone of the recommended changes, in many ways, implies “don’t do something that you’re not already doing”. A better approach may be to maximize the efforts of the volunteer Board of nine individuals by leveraging their talents, knowledge and abilities, even if it is in the role of advisory. As an example, the Board has been consistent for many years that CBJ is exposed to unnecessary legal risk without a contiguous safety railing along the downtown Seawalk. The Board articulating this position adds a creditable voice to the maritime needs of the Juneau community. The decision to fund a project still remains with the elected Assembly.
 3. Should the Assembly wish to entertain changes to ordinance on tourism policy, the following may want to be considered:

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. The board shall carry out its charge for matters pertaining to the harbors enterprise with vigor and resolve; and to the docks enterprise, as an advisory body to the assembly. In particular, and ~~without~~ limitation on the foregoing, the board shall:

4. Docks & Harbors Board recommends scheduling a joint meeting with the Assembly to better delineate the solutions to the identified problem statement. It is Docks & Harbors vision to work with all patrons, customers, stakeholders and elected officials to enact our mission statement: *Develop and provide opportunities, services and facilities to support marine related commerce, industry, fisheries, recreation and visitors.* Docks & Harbors wishes to expand the dialogue to mitigate potential unintended damage in the management, planning and operations of CBJ facilities covered under the proposed ordinance change.

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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) Prior to February 1 of each year, the Board shall direct the Port Director to submit a budget necessary for the duties outlined in 85.02.060 to the Manager for inclusion in the municipal budget submission to the Assembly. If the Manager proposes a reduced budget to the Assembly or if the Assembly reduces the Board's proposed budget, then the Board shall inform the Assembly within 30 days of the operational impact of such reductions.
 - (32) Adopt pursuant to CBJ 01.60 and enforce regulations necessary for the administration of the facilities under its management.
 - (43) Prescribe the terms under which persons and vessels may use the facilities and shall establish and enforce standards of operation.
 - (54) (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

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.

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 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 CBIC 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: *Carl Uchytel*
Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Operations-Planning Committee
Date: October 13th, 2023
Re: Downtown Safety Railings

At the July 27th Board meeting, a memo was agreed upon to submit to the Assembly regarding the mitigation of risk due to no safety railing from the CT Approach Dock to Marine Park. The memo included the following:

Docks & Harbors staff estimates that 1300 linear feet of safety rail is needed at a cost of \$2M. The Board is contemplating directing staff to execute \$500K of Dock Enterprise Fund Balance to construct a phase prior to the CY24 cruise ship season.

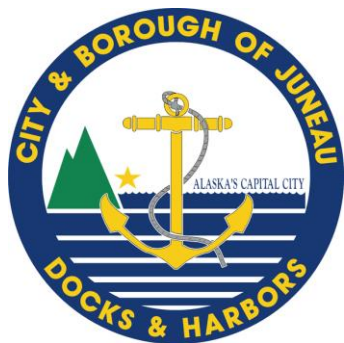
Staff is prepared to advance plans and efforts leading to construction of safety railing along the Seawalk. Should the Board direct staff to lean into this project, we would work with the Engineering Department to establish a capital improvement project (CIP). Most likely, this request would go before the Public Works & Facilities Committee (PWFC) on November 6th.

We are estimating that FY23 Docks Fund Balance to be \$2.3M. If directed by the Board, we would work with the Finance Department to make the appropriate fund transfer into the CIP. The transfer of funds would require Assembly action. It is also my intention to request Marine Passenger Fees, again, for this purpose.

Docks & Harbors staff stands ready to execute the will of the Board.

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Encl: July 27th, 2023 Board memo to the Assembly



Port of Juneau

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

From: Port Director

To: CBJ Public Works & Facilities Committee

Via: (1) Docks & Harbor Board
(2) Public Works & Engineering Director

Date: October 25th, 2023

Re: CIP Establishment and Funds Transfer to Cruise Ship Dock Safety Railing

Docks & Harbors requests establishing Capital Improvement Project (CIP) and transfer of \$500,000 from the Docks Enterprise Fund Balance to complete a portion of the Cruise Ship Dock Safety Railing project. The Port Engineer estimates that 1300 linear feet of safety rail is needed at a cost of \$2M.

The Board has identified this project as the 3rd highest priority to the CBJ Capital Improvement Program for FY2024-2029. This has also been submitted as a request for Marine Passenger Fees since completion of the new cruise ship berths in 2017. The estimated Docks Enterprise Fund Balance is \$2.3M as of the end of FY23. If the Assembly approves funding, the remaining Docks Fund Balance will be approximately \$1.8M.

The Docks & Harbors Board has identified risk to CBJ by not taking appropriate action as indicated in encl (1) and in video link.

The proposed work will replicate the same design which has already been completed along the Seawalk and would include new bull rail where necessary to provide a clean and professional appearance. The computer aided design (CAD) for the most recent work along the Marine Park Seawalk is provided in encl (3).

Action Requested:

Docks & Harbors requests formal establishment of a capital improvement project and a \$500,000 transfer from the Docks Fund Balance, as described above, be forwarded to the full Assembly for approval.

#|

Encl:

- (1) Memo dated July 27th, 2023
- (2) Photos of current Seawalk
- (3) CAD of proposed safety railing



Port of Juneau

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

From: Docks & Harbors Board
To: City & Borough of Juneau Assembly
Date: July 27th, 2023
Re: Downtown Safety Railings

The Docks & Harbors Board is concerned that CBJ is exposed to unnecessary risks due to the Seawalk not fitted with safety railings from the CT Dock to Marine Park. Prior to construction of the new cruise ship berths in 2017, the face of the dock was a working waterfront in which vessels moored tightly to the bollards along the Seawalk. This created an impractical situation to install and maintain guard/safety railings. With the new pontoon float design and the vessels moved well-off the timber wharf, there is no justification to leave the Seawalk unprotected from potential pedestrian falls of 30+ feet into Juneau Harbor.

Since the completion of the new cruise ship berths, Docks & Harbors has submitted annual Marine Passenger Fee requests for safety railing as a need along the downtown waterfront. As we experience more cruise passengers with greater concentration along the Seawalk, Board members are becoming more apprehensive that this is an exposure which should be mitigated soonest. There is also bona fide need to protect Juneauites who frequent the docks at all hours and during the off-season when weather is less forgiving.

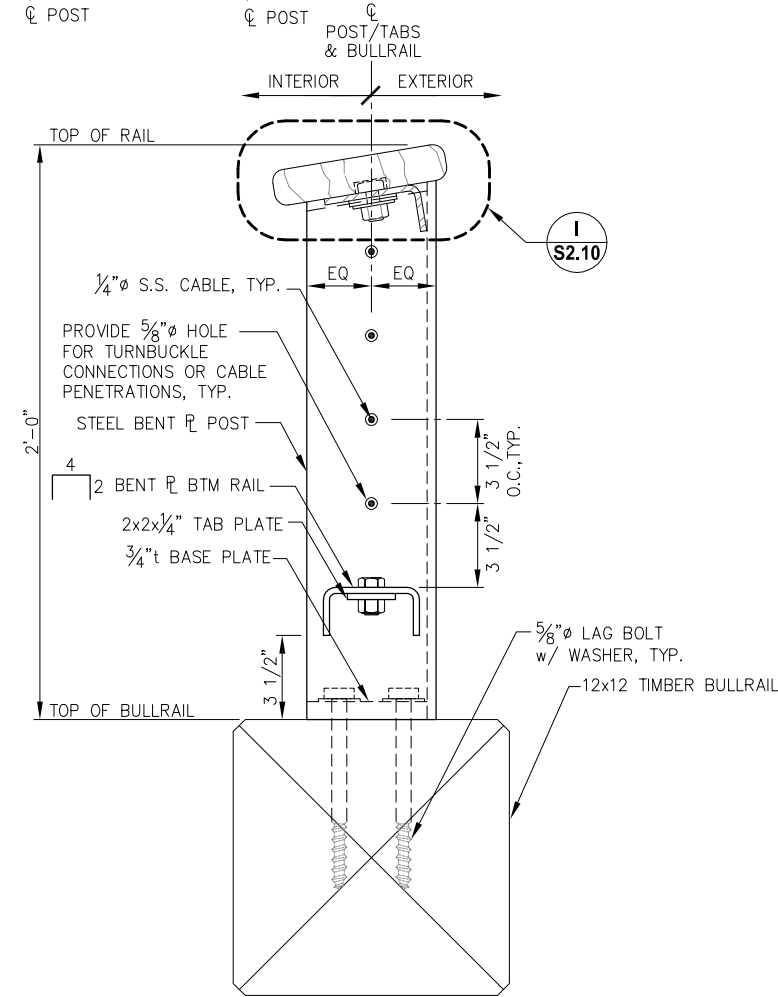
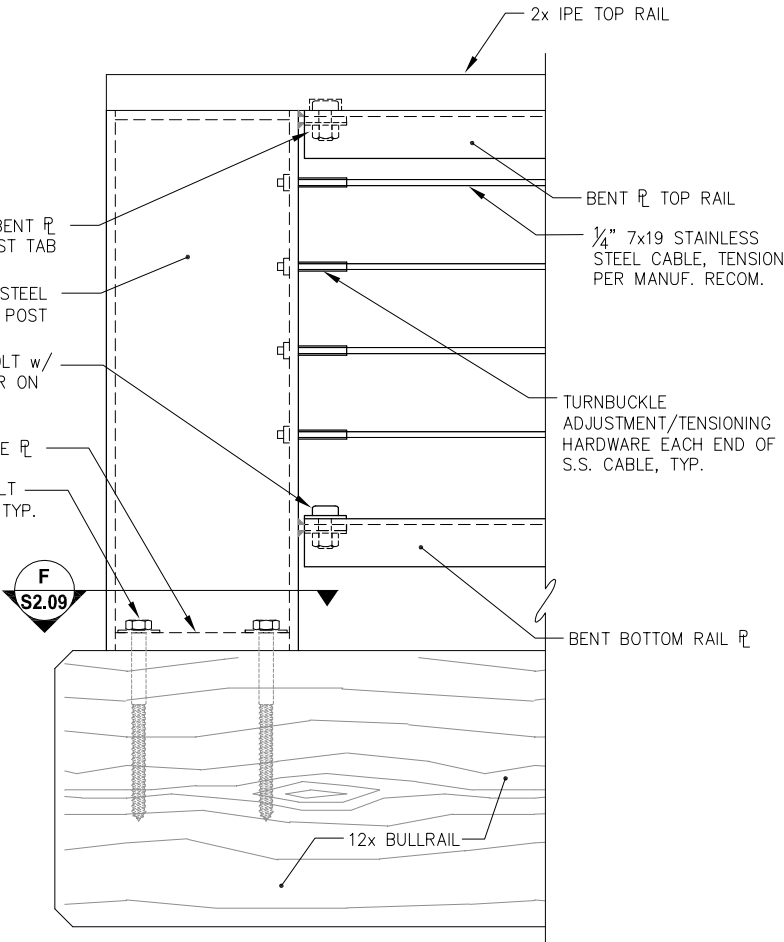
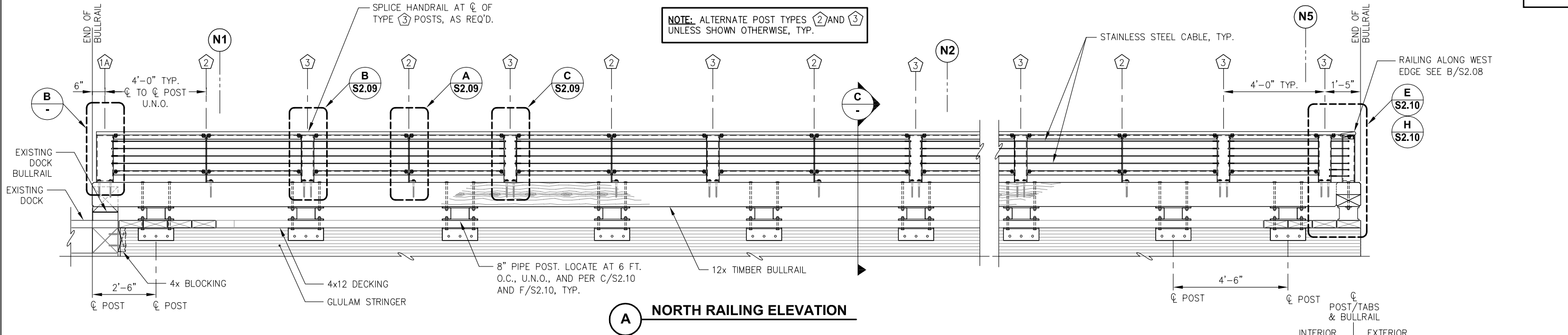
The Board understands a desire to maintain the historic aesthetics of the existing bull rail. However, we encourage examination of the newly constructed safety rails near Marine Park and consider that guardrails provide a good public safety benefit (particularly for elderly and mentally impaired). This design adds a visually pleasant safety element that functionally allows visitors to lean on the top rail and watch the active waterfront. Docks & Harbors staff estimates that 1300 linear feet of safety rail is needed at a cost of \$2M. The Board is contemplating directing staff to execute \$500K of Dock Enterprise Fund Balance to construct a phase prior to the CY24 cruise ship season.

This photo was taken on July 3rd. A member of the public attempted to awake this individual, then notifications were made to the Port Staff, JPD and CCFR. The individual was eventually assisted by CARES.









REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

PND
ENGINEERS, INC.

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

DESIGN: MDS
DRAWN: WRB

CHECKED: JLD
APPROVED: CRS

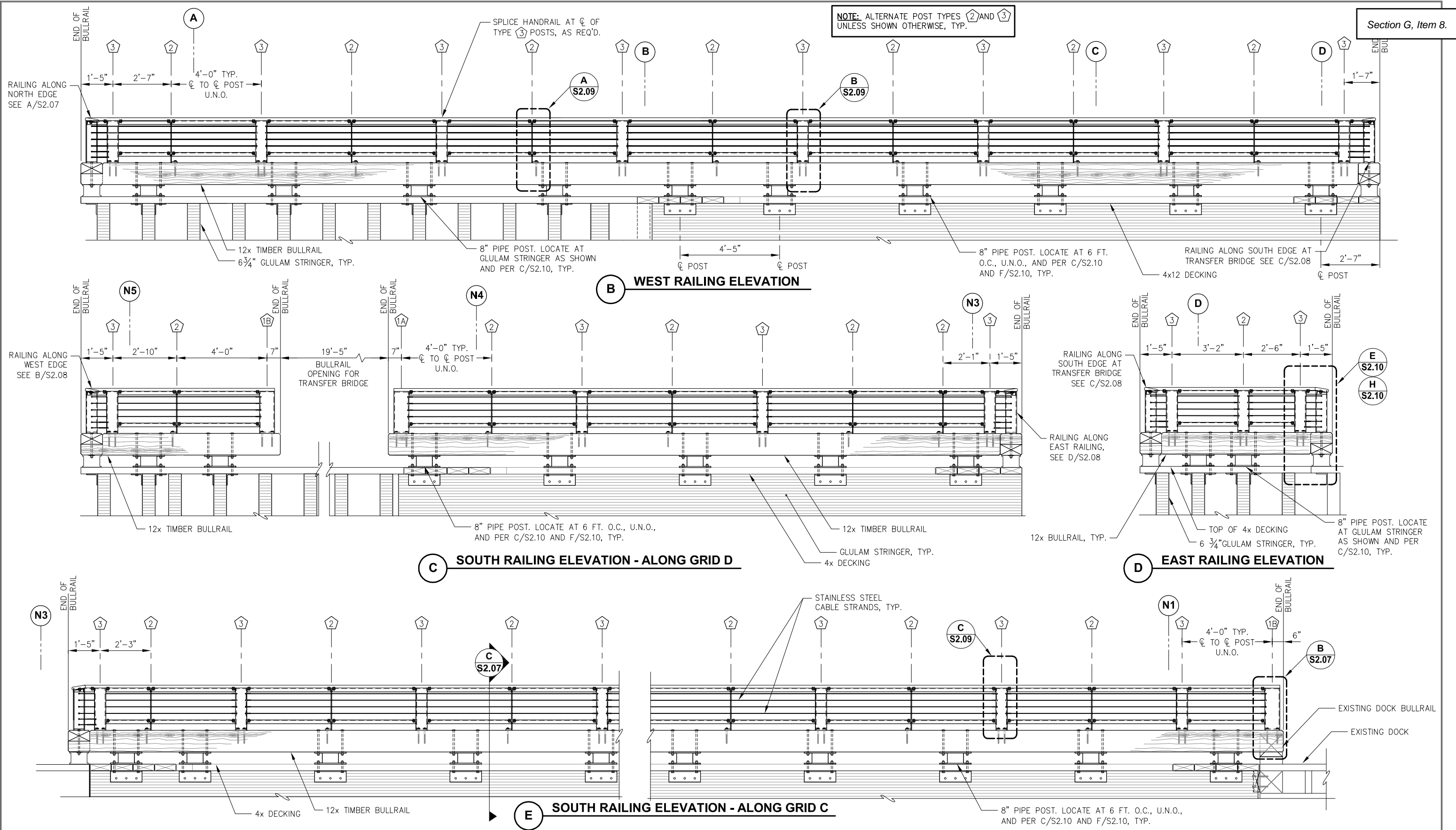
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**PORT OF JUNEAU
CRUISE SHIP BERTHS
CONTRACT NO. DH12-001**

SHEET TITLE:
**NORTH BERTH APPROACH DOCK
RAILING ELEVATIONS AND DETAILS**

PN&D PROJECT NO.: 102050.04 DWG. FILE: -----DWG



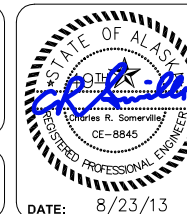
REVISIONS				
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9360 Glacier Highway, Ste. 100
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www.pndengineers.com

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

SCALE: AS SHOWN



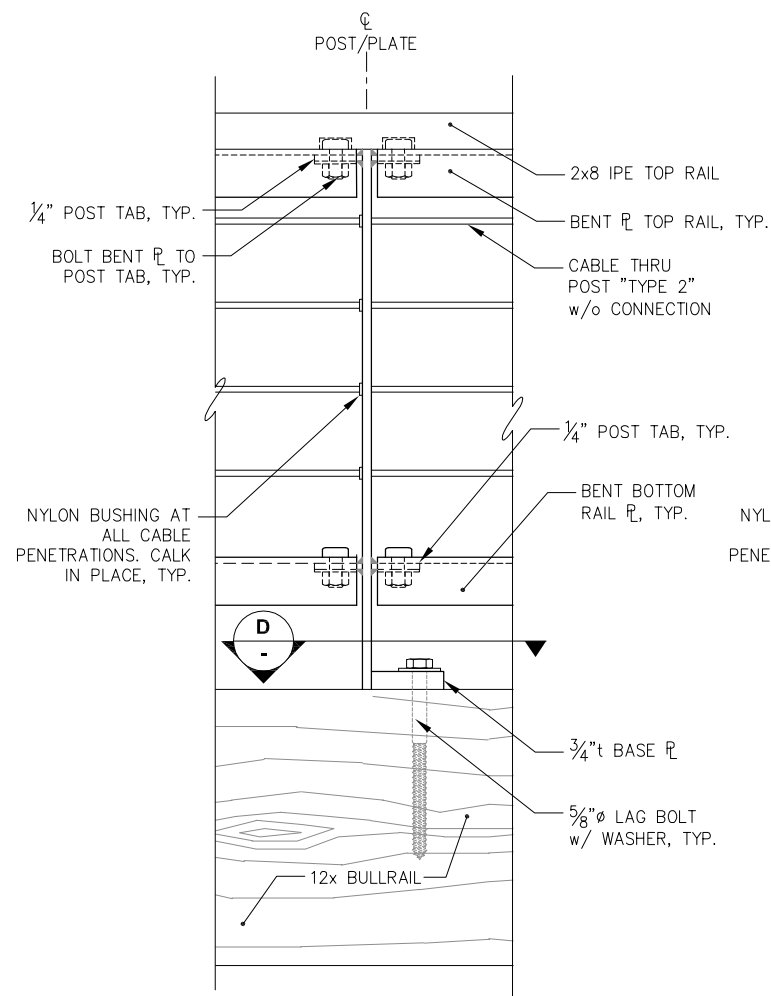
**PORT OF JUNEAU
CRUISE SHIP BERTHS
CONTRACT NO. DH12-001**

SHEET TITLE:
**NORTH BERTH APPROACH DOCK
RAILING ELEVATIONS**

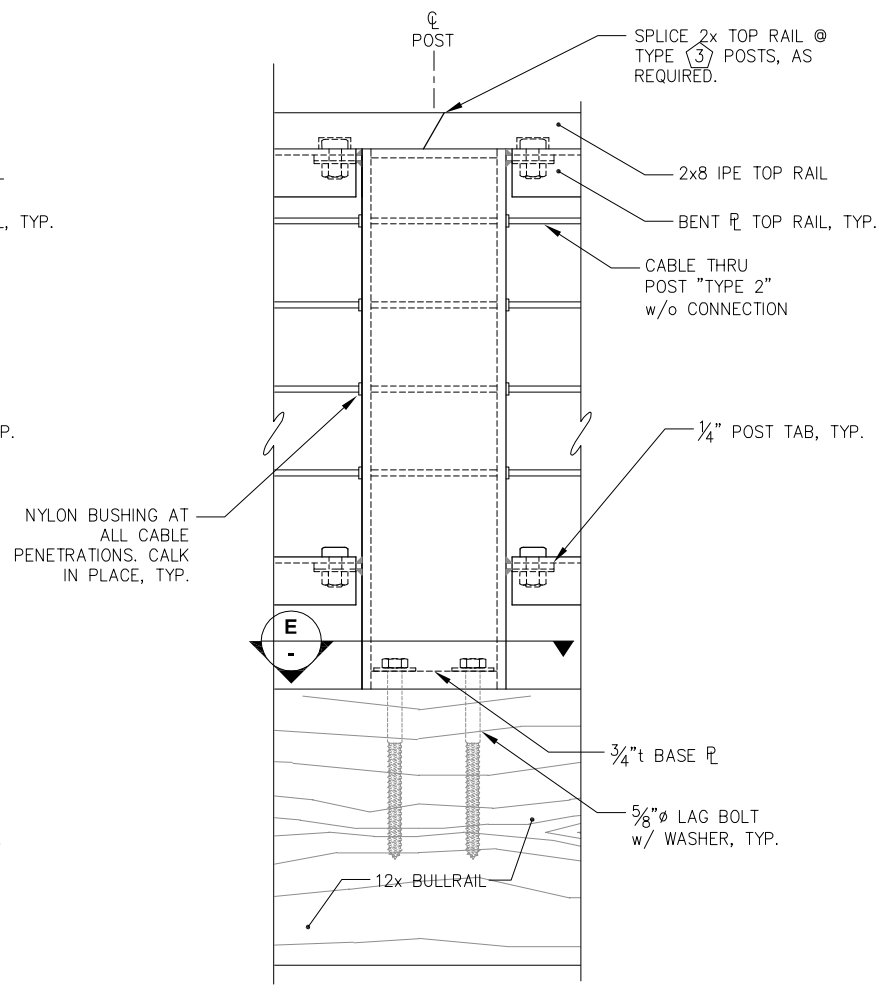
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26 OF 1

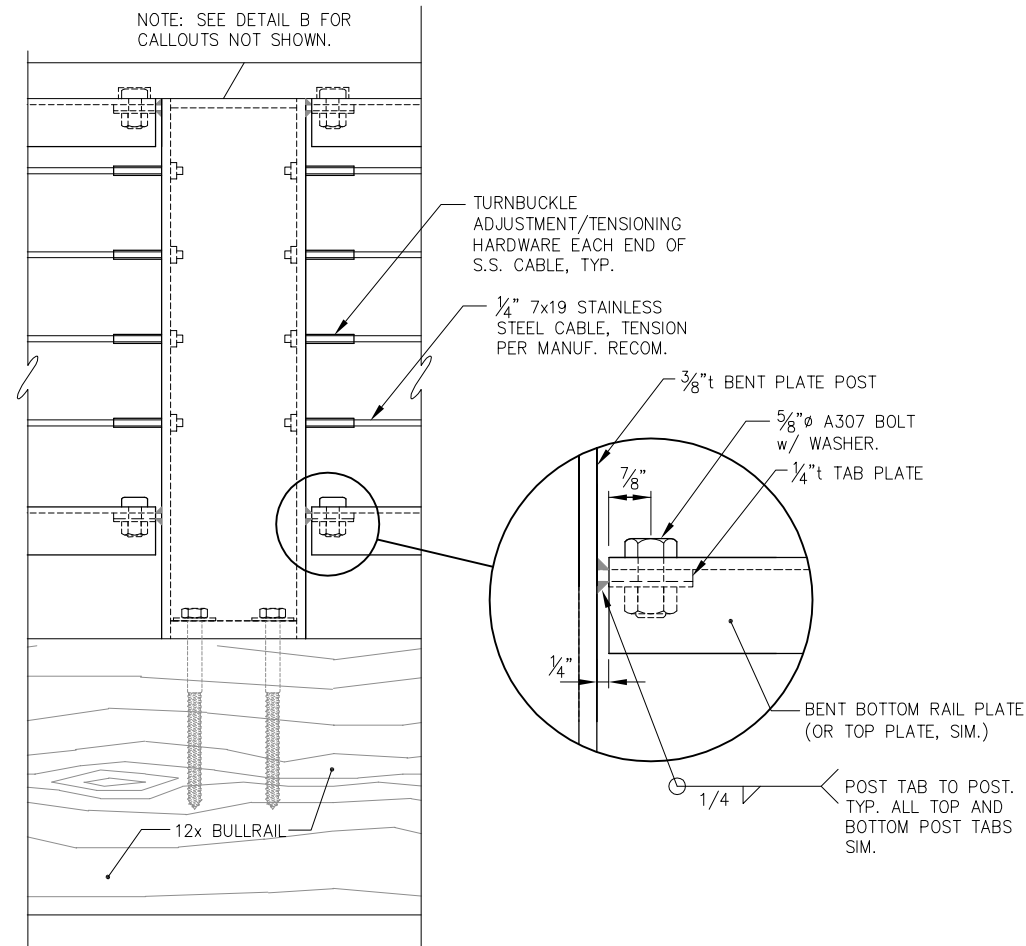
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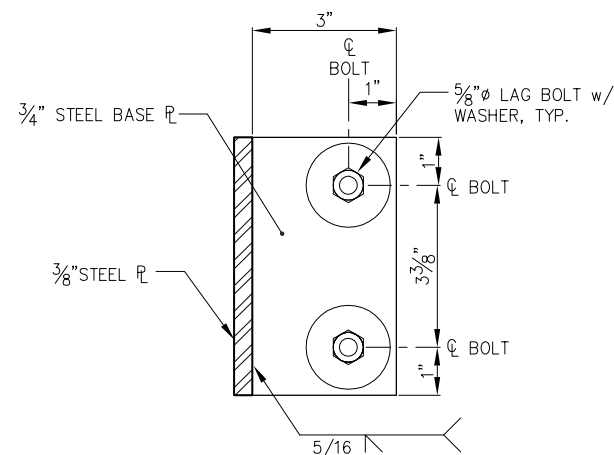
A STANDARD RAILING POST TYPE 2 ELEVATION



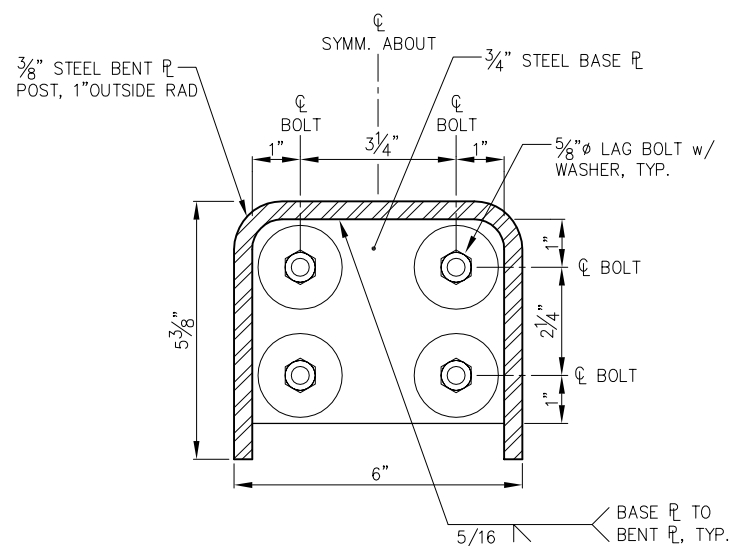
B POST TYPE 3 w/o TURNBUCKLES ELEVATION



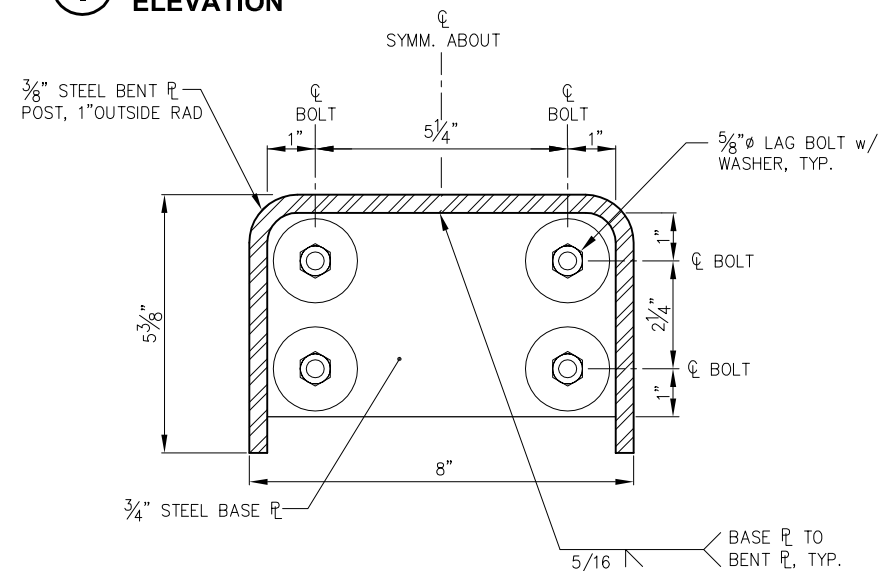
C POST TYPE 3 w/ TURNBUCKLES ELEVATION



D POST BASE PLATE TYPE 2



E POST BASE PLATE TYPE 3



F POST BASE PLATE TYPE 1A & 1B



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REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

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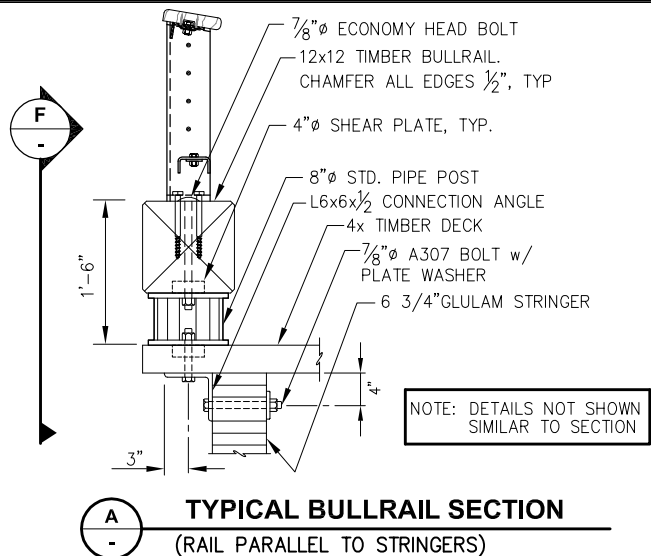
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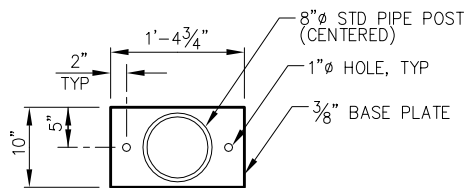
**PORT OF JUNEAU
CRUISE SHIP BERTHS
CONTRACT NO. DH12-001**

SHEET TITLE:
TYPICAL RAILING POST DETAILS

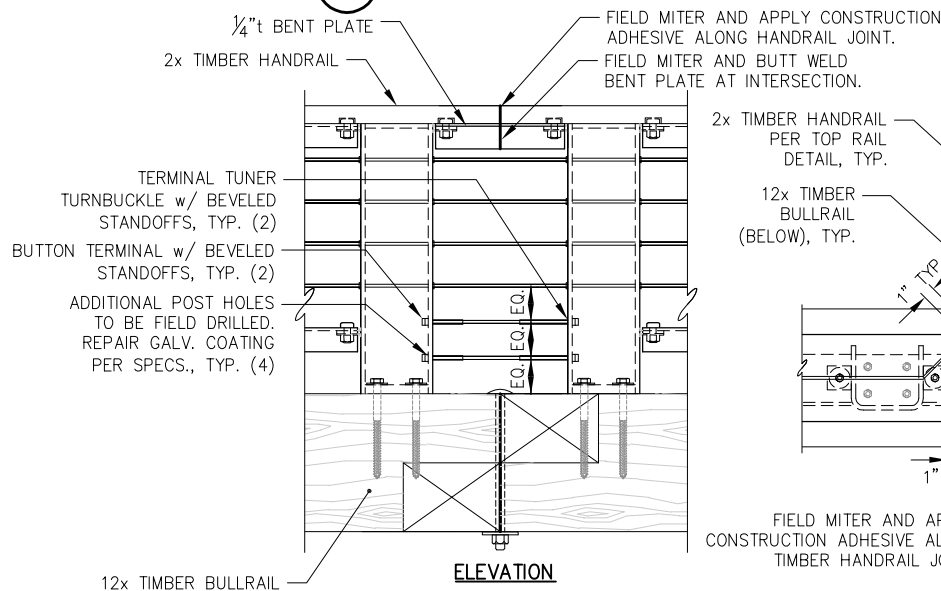
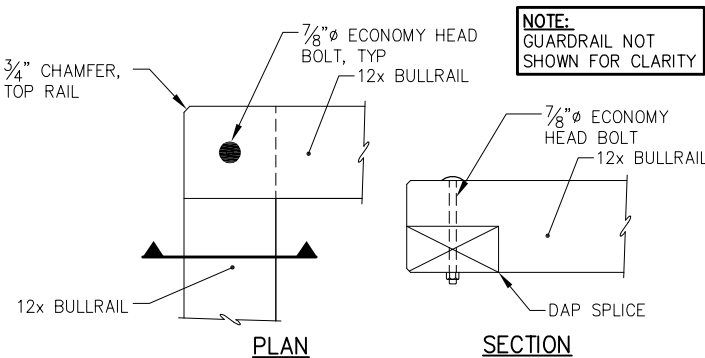
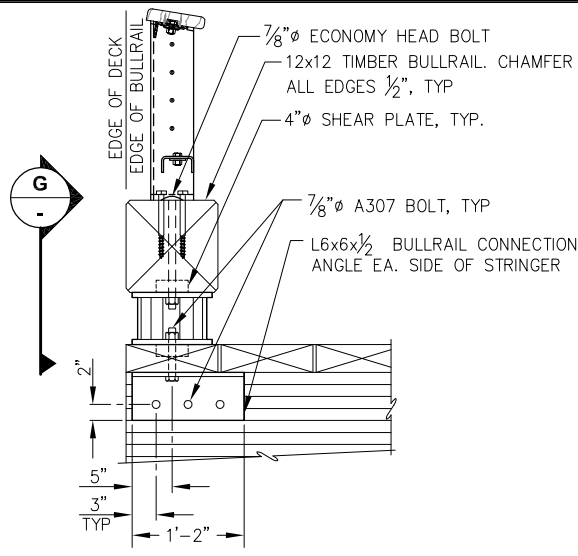
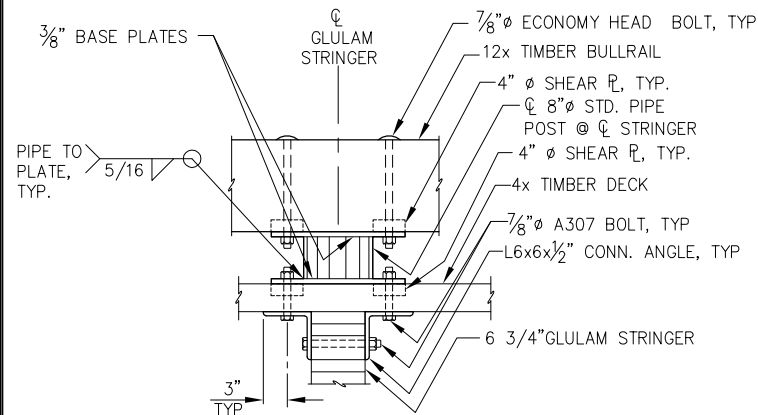
PN&D PROJECT NO.: 102050.04 DWG. FILE: -----DWG



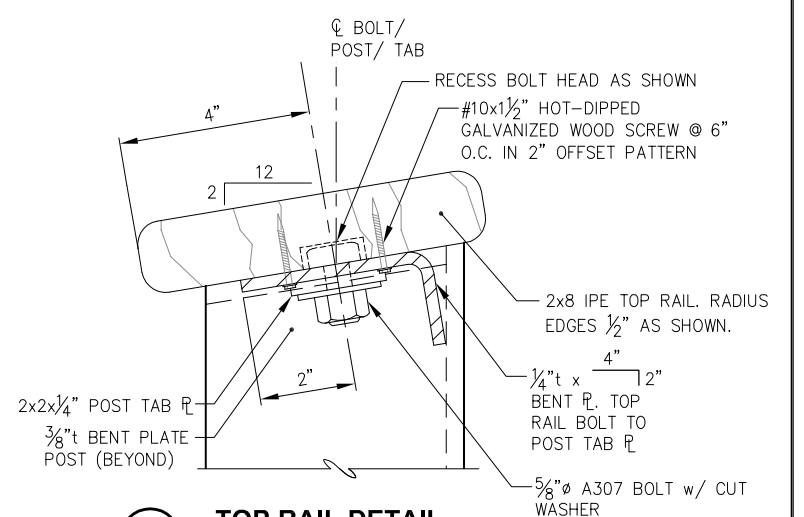
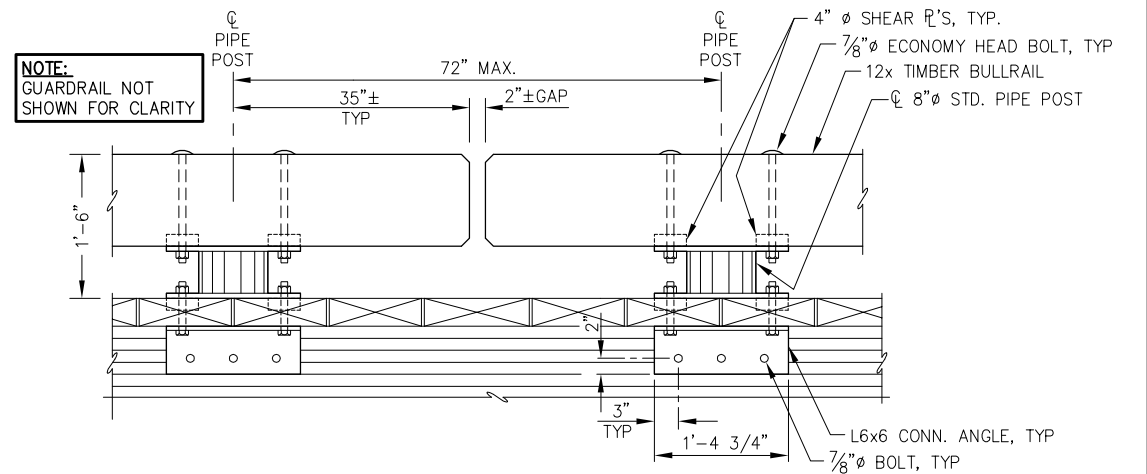
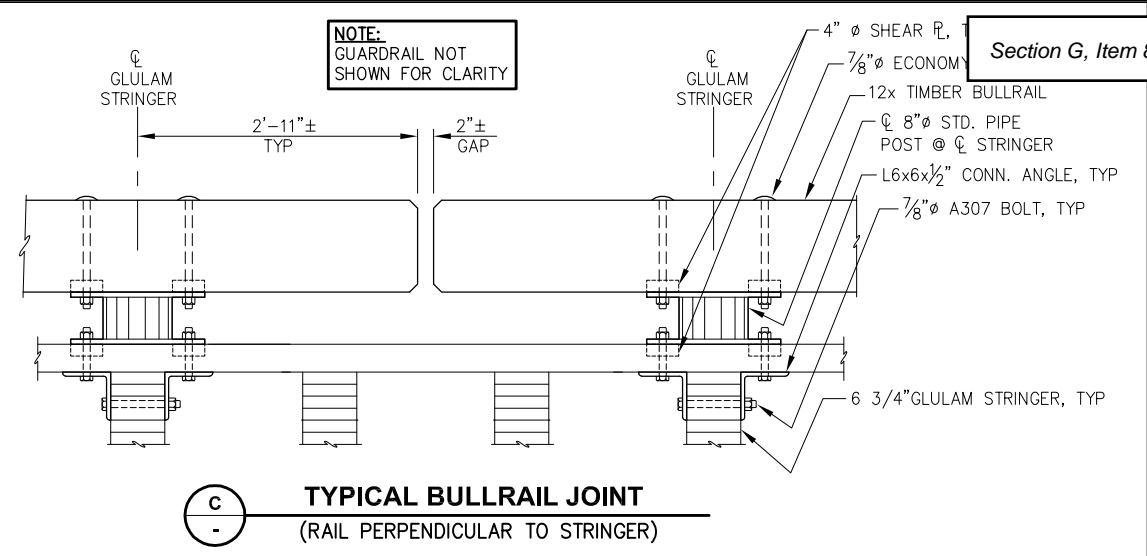
NOTE: ALL BULLRAIL CONNECTION BOLTS SHALL BE 7/8" Ø UNLESS OTHERWISE NOTED.



NOTE: PROVIDE AT 6-FT O.C. MAX AND 2-FT MAX FROM BULLRAIL ENDS. MIN. 2 POST BASE PER 12x12 PIECE.



NOTE: OUTSIDE CORNER DETAIL SHOWN; INSIDE CORNER DETAIL SIMILAR.



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REV.	DATE	DESCRIPTION	DWN.	CKD.

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

DESIGN: MDS CHECKED: JLD
DRAWN: WRB/KLL APPROVED: CRS

SCALE:



**PORT OF JUNEAU
CRUISE SHIP BERTHS
CONTRACT NO. DH12-001**

SHEET TITLE:
**TYPICAL APPROACH DOCK
RAILING DETAILS**

PN&D PROJECT NO.: 102050.04 DWG. FILE:

S2.11
SHEET
28 OF 1



**Engineering & Public Works
Department**
Marine View Building, Juneau, AK 99801
907-586-0800

MEMORANDUM

DATE: October 20, 2023
TO: CBJ Boards and Commissions
FROM: Denise Koch, Engineering and Public Works Director
THROUGH: CBJ Public Works and Facilities Committee
SUBJECT: DRAFT FY2025 CBJ Legislative Capital Priority List: Feedback Needed by December 1st

The Engineering & Public Works Department is requesting your input on the draft fiscal year (FY) 2025 Legislative Capital Priority list by December 1, 2023.

Legislative Capital Priorities are not a direct funding request. It is a way to articulate larger or more complicated funding needs for major projects to the Legislature, the federal delegation, and the public. This list represents the CBJ Assembly large scale priorities for a given year.

All CBJ boards and commissions are being invited to provide input on their top two projects that they would like to see on the list. They can either provide input on existing projects and project priorities or nominate a new project(s). Input may also include recommendation for removal of an existing project from this list. The information that your board or commission provides will be used by the Assembly to amend and reprioritize the draft list for the next fiscal year.

Guidelines and recommendations for input:

- A prioritized list is only useful if there is the discipline to keep it manageable and relevant. Please keep that in mind when making your recommendations.
- Please limit your recommendations to nominating and/or endorsing your top two projects. This will make your input more actionable for the Assembly.
- If your body would like to propose a new project, please use the Legislative Priorities Project Nomination form available at <https://www.surveymonkey.com/r/BCQJ9RX>. A printable PDF version is available upon request by emailing Ashley.heimbigner@juneau.gov.
- To be eligible a project needs to provide a capital asset with a life of more than 20 years and have a total project cost of over \$1 million (review the appendix of the draft list, 'Everything you wanted to know about the CBJ Legislative Capital Priorities' for more information).
- Comments, endorsements, and recommendations for removal of existing projects listed in the DRAFT provided should be addressed to the Assembly and are due to ashley.heimbigner@juneau.gov no later than December 1, 2023.

See the schedule below for more information. Thank you for your time and participation in this important planning process.

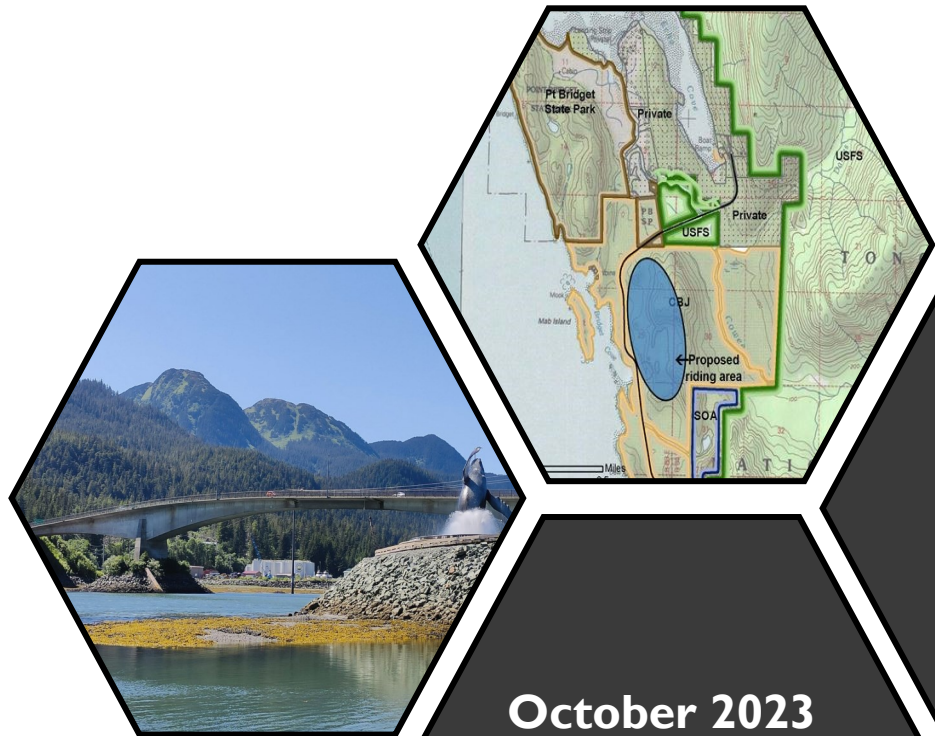
City and Borough of Juneau
FY2025 LEGISLATIVE CAPITAL PRIORITIES DEVELOPMENT SCHEDULE

ACTION	FY25 DRAFT TIMEFRAME
Prepare and distribute draft LCP to CBJ Board, Commissions & advisory groups request for review and input.	October 20, 2023
Input for new draft requested by	December 1, 2023
Presentations to Boards and Commissions:	
	Planning Commission Introduction Oct 24, 2023; Final Approval Nov 14 or Dec 12, 23
	Systemic Racism Review Committee (SRRC) Introduction: October 24, 2023
Administrative Review & Compilation	December 4-7, 2023
SRRC 2nd Review (with input and new projects)	December 12, 2023
PWFC for Review	December 18, 2023
Homework: Assembly Ranks Priorities	Due December 29, 2023
Finance Committee	January 2024
Assembly Review (Leg Breakfast + COW)	January 2024
CAPIS Deadline	Late Jan/Early Feb 2024
Distribute Priorities	February 2024

FY2025

LEGISLATIVE

CAPITAL PRIORITIES



October 2023
DRAFT
(Un-adopted)





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Legislative Priority List:	5-7
Individual Project Details:	8-26

APPENDIX

Everything you wanted to know about the Legislative Priority List:	27
CBJ lists, plans and priorities graphic:	28

January 30, 2024

To The Honorable State and Federal Delegation:

This document presents the City and Borough of Juneau's Fiscal Year 2025 Legislative Priority List. The Legislative priority list provides information on long range capital projects identified as priorities for the community of Juneau. Descriptions of projects include cost and schedule information, a designation of who will be responsible for operating and maintaining the infrastructure, and what goals the project is advancing.

The projects included in the Legislative Priority List were compiled with input from CBJ Boards and Commissions and City staff. The Legislative Priorities will be used to inform requests to State Legislature, Federal Delegation and granting agencies.

It is the intent of the City and Borough of Juneau to update the Legislative Priority List annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Please don't hesitate to reach out with any questions.

Sincerely,

Katie Koester
City Manager

City and Borough of Juneau
FY2025 LEGISLATIVE CAPITAL PRIORITIES DEVELOPMENT SCHEDULE

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DRAFT FY2025 Legislative Capital Priority List (To be ranked by Assembly)

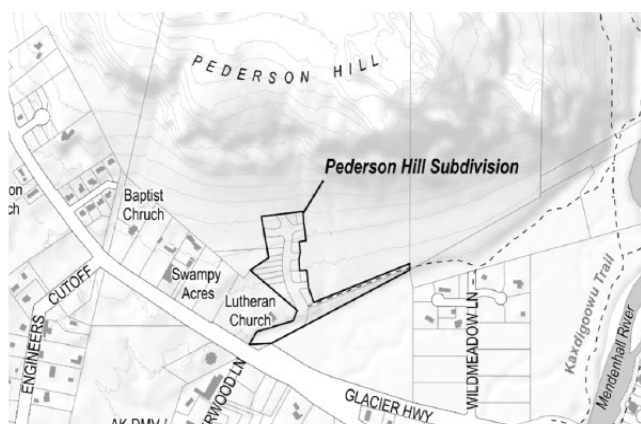
Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Pederson Hill Development	Development	\$3M	Increase workforce and market rate housing with further development of Pederson Hill Subdivision.	8
	Juneau Douglas North Crossing (JDNC)	Economic Impact Analysis and/or PEL Study	\$18M (prev. \$12M)	Economic Development	9
	North State Office Building Parking	Partial Funding	\$30M	State/legislative Parking, Auke District infill Development	10
	Telephone Hill Redevelopment	Site work	\$2M	Prepare for Redevelopment	11
	CBJ Radio System Replacement	Procurement, Design, Site Construction/Improvements, Installation	\$12M (prev. \$14M)	Provide adequate and sustainable radio communications for CBJ public safety agencies and response partners to communicate effectively during routine events and disasters locally, regionally and statewide.	12
	JSD Wide HVAC and Heating Control System Upgrades	Feasibility Study, Conceptual Design, Final Design, Engineering, Permitting	\$6.4M	This project will upgrade the HVAC and Heating Controls Systems for all schools in the City and Borough of Juneau, improving the facilities' energy efficiency, safety, and security.	13
	Mendenhall Wastewater Treat. Plant Compliance: Fats, Oil, and Grease & Grit Removal	Design, Construction	\$5.95M	Return the Mendenhall Wastewater Treatment Plant to permit compliance, reduce treatment costs, and extend the useful life of the plant.	14
	Lemon Creek Multimodal Path	Design, Permitting, Property	\$8M	Advance Long-term Goal of a New Non-Motorized Route	15

DRAFT FY2025 Legislative Capital Priority List (To be ranked by Assembly)

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Capital Civic Center	Partial Funding	\$10M, SOA (prev. \$5M); \$35M Federal Delegation (prev. \$30M)	Support convention and visitor economy	16
	JSD Wide Security and Safety Upgrades	Procurement, Design, Construction, Installation	\$2M	The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology age.	17
	Municipal Composting Facility Design and Construction & <u>Zero Waste Planning</u>	Planning, Design, Site Preparation, Construction	\$4M (prev. \$2.5M)	Construct a municipal compost facility as part of a broader Zero Waste plan.	18
	Aurora Harbor Rebuild – Ph IV	Design, Permitting	\$1M	Replace critical infrastructure and support maritime economy	19
	Auke Bay New Breakwater	Match Potential Federal Funding	\$5M	Increase moorage and renovate old economic development	20
	Waterfront Juneau Douglas City Museum	Partial Funding	\$2M	FY24 Draft Legislative Priorities #16	21
	North Douglas Boat Ramp Expansion	Planning, research, permitting	\$250K	FY24 Draft Legislative Priorities #18; Proj. Nom. for Harbors #27	22

DRAFT FY2025 Legislative Capital Priority List (To be ranked by Assembly)

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #
	Off-Road Vehicle (ORV) Park Development	Feasibility Study, Conceptual Design, final Design/ Engineering/ Permitting, Fundraising Activity	\$5.7M	Reduce user conflicts and create new opportunities for outdoor recreation.	23
	West Douglas Extension	Future Development	\$4M	FY23 Draft Legislative Priorities #12	24
	Jackie Renninger Park Development & Pipeline Skatepark Improvements	Feasibility Study, Conceptual Design, Final Design, Engineering, Permitting, Fundraising Activity	\$4M	To provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.	25
	Bartlett Aurora Behavioral Health Center	Partial Funding	\$4M	This facility is constructed, BRH is requesting reimbursement.	26



PEDERSON HILL HOUSING DEVELOPMENT

AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$1.5M

TOTAL PROJECT COST: \$5M-\$15M

PROJECT DESCRIPTION & UPDATE:

The requested funding will provide for the study and design of a secondary access road to the Pederson Hill Subdivision. In the past year the Assembly agreed to work with the Tlingit Haida Regional Housing Authority (THRHA) to develop the remainder of Phase 1B and 1C. With that development underway any additional development will require a second access route for public safety and emergency response. This second access is an expensive requirement which needs to be funded before and future housing units can be planned on this CBJ property. This second access will make available up to 26 acres of CBJ owned property for development and disposal.

PUBLIC PROCESS:

There will be an opportunity for public comment to the Planning Commission during planning and to the Assembly during all phases of development.

TIMELINE: Once funding is secured, design can be complete within 18 months.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase workforce and market rate housing with further development of Pederson Hill Subdivision.



Photo Credit: Juneau Empire

JUNEAU DOUGLAS NORTH CROSSING (JDNC)

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$2M for PEL; \$250,000 CBJ; \$7M Congressionally Directed Spending; \$16.454 USDOT RAISE Grant

TOTAL PROJECT COST: \$280M-\$320M (depending on alternative)

PROJECT DESCRIPTION & UPDATE: A second crossing from Juneau to Douglas Island has been a priority for the community since the early 80s. An alternate access to the heavily populated Douglas Island will increase safety; if the only bridge now were to fail residents would be stranded and emergency services would be limited. It will reduce transportation times and open up new land to development. Thanks to Senator Murkowski, CBJ received \$7M in Congressionally Directed Spending in FY23. This will build on the analysis and public outreach currently underway through the Planning and Environmental Linkages (PEL) study.

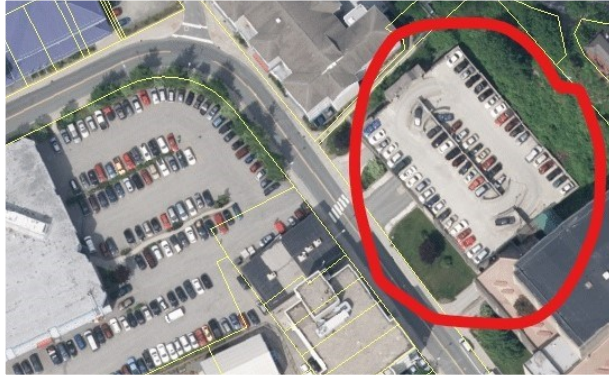
In another boon to the project, CBJ was awarded a 2023 USDOT RAISE grant which will provide funding through design. Prior to completing the 100% bid-ready design package, CBJ will solicit Federal Highway construction funding under the Infrastructure Investment and Jobs Act. CBJ applied for technical assistance funding to identify and pursue construction funding opportunities to bring the project to completion

PUBLIC PROCESS: Through the PEL process ADOT, with the help of DOWL Engineering, has engaged in multiple stakeholder and public meetings, surveys, and listening sessions to identify both public sentiment on the project and potential alternatives. Project status, alternatives, reports and stakeholder meeting updates are available at jdnorthcrossing.com. The NEPA process will include thorough public process as a preferred alternative is vetted.

TIMELINE: The PEL study is expected to be complete by spring of 2024. Building on the work of the PEL, NEPA should take 24 months. Design will take an additional 18-24 months.

WHO WILL MAINTAIN AND OPERATE? State of Alaska.

GOAL OF PROJECT: Community safety and economic development.



AAK'W VILLAGE DISTRICT PARKING

AMOUNT REQUESTED: \$30M

AMOUNT SECURED: \$5M SOA; \$5M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$40M

PROJECT DESCRIPTION:

Building a garage with greater capacity would expand parking for State employees, the Legislature, and the Aak'w Village District, freeing up current parking lots for development and infill. This parking garage provides parking for the State of Alaska, just North of the State Office Building. The current garage is old and in need of major repairs. This project could be seven stories, creating a total of over 450 parking spaces, with a total net increase of approximately 300 new parking spaces.

PUBLIC PROCESS: This project was designated as a CBJ Legislative Priority in 2021, 2022, and 2023.

TIMELINE: Architect has been selected and condition assessment and preliminary design is underway. Once full funding is secured, 24-36 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? TBD

GOAL OF PROJECT: State/Legislative parking, Aak'w Village District infill development.



TELEPHONE HILL REDEVELOPMENT

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$450,000

TOTAL PROJECT COST: unknown (\$10M placeholder)

PROJECT DESCRIPTION:

This project will prepare the roughly 3 acres of CBJ owned property in Downtown Juneau which is adjacent to the State Office Building for redevelopment. This project will include removal of hazardous materials, and environment cleanup, potential demolition of existing structures, a redevelopment study, site preparation, utility and infrastructure upgrades, and re- subdivision. The outcome of this project will be independent buildable lots which are sized appropriately for redevelopment with infrastructure that can be utilized to maximize density and the property will be redeveloped to meet the goals of the Assembly and the state capital.

PUBLIC PROCESS:

In August and October 2023, the City held public meetings to encourage community dialog regarding this project. The CBJ Assembly will continue to provide the public opportunities to comment on this project. There will be opportunities for public comment to the Planning Commission during planning and to the Assembly during all phases of redevelopment. Project information is available at <https://juneau.org/engineering-public-works/telephone-hill>.

TIMELINE: An inventory of utilities, property and hazards is currently underway. A draft development plan will be publicly reviewed in the first quarter of 2024. Depending on the outcome of that plan a phased redevelopment approach could begin in 2024.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Redevelop over 3 acres of property in downtown Juneau for the best and highest use.



CBJ RADIO SYSTEM REPLACEMENT

AMOUNT REQUESTED: \$12,000,000

AMOUNT SECURED: \$500,000; \$2M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$17,200,000

PROJECT DESCRIPTION:

The CBJ has determined that the current radio system must be replaced due to equipment obsolescence, to enhance coverage and correct capacity shortfalls while conducting modernization as a means of securing enhanced network reliability, resiliency and interoperability. Project phases would include procurement, engineering/design, site construction/improvements (shelters, buildings, generators, towers, UPS, etc.), microwave improvements, procurement, and installation of radio site equipment (transmitters, receivers, antenna systems, etc.) and end user equipment (portable and mobile radios). Deficiencies with the current system impact multi-agency responses and have been documented during numerous police, fire and EMS events with partners such as the Airport, Public Works, Alaska State Troopers, FBI, Coast Guard and the Navy. A comprehensive upgrade is needed to enhance radio communications and increase interoperability with municipal, state, and federal partners. Senator Murkowski has added \$2M as Congressionally Directed Spending in the FY24 appropriations bill that is awaiting Congressional action.

TIMELINE: Once funding is secured, all work could be performed within 4 years.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Provide adequate and sustainable radio communications for CBJ public safety agencies and response partners to communicate effectively during routine events and disasters locally, regionally and statewide.



JUNEAU SCHOOL DISTRICT-WIDE HVAC AND HEATING CONTROL SYSTEM UPGRADES

AMOUNT REQUESTED: \$6.4M

TOTAL PROJECT COST: \$6.4M

PROJECT DESCRIPTION:

This ambitious project entails the comprehensive enhancement of HVAC and Heating Control Systems across all 13 schools within the City and Borough of Juneau. This initiative serves a dual purpose: firstly, it will significantly improve the early detection and notification of system issues and emergencies, thereby enhancing the district's responsiveness to outages and failures. Secondly, these system upgrades will provide the maintenance department with centralized access to control systems for all schools, streamlining system management and increasing efficiency. As a result, emergency response times will be markedly reduced, as issues can be identified swiftly. Importantly, this upgraded system is expected to yield substantial energy cost savings for the district, representing a win-win solution for both school facilities and the environment.

TIMELINE: Once funding is secured, design and construction complete within 28 months.

WHO WILL MAINTAIN AND OPERATE? Juneau School District

GOAL OF PROJECT: This project will upgrade the HVAC and Heating Controls Systems for all schools in the City and Borough of Juneau, improving the facilities' energy efficiency, safety, and security.



MENDENHALL WASTEWATER TREATMENT PLANT COMPLIANCE: FATS, OIL, AND GREASE & GRIT REMOVAL

AMOUNT REQUESTED: \$5.95M

TOTAL PROJECT COST: \$5.95M

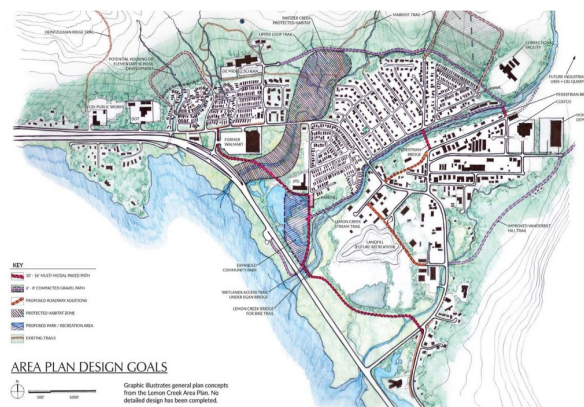
PROJECT DESCRIPTION:

Fats, Oils and Grease (FOG) requires special treatment, typically prior to the treatment basin. The foam from FOG degrades plant performance at the Mendenhall Treatment Plant. This project would install a grease collection vessel with a skimmer and vortex vessel to control incoming grease and finer grit. The Mendenhall Treatment Plant is currently operating under a Compliance Order by Consent with the State due to permit violations. Removing FOG before it disrupts the treatment process will assure more consistent plant performance. This project will design and construct the FOG and Grit removal equipment.

TIMELINE: Once funding is secured, design and construction within 30 months.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Permit compliance, reduce treatment costs, and extend the useful life of the plant.



LEMON CREEK MULTIMODAL PATH

AMOUNT REQUESTED: \$8M

AMOUNT SECURED: \$1.75M

TOTAL PROJECT COST: \$10M

PROJECT DESCRIPTION & UPDATE:

The requested funding would construct a multimodal path in Lemon Creek that connects residents to schools, shopping, jobs and services. CBJ is pursuing a DOT Reconnecting Communities grant for FY24 that will include robust public engagement, route selection and preliminary design, as well as a ADOT&PF Transportation Alternatives Program grant for the first phase of construction The Assembly has appropriated 1.75M to advance design of the project as well as potential match for construction grant opportunities. The full route would connect the Glacier Highway / Vanderbilt intersection to Alaway Avenue and then on to Glacier Highway (near the old Walmart). This would provide direct access to the two largest mobile home parks in the community. CBJ also applied for FHWA FY23 Safe Streets for All (SS4A) supplemental planning funds for additional community planning and analysis of pedestrian, cyclist and motorist safety.

PUBLIC PROCESS:

This project has been identified as a priority by the 2017 Lemon Creek Plan adopted into the Comprehensive Plan. Designated as the number one Legislative Capital Priority in 2021 and 2022, and the 8th priority in 2023

TIMELINE: FY24 (ongoing) route analysis, public outreach, planning and preliminary design. Once full funding is secured, 18-24 months for design and construction.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Advance Long term goal of a new non- motorized route.



CAPITAL CIVIC CENTER

AMOUNT REQUESTED: Federal Delegation—\$35M; State of Alaska—\$10M

AMOUNT SECURED: CBJ- \$2M design; \$10M commitment from CLIA for CBJ Passenger Fees; \$5M CBJ appropriation requested; \$3M identified for Centennial Hall; \$6.5 Partnership Resources

TOTAL PROJECT COST: \$75M

PROJECT DESCRIPTION: This project will expand Juneau’s Centennial Hall by adding several meeting rooms, a theater, a community hall, a gallery and other public spaces. The old Juneau Armory would be removed. The Capital Civic Center will function as a multi-use civic and conference facility which will enhance Juneau’s prominence as a regional center for art, culture, and community engagement while attracting broad-based use and pride in Alaska’s Capital City.

PUBLIC PROCESS: Conceptual studies and outreach for Centennial Hall were performed in June of 2019 . Upgrades to the ballroom at Centennial Hall were completed in August 2023. The performing arts elements (new JACC) also received public input throughout the development of design for a stand alone facility. Merging the two facilities into a large, single, facility was presented to the Assembly by stakeholder organizations in 2020. The Assembly funded conceptual design in late 2021 appropriated \$2m to advance the project. NorthWind and JYW Architects teamed up for design and have worked with stakeholders to consolidate space and find design efficiencies.

TIMELINE: Once funding is secured, 3-3.5 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Support convention, arts and visitor economy.



JUNEAU SCHOOL DISTRICT-WIDE SECURITY AND SAFETY UPGRADES

AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: \$2M

PROJECT DESCRIPTION:

This project will upgrade security cameras, phone systems, secure entryways, brush clearing, perimeter lighting, emergency egress lighting, back-up generators, and secured property. This project will increase the Juneau School District's security presence, which will help to deter vandalism, theft, and other criminal activities. The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology age.

TIMELINE: Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start; 65% review (and 5% expenditure) 9 months from start; construction begins 14 months from start (25% expenditure) construction completed 28 months from start (100% expenditure).

WHO WILL MAINTAIN AND OPERATE? JSD

GOAL OF PROJECT: Security and safety of district facilities.



Photo Credit: Oregon State University

MUNICIPAL COMPOSTING FACILITY DESIGN AND CONSTRUCTION

AMOUNT REQUESTED: \$4M

AMOUNT SECURED: \$2.5M Congressionally Directed Spending

TOTAL PROJECT COST: \$6.5M

PROJECT DESCRIPTION:

This project will design and construct a commercial-scale composting facility to serve Juneau residents, businesses and institutions. CBJ will have the capacity to accommodate large scale producers such as grocery stores, and large restaurants and institutions (e.g., Bartlett Regional Hospital, CBJ, Juneau School District and Lemon Creek Prison) getting this waste out of both the sewers and the landfill. It is CBJ's intention to own the facility, but contract out the operations. In 2023 applied for a composting and zero waste grant through the Environmental Protection Agency for phase two of the project.

TIMELINE: CBJ will issue a request for proposals for site development, planning and design in FY23. Once funding is secured, 2 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Divert waste from the local landfill as part of a broader Zero Waste initiative in order to extend the life of the landfill.



AURORA HARBOR REBUILD—PHASE IV

AMOUNT REQUESTED: \$1M

TOTAL PROJECT COST: \$11.5M

PROJECT DESCRIPTION:

Request for funding to continue the reconstruction of the Aurora Harbor Facility. Past work has been divided into segments. This request would continue preliminary design and begin permitting tasks.

PUBLIC PROCESS:

The project has been through a long term planning process with community outreach. It is the 4th phase of the larger reconstruction plans. Docks & Harbors has submitted a \$5M ADOT Harbor Facilities grant for FY25 Legislative consideration. If successful it will be locally matched with \$5M and nearly complete the rebuild of Aurora Harbor.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Replace critical infrastructure and support maritime economy.



Photo Credit: Cathy Mahnke

AUKE BAY NEW BREAKWATER

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: unknown (\$50M placeholder)

PROJECT DESCRIPTION:

The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of the Statter Harbor. The current facility has reached it's useful life and needs to be replaced. The new facility would allow for more moorage and provide economic stimulus to the community. CBJ would be the local sponsor for the US Army Corps of Engineers, who is federally responsible for the feasibility analysis, design and construction of the breakwater. Local match is required under federal law and is available through Docks & Harbors. Senator Murkowski has added \$500K as CDS in the FY24 appropriation bill and is awaiting Congressional action.

PUBLIC PROCESS: Identified as a Legislative Priority for FY2023

TIMELINE: Once funding is secured, 3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase moorage and recapitalization of aging infrastructure.



WATERFRONT JUNEAU DOUGLAS CITY MUSEUM

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$2M CBJ Voter Approved Sales Tax

TOTAL PROJECT COST: \$12M

PROJECT TYPE: Planning & Design

PROJECT DESCRIPTION:

This project will construct a new museum on the waterfront to house art and other local collections. The museum will leverage its waterfront location to become a destination for visitors and locals. It will also free up the current museum adjacent to the State Capitol for expansion of the Capitol campus.

PUBLIC PROCESS: Identified as Legislative Priority in FY2023

TIMELINE: Once funding is secured, 2-3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Grow the arts in Juneau and expand the Capitol campus.



NORTH DOUGLAS BOAT RAMP EXPANSION

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$20M

PROJECT DESCRIPTION:

Requested funding would accomplish the first steps to expanding the North Douglas Launch Ramp Facility. These include planning, research and permitting to initiate the project.

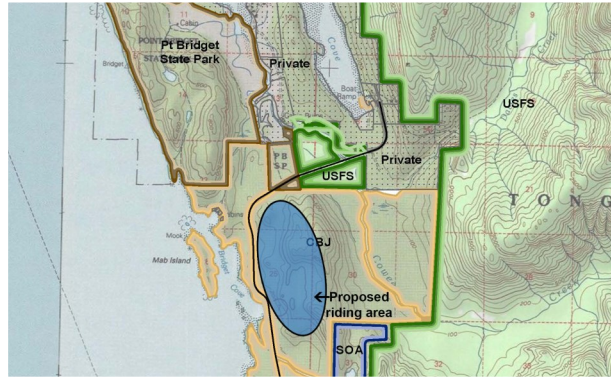
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

TIMELINE:

Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Improve safety and expand boating access & transportation.



OFF-ROAD VEHICLE (ORV) PARK DEVELOPMENT

AMOUNT REQUESTED: \$5.7M

AMOUNT SECURED: \$300,000

TOTAL PROJECT COST: \$6M

PROJECT DESCRIPTION & UPDATE:

This project will address longstanding and unmet demand for sustainable off-road vehicle (ORV) recreation. This project will help meet demand for ORV recreation, provide a venue for training opportunities, reduce damage to sensitive habitats elsewhere, and reduce user conflicts.

PUBLIC PROCESS: A multi-year public process has been completed and design, permitting, and development of the 35-Mile ORV Riding Park is underway. This process includes stakeholders such as the Juneau Off-Road Association (JORA), Trail Mix, Inc., conservation organizations, and citizen advisory boards.

TIMELINE: Once required permits and funding is secured, 3 year design and construction timeline. More detailed project information available at <https://juneau.org/parks-recreation/project-list/entry/81872>.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: To meet growing demand for off-road vehicle recreation, avoid user conflicts, reduce ongoing damage to sensitive resources and landscapes, and stimulate economic activity by creating new opportunities for outdoor recreation that do not currently exist in Juneau.



WEST DOUGLAS EXTENSION

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$7.5M

PROJECT DESCRIPTION:

This project will continue construction of the gravel surface pioneer road from near the current end of the Douglas Highway to Hilda Point. The road will promote development, increase opportunities for recreational access to public lands, and enable closer access to new growth development areas that are identified in the CBJ Comprehensive Plan. Road access will assist land owners in their on-the-ground investigations required for formulating future development plans.

PUBLIC PROCESS:

West Douglas Roadway corridor alignment has been approved by Assembly and Planning Commission. This project has been identified as priority 'New Growth Area' by CBJ Comprehensive Plan and West Douglas Conceptual Plan.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Support long-term development.



JACKIE RENNINGER PARK DEVELOPMENT & PIPELINE SKATE PARK IMPROVEMENTS

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$4,075,000

AMOUNT SECURED: \$75,000

PROJECT DESCRIPTION:

This project will implement the master plan for Jackie Renninger Memorial Park, providing much needed access to outdoor recreation and open space for Juneau's most underserved neighborhoods. This 4.6-acre parcel is home to the Pipeline Skate Park and a small public restroom. This project would ensure the surrounding neighborhood has convenient and safe access to a playground.

PUBLIC PROCESS:

In 2022 the Assembly appropriated funding to develop a master plan for Jackie Renninger Park which will be completed by the end of 2023. This process will result in a conceptual design that will be fully developed in a subsequent design phase.

TIMELINE: Once funding is secured, within 2 years of start date

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: To provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.



BARTLETT AURORA BEHAVIORAL HEALTH CENTER

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$17.75M

PROJECT DESCRIPTION:

The requested funding would partially mitigate construction inflation and associated costs Bartlett is absorbing for the project. The Center will provide much needed outpatient psychiatric service, crisis and community intervention and applied behavior analysis. In addition, it will house a new service to the community, crisis observation and stabilization with a total of 7 beds. The crisis center will be used by people in need across Southeast Alaska, and potentially statewide. The Aurora Behavioral Health Center will provide service based on the Crisis Now model which uses community based options to address long-term services for individuals who may be experiencing a behavioral health crisis in conjunction with other medical conditions complicating care.

PUBLIC PROCESS:

This project was identified as a priority in the master plan for the Bartlett Campus and been through many public meetings as it has made its way through planning, design and construction.

TIMELINE: Construction is scheduled to be complete in October of 2023.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: The Behavioral Health Center will provide patients from Juneau and other Alaskan communities with expanded opportunities to receive mental health care closer to home in a modern fit-for-purpose facility.

APPENDIX

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CBJ LEGISLATIVE CAPITAL PRIORITIES LIST

by Katie Koester, Engineering and Public Works Director

Q: What are the Legislative Capital Priorities?

A: The CBJ Legislative Capital Priorities (LCP) is a document that lays out community priorities for capital projects, including a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For CBJ projects, additional information is provided on the timeline for completion. Facilities that have alternative funding streams are not included on this list: for example, the Airport, or projects that can be funded through Passenger Fees. See graphic on the following page for a diagram of how the different plans and lists relate to each other.

NOTE: Inclusion on the Legislative Capital Priorities is not a funding request. From CBJ's standpoint, it is a mechanism to prioritize projects and raise awareness of a needed project to increase chances of funding from various sources. Nominating a project for inclusion in the LCP should not be thought of as a request for municipal funding.

Q: Are the "legislative priorities" the same as the Capital Improvement Plan?

A: No, they are a prioritized list of projects that are pulled from various CBJ plans, including the Comprehensive Plan, Area Plans, and the Six-year Capital Improvement Plan. The Legislative Priorities are "short list" of projects on which CBJ will focus particular attention during the upcoming legislative session and with the federal delegation. (The goal is to get at least partial funding for a project included in the state capital budget or federal earmark.)

CBJ's "short list" of Legislative Priorities should have a limited number of projects on it. An attempt is made to phase projects so that funding requests range in size depending on available funds and objective. For the State Legislature, project descriptions are inputted into an online system lawmakers use to prioritize funding requests (CAPSIS). These are due in February.

Federal priorities are also solicited by the delegation through an online platform. The Assembly will designate projects that have a nexus with federal funding opportunities for submission to the delegation through the Legislative Priority process.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of 20-50 years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the LCP are CBJ projects, but some are community projects spearheaded by a non-profit organization or state or federal agency (e.g., Alaska DOT). To be included on the LCP projects must have an estimated total project cost of at least \$1,000,000.

Q: Is the Legislative Capital Priorities list just "wish list," and if so, what's the point of writing up a "wish list"?

A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that lead up to the larger goal and advocate towards a common goal. It will take time and discipline to keep the list an accurate and living document.

There are several reasons to include longer term projects on the Legislative Priority List, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically the more priority a municipality places on a project, the greater the chances it for a legislative appropriation.

APPENDIX

CBJ Lists, Plans and Priorities

How do the many CBJ lists of projects, plans and priorities relate to each other? This diagram shows how each document informs the one below it. The dollar signs represents the general volume of funds needed, but only the green rings are lists that come with the commitment of actual dollars.

