



DOCKS AND HARBORS BOARD AGENDA

September 29, 2022 at 5:00 PM

City Hall Conf. Room 224/Zoom Webinar

<https://juneau.zoom.us/j/87934309697> or (253) 215-8782 Webinar ID: 879 3430 9697 Passcode: 945564

A. CALL TO ORDER

B. ROLL CALL: James Becker, Paul Grant, Debbie Hart, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, , Lacey Derr and Don Etheridge

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

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

E. APPROVAL OF MINUTES

1. Special Board August 25th, 2022

2. Regular Board August 25th, 2022

F. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes

B. Board Members Requests for Consent Agenda Changes

C. Items for Action

3. Land Management Plan - 85.02.063
Presentation by the Port Director

RECOMMENDATION: FOR THE ASSEMBLY TO APPROVE CHANGES TO 85.02.063 IN ORDINANCE 2022-49 AS AMENDED.

4. Omnibus Regulations Changes with Fiscal Notes
Presentation by the Port Director

RECOMMENDATION: TO DIRECT STAFF TO EXECUTE PUBLIC NOTICE FOR PROPOSED REGULATION CHANGES, INCLUDING FISCAL NOTES.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED

G. UNFINISHED BUSINESS

H. NEW BUSINESS

5. CIP FUNDS TRANSFER – HARBOR FUND BALANCE TO AURORA PH3
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO TRANSFER \$500K FROM THE HARBOR ENTERPRISE FUND BALANCE TO CIP H51-125 (AURORA HARBOR IMPROVEMENTS)

I. ITEMS FOR INFORMATION/DISCUSSION

- 6. Harbor Rate Study
Presentation by Port Director
Board Discussion/Public Comment

- 7. Legislative Priority List
Presentation by Port Director

J. STAFF, COMMITTEE AND MEMBER REPORTS

K. PORT ENGINEER'S REPORT

- 8. Engineer Report

L. HARBORMASTER'S REPORT

M. PORT DIRECTOR'S REPORT

N. ASSEMBLY LIAISON REPORT

O. BOARD ADMINISTRATIVE MATTERS

Next Operations-Planning Committee Meeting - October 19th, 2022
Next Special Board Meeting (to approve bid award) - October 21th, 2022
Next Regular Board Meeting - October 27th, 2022

P. ADJOURNMENT

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

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MEETING MINUTES

For Thursday, August 25th, 2022
City Hall Room 224 and via Zoom

- A. **CALL TO ORDER:** Mr. Etheridge called the Special Board meeting to order at 5:04 p.m.
- B. **ROLL CALL:** The following members were in attendance at City Hall Room 224 or via Zoom; James Becker, Paul Grant, David Larkin (left meeting at 5:15 p.m.), Matthew Leither, Mark Ridgway, Annette Smith, Lacey Derr and Don Etheridge.

Members absent: Debbie Hart

Also Present: Christine Woll – Assembly Member, Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, Benjamin Brown – CBJ Attorney and Nichole Benedict – Administrative Assistant.

- C. **PORT DIRECTOR REQUESTS FOR AGENDA CHANGES** – None
- D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** – None
- E. **NEW BUSINESS**

Mr. Uchytel said there are three ordinances to be amended. The ordinance changes require a public process. We will make our recommendations to the Assembly and the Assembly will have an introduction and public hearing before approving the proposal.

Mr. Uchytel said there are eleven regulations to be amended. Our recommendation goes to the Assembly and they can veto the recommendation or send it back to the Board.

1. Ordinance Amending CBJAC 85.25.020 - Boat Harbor Regulations Relating to Vessel Identification. Mr. Uchytel said this ordinance change would require all vessels in our harbors to display a vessel name.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 85.25.020 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Ordinance Amending CBJAC 85.25.090 - Prohibited Acts within the Boat Harbor Related to Dogs and Other Domestic Animals. Mr. Uchytel said this change amended language saying only dogs of boat owners were allowed on the dock. This also cleaned up language regarding dog feces.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 85.25.090 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

3. Ordinance Amending CBJAC 85.02.060 (General Powers) & CBJAC 85.02.063 (Land Management Plan). Mr. Uchytel said the recommended change is on page twelve in the packet. This change brings Docks & Harbors into compliance with the Land Management Plan. We are trying to be consistent with how we manage our properties.

Board Questions

Mr. Ridgway asked about the wording on page fourteen, line twelve. Tidelands should be leased only for specific water-dependent and water-related uses and not sold. He said we are approaching a significant land swap. He asked if it be appropriate to change that section as well while we are amended the ordinance.

Mr. Brown said a land swap is not a sale. It is an alienation of the land. He reminded the Board they do not have the ability to change an ordinance, only recommend a change to the Assembly. He does not think the Board needs to do anything about that tonight.

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 85.02.060 & 85.02.063 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

4. Regulation Change 05 CBJAC 07.010 (Inactive Vessel Management)
Mr. Uchytel said this change recognized the National Guard Dock location as a designated area for inactive vessels.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 07.010 (INACTIVE VESSEL MANAGEMENT) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

5. Regulation Change 05 CBJAC15.035 (Reservation Charge Policy). Mr. Uchtyl said this change is to have all reservations made for a period of more than seven days paid in full at the time of the reservation.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 15.035 (RESERVATION CHARGE POLICY) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

6. Regulation Change 05 CBJAC 20.050 (Resident Surcharge). Mr. Uchtyl said this proposed change is to add language that any rental or leasing of a vessel by its owner must be for a period of no less than six months.

Board Questions – None

Public Comment

Dennis Watson – Juneau, Alaska

Mr. Watson said this ordinance is about as clear as mud.

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.050 (RESIDENT SURCHARGE) AND ASK UNANIMOUS CONSENT.

Ms. Smith objected to the motion.

Roll Call Vote:

James Becker – Yes

Paul Grant – Yes

Mathew Leither – Yes

Mark Ridgway – Yes

Annette Smith – No
Lacey Derr – Yes
Don Etheridge – Yes

Yes – 6
No – 1

Motion passed.

7. Regulation Change 05 CBJAC 20.060 (Recreational Boat Launch Fees). Mr. Uchytel said this change would add the use of the Kayak Launch Ramp at Statter Harbor is free and does not require a launch ramp permit.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.060 (RECREATIONAL BOAT LAUNCH FEES) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

8. Regulation Change 05 CBJAC 20.090 (Statter Boat Harbor Lower Parking Lot Permit Fee). Mr. Uchytel said this change is administrative in nature only changing the name of the bus parking lot.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.090 (STATTER BOAT HARBOR LOWER PARKING LOT PERMIT FEE) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

9. Regulation Change 05 CBJAC 20.110 (Crane Use Fees). Mr. Uchytel said this change is to recognize all cranes are now using electronic key fobs and you are not required to prepay for use.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.110 (CRANE USE FEES) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

10. Regulation Change 05 CBJAC 20.130 (Storage Fees). Mr. Uchtyl said this removes the option to store personal items up to 200 sq/ft. This standardizes storage fees everywhere in our harbors to \$0.50 sq/ft.

Board Questions

Mr. Ridgway asked is this applies to anyone needing storage.

Mr. Uchtyl said we would turn away someone that needed storage but did not have a boat in our harbor.

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.130 (STORAGE FEES) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

11. Regulation Change 05 CBJAC 20.160 (Parking Lot Fees). Mr. Uchtyl said this is for Statter Harbor parking only. It removes a monthly rate in the summer and makes parking free in the winter.

Board Questions – None

Public Comment

Dennis Watson – Juneau, Alaska

Mr. Watson said when DeHart's Marina was sold there was an agreement that they could continue to park one vehicle at no charge. He wanted to confirm that agreement is still in effect.

Mr. Creswell said this was for patrons that were displaced by the sale and new construction of A and B floats. Yes, they do still get one free parking pass.

Board Discussion/Action

Mr. Leither said he brought this up earlier due to people buying out the monthly passes all at once for the year. He wanted to make it fair for everyone his intention was not to raise rates. He thinks this fee was to promote carpooling and \$100 per month will do that without increasing the fee.

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.160 (PARKING LOT FEES) AND ASK UNANIMOUS CONSENT.

Mr. Leither objected.

Roll Call Vote:
James Becker – Yes
Paul Grant – No
Matthew Leither – No
Mark Ridgway – Yes
Annette Smith – Yes
Lacey Derr – Yes
Don Etheridge – Yes

Yes – 5
No – 2

Motion passed.

12. Regulation Change 05 CBJAC 20.190 (Auke Bay Loading Facility - Drive Down Float Fee). Mr. Uchtyl said this was a regulation attempting to charge vehicles on the drive down Float.

Board Questions

Mr. Grant asked what the purpose of the fee was to begin with.

Mr. Uchtyl said there is a lot of wear and tear on the surface and this could raise revenue for repairs.

Public Comment – None

Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 20.190 (AUKE BAY LOADING FACILITY - DRIVE DOWN FLOAT FEE) AND UNANIMOUS CONSENT.

Motion passed with no objections.

13. Regulation Change 05 CBJAC 25.060 (Summer Management). Mr. Uchtyl said this is about transient users in Statter Harbor. All transient vessels are required to move after ten days. The change would assess a daily rate on the eleventh day if they do not move.

Board Questions

Mr. Ridgway asked about the allowances the Harbormaster makes if someone isn't able to move a vessel within the ten days.

Mr. Creswell said he deals with that often. People might need to go out of town, have transportation issues or some other major life happening. They can simply come to him and ask for an exemption.

Mr. Leither said a lot of the vessels that are not moving claim to have mechanical issues, and have been saying that all summer. He asked if that type of thing would qualify them for an exemption from the Harbormaster.

Mr. Creswell said that does happen and he has gone down to boats and asked them to show proof repairs are in progress. He has spoken to their mechanics or asked to see invoices proving repairs are in progress.

Public Comment – None

Board Discussion/Action

Ms. Derr said she wants to be respectful of those that do move every ten days and follow the rules.

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGE TO 05 CBJAC 25.060 (SUMMER MANAGEMENT) AND ASK UNANIMOUS CONSENT.

Mr. Grant objected to the motion.

Mr. Grant said he would like to see it changed from ten days to seven. This is to foster turnover in the harbors. He feels seven days is more than enough time and will allow more people able to enjoy Statter Harbor.

Mr. Creswell said he feels ten days is a fair and an adequate timeframe. If someone fishes on Saturday and wants to fish the following weekend and the weather is bad it gives them a grace period before needing to move. He also said ten days is known to everyone and ingrained in their head.

Mr. Etheridge asked if we are able to amend a recommendation.

Mr. Brown said this change is completely in the range of what was already posted and offered to the public for notice.

Mr. Ridgway objected to the amendment changing it from ten days to seven.

MOTION By MR. GRANT: TO CHANGE THE TIMEFRAME REQUIRING BOATS TO MOVE FROM TEN DAYS TO SEVEN.

Roll Call Vote:

James Becker – No

Paul Grant – Yes

Matthew Leither – No
 Mark Ridgway – No
 Annette Smith – No
 Lacey Derr – No
 Don Etheridge – No

Yes – 1
 No – 6

Amendment fails.

Mr. Leither said he would like to put some teeth behind the ten day requirement. There are a lot of boats in Statter Harbor not following it and he would like our harbor to stay full. He said he agrees with this proposal but would like to talk this out.

Mr. Creswell said over the last six years he has observed people in Statter Harbor are there because that is where they would like to be. He does not feel this change would run anyone off or cause them to move to another harbor. This change is to give us another tool to keep vessels moving. We already encourage vessels with mobility issues to go downtown instead of the transient Statter Harbor.

Mr. Leither asked about the turnover at the downtown harbors.

Mr. Creswell said there is greater turnover and availability in the downtown harbors.

MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT PROPOSED CHANGES TO 05 CBJAC 25.060 (SUMMER MANAGEMENT) AND ASK UNANIMOUS CONSENT.

Motion passed with no objections.

14. Regulation Change 05 CBJAC 25.080 (Winter Management). Mr. Uchytel said the intent of this change is to remove the lottery for winter moorage in Statter Harbor and removes the \$100 application fee. This allows the Harbormaster and Deputy Harbormaster the authority to assign winter moorage based on length of vessel and their preferences.

Board Questions

Mr. Grant asked if this changes the winter moorage list to a first come first serve basis.

Mr. Creswell said in the past we did a first come first serve list as well. We did not guarantee a spot or location. He would like greater latitude to make determinations by size, need or live-a-board placements.

Mr. Grant said this change is to put in regulation what is already being done.

Public Comment – None

Board Discussion/Action

**MOTION By MS. DERR: TO RECOMMEND THE ASSEMBLY ADOPT
PROPOSED CHANGE TO 05 CBJAC 25.080 (WINTER MANAGEMENT) AND
ASK UNANIMOUS CONSENT.**

Motion passed with no objections.

F. STAFF, COMMITTEE AND MEMBER REPORTS – None

G. ASSEMBLY LIAISON REPORT – None

H. BOARD ADMINISTRATIVE MATTERS – None

I. ADJOURNMENT – The meeting adjourned at 5:55 p.m.

CBJ DOCKS & HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, August 25, 2022
City Hall Room 224 and via Zoom

- A. CALL TO ORDER:** Mr. Etheridge called the August 25th meeting to order at 5:55 p.m. in City Hall Room 224 and via Zoom.
- B. ROLL CALL:** The following members were in attendance in City Hall Room 224 or via Zoom; James Becker, Paul Grant, Matthew Leither, Mark Ridgway, Annette Smith, Lacey Derr and Don Etheridge.

Members Absent: Debbie Hart and David Larkin

Also present: Christine Woll – Assembly Member, Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, Benjamin Brown – CBJ Attorney and Nichole Benedict – Administrative Assistant.

- C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES** – None

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

Kirby Day – Juneau, Alaska

Mr. Day spoke on behalf of Tourism Best Management Practices (TBMP). He was at the Operations/Planning meeting last week and heard some concerns and complaints after the Golden North Salmon Derby. Normally we have an opportunity to get all of the whale watching and sport fishing captains together prior to the derby weekend. With the very busy cruise ship calendar there was not a good time to get everyone together. They decided to gather the minutes from the last meeting in 2019 and send those out to everyone. They sent out reminders about the increase in traffic and to please be respectful of sport fisherman. He has sent out more correspondence letting everyone know we have about a month left of this tourism season and please take the time to remind captains to be diligent and committed to what has been agreed to. We need everyone to be mindful of wakes coming in and out of Statter Harbor and proper zones for entering and leaving Statter Harbor.

- E. APPROVAL OF JULY 28TH, 2022 MINUTES**

Hearing no objection, the July 28th Board minutes were approved as presented.

- F. CONSENT AGENDA**

2. A. Public Requests for Consent Agenda Changes – None

- B. Board Members Request for Consent Agenda Changes

Mr. Ridgway spoke about the recommendation and asked to amend the wording. He feels it is not our place to advance efforts, it is our job to do what is best for the Docks & Harbors Enterprises. He does not like the phrase “to advance Goldbelt’s efforts” and would like the recommendation to be amended as follows.

RECOMMENDATION: TO DIRECT STAFF TO INITIATE AN APPRAISAL AND ESTABLISH A PROCESS TO COORDINATE DOCKS & HARBORS INTERESTS WITH GOLDBELTS EFFORTS TO DEVELOP THE SEADROME PROPERTY.

Mr. Grant agreed with Mr. Ridgway and said the new wording for the recommendation is appropriate.

Public Comment – None

Board Discussion

Mr. Grant said Mr. Ridgway makes an important point that we are not here to advance projects, we are here to protect Docks & Harbors interests.

Mr. Becker agreed with the change of wording.

MOTION by Mr. Ridgway to direct staff to initiate an appraisal and establish a process to coordinate Docks & Harbors interests with Goldbelt's efforts to develop the Seadrome property and ask unanimous consent.

The motion passed with no objections.

G. UNFINISHED BUSINESS

3. Hansen-Gress Building Changes

Shannon Crossley with NorthWind Architects, LLC presented a PowerPoint presentation found on page 53 of the packet. Ms. Crossley shared a sketch showing the building and property line. A building permit cannot be issued to do any renovation work to the outside of the building because it would cross a property line owned by Docks & Harbors. The property is in a prominent location and they would like to beautify the building to align with more development down the way. She said she believes these two parcels were always meant to be together and for whatever reason it has not happened up until now.

Board Questions:

Mr. Ridgway asked questions about page 58 in the packet and to explain what Docks & Harbors owns and what is being requested in the sale.

Ms. Crossley said there are mere inches from the outside of the building to the property line on the waterside. She said the parcel in front of the building is Docks & Harbors owned tidelands.

Mr. Ridgway asked if the Planning Commission could offer a variance. He would like to know if the deck and awning are included with the current renovations.

Ms. Crossley said the deck and awning are being looked at for future renovations and have not been added to the current project.

Mr. Leither asked if they had filed a formal application with the Planning Commission to receive a variance.

Ms. Crossley said no, they have not requested a variance or filed for a building permit yet.

Mr. Leither said he is not a planning or zoning expert. If we decide not to sell you the land you will need to receive a variance to move ahead.

Ms. Crossley said if Docks & Harbors decides not to sell the property the building owner would not be able to make any improvements to the building, maybe siding and new windows only. She said no variance will ever exists to build over property lines.

Mr. Ridgway asked about a revised property appraisal with both lots as one.

Ms. Crossley said they had to install a deck for the scaffolding to sit on to replace the siding of the building. She was hoping they could leave the deck in place and put on a railing and make it a proper deck. With the current property line they will need to make the deck temporary and tear it down once the siding is complete.

Mr. Gress said a deck sounds luxurious but it is really necessary to do any type of work to that side of the building. From a maintenance side of things this building is very difficult to deal with. There are also some issues with the pilings and this request is also about cleaning up the area.

Mr. Uchytel said the yearly lease for this property is approximately \$6,000. The most recent appraisal for the property was \$73,000.

Mr. Ridgway asked if there are any current development plans that this sale would impact.

Mr. Schaal said he is not aware of anything that would be affected with combining these pieces of land.

Mr. Gress said the current building is valued at \$380k and the property is valued at \$483K.

Mr. Becker said selling tidelands is a big deal especially for the City Assembly. He would like to see this sale work out and thinks they would do a good job on the project.

Mr. Uchytel said the Lands Committee meets in September and will discuss this property.

Ms. Smith asked if there are any other projects in the works where we will be giving up land. She mentioned the Goldbelt land swap at the Seadrome Property.

Mr. Uchytel said he expects a tideland lease request from Juneau Tours in Statter Harbor. At one time the Marine Exchange of Alaska came to us and was looking for property to expand their operations.

Mr. Schaal said we did this exact type of deal with the Archipelago Lot. We took four parcels of land and combined them into two lots and sold some of the property.

Public Comments – None

Board Discussion/Action

Ms. Derr said a variance cannot be granted over property lines. If they were to build something on our property we would be responsible for the property tax for the structure. A public-private partnership is something that is huge and done frequently. The sale of CBJ land to provide further access to our resources is well within the realm of what CBJ does. She knows it is hard to give up tidelands, but in this case it would hinder anyone that owns this building from doing necessary work.

Mr. Leither said if the property line is inconvenient for the building owner it is not our responsibility. They decided to purchase the building knowing what would be their property and what would be owned by Docks & Harbors.

Mr. Ridgway said he agreed with Mr. Leither. It is not our job to help their property, buyer beware. He believes they knew this would be an issue and purchased the building and land anyways. He is concerned for the building and it falling into the sea if they cannot make the necessary repairs over the 50 year lease. He would like the appraisal to be done to show the value of both lots as one.

MOTION by Mr. Grant: Whereas the sale of tidelands under the control of the Docks and Harbors Board is contrary to the public policy of the City and Borough of Juneau (CBJ) (CBJ 85.02.063 (b)(4)); and

Whereas the public policy of the CBJ favors the leasing of tidelands for water related purposes (CBJ 85.02.063 (b)(4)); and

Whereas the Hansen/Gress organization (the Developer) has requested to purchase a portion of CBJ tidelands for purposes of performing necessary rehabilitation of a building which sits partially on leased CBJ tidelands and partially on privately owned land; and

Whereas it appears that many, if not all, of the Developer's objectives could be accomplished by the leasing of additional tidelands combined with the granting of variances, conditional use permits, or other conditional permissions by the CBJ Planning Commission; and

Whereas such an arrangement would be consistent with the public policy of the CBJ;

Now, therefore, the Docks and Harbors Board finds as follows:

1. The Developer's request to purchase CBJ tidelands is denied;
2. The Developer should exhaust all possible avenues through application to the Juneau Planning Commission to achieve the necessary permissions to further its development objectives;
3. The CBJ Planning Commission is requested to look favorably on any application filed by the developer which is consistent with the conceptual drawings submitted to the Docks and Harbors Board, but which does not involve the sale of CBJ tidelands;

4. If requested by the Developer, staff is directed to enter into negotiations for a lease of additional CBJ property which is sufficient to meet the projects requirements, as well as any future CBJ needs for access or passage across the developer's property. Any lease negotiated between the parties is subject to the approval of the Docks and Harbors Board.

Ms. Derr objected to the motion. She feels the motion is incredibly restrictive when we already have a lot of the answers. She does not want to deny this request.

Roll Call Vote:

James Becker – No
Paul Grant – Yes
Matthew Leither – Yes
Mark Ridgway – No
Annette Smith – No
Lacey Derr – No
Don Etheridge – Yes

Yes – 3

No – 4

Motion failed

Motion by Mr. Grant to table this discussion until after the Assembly Lands Committee can meet.

Ms. Derr objected to tabling the discussion.

Roll Call Vote:

James Becker – No
Paul Grant – Yes
Matthew Leither – Yes
Mark Ridgway – Yes
Annette Smith – No
Lacey Derr – No
Don Etheridge – Yes

Yes – 4

No – 3

Motion failed

Ms. Woll said the Assembly appreciates getting a recommendation from the Board on this issue. If there is action from the Lands Committee it will be sent to the Assembly. There is still some time and she welcomes members and staff to be present and voice opinions on this proposal at those meetings.

Mr. Ridgway asked if Ms. Woll had an opinion on selling tidelands and what the Assembly might do.

Ms. Woll said she has no idea how the Assembly will vote on this issue and she is not ready to decide how she will vote yet. She takes the “should not” verbiage seriously, but obviously there is multiple considerations here.

Mr. Uchytel said the Board can recommend one way or the other. The City Attorney knows what is in this proposal and has weighed-in that for them to move forward - a sale is necessary.

Mr. Grant said he disagrees. They might not be able to get everything they want, but there is a lot they can do.

MOTION by Annette Smith to advance the Hansen-Gress proposal that includes easements for future Docks & Harbors development as well as first right of refusal on the consolidated land and building sale as well as the evaluation of property by Docks & Harbors contracted appraiser that assumes the property as a single lot.

Roll Call Vote:

James Becker – Y

Paul Grant – N

Matthew Leither – N

Mark Ridgway – Y

Annette Smith – Y

Lacey Derr – Y

Don Etheridge – Y

Yes – 5

No – 2

Motion passed.

H. NEW BUSINESS – None

I. ITEMS FOR INFORMATION/DISCUSSION

4. UAS Property Conveyance

Mr. Uchytel share a presentation starting on page 61 in the packet. He and Mr. Etheridge met with the University of Alaska Land Management. After they discussed our proposal with the management team they decided retaining the property was in their best interest. They will continue to lease the property to Docks & Harbors for the appraised \$230K a year. The yearly lease for the last 35 years was about \$10K-\$15K. The University has brought up the potential for a reduction in the lease if we can show an educational benefit to the university. He believes the reduction would be pennies on the dollar and not significant. He is not sure if the Assembly will allow the \$2M set aside for purchasing the land to be used to pay the new higher lease terms. There is considerable overhead incurred regardless if we lease or buy the

property. The boatyard equipment and travel lift is well past its useful life. We will also need a new pier build. We are using original cranes on the dock and paid \$30K last year to rebuild one and the other is on its last leg. We have sub-lessees on the property and collect \$2,800 from Maritime Hydraulics, \$29K from Juneau Marine Services and \$4,400 from Nordic Tug Charters.

Board Discussion

Mr. Becker does not want to give up on trying to get them to sell the property.

Mr. Uchytel said the University thinks selling this piece of land will devalue the 5.3 acres with the vocational technology building. They have a fiduciary responsibility to do what is best for the university.

Mr. Leither said he understands why they do not want to sell it. He asked if there another area we can put a boat yard and what would this land be used for if not leased or sold to us.

Mr. Etheridge mentioned the recent NCL property sale and they might be thinking what this entire parcel could potentially be worth someday. He would like the Board to come to a consensus if it is worth reentering into a lease that will cost us three or four times the price of the property.

Mr. Grant asked what would happen if we ended our lease and had them work directly with our lessee to see what they could get without our involvement. Maybe we can take that \$2M and find something else that could work long-term.

Ms. Derr spoke about University's money troubles years ago when we first started talking about the purchase of land. Now after CARES funding, their income has increased and they might not need to sell the property. She is also interested in alternatives and mentioned Douglas Harbor as one. She spoke about the recent vessel that hit a log and was taking on water over the derby weekend. They went straight to the downtown haul-out at 5 a.m. and were immediately met with staff to get the vessel out of the water. This type of facility is incredibly important to the community.

Mr. Ridgway agrees with the sentiment. The long-term lease would be expensive but a boatyard is a vital services. He likes the idea of looking at other options.

Mr. Grant asked about the EPA regulations of the boatyard. He would like to know if we get tasked with making the facility EPA compliant as the landlord. He is concerned about our exposure. He would like to know if we able to do a year-to-year lease so we can keep the boatyard going.

Mr. Uchytel said when we first signed the lease the EPA regulations were almost nonexistent. There are going to be contaminants with this type of work. There is a risk with leasing and purchasing the property. There is a five acre fill zone by Norway Point that has potential for a boatyard. In 2016 it was estimated to be a \$30M project. We have also looked at the Little Rock Dump as a potential site, at roughly a \$30M project cost.

Mr. Becker said pollution is an issue with the boatyard and they are currently trying to deal with that. He knows we cannot throw our hands up and walk away. There are not enough places like this one to accommodate boat haul outs. He also asked if we are currently accepting money for planning efforts at that location.

Mr. Uchytel said we did not receive the RAISE Grant and we are still waiting to hear about a PIDP Grant for developing the site.

Mr. Ridgway would like to look at two options. A short term lease and alternate site options for a boatyard and haul-out.

Mr. Leither asked if the university is willing to do a short-term lease with us.

Mr. Etheridge said they are willing to negotiate. They told us there might be options to reduce the price but they want a long-term lease. Our Board needs to come up with ideas and then bring them before the University of Alaska Board to see how they will feel.

Mr. Grant would like to see what the economics are of this. He would like to see what would happen if we walked away. Currently we are subsidizing the boatyard and the hydraulic shop.

Mr. Etheridge said he has heard the hydraulic shop already has another location in mind if the lease rate increases.

Mr. Ridgway said a lot of commercial vessels are leaving Juneau for locations with lower moorage rates. He asked how it is working so far with us subsidizing an industry for boat storage. He would like to see plans and asked if we really want to be a landlord.

Mr. Grant would like a legal review of what our environmental liability would be if we decided to enter into a long-term lease.

Mr. Uchytel said he thinks the environmental issues are going to be significant. The cranes on the property are also shot, what we are doing is providing a service to the community. The value isn't financial from the boatyard, it is to the commercial fishing fleet that can now be hauled out or use the cranes to change out their gear.

Mr. Leither asked if we thought about having our own boatyard and managing it. He wonders what kind of revenue that could offer.

Mr. Uchytel said the boatyard and hydraulics leases expired with our lease with the University of Alaska.

Ms. Smith brought up the question if it is fair for our harbor patrons to subsidize these private businesses.

Mr. Grant wonders how it will be received if CBJ is completing with other private business in town.

Mr. Leither said if the private businesses could afford the lease price this wouldn't be an issue. Unfortunately, they can't afford the maintenance, upkeep or lease cost.

Mr. Schaal thinks we would lose money to operate our own boatyard. We have already shown we do not want to run a boatyard at the Auke Bay Loading Facility. Docks & Harbors has paid very minimal rates for the last 35 years for this lease. The University is probably considering that.

Mr. Becker said the reason the lease was so minimal was because CBJ gave the university \$500K back in the day.

Mr. Ridgway said whatever decision we make it will most likely need to be a short-term one. He does not feel we are ready to get into a 35 year lease for \$233K.

Mr. Leither asked about the Auke Bay Loading Facility and why that wasn't an option.

Mr. Schaal said we had some extra TIGER money and bought the Sea-Lift. Our staff was running the boatyard but we were having difficulty filling it. The Board made the decision to put it up for lease.

Mr. Uchytel said he does not hear a consensus on how the Board would like to move forward. All he has heard so far is the Board would like to hear more options.

Mr. Ridgway would like to direct staff to continue conversations with the university. We should probably let them know about these discussions and ideas by the Board.

Mr. Leither needs more information before he can make a decision. He needs to know more about the financials and available lease terms.

Mr. Uchytel asked if the 33 year lease was off the table would the Board consider a short-term lease.

Mr. Ridgway said he wants to know if it is an option on the table. If a shorter lease is not an option it might be time to let our tenants know we might not be able to provide that property because of the high cost.

Mr. Uchytel said we received a one-year extension with existing conditions. This memo was to put the options forward and what they include. We are unable to have an executive session to discuss this like the University can.

Ms. Smith said if we walk away that is not stopping the boatyard, it is just stopping us from being the middle man.

Mr. Uchytel said Mr. Schaal leaves in a month. There are many other projects going on and we are designing the north-end of Aurora. Because of the level of effort, a short-term lease is probably not our best option.

Mr. Leither said he feels this is a year-long conversation needed through many meetings. This will not be solved tonight. He thinks Juneau needs a boatyard and is not willing to sign off on a 33 year lease.

Mr. Etheridge said the current lease is only good until May 2023.

Mr. Grant said a five year lease will cost Docks & Harbors \$1.25M.

Public Comment

Dennis Watson – Juneau, Alaska

Mr. Watson feels the only option is a short-term lease. He said Docks & Harbors does not have the money coming in that would make up the lease cost. There is a lot of liability on the table here and he would like to have that discussed in an executive session and not with the public. The property owner has not done much in the way of improvements over the last 28 years. He would like to see the Board members come together and have a discussion that does not go off track like they did tonight. He said the Board only meets twelve times a year and they always go this way.

~~5. Open Meetings Act, Motions & By Laws Presentation by Port Director~~

J. STAFF, COMMITTEE AND MEMBER REPORTS

Ms. Derr asked if there had been changes to the regulation to allow storage on fingers. Some of the commercial fishing community has been asking her why they are not allowed to put locking boxes on their fingers when so many are using fingers for storage. If there has been no change to this regulation, can we please start enforcing it and asking people using the dock for storage to remove their items?

Mr. Creswell said there is no change and harbor patrons are not allowed to store personal belongings on the docks or fingers. He will plan to walk the docks soon and see who is doing this and manage the issue.

K. PORT ENGINEER'S REPORT

- Mr. Schaal said he has handed in his resignation and has accepted a position with the City of Wasilla as the Public Works Director. His last day will be on September 23rd.

L. HARBORMASTER'S REPORT

- Mr. Creswell said the Golden North Salmon Derby was slow fishing.
- Last weekend was the king crab opener and was easily four times busier than the derby. It was complete chaos for 96 hours. Staff was incredibly busy and he tried a different way to use the launch ramp. It worked overall with only three complaints.

- The Army Divers are in town and doing work for us. They have been out at Statter Harbor for the last four days trying to raise the sunken vessel the ANGELA K. While trying to raise the vessel the mast and poles were ripped off and it was left down in 100 feet of water.
- Staff built and installed a new fish cleaning station at the North Douglas Boat Launch Ramp.
- Staff is currently 50% complete with replacing the concrete on the Fisherman's Terminal Float.
- Mr. Scott Hinton, Port Operations Supervisor has also given his resignation and accepted a position with the State of Alaska Department of Environmental Conservation. His last day will be September 11th.
- We are currently still trying to hire Port and administrative staff.
- The last cruise ship on our docks will be on October 17th.
- He issued thirteen notices at Douglas Harbor requiring sea trials. Three have already passed the trials leaving ten left. A few extensions were given for ongoing work and he will stay on top of that.
- There are currently three boats in the impound process.

Mr. Grant asked if there was different sea trial requirements for houseboats.

Mr. Creswell said float houses are in the non-moving vessel zones and sea trials are not required.

Ms. Derr asked if the impounds were live-a-boards or general moorage in the harbor.

Mr. Creswell said one is a live-a-board.

M. PORT DIRECTOR'S REPORT

- Mr. Uchytel said staff went to Taku Harbor and did some work replacing hinges.
- Huna Totem is now the new owner of the Subport property. He has been meeting with interested parties regarding the purchase. CBJ does not own all the tidelands there and Docks & Harbors is only meeting as a consultant.
- Mr. Uchytel will be on leave from September 3rd – 12th.

N. ASSEMBLY LIAISON REPORT

- They had a Committee of the Whole meeting a few weeks ago and discussed dock electrification. Mr. Uchytel made some recommendations and the Assembly accepted the proposal. They are preparing a revenue bond to fund electrification of one of the docks.
- The Assembly officially approved the 1% sales tax list that included \$6.5M for harbor projects. This will be on the ballot in October 2022.

O. BOARD ADMINISTRATIVE MATTERS

- The next Operations/Planning Committee meeting is on Wednesday, September 21st.
- The next full Board meeting is on Thursday, September 29th.

- There is a new format being used for the agenda packets. This is a requirement by the City Clerk and they will be in this format going forward. If anyone would like to see something changed or added to the agenda please let Mr. Uchytel know.

P. ADJOURNMENT - The meeting adjourned at 8:32 p.m.

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-48 DRAFT

**An Ordinance Related to City and Borough of Juneau Land Management
Plan Duration, Restrictions, and Authority.**

WHEREAS, the Land Management Plan guides the City and Borough of Juneau’s use and ownership of its land, CBJC 53.09.150; and

WHEREAS, the current Land Management Plan was adopted in 2016 (Ord. 2016-18), and the prior Land Management Plan was adopted in 1999; and

WHEREAS, CBJC 53.09.160(b) empowers the Planning Commission to review and update the Land Management Plan as necessary but at least every ten years; and

WHEREAS, the past and current Land Management Plans provide valuable guidance for management of all City and Borough of Juneau property—including Department managed lands; and

WHEREAS, the two-year limitation in CBJC 53.09.200(c) is unnecessarily short given the multiple review procedures recently enacted in CBJC 53.09.260;

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

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

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Section 2. Amendment of Section. CBJ 53.09.200 is amended to read:

53.09.200 General.

- (a) *Methods of disposal.* City and Borough land may be conveyed by lottery, auction, over-the-counter sale, negotiated sale, sealed bid, land exchange, or other methods as the assembly may approve by ordinance.
- (b) *Inclusion in Land Management Plan.* Except for property acquired by tax foreclosure or reconveyance agreement, real property should not be conveyed prior to inclusion in a land management plan.
- (c) *Satisfaction of CBJ 53.09.260(a).* Real property recommended for negotiated sale in management plan adopted by the Assembly not more than ten ~~two~~ years prior to commencement of negotiations for a negotiated sale shall be deemed to have satisfied CBJ 53.09.260(a) Sales, leases, and exchanges by negotiation or competitive proposal.

...

Section 3. Amendment of Section. CBJ 85.02.060 is amended to read:

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:

...

(5) Administer and dispose of City and Borough tideland, submerged land, and other land as provided by the assembly ~~by resolution as subject to docks and harbors board administration~~, subject to the following limitations:

(A) No sale, purchase, or trade of land shall be made without prior review by the assembly lands committee and approval by the assembly ~~by resolution~~.

(B) Unless otherwise designated in advance by the assembly ~~by resolution~~, 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 ~~developed under CBJ 85.02.063~~.

(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.

...

Section 4. Amendment of Section. CBJ 85.02.063 is amended to read:

85.02.063 Land management plan.

(a) The docks and harbors board should be guided and informed by the City and Borough of Juneau land management plan when making recommendations regarding retention, use, disposal, and development of City and Borough land under the jurisdiction of the docks and

~~harbors board. After public hearing and deliberation, the docks and harbors board shall draft and forward to the planning commission and assembly a land management plan. The plan shall address the retention, use, disposal, and development of City and Borough land under the jurisdiction of the docks and harbors board. After public hearing and deliberation, the planning commission shall forward its recommendation to the assembly. Recommended changes to the land management plan shall be developed using the same procedure.~~

(b) The docks and harbors board shall be guided by the following principles when proposing changes to the land management plan: ~~Development of the land management plan, or a change to the plan, shall also be guided by the following principles:~~

- (1) Multiple use should be encouraged;
- (2) A sound local economy will be promoted;
- (3) Adequate lands for public development and public use, including recreational beaches with appropriate uplands, should be reserved;
- (4) **Tidelands Property under the jurisdiction of docks and harbors** should be leased only for specific water-dependent and water-related uses and not sold;

(c) When making recommendations about the retention, use, disposal, and development of land under jurisdiction of the docks and harbors board, the board shall consider the following: ~~In developing the land management plan to implement the policies outlined in this section, the following issues, without limitation, shall be considered:~~

- (1) The supply of publicly owned lands to meet public needs;
- (2) The supply of privately owned lands to meet the private-sector needs of the community;

(3) The comprehensive plan, the long-term capital improvements program, and other plans adopted by the assembly;

(4) Restrictions created by written instruments, zoning, and state and federal regulations;

(5) Physical, economic, resource, population and social factors affecting the area under consideration;

(6) Comments of the general public, affected landowners, state and federal agencies and local advisory groups;

(7) Ownership patterns and waterfront development plans of private landowners and state and federal agencies;

(8) The development and growth patterns and potentials of different areas of the City and Borough and waterfront services that may be needed as a result of that development and growth;

(9) The requirements of public access to and along public and navigable bodies of water;

(10) The protection of other public values including recreational, scenic, wildlife, and other environmental qualities; and

(11) Other matters which are relevant to a sound and beneficial land use management plan policy.

~~(d) The plan shall contain the following elements:~~

~~(1) Proposed land acquisitions;~~

~~(2) A listing of those lands to be retained for public use;~~

~~(e) The plan shall be reviewed by the Docks and Harbors Board and the Planning Commission if a major unanticipated development affecting basic assumptions occurs, and in any case at least every five years.~~

~~(f) Any lease, disposal, or use of land shall conform to the Long Range Waterfront Plan, the land management plan adopted above, Juneau Coastal Management Plan, and all other adopted City and Borough land use plans.~~

~~(g) Upon receipt of a land management plan or a change recommended by the Docks and Harbors Board and Planning Commission, the assembly shall consider the plan, or change, and may adopt the plan or change only after it conducts a public hearing on the matter.~~

Section 5. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

ADOPTION OF REGULATION AMENDMENTS

Title 05 Chapter 07 – Inactive Vessel Management

Title 05 Chapter 15 – Fees and Charges

Title 05 Chapter 20 – Small Boat Harbor Fees and Charges

Title 05 Chapter 25 – Statter Harbor Management Regulations

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

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

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 07 Inactive Vessel Management, to read:

05 CBJAC 07.010 Inactive vessel management.

...

- (b) *Moorage areas designated for inactive vessels.* Certain moorage within Douglas, Harris, and Aurora Small Boat Harbors and at the National Guard Dock is designated as moorage eligible for use by inactive vessels. This Mmoorage includes the east side of the head float in Aurora Harbor,-
~~the area along the east side of the head float in Harris Harbor, and the west side of the area along~~
the head float in Douglas Harbor, and the National Guard Dock. Maps showing the moorage designated for inactive vessels are available at any of the harbor offices.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation.

...

Section 3. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 15 Fees and Charges, to read:

...

05 CBJAC 15.035 Reservation charge policy.

...

(d) *Reservation confirmation and changes.* Payment is required for the first day of moorage for each visit at the time of reservation confirmation and is non-refundable. Cancelling a reservation will result in forfeiture of the reservation fee. Reservation dates can be adjusted until May 1 in the year of requested moorage at no additional charge if space is available. Starting May 1, reservation payments cannot be transferred to other dates; any change in dates will require forfeiture of the original reservation payment, and payment of an additional non-refundable reservation fee for the amended first day(s) of moorage. Failure to arrive within 24 hours after a reservation begins will result in cancellation of the remainder of the reservation and forfeiture of the reservation fee. Reservation payments are not transferrable between Downtown and Statter Harbor. All reservations made for a period of more than seven days will be paid in full at the time of reservation. The director may impose moorage terms and conditions that are reasonable and necessary to effectuate the purposes of CBJ Code of Ordinances Title 85 and CBJ Administrative Code Title 5.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation; however, patrons who reserve moorage for greater than seven day would forfeit reservation payment.

...

Section 4. Amendment of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20 Small Boat Harbor Fees and Charges, to read:

...

05 CBJAC 20.050 Residence surcharge.

...

(b) *Residence surcharge period and duty to report.* The residence surcharge will be assessed on a calendar month basis. The owner of the vessel is responsible for paying the residence surcharge. The owner of the vessel is responsible for immediately notifying the Harbormaster when their vessel is ~~being occupied and used by any person as a residence, dwelling, or abode, rented, or leased as a place of residence.~~ Any rental or leasing of a vessel by its owner must be for a period of no less than six months, subject to prior written approval by the Harbormaster. Rental for any period of less than six months and subleasing are not permitted. Once a vessel is in used as a residence, dwelling, or abode the Docks and Harbors Department will continue to assess the residence surcharge until the owner of the vessel gives written notice to the Harbormaster that the vessel is no longer used ~~for~~ as a residence, dwelling, or abode.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation.

...

05 CBJAC 20.060 Recreational boat launch fees.

- (a) *Launch ramp permit required.* A boat trailer owner or vehicle owner (when launching vessels without a trailer) will obtain any and all necessary launch ramp permits for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch to launch and recover recreational vessels. Use of the Kayak Launch Ramps at Amalga Harbor and Statter Harbor is free and does not require a launch ramp permit.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation.

...

05 CBJAC 20.090 Statter ~~Boat~~ Harbor Bus Lower Parking Lot permit fee.

- (a) *Definition.* The fee assessed to the owner of a vehicle for picking-up and discharging passengers for passenger-for-hire activities at the Statter Harbor Bus Lower Parking Lot.
- (b) *Requirements.* The owner of a vehicle using the Statter Harbor Bus Lower Parking Lot to pick-up and discharge passengers for passenger-for-hire activities must apply to and obtain a permit from the Harbormaster. Applications are available at any of the Docks and Harbor Department Offices. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and payment of fees.
- (c) *Fees.* The Harbormaster shall assess permit fees to the owner of a vehicle using the Statter ~~Boat~~ Harbor Bus Lower Parking Lot to pick-up and discharge passengers for passengers-for-hire activities as follows:

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220 (b). This proposed change would not impose new costs on persons subject to the regulation.

...

05 CBJAC 20.110 Crane use fees.

...

- ~~(b)~~ *Crane use requirements.* A person must obtain approval from the Harbormaster before using a hydraulic crane. ~~Crane use fees must be paid in advance.~~ A person may reserve use of the crane. Charges shall be assessed through an electronic key card issued by Docks and Harbors. ~~Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person~~

Regulations of Docks & Harbors

Amending 05 CBJAC 07; 05 CBJAC 15; 05 CBJAC 20; and 05 CBJAC 25

~~using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.~~

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change requires users to purchase a \$10 key FOB.

...

05 CBJAC 20.130 Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. ~~A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof.~~ The Harbormaster is authorized to issue permits and develop written procedures to implement this section.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed regulation change would impact the current sixteen patrons who store cumulative 1394 sf by increasing their (16) payment from \$349/month to \$698/month. Docks & Harbors estimates that an additional \$4182 per year could be collected as the result of this regulation change.

...

05 CBJAC 20.160 Parking lot fees.

...

- (2) From May 1 through September 30 each year, the fee to park in designated pay spaces at Don D. Statter Harbor Facilities shall be \$1.00 per hour or portion thereof, or \$5.00 per 24 hours or portions thereof, ~~or \$100.00 per calendar month or portion thereof.~~ ~~The number of monthly parking permits shall be managed and issued by the Port Director or representative.~~ From October 1 through April 30, the off-season monthly fee shall be ~~\$50.00 per calendar month or portion thereof.~~ The applicable fee must be paid in advance.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation; however, by deleting the summer monthly permit, Docks & Harbor could increase revenue \$2000/month or \$10,000/year. In 2022, the Port Director's representative established 40 as the number of available parking permits allowed per month.

...

Regulations of Docks & Harbors

Amending 05 CBJAC 07; 05 CBJAC 15; 05 CBJAC 20; and 05 CBJAC 25

05 CBJAC 20.190 ~~Auke Bay Loading Facility Drive Down Float Fee~~ Reserved.

~~Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of \$5.00 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks and Harbors.~~

Section 5. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 25 Statter Harbor Management Regulations, to read:

...

05 CBJAC 25.060 Summer management.

Except for a loading zone, from May 1 through September 30 each year, a vessel may moor at the facility, including the breakwater, for up to ten consecutive calendar days, after which the vessel must clear the facility, under its own power, for at least six consecutive hours. Vessels which do not clear the facility for at least six consecutive hours after any ten-day period shall be assessed the daily fee in accordance with 05 CBJAC 20.070. A vessel owner may request an exception to this rule by submitting a request in writing to the Harbormaster, who may grant the request in writing upon a showing of exigent circumstances by the vessel owner. Unless directed otherwise by the Harbormaster in accordance with procedures established under this regulation, all moorage during this period shall be on a first-come, first-serve basis.

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new fees on persons subject to the regulation; however patrons, in violation of the requirement to move every 10-days, would be charged \$0.61/LF/day in lieu of the monthly discounted charge of \$0.26/LF/day. The purpose of this regulation change to encourage compliance with 05 CBJAC 25.060.

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05 CBJAC 25.080 Winter management.

(a) From October 1 through April 30 each year, the Harbormaster may assign moorage to vessels for all or part of this period. Moorage will be assigned as follows:

- (1) During the month of ~~August~~ September each year, a person wishing to obtain a moorage assignment may submit a request for moorage via email or apply on an application form provided by the Harbormaster. ~~The person shall submit a \$100.00 application fee, refundable if the person does not receive a moorage assignment and creditable towards docks and harbor department charges;~~
- (2) ~~During~~ Before the end of the month of September each year, the Harbormaster, with consideration to vessel size and space availability, shall assign moorage in the order in which applications were received ~~by lottery~~ until all of the designated spaces are ~~is~~ assigned or all of the applications are processed.
- (3) ~~After assigning moorage by lottery, the Harbormaster may assign moorage if space is available at the facility.~~

(b) No person, other ~~then~~ than the moorage assignee, shall moor in an assigned space without Regulations of Docks & Harbors

Amending 05 CBJAC 07; 05 CBJAC 15; 05 CBJAC 20; and 05 CBJAC 25

Harbormaster approval. Moorage assignments under this section will terminate if the assignee does not pay all applicable fees on a timely basis. Moorage assignees shall notify the Harbormaster of departure and arrival times as required by 05 CBJAC 40.020(d).

Fiscal Note per 01.60.220(a). This proposed change would not result in additional appropriations necessary for Docks & Harbors staff to execute this amended regulation.

Fiscal Note per 01.60.220(b). This proposed change would not impose new costs on persons subject to the regulation.

...

Section 6. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on _____, 2022, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

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

Date: _____

Carl Uchytel, P.E.
Port Director

Legal Review

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

- (1) Consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) Existence of code authority and the correctness of the required citation of code authority;
- and
- (3) Clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

Benjamin Brown
Assistant Municipal Attorney

Assembly Review

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

Date: _____

Elizabeth J. McEwen
Municipal Clerk

Filing with Clerk

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

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

Date: _____

Elizabeth J. McEwen
Municipal Clerk



Port of Juneau

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

From: *Carl J. Uchytel*
Port Director

To: Docks & Harbors Board

Date: September 28th, 2022

Re: CIP FUNDS TRANSFER – HARBOR FUND BALANCE TO AURORA PH3

1. As previously briefed, Docks & Harbors staff is pursuing a budgeted \$4M Aurora Harbor Phase 3 recapitalization project using predominantly in-house resources. In July, Docks & Harbors was successful in obtaining a \$2M matching harbor grant from ADOT which can only be applied for construction of the project (i.e. no design effort, inspection or contract administration). The current balance of the Aurora Harbor Improvement CIP (H51-125) is \$1,747,064, which excludes the ADOT grant.
2. Although difficult to accurately predict with great certainty in this construction climate, the Port Engineer estimates the bid award for Aurora Phase 3 to be \$4,039,000. This does not include contingency, in-house salaries, inspection services or contract administration.
3. The Finance Department has provided information that the Harbors Enterprise fund balance should anticipate an increase of approximately \$700K from FY22 revenue. **I recommend \$500K be transferred from the Fund Balance into the Aurora Harbor Improvement CIP.** This will leverage the full value of the ADOT Harbor Facility grant and will make available \$4,247,064 for the project.
4. It is our goal to award this project and substantively complete Aurora Phase 3 by August 2023. This would allow us to compete for another ADOT Harbor Facility grant without losing another FY.

#

Presented by: The Manager
Introduced: October 24, 2022
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-06(b)(U)

An Ordinance Appropriating \$500,000 to the Manager for the Aurora Harbor Improvements Capital Improvement Project; Funding Provided by Harbors Funds.

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

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

Section 2. Appropriation. There is appropriated to the Manager the sum of \$500,000 for the Aurora Harbor Improvements Capital Improvement Project (H51-125).

Section 3. Source of Funds

Harbors Funds	\$ 500,000
---------------	------------

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

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth A. McEwen, Municipal Clerk

Ordinance 2022-06(b)(U)
Manager's Report

An Ordinance Appropriating \$500,000 to the Manager for the Aurora Harbor Improvements Capital Improvement Project; Funding Provided by Harbors Funds.

Docks and Harbors has been awarded a \$2 million matching harbor facility grant from the Alaska Department of Transportation (ADOT), restricted solely to project construction. This ordinance would appropriate \$500,000 of Harbors fund balance to the Aurora Harbor Improvements CIP, increasing the total project balance sufficiently to leverage the full value of the ADOT 50/50 matching grant while ensuring adequate funds are available to award the project bid, estimated to exceed \$4 million.

The Docks and Harbors Board approved this request at the September 29, 2022 meeting.

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



Port of Juneau – Docks & Harbors Rate Setting Project

City and Borough of Juneau

September 1, 2022

Executive Summary

The City and Borough of Juneau Docks and Harbors (D&H)¹ contracted HDR Engineering Inc. (HDR) to conduct a study of the D&H enterprise's rate fee structure and on the impact of any potential rate changes to D&H stakeholders.

Key findings include:

- Stakeholders are not likely sensitive to modest changes in rates.
- Based on anecdotal information provided by stakeholders selected by D&H, overall Rates are a small fraction of users' overall costs
- The use of the consumer price index for rate indexing should be re-assessed. Wage rates, which represent about one half of D&H expenditures, have greatly outpaced CPI over the last decade. The current indexation may be inadequate to keep up with cost pressures for D&H.
- To ensure alignment with the established rate setting principles, D&H's rates should be increased to ensure D&H assets are maintained in a state of good repair. Existing reserve balances are inadequate to maintain these assets.
- The magnitude of the required rate increases is dependent on D&H's future capital program for expansion / new assets. The greater the capital requirements, the higher the rate increase.
- Docks and Harbors should maintain a replacement reserve analysis and forward-looking capital plan to determine the degree to which Funds balances and rates are sufficient to deal with ongoing maintenance and future capital investment requirements.
- Future increases would be tied to any needs identified by the ongoing replacement reserve analysis plus reflect any investments in new assets.
- Based on the replacement reserve analysis conducted through this study, current D&H funding is insufficient to maintain assets in a state of good repair.
- The funding gap could be narrowed or eliminated in at least two different ways:
 1. Additional funding from CBJ.
 2. Increasing rates – D&H rates would have to increase about 9 percent to eliminate the gap.
 3. Some combination of the above.
- Overall Rates are a small fraction of users' overall costs which suggests a 9 percent rate increase could be obtained without any deleterious user impacts.

¹ D&H will be used in this report

1

Introduction & Purpose

The City and Borough of Juneau Docks and Harbors (D&H) is an Assembly administered Enterprise that serves recreational users, commercial fishers, commercial charter operators, live-aboard vessels, commercial boat yard use, and cruise ship passengers and crews. D&H oversees several harbors and the two downtown cruise berths.

The Docks enterprise oversees the cruise ship terminal docks. The primary stakeholders are the cruise lines that visit Juneau. The Harbors enterprise is responsible for several harbors used by commercial, recreational, and live-aboard vessel owners. These include Douglas Harbor, Harris Harbor, Aurora Harbor, and Statter Harbor. Users at these harbors include recreational vessels, commercial fishing vessels, and live-aboard vessel owners. Charter operators also use Statter Harbor, Auke Bay, and the downtown facilities. Harbor enterprise assets also includes launch ramps for vessels, parking, and other revenue generating assets.

D&H contracted HDR Engineering Inc. (HDR) to conduct a study of D&H Enterprise's rate fee structure. The current rates cover the full range of services, including permits (e.g., loading permits and tour sales permits), dockage, port maintenance, port development, moorage, passenger, and several other fees. D&H receives little support from other sources (e.g., state) so the revenue from these rates needs to cover current operating expenses as well as future capital expenditures. D&H faces a potential revenue shortfall as costs have increased in recent years and assets need to be maintained in a state of good repair in future years. Consequently, D&H will need to explore both mitigating expenditures and augmenting revenues.

As part of this effort, HDR considered both cost-based (i.e., based on costs of providing services) and market-based approaches. The latter includes both looking at market comparable metrics, as well as marked demand-based approaches (e.g., increasing rates in cases where demand outstrips supply). HDR performed the following services.

- Conducted a thorough review of applicable documents related to current tariffs, facilities, users, and D&H budget.
- Facilitated stakeholder outreach to tenants, key stakeholders, and other user groups. Meetings provided insights to sensitivity to rate changes and the potential effects of those changes on usage. Meetings also provided information for later tasks such as the tariff review and proposed harbor rate schedule.
- Review of D&H's current tariff structure with an emphasis on potential pricing anomalies and rates creating potential market distortions.
- Developed a rate methodology for proposed types of adjustments to rates to address revenue objectives to recoup costs (operating and future capital projects to maintain assets in a state of good repair and for any improvements). Per discussions with D&H, HDR was to focus on the largest revenue generating user categories, generally those revenue sources that accounted for about 80 percent of total revenues.
- The rate methodology is founded on a "replacement reserve" type of analysis to identify the level of annual cashflow needed to appropriately maintain D&H's assets to ensure they are maintained in a state of good repair and additional reserves are available for new capital assets.² The details of the analysis are documented in an MS Excel proforma financial model that is provided as a project deliverable. The model can be updated over time to ensure that sufficient reserves are available in the future.

² Based on cost information provided by D&H as opposed to an independent assessment of needs as would be the case in a rigorous replacement reserve analysis.

2

D&H Revenues & Expenditures³

Revenues

D&H has revenue streams for each of the Docks Enterprise and Harbor Enterprise. Revenues are not commingled between Docks and Harbors. Revenues for Docks in fiscal year (FY) 2021 was historically low due to COVID and its impact on the cruise line industry worldwide. Juneau is the Southeast Alaska cruise hub and the largest cruise destination for the state. 99% of all cruise visitors in the region visit Juneau compared to 90 percent for Ketchikan.⁴ Historically, revenues have been nearly \$2 million per year, with a positive spike in FY2019. Dock revenue comes from moorage and vessel weight-based charges for cruise ships. Head tax related charges for cruise passengers do not accrue to D&H but rather are received by D&H from CBJ to fund projects and to cover dock related debt service. Cruise related charges for the passenger head tax are lower than that of Ketchikan, the next largest cruise destination.

Revenues for Harbors were nearly \$4.1 million in FY2021 and in the previous five years were between \$4.2 and \$4.6 million. Harbors revenues come from a more diverse set of sources and user groups. The largest sources of revenue by vessel user groups include recreation vessels, commercial fishing, luxury charters, launch ramp users, and the live-aboard community. At about \$1.7 million, recreational vessels are the largest source of revenue by far. Other important user groups include commercial leases, vendor booth permits, and parking.⁵

COVID-19 had a major impact on the distribution of D&H revenues by source. Examining pre-COVID revenues (2019 CY (calendar year)) provides a better picture for rate planning purposes. Revenues derived from recreational vessels and cruise ships accounted for 56.6 percent of total D&H revenues in 2019. Commercial leases are the next largest source at 16.1 percent. More than 80% of D&H revenues are concentrated from recreation vessels, cruise ships, commercial leases, commercial fishing, and vendor booth permits. A myriad of other revenues sources comprises the remaining revenue base.

For the vessel user groups, revenue from moorage fees at the four primary harbors (Statter Harbor, Douglas Harbor, Harris Harbor, and Aurora Harbor) are the largest source of revenues. D&H does not differentiate between user types but does set differential charges for daily, monthly, bi-annual, and annual. One can also pay for reserved space at Statter Harbor. In addition to moorage fees, there is also a residence surcharge for live-aboard users. Launch ramp users pay for either a daily or annual permit and D&H has different rates for recreational and commercial users.

An important issue to note is that there is common usage at many of the harbors thus D&H is not able to differentiate charges by type of user. It is also not certain based on our financial review if costs of providing services (especially at Douglas Harbor, Harris Harbor, and Aurora Harbor) are different at each of the relevant harbors. This would also apply to different ramps used by ramp users.

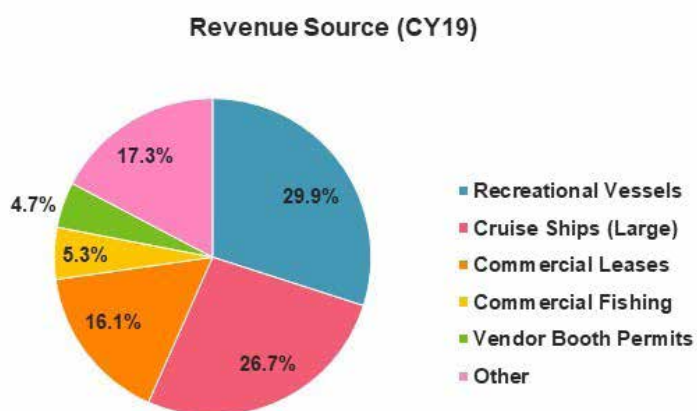


Figure 1. Distribution of CBJ Revenues, 2019 CY

³ Revenue and expenditure data provided by D&H to HDR on December 15, 2021, email attachments "Docks Funds Balance Overview" and Harbor Fund Balance Overview'.

⁴ Economic Impact Report, Cruise Lines International Association - Alaska. <https://akcruise.org/economy/economic-impact-by-region/>

⁵ An October 8, 2021, memo from the Port Director to the Dock and Harbors Finance Sub-Committee (Defining Docks & Harbors User Groups) lists revenues by user groups.

D&H moorage rates for daily and monthly are in general much lower than that from other Alaska port facilities (see [Figure 2](#) and [Figure 3](#)). D&H differentiates moorage rates by facility for monthly (and annual) for downtown harbors versus Auke Bay which is remote.

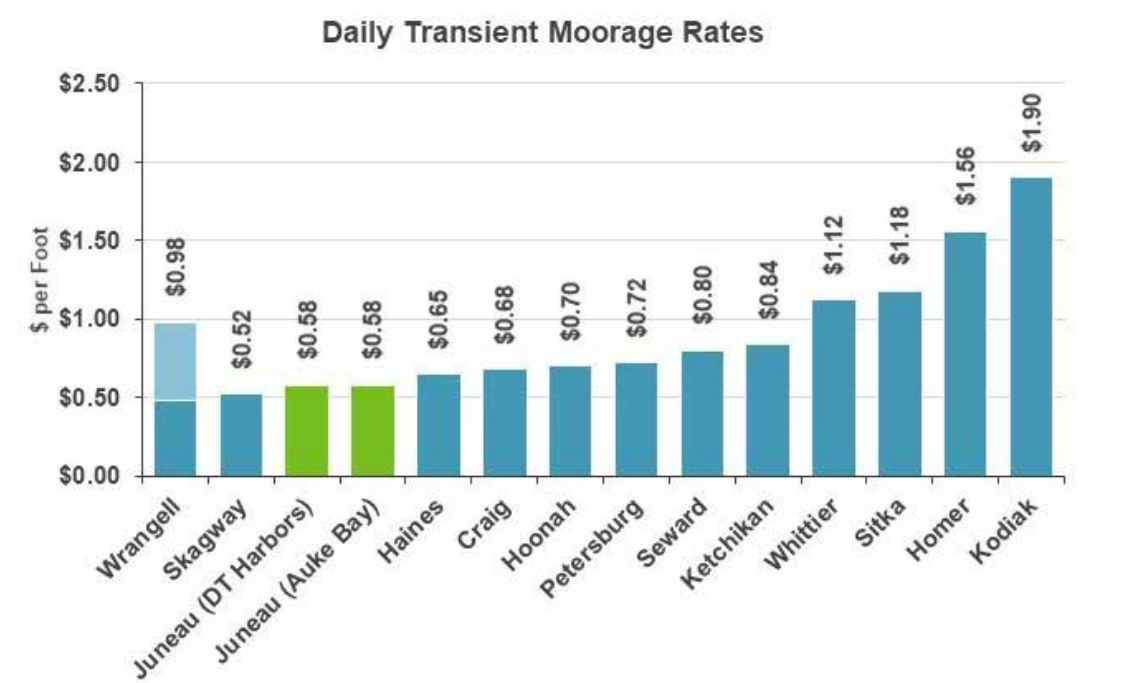


Figure 2. 2020 Comparison of Daily Moorage Rates, dollars per foot, 2020
Light blue area reflects the difference between the pre-paid rates at Wrangell (\$0.48/foot) and the invoiced rates at Wrangell (\$0.98/foot)

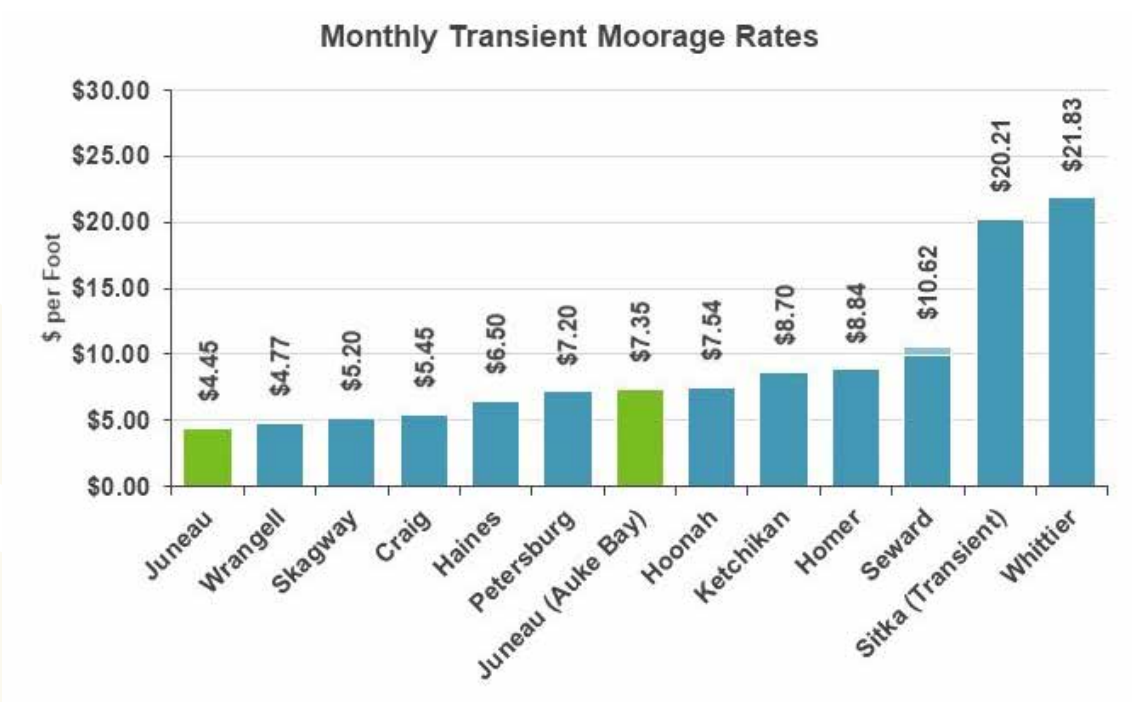


Figure 3. Comparison of Monthly Moorage Rates, dollars per foot, 2020
Light blue area reflects the difference between the reserved rates at Seward (\$9.97/foot) and the transient rates at Seward (\$10.92/foot)

When annual moorage rates are examined, D&H downtown rates are higher than most other facilities, with the exception of Homer, Whittier and D&H's Auke Bay facility.

In general, about half of D&H moorage revenues for both downtown harbors and Statter Harbor are based on the monthly tariff. For downtown, less than 10 percent of revenues are based on the daily tariff whereas for Statter Harbor, about 27% of revenues are based on the daily tariff.⁶

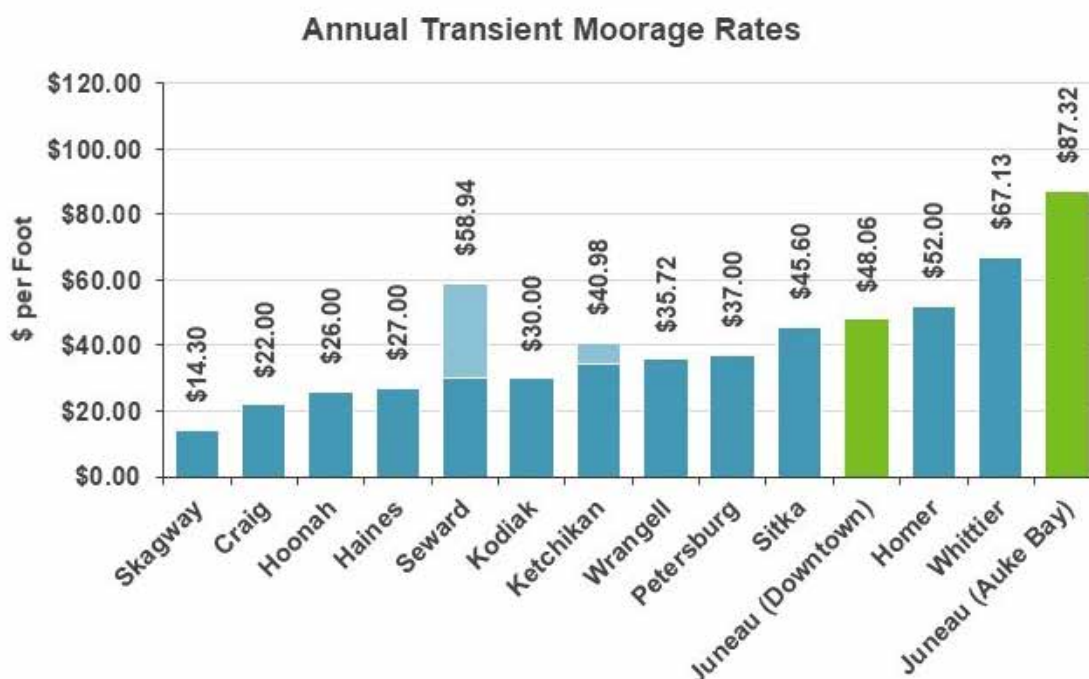


Figure 4. Comparison of Annual Moorage Rates, dollars per foot, 2020

Light blue area for Seward reflects the difference between the reserved rates at Seward (\$26.97/foot) and the transient rates at Seward (\$58.94/foot). Light blue area for Ketchikan reflects the difference between the Inside City rates at Ketchikan (\$34.48/foot) and the Outside City rates at Ketchikan (\$40.98/foot).

Port Expenditures

Use of revenues from Docks and Harbors users is not commingled and goes to providing services and maintaining assets in a state of good repair for each area, respectively.

COVID had a significant negative impact on cruise ship passenger counts which form the basis of revenues for Docks. Pre-COVID, the budgeted expenses for Docks were \$1.95 million and actual expenses were \$1.71 million. In the previous five years actual expenses ranged from about \$1.19 million to about \$1.73 million. While in most years actual expenses were less than budgeted expenses, there was a shortfall in FY 2021. Combined with reduced revenue due to COVID, the Docks funds balance decreased substantially in FY 2021. The FY 2021 fund balance is about \$1.82 million. The Dock Fund balance in 2021 is less than half of 2018 levels due to COVID-19 and capital investments in 2019.

COVID did not have much of an impact on Harbor revenues as most of the user base is local. As noted above, revenues have been steadily increasing from about \$3.4 million in FY 2013 to nearly \$4.6 million in FY 2021. During this time, budgeted expenses have also gone up proportionally with actual expenses increasing somewhat less. Harbors fund balances have also declined materially since 2013, amounting to \$1.4M at the end of FY2021, of which \$791,900 is restricted for debt service. The drawdown in balances mainly relates to capital outlays of about \$7.4M over that time-period. As with Docks, Harbors needs to set aside these funds for future contingencies. Unlike Docks, Harbors serve a wider range of stakeholders. As such, there is a more diverse set of possible issues to deal with in the future.

⁶ Based on 2019 fiscal year data.

D&H needs to set aside these funds for future contingencies. This includes years with poor financial results (2021) and years when D&H incurs additional costs to maintain assets in a state of good repair. As assets age, these expenses can increase exponentially. This is especially so for higher valued assets used for servicing cruise vessels. As such, it is especially important to maintain a robust funds balance to be able to service and replace assets at their scheduled time.

Almost half⁷ of D&H expenditures (excluding capital) are related to personnel. While D&H rates are now indexed to inflation, we have seen that general wage inflation has far exceeded that of the Consumer Price Index. If these trends continue, the indexation of D&H rates will likely be insufficient to keep up with changes to labor rates. Other measures of inflation may be more suitable for indexing D&H rates.

Figure 5 and Figure 6 provide a summary of revenue, expenditure, and fund balances from 2013 to 2021.

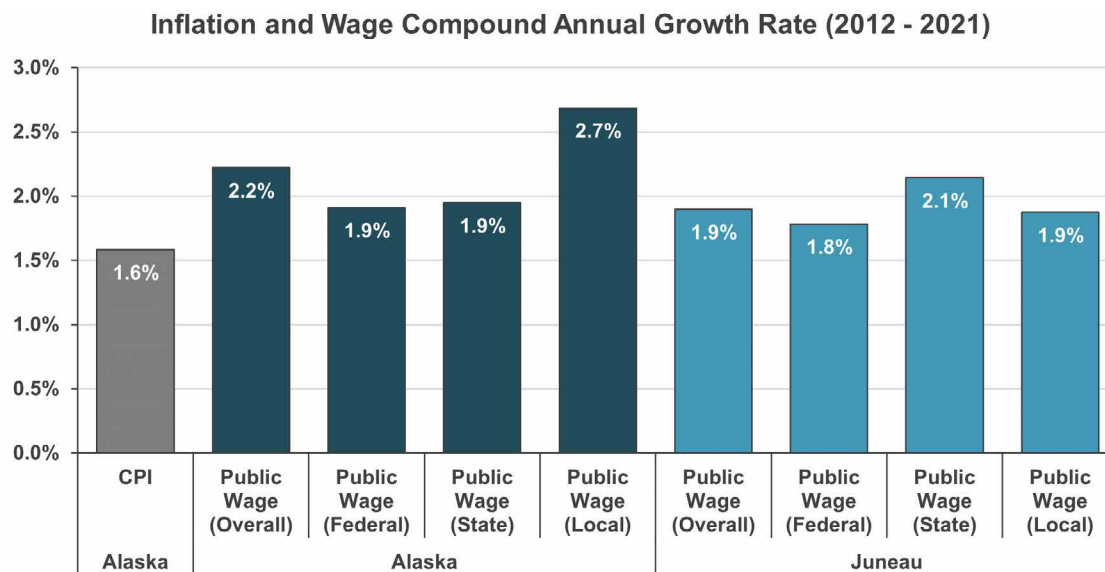


Figure 5. Wage versus CPI Inflation, 2012 - 2021

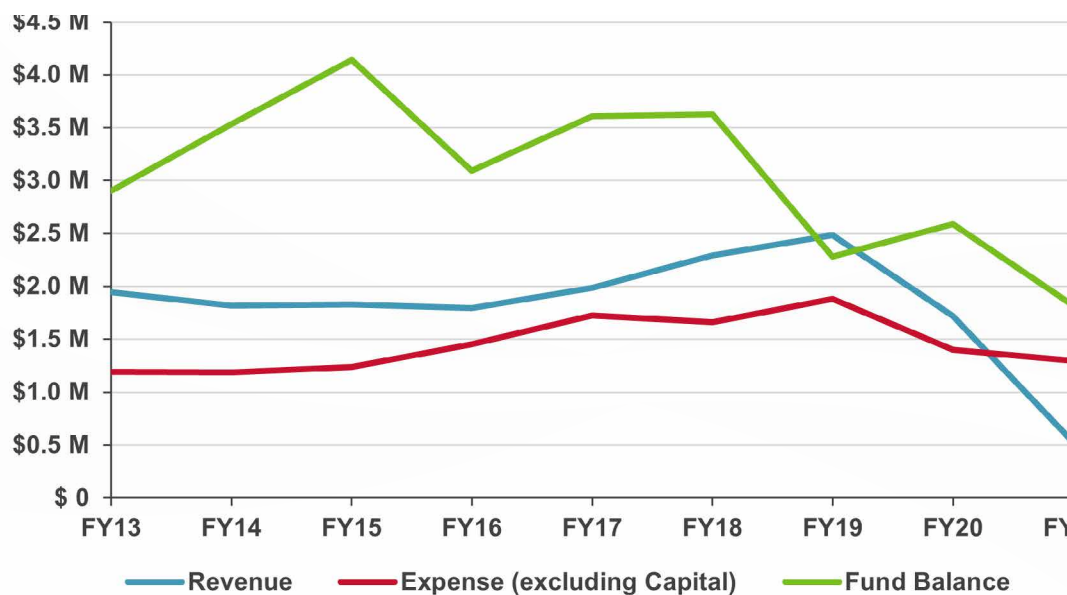
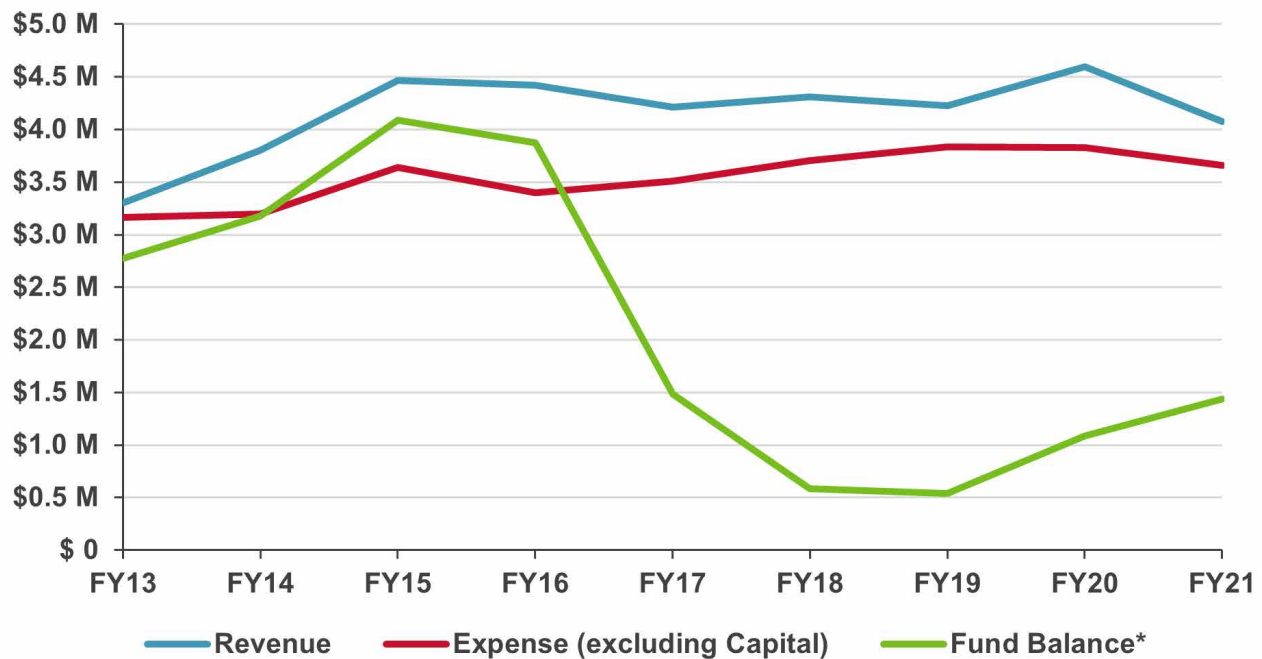


Figure 6. CBJ Docks Fund Balance, 2013 to 2021

⁷ From FY2013 to FY 2021, personnel expenditures were 48% of non-capital expenditures. This data was provided by D&H for 2013-2021.

Harbors Fund



**Portion of the balance is reserved for debt repayment*

Figure 7. CBJ Harbors Fund Balance, 2013 - 2021

Expenditures for both Docks and Harbors consist of fixed personnel and building costs and some generally fixed operations and maintenance costs. As noted above, maintaining assets in a state of good repair also requires variable costs that occur every few years and can result in spikes in expenditures.⁸ Additionally, some of the variable costs will be for major rehabilitation and even entire replacement of assets that require a significant infusion of funds that require setting aside money in reserves. This would also apply to any proposed new assets.

As such, HDR recommends that D&H maintain a rigorous replacement reserve analysis to determine the amount of funds needed to deal with these state of good repair issues. This would allow D&H to establish rates to accumulate adequate reserves every year to have these funds (i.e., escrow funds annually to pay for major expenses when they occur). Part of this exercise would include assigning annual cost schedules for each of the facilities D&H maintains. Some of the costs are specific to maintaining the infrastructure and others are shared costs (e.g., general D&H personnel costs). Having a better idea of future expenditures is essential for establishing the revenues required to fund these expenditures. Once that is established, it also provides a better framework for establish rates to meet these revenue targets.

Through this rate setting project, HDR developed a financial model to estimate to establish a replacement reserve analysis that can be used to determine the level of rates required to maintain D&H's assets in a state of good repair and to provide for future capital needs. Using D&H asset and cost inputs⁹, HDR has estimated the rate increase necessary to fund D&H's financial needs.

⁸ A November 19, 2021, memo from the Port Director to the Board and City Manager (FY2021 Review - Docks & Harbors Operations) highlights several recent projects (see item #5).

⁹ The cost information was exogenous to this study and provided by D&H. HDR has not independently validated these inputs.

3

Stakeholder Perspectives

Between April 5th and 9th, 2022, HDR conducted outreach with different D&H user groups. HDR conducted the outreach to ascertain sensitivity to any changes in rates and services and how any changes might affect their business model (commercial users) and harbor usage (non-commercial users). The responses are confidential and as such are not included in the report.¹⁰

Outreach User Group participants were:

- Cruise Lines
- Charter Operators
- Recreation Boaters
- Launch Ramp Users
- Live-Aboard Community
- Commercial Fishing

General points raised during the outreach included:

Docks

- Alaska is a world class cruise line destination and the stop at Juneau is an integral part of the cruise (e.g., taking in a whale watching charter).
- Current cruise related taxes and fees (D&H, state, etc.) are a small part of total Cruise trip costs for passengers (cruise, airfare to Seattle, charters, and other expenses). Any modest changes to these taxes are not likely to alter a decision to take a cruise to Alaska.
 - » However, D&H needs to take into consideration any rate change at other ports.
- Cruise lines would value certainty in any potential rate increase and would prefer any increase to be set 12 to 18 months in advance to adequately incorporate into their business model and itineraries.

Harbors

- For recreational boaters in general, the fees paid to D&H are only a small component of the total costs of boating. The major cost drivers include the costs of the boat, fuel, insurance, etc. Boating is a way of life for recreational boaters. The more price sensitive recreational boaters may opt for using launch ramps instead of paying moorage, but this also implies that they bear the costs of storing and transporting the boat (truck, and trailer chassis). In some cases, a recreational boater may both moor a vessel and use launch ramps depending on a variety of circumstances.
- There are not many substitutes to the services D&H offers recreational boaters and most are pleased with existing service levels. Given this and that D&H related costs are not a large component of total costs, recreational boaters would not likely change their behavior much if there were a modest fee increase.
- Nearly all charter boat customers are out-of-state visitors disembarking from cruise lines. The Juneau cruise is often an integral component of their trip. If you take a cruise to Alaska, you are likely going to take a charter in Juneau unless price points change drastically for them.
- Moorage is not one of the top cost drivers for charter operators. That being said, typical charter rates range from \$140-\$200 so there is relatively more price sensitivity to D&H rates than for cruise lines. This presents more of an issue if the rate in question were a head tax rather than a moorage rates; the latter being a small component

¹⁰ Responses are not to be interpreted as results from a census of all users, but rather responses from groups of individuals selected by D&H.

of total costs for charter operators.

- D&H related costs are not a top cost driver for commercial fishing vessels. Primary cost drivers are vessel costs, crew, fuel, etc. However, they may be price takers (i.e., accept what processors offer) and their ability to pass along costs may depend as much on general prices for their products increasing. In the case of vertically integrated fisheries/processors this is less of an issue.
- The live-aboard community use their vessels as both house boats and for recreational boating. Boating is more than just a way of life (i.e., primary hobby) but also where they live. Since there is also a monthly residence surcharge (in addition to moorage), D&H fees make up a higher share of costs than for purely recreation vessels. However, as these vessels are also house boats, D&H fees not only need to be put in context of recreational vessels costs but also costs of housing. As such, one can consider D&H related fees as a percentage of recreational boating and housing costs. In many cases, these house boats are somewhat larger than a purely recreational vessel and entail greater operational costs than a purely recreational vessel due to their dual purpose. The live-aboard option represents a lower-cost housing option for the community which may be in the interest of the municipality. However, the community shares and competes for space with other users and as such are not any different from that standpoint to D&H with respect to setting fair and equitable rates for D&H services.
- The demand for parking at Statter Harbor is greater than supply.
- The demand for reserved spaces is greater than supply.
- Nearly all stakeholders would rather not have a cut in service levels, and many would be willing to pay a modest amount more to maintain or increase service levels.

4

Perspectives on Changing Rates and Elasticity of Demand

When setting rates (and any prices in general), gauging the sensitivity of users to price changes is paramount. The economic term for this sensitivity is “price elasticity.” Changes that reduce output less (less elastic) are more economically efficient than those that lead to larger changes in the demand for services. Often this entails charging different prices for different users or differential pricing based on quantity or quality. This exercise becomes more challenging when pricing for shared facilities so differential pricing by group is not practical and often politically risky. D&H’s current rate structure does provide for discounts based on quantity, or to be precise duration (daily, monthly, semi-annual, and annual). Moving forward there are a few points to consider that are useful in providing rate recommendations.

- The more substitutes are available for a product or service, the more “elastic” or sensitive demand is to changes in prices. Conversely, when fewer substitutes are available prices are less elastic.
- When the cost of the service in question is only a small component of total user costs, changes in the costs of that service matter less to the overall usage of the overall service (e.g., costs of state license plates as a ratio of costs to operating a vehicle).
- A product or service is currently underpriced if demand for it is greater than the available supply.
- Products or services that provide more value should be priced higher than services that provide less value.
- Differential pricing (by group, quantity, or quality) that increases overall demand the most is more economically efficient. Conversely, rate increases that decrease output the least are more efficient than rate increases that decrease output more.
- Economically efficient differential pricing is based on charging lower elasticity groups relatively more. This is the essence of “Ramsey pricing” that is used in rate setting by utilities and other similar entities.
- Providing better (lower per unit) pricing when buying in bulk or for longer-term contracts makes economic sense if it increases demand more than uniform pricing.
 - » However, these discounts need to be put in context of the user. For example, if the longer-term contract also provides more value (over and above the price break) to the user (e.g., improved certainty of having a parking spot in your office building’s garage) then D&H needs to be cautious in providing too large a price break.
 - » Similarly, longer-term users may be less price elastic to changes in rates since the overall service (e.g., less uncertainty on finding a space, less hassle compared to getting daily permits, etc.) is of great value. As above, D&H needs to exercise caution in setting too large a price break. Further, given the likelihood of the group being less price elastic to changes in rates, one would expect to see less changes to demand than with changes to relatively more elastic daily users.
 - » A review of moorage rates shows that in many cases the implied daily rate of paying monthly (assuming you use the service daily) is only about a $\frac{1}{4}$ of the daily rate. This appears to be a steep discount. For launch ramp users the implied daily rate is much lower.

5

Rate Setting Principles

When reviewing potential rate setting actions, it is critical to review and understand not just the users of the service but also the principles or objectives that the rate setter has established. It is important to note that the D&H Enterprise funds are operated and financed in a manner similar to private business with the objective to provide goods and services to the general public on a continuing basis and be financed or recovered primarily through user charges.

D&H Docks and Harbors has a well-articulated set of principles/criteria and are documented in the **Docks & Harbors - Rate Setting Policy** that we summarize and paraphrase below. Any rate changes or restructuring must be aligned with these principles.

4. Rates must be fair and reasonable – a defined and consistent approach and striving to allocate an equitable share of the cost to every user.
5. Rates must be consistent - establishing this rate setting policy we will have a consistent approach to every rate and rate change.
6. Rates must be supported by data and an explanation of how the data justifies the rate.
7. Rates must be sufficient to support the operations of docks and harbors.
8. Rates must replace capital investments.
9. Rates must build reserves for contingencies and future growth.
10. Where currently significant disparity exists between the cost allocation to user groups these need to be adjusted in a fair and appropriate manner.

The rate setting policy is quite robust and broadly consistent with policies applied in other ports. The policy is set with a focus of the D&H Enterprise to operate as a business entity and not as a public entity with broader societal objectives; that purpose rests at the municipality itself. The D&H Enterprises must set rates to cover operational costs, maintain existing assets and to build reserves to fund future growth. In establishing new rates, care must be taken to ensure that the rates are fair, consistent, and equitable across user groups.

In assessing how the current rates align with the **Docks & Harbors - Rate Setting Policy**, we offer the following:

1. Rates must be fair and reasonable:
 - a. Passenger head tax rates for Docks apply to cruise passengers are lower than that charged at Ketchikan but higher than that charged at Skagway. Juneau is the featured Alaska cruise destination and has the largest number of cruise visitors per year than any other Alaska destination. The rates are in general a very small share of a passenger's total cost for that cruise.
 - b. Rates for Harbors are established without differentiation between individual user groups and can therefore be considered fair. The equity and value of having such large discounts provided for longer term users relative to daily users is an issue worth exploring further. Overall Harbor rates are a small portion of any one user's total usage cost.
2. Rates must be consistent.
 - a. D&H have now established rates to be inflation adjusted going forward to facilitate consistency. Existing rates are now indexed to consumer inflation. Other inflation indices may be better aligned with port related cost drivers and should be considered.

3. Rates must be supported by data and an explanation of how the data justifies the rate.
 - a. From a market-oriented viewpoint existing rates are well supported.
 - b. Rates are a small fraction of users' overall costs.
 - c. Facility utilization is high.
 - d. There are no real competitive alternatives.
 - e. Users have indicated that they are not sensitive to modest price changes which is consistent with the evidence in a-to-d above.
 - f. From a cost orientation viewpoint, there is not well documented evidence of the cost by service or a projection of the future costs for asset renewal and new infrastructure.
4. Rates must be sufficient to support the operations of docks and harbors.
 - a. Rates currently do cover annual operational expenses for Harbors and pre-COVID covered Docks operational expenses.
5. Rates must replace capital investments.
 - a. It is unclear from existing financial data and reports that existing rates are sufficient to build reserves to fund new assets and existing asset replacement. Existing fund balances for both Docks and Harbors are significantly lower than previous levels. The replacement reserve analysis that follows indicates that existing rates are not sufficient.
6. Rates must build reserves for contingencies and future growth.
 - a. It is unclear from existing financial data and reports that existing rates are sufficient to build reserves to fund new assets and existing asset replacement. Existing fund balances for both Docks and Harbors are significantly lower than previous levels. The replacement reserve analysis that follows indicates that existing rates are not sufficient.
7. Where currently significant disparity exists between the cost allocation to user groups these need to be adjusted in a fair and appropriate manner.
 - a. For Harbors, the rate approach does not distinguish between user groups. There is a large price differential between daily rates versus the implicit daily rate associated with the longer-term rates. This equity related to this disparity should be explored further.

The following observations/reservations are based on the above:

1. D&H should continue to view their rate setting philosophy with a business-oriented philosophy.
2. D&H could raise rates from existing levels without any deleterious impacts on users or any negative competitive consequences for Docks and Harbors.
3. D&H should assess the relative price differentials and implied "volume" discounts between daily and long-term moorage rates.
4. D&H should set future rates to augment fund balances so that funds are available to maintain existing infrastructure and support the acquisition of future assets.
5. The reserve analysis that follows indicates that current rates are inadequate to maintain assets in a state of good repair and support future growth.
6. D&H should consider other mechanisms for indexing rates as opposed to consumer inflation.

6

Replacement Reserve Analysis (RRA)

A replacement reserve analysis is a long run capital planning process that will help D&H anticipate the financial requirements for the repair and replacement of port facilities and the acquisition of additional assets. The output of the replacement reserve analysis is an estimate of the annual reserve that should be set aside to maintain D&H's facilities in a state of good repair.¹¹

To conduct the RRA, the following inputs are required for each D&H facility:

- Average remaining life of the facility;
- The replacement cost of the facility; and,
- The potential external funding available for the asset replacement from non-D&H funding sources.

These inputs were collected for all D&H facilities and documented in the financial model provided as a project deliverable.¹² The total replacement value in 2022 dollars for all D&H facilities is estimated to be \$195.2 million.

The annual profile of the required replacement expenditures over the next 40 years is provided below. These estimates are net of potential external funding that could be used to fund the facility replacements at least partially. These external funding sources include but are not limited to federal discretionary grant funding, passenger fees and ADOT Harbor Grants.

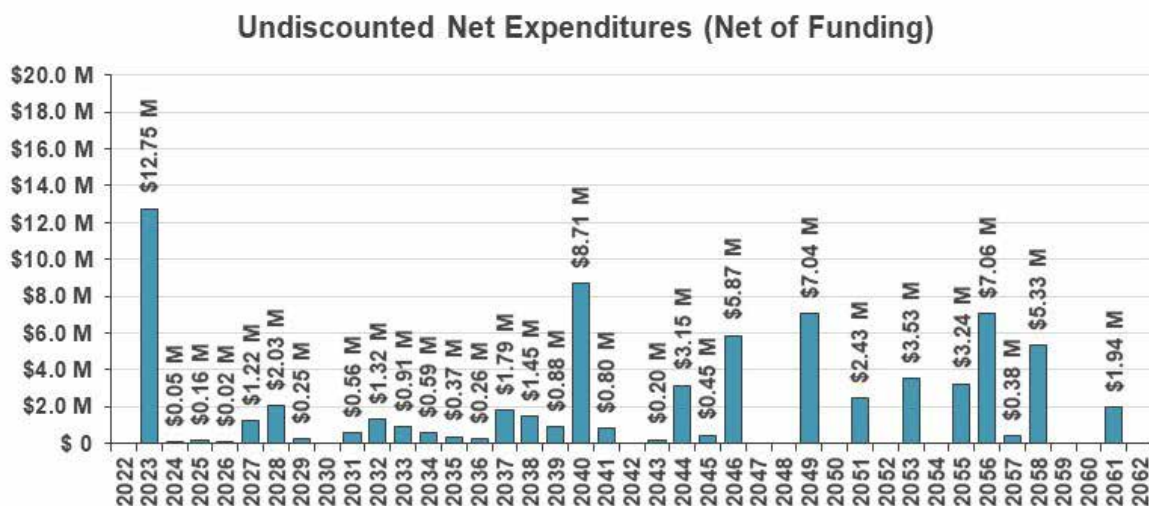


Figure 8. Annual reserve requirements by year, 2020

The RRA assumes that when an asset reaches the end of its “average remaining life”, it is fully replaced and therefore funding is required. As illustrated in Figure 8, there are some years in which there are no assets reach the end of their remaining life and no replacement expenditures required. In other years, some assets do reach the end of their remaining life and they are assumed to be replaced with large funding requirements such as in 2040 where \$8.7M is required.

The total reserve requirement by facility is provided below in 2022 dollars. Some of the replacements will receive funding from external sources and are therefore for D&H, the net expenditure estimates are the most relevant.

¹¹ HDR discussed the need to have such an analysis during monthly Board meetings. This exercise is a result of those suggestions and discussions with D&H during the development of the report.

¹² The data was provided by D&H staff. HDR did not independently verify these data.

	GROSS EXPENDITURES	FUNDING	NET EXPENDITURES
Statter	\$31.0 M	\$15.2 M	\$15.8 M
S Aurora	\$24.3 M	\$11.6 M	\$12.7 M
Douglas	\$13.9 M	\$6.6 M	\$7.3 M
Harris	\$13.4 M	\$6.4 M	\$7.0 M
ABLF	\$7.0 M	\$ 0	\$7.0 M
N Aurora	\$7.2 M	\$3.6 M	\$3.6 M
Wayside Park Float	\$3.1 M	\$ 0	\$3.1 M
ABLF Uplands	\$3.0 M	\$ 0	\$3.0 M
Statter Uplands	\$2.4 M	\$ 0	\$2.4 M
Taku Harbor	\$4.3 M	\$2.1 M	\$2.3 M
ABMS	\$1.6 M	\$ 0	\$1.6 M
Seawalk	\$31.3 M	\$29.8 M	\$1.5 M
Norway Point Float	\$1.4 M	\$ 0	\$1.4 M
National Guard Dock	\$1.3 M	\$ 0	\$1.3 M
Port of Juneau Uplands	\$19.2 M	\$18.3 M	\$0.9 M
Harris Harbor Uplands	\$0.7 M	\$ 0	\$0.7 M
Amalga	\$2.2 M	\$1.6 M	\$0.6 M
AS Pontoon	\$11.8 M	\$11.2 M	\$0.6 M
CT Pontoon	\$10.0 M	\$9.5 M	\$0.5 M
N Douglas Boat Launch	\$0.8 M	\$0.4 M	\$0.4 M
Echo Cove	\$0.5 M	\$0.3 M	\$0.3 M
Aurora Harbor Uplands	\$0.3 M	\$ 0	\$0.3 M
Douglas Harbour Uplands	\$0.2 M	\$ 0	\$0.2 M
IVF	\$2.6 M	\$2.5 M	\$0.1 M
PFO	\$1.6 M	\$1.5 M	\$0.1 M
TOTAL	\$195.2 M	\$120.4 M	\$74.7 M

The RRA converts the 40 years of annual replacement related expenditures to an equivalent annual amount. To do this, the 40 years of expenditures are discounted to a present value using a real discount rate of 3%.¹³ Then, this present value is converted into an annual equivalent amount reflecting the 40-year planning horizon.

The annual amount required to maintain D&H facilities in a state of good repair going forward is \$1.9M. That is, to maintain D&H's existing facilities, D&H revenues must exceed expenditures by \$1.9 M per year to be able to establish reserves that can be used to maintain and replace assets once they reach the end of their asset life. This \$1.9 M estimate excludes any capital needs for new facilities or other assets.

If we examine the three years prior to COVID-19, D&H revenues exceeded non-capital expenditures by about \$1.2 M (in 2022\$) per year which is about \$0.7M less than that identified through the RRA. Existing fund balances can be used to contribute to the replacement of assets, but the total fund balance is only \$3.3M at the end of fiscal 2021 which is equivalent to only \$0.1 million per year over a 40-year horizon. D&H's funding gap, excluding any net capital investment in new infrastructure, is about \$0.6M a year. Any planned capital projects would have to also be funded which would add to this shortfall.

The RRA was conducted for the combined assets of D&H. Managing D&H assets and rates from a holistic perspective would provide D&H management greater flexibility in financial planning.

The details (e.g., data inputs, assumptions, and methods) of the RRA are provided as a separate deliverable – the D&H Financial Model coded in MS Excel.

¹³ See OMB Circular A-4 p.33 https://www.whitehouse.gov/wp-content/uploads/legacy_drupal_files/omb/circulars/A4/a-4.pdf

7

Rate Recommendations

Setting rates is a policy issue that must be determined by D&H. It must reflect D&H's rate setting principles, policy objectives and future capital program. If we re-examine, D&H's rating principles we note that it is core to principles that rates must be sufficient to support the operations of docks and harbors, rates must replace capital investments, and that rates must build reserves for contingencies and future growth.

We find that based on the RRA, D&H's existing funding is inadequate to achieve these objectives. To meet D&H's policy objectives, additional funding is required to provide sufficient reserves to fund asset replacement to fund any capital investment in new infrastructure. The additional funding could come from: direct new funding from D&H, through increasing D&H rates, or through any combination of the above.

To eliminate the funding gap solely through D&H rates, an average increase of about nine percent would be required. We do believe that a rate increase of that magnitude would not have any deleterious impacts on D&H users.

HDR makes the following recommendations:

1. D&H make a one-time increase for all rates to meet their capital replacement requirements as well as their future capital program. Based on the Replacement Reserve Analysis, the magnitude of the increase would have to be nine percent to for asset replacements. The actual rate increase should also reflect their capital plan for new infrastructure investments.
2. D&H provide an advance notice to users of the one-time increase of 12 months.
3. D&H maintain the indexation of rates and fees. However, using consumer inflation to adjust rates is not entirely reflective of D&H Docks and Harbors cost pressures (e.g., rising wage rates greater than the CPI) and alternative cost indices more reflective of the D&H operating environment should be explored.
4. D&H should consider removing the firewall between docks and harbors to provide greater flexibility in meeting financial obligations (i.e., balancing financial statements).
5. For the purposes of this study, HDR is proposing an across-the-board increase. In the future, D&H may wish to differentiate increases by source (facility) but that is outside the scope of this report.



Port of Juneau Rate Setting Project
City and Bureau of Juneau
September 1, 2022



MEMORANDUM

DATE: September 22, 2022

TO: Chair Bryson and CBJ Public Works and Facilities Committee

FROM: Katie Koester, Engineering & Public Works Director

SUBJECT: FY2024 DRAFT Legislative Priorities

The purpose of this memo is to present the FY 2024 Legislative Priority list to the committee and collect input on the process, including proposed changes. As you recall, last year the Assembly, with input from the PWFC, Eaglecrest, Juneau School District, Parks and Recreation, JCOS, Docks and Harbors, Planning Commission, and SRRC established an 18 item priority list to submit to the state. At the same time, the body selected three projects as federal priorities. As the list has gained momentum, it has become more cumbersome to move it through the different CBJ boards and commissions while ensuring everyone has an opportunity to comment. My proposal for FY2024 is to issue a solicitation to CBJ boards and commissions and give staff and boards two months to comment on the existing list, propose new projects, or pick their top 2 priorities. The Planning Commission and SRRC will retain a designated review, as reflected in the proposed schedule. The list will then go back to PWFC to make recommended changes and forward the list to the entire body for ranking and final adoption.

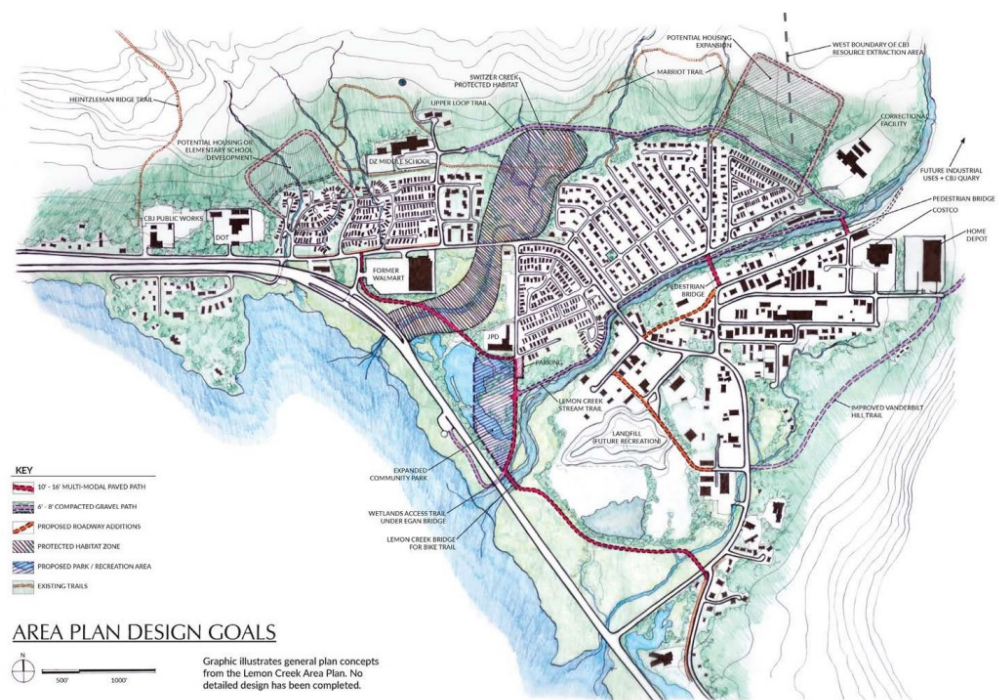
The purpose of the Legislative Priority list is to communicate to the State and Federal delegation, and the community, the long term projects that the City and Borough of Juneau has on the horizon. The intention is for this list to expand beyond the deferred maintenance and infrastructure repair that dominate the Capital Improvement Plan and build a shared vision for a future Juneau. The list has been successful in helping narrow our focus on the more visionary projects and I am happy to report that over half of the projects identified in the FY23 list have had some progress.

The attached document, DRAFT City & Borough of Juneau Legislative Priorities Legislative Priorities FY2024, uses the list approved in January of 2022 as a starting place.ⁱ However, the process is starting even earlier this year to give CBJ empowered and advisory boards two months to collect input. The list should be updated annually and will only be relevant if it is kept to a manageable length, which will require discipline. To that end, I will ask each board/commission to select no more than **two** projects. This could be one of the projects listed, or they can propose a new project that is not currently on the Legislative Priority list. In prior years, Bartlett and the Airport have been excluded from this process because they have their own funding sources unique to the services they provide.

Recommendation:

Approve the FY2024 DRAFT Legislative Priorities process and schedule as presented by staff (and/or recommend changes).

ⁱ Projects will continue to be updated as they reach major milestones. It is possible that some projects will be recommended for removal before final adoption as significant progress has been made (e.g. New City Hall and Eaglecrest Expansion and Summer Operations Development being two examples that come to mind).



Credit: MRV Architects (2017) *Area Plan Design Goals*, February 4, 2017

City & Borough of Juneau

Legislative Priorities FY2024
9.26.22 DRAFT
(un-adopted)



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APENDIX

Everything you wanted to know about the Legislative Priority List: Page 24

CBJ lists, plans and priorities graphic: Page 25

DRAFT

Will be updated after adoption of list.

January 31, 2022

To The Honorable State and Federal Delegation:

This document presents the City and Borough of Juneau's Fiscal Year 2023 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 over many months with input from CBJ Boards and Commissions. 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,



Rorie Watt
City Manager

DRAFT

Will be updated after adoption of list.

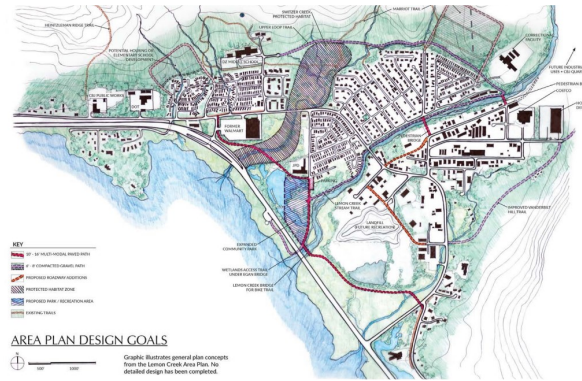
City and Borough of Juneau
FY2024 LEGISLATIVE PRIORITIES DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
PWFC approval of schedule & process	September 26, 2022
Issue solicitation for input from CBJ Advisory Boards and Commissions with clear instructions, including on how to propose new projects.	October, 2022
Input for new draft requested by	December 1, 2022
Presentations to Boards and Commissions	
	Planning Commission Introduction October 25, 2022; Planning Commission Final Approval November 8, 2022
	Systemic Racism Review Committee 1 st Review: November 22, 2022
Administrative review and compilation	December 1- 9, 2022
SRRC 2 nd Review (with board/commission input and new projects)	December 13, 2022
PWFC for review	December 19, 2022
Homework: Assembly ranks priorities	Due December 29, 2022
Finance Committee	January 4, 2022
Assembly Adoption (COW)	January 23, 2023
CAPSIS Deadline	February 1, 2023
Distribution of Priorities	February

Adopted FY2023 Legislative Priority List

Rank	Project Name:	Purpose:	Amount:	Goal:	Page #
1	Lemon Creek Multimodal Path	Design, Permitting, Property	\$2M	Advance Long-term Goal of a New Non-Motorized Route	6
2	Second Channel Crossing	Economic Impact Analysis and/or PEL Study	\$7M	Economic Development	7
3	Pederson Hill Development	Development	\$3M	Increase housing and development opportunities	8
4	New City Hall	Partial Funding	\$5M	Reduce CBJ Operating Cost, Free up/create housing	9
5	Shore Power at Dock 16B	Final design and construction	\$25M	Reduce emissions, improve air quality and economic development.	10
6	Capital Civic Center	Partial Funding	\$5M/\$30M	Support Convention and Visitor Economy	11
7	West Douglas Extension	Future Development	\$3M	Long Term Development Support	12
8	Eaglecrest Expansion and Summer Operations Development	Phase one construction of new Gondola	\$6.5M	Economic development/tourism diversification.	13
9	Telephone Hill	Site work	\$2M	Prepare for Redevelopment	14
10	North State Office Building Parking	Partial Funding	\$5M	State/legislative Parking, Auke District infill Development	15
11	Mendenhall River Community School Renovation	Major Renovation	\$21M	Renovate to facilitate delivery of high quality education	16
12	Marie Drake Renovation	Major Renovation	\$31M	Renovate to facilitate delivery of high quality education	17
13	Aurora Harbor Phase III	Design, Permitting	\$250K	Replace critical infrastructure and support maritime economy	18
14	Auke Bay New Breakwater	Match Potential Federal Funding	\$5M	Increase Moorage and Renovate old Economic Development	19
15	North Douglas Boat Ramp Expansion	Planning, research, permitting	\$250K	Improve safety and expand boating access and transportation	20
16	Waterfront Juneau Douglas City Museum	Partial Funding	\$1M	Reduce CBJ Operating Cost, Expand Capital Campus	21
17	Trail Maintenance and Development	Improve trail network in CBJ	\$5M	Support health and wellness with local recreation for trails community connection.	22
18	Auke Bay Seawalk	Design, Permitting, Property	\$250K	Improve Non-Motorized Route	23

Will be updated after adoption of list.



LEMON CREEK MULTIMODAL PATH

AMOUNT REQUESTED: \$8M

AMOUNT SECURED: \$250,000; \$1.5M pending voter approval of Special 1% Sales Tax

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 Reconnecting Communities grant for FY23 that will include robust public engagement, route selection and preliminary design. Sales tax funding going before the voters in October of 2022 will allow for further design of the project as well as potential match for construction grant opportunities. The potential route will extend from Glacier Highway at Vanderbilt Hill, across wetlands, then extend parallel to Egan to reach the Lemon Creek area.

PUBLIC PROCESS:

Project has been identified as a priority by the 2017 Lemon Creek Plan adopted into the Comprehensive Plan.

TIMELINE:

CBJ is applying for a Reconnecting Communities Planning Grant in October of 2022. Public outreach and alternatives analysis will begin in 2023. Once full funding is secured, 18-24 months for design and construction.

WHO WILL MAINTAIN AND OPERATE? TBD

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



Photo Credit: Juneau Empire

JUNEAU NORTH DOUGLAS CROSSING

AMOUNT REQUESTED: \$13M

AMOUNT SECURED: \$2M for PEL; \$250,000 CBJ; \$7M pending approval

TOTAL PROJECT COST: \$100M-\$200M (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.

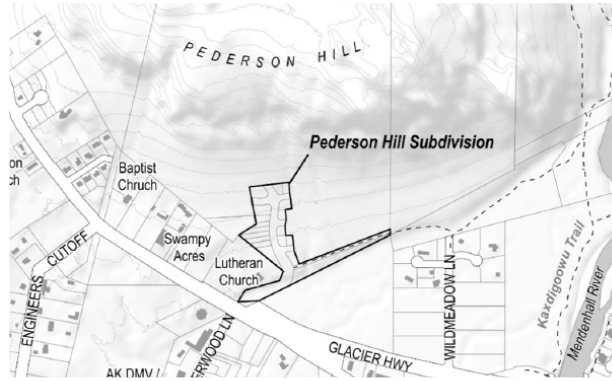
If approved, \$7M currently in the Senate Transportation will be used to build on the economic analysis and environmental work underway through the Planning and Environmental Linkages (PEL) Study to perform a robust cost benefit analysis, select a preferred alternative, and complete the environmental analysis to National Environmental Policy Act (NEPA) standards. Funding is being requested to bring the project to 100% design and bid ready for Federal Highway Funding under the Infrastructure Investment and Jobs Act.

PUBLIC PROCESS: Through the PEL process ADOT, under the stewardship of DOWL engineering, has engaged in multiple stakeholder and public meetings to identify both public sentiment on the project and potential alternatives. The most recent listening session was held in North Douglas September 26th to incorporate local neighborhood feedback.

TIMELINE: The PEL study is expected to be complete by spring of 2023. Building on the work of the PEL, NEPA should take 12-18 months. This will put the project in a excellent place to apply for a RAISE or INFRA grant in the 2024 funding cycle.

WHO WILL MAINTAIN AND OPERATE? State of Alaska.

GOAL OF PROJECT: Community safety and economic development.



PEDERSON HILL HOUSING DEVELOPMENT

AMOUNT REQUESTED: \$3M

AMOUNT SECURED: 2.3 Million

TOTAL PROJECT COST: \$10M

PROJECT DESCRIPTION & UPDATE:

The requested funding would provide for the construction of street lighting, water and waste water lines, streets and sidewalks for Phase 1B of Pederson Hill Subdivision development.

PUBLIC PROCESS: The 86 lot preliminary plat was approved by the Planning Commission in October of 2017. The first phase was completed in 2019. There will be an opportunity for public comment to the Planning Commission during the final plat approval process and an opportunity to comment to the Assembly during the land disposal process. Once a final plat is approved the disposal of municipal land will be authorized by the Assembly through the adoption of an ordinance which sets the terms and conditions of the sale.

TIMELINE:

Once funding is secured, design can be complete within 9 months from start and construction complete within 28 months from start.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Increase housing.



NEW CITY HALL

AMOUNT REQUESTED:

TOTAL PROJECT COST: \$42.3M

AMOUNT SECURED: \$6.3M

PROJECT DESCRIPTION & UPDATE: This project will relocate City Hall to a new location on CBJ land in the Aak'w Village District at 450 Whittier. The new facility will consolidate city employees, eliminate the cost of rental office space for over two-thirds of CBJ downtown employees, and eliminate the use of the current aging, undersized city hall facility. The elimination of leased space will reduce CBJ operating expense by \$820,000 a year and free up rental space for conversion to much needed downtown housing. A space needs analysis in 2019 determined CBJ needs 46,000 square feet for modest offices and public meeting space.

PUBLIC PROCESS: A conceptual design and economic feasibility analysis was performed in 2018. A winter of 2021 online survey showed that 76% of almost 1400 respondents were supportive of a new city hall. The feedback from the survey has been used to design a public process with a selection of a preferred alternative in April 2022 and a public vote on a bond proposition for funding scheduled for October 2022.

TIMELINE: Site selection and conceptual design complete Summer of 2022; design 11/2022-11/2024; bid construction end of 2023; 18 month construction schedule puts project completion in fall of 2025.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Consolidate CBJ offices, reduce CBJ operating cost in the long term, free up workforce housing.

DRAFT



SHORE POWER AT DOCK 16B

AMOUNT REQUESTED: \$22.5M

TOTAL PROJECT COST: \$25M

PROJECT DESCRIPTION & UPDATE: The project would provide the final design and construct the electrical infrastructure (substation, load tap changer transformer, feeder cables, etc.) and shore power infrastructure (submarine cables, power connection floats, cable positioning devices) at the two CBJ-owned cruise ship docks. The electrical infrastructure could also service ground transportation as it transitions to electric vehicles.

The project benefits the community by improving air quality and reducing noise pollution from cruise ships that connect to shore power while hoteling in port, and by upgrading the electrical infrastructure at Juneau's waterfront. The elimination of ship GHG emissions furthers the community's climate action goals of switching from fossil fuels to renewable hydropower as well as enables the cruise lines to better meet their sustainability goals. The project benefits the tourism sector of the community.

TIMELINE: CBJ has appropriated \$2.64M in FY2023 to this project. Docks & Harbor applied for a FY22 RAISE grant which was unsuccessful. Grant results for the FY22 Port Infrastructure Development Program (PIDP) have not yet been released. Docks & Harbors will pursue other grant opportunities under the Inflation Reduction Act as appropriate. Construction phase to be completed by 5/2027.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Reduce emissions, improve air quality and economic development.



CAPITAL CIVIC CENTER

AMOUNT REQUESTED: Federal Delegation—\$30M; State of Alaska—\$5M

AMOUNT SECURED: CBJ- \$2M design; \$7M upgrades to centennial hall; \$10M commitment from CLIA for MPFs

TOTAL PROJECT COST: \$65M

PROJECT DESCRIPTION: This project will construct a new and renovated convention and performance center in Juneau Alaska. This project expands the current Centennial Hall and merges a new performing arts center with an expanded convention center to support the convention and visitor economy.

PUBLIC PROCESS: Conceptual studies of convention center elements (Centennial Hall) were performed in June of 2019 with several public meetings and upgrades to the ballroom will be complete in 2023. The performing arts campus (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 to build on previous design work and in late 2021 appropriated \$2m to bring the project to 65% design. NorthWind, JYW, and Hacker Architects have teamed up to provide design services 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.



WEST DOUGLAS EXTENSION

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$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:

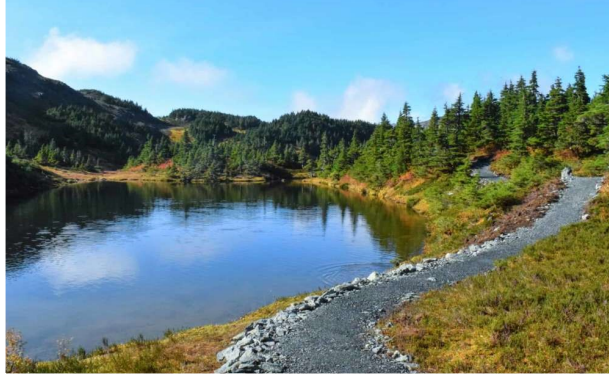
West Douglas Roadway corridor alignment has been approved by Assembly and Planning Commission. This project has been identified as priority 'New Growth Area' by CBJ Comprehensive Plan and West Douglas Conceptual Plan.

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.



EAGLECREST EXPANSION AND SUMMER OPERATIONS DEVELOPMENT

AMOUNT REQUESTED: \$0

AMOUNT SECURED: CBJ—\$2.5M; working on revenue sharing agreement for remaining costs

TOTAL PROJECT COST: \$12.5M

PROJECT DESCRIPTION & UPDATE:

Eaglecrest has been working on plans to expand operations into the summer season since early 2019 to create new visitor experiences for cruise and independent travelers. In 2021, CBJ purchased a used gondola to open up additional mountain attractions to visitors and facilitate mountain bike activities. The Gondola is on site and installation is scheduled to begin next construction season once full funding is secured. This project is supported by the Juneau Economic Plan, the Southeast Conference Comprehensive Economic Development Strategy, Juneau Economic Development Council, and Travel Juneau.

PUBLIC PROCESS:

Extensive community engagement took place directly prior to the onset of the COVID 19 Pandemic in the summer of 2019 with over 20 public outreach meetings, work sessions, and online public surveys. In 2021, there was extensive public debate on the purchase of a used gondola to advance Eaglecrest long term summer operations goals. The Eaglecrest Summer Operations Task Force is tasked with continuing development of that vision.

TIMELINE: Update pending.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Stimulate regional economic development through diversification of the summer tourism economy and expansion of the winter visitor industry.



TELEPHONE HILL RE-DEVELOPMENT

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$100,000

TOTAL PROJECT COST: unknown

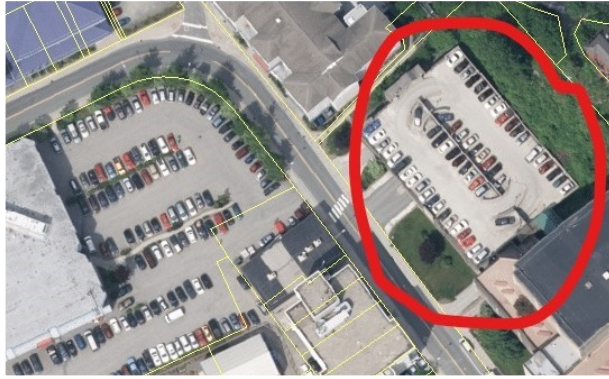
PROJECT DESCRIPTION: Surveying costs, hazardous materials study, removal of hazardous materials and environment cleanup, demolition of existing structures, a redevelopment study and site preparation and re-subdivision.

PUBLIC PROCESS: In 2020, CBJ applied to acquire the Telephone Hill properties from the State of Alaska. In June 2022, the Legislature directed the Department of Natural Resources to convey Telephone Hill to CBJ at no cost (HB349). In August 2022 the CBJ Assembly adopted a resolution accepting Telephone Hill at no cost from the State of Alaska. In September, the Assembly appropriated \$100,000 to the Manager for the Telephone Hill Redevelopment CIP.

TIMELINE: CBJ ownership in January of 2023 with implementation beginning as soon as funds are available.

WHO WILL MAINTAIN AND OPERATE? CBJ

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



NORTH STATE OFFICE BUILDING PARKING

AMOUNT REQUESTED: \$30M

AMOUNT SECURED: \$5M in FY2023 State Capital Budget; \$5M request in 1%

TOTAL PROJECT COST: \$40M

PROJECT DESCRIPTION:

This parking garage provides parking for the State just North of the State Office Building. The current garage is old and in need of major repairs. 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 project would be 7 stories, creating a total of 466 parking spaces, with a total net increase of 323 new parking spaces.

PUBLIC PROCESS: Designated as Legislative Priority in 2021 & 2022.

TIMELINE:

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

WHO WILL MAINTAIN AND OPERATE? TBD

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



MENDENHALL RIVER COMMUNITY SCHOOL RENOVATION

AMOUNT REQUESTED: \$21M

TOTAL PROJECT COST: \$21M

PROJECT DESCRIPTION:

Mendenhall River Community School is a 58,000 sq. ft. structure built in 1983. This construction would replace “end of life cycle” issues including electrical, plumbing, exterior envelop and sidewalks. A crucial need is the dining space; currently the gym is used for dining which limits the ability to comply with recent physical activity legislation. Board specifications call for a separate dining space. This will benefit the families of Juneau.

PUBLIC PROCESS:

This project is currently listed in the Juneau School District’s 6-year Construction-in-Process that has been submitted to the State of Alaska, Department of Education and Early Development.

TIMELINE:

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

WHO WILL MAINTAIN AND OPERATE? CBJ/JSD

GOAL OF PROJECT: Efficiently renovate a facility to deliver high quality education to Juneau students.



MARIE DRAKE RENOVATION

AMOUNT REQUESTED: \$31M

TOTAL PROJECT COST: \$31M

PROJECT DESCRIPTION & UPDATE:

Marie Drake School was originally construction in 1965. It was used as a middle school until 1994. Since then, the facility has housed multiple school district programs, serving an essential function during overcrowding at Juneau Douglas (JD) High School several years ago. The facility is wedged between 2 existing schools: Harborview Elementary and JD High School. The land area is limited because the building footprint takes up over half of the site. Adjacent playgrounds and open spaces provide limited opportunities for shared use.

PUBLIC PROCESS:

This project is currently listed in the Juneau School District's 6-year Construction-In-Process that has been submitted to the State of Alaska, Department of Education and Early Development.

TIMELINE:

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

WHO WILL MAINTAIN AND OPERATE? CBJ/JSD

GOAL OF PROJECT: Efficiently renovate and re-align Marie Drake to appropriately support the Yaakoosge Daakahidi High School and Montessori School, as well as other district programs and activities, for the long term.



AURORA HARBOR PHASE 4

AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$0

TOTAL PROJECT COST: \$7M

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.

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

AMOUNT SECURED: \$0

TOTAL PROJECT COST: unknown

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.

PUBLIC PROCESS: Identified as a Legislative Priority for FY2022

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.



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.



WATERFRONT JUNEAU DOUGLAS CITY MUSEUM

AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$2M in 1%

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.

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: Expand Capital Campus.



TRAIL MAINTENANCE AND DEVELOPMENT

AMOUNT REQUESTED: \$5M

TOTAL PROJECT COST: \$20M

PROJECT DESCRIPTION:

This project will support the development and maintenance of trails within the City and Borough of Juneau (CBJ). An update of the 1992 Trails Plan will be presented to the Assembly for adoption in Summer 2023, which will address community vision, goals and strategies for trail development and maintenance. The public feedback has focused on trails connecting neighborhoods, schools, recreation areas, work places and communities that are accessible, safe, and multi-modal. Trails that interconnect and loop, accessing scenic areas, cabins and shelters, and provide access to hunting, fishing and wildlife viewing.

PUBLIC PROCESS:

The United States Forest Service Juneau Ranger District, the Alaska State Parks Division, Trail Mix and CBJ are leading the planning effort. Multiple public meetings were held in 2019. Public participated in a survey. 89% of respondents report using trails in the past 12 months. The Juneau Comprehensive Plan and Alternative Transportation Plan identify trail development and connecting neighborhoods and communities as very important.

TIMELINE:

Construction could begin in 2023 and continue through 2026

WHO WILL MAINTAIN AND OPERATE? Trail Mix and CBJ



AUKE BAY BAYWALK

AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$30M

PROJECT DESCRIPTION:

The requested funding would accomplish the initial steps to build a Baywalk in Auke Bay. These include planning, research and property identification and examining the potential of providing a non-motorized link from the Auke Bay Ferry Terminal to the Auke Bay Harbor or the center of the Auke Bay Planning Area.

PUBLIC PROCESS:

These items were identified during the creation of the 2015 Auke Bay Area Plan adopted into the Comprehensive Plan.

TIMELINE:

Once funding is secured, within 24 months of start date.

WHO WILL MAINTAIN AND OPERATE? CBJ

GOAL OF PROJECT: Improve Non-Motorized Route

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, Bartlett 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"?

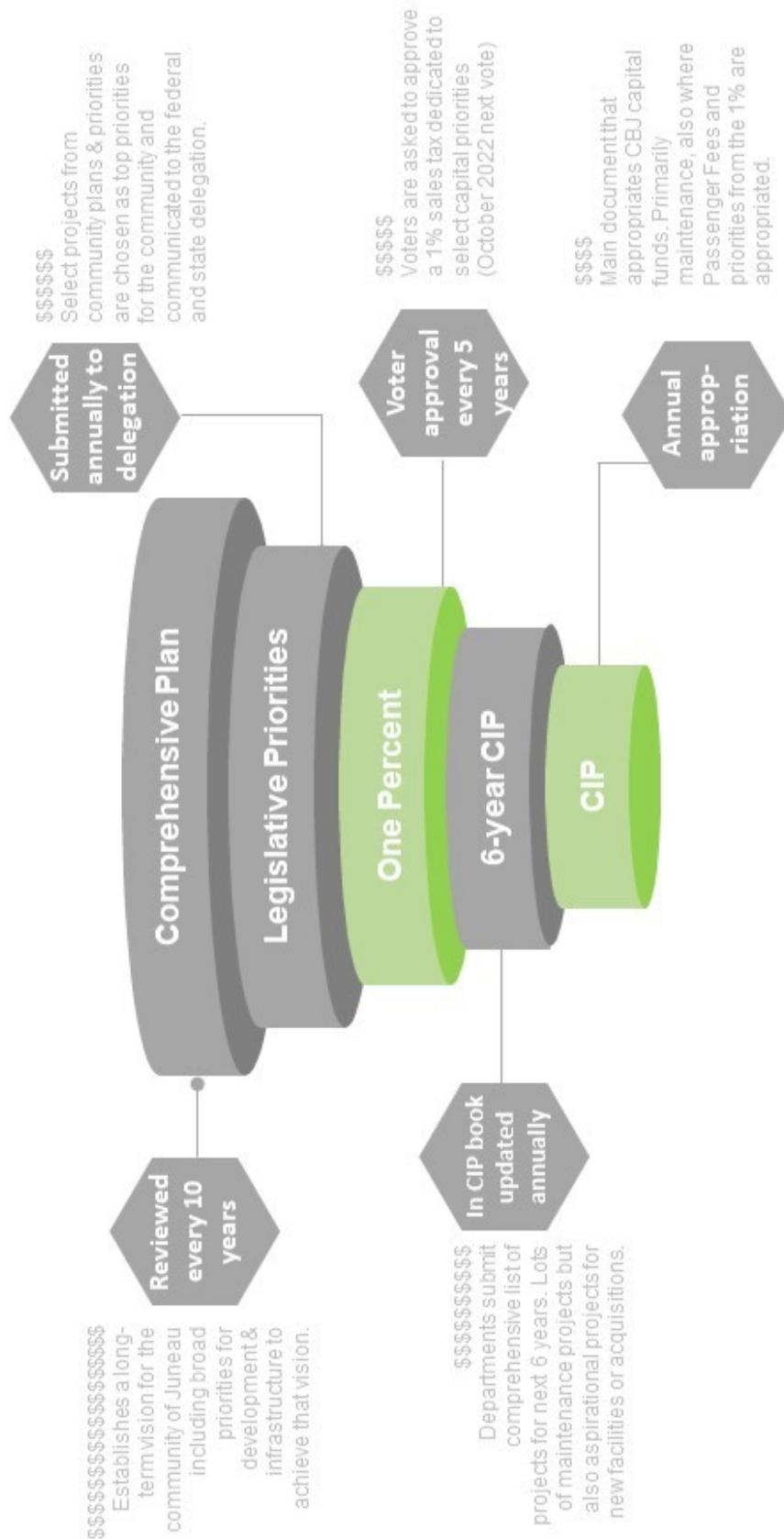
A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that 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.



PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Section K, Item 8.

Project	Status	Schedule	Contractor	Notes
Dockside Safety Guardrail				
Design	Hold			Awaiting funding
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
Marine Park Deckover				
95% Design Review	Complete			
100% Design and Specs	Complete			
Bid Project	Complete			Trucano Construction
D&H Board Approval	Complete			
Assembly Approval	Complete			
Construction	In Progress	October 2022		Submittals Coming in, Mob on October 3rd
Substantial Completion	Hold	March 2023		
Final Completion	Hold	April 2023		
Project Close Out	Hold			
Statter Master Plan Phase III				
Phase III A - Dredging, Blasting, Soil Compaction				
Final Completion	Complete	September 30th		
Project Close Out	Complete			Project closed out
Phase III B - Retaining Wall, Float Installation				
Final Completion	Complete	June 6, 2021		
Project Close Out	Complete			Project closed out
Phase III C - Restrooms & Waiting Shelter				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	Will go out bid Sept 30. Bid opening Oct 21
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold	Fall 2022		
Construction	Hold	Winter 2022/23		

PORT ENGINEER'S PROJECT STATUS REPORT

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Section K, Item 8.

Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold	October 21, 2022		
Assembly Approval of Bid	Hold	October 24, 2022		
Substantial Completion	Hold			
Final Completion	Hold	June 2023	TBD	
Phase III D - Parking Lot and Baywalk				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	50% design complete
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold			
Construction	Hold	TBD		
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			
Assembly Approval of Bid	Hold			
Substantial Completion	Hold	TBD		
Final Completion	Hold	TBD		
Downtown Waterfront Improvements				
Phase I - Deck Over	Complete			
Phase II - Visitor Waiting Area and Restrooms				
Design - Bid Documents	Hold	TBD	PND	Working to 65% Plans with cost est
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBD	
D&H Board Approval	Hold			
Assembly Approval	Hold			
Phase II Construction	Hold			
Substantial Completion	Hold			
Final Completion	Hold			
Cruise Ship Dock Electrification Study				
RFP Creation	Complete	May 19, 2020		RFP issued
Consultant Selection	Complete		H&A	Haight & Assoc Selected
Fee Negotiations	Complete			
Project Kick Off Meeting	Complete			

PORT ENGINEER'S PROJECT STATUS REPORT

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Section K, Item 8.

Stake Holder Interviews	Complete		H&A	
RAISE Grant 2021 Applications	Complete			Grant successfully submitted
Draft Report	Complete		H&A	
Presentation to Assembly	Complete		H&A	Nov 1 Assembly COW Mtg
Final Report	Complete	August 2022	H&A	Final Report on Website
Grant 2022 Applications				
Cruise Berth Electrification	Complete		Staff	
Small Cruise Ship Infrastructure Study	Complete		Staff	
Fishermans Terminal Planning Grant	Complete		Staff	
PIDP Fisheries Terminal Grant	Complete		Staff	
Alaska DOT Harbor Matching Grant	Complete		Staff	
EDA Small Cruise Ship Infrastructure 10M	Complete		Staff	
Aurora Harbor Re-Build - Phase III				
Phase IIIA - Demolition				
D&H Staff and Trucano	Complete		D&H	Demo is complete
Phase IIIB - Dredging				
Army Corps of Engineers	Complete	Winter/Spring 2020/2021	ACOE	Dredging complete
Phase IIIC - Float Installation				
ADOT Grant Application	Complete	Aug 16, 2021	Staff	Received funding from Governor
Design	In Progress			Working with Electrical Designer, to bid Jan 2023
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
Auke Bay Marine Station				
Ongoing Annual Report	March		Staff	2021 Report Submitted
Subdivision	Complete		Staff	
Shared Costs with UAS	In Progress		Staff	Awaiting UA response to Amendment #1
Sewage Pump-Out Improvements				
Statter Pump Upgrade	Complete		Staff	Part of SHI III(B)
Harris Pump Replacement	Complete	Aug 27, 2021	Staff	
Douglas Launch Ramp Light Project				
Design	Complete		Staff	
RFP	Hold		Staff	Awaiting funding
Building Permit	Hold		Staff	
Construction	Hold		Staff	

PORT ENGINEER'S PROJECT STATUS REPORT

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Section K, Item 8.

D&H Managed Lands - Surveys				
ASLS 2013-15 - Uplands at Tee Harbor	Hold	2021	TBD	
ATS 1682 -DIPAC-Channel Construction	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1693-DIPAC Wayside Park	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1694-Tee Harbor Submerged Lands	Hold	2023	TBD	
ATS 1692 - N Douglas Boat Ramp	Complete		PDC	Complete
ATS 1690-Indian Cove	Complete		PDC	Complete
S. Franklin Dock Tidelands	In Progress		Staff	Awaiting DNR survey instructions
Wayside Park Float				
Dredging as Float Grounds Out	Hold		Staff	Awaiting 1% Sales Tax Funding
Taku Harbor Shore Float				
Float Replacement	Hold		Staff	Awaiting 1% Sales Tax Funding
N. Douglas Boat Launch Expansion Study				
Conceptual Design	Complete		PND	Awaiting Board direction
Harbor Security Upgrades				
Continued Project Development with Board	In Progress			New cameras in Aurora, Douglas and Harris Harbors
Statter Breakwater Deferred Maintenance				
Continued Project Development with Board	Hold			
Statter Breakwater Safety Improvements				
Phase II	Hold			Awaiting funding
Auke Bay Loading Facility - Phase II				
TIGER Grant Reporting - Annual	On-Going	Sept. 2022	Staff	Report for Boom Truck till 2033; SeaLift till 2044