

DOCKS AND HARBORS SPECIAL BOARD MEETING AND RETREAT AGENDA

November 12, 2024 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/88377445718> or (253)215-8782 Webinar ID: 883 7744 5718 Passcode: 217353

- A. **CALL TO ORDER**
- B. **ROLL CALL:** James Becker, Tyler Emerson, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter 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. **ITEMS FOR INFORMATION/DISCUSSION**
 - 1. Board Retreat
- F. **ASSEMBLY LIAISON REPORT**
- G. **BOARD ADMINISTRATIVE MATTERS**
 - a. Next Meeting for Board Retreat - Wednesday, November 13th at 5:00 PM
 - b. November Operations-Planning Committee Meeting immediately following November 13th Retreat
 - c. Next regular Board Meeting - Thursday, November 21st at 5:00 PM
- H. **ADJOURNMENT**

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

2024 Docks & Harbors Board Retreat

November 12th & 13th

Goals:

1. Board members' background, philosophy and strategic vision
2. Prioritization of Capital Improvement Projects (CIP) and Docks & Harbors "needs"

Tuesday, November 12th

30,000 Foot View

- 1700 Call to Order – Opening Remarks by Chair Etheridge/Port Director/Assembly Liaison
- 1710 Introduction of each Board Member (4 minutes) each
 - a. Background
 - b. Motivation to serve on Board
 - c. Desired course for Board (the good, the bad and otherwise)
- 1800 Port Director – Fund balances, fee increases, resources & execution
- 1815 Commercial Fisheries Brainstorming
 - a. Port Director on past accomplishment
 - b. Fishermen's Perspective: Board members Becker/Hamilton/Emerson
 - c. SWOT analysis (Strength, Weakness/Opportunity/Threats)
- 1845 Commercial Property Policy Position – Port Director
- 1915 2018 Strategic Retreat Project List and Board guidance for November 13th
- 1930 Law 101

Wednesday, November 13th

Sea Level View (\pm 20 foot tidal range)

- 1700 Call to Order – Opening Remarks by Chair Etheridge/Port Director/Assembly Liaison
- 1710 Docks & Harbors – Project Efforts – Port Engineer
- 1800 Docks & Harbors – Internal/public improvements - Harbormaster
- 1830 Priorization
 - a. CIP
 - b. Legislative Priorities
 - c. MPF
 - d. Projects (maintenance/legislative/other)
- 2000 Adjournment

Docks and Harbors



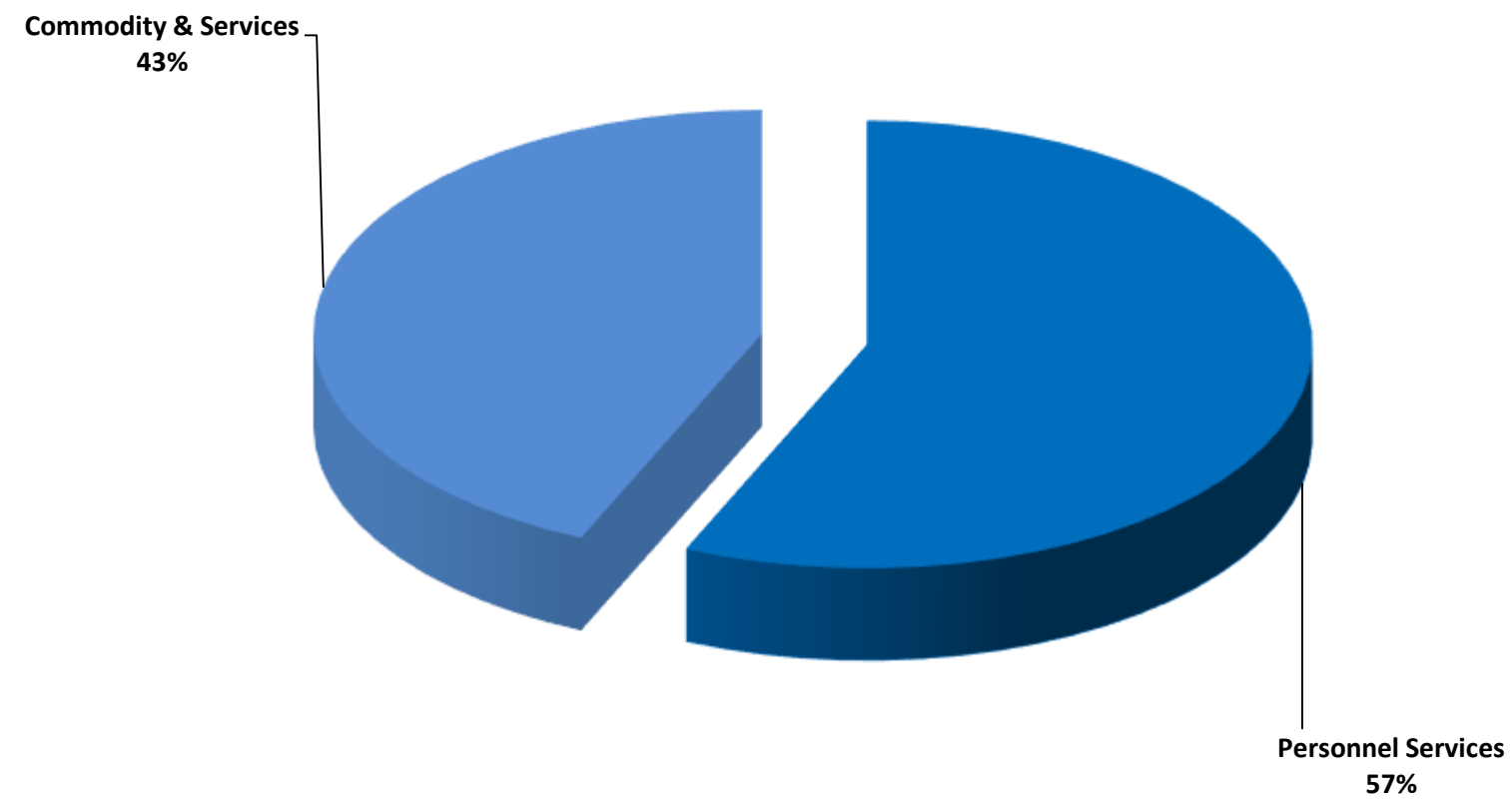
November 12th, 2024
Docks and Harbors Board Retreat

Docks Overview

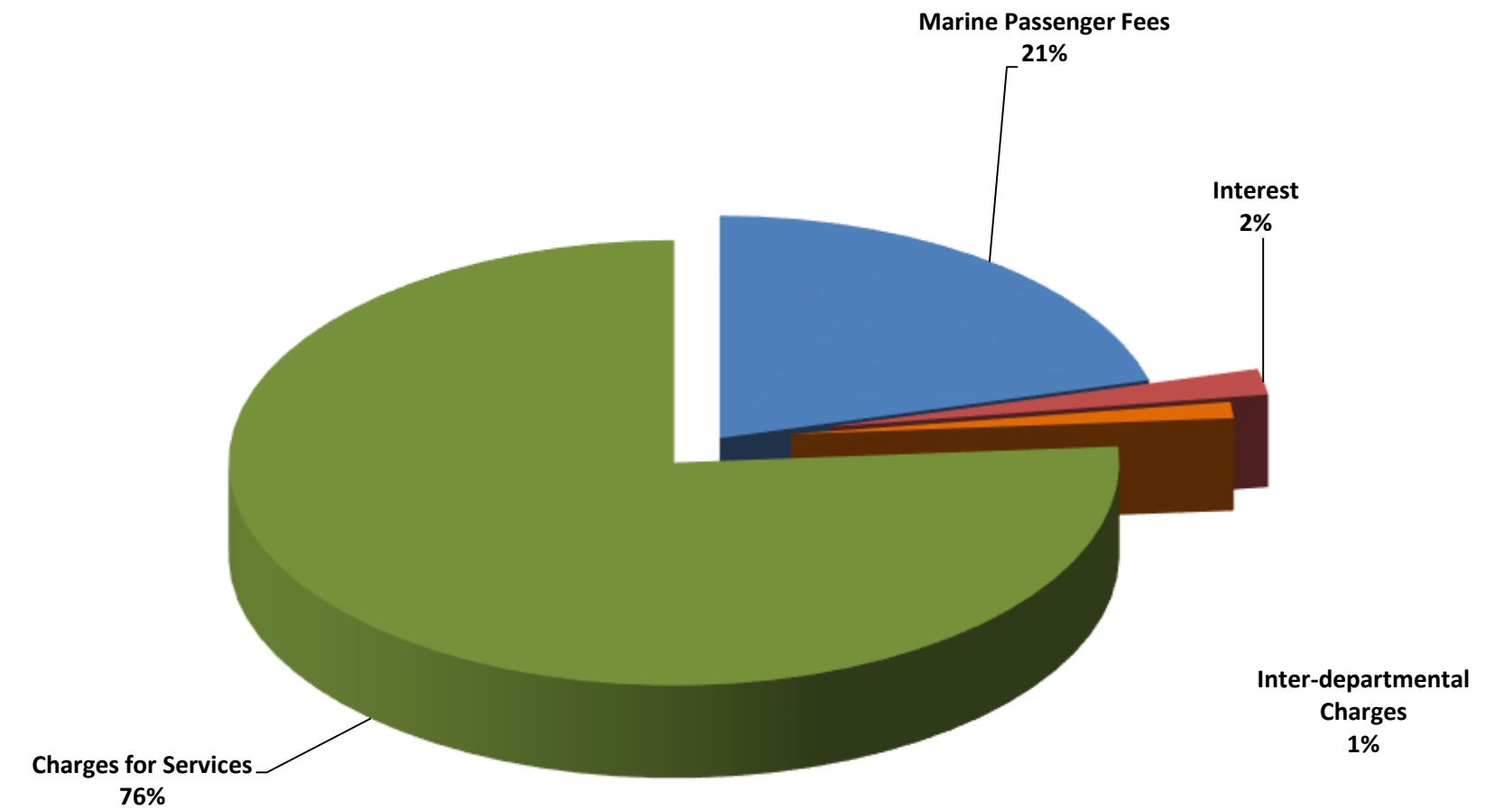
	FY23 Actuals	FY24		FY25 Proposed Budget	FY26 Proposed Budget
		Amended Budget	Projected Actuals		
EXPENDITURES					
Personnel Services	\$ 1,290,500	1,447,500	1,532,500	1,607,500	1,633,100
Commodities and Services	1,051,000	1,095,000	1,195,800	1,238,400	1,256,100
Capital Outlay	-	-	-	-	-
Support to:					
Marine Passenger Fee	-	-	-	-	-
Capital Projects	-	-	-	-	-
Total Expenditures	2,341,500	2,542,500	2,728,300	2,845,900	2,889,200
FUNDING SOURCES					
Interdepartmental Charges	15,100	40,200	40,200	40,200	40,200
Charges for Services	2,487,800	1,800,000	2,579,500	2,625,000	2,625,000
Licenses, Permits, and Fees	-	-	-	-	-
Investment and Interest Income/(Loss)	34,900	67,100	45,100	62,300	64,600
Support from:					
Marine Passenger Fees	717,000	717,000	717,000	717,000	717,000
Port Development Fees	-	-	-	-	-
State Marine Passenger Fees	-	-	-	-	-
Capital Projects	-	-	-	-	-
Total Funding Sources	3,254,800	2,624,300	3,381,800	3,444,500	3,446,800
FUND BALANCE					
Beginning of Period	1,656,400	2,569,700	2,569,700	3,223,200	3,821,800
Increase (Decrease) in Fund Balance	913,300	81,800	653,500	598,600	557,600
End of Period Fund Balance	\$ 2,569,700	2,651,500	3,223,200	3,821,800	4,379,400
STAFFING	19.20	19.24	19.75	19.75	19.75

Docks Budget FY26 \$3.4M

Docks Expenditures

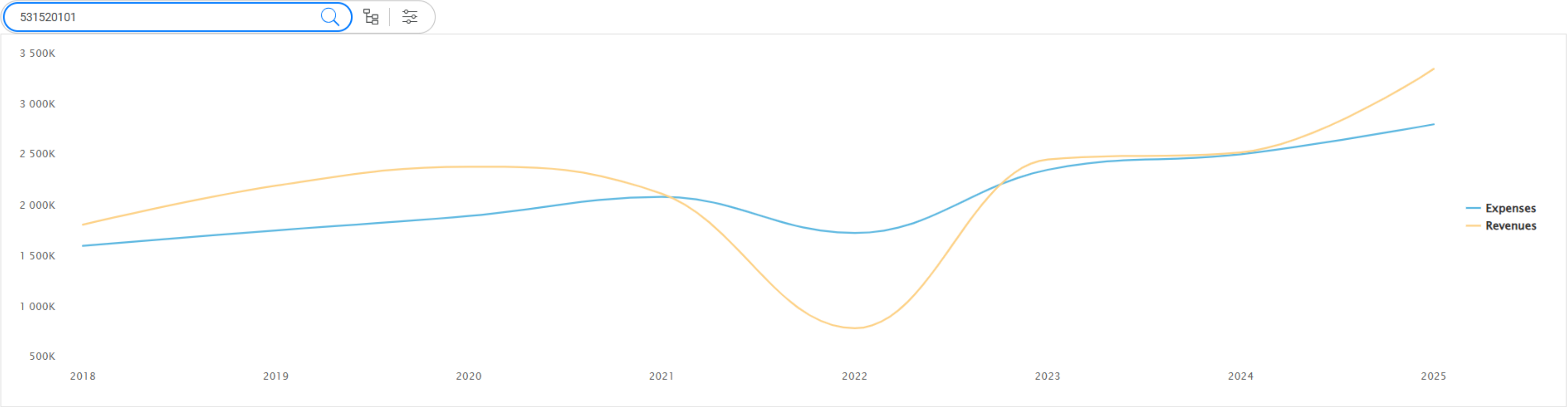


Docks Revenue



Operating Expenses and Revenues by FY

A line chart showing the total Operating revenues and expenses over time.

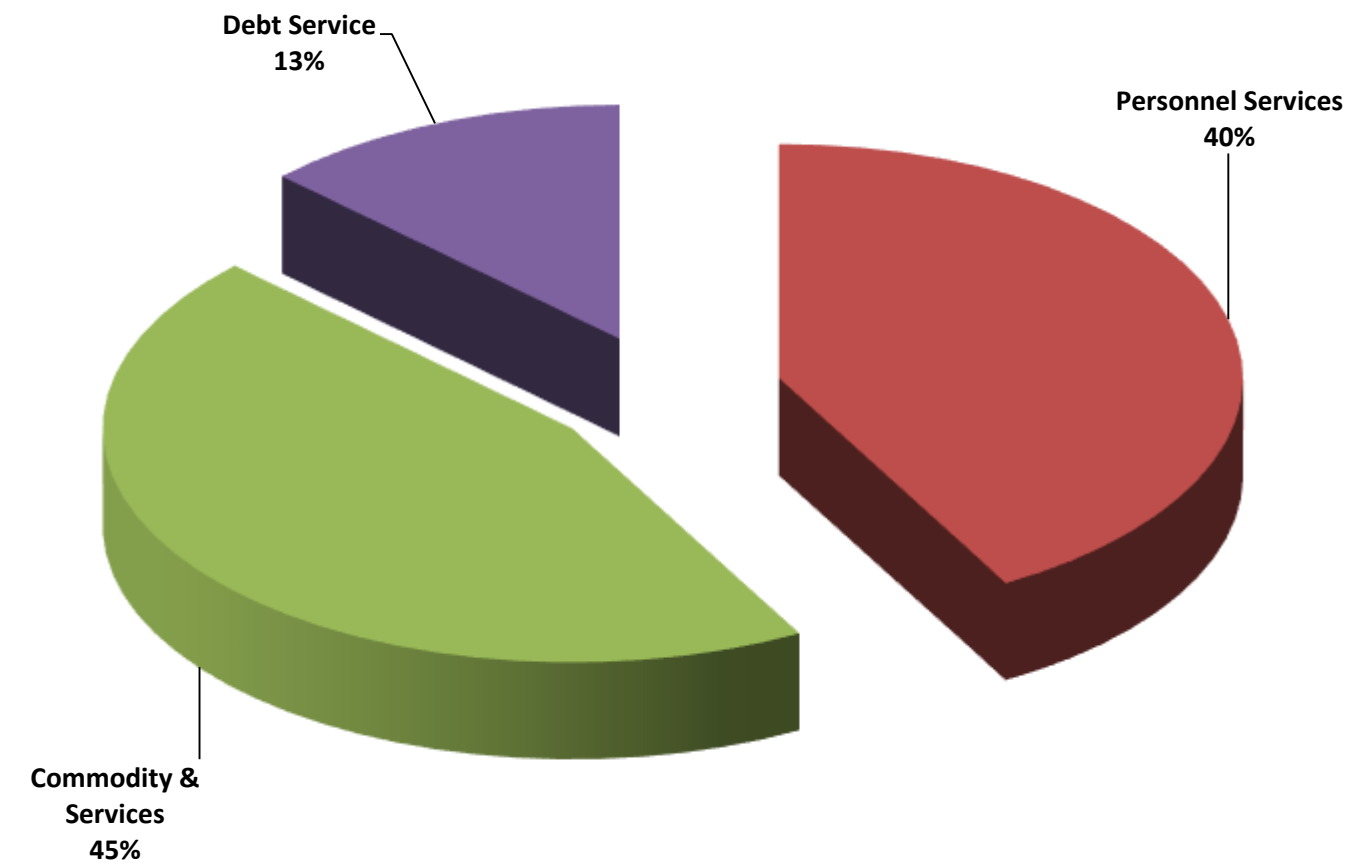


Harbors Overview

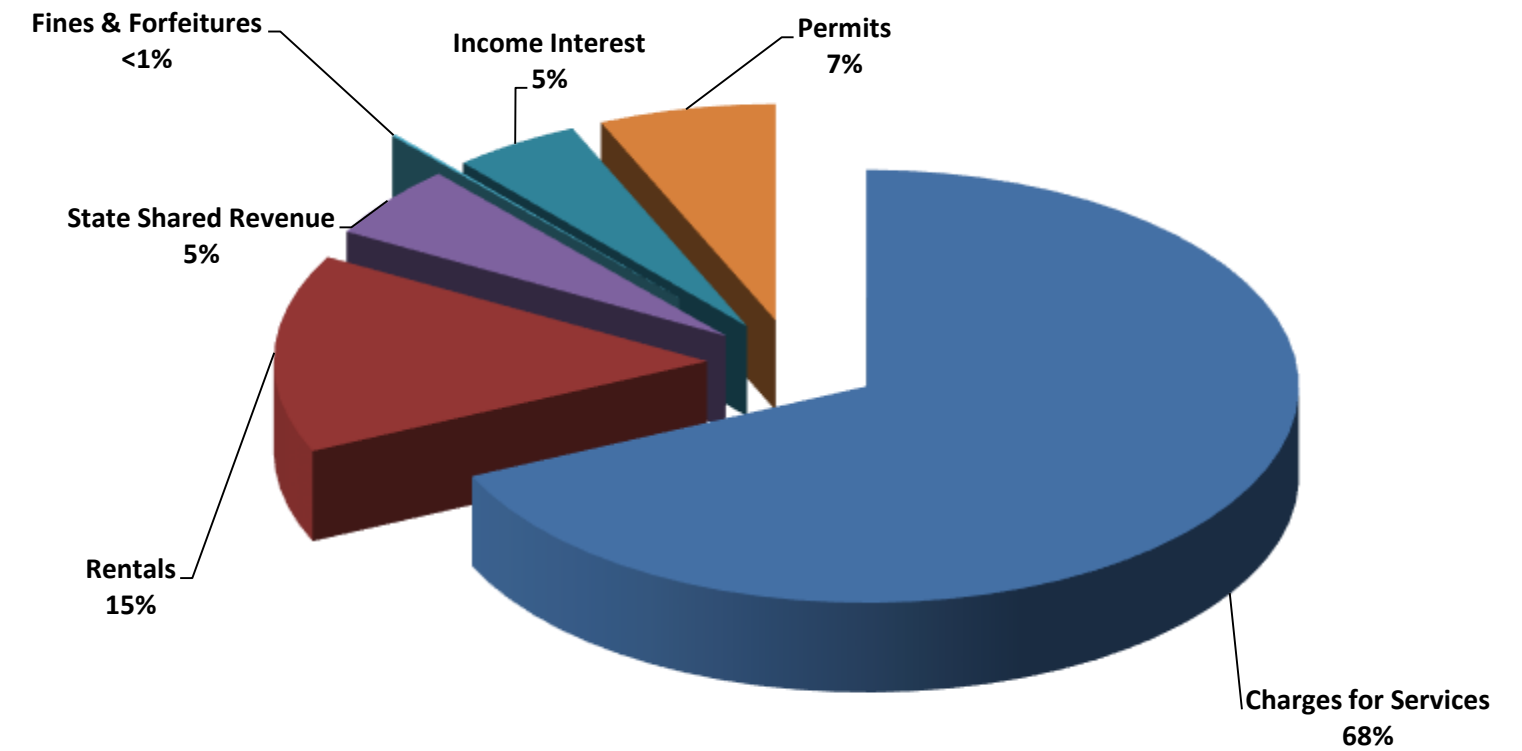
		FY24		FY25	FY26
	FY23	Amended	Projected	Proposed	Proposed
	Actuals	Budget	Actuals	Budget	Budget
EXPENDITURES					
Personnel Services	\$ 1,827,400	2,132,900	2,135,300	2,252,400	2,288,700
Commodities and Services	1,890,400	2,377,800	2,372,500	2,428,400	2,476,000
Capital Outlay	7,300	-	-	-	-
Debt Service	683,500	683,600	683,600	694,400	699,100
Support to:					
Capital Projects	750,000	-	-	2,000,000	-
Total Expenditures	5,158,600	5,194,300	5,191,400	7,375,200	5,463,800
FUNDING SOURCES					
Charges for Services	3,740,200	3,705,000	4,275,000	4,325,000	4,375,000
Licenses, Permits, and Fees	386,000	360,000	400,000	412,000	424,300
Rentals and Leases	963,300	900,000	1,068,500	950,000	950,000
State Shared Revenue	467,400	350,000	463,000	350,000	350,000
Federal Revenue	11,000	-	-	-	-
Fines and Forfeitures	13,400	10,000	10,000	10,000	10,000
Investment and Interest Income/(Loss)	273,200	107,700	250,000	295,400	306,300
Support from:					
Pandemic Response	-	-	-	-	-
Capital Projects	-	-	-	-	-
Total Funding Sources	5,854,500	5,432,700	6,466,500	6,342,400	6,415,600
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	791,900	795,400	795,400	795,400	795,400
Increase (Decrease) in Reserve	3,500	-	-	-	-
End of Period Reserve	\$ 795,400	795,400	795,400	795,400	795,400
Available Fund Balance					
Beginning of Period	2,246,500	2,938,900	2,938,900	4,214,000	3,181,200
Increase (Decrease) in Fund Balance	692,400	238,400	1,275,100	(1,032,800)	951,800
End of Period Available	\$ 2,938,900	3,177,300	4,214,000	3,181,200	4,133,000
STAFFING	16.83	17.45	17.95	17.95	17.95

Harbor Budget FY26 \$6.4M

Harbors Expenditures



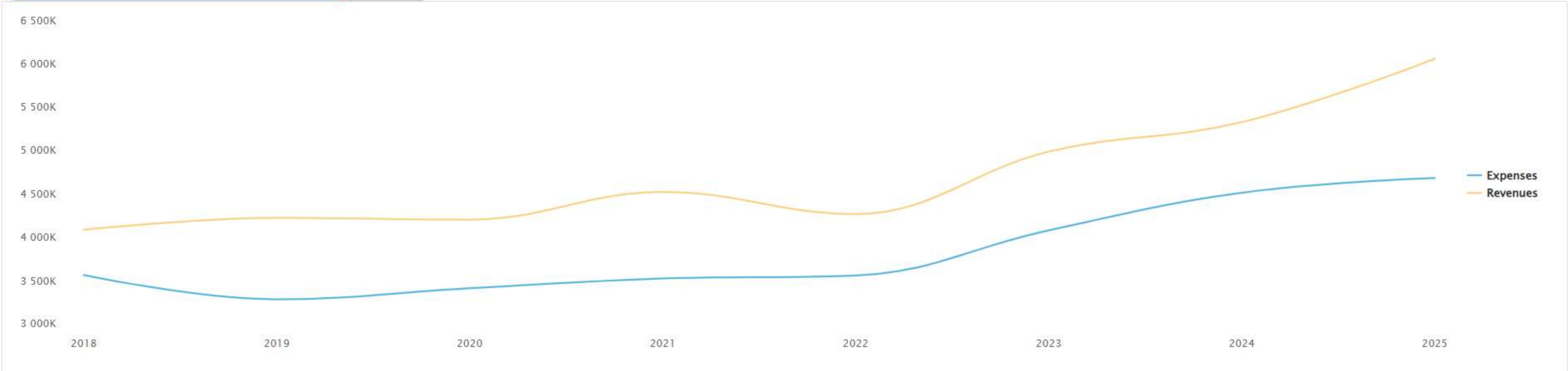
Harbors Revenue



Operating Expenses and Revenues by FY

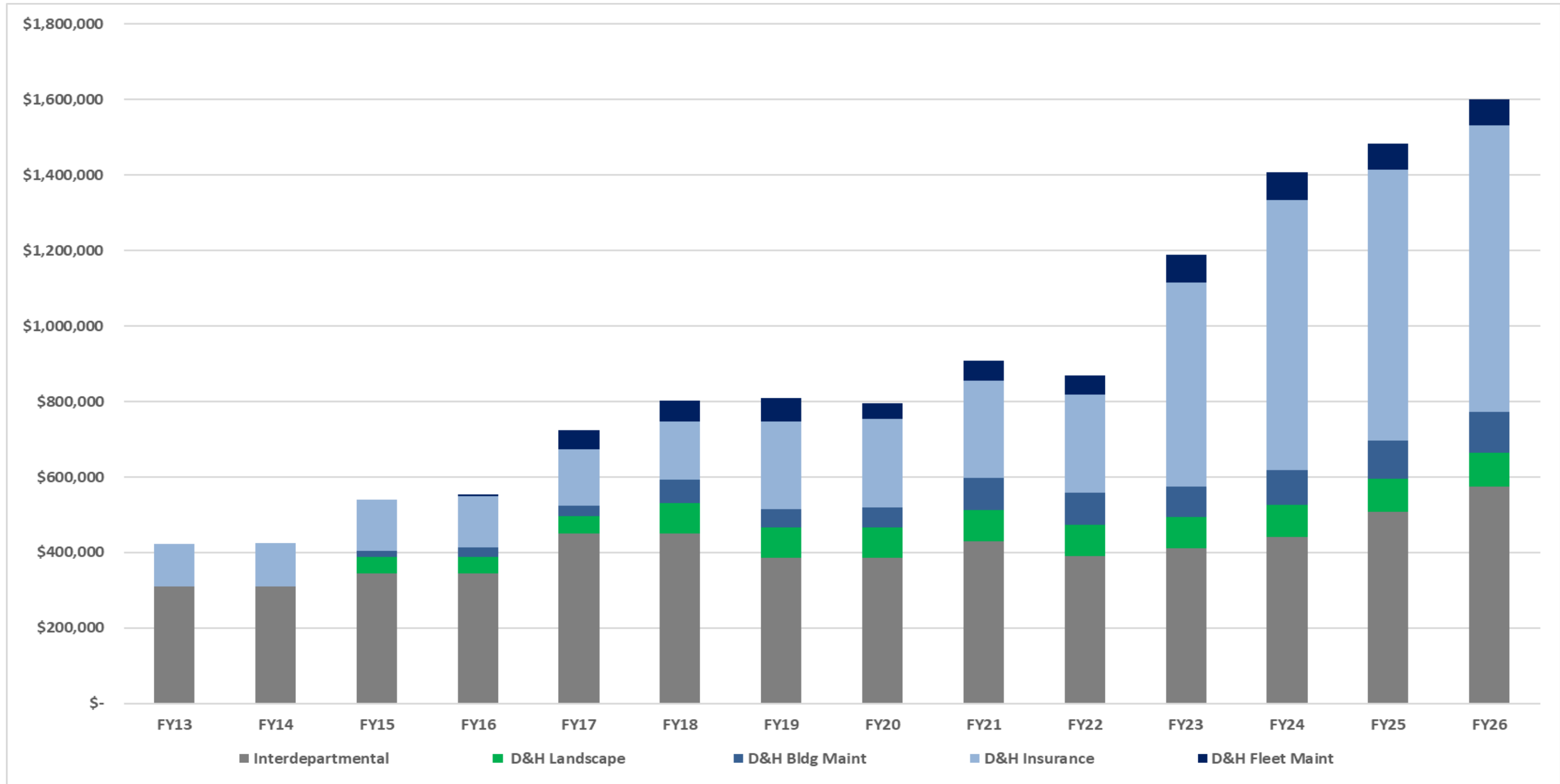
A line chart showing the total Operating revenues and expenses over time.

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Fees Paid to Other City Departments

Section E, Item 1.



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



CBJ Docks & Harbors - Rate Setting Policy

Introduction

The Enterprise Funds are operated and financed in a manner similar to private business. The intent of the governing body is to provide goods and services to the general public on a continuing basis and be financed or recovered primarily through user charges. The acquisition and improvement of the facilities have been financed from existing cash resources, issuance of revenue and general obligation bonds, and state and federal grant funds.

Harbors Enterprise – To account for operations, maintenance and capital improvement to the four City-owned boat harbors and numerous launch ramps.

Dock Enterprise – To account for operations, maintenance and capital improvements of the city-owned facilities, which are heavily used by over 500 cruise ships during the summer months.

Background

Over the last few decades, the D&H board has set and adjusted rates on an individual basis as the need arose for additional revenue or where significant changes in the quality of facilities or services suggested that a rate revision would be justified. As a result, some rates have not changed since 2005 while other have been adjusted multiple times as recently as this year. Starting in 2005, the board added a CPI adjustment to some rates and left some untouched.

While generally these rate adjustments were discussed in multiple public meetings, distributed via various media channels, and often presented at public comment opportunities, the impression remains with too many users of D&H facilities that the rate setting process is opaque and not justified by the underlying cost and services.

It is the intent of the CBJ Docks & Harbors Board to establish a rate setting policy which meets the following criteria:

1. It must be fair and reasonable
2. It must be consistent
3. It must be supported by data and an explanation of how the data justifies the rate
4. It must be sufficient to support the operations of docks and harbors

5. It must replace capital investments
6. It must build reserves for contingencies and future growth
7. Where currently significant disparity exists between the cost allocation to user groups these need to be adjust in a fair and appropriate manner

Approach

Components

In general, there are several components which must be considered when setting a rate:

1. Recovery of operational costs
2. Recovery of capital investment
3. Build a reserve for contingencies and to build new capital for future growth
4. Equity adjustment
5. Sticker shock

Rate Adjustment

After a rate has been set there should be consistency and predictability going forward. The proposed policy would be to apply the CPI adjustment annually on all rates and to set a review schedule for each rate based on issues such as the changes in the underlying cost structure as well as user demand and changes in the use of facilities or services. The underlying rate should be reviewed at least every five years and in order to provide stability for the user community not more often than every three years. The board will always have the discretion to deal with exceptional circumstances such as the 2020 COVID impact on cruise ship revenues.

Discussion

Rates must be fair and reasonable

Fair and reasonable is primarily a subjective issue of perception. However, by implementing a defined and consistent approach and striving to allocate an equitable share of the cost to every user the D&H board strives to be fair to all users.

Rates must be consistent

By establishing this rate setting policy we will have a consistent approach to every rate and rate change. This will give commercial users the ability to plan for future years. Normally CPI changes will be applied starting April 1st and base rate changes either January 1st or July 1st as determined by the Board. Other starting dates may be established by the Board at its discretion.

Rates must be supported by data and an explanation of how the data justifies the rate

Meeting this component of the policy will present a significant challenge to the Board as well as D&H staff. In order to create a starting point and baseline for the underlying components of each rate the Finance Sub-committee is recommending that a professional consultant firm be retained to perform a rate study

Rates must be sufficient to support the operations of docks and harbors

This item will also present a challenge for staff as in most harbors both the facility as well as the staff support multiple user groups each of which can have their own rate structure.

Rates must replace capital investments

This item can normally be clearly defined for each facility. Policies will need to be established in consultation with the CBJ Finance director for facilities where funds from multiple sources were used. The rate study is expected to provide guidelines determining remaining useful life and repayment schedules.

Rates must build reserves for contingencies and future growth

Setting a target for building reserves will be largely a board decision but the basis and need for additional reserves must be clearly defined.

Where currently significant disparity exists between the cost allocation to user groups these need to be adjusted in a fair and appropriate manner

In some cases where rates have not been adjusted in many years a large increase may be indicated. This should be recovered over a reasonable number of years.

Approved: _____ signed _____

Don Etheridge
Board Chair

Attest:



Carl Uchytel
Port Director



DOCKS & HARBORS BOARD

CONSUMER PRICE INDEX (CPI) JUSTIFICATION

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

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

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

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

Criteria 1 – It must be fair and reasonable

Is it reasonable?

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

Is it fair?

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

Criteria 2 – Is it consistent

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

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

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

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

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

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

Criteria 5 - Is it sufficient to replace capital investment?

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

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

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

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

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

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

Docks & Harbors Policy Statement – Availability of Public Land for Private-Sector Use

Background Authority: The Docks & Harbors Board is charged under Title 85, General Powers's clause (85.02.060), to 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 be responsible for the operation, development and marketing of municipally owned and operated port and harbors, including such facilities as boat harbors, docks, ferry terminals, boat launching ramps, and related facilities except as designated by the Assembly by resolution.

Existing Properties: Docks & Harbors has management authority, as designated by the Assembly, of several hundred acres of uplands, submerged and intertidal lands through a variety of contractual vehicles including the following:

- 1) **Direct Management:** Most of Docks & Harbors properties are under the department's ownership and managed directly as municipal harbors, launch ramps or commercial loading facilities, and the public downtown cruise ship docks and adjoining public uplands. This includes management of the portion of the Seawalk along the cruise ship berths from Marine Park to the Franklin Street Dock. This section of the Seawalk is a transportation corridor that is used to safely and efficiently move cruise passengers from the ships to downtown businesses and shore side transportation.
- 2) **Leases:** Properties that are generally leased for long terms (10 to 35 years) and typically are vacant lands for private development. Some leases include infrastructure developed by D&H such as the two marine repair facilities. Docks & Harbors has 25 leases with individuals or businesses on parcels which have been competitively offered on tidelands and a few upland properties. These leases are specifically called out in resolution with the properties designated with surveyed information and recorded with the State. Harri Commercial Marine, through two separate leases, manages boatyard facilities in which Docks & Harbors provides critical infrastructure for the haul-out necessary for operations.
- 3) **Use Agreements:** Similar to a permit in that it is for long term on D&H developed facility. The Taku Dock is owned by CBJ but through a "use permit agreement" the facility is managed by Taku Smokeries Fisheries which compensates CBJ based on a valuation formula of fish landings.
- 4) **Permits:** Typically for use of facilities for recurrent uses such as launch ramps, loading; etc. Docks & Harbors provides, at fees established in code, commercial parking lots and loading zones which provide for staging areas in support of the cruise ship industry and general parking needs for local use, including truck and trailer parking at Statter Harbor. Waterfront Tour Permits, established under 05 CBJAC 10, provide the guidance for the commercial loading zones and for tour brokers to sell approved excursions from booths built and maintained by the department. The tour broker kiosks are provided at three locations along the waterfront and are provided for under outcry auction with a minimum bid of \$30K.
- 5) **Special Use Permits:** Generally for support of specific events such as Salmon Derby. These are issued for very limited time to coincide with a specific event.

Docks & Harbors Policy Statement – Availability of Public Land for Private-Sector Use

Public Consideration & the Public Good: Docks & Harbors recognizes private property owners invest significant capital into improvements with the expectation of economic opportunity proportional to their investment. The public good is not advanced when governmental funds are used for the benefit of few individual businesses at the expense of entrepreneurs who have assumed financial risk to develop and grow successful enterprises. Without limitation, the following considerations are established herein:

- 1) Multiple and diverse uses should be encouraged;
- 2) A sound local economy will be promoted;
- 3) Adequate lands for public development and public use, including open space with appropriate uplands, should be reserved;
- 4) Tidelands and other Docks & Harbors controlled areas should be leased only for specific water-dependent and marine-related uses and not sold;
- 5) The development and growth patterns and potentials of different areas of the City and Borough should encourage waterfront services that may be needed as a result of that development and growth;
- 6) Public access to and along public and navigable bodies of water shall be provided where practical;
- 7) Safe and efficient pedestrian ways linking various facilities and destinations shall be provided; and,
- 8) Docks & Harbors operations should not unreasonably interfere with activities on adjacent uplands property.

Docks & Harbors Policy Statement:

- 1) Docks & Harbors' reaffirms support to private-sector enterprise by providing undeveloped land parcels for lease through public process.
- 2) Docks & Harbors will try to complement private activity adjacent to Docks & Harbors managed property when needed property is not available through the private sector.
- 3) Docks & Harbors shall refrain from providing public lands when doing so would compete with private sector investment;
- 4) D&H shall provide safe and efficient access (pedestrian and vehicular) and open space throughout its facilities including the downtown docks and Seawalk. To this end, Docks & Harbors shall not permit future private-sector commercial activities on the Seawalk and other Docks & Harbors managed properties from Marine Park to Franklin Dock unless tied to an existing private property and on a case by case basis where a compelling public purpose is demonstrated.

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VERSION 4

Name	Summary	Estimated Cost	Source of Funding	Match or Grant Opportunity
Harris Harbor Bathroom	Project would reopen the former restrooms.	\$175K	Harbor Fund	No
Statter Harbor Breakwater Deck-over	Current Breakwater has openings creating risk to users.	\$1M \$500K	Harbor Fund	
Taku Harbor Pile Jacking	Maintenance to re-drive existing piling, weld split seams and correct pile jacking issues.	\$175K	Harbor Fund	ADFG
Auke Bay Net Float	Previous net float was sold to AGS.	\$150K	Harbor Fund	
Douglas Harbor Landscaping	Douglas residents have indicated CBJ failed to meet commitment to pave& landscape when the harbor was expanded in ~2004.	\$750K	Harbor Fund	
Dredging Wayside Float	Fishing Float grounds at low tide causing structural damage to the float.	\$400K	Harbor Fund	
Downtown Harbors Zinc Anodes	Douglas/Harris/Aurora Ph I/II did not include this maintenance item which would extend the useful life of the steel pilings.	\$1.5M \$400K	Harbor Fund	ADOT
Harbormaster Office Replacement	Harbormaster Building (old garage) is past useful life. Master plan calls for multi-use building with modern shower/restroom facilities.	\$1M-\$3M	Harbor Fund	P3 1% Sales Tax
Install Lighting @ North Douglas Boat Ramp	High Voltage power is routed along North Douglas Highway; this would bring lighting to launch.	\$60K	Harbor Fund	
Dredge Aurora Slip A6/A8	Was an additive item in Aurora Ph I which was not executed due to insufficient funds.	\$300K	Harbor Fund	No
Downtown Marine Services Expansion Design	Design fees based on 7% of construction cost.	\$1.4M	Harbor Fund	No
Downtown Marine Services Expansion	Master Plan – first element.	\$25M	Harbor Fund	BUILD Grant
Juneau Marine Fisheries Terminal	Per Planning Study (Norway Point to Bridge Park).	\$25M	Harbor Fund	BUILD Grant
Statter Harbor Phase IV	Additional transient moorage & recapitalization of “horse shoe”.	\$2.5M	Harbor Fund	ADOT
Harris/Aurora Security Cameras	Improve security in downtown harbors.	\$100K	Harbor Fund	
ABLF Breakwater/Net Float	Large Breakwater to protect the Auk Nu Cove/ABLF/AGS facilities	\$250K	Harbor Fund	

Little Rock Dump Marine Service Facility Study	Term Contract Engineer	<\$50K	Harbor Fund	
National Guard Float	Electrical & Maintenance Repairs	\$25K	Harbor Fund	
Harbor-wide Pump-out Improvements	Douglas has not operated in 2 years. Statter/Harris not for winter use.	\$100K	Harbor Fund	ADFG – Clean Vessel Act Funds
Archipelago & Waterfront Design/Planning	Dependent upon results of Urban Plan.	\$150K	Dock Fund	
Electrification Cruise Ship Berths	Provide electrical cables to both new cruise ship berths.	\$25M	Docks Funds	EPA Funding.
Cathodic Protection Ph 2	Downtown Marine Park sheet pile wall requires maintenance.	\$500K	Docks Funds	No
Cathodic Protection Ph3	Downtown Marine Park sheet pile wall requires maintenance.	\$250K	Cruise Berth Project	No
Downtown Bus Staging & Deckover	Per results of Urban Design Plan	\$15M	Cruise Berth Project Docks Fund Local Match	
New Visitor's Center Kiosk	Under design	\$150K	MPF	
Downtown Bathrooms	Validated in Urban Design Plan	\$500K	MPF	
Docks Security Booths	Passenger Check Points at AS/CT Berths	\$300K	MPF	FEMA Port Security Grant (PSG)
Aurora Harbor Phase III	Oldest remaining floats in inventory. Project is scaleable up to \$7M. Received \$1.5M from 1% Sale Tax Initiative in 2017.	\$7M	Harbor Fund State Marine Passenger Fee	ADOT 1% Sales Tax
Auke Bay Marine Station Design	Effort would begin the conceptual design work for uplands and marine improvements.	\$1M	Harbor Fund ACOE (Breakwater) USCG	TIGER
Auke Bay Wave Attenuator (FCSA)	ACOE requires 50/50 cost sharing agreement for planning. 80/20 split for construction.	\$500K	Harbor Fund ACOE (Breakwater)	
Auke Bay Marine Station – UAS Cost Sharing Agreement	Per MOA with UAS.	\$220K	Harbor Fund	
Statter/ABMS elevated BayWalk	Pedestrian Link along the waterfront.	\$12M	Harbor Fund	BUILD Grant
Auke Bay Marine Station – relocation Port Office	Relocate downtown Port Office with phones, internet, moving costs, etc.	\$500K	Harbor / Dock Fund	No

Waterfront & Underwater Inspections	Our existing marine facilities have not been inspected; thus, we don't have good maintenance program in place.	\$100K	Harbor/Docks Fund	No
Beneficial Use Aurora/Harris Harbor Maintenance Dredging	Pending meeting with USACE on May 15 th , 2017 Application submitted March 12, 2018.	\$100K	Harbor Fund USACE	TIGER
Statter Harbor Phase III	For hire floats and associated uplands, including restrooms, waiting area & gateway.	\$11M	Harbor/Dock Fund (15%) + State Marine Passenger Fee (85%)	
Misc 16B Improvements	Several desired improvements along the seawalk were not included in the 16B bid documents: ADA Ramp improvements, replacement of sacrificial decking & guard railing along Port Field Office	\$500K	16B Project Funds	No
Downtown "small" cruise ship berth project	Demand for the niche pocket cruise ships has exceeded capacity downtown.	\$15M	Docks/Harbors Fund	
Archipelago Lot Procurement	Estimated cost is based on Assessor's value.	\$10M	Dock Fund State Marine- Passenger Fee	
Acquire adjacent ABMS property owned by Hagmeier	Two properties north of anticipated ABMS property are in private ownership and may be available. Properties are assessed at \$620K/each.	\$1.2M	Harbor Fund CBJ Waterfront Acquisition Fund	
Amalga Harbor Fish Cleaning Station	Study was completed to evaluate potential solutions to queuing and safety issues with vessels using the float	\$300K	ADF&F Grant (75%) Harbor Fund (25%)	

2018 STRATEGIC PROJECT LIST

Title 85 Review	Board Review of CBJ Ordinance	\$0K	Time & Talent	
Mariculture Opportunity		\$0K	Time & Talent	
Coast Guard Assets to Juneau	Targeted effort to bring CG Offshore Patrol Cutter to Juneau	\$10K/year		
NOAA Assets to Juneau	Targeted effort to bring NOAA vessels to Juneau	\$10K/year		
Marketing efforts to encourage boat ownership in Juneau			Time & Talent	
Small Cruise Ship Moorage Master Planning	The increased number of small cruise ships have adversely impacted and strained Docks & Harbors' ability to provide suitable dock space. This master planning effort would examine the future business need and develop a holistic plan which would enable this industry to thrive in a sustainable manner.	\$150K	MPF	
Public/Private Port Infrastructure Plan	This would fund a master plan study that would assess the existing docks and needs for the future, including infrastructure and governance.	\$150K	MPF	
Docks & Harbors Staff Organization Review	Adding infrastructure. Should this merit manning study?		Time & Talent	
Oil/Solid Waste/Waste Stream Management Plan	Comprehensive look at reducing waste/cost within the harbors.		Time & Talent	
35 Year Master Plan of Facilities	Do we need to posture for West Douglas Access Road, Tee Harbor, Juneau Access Road, etc?		Time & Talent	

Key:

Bold: New Project/information added since May 2017 Strategic Planning Meeting

~~Cross through:~~ Project completed since May 2017

Red: Project recommended by Staff to pursue

Type of Motion	GOAL	FORMAL MOTION	Can you interrupt speaker?	Is it debatable?	Can it be amended?	Vote required	Can it be reconsidered?
Privileged	Extend meeting	"I move to extend meeting until __"	Yes	No	No	4	No
	End meeting	"I move to adjourn"	No	No	No	4	No
	Get an immediate issue fixed (sound, light, heat, etc)	"I rise to a question of privilege"	Yes	No	No	0	No
	Take a break	"I move to recess"	No	No	Yes	4	No
Incidental	Challenge the President's ruling	"I appeal the President's decision"	Yes	Yes	No	4	Yes
	You need more information or clarification on the motion being made	"Point of information"	Yes	No	No	0	No
	Protest breach of Rules	"Point of order"	Yes	No	No	0	No
	Request to withdraw or modify a motion	"I move to withdraw or modify my motion"	No	No	No	4	Yes
Subsidiary	Indefinitely postpone discussion	"I move to lay the motion on the table"	No	No	No	4	No
	If you want to end debate and immediately require the vote to be taken	"I call the question"	No	No	No	5	No
	Extend Debate and Amendments	"I move to extend debate"	No	No	No	5	No
	Postpone discussion to a time certain	"I move to postpone further discussion until..."	No	Yes	Yes	4	Yes
	Send item to a committee	"I move to refer [the matter] to the __ committee."	No	Yes	Yes	4	Yes
	Amend a motion	"I move to amend the motion by..."	No	Yes	Yes	4	Yes
Main Motion	Making a motion	"I move the Board adopt..."	No	Yes	Yes	4	Yes
Renewal Motions	Take up a matter previously tabled	"I move to take from the table" *Must be done a the meeting immediately after tabling	No	No	No	4	No
	Immediately erase the prior vote	"I move for immediate reconsideration"	Yes	Yes	No	5	No
	Give notice of potential reconsideration at a future meeting	"I give notice of reconsideration" *Note: You must have been on the prevailing side to give this notice	No	No	No	0	No
	Reconsideration after notice and at subsequent meeting	"I move for reconsideration of [the matter]"	No	Yes	No	4	No
	Give notice that you would like to rescind or amend a previously adopted motion.	"I give notice that I will move to rescind or amend a previously adopted motion (which one) at the next meeting."	No	No	No	0	No
	Amend or rescind a previously adopted motion *Note: Can only be done if nothing has been done that cannot be undone	"I move to amend pr rescind a previously adopted motion"	No	Yes	Yes	4	No

Other Issues The President or Presiding Officer may set a reasonable time for debate on each item. The time may be extended by a motion of any member (see above).

At any given time, you can only have a main motion and two amendments. If there is a third amendment, it is out of order. The pending amendments must be handled first.

If there is a challenge to the President's ruling on a conflict of interest, the person who is the subject of the conflict may not participate in the vote.

If something is done incorrectly, then it is out of order and nullified. You must go back to the last place where you were in order.

When it is time for questions, questions must be clarifying in nature. Statements and position taking are not appropriate until the debate section of the meeting.

Everyone has a right to speak once before others may speak a second time.

There is no such thing as a "friendly amendment." If a motion is on the table it may be amended, modified, withdrawn, or voted on.

Charter Rule 3.16: Prevailing vote may be reduced by one vote for every two members of the board who are present but who do not vote because they have a conflict of interest or have been excused from voting by a vote of all the remaining members who may vote on the question, except that the prevailing vote required may not be reduced to a number less than one-third the membership on the board. A quorum of a board shall consist of a majority of the full membership.