



DOCKS AND HARBORS OPERATIONS & PLANNING COMMITTEE MEETING AGENDA

February 18, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/81646254635> or Dial: 1-833-548-0276 Meeting ID: 816 4625 4635

A. CALL TO ORDER

B. ROLL CALL : James Becker, Tyler Emerson, Clayton Hamilton, Robert Horchover, Matthew Leither, Annette Smith, Mark Ridgway, Shem Sooter and Nick Orr

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED

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

E. APPROVAL OF MINUTES

1. **January 21, 2026 Minutes**

F. UNFINISHED BUSINESS

G. NEW BUSINESS

2. **Proposed Regulations Changes to 05 CBJ Administrative Code**

Presentation by Harbormaster

- a. Committee Questions
- b. Public Comments
- c. Committee Discussion/Action

MOTION: TO RECOMMEND THE BOARD ACCEPT THE PROPOSED CHANGES AND SET A PUBLIC HEARING DATE TO REVIEW COMMENTS.

3. **Proposed CBJ Code Changes to Title 85**

Presentation by Harbormaster

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

MOTION: TO RECOMMEND THE BOARD ACCEPT THE PROPOSED CHANGES AND RECOMMEND THE ASSEMBLY ADOPT

4. **Boat Launch Permit Donation Requests – Board Policy Discussion**

Presentation by Port Director

- a. Committee Questions

- b. Public Comment
- c. Committee Discussion/Action

MOTION: TBD

5. Boat Launch Permit Donation Request – Taku River Recreation Association

Presentation by Port Director

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

MOTION: TBD

6. Docks & Harbors Board Resolution in support of North Douglas Boat Launch Uplands Property Transfer

Presentation by Port Director

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

MOTION: TO RECOMMEND THE BOARD ADOPT RESOLUTION IN SUPPORT OF ADVANCING EFFORTS TO ACQUIRE UPLANDS PROPERTY NECESSARY TO EXPAND NORTH DOUGLAS BOAT LAUNCH

7. Resolution of Support for Alaska Department of Natural Resources to Convey Tidelands to CBJ Necessary for the North Douglas Boat Launch Expansion

Presentation by Port Director

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

MOTION: TO RECOMMEND THE BOARD FORWARD A RESOLUTION TO THE ASSEMBLY REQUESTING CONVEYANCE OF TIDELANDS FROM ADNOR TO CBJ NECESSARY TO EXPAND THE NORTH DOUGLAS BOAT LAUNCH

H. ITEMS FOR INFORMATION/DISCUSSION

8. Potential Commercial Winter Activity at Norway Point Float

Presentation by TBD

- a. Committee Discussion
- b. Public Comment

9. Request for Proposal Alaska Steamship Dock Piling Inspection - Update

Presentation by Port Engineer

- a. Committee Discussion
- b. Public Comment

10. Preparation for Joint Meeting with Assembly on March 18th

Presentation by Port Director

- a. Committee Discussion
- b. Public Comment

11. Douglas Harbor Snow Removal Operations

Presentation by Board Member Clayton Hamilton

- a. Committee Discussion
- b. Public Comment

12. Letter to Assembly Public Works & Facilities Committee – Downtown Bathrooms

Presentation by Port Director

- a. Committee Discussion
- b. Public Comment

13. Seadrome Property Conveyance - Close Out

Presentation by Port Director

- a. Committee Discussion
- b. Public Comment

I. STAFF, COMMITTEE, AND MEMBER REPORTS

14. Assembly Liaison

15. Visitor Industry Task Force Liaison Report

16. Harbormaster

17. Port Engineer

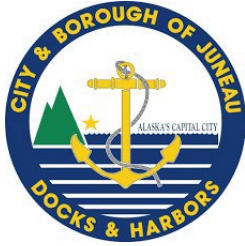
18. Port Director

J. COMMITTEE ADMINISTRATIVE MATTERS

19. Next Operations/Planning Committee Meeting - Wednesday, March 18th, 2026

K. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's Office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's Office telephone number is (907) 586-5278, e-mail: city.clerk@juneau.gov.



DRAFT - DOCKS AND HARBORS OPERATIONS MEETING MINUTES

January 21, 2026, at 5:00 PM

- A. **CALL TO ORDER** Meeting was called to order by Mr. Nick Orr at 5:00 PM
- B. **ROLL CALL:** Tyler Emerson (via Zoom), Clayton Hamilton, Matthew Leither (via Zoom), Annette Smith, Shem Sooter and Nick Orr.

Absent: James Becker, Robert Horchover and Mark Ridgway.

Also in attendance: Carl Uchtyl - Port Director, Matthew Sill - Port Engineer, Matt Creswell - Harbormaster, Leah Narum – Administrative Officer, Elias Hastings-Goldbelt Operations Manager, Steven Sahlender-Executive Vice President- Alaska Division Goldbelt , and Maureen Hall (via Zoom).

- C. **PORT DIRECTOR REQUESTS FOR AGENDA CHANGES-NONE**

1. MOTION WAS MADE BY MR. SOOTER TO APPROVE THE AGENDA AS PRESENTED.

- D. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS -NONE**

- E. **APPROVAL OF MINUTES**

a. December 10th, 2025 - Minutes - Approved Unanimously

- F. **UNFINISHED BUSINESS**

- 1. Property Conveyance of CBJ Owned Land at Seadrome**

Presentation by Port Director:

Mr. Uchtyl introduced Mr. Hastings and Mr. Sahlender of Goldbelt and explained that in the packet (page 22) was a letter received today. The letter says that they had re-examined the land swap for property exchange and that Goldbelt would only pursue the purchase of the uplands or tidelands. They want to purchase the 15,000 square feet for fair market value (\$630,000) and are not interested in a land swap. Page 23 is provided in the packet and page 25 indicates the property maps.

a. Committee Questions

Mr. Hamilton asked if the Board was being asked to make a motion or were they being informed of Goldbelt's decision.

b. Public Comment-None

c. Committee Discussion/Action

Mr. Orr said that he would like to have more people at the table before a decision was made, despite having a quorum.

Mr. Sooter asks that a decision be taken up during next week's Board Meeting.

MOTION MADE BY MS. SMITH THAT A DECISION OF THE PROPERTY CONVEYANCE OF THE CBJ OWNED LAND AT SEADROME FOR \$700K BE MOVED TO THE NEXT BOARD MEETING FOR DISCUSSION AND ACTION BY ROLE CALL.

All in favor: Tyler Emerson, Clayton Hamilton, Matthew Leither, Shem Sooter and Nick Orr.

Not in favor: Annette Smith

Motion passed.

2. New 35-year Lease to Petro Marine for ATS 857

Presentation by Port Director

Mr. Uchytel explained that on page 26 was the Petro 49, Inc. Tidelands Lease Agreement for ATS 857, which is an oddly shaped tideland property of approximately 3,800 square feet down by the Rock Dump/National Guard Dock. Petro Marine is looking to redevelop their waterfront in Juneau Harbors. They had a 55-year lease that had been assigned to them. They have one more year on that lease. They would like to forgo the remaining year of that lease and start a new 35-year lease. This agreement is to approve the language in the lease, absent of an appraisal as the appraisal has not been completed by this meeting. The Assembly has introduced this Agreement into their packet for their legislation which requires two meetings for a non-ordinance approval. He brought before the Board in December and wanted the Agreement to keep it moving. It did not receive sufficient 5 votes to pass. He was asking the Board to approve the language of the lease knowing that the appraisal is still pending. The approval would allow Petro Marine to pursue their financing. The lease amount is approximately \$2000 annually.

a. Committee Questions

Ms. Smith asked whether the appraisal from Horan would affect the lease amount.

Mr. Uchytel said that at Docks and Harbors we handle our leases differently from any other lands and resource division. The Lands Manager or the City Manager executes the Lease Agreement for other departments. Docks and Harbors has brought lease agreements to the Board, in full transparency, to execute the agreement. We use language that was written by CBJ Law, and using the amount proposed and suggested or appraised at in the agreement. Because the amount is \$2000, he said he thought it was a good enough amount to keep the process moving forward. Once the appraisal is received, the Law Department types in the dollar amount per year and then he signs it, the CFO of Petro Marine signs it.

Mr. Hamilton asked if it would be adjusted with the CPI that the other leases the Board has talked about.

Mr. Uchytal said at previous Board meetings, CPI was brought up, but he didn't recommend it at the time. At the Mount Roberts Tram it was a bigger dollar amount and worth in the inclusion. This is for a smaller amount. Docks and Harbors reappraise every 5 years. We have 45 leases and it's difficult to track where we have a small increase. He was not recommending a CPI increase for this property.

Mr. Hamilton asked if this was substantially more complicated than making the mortgage go up with the CPI adjustment.

Mr. Uchytal explained that when we bill, we go through and change the moorage rates, and it applies to everybody. With leases, because we've got 45, a person must track the appraisal and adjust the rate in our system depending on the date of the lease. It's an administrative burden.

Mr. Leither asked whether this was the reason this did not get the required votes in September, because there was concern about the CPI.

Mr. Uchytal responded yes, there were 5 people in attendance and only 4 people voted to advance the agreement, and one person voted because the CPI was included.

Mr. Emerson commented that as someone who has worked on CBJ lease accounting it was an administrative burden.

Mr. Sooter said it amounted to approximately \$40 a year, which appeared to be a hassle.

Mr. Hamilton said that amount is what his moorage rate went up to every year and why would it be different for him than a lease holder. He said he wants the price to be fair to everyone.

b. Public Comment-None

c. Committee Discussion/Action

Ms. Smith said that CBJ is taking \$2 million away from Docks and Harbors and that every little bit helps.

Mr. Emerson said that the administrative cost exceeds \$40 dollars.

MR. LEITHER MADE THE MOTION TO APPROVE NEW 35-YEAR LEASE WITH PETRO MARINE FOR TIDELAND PROPERTY ATS 857, PENDING APPRAISAL AND ASKED FOR A ROLL CALL VOTE.

Mr. Hamilton objected to the request for further discussion. He said that we were maybe only talking about \$40 dollars, but the principal was important to consider since we have 45 leases.

Mr. Sooter said that if the cost to implement those costs outweighs the benefit, then that's not really a good business move.

Mr. Hamilton said that in this instance it's \$40 annually but that it's compounding.

Mr. Orr said that it would be over \$200 over 5 years. Docks and Harbors have a fixed cost for our administrative staff so even though it's a pain they're getting paid regardless of the administrative

burden. The real question is, where does the Board draw the line. Is it \$2000 or is it \$200,000. He said it was more of a policy question.

Mr. Hamilton said that it worries him and that he wanted to be fair for this community.

Mr. Sooter said that \$40 is a small amount for a small lease. He would need to see a larger lease to move towards applying for the CPI.

Mr. Orr felt it would be a retreat topic or for Docks and Harbors to develop a policy on leases going forward.

Ms. Smith said that she understood Mr. Uchytíl's comment about 45 leases due at different times. She asked what it would take to align all the leases.

Mr. Uchytíl said that it would be impossible, as a lease is a legal document that was signed, in this case 54 years ago. Each of the leases could be amended to say, for example, that the lease would change to the calendar year. He said he was not saying it can't be done, but that it would be a lot of work. Docks and Harbors' biggest future lease will be Huna Totem, which will be around \$300,000. The City Manager is expected to sign that lease, but Docks and Harbors won't get a CPI as that hasn't been part of the process. There is a precedence set at the Assembly level, for the City Manager to execute the lease.

Mr. Hamilton asked how big the area is in terms of the lease and how it is compared to the average lease.

Mr. Uchytíl said it was 3,800 square feet and small.

Mr. Leither asked if Docks and Harbor's Bylaws allow us to make a motion to call the question for a vote.

Mr. Uchytíl said he didn't know that for certain but said that Ms. Lynch from the Law Department was online.

MR. LEITHER MADE THE MOTION TO APPROVE NEW 35-YEAR LEASE WITH PETRO MARINE FOR TIDELAND PROPERTY ATS 857, PENDING APPRAISAL AND ASKED FOR A ROLE CALL VOTE.

All in favor: Tyler Emerson, Matthew Leither, Shem Sooter, and Nick Orr

Not in favor: Clayton Hamilton and Annette Smith.

Motion failed.

Ms. Smith asked Mr. Leither whether he would be amenable to having the motion restated with the ending pending appraisal in the addition CPI.

Mr. Leither said that if Ms. Smith would like to make that motion, she was welcome too. He said that what he heard from staff was that this was an onerous requirement that was not going to result in improvements. It was going to make things work and he would not agree with that.

MR. HAMILTON MADE THE MOTION TO APPROVE THE NEW 35-YEAR LEASE WITH PETRO MARINE FOR TIDELAND PROPERTY ATS 857, PENDING APPRAISAL WITH AN ADJUSTMENT INCLUDE A CPI ADJUSTMENT.

All in favor: Clayton Hamilton, Annette Smith and Nick Orr.

Not in favor: Tyler Emerson, Matthew Leither, and Shem Sooter.

Motion failed.

Mr. Uchytel said that if Docks and Harbors Board doesn't do anything then the City will act. He asked Ms. Lynch if she thought the Assembly would act to move the lease forward.

Ms. Lynch said she would need to get back with the Board because normally the Assembly will not review the lease. They have made an ordinance saying that you can negotiate the lease.

G. NEW BUSINESS

3. Dock Enterprise Personnel Change Request

Presentation by Harbormaster

Mr. Creswell referred to page 40 in the packet, a memo from Mr. Scott Hinton, Port Operations Manager, regarding Port staff. According to history, he said pre-2016 season, our ships were tied up alongside the Seawalk. The Maritime Transportation Security Act (MTSA) required security due to the construction of the dock. Docks and Harbors had staff on the docks to monitor ship personnel to make sure that they were doing their job as people were getting on and off the ship. When they built 16B and moved things off farther and had a more secure facility, they thought that they would have a more secure requirement and that would decrease their staff. The Coast Guard said that they'd like to have more security, so pre-2019 they added a couple more staff. It used to be that staff were checking people coming down the dock were cruise ship passengers, then they started checking ship cards. In 2022, they came out with dual ID verification requirements that required staff to check not only a ship card but also a government-issued photo ID like a passport or driver's license. At that time Docks and Harbors brought on more staff and created part-time limited positions (0.33 FTE). A 0.33 FTE can work 700 hours a year, seasonally between April 1st and the beginning of October, 5 days a week and 7.5 hours, with 2 days off in a row. Docks and Harbors found that they were missing a lot of our labor pool, missing recently graduated high school kids, college students. We created these part-time limited positions which helped extremely because they were cheap to fund and were not benefited positions. Some staff only wanted to work 2 days a year, some wanted to work 6 days a week but only 4 hours a day and Mr. Hinton gave the staff flexibility to do that. A small handful of

ships have switched to electronic verification of ID's, whether that's through facial recognition, iPads that they provide us or tokens that they scan. They have a better flow through the security booths and it's not as labor has it was. On the flip side, they have found that by stacking our support staff into more PTL staff, they have been missing out on staff getting the proper maintenance done in the spring and then in the fall, we don't have enough staff on Board. The busier operations down at the port is that they need more continuity of staff. The current schedule provides six harbor officers to cover from 5 am until sometimes 11 pm or midnight. They would like to take one of the PTL Harbor Tech positions, 0.33 FTE and convert that to a 7-month, .58 Benefited FTE Harbor Officer and remove one of the 0.33 FTE positions because they found they don't need an additional 0.33 FTE ID checker. This works within the budget and doesn't increase staffing, rather they're potentially increasing their staffing costs. Because the PTL's are budgeted for working their full hours, but none of them work their full hours. The cost of the 0.58 Harbor Officer benefited position is \$5,827 so that is within the existing budget. They are making this request for long-term staffing at the port by seasonal, benefited people.

a. Committee Questions

Ms. Smith asked if the benefited position would be covered by head tax.

Mr. Creswell said the total increase for this is \$44,902, which falls with the budget.

Mr. Sooter asked how many other 0.58 FTE there are at the Port.

Mr. Hinton answered he had four staff that were 0.58, and two that are 0.67 FTE.

Mr. Hamilton asked how this related to the fee increase for security that was raised a year ago.

Mr. Orr said that for clarification there was going to be a penalty if they did move to a certain scanning method, but he didn't think there was a change in the revenue.

Mr. Creswell asked Mr. Hinton if there was a charge to the penalty.

Mr. Hinton answered that we had to charge that penalty and that the ship, Queen Elizabeth has not got on Board with the security measures.

b. Public Comment-None

c. Committee Discussion/Action-None

MS. SMITH MADE THE MOTION TO RECOMMEND THAT THE BOARD APPROVE CONVERTING PART-TIME LIMITED HARBOR OFFICER POSITION INTO A BENEFITTED HARBOR OFFICER AS DISCUSSED AND ASKED FOR UNANIMOUS CONSENT.

Motion Passed.

4. FY2027 Docks & Harbors Budget

Presentation by Port Director

Mr. Uchytel thanked Ms. Leah Narum for her contribution during the budget process. This was her first year doing this. They got the information in mid-December and then are supposed to turn around and complete it by the end of January. With the snow and the disruptions to CBJ operations it has been challenging this year. He told Mr. Emerson, Mr. Leither and Ms. Hall that they had hard copies on the table but did forward them to their emails. There was large excel spread sheets that were handed out to people in the room that got printed at the last minute. The overall budget was reviewed on the Zoom screen. The budget gets forwarded from the Docks and Harbors Board to the Assembly for their approval. The current FY26 was adopted and now they are updating the projected budget and working on FY27 proposed budget. The Assembly is going to a single year budget cycle. In the future, they will be dealing with the remnants of the current year plus the next year. It's not a two-year biennial budget anymore.

The budget is broken down by various iterations of expenditures: personnel services, commodities and services, such as salaries and costs associated with infrastructure repairs and utilities. They have the support for capital projects in FY26 \$3.7 million to capital projects which break down to \$2.8M, 20% of the local match for the drive-down float. \$600K was matched with the Army Corps for the breakwater study and \$300K for the Little Rock Dump – Secure Storage. The numbers overall are close to what they predicted for the previous year, similarly to FY25.

The funding sources for harbors include moorage, permits, licenses, permits and fees from the permits that are issued. Rentals and leases were adjusted a bit. The Huna Totem tideland lease would be providing income, but the agreement hasn't been signed yet. The City Manager has indicated that there might be some negotiating with Huna Totem, and they won't pay the first year and will be charged interest in the first year. The state shared revenue for the 2027 budget is the raw fish tax. This is based on the species of fish that was landed and value-added processing in that community. The state returns half of that to the municipality. In Juneau we have always received 100% of that raw fish tax. He found out that that is now going to the CBJ general fund account and that will not be in Docks and Harbors budget. They have always known that the fish tax is very important to the fishing communities in the state and not all communities, like Juneau, received 100% in support of the harbors. Moving forward there's fines, forfeitures, investments and interest. He said he would have to get back to the Board on the investment and interest income on FY25 of \$1,117,600 as he felt it was irregular with the resale of the bonds or something like that. Docks and Harbors didn't get \$1.1 million in 2025, and he felt it was more along the lines of \$250K-\$300K. The staffing amount didn't change until 3 years ago when nighttime security was added and that was split 50/50 with the port. That was a broad overview of the Harbors enterprise budget.

a. Committee Questions

Ms. Smith said she was looking at the difference between FY26 and FY27 and that there is a decrease due to the Assembly taking the raw fish tax credit. She asked if that is why there is a \$2 million decrease in expenditure.

Mr. Uchytel said that the difference is that the \$9,069,500 is being moved into capital projects. In 2026, the bottom line, just above the staffing level, the end balance was \$2,087,500. A lot of the CIP

lists are predicated on getting grants and marine passenger fees. The decision he had to make today was how much to move into the capital projects for 2027 and how much he projected which is \$2,225,000. He said \$2 million would go towards a new Harbor office and then \$225K to move toward building the new North Douglas launch ramp. He felt at the end of the FY27, Docks and Harbor's would have \$1.211 million in the fund balance account. The good news, he said would be that of the \$3.7 million, they have the entire \$2.8 million for the local match for the drive-down float. He didn't think they would need the entire amount of the \$2.8 million. He said that it is a budget and that there are a lot of moving parts.

Mr. Orr asked if Mr. Uchytel could explain debt services in FY25.

Mr. Uchytel said that the way they approach the budget is that it gives the authority to spend. The items in the budget are intentional for contractual services, materials and commodities and repairs. Those are numbers that were spent in 2025. In 2026 they are projecting a budget. In 2027, that allows them to pursue projects being nimble with their budget to do things like plan to spend a quarter of a million dollars to raise and dispose of a derelict vessel in Aurora Harbor, to spend \$100,00 on the Douglas parking lot, for example. That allows them to pursue unplanned projects.

Ms. Smith asked with the 2 million dollars that the Assembly is taking from our budget and Docks and Harbors trying to be fiscally responsible, whether that is going to be damaging to the propensity that the Assembly has their hands in our budget and is going to take that money away.

Mr. Uchytel said that Docks and Harbors is frugal and that there are certain things that they can control and other things they cannot control. He said that it was not \$1 million dollars that would be the raw fish tax but \$450,000. He reminded the Board that Ms. Hall was on Zoom and that the Assembly was very kind to give \$6.5 million in 1% sales tax in 2021.

Mr. Uchytel asked that the Board look of the Docks side of the budget. He said it was like the Harbors budget in that it has expenditures, funding sources, fund balance, and staffing. Starting in calendar year 2026, they will be moving forward with a new charge for cruise ships. We will not be charging a linear foot dockage rate and a displacement port maintenance fee but to a \$7 per passenger lower berth count, which will more than double their revenue for the Docks Enterprise. The Assembly has communicated and has directed the Finance Department to essentially reprogram monies that are in excess to the operation needs of the Docks Enterprise into the general fund. He said he has been working on this and that the funding sources are greatly enhanced for service. Looking at FY27, \$9 million dollars is nearly twice what we had for services in 2025. Docks will be getting \$6.1 million in revenue from the cruise ship industry for passengers. In expenditure, there's a line for general funds for 2027 and \$2,464,600 will go to City Hall. The accountants have said that there will be a line item for \$100,000 plus from docks enterprise for the fireworks event for this and future years. Docks and Harbors will be working with the Juneau Fireworks Committee to make that happen.

Mr. Hamilton expressed concern for the Harbor's fund balance at the end of FY27.

Mr. Orr said that was because of the capital projects slated but they may have to be delayed. He reiterated that \$1.4 million would be put back into the budget as \$2.8 million was budgeted for the

drive-down float. He said looking at the Docks budget, he was concerned about the City taking more than they're raising the rates for the marine passenger fees with \$2.4 million.

Ms. Smith stated that the City was taking an additional \$100,000 plus for fireworks.

Mr. Orr said that \$2.5 would be taken from the fish tax and Mr. Uchytel indicated that other communities use the tax to subsidize their harbors and therefore can keep their costs down.

Mr. Hamilton asked why aren't licenses and permit fees going up.

Ms. Narum said those are seasonal and they start populating in the springtime when those revenues are collected.

Mr. Hamilton said that the numbers FY27 were low even though we have data from FY25, that's higher.

Mr. Uchytel said that they like to be conservative when considering their funding.

Mr. Hamilton said that it seems like this happens that they softball the revenue and then they raise the rates again. He felt in FY25-FY26 they raised the rates by 9% and that was why he was on the Board.

Ms. Smith said that she didn't have a problem with the budget being soft on our income, given the Assembly's propensity to continue to take money out of the budget. She thought that if they don't see the expectation of revenue then maybe they will leave the Docks and Harbors revenue alone.

Mr. Uchytel said that whatever monies that are collected at the end of the year go directly our fund balances. It's challenging to estimate everything to the nearest 3% of the budget. They have been looking at the last couple of years to project the actual amounts. Docks and Harbors are dependent on tourism, which they never know how many people will show up; thus, it's not a precise science.

Ms. Smith commended staff on their budget process.

Mr. Uchytel went line by line on the Harbors budget.

Mr. Orr questioned whether refuse meant boat disposal.

Mr. Creswell that was our dumpsters or items that were taken to the landfill.

Ms. Smith said that garbage was our second largest expenditure. She asked what the percentage of non-Harbor users was for dumping trash into our dumpsters.

Mr. Creswell said that he doesn't have a percentage on that, but he said the bulk of the cost was rental fee of the dumpsters and the tipping fee. The landfill costs have not increased substantially per pound.

Ms. Smith asked about the accrued leave whether that was if all the staff cashed in their leave all at once.

Mr. Uchytel and Mr. Creswell replied that it was liability line that was an expense if employees took their allotted leave.

Ms. Smith asked if the allocation cost included the insurance that was paid to the City.

Mr. Uchytel said it's the overhead that was paid to the City for being part of the City. The allocation cost was for the law services, clerk services, accounting and the finance department, etc. He explained the insurance on FY27 budget there is a \$334,000-line marked specialty and property insurance. The cost allocations are set by the City. He said that 10% of the discretionary money goes towards contractual services, materials, commodities and repairs bundled to accommodate what is needed at our harbors.

Mr. Sooter said that what staff has offered is an estimated guess as is what is needed.

Mr. Uchytel offered to go through the Docks side of the budget.

Mr. Hamilton asked whether the Docks positions were increased as they seemed larger than the Harbors.

Mr. Uchytel said that looking at the personnel services in FY25m they had \$1.4 million for personnel services for Docks and they were projecting \$1.68-1.7 so it did go up. He said Mr. Creswell asked to change the level of FTEs and that amount would go up to \$25K. The biggest change with the personnel services was the MEBA increase of 5% in bonuses. He said at the next Board meeting he would put on the agenda for discussion about how the staffing levels builds to \$1.8 million. With all the snow removal, none of that was Docks, that was all Harbor's expenses, and they will be asking for state emergency funding.

Mr. Orr said that he didn't think they needed to go into the Docks budget detail.

Mr. Hamilton asked what will happen at the Wednesday meeting with the Assembly.

Mr. Uchytel explained that the meeting is a joint meeting and that the Assembly would drive the discussion. He met the City Manager, Ms. Koester, and the Tourism Director and they want to meet with you to discuss the downtown museum. She wants the Assembly to say the museum is not happening but to move forward with the plan for bathrooms. The Tourism Director will make sure there is money for that. The joint meeting will address that. The Finance Department called him today to present the budget at the joint meeting, but he said that it was poor form to ask him to present the budget before the Board had time to approve it, so they agreed and took that off the table. They called him back and told him that they would postpone the joint meeting. He was hoping that Board members would say that they would like to talk about a certain item at the joint meeting.

- b. Public Comment-None**
- c. Committee Discussion/Action-None**

MS. SMITH MADE A MOTION: TO RECOMMEND THAT THE BOARD APPROVE THE BUDGET AS PRESENTED AND ASKED FOR UNANIMOUS CONSENT.

Motion passed.

5. CY2025 Urban Alaska Consumer Price Index (CPI) – Application to Docks Enterprise Fees
Presentation by Port Director

Mr. Uchytel provided on page 45 the CPI for calendar year 2025 was 2.1% for Urban Alaska. On page 46, he informs the cruise ship industry of the charges based on the CPI rates. The Assembly directed the Tourism Director to depart from a linear foot and displacement charge for the cruise ship to a lower berth fee. On page 48, it was set at \$7 per lower berth which shows that language. The language for each calendar year after 2025 was set and assuming the Board wants to add this CPI the rate will be \$7.15 for vessels engaged in lightering. On page 49 (f) he referred to “The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.” The question before the Board was, does the Board want to elect to have the CPI adjustment for Docks Enterprise fees.

- a. Committee Questions-None**
- b. Public Comment-None**
- c. Committee Discussion/Action**

Mr. Hamilton asked if we had to use the Urban Alaska CPI Index.

Mr. Uchytel said that nationwide the CPI is 2.6%. He said we have always followed the Urban Alaska CPI which is tracked by the Department of Labor.

Mr. Creswell pointed out that on all our regulations it specifically calls out to be Urban Alaska CPI so until there was a change to the regulation, they were using the Urban Alaska CPI.

MS. SMITH MADE THE MOTION TO ACCEPT THE CY2025 URBAN ALASKA CPI OF 2.1% AND APPLY IT TO ALL APPLICABLE DOCKS ENTERPRISE FEES AND ASKED FOR UNANIMOUS CONSENT.

Motion passed.

6. CY2025 Urban Alaska Consumer Price Index (CPI) – Application to Harbors Enterprise Fees
Presentation by Port Director

Mr. Uchytel said that this includes loading permit fees, boom truck usage fees, special annual mortgage fees for skiffs, daily mortgage fees, monthly moorage fees, fees for tenders, resident surcharges, recreational boat launch fees, fees for commercial use of boat launches, passengers for

hire fees, Statter Harbor bus lot fees, bridge use fees, crane use fees, storage fees, staff labor fees, reserve moorage waitlists, Auke Bay loading float fee, float moorage, Auke Bay facility mechanical work zone fees, daily moorage fees, monthly moorage fees and tender fees, etc. These are all regulations that have the CPI adjustment. The fees assessed on this section will be equal to the previous fiscal year's fee adjusted by the Urban Alaska CPI as reported by the Alaska Department of Labor and Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbor's Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI.

- a. **Committee Questions-None**
- b. **Public Comment-None**
- c. **Committee Discussion/Action-None**

MOTION MADE BY MS. SMITH TO ACCEPT THE CY2025 URBAN ALASKA CPI OF 2.1% AND APPLY IT TO ALL APPLICABLE HARBOR ENTERPRISE FEES AND ASKED FOR UNANIMOUS CONSENT.

7. Transfer of Remaining Funds Statter Harbor Office Roof Project to Secure Storage - Little Rock Dump Project

Presentation by Port Director

Mr. Uchytel said that funds had been moved in FY25 of \$400,000 from the balance of the Statter Harbor roof replacement. The project was executed by Dawson Construction for \$199,000. After the overhead project and design and inspection there was about \$173,000 from that project that could be transferred to another project, or it could go into our fund balance for another project. \$300,000 has been moved from the fund balance for the Little Rock Dump secure storage. He recommended taking the remainder amount that wasn't used from the Statter roof replacement and putting it into the Little Rock Dump Storage so that that job can get advertised and move forward.

- a. **Committee Questions-None**
- b. **Public Comment-None**
- c. **Committee Discussion/Action-None**

MOTION MADE BY MS. SMITH TO RECOMMEND THE ASSEMBLY TRANSFER REMAINING FUNDS IN STATTER HARBOR ROOF (CIP H51-133) TO SECURE STORAGE – LITTLE ROCK DUMP (CIP H51-136).

H. ITEMS FOR INFORMATION/DISCUSSION

8. Harbors Overview of Snow Removal Activity

Presentation by Harbormaster

Mr. Creswell said that the first storm hit December 5th and brought about 25" of snow during a 3-day period. Then it got cold and again, and it brought another 3-day storm which 20". It got cold and on

December 27th a big storm hit and gave us another 12-18" each of the next 5 days. Over the past 4-week period, everything they did in the department revolved around snow, moving snow, fixing things that were broken from the snow, etc. The official report for the month of December was 82" at the airport and at Amalga Harbor it was 130". It was the second snowiest December on record. The staff did everything they could for 4 weeks to keep up with the snow and took a lot of pride in trying to keep the harbors open and accessible. We did fine the first two storms but in the third storm we had some equipment break. On Monday, December 29th we had some vessels sinking left and right. Ten vessels sunk and 3-4 dozen other vessels that were in imminent danger of sinking. People couldn't keep up with shoveling their vessels. He was happy to say that every vessel that they were able to get a shovel on before it sank, they were able to save. Even though the City was shut down, administrative staff were working remotely on their laptops, forwarding phones from the offices to their homes and making calls for the field staff to keep vessels cleared of snow. On that Monday, snow was piling up in the parking lots and boats started sinking. Vessels sunk in four different harbors and as boats were sinking there were two people dealing with that, so they lost their snow removal force. Looking back, he said that they lost the ball on the snow removal as it was snowing over 1" an hour and they couldn't keep up.

On page 74 of 77, staff had an Executive Hot Wash meeting. The takeaway was that they expended 1,382 labor hours on snow removal for total labor costs of \$78,716 for a grand total for December snow of \$171,906. Two loaders were rented for a total of \$14,728. Docks and Harbors equipment usage cost \$78,716 for a grand total of \$171,906 for December snow removal. Not all that time is staff that was scheduled in the 37.5-hour work week. He said much of the work was not included in the budget. Three seasonal benefited workers were brought back, Sarah Mikesell, Sean McKeown and Kelly Leamer and we created five emergency hire positions paid at the Harbor Technician rate. Of those five positions, they filled four of them. It's the vessel owner's responsibility to clear their boats and the fingers leading to their boats. Many people were out of town, or they were physically limited by saving their houses before they could get around to clearing the snow off their boat or finger near their dock. Harris Harbor was hit hard because of the buildup of ice from people trying to clear snow from their boats onto the docks or into the water. Once it got trampled over and packed down, it was difficult to remove it. With the rain, it melted the snow away and didn't have as much snow on the ground. Much of the work got done though, and most of the Docks and Harbors equipment held up. The City's Streets and Fleets came out to work on our loaders as there were problems. We were able to get a medium sized loader from Tyler rental. Permission was requested and authorized by DEC to allow the harbors to put their parking lot snow into the water. However, that doesn't allow for any hauling in snow or other people's snow. They got permission for snow to be hauled to the Yacht Club area and Douglas Harbor to push it into the water. Communications were outstanding. Facebook/social media posts reached 2.5 million people and on his personal Instagram posts reached 1.9 million. The Weather Services was great at keeping people well-informed.

Goals were created for future weather events with an immediate 30-day, short term 30-90 day, and a long-term 90-180-day time frame which can be seen page 76. There are some areas that they must fix. There's a problem with the D float gangway in Douglas Harbor. They could potentially lose the gangway because of the snow load and the way it sits on that landing float. They will be installing some heated mats on that gangway to keep the snow from building up. With dozens of boats sinking or in danger of sinking there was an emergency with the lack of dewatering pumps available as they

were all sold out. They are going to make sure that they have an inventory of working pumps to respond to vessels in an emergency in the future. They will continue to have emergency dewatering and safety drills.

a. Committee Questions

Mr. Hamilton asked if they were liable if the ramp wasn't passable during a snow event. If an ambulance crew had to get a stretcher down on the dock, could they. He wondered if Docks and Harbors could lean on Streets and Fleets Department even more to clean up our harbors. He asked if Docks and Harbors could hire a private contractor for snow removal.

Mr. Creswell said that they have a hierarchy of snow removal priorities that start with the entrances from the street to the harbor. Next, they look at the entrance from the parking area to the gangways and then the gangways to the docks. He thought 97% of the time they can keep up with access. This storm, they ran out of available staff during the 4-day event. He thought that they could do better in the future. Mr. Creswell said that whether they could get stretchers down to the docks was not question he could answer. Streets and Feets are already stretched out on their capacity to handle more, and we have difficulty finding where they could put the snow. Streets and Fleets are understaffed, and they can barely do what they must do. He said he couldn't comment on hiring a private contractor for snow removal.

Mr. Sooter commented that he didn't think anyone was immune from the amount of snow that fell.

Ms. Smith commended staff on their efforts.

8. Uninsured Vessel Surcharge - Update

Mr. Creswell said that they had 10 vessels fully submerged during the storm and that some of those led to the uninsured vessel surcharge. Most of the vessels sunk between December 29-31 and then there were a few that sunk after January 1st. Of the 10 vessels that sank, 4 were uninsured. One was a skiff and was able to be raised and there was no loss to the harbor. Three of the uninsured vessels were federalized by the Coast Guard. The largest boat was the Julianne, a 58' seiner, on the H-Float at Aurora Harbor. It sank on December 30th. The owner was responsive but didn't have the means to raise the boat. When the Coast Guard federalizes the boat, they solely are getting the pollutants off boat and mitigating the pollution threat to the environment. The smaller boat contractors will raise and pump them off or haul them out to shore. The F/VJULIE ANN was an expensive operation as Global Diving gave them an astronomical number to raise the vessel and remove the pollutants. It then became the owner's responsibility for the raising of the vessel, and they didn't have the financial means. It then became Docks and Harbors responsibility. They are currently working on a competitive bidding process which will close on January 28th.

The next vessel was in Harris Harbor, the 29 foot vessel AK4704J which is a cabin cruiser style vessel. It's uninsured and was federalized, raised and fuel pumped. The cost of that goes back to the owner, but they don't have the financial means so now that's come to Docks and Harbors so they will be working on the disposal of that vessel which they will bill them for.

Another vessel, the CAREFREE, sank at Statter Harbor on 12/31. The owner is trying to do the right thing and even though it's uninsured. They have a kicker on this sailboat and he's working on making it seaworthy. Due to the snow load and no installed engine, he can do a seaworthy test and then the vessel is allowed to stay in the harbor.

The OLD BLISTER sank in Auke Bay Harbor has been raised and hauled out and been destroyed. There was no cost to us.

The NANOOK was at A float in Douglas Harbor and insured. They are working on getting that one out of the harbor. They have until next Wednesday, January 28th to present a salvage plan to make all-out disposal.

The LITUYA was famous because it was straight up and down in the water. It was ensured, raised and he has until the 28th to have a salvage plan for an all-out disposal.

The AQUILA was a boat that was impounded by Docks and Harbors and was listed for sealed bid auction in Douglas Harbor. The auction closed January 6th and did not sell. The vessel stayed up fine during the snow and was being shoveled off by our staff. On the morning of the 9th, it sank. Their best guess was that during the super cold, during the big freeze something froze and broke and got the thaw on January 9th had water intrusion during the night and no one was on site. The vessel has been raised, and staff are destroying it now.

Those were the 10 boats that sunk. The VALKYRIE, 110-foot boat in Aurora that nearly sank. It was laid over on the piling they were holding it up. Staff were able to save that one. The LEOTA, a 70-foot wooden bustling in Aurora Harbor that was uninsured and nearly sank. Our staff was able to go over and save that vessel. We had a boat shelter that belonged to the Deckers. The boat kept it from going all the way down. On the side there was melting snow that allowed the house to pop back up. Once all the snow came off it, it was fine.

a. Committee Questions

Mr. Hamilton asked if there were statistics on how many boats they intervened on.

Mr. Creswell said he referred to that in his last presentation that nobody was in the office and that all staff were on the docks. Under normal circumstances they would have done that. The first time they are intervening they let the boat owner know and the 2nd and 3rd time the boat owner gets charged. The biggest game for Docks and Harbors was keeping boats from sinking.

Ms. Smith asked if this is the first year that we put in the new uninsured vessel fee.

Mr. Creswell answered that it is correct.

Mr. Leither asked if Mr. Creswell could talk about the safety concerns of a 110-foot boat sitting up on pilings.

Mr. Creswell said that the boat was resting on its port side and the pilings basically kept it from listing more. By the time our staff had got there, good Samaritans had already begun to shovel it off and the vessel was already starting to right itself by the time our staff arrived. All staff are required to wear a PFD any time they are working over the water or on single docks.

Mr. Orr asked if we would be behind or ahead of what they'd collected on uninsured vessels.

Mr. Creswell said that this past calendar year FY25, they collected \$114,177.94. He ran the numbers and they have not been finalized and didn't include the cost of the boats that sank in the recent storm. He said they'd spent roughly \$50,000 on vessel disposal in FY25. He asked for guidance from the Board, based on the numbers he has, he'd like to formalize at the February Board meeting for action that the rate drop by a dollar for the calendar year beginning July 1st through June 30th, 2027. They could also take every vessel that sank prior to January 1st and consider that a 2025 expense as those costs come in. He said they could also wait and see what happens with this calendar year. He thought that it would balance out if they went up to \$3 instead of dropping it down to \$1 so that they could balance the cost. He would like to have Board's guidance as to how they would like to proceed with what was paid for with vessels that sank in calendar year 2025 or vessels that they are having to pay for as he factors those costs.

Mr. Sooter said that he wondered whether they could take an average of three years expenses to determine costs.

Mr. Creswell said that that was talked about when determining the costs with the understanding that it be between \$1-\$3, somewhere in the middle with it not exceeding 20% of the actual cost. In normal circumstances 20% give them that padding they need. The JULIE ANN in Aurora Harbor, they are anticipating it being potentially \$250,000. He's trying to avoid that effect on their budget.

Mr. Hamilton said that it seems like the Board has a process to see what the rates will be and if it doesn't work then it could be revisited.

Mr. Creswell said that there could potentially be a spike in rates followed by a decrease. He thought it was worth bringing it to the Board to ask community representatives what they would like to see Docks and Harbors do.

Ms. Smith asked about the JULIE ANN that went down and is going to cost a quarter of a million dollars, on December 30th, would that be calculated in calendar year 2025.

Mr. Creswell said that regulations are currently written that the cost would go into next year's cycle because they haven't spent money on it. The cost incurred in 2026 even though the boat sank in 2025. The rates are adjusted based on what happened in calendar year 2025. They immediately engaged in conversing with their insurance on the big sunken vessels. The vessel that caused dock damage as it sat up on top of a new dock caused the beams to split and the bolts pulled out. To a lesser extent, the LITUYA, there may be some tug damage to that dock. They're filing claims and are working with adjusters. A marine surveyor flew in over the weekend, and he said he was getting him

drawings but was cautiously optimistic that they may be receiving some insurance money back on some but didn't know for sure.

Mr. Sill said that the repair cost for this type of work is generally high. They got a cost back on repairs to the Stockade Point float around \$40,000 for less work than what they will need to repair the float next to the JULIE ANN. He thought spending \$100,000 on repairs was not unreasonable.

Mr. Hamilton asked if there were constraints on limiting those who can come into our harbors.

Mr. Creswell responded that he was bound by our codes and regulations. Within those, there are certain provisions in there for saying this person can't be in the harbor in this case or that case. He said he doesn't have blanket authority for saying who can't come into the harbor. If they meet all the requirements and aren't breaking any codes they are allowed.

Mr. Leither said that there are boats that are perfectly seaworthy that are uninsurable and that insurance companies refuse to insure them because they're 60 years old. He asked the Board to exercise caution as some of the boats are taken care of.

Mr. Orr summarized by asking if the Board wants to implement the rates as they are written or do they want to smooth them out. He said that because the Board has already had the discussion not to smooth them out, that he was inclined to execute them as they are written.

Mr. Creswell said that he would go with the way it was written for calendar year 2025, as actual cost incurred.

Mr. Uchytel added that they have a bid opening that is scheduled for January 28th and so the bid opening for the salvage and the disposal of the vessel will be brought before the Board assuming they're favorable. If the bids are over \$100,000, they go to the Assembly, so the Board should be expecting that information next week after the bid opening.

9. Downtown Waterfront Improvement Phase II - Update

Presentation by Port Engineer

Mr. Sill requested the Board look at page 68 of the packet which looks at the downtown waterfront improvements between the library and Pier 49. It consists of property, land transfer, lot consolidation between Docks and Harbors and the private uplands owner. There was a material procurement phase, and then the deck over constructions phase was what they were calling Phase 1. Once they got into construction, they had a contractor and then they got a call from the City Manager who requested they put the CBJ Museum on the deck over timber portion. The original plan for the area included a restroom and a covered shelter along with a stage and some landscaping amenities, such as planter boxes and perhaps a fire pit. In Phase 2 they were looking at the future project, but they halted that since it could interfere with the placement of the City museum on the site. What was envisioned in the original project, and what is remaining there currently is the plan for a restroom, a covered waiting area, the landscape improvements, and the outdoor amenities. The Assembly did approve the installation of the Lone Sailor statue at this location as well as a covered walkway out to

the parking lot but that was deleted because it would interfere with construction equipment in the future phases or to build the museum. There are provisions for electric bus charging stations. The next group of slides show the Phase I & II Overview of the plan. Items of interest in Phase I, show that in the middle of that deck over portion is a restroom facility and a combination, restroom and covered shelter, like the restroom and covered that they put out at Statter harbor. Phase II, show the raised stage and there is a raised stage, over in the corner next to the library, a foundation for the restroom and there was the parking canopy. He said he was bringing this project back to life and has been operating off the original concept. As the property has since been sold, there's a developer working on a different concept, but all his plans were from 2018. The architect that was working on the plan in 2018, a structure that harkens to the turn-of-the-century, commercial buildings, fishing and the Juneau Cold Storage Building and the Auke Bay Fish Cannery, as structure that is reminiscent of those buildings. The restroom shows 4 stalls on each side, two family stalls and an open area. From their experience at Statter Harbor, which has seven women's stalls and the men's that has two urinals and two heads, it can get overwhelmed by traffic so thought that four for each gender was not enough at this location downtown given the foot traffic. The following slides show what was envisioned back in 2018 for the restroom area. The dirt lot adjacent to the City's property has recently been sold and there's a private investor that is working on a plan for that property. Docks and Harbor's plan is to go before the Planning Commission as they're concerned that if they don't get their development under way, it may get blocked at this location. They will be going back to the Assembly to ask if they will change their mind and let them move forward with the restrooms and allocate the museum funds somewhere else. He said he believes the museum is an obstacle and the Assembly will move for them. They have submitted a marine passenger fund request for this restroom, which has the support of the tourism director and, they think, has broad support of the community. They brought back the original engineer-architect team when this project was stopped back in 2019. There was still funding remaining on their contract and helping with visualizing and rescoping. They are planning a public meeting, with the desire to have a public space that could be rented out for various purposes, and they would like to evaluate that again and see if they still want that to be a part of this project. The original plan for the restroom size is too small to meet the needs so that also must be reevaluated. After the public meeting they will work with the architects and engineers to establish a scope for this project and will be working through the design process.

a. Committee Discussion/Public Comment

Ms. Smith asked if the plan was to have the facility open year-round.

Mr. Sill said the plan is to have an enclosed area around the restroom and open year-round. The plan is to have a public space that is heated, but they will have to see that the public response is.

Ms. Smith followed, saying her concern is for the homeless, addicts who use the facility. She remembered when needles went into our septic system and asked if they had done any engineering to mitigate those issues.

Mr. Creswell said the facility would like to run similarly to the Statter Harbor bathrooms where the bathrooms would be closed in the evenings. They want to make provisions to have restrooms available, but the family room would have limited access.

Mr. Sooter asked if the bathroom on the side of the library/parking garage was closed during the winter.

Mr. Sooter confirmed that it was closed during winter months.

10. Future Docks & Harbors Meeting in Chambers

Presentation by Port Director

Mr. Uchytel asked the Board if they would like to start using the City Chambers to hold their meetings. CBJ has recently improved the audio/visual abilities in the City Chambers. He said the Docks and Harbor's Board meeting room has experienced problems in the past. He said he didn't need to know tonight but wanted the Board to think about it.

a. Committee Discussion/Public Comment - None

I. STAFF, COMMITTEE, AND MEMBER REPORTS

a. Assembly Liaison Report – Ms. Hall left at 7:00 PM

b. Visitor Industry Task Force Liaison Report

Mr. Sooter there was not a lot to report but they had their first meeting, which was an inter-visionary meeting and the second meeting was a survey.

c. Harbormaster Report - None

d. Port Engineer Report

Mr. Sill said that for over a year they had been trying to find a Deputy Port Engineer, and they finally were able to bring Nimmy Philips in as the Deputy Part-Time Limited Engineer architect to assist with engineering tasks. Prior to owning the restaurant Spice she was a partner in an electrical engineering firm. Her background is in electrical engineering, and she's been working on some downtown projects and helping to move them forward.

e. Port Director Report - None

J. COMMITTEE ADMINISTRATIVE MATTERS

K. ADJOURNMENT by Mr. Orr at 8:00 PM

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

ADOPTION OF REGULATION AMENDMENTS

Title 05 Chapter 07 – Inactive vessel management

Title 05 Chapter 10 – Waterfront Sales Permits

Title 05 Chapter 20 – Small Boat Harbor Fees and Charges

Title 05 Chapter 25 – Statter Harbor Management Regulations

Title 05 Chapter 35 – Small Boat Harbor Transient Moorage Management

Title 05 Chapter 40 – Small Boat Harbor Moorage Management Regulations

Title 05 Chapter 45 – Small Boat Harbor and Port Facilities Use Regulations

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

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

Section 2. Amendment of Regulation. 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.

- (e) *Inactive vessel designation.* A vessel may be designated as an inactive vessel if:
- (1) ~~The owner voluntarily declares the vessel as an inactive vessel; or~~
 - (2) The Harbormaster declares the vessel as an inactive vessel because:
 - (A) The vessel does not meet the requirement related to motive power set out in ~~the~~ CBJC 85.20.020(a); or
 - (B) The vessel does not meet the requirements related to vessel movement set out in CBJC 85.20.020(b); or
 - (C) The vessel owner cannot adequately demonstrate that the vessel's primary use is for transportation on the water.
- (f) *Inactive moorage management.* The Harbormaster shall assign moorage to inactive vessels in designated areas of the harbor in the same manner as that used to assign ~~reserved moorage~~ preferred moorage in other areas of the harbor, including the provisions and fees for space application, waitlists, space assignment, and space forfeiture. The Harbormaster is allowed to deviate from the ~~reserved moorage~~

preferred moorage provisions as necessary to equitably and efficiently administer the inactive vessel moorage space.

- (g) *Houseboats Floathouses.* A ~~houseboat~~ floathouse is eligible for moorage in an inactive zone only if:
- (1) The dimensions of the ~~houseboat~~ floathouse are less than 30 feet in length overall by 12 feet in beam overall by 12 feet in height from the waterline; or
 - (2) The ~~houseboat~~ floathouse was moored in the CBJ harbor system on or before December 28, 2004.

Section 3. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 10, Waterfront sales permits, to read:

05 CBJAC 10.040 Tour sales permits.

A tour sales permit authorizes the solicitation and sale of tours and experiences.

- (a) Application process and permit award.

- (4) *CPI adjustment.* For each calendar year after 2025, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 through November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 4. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20, Small boat harbor fees and charges, to read:

05 CBJAC 20.042 Monthly pre-paid discounts.

An owner that pays moorage in advance will receive the following discount moorage fee.

1. For the period of July 1 to June 30: Ten-percent discount.
2. For the period of July 1 to December 31: Five-percent discount.

3. For the period of January 1 to June 30: Five-percent discount.

Refundability. Pre-paid moorage may be refunded at the discretion of the Harbormaster if a vessel is sold or relocated during the pre-paid moorage period. The refund shall be for the remainder of the moorage period, which was originally discounted and shall be at the rate of original payment.

05 CBJAC 20.044 Active fishing vessel discount at Statter Harbor.

- (a) *Discount.* In lieu of the requirement to pay daily fees for use of Statter Harbor as set out in 05 CBJAC 25.060 and 05 CBJAC 25.070, the owner of a fishing vessel that pays annual fees as set out in 05 CBJAC 40.020 may, for up to 20 days in a calendar year, use Statter Harbor without paying daily fees, provided:
 - (1) The owner registers with Statter Harbor Office in advance or upon arrival at Statter Harbor;
 - (2) The owner does not owe past due fees to the Docks and Harbors Department;
 - (3) The owner provides the Harbormaster with proof of significant fish landings within the City and Borough of Juneau during each calendar month the owner uses Statter Harbor; and
 - (4) If the owner has ~~reserved moorage~~ preferred moorage, the owner informs the Docks and Harbors Department of the departure date from and estimated return date to their preferred stall.
- (b) *Exclusions.* This section does not relieve an owner from complying with other applicable requirements for use of Statter Harbor such as maximum time limits or the requirement to pay monthly fees during the winter moorage period.
- (c) *Reciprocation.* Fishing vessels maintaining ~~reserved moorage~~ preferred moorage in Statter Harbor will be allowed 20 days at the downtown harbors during the calendar year provided they comply with the stipulations above.

05 CBJAC 20.150 ~~Reserved moorage~~ Preferred moorage waitlist fee.

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

Section 5. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 25, Statter Harbor management regulations, to read:

Regulations of Docks and Harbors
Amending 05 CBJAC 07; 05 CBJAC 10; 05 CBJAC 20; 05 CBJAC 25; 05 CBJAC 35; 05 CBJAC 40; 05 CBJAC 45

05 CBJAC 25.090 Winter management waitlisted vessel moorage zone.

From the day after Labor Day through the Thursday before Memorial Day each year, the Harbormaster may assign space to vessels that are on the ~~reserved moorage~~ preferred moorage waitlist when space cannot be assigned in the downtown harbor system and there is excess space at the facility after the daily and monthly moorage zones have been established. The Harbormaster shall assess moorage fees to the owner of each vessel as follows:

- (a) No additional fee for vessels who pay the full annual fee on or before July 1 in accordance with the applicable small boat harbors fees and charges schedule; and
- (b) 75 per cent of the full annual fee for all other waitlisted vessels.

05 CBJAC 25.100 Exclusion.

This regulation does not limit or restrict the Harbormaster's authority to prioritize and manage moorage in a manner to accommodate vessels that are temporarily displaced from ~~reserved moorage~~ preferred moorage due to harbor reconstruction activities, displaced during the winter due to safety concerns, or as provided by CBJ Ordinance Title 85.10.050.

Section 6. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 35, Small boat harbor transient moorage management, to remove:

05 CBJAC 35.030 ~~Reserved. Docks and harbors board approval.~~

~~Prior to designating and administering transient moorage under Section 20 of these regulations, the Harbormaster shall obtain the approval of the Docks and Harbors Board.~~

Section 7. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 40, Small boat harbor moorage management regulations, to read:

05 CBJAC 40.010 General moorage management policy.

- (f) *Vessel size restrictions.* The Harbormaster will determine the maximum and minimum length and breadth of a vessel that is allowed to moor in the small boat

harbors based on the size of the slip or moorage space available to ensure the maximum use of space available taking into account safety, maneuvering, and other factors. Except when approved by the Harbormaster on a case-by-case basis, no vessel, or part thereof, may extend more than ~~ten~~ six feet beyond a finger or have a silhouette length less than three feet shorter than a finger in any slip or mooring space with a finger from 20 to 80 feet in length. For a slip or mooring space with a finger less than 20 feet in length and for side-tie moorage, the Harbormaster will establish the maximum and minimum vessel length on a case-by-case basis.

05 CBJAC 40.015 Boat shelters.

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

05 CBJAC 40.020 ~~Reserved moorage~~ Preferred moorage policy.

- (a) *Definition.* "~~Reserved moorage~~" "Preferred moorage" means a numbered slip or space within the small boat harbors that the Harbormaster assigns to the owner of a vessel for use during a moorage year, or portion thereof, during which time the owner is granted preferential use for berthing the assigned vessel.
- (b) *Moorage year.* The ~~reserved moorage~~ preferred moorage year starts on July 1 of one calendar year and ends on June 30 of the succeeding calendar year.
- (c) *Availability.* A limited amount of ~~reserved moorage~~ preferred moorage is available in Douglas Small Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, the Fisheries Terminal Dock, and Statter Boat Harbor. The Harbormaster assigns this moorage in accordance with this regulation. Maps of ~~reserved moorage~~ preferred moorage are available at the Aurora Harbor Office.
- (d) *Duty to notify of departures and planned return time.* ~~Reserved moorage~~ Preferred moorage slip or space assignees are required to notify the Docks and Harbors Department of their departure date and expected return date when vacating their assigned slip or space for more than four consecutive days. Assignees may notify the

Regulations of Docks and Harbors

Amending 05 CBJAC 07; 05 CBJAC 10; 05 CBJAC 20; 05 CBJAC 25; 05 CBJAC 35; 05 CBJAC 40; 05 CBJAC 45

Docks and Harbors Department by Marine VHF Channel 73, by phone at (907) 586-5255, by email at Harbormaster@ci.juneau.ak.us juneau.gov, or by fax at (907) 586-2507. If an assignee does not notify the Docks and Harbors Department of a departure in accordance with this subsection, the Harbormaster is authorized to use the assignee's slip or space for temporary moorage assignment and shall be allowed up to 24 hours to clear the assigned slip or space upon return of the assignee.

- (e) *Retention when assigned vessel is sold, lost, destroyed, or stolen.* A ~~reserved moorage~~ preferred moorage slip or space assignee whose vessel is sold, lost, destroyed, or stolen shall immediately notify the Harbormaster upon occurrence or discovery, whichever occurs first. The assignee may retain the ~~reserved moorage~~ preferred moorage slip or space assignment provided the assignee procures and places an appropriate size vessel in the slip or space within 90 days. The Harbormaster may, for good cause shown, grant an extension of 90 days. If the ~~reserved moorage~~ preferred moorage slip or space assignee does not notify the Harbormaster in accordance with this subsection, the assignee's moorage assignment shall be deemed forfeited.
- (f) *Only assigned vessel in ~~reserved moorage~~ preferred moorage slip or space.* Any vessel occupying a ~~reserved moorage~~ preferred moorage slip or space without the approval of the Harbormaster will be moved or impounded in accordance with Title 85 of the City and Borough Code.
- (g) *One vessel per ~~reserved moorage~~ preferred moorage slip or space.* Except when approved by the Harbormaster, only one vessel may be moored in any one ~~reserved moorage~~ preferred moorage slip or space. The Harbormaster shall obtain the permission of adjacent ~~reserved moorage~~ preferred moorage assignees before allowing more than one vessel to moor between ~~reserved moorage~~ preferred moorage slips or spaces.
- (h) *Loss of assignment due to ownership change.*
 - (1) Except as provided in paragraph (2) of this subsection, it is the policy of the Docks and Harbors Board to prohibit the transfer of a ~~reserved moorage~~ preferred moorage slip or space assignment if the assignee no longer has ownership control of the vessel occupying the slip or space.
 - (2) To prohibit the inappropriate transfer of an assigned slip or space, a slip or space must be assigned to a named individual and a vessel that is under the ownership control of the named individual. The following changes to the individual named as the slip or space assignee will not cause the loss of a slip or space assignment:
 - (A) Changes among immediate family members;
 - (B) For a partnership or corporation, a change where the new assignee:
 - (i) was a partner or corporate member prior to the date of the original slip or space assignment; or

- (ii) has applied for ~~reserved moorage~~ preferred moorage and receives an assignment for the vessel under 05 CBJAC 40.035(f);
- (C) Changes due to the sale and purchase of a boat shelter under 05 CBJAC 40.015; or
- (D) Changes otherwise specifically provided for in 05 CBJAC 40.

- (4) The assignee may appeal the Harbormaster's decision to terminate a ~~reserved moorage~~ preferred moorage assignment to the Port Director and then to the Docks and Harbors Board.
- (i) *Sublet prohibited.* An assignee may not sublease or reassign the right to use a ~~reserved moorage~~ preferred moorage slip or space to any other person or vessel.
- (j) *Reserved moorage Preferred moorage for Former DeHart Marina Patrons.* Former DeHart Marina patrons eligible for ~~reserved moorage~~ preferred moorage at Statter Boat Harbor will be provided preferred moorage, notwithstanding the size requirements under 05 CBJAC 40.010(f), until the vessel is sold, lost, destroyed or stolen. Vessels procured with the intent to retain ~~reserved moorage~~ preferred moorage under 05 CBJAC 40.020(e), must meet the requirements under 05 CBJAC 40.010(f).

05 CBJAC 40.025 ~~Reserved moorage~~ Preferred moorage first-time application.

- (a) *First-time application.* Any boat owner that has a need to operate a vessel within the City and Borough may apply for ~~reserved moorage~~ preferred moorage. To make a first-time application, the boat owner must complete the application form ~~contained in Appendix A to these regulations~~ maintained by the Harbormaster and pay the fee set out in 05 CBJAC 20.150.

- (d) *First-time application action.* Upon approving a first-time application, the Harbormaster will take one of the following actions:
 - (1) If a ~~reserved moorage~~ preferred moorage space is not available, place the applicant on a waitlist in accordance with 05 CBJAC 40.040;
 - (2) If ~~reserved moorage~~ preferred moorage space is available, assign the applicant a ~~reserved moorage~~ preferred moorage space as set out in 05 CBJAC 40.035; or
 - (3) If the applicant purchased a boat shelter and the first right of refusal notifications were provided as set in 05 CBJAC 40.015(f), approve the moorage assignment.

05 CBJAC 40.030 ~~Reserved moorage~~ Preferred moorage annual renewals.

- (a) ~~Reserved moorage~~ Preferred moorage renewal application. No later than the first day of each moorage year, an assignee of a ~~reserved moorage~~ preferred moorage slip or space, including the owner of a boat shelter who desires to renew the moorage assignment for the next moorage year, shall submit to the Harbormaster the ~~reserved moorage~~ preferred moorage renewal application contained in Appendix A to these regulations. The assignee or owner shall pay the applicable moorage fee with the renewal application.
- (b) ~~Reserved moorage~~ Preferred moorage renewal application review. The Harbormaster shall review each renewal moorage application for completeness. If the application is not complete, the Harbormaster will return the application and specify the information the assignee, or owner of a boat shelter, must submit to make the application complete. If the assignee or owner does not complete the application and pay the applicable moorage fee within 14 calendar days after service of the returned application, the assignee or owner shall forfeit their assigned moorage and the Harbormaster will refund the moorage fee payment provided with the application less any amounts due to the Docks and Harbors Department. If the application is complete, including payment of the applicable moorage fee, the Harbormaster shall process the application as set out in 05 CBJAC 40.035.

05 CBJAC 40.035 ~~Reserved moorage~~ Preferred moorage assignments.

- (a) *Assignment requirements*. Prior to assigning ~~reserved moorage~~ preferred moorage for the first time and prior to approving annual renewals, the Harbormaster shall verify the following:

05 CBJAC 40.040 ~~Reserved moorage~~ Preferred moorage waitlists.

- (a) *Waitlists*. The Harbormaster shall establish and maintain ~~reserved moorage~~ preferred moorage waitlists for qualified applicants when there is no ~~reserved moorage~~ preferred moorage available for assignment. The Harbormaster may establish waiting lists according to slip or berth size and establish waitlist limits for length, beam, and draft as necessary to manage the small boat harbors. The Harbormaster shall update waitlists as needed to maintain their accuracy.

- (d) *Duty to update address and telephone changes*. A waitlisted applicant shall immediately notify the Harbormaster of any change of address or telephone number in writing. Failure to do so may result in the applicant not being notified if ~~reserved moorage~~ preferred moorage becomes available.
- (e) *Annual renewal*. By ~~March 1~~ January 1 of each calendar year, the Harbormaster shall determine if waitlisted applicants continue to meet the waitlist approval criteria set out in 05 CBJAC 40.025(c). The Harbormaster shall remove applicants from the waitlist that do not meet the approval criteria. Applicants that continue to meet the approval criteria must pay the renewal fee set out in 05 CBJAC 20.150 by

~~March 1~~ January 1 of each year. Applicants that do not pay the renewal fee by ~~March 1~~ January 1 will be removed from the waitlist.

- (f) *Notification of assignment.* When a moorage assignment becomes available, the Harbormaster will notify highest-ranked applicant on the applicable waitlist and provide the applicant 15 days after mailing of the notice to respond to the Harbormaster. If the applicant declines or does not respond within 15 days after service of the notice, the Harbormaster will offer the stall to next highest-ranked applicant. The Harbormaster will continue notifying applicants in this manner until an applicant accepts the assignment or all applicants decline. Upon acceptance of the assignment, the Harbormaster shall process the assignment as set out in 05 CBJAC 040.035. An applicant that declines an assignment may remain eligible on the waitlist for up to one year after the offer date. ~~An applicant that~~ ~~or~~ does not respond will be removed from the applicable waitlist.
- (g) *Duty to occupy assigned slip or space.* If the ~~reserved moorage~~ preferred moorage slip or space assignee does not place the assigned vessel in the slip or space within ~~90~~ 30 days of assignment, the assignee shall forfeit the assignment and be removed from the waitlist. The Harbormaster may, for good cause shown, grant an extension, ~~of 90 days.~~ The assignee may reapply under 05 CBJAC 40.025.

05 CBJAC 40.045 ~~Reserved moorage~~ Preferred moorage reassignments.

A ~~reserved moorage~~ preferred moorage assignee may apply to the Harbormaster for reassignment to a similar slip or space size class at a different location. The Harbormaster shall maintain waiting lists for this purpose. Assignees with the earliest sign-up date on the applicable list will be given the highest priority. When a similar slip or space in the applicable size class becomes available, the Harbormaster shall notify the ~~reserved moorage~~ preferred moorage assignees on this waiting list according to priority and offer the available slip or space for reassignment. The assignee has 72 hours to respond. If the assignee fails to respond or declines the reassignment, the Harbormaster may offer the slip or space to the next assignee on the waiting list. The refusal of an offered slip or space will not cause the assignee to lose waiting list priority.

05 CBJAC 40.050 Winter temporary assignments.

- (a) *Winter temporary assignment application.* During each September, the owner of a vessel who desires a temporary assignment to ~~reserved~~ preferred slips or spaces and other designated winter moorage may apply for such moorage at the Aurora Harbor Office.

- (c) *Winter temporary assignment priority.* As space becomes available, the Harbormaster will assign available winter moorage space according to vessel size and other management factors with the priority of assignments given according to the following order:

- (1) First, to applicants with ~~reserved~~ preferred slips or spaces, priority ranked by the date of original slip or space assignment, provided the applicant allows the Harbormaster to use their assigned slip or space when vacated;
- (2) Second, to applicants on ~~reserved-moorage~~ preferred moorage slip or space waiting lists, priority ranked by ~~reserved-moorage~~ preferred moorage waitlist sign-up date;
- (3) Third, to all other applicants on the winter temporary assignment waitlists, priority ranked by sign-up date in September; and
- (4) Fourth, to the owners of boats that apply for a winter temporary assignment after September 30.

05 CBJAC 40.055 Summer temporary assignments.

- (a) ~~Reserved-moorage~~ Preferred moorage vessels. Upon approval of the Harbormaster for good cause show, ~~reserved-moorage~~ preferred moorage assignees may swap their assigned slips or spaces during the months of May through September.
- (b) *Waitlisted vessels.* During the months of May through September, the owner of a vessel on a ~~reserved-moorage~~ preferred moorage waitlist may apply to Harbormaster for temporary assignment. The Harbormaster will assign temporary moorage space according to vessel size and other management factors with the highest priority given to vessels with the earliest waitlist sign-up date. Owners of vessels participating in this program must agree to relocate their vessel on short notice. The Harbormaster will not allow owners that do not agree, or fail, to move on short notice to participate in this program.

05 CBJAC 40.060 Visiting vessel assignments.

The Harbormaster may at any time assign ~~reserved-moorage~~ preferred moorage slip or space to visiting vessels when such space becomes available as set out in 05 CBJAC 40.020(d). Such space will be assigned on a first-come, first-served basis.

05 CBJAC 40.065 Vessel anchoring requirements.

	<p>Appendix A</p>	<p>Port of Juneau 155 South Seward St. Juneau, AK 99801</p>
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RESERVED MOORAGE APPLICATION

July 1, 200__ through June 30, 200__

Boat Name: AK No.: _____ ADF&G No.: _____

Doc. No.: Home Port: Boat Type:

Length*: Beam: Draft: Hull Type:

Engine Type: Single (Thrust) Double Holding Tank: Yes _____ No _____

(*Length is the silhouette length of vessel, including bow sprits and any other permanent or temporary items regular affixed to the vessel.)

Boat Owner(s)

Mailing Address:

City: State: _____ ZIP _____

Residence Address:

City: State: _____ ZIP _____

Phone: (Home) (Work) (Other)

Is your vessel used as a residence? Yes _____ No _____

Do you have an auxiliary punt or skiff? Yes _____ No _____ AK No. _____

Tax Exempt No., if applicable: _____

IMPORTANT NOTICE / READ BEFORE SIGNING
— I hereby request reserved mooring privileges within the City and Borough of Juneau ("CBJ") Municipal Harbors, excluding the Auke Bay Transient Facility, for the above described vessel. If approved, I agree to abide by CBJ Code Title 85, and the rules and regulations established pursuant to Title 85, copies of which are available at the Harbor Office or the City Clerk's Office. I understand and agree that this request, if approved, shall apply to the described vessel only and is not transferable. In the event of a change of vessels, a new agreement must be executed.
— I further agree to provide the Harbor Office with proof of ownership in the above described vessel.
— I understand that reserved moorage fees for the period of July 1, 200__ to June 30, 200__ are due on or before July 1, 200__ and are considered delinquent thereafter. <u>If I fail to pay the applicable moorage fee by July 15, 200__, or any other charge when due, all my rights to the assigned space shall terminate, the CBJ may impound my vessel and may assign the space to others on the applicable waiting list.</u>
— I agree to pay applicable fees for moorage and for other services which I, or my agent described above, order. I agree to pay other fees without order as the Harbor staff determines to be necessary in an emergency to protect the Harbor facility or my vessel from damage. I hereby agree that unpaid fees shall become a lien against the described vessel and I agree to pay such fees plus whatever costs, interest, and attorney's fees may be incurred in the collection of such fees.
— I agree that this application is a request for the privilege of moorage space only. Nothing contained in this application or in the ordinances and rules of the CBJ have been or shall be interpreted by me to impose upon the CBJ any obligation or responsibility for the care and protection of any private property, including the vessel described above.
— I hereby expressly consent and authorize the CBJ to move the above described vessel in the event the CBJ determines that: moorage fees are not paid, ordinances or regulations are violated, or there is an emergency. I further agree to hold the CBJ harmless against loss or damage to my vessel;

Regulations of Docks and Harbors

Amending 05 CBJAC 07; 05 CBJAC 10; 05 CBJAC 20; 05 CBJAC 25; 05 CBJAC 35; 05 CBJAC 40; 05 CBJAC 45

including its equipment, gear, lines, articles, or other personal property attached or related to said vessel, resulting from use of the CBJ facilities or the above mentioned vessel.
I hereby certify that I own the above described vessel and that I have not sold or contracted to sell said vessel.
Signed: Date: _____
(Authorized boat owner/agent)
A person who makes a false statement on this form may be punished for unsworn falsification, a Class A misdemeanor, for which the maximum penalty is imprisonment of not more than one year and a \$5,000 fine or both. A false statement on this form will result in forfeiture of any assigned mooring space.

Section 8. Amendment of Regulation. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 45 Small boat harbor and port facilities use regulations, to read:

05 CBJAC 45.055 Parking management.

(b) *Geographical applicability.* This regulation applies to the geographical areas used for parking and loading that are appurtenant to a boat harbor or port facility, as those terms are defined in CBJ 85.05.010, and all long term storage areas designated by the Port Director. These geographical areas include, but are not limited to, the parking and loading areas at:

(6) Statter Harbor and the Auke Bay Marine Station (ABMS) ~~parking lot across Glacier Highway from the Horton property;~~

(j) Vehicle size restrictions. The Harbormaster will determine the maximum and minimum length and breadth of a vehicle that is allowed to park in the managed parking areas based on the size of the spaces or general parking availability to ensure the maximum use of space available taking into account safety, maneuvering, and other factors. Except when approved by the Harbormaster on a case-by-case basis, no vehicle, or part thereof, may extend more than three feet beyond a parking space, or occupy multiple spaces.

(k) Amphibious vessels. In addition to being required to possess a valid launch ramp permit, any un-trailerred, amphibious vessel parked in the Statter Harbor parking lot will be required to pay the daily moorage fees as required under 05 CBJAC 20.030 (Daily moorage fees). This fee is in lieu of the parking fees required under 05 CBJAC 20.160.

~~(1)~~ *Enforcement.* Parking or operating a vehicle or other item, in violation of a sign posted pursuant to this regulation is an infraction. The Port Director may prohibit a person from using a parking area, loading area, or storage facility in cases where the director makes a written finding of negligent or unsafe operation or storage by the person of a vehicle or other item at a parking area, loading area, or storage facility; or non-payment of parking, loading, or storage fees by the person.

Section 9. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJC 01.60.200 were followed by the agency. The notice period began on _____, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

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

Date: _____

Carl Uchytel
Port Director

Legal Review

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

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

Date: _____

Emily L. Wright
Municipal Attorney

Assembly Review

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

Date: _____

Breckan L. Hendricks, 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: _____

Breckan L. Hendricks, Municipal Clerk

Regulations of Docks and Harbors
Amending 05 CBJAC 07; 05 CBJAC 10; 05 CBJAC 20; 05 CBJAC 25; 05 CBJAC 35; 05 CBJAC 40; 05 CBJAC 45

Presented by: The Manager
Presented: MM/DD/YYYY
Drafted by: Law Department

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2026-XX

An Ordinance Amending Title 85 Code Relating to the Board, Definitions, Harbor Administration, and Boat Harbor Regulations.

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.

Section 2. Amendment of Chapter. Chapter 85.02, Docks and harbors board, is amended to read:

Chapter 85.02 DOCKS AND HARBORS BOARD

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) (A) ~~Within the docks and harbors appropriation and in conformity with the rates of pay established for municipal positions of similar responsibility, establish, and may amend, the pay plan for harbor employees.~~

1
2 (B) — The Docks and Harbors Department shall conform to the City and
3 Borough Personnel Management Code, the City and Borough Personnel
4 Rules, Personnel Classification Plan, and the manager's policies relating
5 to personnel. The Docks and Harbors Department shall utilize the
6 services of the Human Resources and Risk Management Department
7 when hiring or terminating any employee, when responding to grievances,
8 in labor agreement negotiation, and in substantial disciplinary matters.
9 The City and Borough Human Resources and Risk Management Director
10 shall annually certify that the Harbor Department Classification Plan
11 conforms to that utilized for employees of the manager.
12

13 ***

14 ***

15 **85.02.105 Reserved. Port dues.**

16
17 ~~(a) — Every vessel carrying passengers for compensation and utilizing the port facilities, and~~
18 ~~not otherwise exempted by subsection (d) of this section, shall be assessed and pay port~~
19 ~~dues for each port visit. The port dues shall be in addition to other port facility fees and~~
20 ~~charges, provided, however, that port dues paid to the CBJ Docks and Harbors~~
21 ~~Department may be taken as a credit against port dues owed under this chapter. Port~~
22 ~~dues shall be calculated on the basis of registered net tonnage of the vessel as follows:~~

23 ~~[Base rate per registered net ton] X [Registered net tonnage]~~
24 ~~= Port dues per vessel per use of port facilities~~
25

1
2 (b) ~~Rate schedule. The base rate per registered net ton shall be established by the city~~
3 ~~manager by regulation pursuant to CBJ 01.60 utilizing the services of an independent~~
4 ~~appraiser. The rate shall be the market rate for facilities with like amenities and~~
5 ~~services. The manager shall determine the market rate every five years, or from time to~~
6 ~~time as he or she shall determine. The market rate shall then be adjusted annually by~~
7 ~~the manager based on the Anchorage Cost of Living Index.~~

8
9 (e) ~~Port dues collected pursuant to this chapter shall be deposited in the port development~~
10 ~~fund.~~

11 (d) ~~Exemptions. The port dues shall not apply to:~~

12 (1) ~~Vessels having accommodations for 12 or fewer passengers;~~

13 (2) ~~Vessels traveling only between the City and Borough and points within 100 miles~~
14 ~~of the City and Borough port facilities; and~~

15 (3) ~~Noncommercial vessels, or vessels owned and operated by the state, the United~~
16 ~~States government, or a foreign government.~~

17 (e) ~~Administration and disposition of port dues. The proceeds of the port dues shall be~~
18 ~~placed in the port development fund. The port development fund shall be used for~~
19 ~~projects that benefit the cruise industry as outlined in the long range waterfront~~
20 ~~development plan as it may be amended from time to time.~~

21
22 ***

23 **85.02.130 Employee relations.**

24 Employees of the harbors shall be subject to Chapter 44.10 of this Code. For purposes of
25 that chapter, the port director is a management employee who formulates, determines or
effectuates management policies. Wherever in chapter 44.10 a duty, responsibility, or authority

1
2 falls to the City and Borough Manager, such duty, authority, or responsibility shall fall to the
3 port director. ~~The City and Borough Docks and Harbors Board must ratify any collective~~
4 ~~bargaining agreement; provided, no such ratification may occur unless there are, or will be,~~
5 ~~adequate funds available to fund the initial fiscal year or portion thereof affected by the~~
6 ~~contract. The contract ratified by the board and the employees shall be immediately submitted~~
7 ~~to the assembly for assembly ratification under section 44.10.120.~~

8 ***

9
10 **Section 3. Amendment of Section.** CBJC 85.05.010, Definitions, is amended to
11 read:

12 **85.05.010 Definitions.**

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

15 ***

16 *Float* means a nonfixed pier.

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

20 ***

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

24 ***

1
2 *Municipal wharves* means ~~Douglas Wharf, Juneau Fishermen's Terminal, Ferry Dock~~
3 ~~Wharf, Juneau Cold Storage Wharf, Cruise Terminal Wharf,~~ and the Alaska Steamship Wharf.

4 ***

5 *Transient vessel* means any boat or vessel ~~with a home port outside the City and Borough~~
6 ~~which has not occupied rented mooring space for more than 150 days.~~ that uses the harbor
7 facilities but does not have preferred moorage assignment.

8 ***

9
10 **Section 4. Amendment of Section.** CBJC 85.10.050. Port director; powers and
11 duties, is amended to read:

12 **85.10.050 Port director; powers and duties.**

13 ***

14 (k) *Vehicle parking.*

- 15 (1) The port director and the port director's assistants are authorized to enforce
16 chapter 72.12, Parking, and all parking and loading area management
17 regulations adopted by the Docks and Harbors Board under CBJ Title 85, at all
18 areas used for parking and loading that are appurtenant to a boat harbor or port
19 facility as those terms are defined in CBJ 85.05.010, and all long term storage
20 areas designated by the port director. The areas covered by this subsection (k)
21 include, but are not limited to, the parking and loading areas at:

22 ***

- 23
24 (F) ~~Statter Harbor and the parking lot across Glacier Highway from the~~
25 ~~Horton property;~~ Auke Bay Marine Station, and the Auke Bay
Commercial Loading Facility;

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(2) CBJ Chapter 72.14, ~~Parking Payment Boxes~~, Parking Payment Kiosks, shall not apply to the areas listed in subsection (k)(1) above. The port director is authorized to install parking payment ~~boxes~~ kiosks and related signs in the areas listed in subsection (k)(1), and to establish by regulation time limits and fees for parking in areas with a parking payment ~~box~~ kiosk.

Section 5. Amendment of Chapter. Chapter 85.25, Boat harbor regulations, is amended to read:

Chapter 85.25 BOAT HARBOR REGULATIONS

85.25.180 Impounded boat; disposition procedure.

- (h) *Sale.* The minimum acceptable bid shall be a sum greater than or equal to the City and Borough's charges against the boat. The proceeds of the sale shall be first applied to the costs of sale, then to moorage and service fees accrued, and the balance, if any, shall be held in trust by the City and Borough for the owner of the boat to claim; and if not claimed within one year, the balance shall be deposited into the boat harbor facilities fund. Upon the sale being made, the City and Borough shall make and deliver its bill of sale, without warranty, conveying the boat to the buyer.
- (i) *Other disposition.* If at the public sale there are no bidders for the boat, the City and Borough may destroy, sell at private sale or otherwise dispose of the boat. The disposition is to be made without liability to the owner, master or lienholder of the boat.

1
2 If the vessel poses a hazard due to the presence of blood, bodily fluids, hazardous
3 biological materials, standing water, or is deemed unseaworthy, the vessel may be
4 destroyed without sale after a period of no less than 30 days, rather than being placed
5 for auction. At any time prior to disposal without sale, the owner, master, operator, or
6 managing agent may redeem the boat by a cash payment of all City and Borough
7 charges against the boat and resolution of the reason for impoundment.
8

9 ***

10 **85.25.210 Overtime ~~parking~~ moorage penalties.**

11 Penalties for overtime ~~parking~~ moorage in either transient open space or general public
12 open mooring space or stalls are as follows:

- 13 (1) For first 24-hour period or part thereof, \$20.00.
14 (2) For second 24-hour period or part thereof, \$20.00.
15 (3) For third and each succeeding 24-hour period or part thereof, \$30.00.

16 ***

17 **Section 6. Effective Date.** This ordinance shall be effective 30 days after its
18 adoption.
19

20 Adopted this _____ day of _____, 2026.

21
22 _____
Beth A. Weldon, Mayor

23 Attest:

24
25 _____
Breckan L. Hendricks, Municipal Clerk



January 2026

Dear Juneau Merchant,

The Taku River Recreation Association is respectfully requesting your help in the form of a donation of merchandise for door prizes for our annual River Rat Party to be held on March 7, 2026 at the Juneau Yacht Club.

We are a non-profit organization of recreational cabin and property owners. There are approximately 150 property owners on our guest list with another 50 frequent Taku River visitors who attend this annual event.

Once a year our organization gathers to share a meal, tell stories and renew our shared commitment to maintaining the quality of life we enjoy on the Taku River. This year will be our 45th Annual River Rat Party.

In past years, local merchants have been very generous with their help and we have been proud to feature their businesses as prize donors. Many donors think of it not only as a charitable contribution to the community, but also as an opportunity to advertise their goods and services to a select group of outdoor enthusiasts.

Thank you very much for your generous help.

Sincerely,

Taku River Rat Board,

This Year's Party Organizers:

Ryan Kirtley & Sara Manning
360-903-0715 & 907-209-3617

Jack & Mary Manning
907-789-5540

Jake & Rachel Stedman
907-723-3541 & 907-957-0202



City & Borough of Juneau Docks & Harbors Board of Directors

RESOLUTION NO. 2026-1

A RESOLUTION OF THE CITY & BOROUGH OF JUNEAU – DOCKS & HARBORS BOARD IN SUPPORT OF ADVANCING EFFORTS TO EXPAND THE NORTH DOUGLAS LAUNCH RAMP FACILITY AND THE EXCHANGE OF CBJ PROPERTY UNDER THE DOUGLAS BRIDGE FOR ADOT PROPERTY CONTIGUOUS TO THE NORTH DOUGLAS LAUNCH RAMP.

Whereas, Juneau continues growth and demand for trailerable boat owners to use one of six launch ramp facilities within the Borough accessing the marine waters for transportation and recreation; and,

Whereas, the North Douglas Launch Ramp, first established in 1957, has not had significant improvements since 1973 with the addition of a single lane boarding float; and,

Whereas, the dozen or so truck & trailer parking in the Alaska DOT Right-of-Way is woefully inadequate, is available only seasonally and is source of great frustrations for patrons of this facility; and,

Whereas, Docks & Harbors has produced rudimentary expansion design concepts using available rock fill to increase truck & trailer parking to over one hundred spots, potentially creating a double lane year-round boarding float and the ability to relieve some tourism impacts within Auke Bay; and,

Whereas, the City & Borough of Juneau Assembly has listed the North Douglas Launch Ramp as number 18 on their FY27 Legislative Capital Improvements list; and,

Whereas, the Docks & Harbor Board has directed FY27 Capital Improvement Project funds be appropriated to further develop engineering design; and,

Whereas, Docks & Harbors staff has consulted with and has applied for Alaska Department of Natural Resources “unoccupied tidelands” in Fritz Cove necessary for a North Douglas Launch Ramp expansion; and

Whereas, Docks & Harbors staff has consulted with Alaska Department of Transportation & Public Facilities to acquire property within the Alaska State Right-of-Way necessary for North Douglas Launch Ramp expansion ; and,



City & Borough of Juneau Docks & Harbors Board of Directors

Whereas, the Alaska Department of Transportation & Public Facilities has expressed interest in trading right-of-way property contiguous to the North Douglas Launch Ramp for CBJ owned property under the Juneau-Douglas Bridge.

Now therefore be it resolved that the City & Borough of Juneau -Docks & Harbors Board urges the Assembly and the appropriate elements within the State of Alaska to support efforts to expand the North Douglas Launch Ramp facility and to exchange CBJ property under the Douglas Bridge for ADOT property contiguous to the North Douglas Launch Ramp.

Passed and approved by a duly constituted quorum of the City & Borough of Juneau Docks & Harbors Board of Directors on this 26th day of February 2026.

Shem Sooter
Board Chair

Leah Narum
Docks & Harbors Administrative Officer

Attested



City & Borough of Juneau Docks & Harbors Board of Directors

RESOLUTION NO. 2026-2

A RESOLUTION OF THE CITY & BOROUGH OF JUNEAU'S APPLICATION TO ACQUIRE TIDELANDS FROM THE STATE OF ALASKA FOR EXPANSION OF THE NORTH DOUGLAS LAUNCH RAMP FACILITY.

Whereas, Juneau continues growth and demand for trailerable boat owners to use one of six launch ramp facilities within the Borough accessing the marine waters for transportation and recreation; and,

Whereas, the North Douglas Launch Ramp, first established in 1957, has not had significant improvements since 1973 with the addition of a single lane boarding float; and,

Whereas, the dozen or so truck & trailer parking in the Alaska DOT Right-of-Way is woefully inadequate, is available only seasonally and is source of great frustrations for patrons of this facility; and,

Whereas, the City & Borough of Juneau Assembly has listed the North Douglas Launch Ramp as number 18 on their FY27 Legislative Capital Improvements list; and,

Whereas, Docks & Harbors has produced concepts to expand the existing launch ramp facility by using rock fill into the adjacent tidelands; and,

Whereas, Docks & Harbors staff has consulted with the purpose of applying for Alaska Department of Natural Resources "unoccupied tidelands" in Fritz Cove necessary for a North Douglas Launch Ramp expansion; and,

Whereas, Exhibit A provides a sketch of proposed State tideland needs to support an expanded North Douglas Launch Ramp Facility.

Section 1. The Assembly of the City & Borough intends to receive and request that the State of Alaska Department of Natural Resources approve the CBJ's application to acquire additional tidelands as depicted in Exhibit A.

Section 2. In conformity with AS 38.08.825 for application of the requested tidelands from the ADNR, the following is true:

(A) Land is within or contiguous to the boundaries of the municipality;



City & Borough of Juneau Docks & Harbors Board of Directors

- (B) Use of the land would not unreasonably interfere with navigation or public access;
- (C) municipality has applied to the Commissioner of ADNR for conveyance of the land under this section;
- (D) land is not subject to a shore fisheries lease;
- (E) The land is classified for waterfront development; and
- (F) The land is required for the accomplishment of a public development approved by the municipality;

Section 3. If the conveyance is approved, and if required, CBJ will fund and conduct a tideland survey of the area to provide legal boundaries.

Passed and approved by a duly constituted quorum of the City & Borough of Juneau Docks & Harbors Board of Directors on this 26th day of February 2026.

Shem Sooter
Board Chair

Leah Narum
Docks & Harbors Administrative Officer

Attested

Tideland Conveyance Request
From ADNR to City & Borough of Juneau
North Douglas Launch Ramp Expansion
February 2026



Exhibit A to D&H Resolution 2026-2



Port of Juneau

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

From: *Carl Uchytel*
Carl Uchytel, P.E.
Port Director

To: Public Works & Facilities Committee

Via: (1) Docks & Harbors Operations Committee
(2) Director, Public Works & Engineering
(3) City Manager

Date: February 13, 2026

Re: WATERFRONT RESTROOMS

1. In 2017, following the successful completion of the CBJ new cruise ship berths project, Docks & Harbors led an effort to synchronize the waterfront from Marine Park to Taku Dock. This planning process was completed in 2018 - [Urban Design Plan – Marine Park to Taku Dock](#) and directly contributed to a CIP aptly named Downtown Waterfront Improvement (DWI).

2. The early execution of this plan required land negotiations and appraisals with the adjoining property owner Morris Communications (dba Archipelago Properties, LLC). [Ordinance 2019-2](#) approved a negotiated agreement with Archipelago Properties with CBJ paying \$922,175 for the parcel alignment in use today. The agreement was intended for Docks & Harbors to construct DWI Phase I ahead of proposed retail development by the Archipelago Group. This would enable Docks & Harbor to complete Phase I without being impeded with retail buildings on the Archipelago owned lot.

3. In July 2019, a DWI Phase I contract was awarded to Trucano Construction for \$12,367,699 which included:

- 390 foot long concrete retaining wall, steel piles and pile caps, concrete and timber decking creating a pedestrian plaza area with seating/landscaping and connection between the Seawalk, the Archipelago lot and South Franklin Street
- Construction of a new vehicle staging area with a canopy, foundation and utilities for a waiting shelter and restrooms building, and pile supported deck over.

At the December 9, 2019 COW meeting, the Manager proposed descoping portions of the Phase I awarded project which would enable CBJ time and opportunity to evaluate the feasibility of relocating the Juneau-Douglas City Museum to the waterfront. This direction led to deducting \$619,255 from the Trucano Construction contract Phase I project and an indefinite hold on 65% design for Phase II. The covered shelter and restrooms estimate in 2019 was \$2.5M.

4. Should the Assembly elect to forego the plans for a waterfront museum, Docks & Harbors is prepared to restart the DWI Phase II project. Docks & Harbors submitted a FY27 \$3.5M Marine Passenger Fee request should the Assembly wish to invest in new waterfront amenities as visualized in the Urban Design Plan. A covered shelter/waiting room with restrooms concept layout has been developed from the Docks & Harbors design team and is provided as an attachment. If directed to proceed, Docks & Harbors would conduct at least one public meeting/open house to present plans to the Juneau community. Docks & Harbors goal would be advertise in July 2026 for a winter construction project, if so desired by the Assembly.
5. Please contact me should you have questions at 586-0282.

#

Encl: (1) Memo to Assembly COW dated December 6, 2019
(2) Descoped elements of DWI Phase I
(3) FY27 MPF Request for Downtown Restrooms
(4) Plan View – Covered Shelter/Waiting Room Layout

Copy: Tourism Director



City and Borough of Juneau
 City & Borough Manager's Office
 155 South Seward Street
 Juneau, Alaska 99801
 Telephone: 586-5240 | Facsimile: 586-5385

DATE: December 6, 2019
 TO: Deputy Mayor Gladziszewski and Assembly COW
 FROM: Rorie Watt, City Manager
 RE: Waterfront Museum Concept/Downtown Waterfront Improvements Phase 1 Project Update

Development of infrastructure on the Downtown Waterfront Improvements Phase I project is well under way. This current construction contract of \$12.5M is scheduled to be completed by October 2020 and consists of the following scope of work: The construction of a new vehicle staging area with a canopy, foundation and utilities for a waiting shelter and restrooms building, and pile supported deck over. Phase I includes a 390ft long concrete retaining wall, steel piles and pile caps, canopy, concrete and timber decking that will create a pedestrian connection between the Seawalk and the Archipelago Properties, LLC development and to South Franklin Street.

A second phase of work valued at approximately \$2.5M is scheduled to go to bid in May 2020 and be completed by April 2022. The scope of Phase II includes: The completion of the 40' x 80' waiting shelter and restroom building, as well as landscaping and site features in the deck over pedestrian plaza.

In between the two CBJ phases is the construction of the private activity on the uplands owned by Archipelago Properties, LLC. The construction sequence was negotiated and scheduled as part of the land purchase and sale agreement that was authorized by the Assembly on Jan 28th, 2019. As part of that PSA, CBJ agreed to language partially limiting development of a portion of the CBJ tidelands. That language reads:

"With respect to Future Improvements other than the Approved Structures, Archipelago shall have, and hereby reserves for itself and its successors and assigns, a limited right to object in advance of placement or construction of such improvements on the portion of the subject property designated on Exhibit E hereto, based upon the following considerations: Archipelago may object if the Future Improvement does not provide an identifiable public purpose or benefit, and is reasonably likely to impair, interfere with, or unfairly compete with, the businesses and operations taking place on the adjacent Archipelago premises. If CBJ proposes a Future Improvement it shall notify Archipelago in writing at least 180 days in advance of the intended date of commencement, and Archipelago shall have not more than 60 days to consider and state in writing its objection to the improvement, if any. In the event of objection, the two Parties will work in good faith to attempt to resolve the objectionable issues. Archipelago's approval shall not be unreasonably withheld, provided the above conditions are met. "

I would like to present a new idea for consideration.

JDCM Relocation Concept:

The Juneau Douglas City Museum is housed in the CBJ owned Veteran's Memorial Building at 4th and Main, across from the Capitol. It was the site of the Alaska Statehood Ceremony on July 4, 1959. It receives 24,000 visitors a year and earns \$64,000 of revenue and requires \$475,000 of general fund support. During the Assembly's recent budget exercise, the JDCM was ranked quite low as a discretionary service. Yet it is unlikely that the Assembly would easily decide to unspool the museum collection and to decide to not provide this public service. The JDCM building currently is around 6,000

sf in size and is at capacity in terms of historical artifact storage space. The location does not generate enough visitor traffic to be self-sustaining and the space is cramped. In terms of cost recovery, it is performing as well as can be expected.

It is now a good time to think of the bigger picture; I have done some preliminary work on the question of whether the construction of a new facility on the waterfront would allow the JDCM to become self-sustaining and could eliminate the need for GF support. The current facility could be incorporated into the Capitol campus and serve to advance other important municipal goals related to our endless goal of improving ourselves as the Capital City. Additionally, the 2018 *Marine Park to Taku Dock Urban Design Plan* acknowledged a future "waterfront attraction" in this space, which was envisioned to be a public museum-like facility.

Conceptually, a move to the waterfront and a facility in the range of 10,000 sf has been estimated to be in the range of \$8-9M. While a funding package has not been developed, there are some obvious opportunities. In our MOA with CLIA, the cruise ship industry has *already* agreed to not object to provision of facilities such as restrooms, seawalks and visitor information (signage/wayfinding) and passenger queuing.

Further, the MOA requires early consultation by the parties, and in the spirit of the agreement, I have preliminarily floated the idea with CLIA. In general, CLIA's position is:

- a. That they acknowledge that restrooms would be an eligible use of passengers fees.
- b. They are interested in discussing new partnership opportunities which would improve the community, but would prefer to follow community direction.
- c. They are supportive of requesting funding from the cruise industry charitable foundation to help cover temporary storage.
- d. That a museum on the waterfront would be an attractive addition to Juneau's waterfront, particularly for several reasons – it would be new tour opportunity, would be a lower cost opportunity (we do not have many), could be bundled with other tours, could either keep people downtown or allow for delayed dispatching to other tours (both would help on congestion issues).
- e. That they are open to and welcome further discussions.
- f. That the devil is always in the details.

It also seems likely that an application to the Rasmuson foundation could possibly be successful for partial funding. It may be further possible to achieve corporate support. Between passenger fees, corporate support and grant funding, it does not seem unreasonable that a third or more of project cost could be obtained.

Attached is a rough rendering of a museum concept, sited near the Marine Park Parking Garage and Library structure.

Morris Alaskan Art Collection

Through the course of owning and operating the Juneau Empire for approximately 40 years, Mr. Morris acquired a substantial, valuable and remarkable collection of original Alaskan art work. In acquiring the Archipelago property, one of his purposes was to find a way to share that art in Juneau. As an example of his vision, he helped found the [Morris Museum of Art](#) in his hometown of Augusta, Georgia. The museum is dedicated to the art and artists of the American South and was founded in the memory of Mr. Morris' parents. His speech (attached) at the opening of the museum, speaks for itself.

The art collection consists of around 250 pieces, mostly oil paintings by Alaska masters, including Sydney Laurence, Eustace Paul Ziegler, Fred Machetanz, Bill Ray, Jr., Rie Munoz and Theodore Lambert.

I have had a number of conversations about what it would take to keep his private art collection in Juneau. In short, he is enthusiastic about the idea and is willing to try to work with Juneau to achieve a loan agreement with the JDCM. He has a limited number of requests for such an agreement:

1. That the art be properly cared for and displayed.
2. That there be some exterior naming opportunity.
3. That the Morris family be able to borrow and add to the collection.

It is an exciting opportunity.

Summary:

This idea clearly needs further work, but has huge potential. I've advanced understanding as far as I can without getting (too far...) in front of the Assembly. In order to work the idea further, I need consent of the Assembly and some time to fully develop the idea.

In the end, it seems likely that many details can be ironed out, but some municipal funding support would be required. It would likely boil down to a question of shorter term debt versus reduction in long term operating costs. In some ways it is similar to the proposed New City Hall vision – invest now and get a better facility suited to the long term needs of the organization.

This idea has great potential to “build on our strengths” and support Objectives 13-16 of the Juneau Economic Plan (attached).

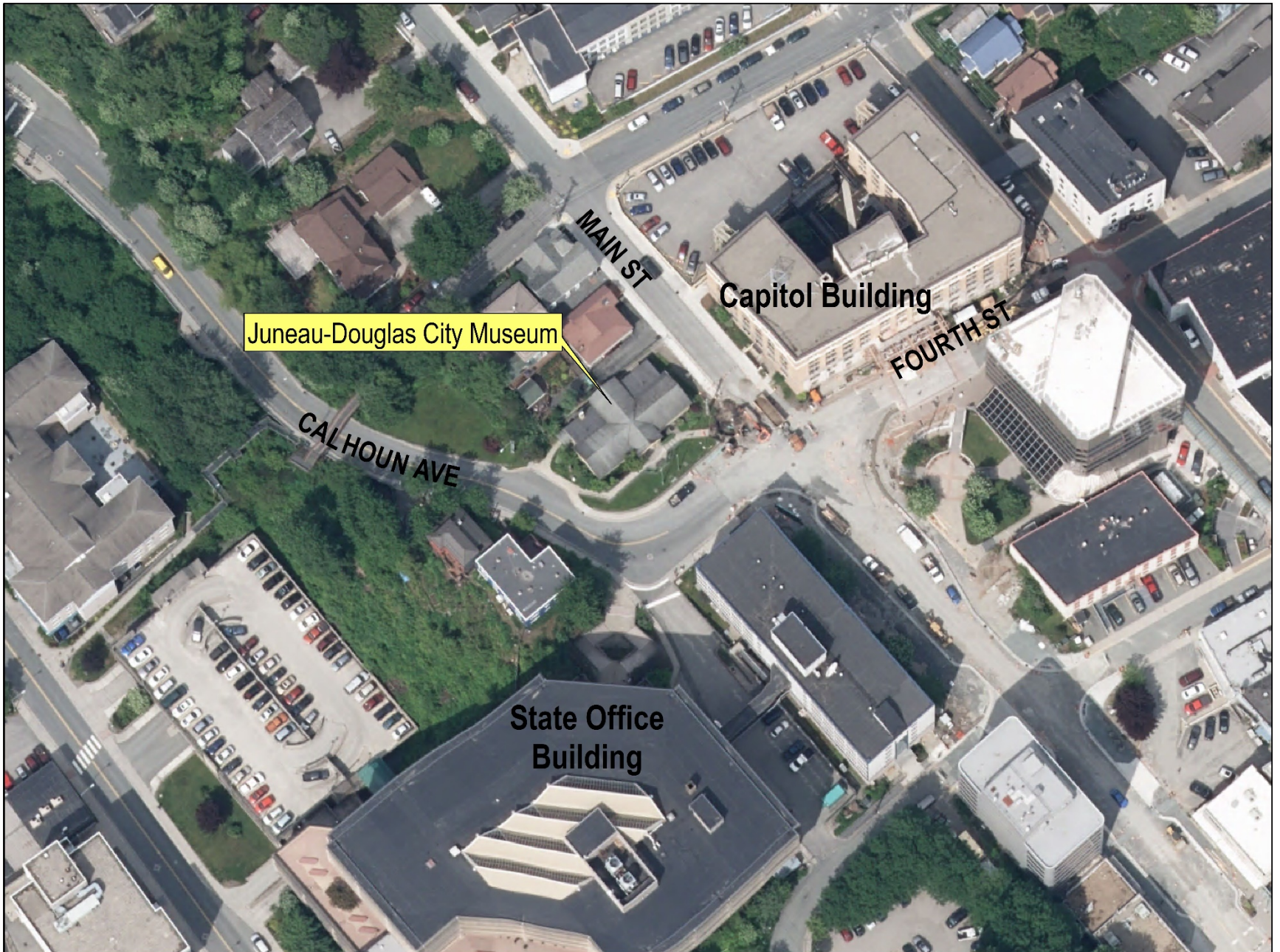
Recommendation:

If the Assembly is agreeable, we will initiate activities that will include:

- A. Further development of a budget, submission of non-profit grant applications, further discussions with Cruise Ship industry (CLIA and individual lines) and other potential corporate support.
- B. Coordination with Docks & Harbors, including logical adjustments to the DWI project, altering the phasing and reconsidering the waiting shelter/restroom facility.
- C. Robust public process.

And reporting back to the Assembly early and often (at PWFC, COW or Finance as directed).









PIER 49





Initiative	Goal: What is advanced or transformed?	Why Pursue?	Objective to Accomplish	Milestones or Metrics
Build the Senior Economy	Facilitate development of the services and facilities necessary for residents to comfortably and affordably retire in Juneau.	To allow residents to continue participating in and supporting the economy as they age and retire.	3. Support development of a range of housing options and support services that meet the needs of Juneau's senior population.	<ul style="list-style-type: none"> # of dwelling units specifically designed/designated for seniors. # of businesses that specifically serve seniors/tax revenue from these businesses. Care-A-Van rides by seniors.
			4. Increase the depth and breadth of local, skilled health care workers and services for seniors.	<ul style="list-style-type: none"> # of health care positions in field related to care of seniors. # home health care workers (and types), # training programs & # trained. Prepare a needs lists/gap analysis for health care services for seniors by 2016.
Attract and Prepare the Next Generation Workforce	Prepare and attract the professional, technical, skilled, entrepreneurial, and creative labor force that Juneau's diverse employers, businesses, and non-profits need.	Foundational for effective workforce development, to ensure job retention, and prevent capital creep. Critical for attracting millennials and retaining existing young families. CBJ controls public infrastructure that is central to quality of life measures that influence location decisions for millennials and others. Generates wealth and ensures job retention.	5. Develop a better understanding of the professional, technical, and other workforce needs of Juneau's key employers, especially state government.	<ul style="list-style-type: none"> State worker position profile prepared by year-end 2015. Identify State workforce needs and track/anticipate potential changes in State employment in Juneau. Juneau "top jobs" list with recruiting and training needs prepared by year-end 2016.
			6. Increase availability of childcare year round, with an emphasis on Kindergarten readiness.	<ul style="list-style-type: none"> Ratio of childcare slots in Juneau to population of children under six. By year-end 2015, complete an ordinance and zoning code review to ensure they allow for appropriate development of child care facilities.
			7. Actively support and maintain quality of life infrastructure that attracts and retains a desired workforce.	<ul style="list-style-type: none"> Usage and participation counts. Track trends in cost per participant. Track age distribution of Juneau population.
			8. Prioritize an education system that prepares youth to participate successfully in the Juneau workforce, in vocational and professional jobs.	<ul style="list-style-type: none"> Graduation rates and test scores of Juneau HS students. # student participants in STEM education programs. # of HS students eligible for Alaska Performance Scholarship. Educational attainment of Juneau population.
Recognize & Expand Juneau's Position as a Research Center	Take advantage of Juneau's natural assets and competitive advantages by making tighter connections to basic and applied research, funding, and employment. Strengthen links between Juneau's scientists, researchers, and businesses.	New jobs and wealth creation based on natural assets and advantages. Adds resilience by strengthening the federal jobs base and activity. Adds to diversification, as well as investment in education and future generations.	9. Locate Alaska fisheries science and management jobs in Juneau.	<ul style="list-style-type: none"> Track AFSC job listings in AK, WA, and OR. By year-end 2016, identify specific targets and a strategy to promote Juneau as a research/science center for excellence. # FTE positions and # empty offices at NOAA and PNWRS facilities in Juneau. # meetings with Congressional delegation and NOAA on jobs.
			10. Better connect Juneau's scientists and researchers with business and industry. Conduct applied research to benefit local business' ability to compete and expand.	<ul style="list-style-type: none"> \$ Federal, state or private grants or loans to an applied science or supporting business. # patents to Juneau businesses or researchers.
Build on Our Strengths	Build on our strengths to expand business opportunities where we have natural/competitive advantages.	New jobs and wealth generation, adds to community resilience and CBJ revenue. These jobs are broadly distributed through economy.	11. Increase independent visitor travel to Juneau.	<ul style="list-style-type: none"> Track hotel and B&B occupancy, room tax revenues, counts of independent visitors.
			12. Create more value from seafood and other maritime resources and services.	<ul style="list-style-type: none"> \$ Track value of fish landed, fish taxes paid to CBJ. Annual communication with Juneau processors on land, infrastructure, or permit needs.
			13. Build Juneau's role as a regional arts and culture hub.	<ul style="list-style-type: none"> \$ Annual spending by Juneau arts/cultural organizations. \$ Event-related spending by audience. Progress on Willoughby Arts Complex.
Protect and Enhance Juneau's Role as Capital City	Maintain state government employment and real wages in Juneau and "brand" Juneau as a great Capital City.	New and retained jobs (support Juneau's most important source of employment and income). Wealth creation and foundational development, attract investors and next generation workforce.	14. Make Juneau the best possible Capital City.	<ul style="list-style-type: none"> Maintain funding for the Alaska Committee. Track state employment & payroll. Initiate a long-range Capital Campus planning effort by July 2016.
			15. Brand and market Juneau as a desirable place to live, work, raise a family, and start a business. Focus brand on Juneau as Alaska's Capital, a Center for Science & Research, a vibrant arts & culture destination, and place with diverse recreational assets and opportunities.	<ul style="list-style-type: none"> Identify specific employment needs and locations to target marketing. Branding and targeted marketing plan in place by mid-year 2016.
Revitalize Downtown	Revitalize Downtown, building the link between economic vitality and livable, mixed-use neighborhoods.	New jobs and businesses, leverages other investment, generate CBJ revenue, existing support by CBJ and business owners.	16. Develop and implement a CBJ downtown improvement strategy.	<ul style="list-style-type: none"> Immediately begin to identify and apply for grant funding to supplement downtown planning. Begin downtown neighborhood and business plan process by August 2015. Include a funding commitment, identification of project partners, and project scope. # businesses in area; # vacant properties in area. \$ property tax revenue from area; \$ sales tax revenue from area.
Promote Housing Affordability and Availability	Break down the housing barriers that are dampening economic growth.	Foundational. Lack of "starter" or affordable housing is critical economic barrier holding back progress on other initiatives.	17. Complete a Housing Action Plan, followed by action. Set goals for "starter" and affordable housing, senior housing, as well as special populations downtown.	<ul style="list-style-type: none"> Set specific and measureable housing goals and implementing programs in 2015. Annually track: # dwelling units (DU), # new DU starts and remodels, # DU selling below \$300,000, # DU for rent in Juneau total and in Downtown/Willoughby.

Morris Museum of Art

An address given
by William S. Morris III
on the occasion
of the dedication ceremonies
of the Morris Museum of Art,
Augusta, Georgia, September 24, 1992.



*Good evening, ladies and gentlemen.
Welcome to the opening of the Morris
Museum of Art.*

You have honored us with your presence tonight. Sissie, Will, Tyler, Susie, and I are grateful to you for being here on what is truly a very special day in the life of the Morris family.

It is also a special day for Southern art. In a few minutes, we will open the only museum in America dedicated to the art of the South. This is a special undertaking, and one that is long overdue.

The South has given a rich legacy of fine art to the nation. Some of our nation's earliest and best painters lived and painted here. Cities such as Charleston, New Orleans, Savannah, and Richmond come to mind as centers of excellent artistic work from the early days of the Republic. The efforts of these painters rank well with artists from New York, Boston, and Philadelphia.

At the same time, talented, itinerant portrait painters worked throughout the rural South, creating a remarkable social document of people living in and on the land.

The contributions of Southern artists to the national scene were not restricted to provincial painters of limited local interest. Several major American artists during the nineteenth and



twentieth centuries have had either a strong Southern heritage or a productive Southern period.

John James Audubon and George Caleb Bingham found inspiration along the banks of the Mississippi River. William Tylee Ranney created American history, painting from Southern roots. Martin Johnson Heade renewed a brilliant career in the luminist style during his late years in Florida. Winslow Homer, John Singer Sargent, and Edward Hopper were intrigued by the South as well, and painted it.

The achievements of Southern artists are not mere remnants of the past. Southern art has continued to grow and thrive even as it diverged from certain national patterns, gaining momentum along the way. Throughout this century, for example, Southern artists of considerable talent and skill have created a body of work that exemplifies the strong, storytelling power seen in the great Southern literature of the same period.

In addition, the works of the rural, self-taught artists have received national attention as has no other Southern art form in the cultural history of

the region. Interest in these artists reflects a genuine appreciation for the folk life and personal visions still intact on their Southern cultural terrain.

It may well be that the greatest days of Southern painting lie before us. Many Southern artists, some of whom are here tonight, are commanding national attention for their powerful images, which often draw upon the sights, scenes, and myths of the South. Fifty years from now, the heirs of the heritage that we set forth may look back upon this time as a truly golden era.

As many of you know, Sissie and I have been collecting art of one kind or another for all of our married lives. We have derived great pleasure from this pursuit, but the greatest pleasure has come from sharing these lovely works with others.

No artist ever intended for his or her work to be in the basement or storage room out of view, where it could not be enjoyed. In the same way that music is composed to be played, pictures are painted to be viewed. So it was with great pleasure that we donated this collection of Southern art to the Morris Museum for the permanent display and enjoyment of all who choose to view it or learn from it.

There is another reason, as well. Augusta has been the home of the Morris family for six generations. We love Augusta and want to give something to this great community that has given so much to us. It has been my longtime dream to establish an art museum in memory of my parents, William Shivers Morris, Jr. and Florence Hill Morris Rickenbacker. I can never

repay them for the start they gave me in life, the inspiration they imparted to me, and the legacy they left me. I hope this museum will stand as a continuing tribute to their memory and to their love for this community and its people.

So much of our journey through life is made beautiful by the works of God and our ability to see them. One of God's richest blessings is to allow us to see and enjoy His creation. It is God, the original Artist, who painted the rainbow, the sunrise, the sunset, and the morning mist in such a way as to capture our attention and wonder. It is not surprising, then, that man, inspired by His creations, would try to imitate the works of our Creator.

And so each generation produces its painters, sculptors, and artisans who bring fresh, new imagination to what God created and painted long, long ago.

It is my hope that the Morris Museum of Art, in time, will play a major role in the cultural life of our community, our region, and our nation, that it will become a focal point for the creative energy of Southern art scholarship, and that by preserving and building upon our artistic heritage, we will create a legacy to enrich the lives of generations to come.

At a meeting of the trustees and directors today, our director and curator outlined a program for five years of traveling, changing exhibits that will be displayed in the museum.

I hope the Morris Museum of Art adds to the climate of culture in Augusta and that it will inspire others to undertake endeavors for our mutual good and enjoyment.

Creating a museum is more than laying

bricks and mortar and acquiring interesting paintings. To have life, a museum must look within and without to attract and hold a wide audience of different tastes and backgrounds. This can be accomplished through thoughtful acquisitions of objects of superb connoisseurship and by diverse exhibitions and challenging education programs.

No institution of this nature works, however, without a broad base of community support. It is essential that any cultural institution gain that mandate if it is to succeed and fulfill a promising potential.

That will mean work, sacrifice, and commitment on the part of the citizens of Augusta. I know that will be forthcoming; as a matter of fact, it has already started.

This is not *my* museum. It is *our* museum. Yes, I have been fortunate enough to found it. I am providing the start-up and early funding; but when we cut that ribbon in a few minutes, this will be *your* museum, and without *your* support and participation, it will neither flourish nor grow. I invite you to join with me and my family in making this museum one of the finest and most focused in the country.

We open with an outstanding and varied collection, but an incomplete one. No art collection is ever complete. We will want to add to our collection on a frequent basis. From time to time, paintings will become available that will suit our museum, and we will want to add them to our holdings. Obviously, you and others can help with this.

In this, the Morris Museum of Art's inaugural exhibition, which presents a survey of unique and remarkable works from our Southern collection, we are illuminating and celebrating an artistic heritage as rich and diverse as the South itself. The museum has 10 main galleries, focusing upon:

1. Antebellum Portraiture
2. Civil War Illustration
3. The Black Presence in Southern Art
4. Still-Life Painting
5. Southern Impressionists
6. Works on Paper
7. Twentieth-Century Art
8. Self-Taught Artists
9. Contemporary Art of the South, and a
10. Landscape Survey Spanning More than 150 Years.

In addition, we have a gallery devoted to the works of Robin Hill. I was attracted to Robin's work soon after I began to appreciate art. He and I have had a great friendship for many years, and I am proud to have him so prominently represented in the permanent collection of the Morris Museum. Robin is here tonight, and I know he will be glad to speak to each of you.

We also have a gallery in memory of Dr. Robert P. Coggins, whose personal quest to discover the art and artists of the South gave us the foundation on which to build a unique and significant collection.

The opening of the Morris Museum of Art is a tribute to the efforts of many people: to my family, who have shared the dream, and who will continue to be trustees of the vision; to many friends and trusted advisers, who have

given support and encouragement.

Not the least of those who has given encouragement from the beginning is the eminent Southern artist, Lamar Dodd. Lamar has made the most lasting contribution to art in the South of anyone in this century. It was his visionary combination of artistic excellence and educational opportunity that ensured the careers of so many Southern artists, some of whom are here tonight.

It is a tribute, also, to Estill Curtis Pennington, Southern art historian, whose dedication and scholarship have given the institution both shape and substance; to the museum's first director, Keith Claussen, a true friend, who has shared my vision and enthusiasm for this undertaking; to Robert Kuhar, who has very sensitively translated rough floor plans and basic design ideas into a charmingly intimate and elegant setting for a disparate body of works; and, finally, to my wife, Sissie, whose interest in and eye for things of beauty have always been an inspiration to me.

Before we adjourn to cut the ribbon, let me say two additional things. The museum is designed to be viewed in a certain sequence starting in the Antebellum Gallery on the west side of the lobby on the levee level and proceeding through the Civil War Gallery and the other smaller galleries, ending in the Landscape Gallery, which runs around the outside walls of three sides of the building.

Because of the large number of people with us this evening, it may be difficult for us all to follow that sequence at the same time. If it is too crowded at the beginning, please move about freely through the museum. Each gallery

is special, and a docent will be stationed in each to assist you. Don't be rushed. Take your time and enjoy the paintings. Look with an open eye tonight and return often to learn more about the life of each object.

We have some favors for you to pick up as you leave. I especially want each family to have an autographed copy of the opening catalog, so please don't forget it. There will be two desks – one at the front door at the levee, and another one at the ground floor lobby level.

And now, ladies and gentlemen, please join me and my family in opening the Morris Museum of Art.

The blessing will be pronounced by the Reverend Dan McCall, pastor of Reid Memorial Presbyterian Church, after which my family and I will cut the ribbon.

W.S.M.III

*Blessing of the
Morris Museum of Art*

September 24, 1992

*"Let the favor of the Lord our God be upon us,
and establish Thou the work of our hands upon
us, yea the work of our hands establish Thou it"
(Psalm 90:17).*

*So prayed the ancient psalmist, and in that
same spirit we pray tonight Divine blessing upon
this wonderful museum of art, a marvelous gift to
our community, our region, and our country. May
the worthy intentions of its founders bear fruit in
the blessing of many people as they are pleased
and inspired by the beauties they shall see here.*

*May the memory of William Shivers Morris, Jr.
and Florence Hill Morris Rickenbacker be hon-
ored as children, young people, and adults from
far and wide move through these galleries and
savor the beautiful and meaningful art on display
here, gaining themselves inspiration to create
works of art for still others to enjoy.*

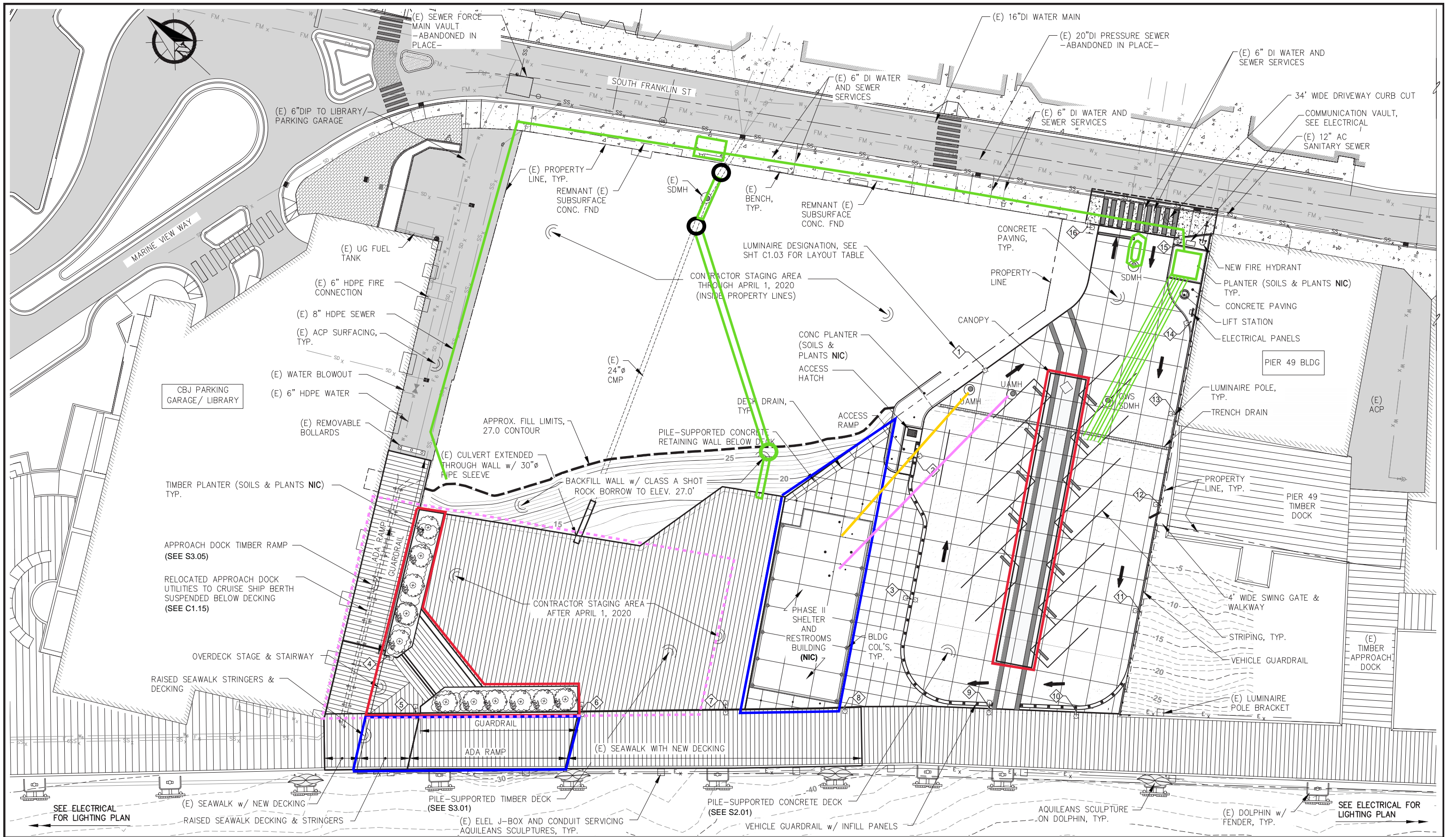
*"Let the favor of the Lord our God be upon us,
and establish Thou the work of our hands upon
us, yea the work of our hands establish Thou it!"*

*As one who prays in the Christian tradition, I
offer this prayer on behalf of us all in the name of
Jesus Christ.*

Amen.

DR. G. DANIEL MCCALL
Pastor
Reid Memorial Presbyterian
Church, U.S.A.





Downtown Waterfront Re-scoping

Red: De-scoped
 Blue: Modified Scope
 Green: New Scope
 Pink Dashed: Museum consideration zone

PND ENGINEERS, INC.

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

DESIGN: MDS CHECKED: CRS
 DRAWN: PJD APPROVED: CRS

SCALE: SCALE IN FEET
 0 20 40 FT.

DATE: 5/23/2019



DOWNTOWN WATERFRONT IMPROVEMENTS
PHASE I
CBJ CONTRACT NO. DH19-014

SHEET TITLE:
OVERALL SITE PLAN

PND PROJECT NO.: 182045 C.A.N. NO.: AECC250

G1.10

**CBJ Docks and Harbors Board
FY2027 Marine Passenger Fee Request**

Waterfront Covered Shelter with Restrooms

Description: Docks & Harbors completed the [Marine Park to Taku Dock Urban Design Plan](#) in 2018 as a guiding document in development of the downtown waterfront. In July 2019, CBJ awarded a contract to Trucano Construction for \$12,367,699 for Downtown Waterfront Improvements Phase I which included constructing a retaining wall and small bus parking lot, installation of timber decking to create more waterfront open space and placing mechanical systems (water, sewer, electrical conduits & lift station) to support a follow on phase for a covered shelter with restrooms. The City Manager directed a pause to Phase II until certain alternatives were sorted out. It appears that pursuing a contract to provide a covered shelter with restrooms is appropriate at this time.



**Downtown Waterfront Improvements
Concept Plan**

REV: 07/11/2018

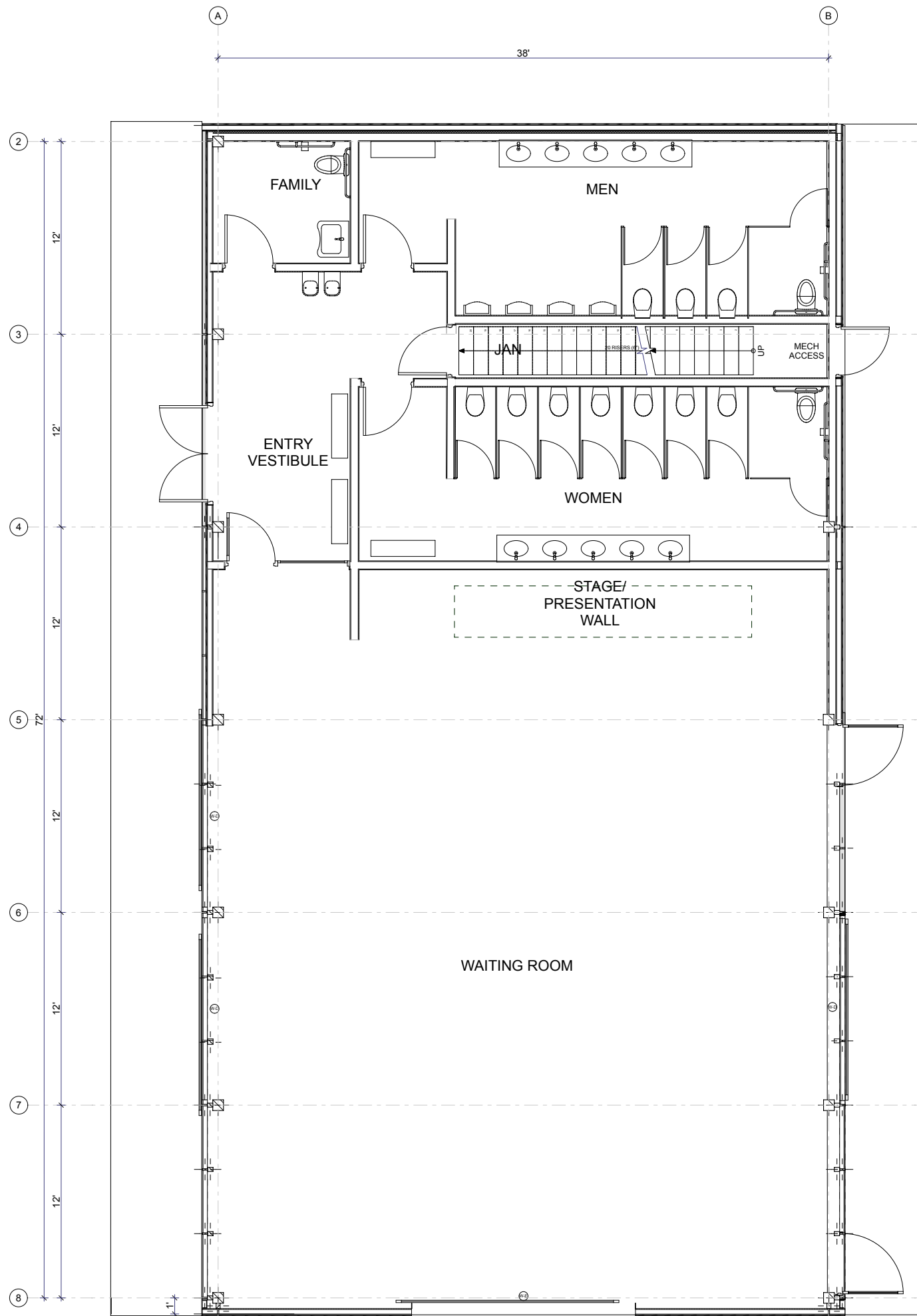


Marine Passenger Fee Funds Requested (FY27): \$3.5M

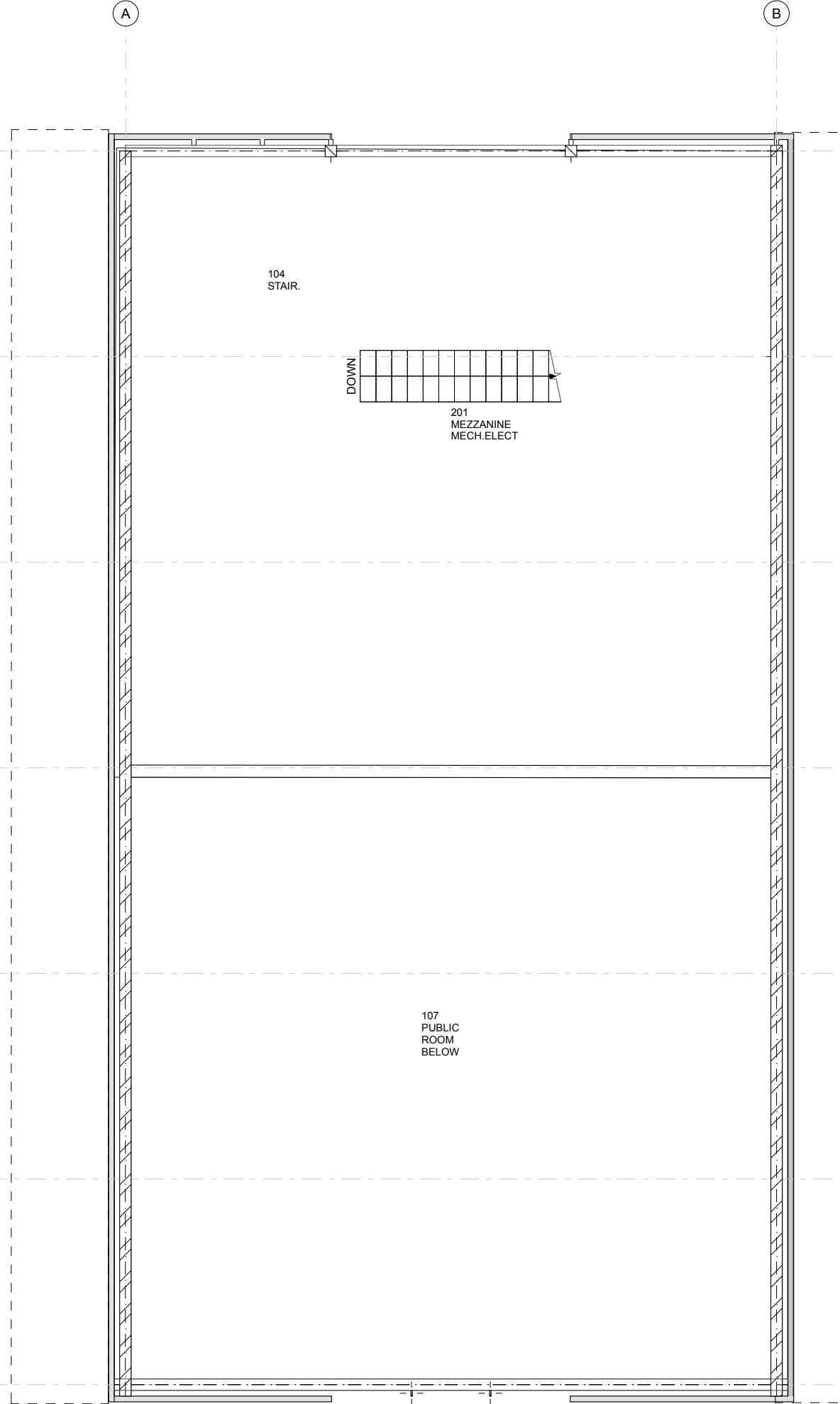
Benefits: This request would provide additional restrooms along the waterfront as well as a covered waiting area for visitors to enjoy. The design of the covered shelter & bathrooms is complete to 65% following the completion of the “deck over project” also known as Downtown Waterfront Improvement (Phase I) in 2021.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses of CBJ owned facilities and will use local Docks Enterprise funds or future Marine Passengers Fees for these expenses.

Project Contact: Carl Uchtyl, CBJ Port Director 586-0292.

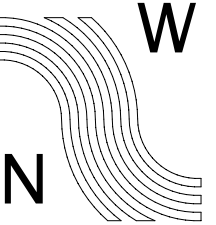


SHEET
1 OF 8



65%

07/03/2019



NorthWind Architects LLC
 126 Seward St
 Juneau, AK 99801
 Ph. #907.586.6150
 www.northwindarch.com

← 1" ACTUAL →
 IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES.

CBJ UPLANDS COMMUNITY PAVILION

NWA - 1820
 JUNEAU, ALASKA

SHEET TITLE:
MAIN FLOOR PLAN

CHECKED **JB**
 DRAWN **AD, BK**

issue	mark	date	description

SHEET # **A1.0**

PLOT DATE 1/21/26
 ISSUE DATE 7/3/2019



3025 Clinton Drive
Juneau, AK 99801
(907) 790-4990

February 6, 2026

Carl Uchytel
Port Director
76 Egan Drive
Juneau, AK 99801

Re: Seadrome Land Discussion

Dear Director Uchytel,

Following the January 29th CBJ Docks & Harbors Board Meeting and subsequent Motion, Goldbelt would like to clarify that we are not interested in moving forward with a purchase of the CBJ owned parcels at the Seadrome Marina for \$1.5 million, nor are we interested in pursuing a land swap. Thank you to you and your staff for your continued help during this process.

Respectfully,

A handwritten signature in black ink, appearing to read 'S. Sahlender', written in a cursive style.

Steven Sahlender
Executive Vice President, Alaska Division

Cc:
Katie Koester
City Manager, City and Borough of Juneau