



DOCKS & HARBORS BOARD MEETING AGENDA

August 27, 2026 at 5:00 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/84600348003> or Dial: 1-833-548-0276 Meeting ID: 846 0034 8003

A. CALL TO ORDER

B. ROLL CALL (James Becker, Steve Box, Tyler Emerson, Robert Horchover, Matthew Leither, Nick Orr, Annette Smith, Mark Ridgway, and Shem Sooter)

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

D. APPROVAL OF THE AGENDA AS PRESENTED OR AMENDED

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

F. APPROVAL OF MINUTES

1. July 30, 2026 Minutes

G. CONSENT AGENDA

1. Public Requests for Consent Agenda Changes

2. Board Member Requests for Consent Agenda Changes

3. Items for Action

i. Issuance of Gifted 2027 Launch Ramp Permits to Non-Profit Organizations

- a. Presentation by Port Director
- b. Board Question
- c. Public Comments
- d. Board Discussion/Action

RECOMMENDATION: IN ACCORDANCE WITH GUIDANCE TO STAFF, ISSUE ONE 2027 LAUNCH RAMP PERMIT TO THE TERRITORIAL SPORTSMEN, INC AND TO THE AMERICAN SOCIETY OF CIVIL ENGINEERS—JUNEAU BRANCH.

ii. Board's Right of First Refusal to Purchase Boat Shelter (AG-26)

- a. Presentation by Port Director
- b. Board Question
- c. Public Comments
- d. Board Discussion/Action

RECOMMENDATION: TO WAIVE THE DOCKS & HARBORS BOARD RIGHT OF FIRST REFUSAL TO PURCHASE BOAT SHELTER AG-26 ALLOWING MR. DAN BERKIEL TO SELL HIS INTERESTS ON THE OPEN MARKET.

iii. Board's Right of First Refusal to Purchase Boat Shelter (AF-27)

- a. Presentation by Port Director
- b. Board Question
- c. Public Comments
- d. Board Discussion/Action

RECOMMENDATION: TO WAIVE THE DOCKS & HARBORS BOARD RIGHT OF FIRST REFUSAL TO PURCHASE BOAT SHELTER AF-27 ALLOWING MR. MARK RIDGWAY TO SELL HIS INTERESTS ON THE OPEN MARKET.

iv. ACTION RECOMMENDATION

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED OR AMENDED

H. NEW BUSINESS

1. Potential Passenger for Hire (PFH) Increase

- a. Presentation by Port Director
- b. Board Questions
- c. Public Comments
- d. Board Discussion/Actions

MOTION: TO HOLD A PUBLIC HEARING TO DETERMINE WHETHER AN INCREASE TO THE PASSENGER FOR HIRE FEE IS NEEDED AND JUSTIFIED.

2. Approval of MARAD PIDP Grant Agreement - Aurora Harbor Drive Down Float

- a. Presentation by Port Director
- b. Board Questions
- c. Public Comments
- d. Board Discussion/Actions

MOTION: TO RECOMMEND THE ASSEMBLY APPROVE AND DIRECT THE MANAGER TO ACCEPT A MARITIME ADMINISTRATION PORT INFRASTRUCTURE GRANT AGREEMENT FOR \$11,154,002 FOR THE AURORA HARBOR DRIVE DOWN FLOAT.

3. Appropriation of ADOT Harbor Facility Grant - Aurora Harbor Drive Down Float

- a. Presentation by Port Director

- b. Board Questions
- c. Public Comments
- d. Board Discussion/Actions

MOTION: TO RECOMMEND THE ASSEMBLY APPROPRIATE \$1,394,250 FOR THE AURORA HARBOR DRIVE DOWN FLOAT FROM THE ADOT HARBOR FACILITY GRANT PROGRAM

I. ITEMS FOR INFORMATION/DISCUSSION

1. Alaska Open Meetings Act - CBJ Law Primer

- a. Presentation by CBJ Deputy Attorney Lynch
- b. Board Discussion
- c. Public Comment

2. ADOT Grant Applications – Echo Cove & Statter Harbor Phase IV

- a. Presentation by Port Director
- b. Board Discussion
- c. Public Comment

3. Calandar Planning 2026 & 2027

- a. Presentation by Port Director
- b. Board Discussion
- c. Public Comment

4. Cyber Security Training - TBD

- a. Presentation by Administrative Officer
- b. Board Discussion
- c. Public Comment

J. STAFF, COMMITTEE, AND MEMBER REPORTS

1. Visitor Industry Task Force Liaison

2. Assembly Liaison

3. Harbormaster

4. Port Engineer

5. Port Director

K. COMMITTEE ADMINISTRATIVE MATTERS

1. Next Docks & Harbors Board Meeting: September 24, 2026. (In the Port Directors Office).

L. ADJOURNMENT



DOCKS AND HARBORS BOARD MEETING MINUTES

July 30, 2026 at 5:00 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/84600348003> or Dial: 1-833-548-0276 Meeting ID: 846 0034 8003

A. CALL TO ORDER

Board Chair Shem Sooter called the Docks and Harbors Annual Board Meeting to order for July 30, 2026, at 5:04pm.

B. ROLL CALL

Present: James Becker, Steve Box, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter.

Online: Mark Ridgway

Absent: Tyler Emmerson, and Robert Horchover.

Also in Attendance: Port Director Uchtyl; Port Engineer Sill; Deputy Harbormaster Norbryhn; Brandon Ivanowicz, PND Engineers; Brian Myers, Morris Engineering Group; Assembly Liaison Ms. Hall; Leah Narum, Admin Officer; Nate Block, Admin Assistant.

The Chair introduced Steve Box as the newest Board member.

The Chair also reminded Board members to complete, sign, and return the related parties report for the fiscal year.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

Port Director Uchtyl stated that there were no requested changes.

D. APPROVAL OF THE AGENDA AS PRESENTED OR AMENDED

Board Member Leither moved to approve the agenda as presented. Hearing no objection, the motion passed by unanimous consent.

E. BOARD ELECTIONS

1. The Chair, Vice Chair, and/or other officers shall be elected

The Board proceeded with officer elections. Ms. Smith first asked whether the Board could accept the existing officers together, but the Chair requested that the officers be named individually.

Board member Leither moved to elect Shem Sooter as Board Chair. Hearing no objection, the motion passed by unanimous consent.

Board member Nick Orr moved to elect Matthew Leither as Vice Chair. Hearing no objection, the motion passed by unanimous consent.

Board Chair Sooter moved to elect Nick Orr as Operations Committee Chair. Hearing no objection, the motion passed by unanimous consent.

Board Chair Sooter assigned Mark Ridgway as Vice Chair of the Operations Committee and assigned Mr. Ridgway to the Lands Committee.

F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

No public comment was received.

G. SPECIAL ORDER OF BUSINESS

1. Employee of the Quarter

Port Director Uchytel recognized Harbors Officer Keith Crocker as Employee of the Quarter for April through June 2026. Port Director Uchytel read a citation recognizing Mr. Crocker for his professionalism, daily commitment, and response to an attempted security breach involving an individual who attempted to illegally access MTSA-regulated cruise ship facilities in the Port of Juneau on June 10, 2026.

The citation stated that Mr. Crocker notified his supervisor, contacted the Juneau Police Department, prepared a six-month no trespass notice, coordinated with law enforcement and security partners, and helped ensure a no-trespass notice was served and applied to all Docks and Harbors property. Port Director Uchytel also recognized Mr. Crocker's leadership and mentorship of approximately 30 seasonal port employees.

Mr. Crocker was to receive the citation, a plaque, and a \$150 manager's cash award. No formal action was taken.

H. APPROVAL OF MINUTES

1. June 25th, 2026

June 25, 2026 minutes were approved without objection.

I. ITEMS FOR INFORMATION/DISCUSSION

1. Aurora Drive Down Float - Update

a. Presentation by PND Engineers

Brandon Ivanowicz, PND Engineers, presented an update on the Aurora Harbor Drive Down Float project. Mr. Ivanowicz introduced himself as a civil and waterfront engineer with PND Engineers and stated that PND is the engineer of record for the project. Brian Myers, Morris Engineering Group, participated as the electrical engineer.

Mr. Ivanowicz reported that CBJ was awarded a \$11.1 million MARAD Port Infrastructure Development Program grant in November 2024 and a State Harbor Matching Grant of approximately \$1.39 million in August 2024. PND was selected to provide engineering services, submitted the 35% design in September 2025, held a public review meeting in

mid-October 2025, delivered the 65% design on May 11, 2026, and delivered the 90% package to Docks and Harbors on July 30, 2026.

Mr. Ivanowicz reported that the federal environmental and grant process was nearing completion. Section 106 historic preservation, Clean Water Act certification, Endangered Species Act consultation, Title VI assessment, and the MARAD Engineering Risk Register had been completed. He stated that the environmental assessment had been approved, had passed legal review, and was in the signature process for a FONSI. The FONSI was expected within approximately one week, after which MARAD would sign the grant agreement. The Army Corps permit was also expected within the next few weeks.

The existing southern approach dock will remain. The existing steel gangway and timber moorage float will be removed, and the floating gangway will be salvaged by CBJ for potential reuse.

The proposed project includes a 16-foot-wide widening of the existing approach dock, a 60-foot by 70-foot expanded dock section, a 17-foot by 140-foot vehicular transfer bridge, and a 48-foot by 120-foot drive-down float. Mr. Ivanowicz stated that the project provides approximately 175 feet of clearance from the 10 elevation contour to the edge of a vessel moored at the drive-down float. On the inshore side, the design shows approximately 30 feet of clearance from a 40-foot vessel berthed on the float to the -10 contour, with additional clearance available at higher tides.

Mr. Ivanowicz described vehicle maneuvering analyses for trucks and truck-trailer combinations and stated that the design was evaluated for anticipated user movements. The 140-foot transfer bridge is expected to have an approximately 8% to 9% maximum slope at low tide, which is more gradual than a typical shorter pedestrian gangway. The transfer bridge will be similar in general appearance to the Auke Bay loading facility, with a steel truss frame, open grating, and steel pipe bull rails.

The drive-down float design includes a transition plate and apron, two cranes located on the left side of the float to reduce congestion, a small 8-foot by 10-foot utility shed, two 40-foot high-mast light poles, two freeze-protected water pedestals, life ring cabinets, and fire extinguishers. The float will be fabricated from 48-inch steel pipe with a corrosion protection system consisting of sandblasting, spray metalizing, epoxy coating, and aluminum anodes.

Mr. Myers described the electrical design. Two power pedestals will be installed adjacent to the cranes, one on each side, with a total of eight receptacles. Each pair of receptacles will include a 50-amp, two-pole, 208-volt receptacle and a 30-amp single-pole receptacle. The power pedestals and cranes will be on a card access system similar to the Auke Bay loading facility.

Mr. Ivanowicz reviewed the project schedule. The 90% design package was delivered on July 30, 2026. The project team expected to receive the signed FONSI and grant agreement by mid-August 2026, complete the 100% design, thereafter, advertise in mid-September, and award a construction contract in mid-October. Fabrication and procurement are expected from October through March, with on-site work beginning in February, installation of the floats and transfer bridge in early summer, float-mounted utilities installed in June or July, and substantial completion in July 2027.

The 90% engineer's estimate was approximately \$14.6 million and had remained relatively steady through the design process.

b. Board Discussion

Mr. Box asked why the Aurora design did not include a separate pedestrian walkway like the Auke Bay facility. Mr. Ivanowicz stated that the bridge width is limited and that the pedestrian walkway at Auke Bay narrows the vehicular approach. Mr. Box also asked whether the float would include power for welding or similar use. Mr. Myers described the planned receptacles and stated that the eight outlets were intended to provide sufficient access for users.

Member Leither asked how unused funds would be handled if the project came in under budget. Port Director Uchytel explained that MARAD is expected to fund 80% of eligible costs, including design, construction administration, and construction, with CBJ responsible for 20%. Port Director Uchytel stated that the State Harbor Matching Grant funding would be used appropriately and that grant funds could not be redirected to unrelated projects.

Port Director Uchytel also described MARAD's concern regarding crane capacity. The grant application had referenced five-ton cranes, and MARAD questioned a proposed reduction to three-ton cranes as a potential reduction in project scope. Port Director Uchytel stated that there was no reason to assume risk by delivering anything other than what had been applied for and included in the grant agreement.

c. Public Comment

No public comment was received.

2. Downtown Bathrooms - Update

a. Presentation by Port Director & PND Engineers

Port Director Uchytel presented an update on the Downtown Bathrooms project, also described as Downtown Waterfront Improvement Project Phase 2. Brandon Ivanowicz, PND Engineers, was present for engineering questions. Port Director Uchytel stated that PND is the engineer of record and James Bibb with Northwind Architects is the architect of record.

Port Director Uchytel stated that the downtown bathroom concept has been discussed in prior waterfront planning, including the Marine Park/Taku Dock Urban Design Plan. That planning envisioned a covered waiting area and bathrooms in the former Archipelago area. He noted that Downtown Waterfront Improvement Phase 1, completed in 2021 for approximately \$12 million, included the deck-over area now used as the Peratrovich staging area.

Port Director Uchytel reviewed the uplands concept and stated that the project is intended to serve both visitors and local users. A prior concept included a location for the Lone Sailor statue near the bathrooms. Following public feedback at an April 7 public meeting, the Pioneers of Alaska agreed to look for another location along the Sea Walk. Port Director Uchytel stated that the Pioneers of Alaska were still fundraising, with a need of approximately \$400,000, and that placement of the statue may be months or years away.

Port Director Uchytel stated that staff would pause additional uplands amenity planning, such as park-like features or a fire pit, until the Finns of Alaska development by Reuben Willis takes shape in the adjacent uplands area.

The architectural design was described as drawing from Juneau's historic waterfront, cold storage buildings, and exposed trusses at Treadwell. The concept includes an approximately 1,400-square-foot covered staging and waiting area, with capacity for approximately 180 people to wait, rest, stay dry, and meet tour or dock representatives.

The bathroom facility is proposed to include 15 total fixtures: seven fixtures in the men's restroom, seven fixtures in the women's restroom, and one family restroom. Port Director Uchytel stated that the project is funded with marine passenger fee funds but is intended to be useful to locals as well.

b. Board Discussion

Member Leither asked about current public restroom options downtown. Port Director Uchytel identified restrooms near the Franklin Street dock, maintained by Franklin Dock Enterprises; restrooms in the tram building; restrooms at the library/parking lot; and restrooms in City Hall. He also noted that some private businesses have restrooms used by the public. Port Director Uchytel stated that the proposed 15-fixture facility would likely have the largest number of public restroom fixtures along the SeaWalk and noted that tourism-related demand occurs in surges.

Member Leither asked whether additional full-time employees would be needed to maintain the facility. Port Director Uchytel stated that staff anticipated contracting out cleaning. He compared the approach to Statter Harbor, where staff perform daily cleaning and a contractor performs deeper cleaning twice weekly. He noted that the new facility could require substantial ongoing maintenance.

Member Smith asked about maintenance concerns, including the possibility of needles or other items damaging lift station pumps, based on prior experience at Harris Harbor. Mr. Ivanowicz described the proposed mechanical room between the men's and women's restrooms, with exposed plumbing, two doors, stair access to a mezzanine, and three feet of clearance for maintenance access. He stated that the layout should improve access for clearing plugs, addressing leaks, and winterization. He also stated that lift station screening or filtering systems may be available and that he would discuss the concern further with the mechanical engineer.

c. Public Comment

No public comment was received.

3. Thane Storage Facility - Update

a. Presentation by Port Engineer

Port Engineer Sill presented an update on the Thane Storage Facility, formerly referred to as the Little Rock Dump storage facility. He stated that the design was completed with DOWL, and Island Contractors was placed under contract on March 26, 2026. The contractor finished the project on July 15, 2026, with only a few remaining parts or final items pending.

Port Engineer Sill described the site as located past the Big Rock Dump, AML, and the cruise ship dock. The Little Rock Dump area consists of mine tailings and has historically been used as a garbage dump and later for sewer sludge drying and disposal. The sludge use ended by approximately 2000, the site was capped, and Docks and Harbors has used it for storage for approximately 26 years. Because of the site's underlying conditions and proximity to the Thane avalanche chute, staff determined that commercial maritime storage was an appropriate productive use.

Port Engineer Sill stated that the facility includes a fenced flat storage area, modernized camera system, secured CONEX storage, and open bulk storage. The intended use is storage for commercial fishermen and other commercial maritime users. Harbormaster Creswell is preparing the regulations for use of the facility. Port Engineer Sill stated that CONEX's will be available for lease as secured, covered storage, and that more than half of the site will be available for bulk storage such as gear on pallets, gillnets, crab pots, or similar commercial fishing equipment.

b. Board Discussion

Member Leither asked when first use of the facility would be available. Port Engineer Sill stated that use would begin after the ribbon cutting and after regulations were finalized, likely within two to three weeks.

Mr. Box asked whether individuals could lease space for crab pots or other stored items. Port Engineer Sill stated that staff anticipated a square-foot cost for bulk storage and that

eight of the ten CONEX would be available for rental, with additional open square footage also available.

Port Director Uchytel stated that staff were considering a Friday, August 14, 2026 grand opening to invite commercial fishermen to view the facility and provide feedback. He stated that the facility was built for commercial maritime users, with commercial fishermen intended to have the first opportunity to use it. He stated that pricing could be adjusted by the Board based on interest and feedback.

c. Public Comment

No public comment was received.

4. Docks & Harbors Board Training - Cyber Security

a. Presentation by Port Director

Port Director Uchytel stated that CBJ requires cybersecurity training for everyone with a juneau.gov account. He stated that he had coordinated with the IT Director and that the Board could meet requirements by viewing the training during Board meetings, with attendance logged by staff.

The Board viewed cybersecurity training material focused on phishing. The training cautioned users to be alert for unexpected emails offering rewards, urgent requests, and links from unverified senders. The training emphasized that users should not click links until the sender has been verified.

b. Board Discussion

No board discussion was recorded.

J. STAFF, COMMITTEE, AND MEMBER REPORTS

1. Assembly Liaison

Assembly Liaison Hall congratulated returning Board members on their reappointments and welcomed Mr. Box to the Board. She reported that the Assembly meeting on Monday included recognition of the Docks and Harbors partnership in supporting the fireworks effort and recognition of Coast Guard Appreciation Month.

Assembly Liaison Hall also reported on matters before the Assembly, including citizen initiatives related to the mill rate and a seasonal 1% sales tax, further Finance Committee work on an ordinance concerning the nonprofit sales tax exemption, and an ordinance concerning vessel property tax exemptions. She noted that non-commercial vessels, commercial fishing vessels, and cargo or freight vessels were not included in that vessel property tax exemption discussion.

2. Harbormaster

Deputy Harbormaster Norbryhn provided the Harbormaster report. He welcomed Mr. Box and reported that operations at the harbors and port were generally going well. He stated that the season was slightly past the seasonal halfway point and that staff were showing some fatigue but continuing to carry out operations effectively.

3. Port Engineer

Port Engineer Sill reported that as several major capital projects wind down, staff are also addressing smaller projects often completed through term contractors.

Port Engineer Sill reported issues with the Harris Harbor water system. Replacement hoses had been on order for nearly two months, and some water hoses at several facilities were in poor condition. Harris Harbor patrons were being temporarily served with a garden hose. Staff were working with Harry Plumbing to obtain replacement hoses and components, and restoring water service was a high priority.

Port Engineer Sill reported that the Port Camera Infrastructure Project was nearly ready. The project would install cameras between the Port Field Office and Franklin Dock and would extend power and internet through an area where those utilities are not currently available. Staff hoped to advertise the project in the fall.

Port Engineer Sill reported that fireworks-related work was winding down and that the barge had been returned to Trucano Construction the previous day. He stated that planning for next year's fireworks would begin in approximately one month to reduce coordination challenges.

Port Engineer Sill reported that closeout was nearly complete for Aurora Phase 4, Taku Harbor work was done with grant closeout remaining, and Statter Harbor 3D was complete with the punch list finished. He noted that grants are reimbursement-based and that CBJ is not simply issued the full grant amount up front.

Port Engineer Sill also reported that he was coordinating Docks and Harbors elements of the CBJ Sea Walk project extending toward AJ Dock, including cameras and internet. He reported that staff were working on a Douglas Launch Ramp improvement, including an agreement with Chatham Electric to install a solar-powered light near the third piling to improve visibility in the mid-tide area. The Board discussed the practical difficulty of constructing launch ramps to low elevations, including the limited time available at extremely low tides.

4. Port Director

Port Director Uchytel added that PND had inspected the AS Dock, the old timber dock closest to Marine Park. He reported that the timber dock was generally in good condition, although some missing piling would need to be addressed through splicing or scabbing to meet design loads. He stated that staff did not anticipate needing to replace a major

portion of the Sea Walk in the near term, and that a full evaluation report would be provided in September.

Port Director Uchytel reported that DOT had released instructions for the Harbor Municipal Grant Program. He stated that the application period was shorter than usual, running until August 18, 2026, and that Docks and Harbors intended to apply for two grants: an Echo Cove boarding float and Statter Harbor Phase 4 zinc anodes in the horseshoe area. He reported that CBJ expected to return approximately \$750,000 in DOT harbor grant funding from Aurora Phase 4 that was not needed.

Port Director Uchytel reported that the Statter Breakwater project had received feedback from the Army Corps requesting additional geotechnical information. He stated that a draft report was expected in mid-November and a full report in September 2027. He said the anticipated concept may be approximately a 1,800-linear-foot breakwater located approximately 200 to 300 yards off the existing breakwater, with an estimated cost of approximately \$100 million.

Port Director Uchytel discussed the temporary 1% sales tax initiative. If reauthorized by voters, Docks and Harbors would work on potential projects for future consideration, including a local match for the breakwater and the North Douglas launch ramp facility. Port Director Uchytel reported on the Echo Cove Fish and Game grant process and stated that public comment had been encouraged. He noted that the Territorial Sportsmen, with assistance from Mr. Orr, submitted comments supporting hunter access needs at Echo Cove. He also stated that some comments suggested funding should instead go to North Douglas, and staff addressed the issue where appropriate.

Port Director Uchytel stated that the Tide Line would include information on the North Douglas Expansion Project, including project status and work to date. He reported that the project now has \$1 million in CIP and that staff plan to issue an RFP in the fall to select an engineer to assist with design.

K. COMMITTEE ADMINISTRATIVE MATTERS

1. Next Board Meeting: August 27, 2026, 5:00pm

The next Board meeting was confirmed for August 27, 2026 at 5:00pm at the Assembly Chamber. Board Chair Sooter reminded the board members that board will be permanently moving to the Assembly Chambers for both Board Meeting and the Operations & Planning Committee.

L. ADJOURNMENT

Board member Smith moved to adjourn with no objection.



Port of Juneau

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

From: *Carl Uchytel*
Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Operations-Planning Committee
Date: August 13, 2026
Re: DONATED LAUNCH RAMP PERMITS - 2027

1. In March 2026, the Docks & Harbors Board directed a process to solicit for and receive applications from organizations requesting donated launch ramp permits for the purpose of auctioning at local fundraisers. After lengthy discussions, the Board directed staff to create an application process and to evaluate applicants. Encl (1) is the application which was advertised and applicants had until June 30, 2026 to apply for the CY2027 Launch Ramp Permit.
2. Docks & Harbors received two applications from the Territorial Sportsmen, Inc and American Society of Civil Engineers – Juneau Branch. Docks & Harbors senior staff meet on August 10th and is recommending both applicants receive donated CY2027 Launch Ramp permits.
3. I recommend the Board approve the issuance of donated CY2027 Docks & Harbors Launch Ramp permits to:
 - Territorial Sportsmen, Inc; and,
 - American Society of Civil Engineers – Juneau Branch

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Encl (1) [2026 Launch Ramp Donation Application](#)



Port of Juneau

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

From: Port Director
To: Mr. Dan Berkiel
Date: August 17, 2026
Re: BOAT SHELTER (AG-26) – FOR SALE

1. In accordance with 05 CBJAC 40.020, Mr. Dan Berkiel provided notice of sale of Boat Shelter (AG-26) in Aurora Harbor on August 17, 2026. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.
2. The applicable “Boat shelter sales” regulation states:

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

3. The Docks & Harbors Board is waiving its right of first refusal to purchase Boat Shelter AG-26. You may proceed with the sale of Boat Shelter AG-26.

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Port of Juneau

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

From: Port Director
To: Mr. Mark Ridgway
Date: August 21, 2026
Re: BOAT SHELTER (AF-27) – FOR SALE

1. In accordance with 05 CBJAC 40.020, Mr. Mark Ridgway provided notice of sale of Boat Shelter (AF-27) in Aurora Harbor on August 14, 2026. Docks & Harbors has the first right of refusal to purchase this structure at fair market value.

2. The applicable “Boat shelter sales” regulation states:

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

3. The Docks & Harbors Board is waiving its right of first refusal to purchase Boat Shelter AF-27. You may proceed with the sale of Boat Shelter AF-27.

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Port of Juneau

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

From: *Carl Uchytel*
Port Director

To: Docks & Harbors Board

Via: Docks & Harbors Operations-Planning Committee

Date: August 18, 2026

Re: PASSENGER FOR HIRE – POTENTIAL FEE INCREASE

1. At the June Operations-Planning Committee meeting, you were briefed on the numbers of vessels engaged in charter vessel excursions as well as revenue collected from staging in Statter Harbor. The graphics relating to charter numbers and revenue collect are provided as enclosure (1). Revenue from the passenger for hire fee has increased significantly since completion of Statter Harbor Improvement Project Phase IIIB in 2023 and now exceeds \$0.5M. The Docks & Harbors invested a total of over \$13M in Phase III which covered dredging/blasting, float installation, covered waiting area with bathroom and paved parking area for buses. The source of the funding was from passenger fees and Docks Enterprise fund balance.
2. Regulations pertaining to passenger for hire are in [05 CBJAC 20.080](#). In 2026, each inspected charter vessel paid \$711.45 per vessel for the season plus \$2.05 for every passenger embarked. Additionally, most but not exclusively, charter vessels are moored in Statter Harbor and are subject to moorage fees. As an example, a 45-foot vessel would be subject to a monthly moorage fee of \$430. Each of these fees are adjusted annually to the Urban Alaska Consumer Price Index.
3. Enforcement and day-to-day operations within the Statter Harbor facilities is under the supervision of the Deputy Harbormaster, who also has responsibilities for the Auke Bay Loading Facility, Auke Bay Marine Station, Amalga Harbor and Echo Cove. The Deputy Harbormaster is provided with four harbor officers and one harbor technician to manage these facilities with coverage expectations from 0600 to 1900 seven days week from Memorial Day to Labor Day. Anecdotally, the Port Director believes that, despite Docks & Harbors' efforts to provide better and more efficient facilities, the charter vessel fleet, writ large, requires more regulatory oversight by Statter Harbor staff. This may be the result of the charter industry being under greater scrutiny from both recreational patrons and commercial fisherman. Nonetheless, it appears that the charter fleet requires more oversight than what the Harbor staff can adequately provide currently.
4. Docks & Harbors remains fiscally sound; however, our Harbor Enterprise projected fund balance at the end of FY27 is anticipated to be only \$1.2M, perhaps the lowest amount ever for the account. The FY27 CBJ Budget also is not transferring the State Fisheries Business Tax (aka Raw Fish tax) to the Harbors Enterprise which results in an unexpected loss of \$450K per year of revenue in the

foreseeable future. Recent Board direction has identified expansion of the North Douglas Launch Ramp facility, replacement of the Statter Harbor breakwater, recapitalization of the Aurora Harbor Office Building, Douglas Harbor uplands improvements, purchase of the UAS property between Harris/Aurora Harbors and Statter Phase IV as needed capital improvement projects in excess of tens of millions of dollars.

5. Should the Docks & Harbors Board desire to change the Passenger for Hire fee from \$2.05 per passenger, I recommend the Board schedule a hearing at a future meeting to solicit input from those impacted from any rate change. Although not a direct comparison, the US Forest Service currently charges excursion companies \$7 for every tourist taken to the Mendenhall Glacier, this does include \$5 for access to the Visitor Center. The US Forest Service is also contemplating tripling this fee. Also enclosed, which may be applicable to this deliberation, is a Board policy statement pertaining to adjusting fees according to Consumer Price Index. A final data point to share is encl (3) which encourages commercial operators to provide \$4 per passenger for tours which visit the National Shrine of St Therese.

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Encl (1) Passenger for Hire – Graphics

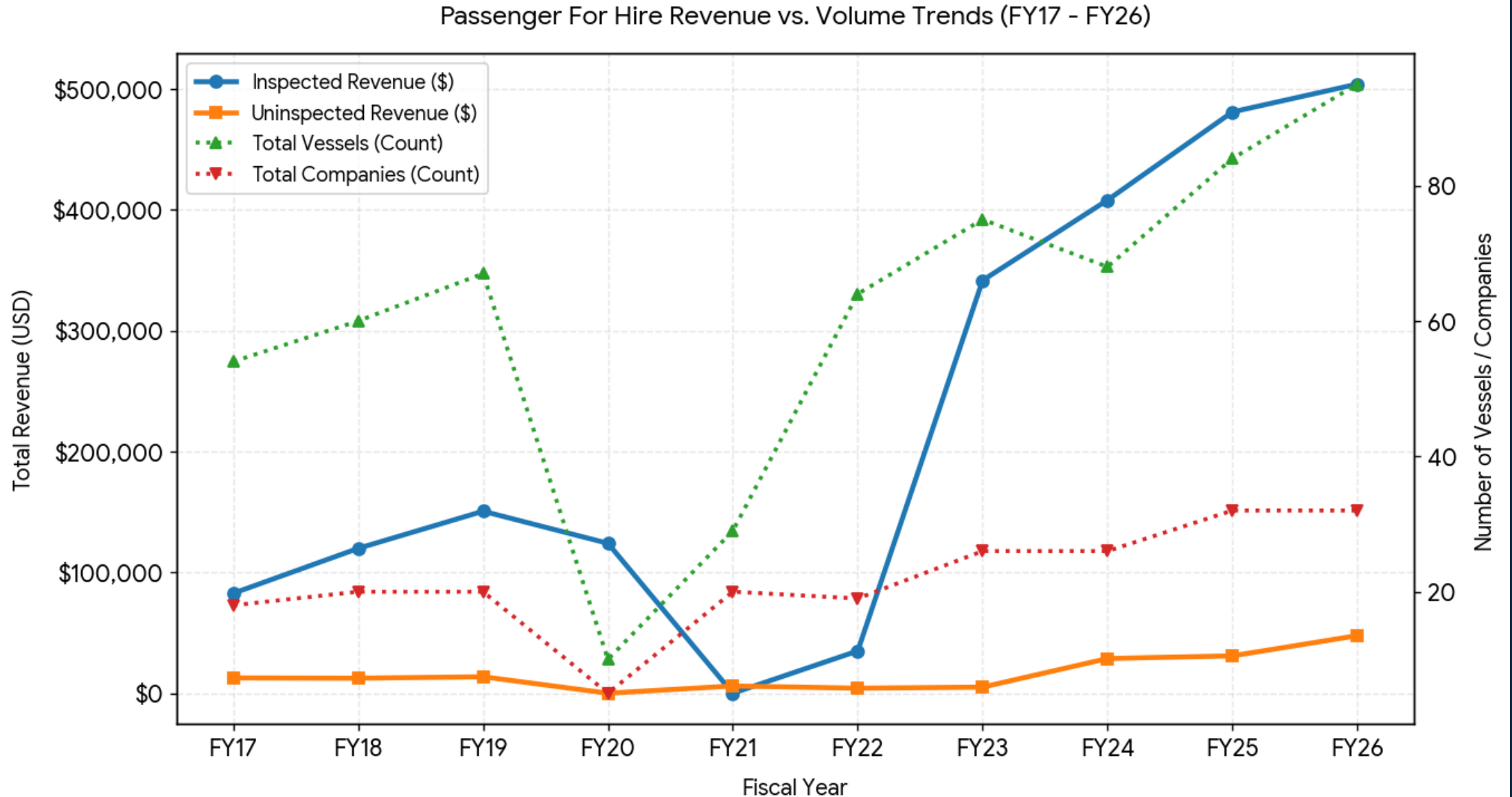
Encl (2) Docks & Harbor Board – CPI Justification Policy dated January 27, 2022

Encl (3) National Shrine of St Therese – August 2026 Letter to Commercial Operators & Drivers

Passenger for Hire Revenue – Inspected Vessels



Passenger for Hire Revenue - # Vessels - # Companies





DOCKS & HARBORS BOARD

CONSUMER PRICE INDEX (CPI) JUSTIFICATION

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

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

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

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

Criteria 1 – It must be fair and reasonable

Is it reasonable?

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

Is it fair?

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

Criteria 2 – Is it consistent

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

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

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

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

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

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

Criteria 5 - Is it sufficient to replace capital investment?

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

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

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

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

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

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

August 2026

An Invitation to Our Valued Commercial Operators and Drivers

Thank you for sharing the peace and beauty of the Shrine with visitors from around the world. We deeply appreciate your hard work in giving guests an unforgettable experience in Juneau! While we love welcoming your tour groups, we need to share an urgent heart-to-heart with our transportation partners.

Many people are surprised to learn that **the Shrine receives zero government funding and no financial support from the Church.** We are a 100% self-funded ministry. Every clean restroom, pristine pathway, and flowering garden is maintained entirely through individual generosity.

To keep our 46-acre campus open and safe, we invite you to join our ministry through a standard partnership contribution of **\$4 per passenger.** This gift goes directly toward the heavy daily upkeep of the facilities your guests enjoy:

- **Restrooms:** Main bathrooms, extra porta-potties, paper products, and cleaned multiple times daily.
- **Water:** The Shrine operates its own Small Public Water System.
- **Grounds & Care:** Maintenance of the driveway, trails, historic chapel, and gardens.

Right now, we are facing a mountain we cannot climb alone. For the entire month of July, our driver drop-box collected just \$330. That breaks down to \$11 a day—covering **less than 3 guests per day.** We all know this is a tiny fraction of the hundreds of visitors arriving by van and taxi daily.

Currently, one single company is generously funding the vast majority of these operations, leaving most other trips completely unfunded.

We know your guests value this stop immensely, and we want to remain a premier destination! However, we simply cannot sustain the campus on \$330 a month. Our goal is to keep access smooth, happy, and voluntary without creating check-in delays that disrupt your tight tour schedules.

How You Can Partner with Our Ministry Today:

- **Scan and Pay via QR Code:** Use the fast, secure QR code at the drop-box station to pay digitally with your smartphone in seconds.
- **Drop Cash on Every Trip:** Deposit the \$4 per-passenger fee in the drop box next to the Shrine office. Envelopes are provided—please include your company name and license plate number.
- **Pay Monthly:** Arrange for your company to pay monthly in advance. To set this up, please contact Joe at joesehnert@gmail.com or by cell at **636-628-7270**.

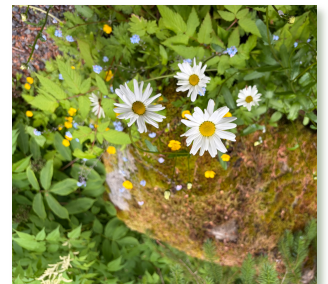
Thank you for your warm partnership, professionalism, and heart. By contributing your share, you are actively keeping the gates open for this beautiful ministry.

With prayers and gratitude,

Pax Christi,

Joe Sehnert

Shrine Executive Director



We pray every visitor leaves a pilgrim.



Port of Juneau

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

From: Carl Uchytel
Port Director

To: Docks & Harbors Board

Date: August 21, 2026

Re: POLICY & QUANTITATIVE DISCUSSION - PASSENGER FOR HIRE FEE

1. At the August 19th Operations-Planning Committee meeting, members reviewed an August 18, 2026 memorandum regarding whether to initiate a process to increase the \$2.05 passenger for hire (PFH) fee. As a follow-up, staff agreed to provide quantitative recommendations to support the broader policy discussion regarding appropriate fees for commercial charter vessel operations. This memorandum and the discussions from the August Operations-Planning Committee meeting are intended to complement one another.
2. The Docks & Harbor Board is charged with policies to facilitate the safe and efficient use of public infrastructure, practically used by every Juneau citizen. Operating without local property or sales tax subsidies, the management of the two entrusted *Enterprise Funds* is the Board's most critical responsibility. In every harbor office, there are signs posted: "The *Enterprise Funds* are operated and financed in a manner similar to private business. The intent of the governing body is to provide goods and services to the general public on a continuing basis and be financed or recovered primarily through user charges. The acquisition and improvement of the facilities have been financed from existing cash resources, issuance of revenue and general obligation bonds, and state and federal grant funds".
3. Docks & Harbors is right to be proud of the recapitalization efforts over the past decades throughout all our facilities. The completion of the Statter Harbor Phase III project (blasting/drilling, float installation, covered waiting area/restrooms, and paved/landscaped parking bus parking lot) created a facility uniquely suited for the Juneau business community engaged in vessel charter operations. This \$15M phase, primarily funded by passenger fees and Docks Enterprise funds, should serve this industry into the future. Though new, the PFH facility requires financial planning and consideration to ensure staffing, supplies, material and cleanliness meet the expectations of our user groups.
4. It is also crucial that the Board evaluate the horizon for future needs of our customers and patrons. This includes recognizing all facilities will need recapitalization or new capital project funding. The Army Corps of Engineers will be completing the feasibility cost analysis study in September 2027. It is anticipated that the Docks & Harbors local match will be \$20M for the Army Corps to construct a replacement breakwater. Following a new breakwater, we envision a \$100M project to

expand moorage in Statter Harbor. These projects and other harbor needed infrastructure needs are not currently funded, and it is unlikely that CBJ or the SOA will be in position to fiscally support community harbor needs as we advance these projects.

5. As the Board considers additional revenue sources and whether to increase the \$2.05 PFH fee, please consider my August 18th memo and two comparable fees provided. I was asked to provide encl (1), which the Forest Service notice announcing the proposal of tripling of day fees to Mendenhall Glacier. Based on the services provided and the future Statter Harbor expansion needs, an increase of the PFH to \$7.50 could be reasonably justified. I recommend scheduling a public hearing to solicit input from those affected by a large increase to this fee.

#

Encl (1) Forest Service Notice of Proposed new fees for Mendenhall Glacier



Alerts and Fire Danger Status



[Forest Service Home](#) > [Alaska Region](#) > [Tongass National Forest](#) > [Projects](#) >
 Proposed Recreation Fees Information and Comment Page



- Forest Products
- Natural Resources
- Planning
- Projects**
- Wilderness

Proposed Recreation Fees Information and Comment Page

In 2004, Congress passed the Federal Lands Recreation Enhancement Act (REA), which allows the Forest Service to retain funds collected at certain recreation sites and use these funds locally to operate, maintain, and improve these sites. These additional funds along with 95 percent of the revenue from recreation fees remains on the forest to operate, maintain, and improve facilities. The resources derived through collection of fees helps provide quality recreation opportunities that meet the modern expectation of visitors and creates a more financial sustainable developed recreation program for the benefit of future generations.

Current Status

The public comment period starts May 22nd, 2026 and ends July 20th, 2026 for the following:

Site Name	Current Fee	Proposed Fee
Mendenhall Glacier Visitor Center	Day Fee: \$5 per person Season/Year Fee: \$15 per group Late Season/Year Fee: \$10 per group Group size: 2	Day Fee: \$15 per person Season/Year Fee: \$20 per person

U.S. DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION

GRANT AGREEMENT UNDER THE
FISCAL YEAR 2024 PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (PIDP)

MARAD FY 2024 PIDP Grant No. 693JF72540023

702434PIDG 2026 1AH2540023 0000150002 41010 61006600 — \$11,154,002

This agreement is between the United States Department of Transportation Maritime Administration (“MARAD”) and the Juneau, City & Borough Of¹ (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a PIDP Grant for the Aurora Harbor Drive Down Float Project.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2024 Port Infrastructure Development Program Grants,” dated November 21, 2025, which is available at <https://www.maritime.dot.gov/grants/federal-grant-assistance/federal-grant-assistance>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of and agrees to the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the PIDP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to MARAD the PIDP Grant, and reporting the non-compliance in the Federal government-wide integrity and performance system.

¹ The Recipient is referred to here as “Juneau, City & Borough Of” because that is the name associated with the Recipient’s unique entity identifier, as required by 2 CFR 200.211(b)(1), but the remainder of this agreement will refer to the Recipient by its legal name, “City and Borough of Juneau.”

ARTICLE 2
SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: **Aurora Harbor Drive Down Float Project**

Application Date: **May 10, 2024**

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: **D3A1DKUM8X91**

3. Recipient Contact(s).

**Carl Uchtyl
Port Director
City & Borough of Juneau
155 Heritage Way
Juneau, AK 99801
(907) 586-0294
carl.uchtyl@juneau.gov**

and

**Matthew Sill
Port Engineer
City & Borough of Juneau
155 Heritage Way
Juneau, AK 99801
(907) 586-0398
matthew.sill@juneau.gov**

4. Recipient Key Personnel.

None.

5. MARAD Project Contact(s).

**Kelly Mitchell-Carroll
Grants and Cooperative Agreements Officer
DOT – Maritime Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
MAR-380
W26-422
Mailstop 5
(202) 876-6453**

k.mitchell-carroll@dot.gov

and

David Bohnet
Grant Management Division Chief
DOT – Maritime Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
MAR-510
W21-226
Mailstop 3
(202) 366-0586
david.bohnet@dot.gov

6. Payment System.

MARAD Payment System: Delphi eInvoicing System

7. Federal Award Identification Number.

Federal Award Identification Number: **693JF72540023**

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

The Project will build a drive down float and vehicle bridge, as well as procure two new float-mounted electric cranes with maximum lift capacity of 3 tons.

2. Statement of Work.

3. The Project will expand an existing timber dock by adding a 60-by-70-foot widened section attached to the pile-supported approach dock. This widened section will serve as the connection point for a new approximately 17-foot-wide by 140-foot-long steel vehicular transfer bridge leading from the shore. At the terminating end of the transfer bridge, an approximately 48-foot-wide by 120-foot-long vehicle-accessible drive-down float will be installed and equipped with two float-mounted electric cranes with maximum lift capacity of 3 tons. The float will feature a timber deck supported by steel flotation pontoons, enabling direct freight transfer between moored vessels and transport vehicles. Additionally, essential utilities—including potable water, fire suppression, power, and lighting—will be extended down the bridge to service the new float infrastructure.

The Project will be carried out in two separate components:

Component #1 – Project Management, to include:

- Project planning
- Project permitting, including costs to complete NEPA
- Engineering and design
- Construction administration & inspection

Component #2 – Construction, to include:

- Mobilization and demobilization
- Demolition and disposal
- Construction survey
- Domestic water system
- Fire suppression system
- Widened dock, approximately 60' x 70'
- Transfer bridge, approximately 17' x 140'
- Bridge support float
- Bridge abutment assembly
- Drive down float, approximately 48' x 120'
- Float anchor pile, approximately 24"
- Float mooring pile frames
- Dock support vertical piles, approximately 16"

- Dock support batter piles, approximately 16”
- Bridge abutment vertical piles, approximately 16”
- Bridge abutment batter piles, approximately 16”
- Float transition apron
- Pile anodes
- Two electric cranes with maximum lift capacity of 3 tons
- Electrical system – power & lighting

4. Documents Describing Mitigation Activities and Permits.

Document Description	Date
MARAD Finding of No Significant Impact (FONSI) and accompanying Environmental Assessment (EA)	August 3, 2026
Section 106 Consultation correspondence with the Alaska State Historic Preservation Office (AK-SHPO): AK-SHPO requests that should unidentified cultural resources be inadvertently discovered over the course of the Project, Project work must halt until said resources are evaluated per the National Register of Historic Places eligibility criteria (36 CFR § 60.4), in consultation with our office.	February 11, 2026

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: **May 1, 2028**

Period of Performance End Date: **May 1, 2028**

2. Estimated Project Schedule.

Milestone	Schedule Date
Actual Project Management Start Date	August 8, 2025
Planned Project Management Substantial Completion Date	October 1, 2026
Planned Construction Start Date	October 2, 2026
Planned Construction Substantial Completion Date	July 1, 2027

3. Special Milestone Deadlines.

None.

SCHEDULE D AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

PIDP Grant Amount: \$11,154,002

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs			
	Component 1	Component 2	Total
PIDP Funds:	\$568,613.61	\$10,585,388.39	\$11,154,002
Non-Federal Funds:	\$1,280,000.39	\$2,902,749.61	\$4,182,750
Total:	\$1,848,614	\$13,488,138	\$15,336,752

4. Cost Classification Table.

Cost Classification	Eligible Costs
Architectural and engineering fees	\$1,027,008
Project inspection fees	\$821,606
Demolition and removal	\$175,000
Construction	\$11,097,275
Contingency	\$2,215,863
Project Total	\$15,336,752

5. Approved Pre-award Costs.

On May 27, 2025, MARAD approved the Recipient's request to allow the following pre-award costs:

- \$350,000: Pre-Engineering and Design up to 35% level
- \$150,000: NEPA Environmental costs to 100% level, including:
 - Section 106 documentation
 - Title VI assessment
 - Environmental evaluations
- \$200,000: Permits, including but not limited to:
 - U.S. Army Corps of Engineers
 - Incidental Harassment Authorization application, if required

The pre-award costs will be eligible to count towards the Recipient's non-Federal cost

share, assuming such costs would have been allowable if incurred after the date of the Federal award.

On January 14, 2026, MARAD approved the Recipient's second request to allow the following pre-award costs:

- \$510,000: Pre-Engineering and Design up to 90% level

The pre-award costs will be eligible to count towards the Recipient's non-Federal cost share, assuming such costs would have been allowable if incurred after the date of the Federal award.

On August 11, 2026, MARAD approved the Recipient's third request to allow the following pre-award costs:

- \$580,000 (inclusive of the amounts authorized in the second pre-award request):
Final Engineering and Design

The pre-award costs will be eligible to count towards the Recipient's non-Federal cost share, assuming such costs would have been allowable if incurred after the date of the Federal award.

SCHEDULE E CHANGES FROM APPLICATION

Scope:

At a June 17, 2026 City and Borough of Juneau Docks & Harbors Board of Directors meeting, the Board, by unanimous motion, directed staff to pursue either 2-ton or 3-ton cranes for the drive down float in place of the 5-ton cranes identified in the original grant application. The 5-ton capacity noted in the grant application was a preliminary sizing assumption, before detailed design and evaluation of crane use was performed.

As the design has progressed, the Recipient, its consultants, and facility users, have further considered the types and sizes of materials expected to be handled through discussions conducted during public meetings. Through this process, the Recipient determined that 2-ton or 3-ton cranes are appropriately sized for the expected loading and unloading activities at the facility. The 2-ton or 3-ton capacity cranes will safely and adequately accommodate the anticipated lifts while reducing the potential for users to attempt unusually large lifts that could be performed with larger cranes and are inconsistent with the intended use of the facility as described in the grant application.

The proposed cranes will be capable of handling the types of materials identified in the grant application, including:

- construction materials for home building;
- vessel repair and reconstruction materials;
- seafood and kelp;
- subsistence harvests and sport-caught fish; and
- vessel provisions, fishing gear, tools, and supplies.

The Project benefits associated with the cranes will be realized primarily by adding two cranes on the drive down float and thereby increasing the number of cranes available to serve local commercial fishermen and other facility users, rather than through the specific rated capacity of each crane. Locating the cranes on the float will allow materials to be transferred directly between vessels and vehicles, reduce congestion at the existing adjacent crane dock, and improve the safety and efficiency of loading and unloading operations. The drive down float-mounted cranes will be operated from a consistent elevation with the vessels throughout tidal changes, improving safety and reducing the risks associated with current crane operations on fixed docks where substantial overhead vertical lifts are required during low tidal elevations.

The Recipient and its consultants have confirmed that the functions, services, and Project benefits described in the grant application will remain fully achievable with either 2-ton or 3-ton cranes. This change is not anticipated to affect the Project purpose, operational capabilities, or

anticipated outcomes, and instead is a refinement of the equipment based on further design development, evaluation of anticipated facility use, and input received through the public process. There was no public citizen dissent to the Board's decision.

The MARAD project management team reviewed the Recipient's change to the capacity of the cranes and found that the change was reasonable and would not adversely affect the anticipated Project benefits and objectives.

Schedule:

The Project schedule submitted with the grant application anticipated that design and permitting activities would begin immediately upon notice of grant award, which was anticipated to occur in October 2024. Notice of grant award was received by the Recipient in November 2024, followed by preparation of the design RFP, consultant selection, and MARAD authorization to begin pre-award activities. As a result, pre-award design and permitting activities began later than anticipated in August 2025.

Since that time, the pre-award activities have progressed more quickly than anticipated in the original grant application schedule and the Project remains on schedule to achieve substantial completion in July 2027.

The table below compares the Project milestone dates.

Milestone	Application	Agreement
Planned Construction Start Date	March 1, 2026	October 2, 2026
Planned Construction Substantial Completion Date	August 31, 2027	July 1, 2027

Budget: Since the application was submitted, the Project costs have increased. The Recipient received an Alaska Department of Transportation & Public Facilities (ADOT) Harbor Facilities grant in 2025 for \$1,394,250 that can only be used for construction costs. These additional non-Federal funds will cover the increased construction costs.

The table below provides a summary comparison of the Project budget.

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
PIDP Funds	\$11,154,002	80%	\$11,154,002	73%
Other Federal Funds				

Fund Source	Application		Schedule D	
	\$	%	\$	%
Non-Federal Funds	\$2,788,500	20%	\$4,182,750	27%
Total Future Eligible Project Costs	\$13,942,502	100%	\$15,336,752	100%
Total Project Costs	\$13,942,502	100%	\$15,336,752	100%

Other: None.

**SCHEDULE F
PIDP DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: **Rural**

2. Capital or Planning Designation.

Capital-Planning Designation: **Capital**

3. Funding Act.

Funding Act: **IIJA**

4. Discretionary or Community Project Funding.

Discretionary-CPF: **Discretionary**

5. Security Risk Designation.

Security Risk Designation: **Low**

SCHEDULE G
PIDP PERFORMANCE MEASUREMENT INFORMATION

Study Area: Aurora Harbor in Juneau, Alaska

Baseline Measurement Date: October 2, 2025 – October 1, 2026

Baseline Report Date: December 1, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Vessel Calls	Vessel type and/or freight capacity of the vessels calling to the area defined in the Project study area.	Quarterly
Travel Time Savings	Travel time savings for traffic measured over specified distance as defined by the Project study area. Variables include: queuing time or cross modal transport times.	Quarterly

SCHEDULE H LABOR AND WORK

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with the free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
X	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
X	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>

	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.
--	--

2. Supporting Narrative.

The Recipient's employees are represented through collective bargaining by MEBA (Marine Engineers' Beneficial Association). The Recipient provides a minimum of three paid internships to the University of Alaska Southeast for students interested in maritime job opportunities. Additionally, the Recipient requires all construction contracts greater than \$5 million to enter into Project Labor Agreements.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

CITY AND BOROUGH OF JUNEAU

_____	By: _____
Date	Signature of Recipient's Authorized Representative

	Name

	Title

MARAD SIGNATURE PAGE

MARAD, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION MARITIME
ADMINISTRATION

_____ By: _____
Date Signature of MARAD's Authorized Representative

Name

Title



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

August 12, 2025

City and Borough of Juneau
Attn: Carl Uchytel, Port Director
155 Heritage Way
Juneau, AK 99801

Subject: Letter of Award, FY26 Harbor Facility Grant Funds

Dear Mr. Uchytel:

Congratulations on successful funding of your application for the Department of Transportation and Public Facilities' Harbor Facility Grant Program. Upon execution of a harbor grant agreement with the department, the City and Borough of Juneau will receive a Tier II 50/50 matching harbor grant in the amount of \$1,394,250 for construction of the Aurora Harbor Drive Down Float project. These funds are 100% state general funds.

As a reminder, and as explained in the harbor grant instructions, the municipality will have six (6) months from the date of this Letter of Award to properly ratify and execute a mutually agreeable grant agreement with the department. Note if there is a change in your harbor project that affects the nature of the municipality's original application, then that could prevent us from executing a harbor grant agreement. It is also important to note that all open grant agreements for this facility must be completed and closed prior to executing an agreement for this project. If a grant agreement cannot be completed within that six-month period, the department may deny the award and select the next highest scoring proposal or award the funds in subsequent years. After the grant agreement is signed, the City and Borough of Juneau will have eighteen (18) months to complete the construction phase of the project.

Please contact Sarah Cripe, Waterways & Freight Planner, Alaska Department of Transportation and Public Facilities, Project Delivery Division, Office: 907-465-8769, Email: sarah.cripe@alaska.gov at your earliest convenience to discuss the grant agreement and the timing for your harbor project. We look forward to working with you on this important municipal harbor project. If you have any questions, please email at dot.harborgrants@alaska.gov or call 907-465-8769.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan F. Anderson".

Ryan F. Anderson, P.E.
Commissioner

Docks & Harbors Board Training 2026

CBJ LAW DEPARTMENT

SEALASKA Building, 2nd Floor, Suite 202
(907) 586-5242

Nicole Lynch, Assistant Municipal Attorney

The Basics

CBJ is a home rule city and borough.

- As defined in AS 29.04.010.
- Where the State retains certain powers the City and Borough cannot act independently. AS 29.10.200.

Laws to Guide You:

- CBJ Charter and Code
- Assembly Rules of Procedure
- Docks and Harbors Bylaws and Regulations
- Alaska Statutes
 - Title 29: Municipal Government
 - Open Meetings Act: AS 40.25.110

D&H Board Authority

- Board was created by CBJ Charter 3.21
- Authority granted and limited by CBJ Title 85
 - “... the...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...” CBJ 85.02.060(a).
 - CBJ 85.02.060 provides the general powers of the Board.
 - 9 members on Board of Directors.
 - Policy/Decision making board, aka Enterprise Board.

Open Meetings Act (OMA)

- ❖ All meetings open to the public
- ❖ Reasonable notice must be provided for meetings
- ❖ Public must have an opportunity to participate at regular and special meetings through public comment
- ❖ Executive session (generally for deliberation only)

Authority: AS 29.20.020, AS 44.62.310-312, Charter 3.12(d)

OMA: What *is* a Meeting?

❖ D&H Board Meetings

- (a) When **more than 3** members are present, and
- (b) consider a topic that the board is empowered to act upon.

❖ Advisory-only board (i.e. subcommittee)

- (a) a prearranged gathering of board members,
- (b) for the purpose of considering a topic that the body is empowered to act upon.

OMA: Best Practices

- ❖ Minimize private Board member discussions.
- ❖ “Serial” meetings: Avoid using “reply all” in email.
- ❖ Reasonable notice of meeting.
 - *24 hrs. min., more notice for complex issues*
- ❖ Make sure agendas include location and time.
- ❖ Actions taken in violation of OMA are voidable.
- ❖ Cure by completely redoing illegal action.
 - ❖ Conduct “a substantial and public reconsideration of the matters considered at the original meeting.” AS 44.62.310(f). A court may void all actions taken at an improper meeting. AS 44.62.310(g).

Alaska Public Records Act (APRA)

- **AS 40.25.110, Charter 15.7, CBJ 01.70**
- Two big rules:
 - 1) Every person has the right to inspect public records unless an exception applies.
 - 2) Strong presumption in favor of disclosure.
- Applies to CBJ emails, texts, documents, even if on your personal devices.
- **Best Practice: keep work at work, keep work on work devices, and don't use text messages for substance.**

Conflict of Interest (CBJC 01.45)

You are a municipal officer

You are prohibited from using your position to:

- ❖ Gain a benefit
- ❖ Secure employment or contracts
 - ❖ for yourself, your company, or your family.
- ❖ Take or withhold action if you have personal or financial interest
- ❖ Use CBJ time or equipment for personal or financial interest
- ❖ Vote or deliberate if you have a personal or financial interest

Violations are generally B misdemeanors

Conflict of Interest

➤ **Financial conflict of interest**

- Any interest held by the municipal officer or an immediate family member from which the person has received w/in 3yrs or expects to receive compensation (business, property, relationship)

➤ **Personal conflict of interest**

- Not a financial interest but includes any material exchange of promise, service, privilege, exemption, patronage, or advancement

Conflict of Interest: **Best Practice**

- ❖ If in doubt, contact your attorney
 - **Shield:** If you act consistent with attorney advice, then you are immune from personal liability
- ❖ Close calls, disclose in meeting
- ❖ Public Trust = be fair, transparent, and act in the public trust

Parliamentary Procedure

- The Rules:

1. Docks & Harbors Board Bylaws
2. Assembly Rules of Procedure
3. Robert's Rules of Order

- The Basics:

- Discussion
- Making a motion
- Objecting
- Voting on a motion
- Amendments

Resources

- **Department Staff**
- **City Clerk 586-5278**
 - City.Clerk@Juneau.gov
 - <https://juneau.org/clerk/boards-committees>
- **Law Department 586-5242**
 - Nicole.Lynch@juneau.gov



ECHO COVE LAUNCH RAMP FLOAT INSTALLATION PROJECT

Alaska Department of Transportation & Public Facilities
FY28 Municipal Harbor Facility Grant Application

Submitted By:



City and Borough of Juneau
Docks & Harbors
Carl Uchtyl, Port Director
155 Heritage Way
Juneau, Alaska 99801

Prepared By:



DOWL
9085 Glacier Highway, Suite 102
Juneau, Alaska 99801

August 19, 2026

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TABLE OF CONTENTS

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Block 5	Application
Block 6	Appendix C: Bill of Sale
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Block 8	Appendix E: 50% Match Funding
Block 9	Appendix F: Property Loss Insurance
Block 10	Appendix G: Preventative Maintenance Plan
Block 11	Appendix H: Finance Plan
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APPLICATION

Alaska Department of Transportation & Public Facilities



Application for a Harbor Facility Grant

SFY2028

*Please read the entire Grant Program's Instructions (Form DOT&PF H-27268) carefully before attempting to fill out this application to ensure full consideration. For each funding request, **submit one (1) complete copy of this application with all attachments.***

Harbor Facility Name: Echo Cove Launch Ramp

Municipality or Regional
Housing Authority: City and Borough of Juneau

Address: 155 Heritage Way
Juneau, Alaska 99801

Principal Contact: Carl Uchytel, Port Director

Phone & Email: 907-586-0294 carl.uchytel@juneau.gov

TYPE OF PROJECT AND FUNDING REQUEST

Eligible harbor facility items of work	Non-eligible harbor facility items of work
• Approach structures • Pilings and anchors • Access ramps and gangways • Float systems for permanent and transient moorage • Floating breakwaters • Utility systems integral to the float systems (specifically power, lights, fresh water, sewage pump out, and fire protection) • Launch ramps • Seaplane floats • Portable or trailer mounted equipment for firefighting, sewage pump out, oily bilge water, etc. • Other appurtenances necessary for the basic operation of the harbor facility • Third party contracts for construction management and inspection services • Safety ladder purchases and installation.	• Dredging, blasting or mechanical removal of harbor basin materials • Rubble-mound breakwaters and revetments • Dikes, groins, and jetties • Wharfs and docks for large commercial or tourist marine vessels (greater than 125 feet LOA) • Seawalls, bulkheads, sheet pile walls, gabions, and quays • Access roads and upland improvements • Boat houses • Commercial or privately owned utility systems on the float systems • Fuel and oil distribution systems • Platform floats for small buildings, restrooms, or commercial retail space • Landscaping and facility amenities, e.g., trash receptacles, used oil collection tanks, storage/locker boxes, etc. • Security or close circuit television video (CCTV) systems • Utility system improvements beyond the harbor facility limits, e.g., electrical and water/sewer line extensions to bring those services to the harbor facility • Harbormaster offices, buildings, offices, shops, boat yards or storage structures • Vessel hoisting machinery and boat haul-out systems • Planning and engineering studies, land acquisition or bidding documents, i.e. Plans and Specifications • Port or Barge Facilities

Alaska Department of Transportation & Public Facilities

REFERENCE THE INSTRUCTIONS (DOT&PF FORM H-27268)

(Block 1)

PROJECT SUMMARY – This is a brief summary describing the purpose and need for the project in a supportive narrative.

See Appendix A | Block 1: Project Summary

(Block 2)

a. Indicate if this application is for a Tier I or a Tier II grant.

b. Indicate the type of work project (check all that apply and indicate % of total project construction cost)

☐ Tier I application		☒ Tier II application	
☐ Major Maintenance	%	☐ Major Maintenance	%
☐ Major Repair or Replacement	%	☐ Major Repair or Replacement	%
		☒ Expansion	% 100
		☐ New Construction	%

(Block 3)

Cost Apportionment: Submit a breakdown of the amount and source of project funds for the construction phase of the project. The maximum amount for the proposed harbor grant amount is 50% of the total estimated project cost.

	AMOUNT	% of TOTAL	SOURCE OF FUNDS
a. Proposed harbor grant amount	\$600,000	50 %	Harbor Facility Grant Program (minimum amount is \$50,000)
b. Applicant's share of cost	\$600,000	50 %	CBJ Docks & Harbors Fund
c. Other State of Alaska funding		%	Only four state sources eligible
d. Amounts from federal sources		%	
e. Amounts from other sources		%	
f. Total estimated project cost	\$1,200,000	100 %	

Note: The maximum amount on Line 3a is **\$5 million per municipality or regional housing authority per fiscal year** [Ref: AS 29.60.820(a)]. Applications for two or more harbor facilities in the same year are acceptable as long as the maximum amount is not exceeded by the applicant.

(Block 4)

Scope, Schedule and Cost Estimate: Attach a detailed project scope, general layout drawing, project schedule and construction cost estimate.

See Appendix B | Block 4: Scope, Schedule & Cost Estimate

Anticipated Project Dates for the construction phase:

Start Date:	December 1, 2027	Complete Work:	June 1, 2028
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Alaska Department of Transportation & Public Facilities

PAST HARBOR FACILITY GRANT FUNDING

(Block 5)

What AS 29.60.800 administered harbor grant(s) were previously made toward this harbor facility?

DOT&PF Harbor Grant No.	Date the grant was awarded	Date the grant was closed

BASIC ELIGIBILITY REQUIREMENTS (Attach documentation supporting each response)

(Block 6)

Does the municipality or regional housing authority legally own the harbor facility?

[Ref: AS 29.60.810]

☒ yes ☐ no

(Block 7)

Is the project a capital improvement project and not part of a preventive maintenance program or regular custodial care program?

[Ref: AS 29.60.810(1)]

☒ yes ☐ no

(Block 8)

Does the municipality or regional housing authority have the required 50% local matching funds for construction of the project? [Ref: AS 29.60.810(2)]

☒ yes ☐ no

(Block 9)

Does the municipality or regional housing authority have adequate Property Loss Insurance or an adequate program of insurance for the harbor facility?

[Ref: AS 29.60.810(3)]

☒ yes ☐ no

(Block 10)

Does the municipality or regional housing authority have an existing Preventive Maintenance Plan? [Ref: AS 29.60.810(4)]

☒ yes ☐ no

(Block 11)

Is there documentation that the municipality or regional housing authority will adhere adequately to the preventive maintenance plan after completion of the proposed project?

☒ yes ☐ no

(Block 12) – To establish Tier I eligibility

a. Was the harbor facility once state-owned? [Ref: AS 29.60.820(b)]

☒ yes ☐ no

b. If yes, please include a copy of the Bill of Sale (or a Deed) and fill in the date when the state transferred the harbor facility to the municipality or regional housing authority

Date 06/25/2002

MINIMUM REQUIRED RATING CRITERIA (Attach documentation supporting each response)

(Block 13)

Does the municipality or regional housing authority have sufficient revenues to operate and maintain the harbor facility in the future without further state assistance; including total replacement at the end of its design life?

☒ yes ☐ no

Alaska Department of Transportation & Public Facilities

[Ref: AS 29.60.820(c)(1)]

(Block 14)

Does this project address public safety or emergency factors?

☒ yes ☐ no

[Ref: AS 29.60.820(c)(2)]

(Block 15)

How much money has the municipality or regional housing authority spent on maintenance of this harbor facility and what were the funds used for?

Current FY \$ 2,140
Last 5 yrs \$ 8,600

[Ref: AS 29.60.820(c)(3)]

(Block 16)

Has the municipality or regional housing authority explored options that would reduce or eliminate the need for the proposed project?

☒ yes ☐ no

[Ref: AS 29.60.820(c)(4)]

(Block 17)

Does this project include the installation of new safety ladders?

☒ yes ☐ no

If no, do safety ladders already exist on the structure and are currently in serviceable condition?

☐ yes ☐ no

ATTACHMENTS CHECKLIST

(Block 18)

Please review the application to see that it is complete, and that a minimum of one copy is provided, digital copies are acceptable. Please ensure that all attachments are provided and clearly identified (see Section B of the Grant Program's Instructions). Answers to questions 13 through 16 are scored; failure to provide attached responses to these questions will influence the ranking of your grant application.

- ☒ Indicated the kind of tier that this application for a Tier I or II grant (Block 2)
- ☒ Amount of Harbor Facility Grant (Block 3)
- ☒ Source(s) of local match (Block 3)
- ☒ Plan view drawing (Block 4)
- ☒ Detailed project scope, schedule and budget (Block 4)
- ☒ Proof of harbor facility ownership (Block 6)
- ☒ Documentation that project is a capital improvement (Block 7)
- ☒ Municipality or regional housing authority has the required 50% local match (Block 8)
- ☒ Proof of adequate Property Loss Insurance (Block 9)
- ☒ Documentation of the Preventive Maintenance Plan (Block 10)
- ☒ Proof that harbor facility was once state-owned (Block 12)
- ☒ Documentation that lists the sources and amounts of the Finance Plan, including backup documentation such as letters of award from eligible federal, state, local and private sources (Block 13)
- ☒ Documentation of public safety or emergency factors (Block 14)

Alaska Department of Transportation & Public Facilities

- ☒ Documentation of past maintenance expenditures (Block 15)
- ☒ Documentation of options explored (Block 16)
- ☒ Map of Safety Ladder locations (Block 17)
- ☒ Application signed by an authorized representative (Block 19)
- ☒ Resolution of support (optional but encouraged)

CERTIFICATION

(Block 19)

I hereby certify that I am an authorized municipal or regional housing authority representative, that this application's information is true and correct to the best of my knowledge, that the application has been prepared under the direction of the appropriate local or municipal governing agency, and that this application is submitted in accordance with law. In addition, by signing this application, I agree that I have reviewed and will abide by the Department of Transportation & Public Facilities' "Instructions for completing the Harbor Facility Matching Grant Application" (Form DOT&PF H-27268) and AS 29.60.800 et seq. I understand that failure to comply with this certification will be cause for the Department to withhold a grant award or withdraw a grant offer that may have been extended.

X *Carl Uchytel*

Signature of Authorized Representative

Carl Uchytel, PE, City & Borough of Juneau - Port Director

(Typed Name and Title of Authorized Representative)

Alaska Department of Transportation & Public Facilities

Sample Resolution for a Harbor Facility Grant:

[MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY]

RESOLUTION NO. _____

A RESOLUTION OF THE [ASSEMBLY/COUNCIL] OF THE [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY], FORMALLY SUBMITS A HARBOR FACILITY GRANT APPLICATION TO THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF) IN THE AMOUNT OF [GRANT AMOUNT] FOR THE PROJECT ENTITLED [PROJECT NAME].

WHEREAS, the State of Alaska, Department of Transportation and Public Facilities administers the Harbor Facility Grant Program; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] owns and maintains the [HARBOR NAME] and the [HARBOR NAME] is eligible for a Harbor Facility Grant; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] has the required 50% in local matching funds for construction of the [PROJECT NAME] per the Harbor Facility Grant Program; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] is capable of completing the [PROJECT NAME] within eighteen (18) months after award of a Harbor Facility Grant; and

WHEREAS, the [HARBOR NAME] is critical to the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY];

NOW, THEREFORE, BE IT RESOLVED by the [ASSEMBLY/COUNCIL] of the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] that the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] supports the project entitled [PROJECT NAME] and agrees, subject to available Alaska Legislative funding and selection by DOT&PF, to enter into a grant agreement with the State of Alaska, Department of Transportation and Public Facilities for a Harbor Facility Grant.

Mayor/City Manager/Official (Authorizing Signature)

Attested by _____
City Clerk/Secretary

APPENDIX A

Block 1: Project Summary

The following pages contain a brief project description and statement of need.



PROJECT SUMMARY

Description and Statement of Need

CBJ Docks & Harbors is seeking Alaska Department of Transportation & Public Facilities (DOT&PF) Harbor Facility Grant funding to construct the Echo Cove Launch Ramp Float Installation Project. The goal of this project is to upgrade the existing Echo Cove launch ramp by adding a boarding float system to improve subsistence, sport, and general outdoor access for Southeast Alaska residents and visitors. The project also has the goal of improving overall utility of the facility by providing access for larger vessels and other transportation/industrial users. Once built, this project will also result in improvements to safety, efficiency, and capacity at the facility.

Figure 1: Location of Echo Launch Ramp



Echo Cove is CBJ's northernmost facility located at mile marker 41 along Glacier Highway (Figure 1). The facility operates as a public boat launch and provides access to Berners Bay, the Endicott River, and upper Lynn Canal. Hunters and trappers use this site throughout the year.

In the winter, the facility is primarily used by trappers; in the spring and summer, it is used by boaters, fisherman, and bear hunters; and in the fall, it is used by individuals hunting moose, mountain goat, and Sitka black-tailed deer. In the winter the site is also used by the Goldbelt Incorporated ferry to bring miners to and from the Kensington mine. The site is typically used to launch small 16- to 24-foot-long vessels. The existing facility, which was built in 1990, consists of a single-lane ramp made of precast concrete planks with boulders positioned on either side of the ramp that act as a breakwater (Figure 2).

Figure 2: Existing Echo Cove Launch Ramp Facility



The Echo Cove launch ramp facility currently lacks a boarding float, making boarding and disembarking vessels inherently unsafe and physically demanding. Users must either climb down a ladder in the parking lot and ride a vessel down the launch ramp on a trailer, or wade into cold tidal waters and physically hoist themselves over the gunwale. Both options require significant physical strength and balance, expose users to slips and falls, and create a high risk of injury – particularly for older users, those with limited mobility, or during adverse weather conditions. These conditions are not only hazardous, but undignified, and fall short of basic safety expectations for a public marine facility.

The absence of a boarding float also limits operational efficiency and overall usability. Launching and retrieving vessels is slow and congested because only one vessel can safely occupy the ramp at a time, and there are no designated locations for vessels to secure themselves while waiting. This makes it impossible to safely load or unload passengers or supplies while afloat and prevents safe operations during extreme low tides, reducing reliability when the facility is most needed.



Additionally, while shoreline boulders provide some wave attenuation, they pose a significant hazard to users maneuvering trailers and vessels – especially in low tides and high winds. A boarding float would provide a controlled, stable interface between land and water, guiding vessels safely down the ramp, offering secure tie-up points, and eliminating the need for users to jump on or off vessels, greatly reducing the risk of injury and improving safety and efficiency at the facility.



APPENDIX B

Block 4: Scope, Schedule, and Cost Estimate

The following pages contain a detailed project scope, schedule, and cost estimate.



Block 4

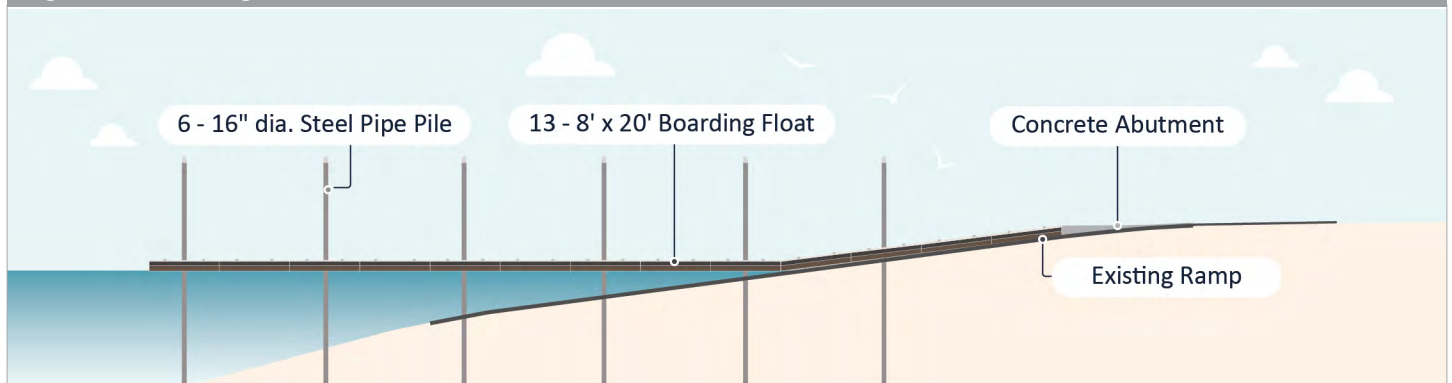
SCOPE

The purpose of this project is to upgrade the existing Echo Cove launch ramp by adding a boarding float system to improve public and commercial access to upper Lynn Canal and the surrounding areas (see Figure 3). Once completed, this work will improve overall utility, safety, efficiency, and capacity of the facility.

Work to complete the Echo Cove Launch Ramp Float Installation Project includes:

- New concrete abutment
- 13 New 8' x 20' boarding floats
- 6 new 16" diameter steel piles
- New safety ladder

Figure 3: Boarding Float Elevation



Federal, State and Local Permits

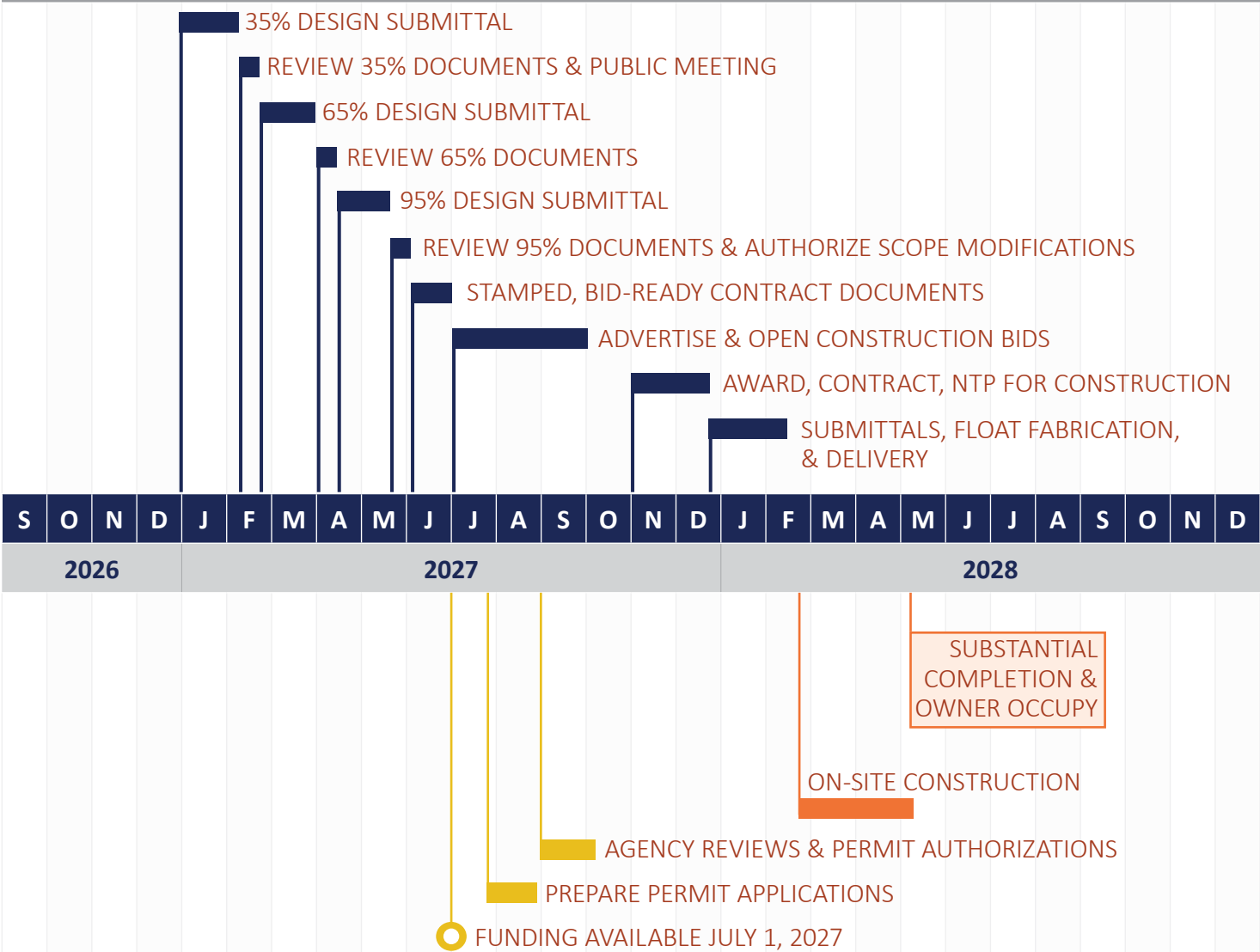
Environmental permitting will include preparation of the applicable USACE Nationwide Permit request and supporting information necessary for the Corps to address Endangered Species Act Section 7, National Historic Preservation Act Section 106, Essential Fish Habitat, and other applicable federal requirements associated with its permit action. The project will also be evaluated independently for compliance with the Marine Mammal Protection Act. If pile driving or other construction activities are anticipated to result in marine mammal harassment, CBJ will obtain an Incidental Harassment Authorization from NMFS and implement the required monitoring, mitigation, shutdown, and reporting measures. If marine mammal protections apply, CBJ will implement AK SLOPES best management practices, including a Protected Species Observer and shutdown procedures during pile driving.



PROJECT SCHEDULE

The construction schedule will depend on the CBJ’s ability to acquire DOT&PF matching grant funds. Match funding has been identified and will be appropriated into the project account upon notice of successful grant award. If grant funding is obtained, construction will take place between December 1, 2027 and June 1, 2028, as demonstrated in Figure 4.

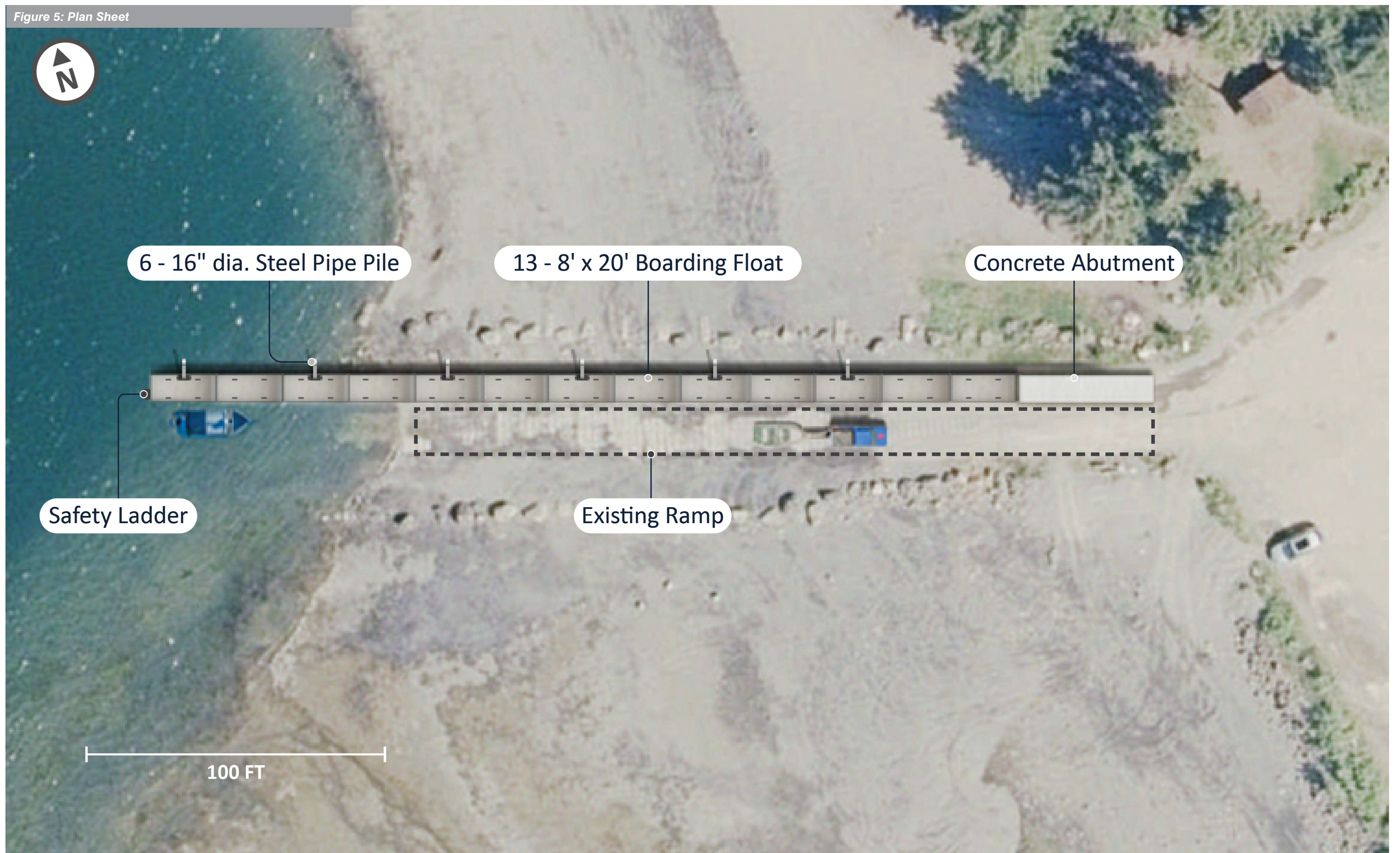
Figure 4: Proposed Project Schedule



COST ESTIMATE

The enclosed project cost estimate provides cost summaries for estimated construction bids, indirect costs, and a total recommended project budget of \$1,200,000.

Figure 5: Plan Sheet



Echo Cove Launch Ramp Float Installation Project
CBJ
Juneau, Alaska

Engineer's Opinion of Probable Construction Cost

Boarding Float Installation (Preliminary)
August 13, 2026

Item No.	Item	Est. Unit	Quantity	Unit Price	Total Price
10	Mobilization and Demobilization	LS	1	\$ 65,947.00	\$ 65,947.00
20	Construction Surveying	LS	1	\$ 15,000.00	\$ 15,000.00
30	Erosion, Sediment, and Pollution Control Without CGP Coverage	LS	1	\$ 5,000.00	\$ 5,000.00
40	Riprap, Class 1	CY	38	\$ 100.00	\$ 3,800.00
50	Common Excavation	CY	38	\$ 50.00	\$ 1,900.00
60	Structure Excavation	CY	20	\$ 60.00	\$ 1,200.00
70	Structural Fill	CY	13	\$ 250.00	\$ 3,250.00
80	Class A Concrete	LS	1	\$ 92,000.00	\$ 92,000.00
90	Reinforcing Steel	LS	1	\$ 13,600.00	\$ 13,600.00
100	Timber Float	LS	1	\$ 416,000.00	\$ 416,000.00
110	Pile, Furnished 16" x 0.500"	LF	306	\$ 120.00	\$ 36,720.00
120	Pile, Driven 16" x 0.500"	EA	6	\$ 5,500.00	\$ 33,000.00
130	Drilled Rock Socket	EA	6	\$ 6,000.00	\$ 36,000.00
140	Safety Ladders	EA	1	\$ 2,000.00	\$ 2,000.00
SUBTOTAL					\$ 725,417.00
SUB-TOTAL OF ITEMS					\$ 725,417.00
PE Services @ 20.0%					\$ 145,083.40
CE Services @ 15.0%					\$ 108,812.55
Subtotal					\$ 979,312.95
Contingencies @ 30.0%					\$ 217,625.10
TOTAL COST ESTIMATE					\$ 1,196,938.05

Notes:
Mobilization includes barge and crane rentals.
PE services include estimated permitting cost.



APPENDIX C

Block 6 and Block 12: Bill of Sale

The following pages contain supporting documentation detailing CBJ's ownership of Echo Cove, which includes the executed Tidelands Patent, signed on June 25, 2002.





State of Alaska



Tidelands Patent

No. 4 1 7

Know Ye By These Presents that the Grantor, the STATE OF ALASKA, DEPARTMENT OF NATURAL RESOURCES, 550 West 7th Avenue, Suite 1050A, Anchorage, Alaska 99501-3579, pursuant to AS 38.05.825 and the regulations promulgated thereunder, for good and valuable consideration, grants and conveys to the Grantee, the CITY AND BOROUGH OF JUNEAU, whose mailing address of record is 155 South Seward Street, Juneau, Alaska 99801, Grantee's successors and assigns, those tidelands lying seaward of the mean high tide lines in Echo Cove, Favorite Channel, Auke Bay, and Gastineau Channel situated in the Juneau Recording District, State of Alaska, and described as follows:

LOT 2 OF ALASKA TIDELANDS SURVEY NO. 7, CONTAINING 1.607 ACRES, MORE OR LESS, ACCORDING TO THE SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON JANUARY 11, 2001, AS PLAT 2001-8.

Subject to a tideland lease, ADL 2193.

ALASKA TIDELANDS SURVEY NO. 33, CONTAINING 1.247 ACRES, MORE OR LESS, ACCORDING TO THE SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON JANUARY 11, 2001, AS PLAT 2001-6.

Subject to a tideland lease, ADL 2480.

LOTS 1 AND 3 OF ALASKA TIDELANDS SURVEY NO. 43, CONTAINING 4.364 ACRES, MORE OR LESS, ACCORDING TO THE SURVEY PLAT RECORDED IN THE JUNEAU RECORDING DISTRICT ON JANUARY 11, 2001, AS PLAT 2001-5.

Page 1 of 6

APPENDIX D

Block 7: Capital Improvement Project

The following pages contain supporting documentation demonstrating that the Echo Cove Launch Ramp Float Installation Project is a Capital Improvement Project (CIP).



Block 7

CAPITAL IMPROVEMENT PROJECT

CBJ Docks and Harbors' six-year Capital Improvement Plan (CIP) for fiscal years 2026-2031 is included below. The Echo Cove Launch Ramp Float Installation Project is a currently planned CIP and ranked fifth priority in the overall plan. Pricing in the CIP has not yet been updated to reflect current construction costs. See Appendix B for an up-to-date cost estimate for this project.

Figure 9: Dock and Harbor's 2026-2031 CIP

CBJ Capital Improvement Program

Fiscal Years 2026-2031

FY 2026 CIP PROJECTS					
Priority	Project	Funding Source	Amount	Description	Sustainability Element
Docks & Harbors					
1	Aurora Harbor Drive Down Float	Unscheduled Funding	\$ 11,200,000	Funding to construct a new downtown drive down float and vehicle bridge, as well as incorporate two new 5-ton electric cranes to serve the commercial fishing fleet and improve freight transportation.	
		Docks and Harbors Fund	\$ 2,800,000		
2	Statter Breakwater	Docks and Harbors Fund	\$ 600,000	Feasibility Cost Analysis Study is currently underway by the US Army Corps of Engineers to recapitalize the aging, existing breakwater. Local sponsor (CBJ) is required to pay 50% over 3 years of the study. FY26 is year two.	Project calls for replacing existing infrastructure.
3	Statter Harbor - Zinc Anodes	Unscheduled Funding	\$ 500,000	Statter Harbor Phase I and Phase IIIB were constructed without zinc anode due to funding limitations. Project will extend the useful life of the installed piling. ADOT Harbor Grant request for this project.	Maintenance project to extend life of structure
4	Secure Storage - Little Rock Dump	Docks and Harbors Fund	\$ 300,000	Project would construct secure (fence, lighting, camera) for commercial fishermen/commercial maritime users to store equipment on CBJ property not fully utilized.	
5	Echo Cove Launch Float – Pittman Robertson Grant	Unscheduled Funding	\$ 200,000	Existing facility does not have float. This improvement would benefit sport fishermen, hunters and Goldbelt's ferry to Kensington Mine which uses the facility during adverse weather conditions in the winter.	
6	Shore Power	Port Development Fees	\$ 3,000,000	Project to electrify one of the CBJ owned berths.	Project would reduce greenhouse gases
7	Downtown Piling Inspection	State Marine Passenger Fees	\$ 200,000	Project would inspect all the downtown CBJ-owned piling to determine useful life remaining.	Project calls for replacing existing infrastructure.
8	Downtown Seawalk Cameras	State Marine Passenger Fees	\$ 1,000,000	Recapitalize existing Seawalk security cameras.	
9	Statter Harbor Phase IIID - Curb, Gutter & Paving	Docks and Harbors Fund	\$ 500,000	Project would complete the Statter Phase III phase by providing curb, gutter, paving and Seawalk improvement to bus parking lot.	
D & H Total Funding			\$ 20,300,000		



APPENDIX E

Block 8: 50% Match Funding

CBJ will fund the 50% match required for the grant in the form of municipal monies from the Juneau Marine Passenger Fees and Harbors Fund. The CBJ Docks & Harbors Board have identified \$600,000 dollars in available funding for the Echo Cove Launch Ramp Float Installation Project.

The following pages contain a letter from Angie Flick, CBJ Finance Director, demonstrating that the funding sources have been approved.





August 11, 2026

Sarah Cripe
Statewide Project Delivery
Alaska DOT&PF
P.O. Box 112500
Juneau, AK 99811-2500

155 Heritage Way
Juneau, AK 99801
Phone: (907) 586-5215

SUBJECT: Echo Cove Grant Application

Dear Ms. Cripe:

Port Director, Carl Uchytel, has requested that I provide you with additional information in support of the City and Borough of Juneau's (CBJ) grant application. The CBJ provides a wide variety of public services that are not or cannot practically be provided by the private sector. One of the important services provided by the CBJ are our public small boat harbor facilities. The CBJ manages our harbor facilities through an Assembly appointed nine-member Docks and Harbors Board.

Due to Juneau's location in southeast Alaska on the Inside Passage, small boat harbor facilities are considered necessary from a public and economic standpoint. These facilities support recreational and commercial boating activities to both residents and nonresidents.

In response to the public's need for long-term recreational and commercial small boat harbor facilities, the Docks and Harbors Board has prepared plans which identify a few improvements needed for the small boat harbor facilities. One of the identified is the installation of a launch ramp float at Echo Cove.

In response to this need, the City and Borough Assembly and Docks and Harbors Board have identified \$600,000 in available funding for match for this capital project as follows:

Harbors (Enterprise) Fund	\$600,000	Docks & Harbors Board Identified
---------------------------	-----------	----------------------------------

Please let me know if you have any questions or if I can provide additional information.

Sincerely,

Angie Flick
Finance Director
Angie.Flick@juneau.gov

APPENDIX F

Block 9: Property Loss Insurance

On the following pages, please find supporting documentation detailing that CBJ holds adequate property loss insurance for the replacement costs associated with the Echo Cove Launch Ramp Float Installation Project.





EVIDENCE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY)

7/8/2026

THIS EVIDENCE OF PROPERTY INSURANCE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE ADDITIONAL INTEREST NAMED BELOW. THIS EVIDENCE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS EVIDENCE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE ADDITIONAL INTEREST.

AGENCY Seattle-Alliant Insurance Services, Inc. 401 Union St, 31st Floor Seattle, WA 98101		PHONE (A/C, No, Ext): 919-260-5021	COMPANY National Fire & Marine Insuran	
		License#: 0C36861		
FAX (A/C, No):	E-MAIL ADDRESS: maria.cabral@alliant.com			
CODE:	SUB CODE:			
AGENCY CUSTOMER ID #: JUNEAU0-01				
INSURED City and Borough of Juneau 155 Heritage Way Juneau AK 99801			LOAN NUMBER	POLICY NUMBER APIP2627
			EFFECTIVE DATE 07/01/2026	EXPIRATION DATE 07/01/2027
			☐ CONTINUED UNTIL TERMINATED IF CHECKED	
THIS REPLACES PRIOR EVIDENCE DATED:				

PROPERTY INFORMATION

LOCATION/DESCRIPTION

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS EVIDENCE OF PROPERTY INSURANCE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

COVERAGE INFORMATION

PERILS INSURED

BASIC

BROAD

☒

SPECIAL

COVERAGE / PERILS / FORMS	AMOUNT OF INSURANCE	DEDUCTIBLE
Blanket Building and Personal Property Coverage / All Risk / Special Form	\$500,000,000	\$500,000
Flood - All Flood Zones Excluding A & V	\$20,000,000	\$500,000
Flood - Flood Zones A & V	\$20,000,000	\$500,000
Unscheduled Fine Arts	\$2,500,000	\$500,000

REMARKS (Including Special Conditions)

"All Risk" of direct physical loss or damage and all extensions and sublimits of coverage per PEPiP manuscript policy form. Subject to policy terms, conditions and exclusions.

Evidence of Coverage.

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

ADDITIONAL INTEREST

NAME AND ADDRESS City and Borough of Juneau 155 S. Seward Street Juneau, AK 99801	☐	ADDITIONAL INSURED	☐	LENDER'S LOSS PAYABLE	☐	LOSS PAYEE
	☐	MORTGAGEE				
	LOAN #					
	AUTHORIZED REPRESENTATIVE Brian A. White					

ACORD 27 (2016/03)

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APPENDIX G

Block 10: Preventative Maintenance Plan

CBJ understands the importance of a preventative maintenance program and its effect on the quality and safety of our public harbor facilities. CBJ Docks & Harbors has developed the Juneau Docks & Harbors Maintenance Manual to assist with the maintenance and operation of the Juneau Harbor facilities. The document serves as a guide to systematically develop, monitor, and evaluate the condition of the harbor facilities. The manual is attached in its full form on the following pages.





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-5255 Phone

DATE: August 17, 2026

FROM : Matthew D. Sill, P.E. Port Engineer

SUBJECT: Echo Cove Maintenance

The Echo Cove Launch Ramp is located at the northern terminus of Glacier Highway, approximately 41 miles from downtown Juneau at the very end of the City and Borough of Juneau's road system. As the northernmost boat launch facility maintained by CBJ, its remote location — nearly an hour's drive from town — requires a dedicated commitment of staff time and travel to keep the facility safe, clean, and functional for public use. The facility includes a gravel parking lot, a concrete plank launch ramp, trash receptacles, a pit toilet, and a small adjacent campground, all of which see regular use from local boaters, anglers, and kayakers accessing Berners Bay and the surrounding waters.

To maintain this facility, staff make daily trips out the road to empty trash receptacles and verify that launch ramp permits are current and properly displayed. During these visits, staff also conduct a general site inspection, identifying any developing maintenance issues — such as damaged signage, ramp deterioration, or sanitation concerns — so they can be addressed promptly before they become larger problems. This regular presence, despite the distance involved, ensures the facility remains in good working order for the public between more extensive maintenance efforts.

In addition to daily upkeep, staff perform major maintenance twice each year, in the spring and fall. This seasonal work includes cleaning the concrete plank boat ramp, repositioning boulders along the sides of the launch ramp to maintain proper bank stabilization and vehicle guidance, grading the gravel parking lot to address rutting and drainage issues, and replacing worn or damaged signage. Together, the daily and seasonal maintenance efforts reflect the sustained investment required to keep this remote, high-value facility safe and accessible for the boating public.

DOCKS AND HARBORS MAINTENANCE MANUAL

Developed By:
City and Borough of Juneau
Docks and Harbors

Revised July 2020



APPENDIX H

Block 11 and Block 13: Finance Plan

On the following pages, please find CBJ Docks & Harbors' Revenue Expense Projection report to serve as supporting documentation that CBJ plans to adhere to the Preventative Maintenance Plan after completion of the Echo Cove Launch Ramp Float Installation Project.



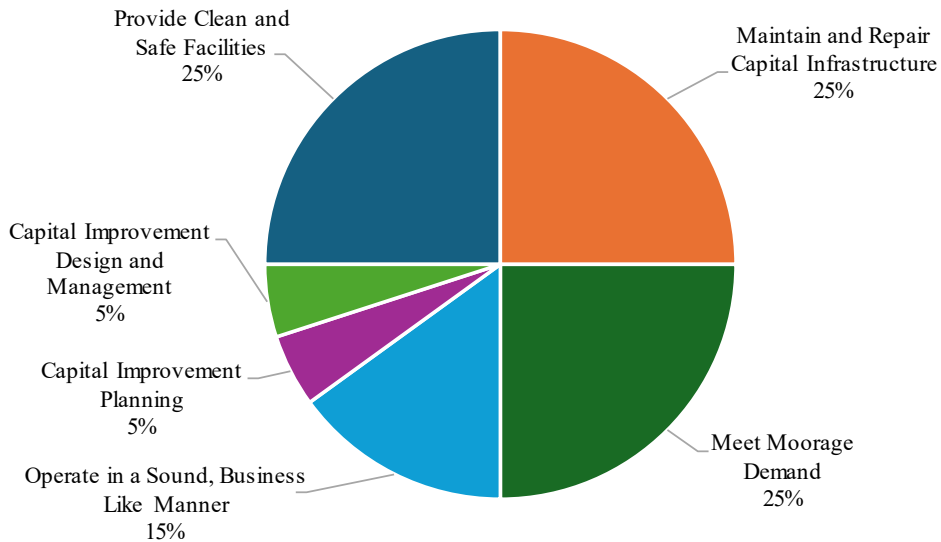
HARBORS

HARBORS MISSION STATEMENT

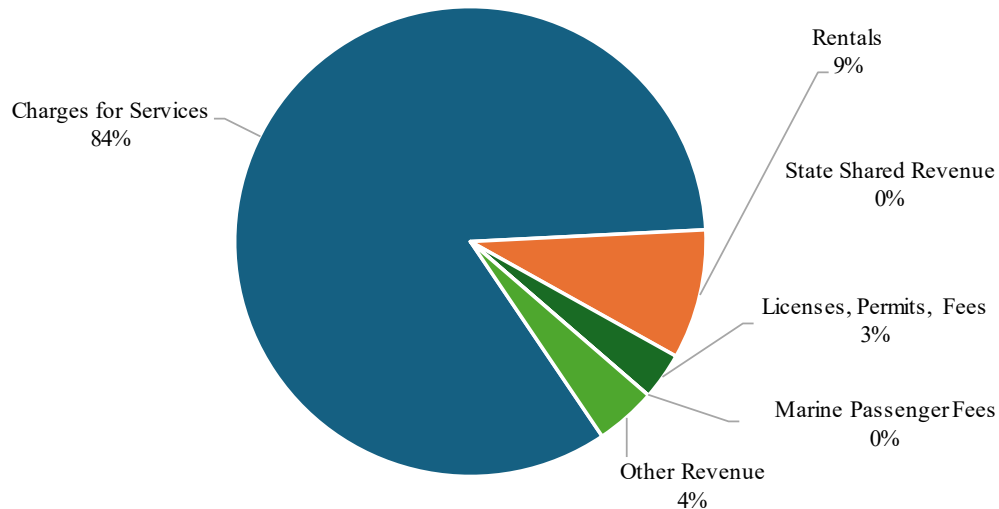
The CBJ Docks and Harbors Board develops and provides services to promote and accommodate marine related commerce, industry, fisheries, recreation, and visitors.

FY27 PROPOSED BUDGET FOR HARBORS \$ 7,710,300

CORE SERVICES COMBINED FOR DOCKS AND HARBORS



FUNDING SOURCES COMBINED FOR DOCKS AND HARBORS



See the Glossary for definitions of terms.

HARBORS

COMPARATIVES

	FY25	FY26			FY27
	Actuals	Adopted Budget	Amended Budget	Projected Actuals	Proposed Budget
EXPENDITURES					
Personnel Services	\$ 1,982,700	2,248,500	2,335,000	2,279,500	2,277,000
Commodities and Services	1,983,800	2,574,100	2,574,100	2,531,200	2,626,800
Debt Service	5,665,200	699,100	699,100	561,300	581,500
Support to:					
Capital Projects	2,400,000	3,700,000	3,700,000	3,700,000	2,225,000
Total Expenditures	12,031,700	9,221,700	9,308,200	9,072,000	7,710,300
FUNDING SOURCES					
Charges for Services	4,311,300	4,825,000	4,825,000	4,825,000	4,925,000
Licenses, Permits, and Fees	498,400	420,000	420,000	431,900	431,900
Rentals and Leases	854,900	1,384,900	1,384,900	1,184,900	1,184,900
State Shared Revenue	453,300	450,000	450,000	357,400	-
Fines and Forfeitures	19,200	12,000	12,000	12,000	15,000
Investment and Interest Income/(Loss)	1,117,600	249,900	249,900	343,800	272,800
Bond Proceeds	4,750,900	-	-	-	-
Other Revenue	84,300	-	-	-	-
Total Funding Sources	12,089,900	7,341,800	7,341,800	7,155,000	6,829,600
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	866,300	455,900	455,900	455,900	455,900
Increase (Decrease) in Reserve	(410,400)	-	-	-	-
End of Period Reserve	\$ 455,900	455,900	455,900	455,900	455,900
Available Fund Balance					
Beginning of Period	3,943,800	4,002,000	4,002,000	4,002,000	2,085,000
Increase (Decrease) in Fund Balance	58,200	(1,879,900)	(1,966,400)	(1,917,000)	(880,700)
End of Period Available	\$ 4,002,000	2,122,100	2,035,600	2,085,000	1,204,300
STAFFING	17.95	17.95	17.95	17.95	17.95

BUDGET HIGHLIGHTS

The Harbors FY27 Proposed Budget shows a decrease from the FY26 Amended Budget of \$1,597,900 (17.2%).

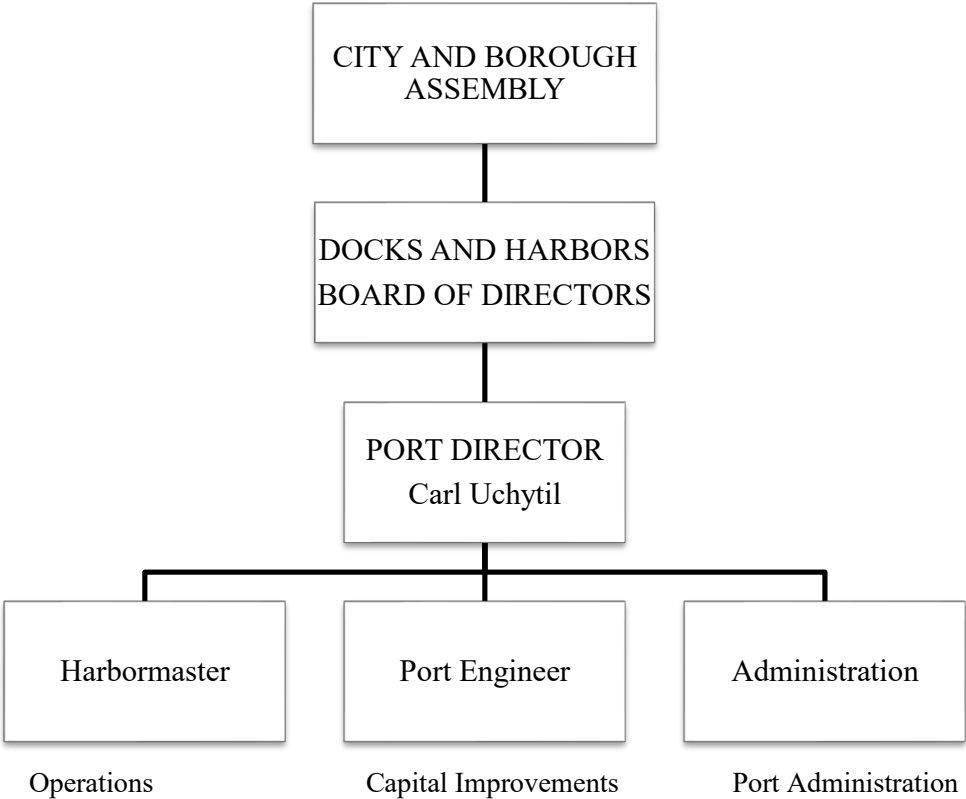
The significant budgetary changes include:

FY27 Proposed Budget

- Personnel Services decreased \$58,000 (2.5%) due to longevity staff turnover and a reduction in Worker's Compensation claims.
- Commodities and Services increased \$52,700 (2.0%) due to increased contractual services.
- Debt Service decreased \$117,600 (16.8%) due to scheduled debt service payments.
- Support to Capital Projects decreased \$1,475,000 (39.9%) due to fewer planned capital infrastructure maintenance and upgrades.

HARBORS

FUNCTIONAL ORGANIZATION CHART



APPENDIX I

Block 14: Safety Issues

This section describes how the project will address safety issues with the current harbor facility.



SAFETY ISSUES

Promoting and continuing safe use of harbor facilities is a top priority of the City and Borough of Juneau Docks and Harbors. Maintaining safe harbors is vital because of the increased use of Juneau harbor facilities by many users with conflicting interests. Commercial and recreational use of our harbor facilities is on the increase and presents increasing safety issues for the CBJ. Staff members, along with the Harbors Board hold regular monthly meetings which are noticed to the public. Public comments are received through discussions of the various issues, which results in full public participation in developing safety standards for use in Juneau Harbors.

- Installing a boarding float will improve safety by providing a guide down the ramp and a place to secure vessels.
- The boarding float will eliminate the need for users to jump from their vessels, which will reduce the risk of injury.
- The boarding float will also improve safety by reducing congestion.
- The boarding float will extend approximately 80 feet past the concrete launch ramp which will allow launching and retrieving to occur even during extreme low tide events. This improves safety by reducing the chance of vessels grounding.
- The boarding float will also improve access for users with limited mobility and other individuals who cannot safely launch a vessel without a boarding float.

Figure 7: Existing Echo Cove Launch Ramp



APPENDIX J

Block 15: Past Maintenance Expenditures

On the following pages, please find supporting documentation detailing the past maintenance expenditures of CBJ for Echo Cove.





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

Port of Juneau

August 18, 2026

To: Alaska Department of Transportation and Public Facilities

From: Matthew D. Sill, P.E.
Port Engineer

Reference: Municipal Harbor Facility Grant Application – Echo Cove Launch Ramp
Float Installation Project

The FY28 Municipal Harbor Facility Grant Application requests documentation concerning past maintenance expenditures and the nature of maintenance performed. Maintenance tasks required at this facility include opening and closing the facility for the peak season and pumping pit toilets as required. The following provides the breakdown of expenditures:

FY26	Echo Cove*
Maintain and Repair Capital Infrastructure:	\$2,140
Last Five Years	
Maintain and Repair Capital Infrastructure	\$8,600

* Costs based on prorated infrastructure expenditures

APPENDIX K

Block 16: Range of Options

The following pages contain documentation demonstrating the full range of options CBJ evaluated for this project.



RANGE OF OPTIONS

Float Replacement

Three options were considered for this project.

- **Option 1:** no-build
- **Option 2:** boarding float installation
- **Option 3:** larger facility

Although Option 1 has less associated costs, leaving the facility in its current state is not viable for CBJ. Improvements to the Echo Cove launch ramp, specifically the addition of a boarding float, are necessary to provide safe and reliable access for the public and other transportation/industrial users who depend on marine transportation to reach areas not served by the road system. The absence of a boarding float limits usable tide windows, creates congestion during peak hunting seasons, and increases the risk of injury and equipment damage. A boarding float would significantly improve operational efficiency, safety, and accessibility at this site.

Option 3 involves upgrading the facility with a paved parking lot, bathrooms, potable water access, and electrical access. This option also includes installing a boarding float and new precast concrete planks to increase the width of the launch ramp. This option would substantially improve the usability of the facility. However, the large cost of Option 3 may not be fully justified for the current number of users.

Option 2 is the preferred option because it addresses the critical needs of the facility. Option 2 can also be designed to allow for the future improvements identified in Option 3.





DOCKS & HARBORS OPERATIONS & PLANNING COMMITTEE MINUTES

May 20, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

A. CALL TO ORDER:

Chair Orr called the meeting to order at 5:00 PM.

B. ROLL CALL:

Present: James Becker, Matthew Leither, Mark Ridgway, Shem Sooter and Nick Orr (Chair)

Absent: Tyler Emerson, Clayton Hamilton, Robert Horchover, Annette Smith

Also in Attendance: Port Director Carl Uchtyl, Harbormaster Matthew Creswell, and Port Engineer Matthew Sill.

Presenters/Consultants: Brandon Ivanowicz, PND Engineers; Brian Myers, Morris Engineering

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES: None

1. MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED:

Mr. Ridgway moved to approve the agenda with unanimous consent.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS: None

E. APPROVAL OF MINUTES:

2. April 22, 2026 Minutes:

Mr. Ridgway moved to approve minutes. The Chair requested unanimous consent.
Minutes approved.

F. UNFINISHED BUSINESS: None

G. NEW BUSINESS:

3. 2027 ADOT Harbor Facility Grant Application

Presentation by Port Director:

Port Director Uchtyl presented information on the 2027 ADOT Harbor Facility Grant Application. He stated the Notice of Funding Opportunity had not yet been issued by DOT, but applications are typically due in early August. He reviewed eligible project types, including approach docks, floating breakwaters, and launch ramps, and noted that dredging, fixed breakwaters, boathouses, and buildings are generally ineligible.

Port Director Uchtyl stated Docks & Harbors has received approximately \$20 million from the program since its inception in 2006 and currently has approximately \$1.4 million in grant match funding for the Aurora Drive Down Float. He stated the grant program is

generally a 50/50 match program and asked the Committee for direction on which projects, if any, staff should prepare for application.

a. Committee Questions:

Committee members discussed whether Echo Cove would be an eligible project. Port Director Uchytel stated Echo Cove appeared to be a viable project and could potentially be coordinated with the Pittman-Robertson Hunter Access grant.

The Committee discussed possible Statter Harbor projects, including zinc anodes and replacement of the older horseshoe float. Port Director Uchytel stated the horseshoe replacement and zinc anodes could potentially be combined as one project, but noted that a larger project request may affect competitiveness depending on available funding.

Harbormaster Creswell discussed recent photographs showing significant deterioration in the Statter Harbor horseshoe piling. Staff noted that visible infrastructure deterioration could strengthen a grant application because grant scoring considers project need and condition.

The Committee also discussed the age and condition of Statter Harbor infrastructure, the useful life of anodes, potential project timing, and whether the horseshoe replacement would conflict with future breakwater work. Port Director Uchytel stated the horseshoe replacement likely could proceed without conflicting with the breakwater project.

b. Public Comment: None

c. Committee Discussion/Action:

The Committee discussed possible direction of staff. Members generally supported staff further evaluating a combined Statter Harbor horseshoe replacement and zinc anode project, while also continuing to consider an Echo Cove project.

Committee members discussed whether combining the horseshoe replacement and zinc anodes would create a stronger application by presenting a clearer infrastructure-preservation need. Members also recognized the potential risk of requesting a larger project amount.

Port Director Uchytel stated staff could continue developing the concept, work toward a 35% design, and bring the item back to the Committee. He also noted that an existing zinc anode grant application could be updated and resubmitted if the Board later preferred that direction.

MOTION: No motion was made.

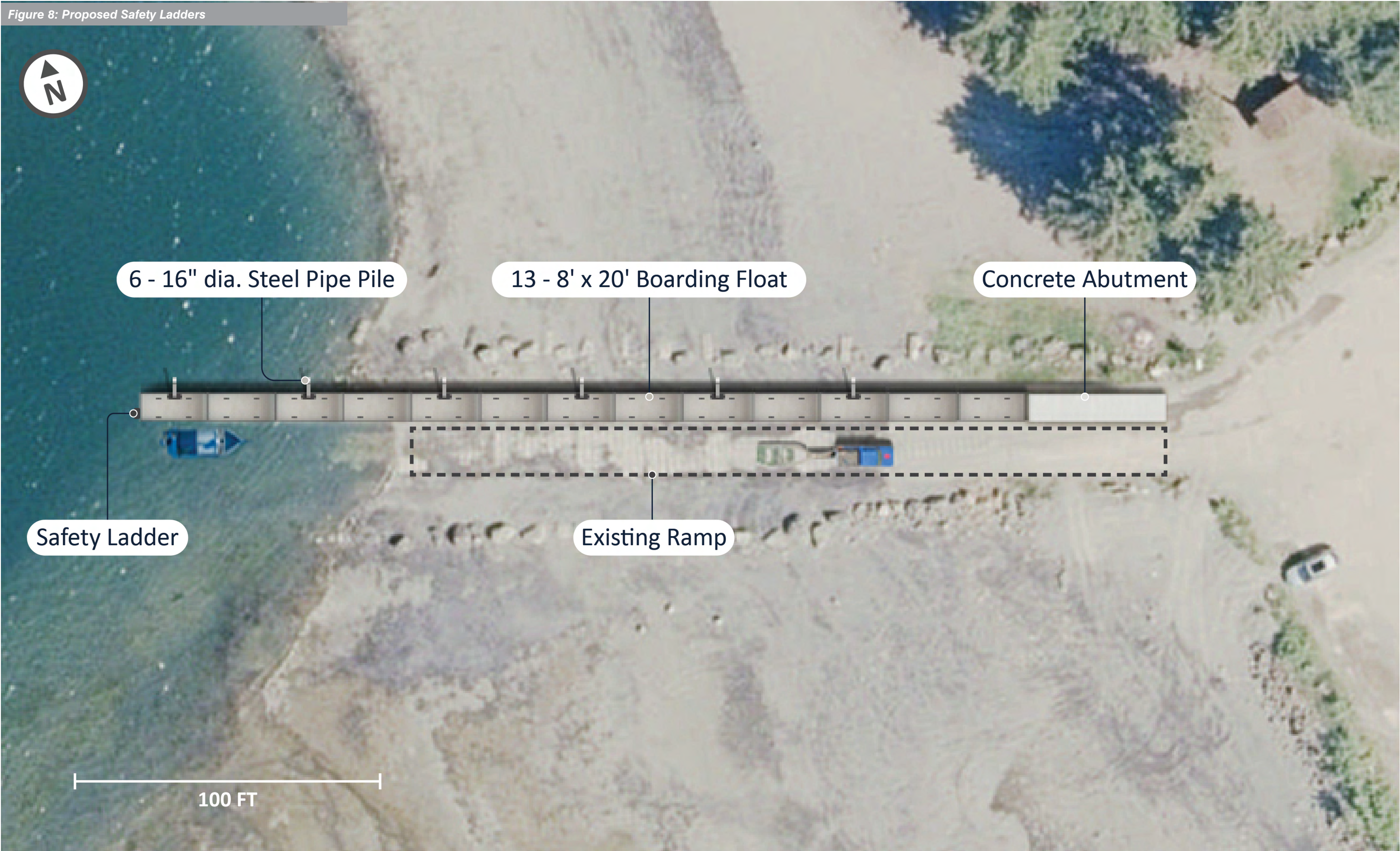
APPENDIX L

Block 17: Safety Ladders

On the following pages, please find a map showing the location of the proposed safety ladders on the boarding float. This is the same map that is presented in Appendix B.



Figure 8: Proposed Safety Ladders



APPENDIX M

Block 19: Resolution of Support

On the following page, please find the Resolution of Support for this project, which was approved in August 2026 by the CBJ Docks & Harbors Board.



RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 4054

A Resolution Supporting an Application for Funding from the State of Alaska Department of Transportation and Public Facilities Harbor Facility Grant Program of \$500,000 for Echo Cove Launch Ramp Float Installation Project.

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) administers the Harbor Facility Grant Program; and

WHEREAS, the City and Borough of Juneau owns and maintains Echo Cove Launch Ramp and it is eligible for a Harbor Facility Grant; and

WHEREAS, the City and Borough of Juneau has the required 50 percent in local matching funds for construction of Echo Cove Launch Ramp – Float Installation Project per the Harbor Facility Grant Program; and

WHEREAS, the City and Borough of Juneau is capable of completing the Echo Cove Launch Ramp – Float Installation Project within 18 months after award of a Harbor Facility Grant; and

WHEREAS, the Echo Cove Launch Ramp is critical to the City and Borough of Juneau.

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

Section 1. The Assembly of the City and Borough of Juneau strongly supports the Echo Cove Launch Ramp – Float Installation Project and requests that the Alaska Department of Transportation and Public Facilities provide matching Harbor Facility Grant funding for the project.

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

Adopted this 27 day of July, 2026.



Beth A. Weldon, Mayor

42 Attest:

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Breckan L. Hendricks, Municipal Clerk

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STATTER HARBOR IMPROVEMENTS PROJECT PHASE IV

Alaska Department of Transportation & Public Facilities
FY28 Municipal Harbor Facility Grant Application

Submitted By:



City and Borough of Juneau
Docks & Harbors
Carl Uchytel, Port Director
155 Heritage Way
Juneau, Alaska 99801

Prepared By:



DOWL
9085 Glacier Highway, Suite 102
Juneau, Alaska 99801

August 19, 2026

TABLE OF CONTENTS

TABLE OF CONTENTS

REQUIRED ITEM	LOCATION OF CONTENTS and SUPPORTING INFORMATION
Full Application	Application
Block 1	Appendix A: Project Summary
Block 2	Application
Block 3	Application
Block 4	Appendix B: Scope, Schedule, and Cost Estimate
Block 5	Application
Block 6	Appendix C: Bill of Sale
Block 7	Appendix D: Capital Improvement Project
Block 8	Appendix E: 50% Match Funding
Block 9	Appendix F: Property Loss Insurance
Block 10	Appendix G: Preventative Maintenance Plan
Block 11	Appendix H: Finance Plan
Block 12	Appendix C: Bill of Sale
Block 13	Appendix H: Finance Plan
Block 14	Appendix I: Safety Issues
Block 15	Appendix J: Past Maintenance Expenditures
Block 16	Appendix K: Range of Options
Block 17	Appendix L: Safety Ladders
Block 18	Application
Block 19	Appendix M: Resolution of Support



APPLICATION

Alaska Department of Transportation & Public Facilities



Application for a Harbor Facility Grant

SFY2028

*Please read the entire Grant Program's Instructions (Form DOT&PF H-27268) carefully before attempting to fill out this application to ensure full consideration. For each funding request, **submit one (1) complete copy of this application with all attachments.***

Harbor Facility Name: Don D. Statter Harbor Facility

Municipality or Regional
Housing Authority: City and Borough of Juneau

Address: 155 Heritage Way
Juneau, Alaska 99801

Principal Contact: Carl Uchytel, Port Director

Phone & Email: 907-586-0294 carl.uchytel@juneau.gov

TYPE OF PROJECT AND FUNDING REQUEST

Eligible harbor facility items of work	Non-eligible harbor facility items of work
• Approach structures • Pilings and anchors • Access ramps and gangways • Float systems for permanent and transient moorage • Floating breakwaters • Utility systems integral to the float systems (specifically power, lights, fresh water, sewage pump out, and fire protection) • Launch ramps • Seaplane floats • Portable or trailer mounted equipment for firefighting, sewage pump out, oily bilge water, etc. • Other appurtenances necessary for the basic operation of the harbor facility • Third party contracts for construction management and inspection services • Safety ladder purchases and installation.	• Dredging, blasting or mechanical removal of harbor basin materials • Rubble-mound breakwaters and revetments • Dikes, groins, and jetties • Wharfs and docks for large commercial or tourist marine vessels (greater than 125 feet LOA) • Seawalls, bulkheads, sheet pile walls, gabions, and quays • Access roads and upland improvements • Boat houses • Commercial or privately owned utility systems on the float systems • Fuel and oil distribution systems • Platform floats for small buildings, restrooms, or commercial retail space • Landscaping and facility amenities, e.g., trash receptacles, used oil collection tanks, storage/locker boxes, etc. • Security or close circuit television video (CCTV) systems • Utility system improvements beyond the harbor facility limits, e.g., electrical and water/sewer line extensions to bring those services to the harbor facility • Harbormaster offices, buildings, offices, shops, boat yards or storage structures • Vessel hoisting machinery and boat haul-out systems • Planning and engineering studies, land acquisition or bidding documents, i.e. Plans and Specifications • Port or Barge Facilities

Alaska Department of Transportation & Public Facilities

REFERENCE THE INSTRUCTIONS (DOT&PF FORM H-27268)

(Block 1)

PROJECT SUMMARY – This is a brief summary describing the purpose and need for the project in a supportive narrative.

See Appendix A | Block 1: Project Summary

(Block 2)

a. Indicate if this application is for a Tier I or a Tier II grant.

b. Indicate the type of work project (check all that apply and indicate % of total project construction cost)

☐ Tier I application		☒ Tier II application	
☐ Major Maintenance	%	☒ Major Maintenance	% 43
☐ Major Repair or Replacement	%	☒ Major Repair or Replacement	% 57
		☐ Expansion	%
		☐ New Construction	%

(Block 3)

Cost Apportionment: Submit a breakdown of the amount and source of project funds for the construction phase of the project. The maximum amount for the proposed harbor grant amount is 50% of the total estimated project cost.

	AMOUNT	% of TOTAL	SOURCE OF FUNDS
a. Proposed harbor grant amount	\$1,250,000	50 %	Harbor Facility Grant Program (minimum amount is \$50,000)
b. Applicant's share of cost	\$1,250,000	50 %	CBJ Docks & Harbors Fund
c. Other State of Alaska funding		%	Only four state sources eligible
d. Amounts from federal sources		%	
e. Amounts from other sources		%	
f. Total estimated project cost	\$2,500,000	100 %	

Note: The maximum amount on Line 3a is **\$5 million per municipality or regional housing authority per fiscal year** [Ref: AS 29.60.820(a)]. Applications for two or more harbor facilities in the same year are acceptable as long as the maximum amount is not exceeded by the applicant.

(Block 4)

Scope, Schedule and Cost Estimate: Attach a detailed project scope, general layout drawing, project schedule and construction cost estimate.

See Appendix B | Block 4: Scope, Schedule & Cost Estimate

Anticipated Project Dates for the construction phase:

Start Date:	November 1, 2027	Complete Work:	November 1, 2028
-------------	------------------	----------------	------------------

Alaska Department of Transportation & Public Facilities

PAST HARBOR FACILITY GRANT FUNDING

(Block 5)

What AS 29.60.800 administered harbor grant(s) were previously made toward this harbor facility?

DOT&PF Harbor Grant No.	Date the grant was awarded	Date the grant was closed
11-HG-001	05/30/2012	12/31/2017

BASIC ELIGIBILITY REQUIREMENTS (Attach documentation supporting each response)

(Block 6)

Does the municipality or regional housing authority legally own the harbor facility?

[Ref: AS 29.60.810]

☒ yes ☐ no

(Block 7)

Is the project a capital improvement project and not part of a preventive maintenance program or regular custodial care program?

[Ref: AS 29.60.810(1)]

☒ yes ☐ no

(Block 8)

Does the municipality or regional housing authority have the required 50% local matching funds for construction of the project? [Ref: AS 29.60.810(2)]

☒ yes ☐ no

(Block 9)

Does the municipality or regional housing authority have adequate Property Loss Insurance or an adequate program of insurance for the harbor facility?

[Ref: AS 29.60.810(3)]

☒ yes ☐ no

(Block 10)

Does the municipality or regional housing authority have an existing Preventive Maintenance Plan? [Ref: AS 29.60.810(4)]

☒ yes ☐ no

(Block 11)

Is there documentation that the municipality or regional housing authority will adhere adequately to the preventive maintenance plan after completion of the proposed project?

☒ yes ☐ no

(Block 12) – To establish Tier I eligibility

a. Was the harbor facility once state-owned? [Ref: AS 29.60.820(b)]

☒ yes ☐ no

b. If yes, please include a copy of the Bill of Sale (or a Deed) and fill in the date when the state transferred the harbor facility to the municipality or regional housing authority

Date 04/02/2003

MINIMUM REQUIRED RATING CRITERIA (Attach documentation supporting each response)

(Block 13)

Does the municipality or regional housing authority have sufficient revenues to operate and maintain the harbor facility in the future without further state assistance; including total replacement at the end of its design life?

☒ yes ☐ no

Alaska Department of Transportation & Public Facilities

[Ref: AS 29.60.820(c)(1)]

(Block 14)

Does this project address public safety or emergency factors?

☒ yes ☐ no

[Ref: AS 29.60.820(c)(2)]

(Block 15)

How much money has the municipality or regional housing authority spent on maintenance of this harbor facility and what were the funds used for?

Current FY \$405,209
Last 5 yrs \$1,699,498

[Ref: AS 29.60.820(c)(3)]

(Block 16)

Has the municipality or regional housing authority explored options that would reduce or eliminate the need for the proposed project?

☒ yes ☐ no

[Ref: AS 29.60.820(c)(4)]

(Block 17)

Does this project include the installation of new safety ladders?

☒ yes ☐ no

If no, do safety ladders already exist on the structure and are currently in serviceable condition?

☐ yes ☐ no

ATTACHMENTS CHECKLIST

(Block 18)

Please review the application to see that it is complete, and that a minimum of one copy is provided, digital copies are acceptable. Please ensure that all attachments are provided and clearly identified (see Section B of the Grant Program's Instructions). Answers to questions 13 through 16 are scored; failure to provide attached responses to these questions will influence the ranking of your grant application.

- ☒ Indicated the kind of tier that this application for a Tier I or II grant (Block 2)
- ☒ Amount of Harbor Facility Grant (Block 3)
- ☒ Source(s) of local match (Block 3)
- ☒ Plan view drawing (Block 4)
- ☒ Detailed project scope, schedule and budget (Block 4)
- ☒ Proof of harbor facility ownership (Block 6)
- ☒ Documentation that project is a capital improvement (Block 7)
- ☒ Municipality or regional housing authority has the required 50% local match (Block 8)
- ☒ Proof of adequate Property Loss Insurance (Block 9)
- ☒ Documentation of the Preventive Maintenance Plan (Block 10)
- ☒ Proof that harbor facility was once state-owned (Block 12)
- ☒ Documentation that lists the sources and amounts of the Finance Plan, including backup documentation such as letters of award from eligible federal, state, local and private sources (Block 13)
- ☒ Documentation of public safety or emergency factors (Block 14)

Alaska Department of Transportation & Public Facilities

- ☒ Documentation of past maintenance expenditures (Block 15)
- ☒ Documentation of options explored (Block 16)
- ☒ Map of Safety Ladder locations (Block 17)
- ☒ Application signed by an authorized representative (Block 19)
- ☒ Resolution of support (optional but encouraged)

CERTIFICATION

(Block 19)

I hereby certify that I am an authorized municipal or regional housing authority representative, that this application's information is true and correct to the best of my knowledge, that the application has been prepared under the direction of the appropriate local or municipal governing agency, and that this application is submitted in accordance with law. In addition, by signing this application, I agree that I have reviewed and will abide by the Department of Transportation & Public Facilities' "Instructions for completing the Harbor Facility Matching Grant Application" (Form DOT&PF H-27268) and AS 29.60.800 et seq. I understand that failure to comply with this certification will be cause for the Department to withhold a grant award or withdraw a grant offer that may have been extended.

X Carl Uchytel

Signature of Authorized Representative

Carl Uchytel, PE, City & Borough of Juneau - Port Director

(Typed Name and Title of Authorized Representative)

Alaska Department of Transportation & Public Facilities

Sample Resolution for a Harbor Facility Grant:

[MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY]

RESOLUTION NO. _____

A RESOLUTION OF THE [ASSEMBLY/COUNCIL] OF THE [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY], FORMALLY SUBMITS A HARBOR FACILITY GRANT APPLICATION TO THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF) IN THE AMOUNT OF [GRANT AMOUNT] FOR THE PROJECT ENTITLED [PROJECT NAME].

WHEREAS, the State of Alaska, Department of Transportation and Public Facilities administers the Harbor Facility Grant Program; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] owns and maintains the [HARBOR NAME] and the [HARBOR NAME] is eligible for a Harbor Facility Grant; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] has the required 50% in local matching funds for construction of the [PROJECT NAME] per the Harbor Facility Grant Program; and

WHEREAS, the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] is capable of completing the [PROJECT NAME] within eighteen (18) months after award of a Harbor Facility Grant; and

WHEREAS, the [HARBOR NAME] is critical to the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY];

NOW, THEREFORE, BE IT RESOLVED by the [ASSEMBLY/COUNCIL] of the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] that the [MUNICIPALITY/CITY/ BOROUGH/REGIONAL HOUSING AUTHORITY] supports the project entitled [PROJECT NAME] and agrees, subject to available Alaska Legislative funding and selection by DOT&PF, to enter into a grant agreement with the State of Alaska, Department of Transportation and Public Facilities for a Harbor Facility Grant.

Mayor/City Manager/Official (Authorizing Signature)

Attested by _____
City Clerk/Secretary

APPENDIX A

Block 1: Project Summary

The following pages contain a brief project description and statement of need.



PROJECT SUMMARY

Description and Statement of Need

CBJ Docks & Harbors is seeking Alaska Department of Transportation & Public Facilities (DOT&PF) Harbor Facility Grant funding to construct Phase IV of the Statter Harbor Improvements Project. The goal of the Statter Harbor Improvements Project has been to expand and improve Statter Harbor to reduce congestion and improve safety at one of the most popular small boat harbors in Alaska. Phase IV of this project seeks to preserve the existing facility and reduce maintenance costs by installing zinc anodes to unprotected steel piles and improve safety by replacing a section of heavily deteriorated floats and steel piles. Once built, this project will increase the service life of valuable infrastructure crucial to Juneau's maritime industry.

Figure 1: Aging Piles and Floats at Statter Harbor



Statter Harbor is integral to the function of the fishing and tourism industries in Juneau. Geographically located in Auke Bay, this harbor serves a diverse mix of commercial fishing and charter vessels, along with privately owned local and transient pleasure vessels and liveaboard vessels of all sizes. Due to the location, Statter Harbor plays a vital role in supporting maritime recreational activities, tourism, and economic growth in Juneau. The harbor at full capacity can accommodate 324 vessels of varying length. The harbor provides power, lighting, and potable water utilities to all the moorage floats. Additional facilities include fish cleaning stations, two sewage pump out stations, restrooms and shower facilities.

The timber floats and steel piles at Statter Harbor are in varying condition depending on their year of construction. The piles and floats in the worst condition are located on the east side of the harbor where the original floats and piles built between 1967 and 1978 have been maintained. The original floats are a 16' x 60' main walk float and a 10' x 150' finger float.

The floats are composed of timber framing, expanded polystyrene flotation billets, timber decking, and timber rails. The original floats are in poor condition with deteriorated deck boards, rotten bullrail, missing rubboards, and failing splices between individual units. The original floats do not have enough flotation to keep the floats above water under typical snow and live loads. The original piles are in critical condition with holes through the steel piles as wide as 3 feet. Because of the high likelihood of structural failure of the steel piles, this section of the harbor presents a safety risk to users of the facility. This project will replace the floats and piles on the east side of the harbor to provide a safe location for vessels to moor.

To prevent other steel piling from deteriorating to the condition seen at the east side of the harbor, cathodic protection can be used to prevent corrosion. This project will provide passive cathodic protection to the newest piles in the harbor using zinc anodes that will be installed on the steel piles. The newest piles in the harbor, installed in Phase I in 2012 and in Phase III in 2020, were selected to receive cathodic protection because they have experienced the least amount of corrosion and therefore cathodic protection will preserve more of each pile. The Phase I piles are in good condition but are showing signs of corrosion, rust can be seen along the tidal zones and splash zones of the piles. The Phase III piles are in good condition with no visible signs of corrosion. There will be multiple sets of anodes required to protect the full length of each pile since Statter Harbor is unusually deep for a harbor in Alaska, water depths reach up to 105 feet below mean lower low water. Installing cathodic protection on these piles protects the investment made in Phase I and Phase III and reduces the future maintenance costs anticipated for the facility. 58 piles located in the center of the harbor will receive zinc anodes.

Figure 2: Corroded Steel Pile



APPENDIX B

Block 4: Scope, Schedule, and Cost Estimate

The following pages contain a detailed project scope, schedule, and cost estimate, as well as supporting documentation showing the existing condition of the harbor facilities.



Block 4

SCOPE

The purpose of this project is to replace heavily deteriorated floats and steel piles at the east side of the harbor and to preserve steel piles using cathodic protection at the center of the harbor (see Figure 3). Once completed, this work will improve the safety of the facility, extend the service life of the facility, and reduce maintenance costs.

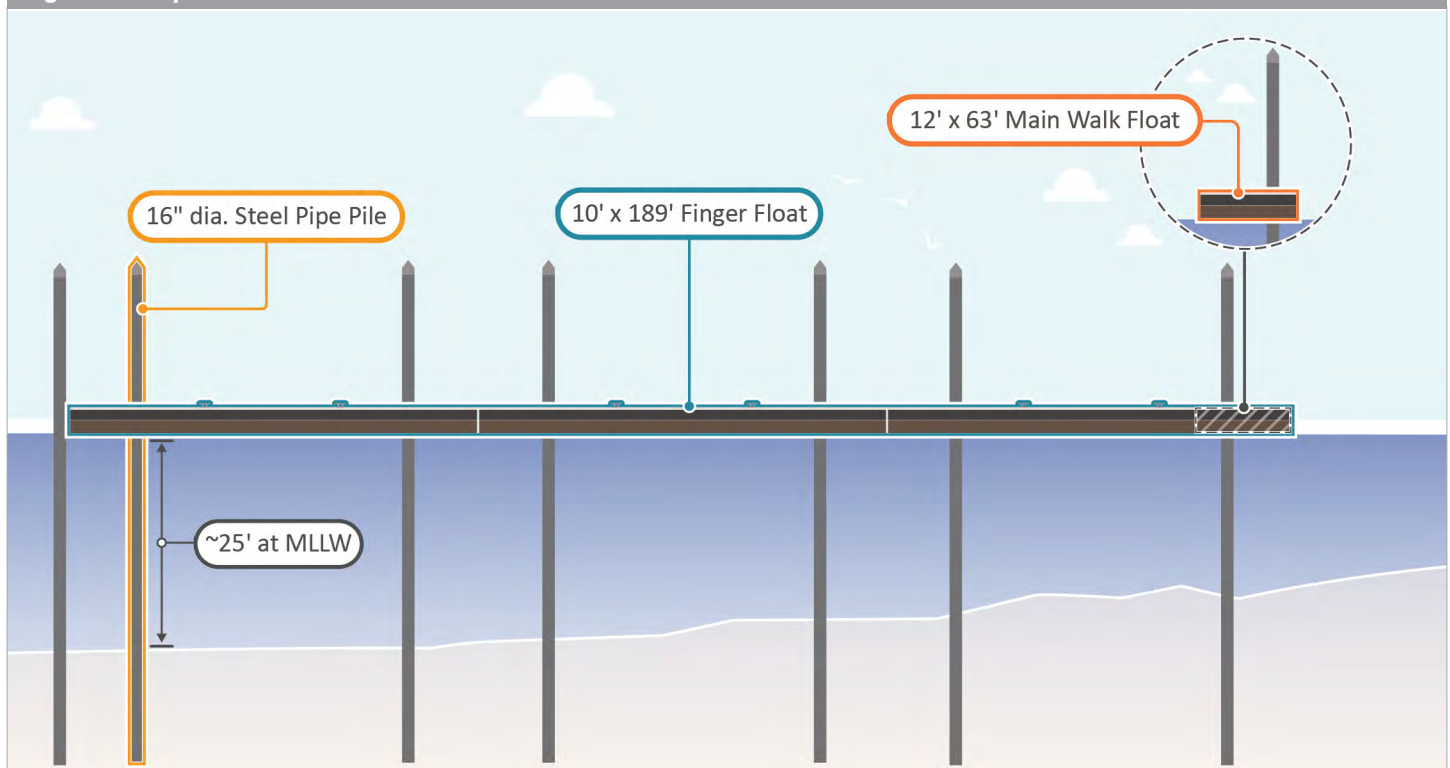
Work included for Phase IV of the Statter Harbor Improvements Project includes:

- Installation of 358 zinc anodes on 58 steel piles
- Removal of deteriorated timber floats and steel piles
- New 12' x 63' main walk float
- New 10' x 189' finger float
- 10 new 16" diameter steel piles with 2 zinc anodes per pile
- New domestic water, fire suppression, and electrical/lighting systems
- New life rings and safety ladders

Federal, State and Local Permits

Environmental permitting will include preparation of the applicable USACE Nationwide Permit request and supporting information necessary for the Corps to address Endangered Species Act Section 7, National Historic Preservation Act Section 106, Essential Fish Habitat, and other applicable federal requirements associated with its permit action. The project will also be evaluated independently for compliance with the Marine Mammal Protection Act. If pile driving or other construction activities are anticipated to result in marine mammal harassment, CBJ will obtain an Incidental Harassment Authorization from NMFS and implement the required monitoring, mitigation, shutdown, and reporting measures. If marine mammal protections apply, CBJ will implement AK SLOPES best management practices, including a Protected Species Observer and shutdown procedures during pile driving.

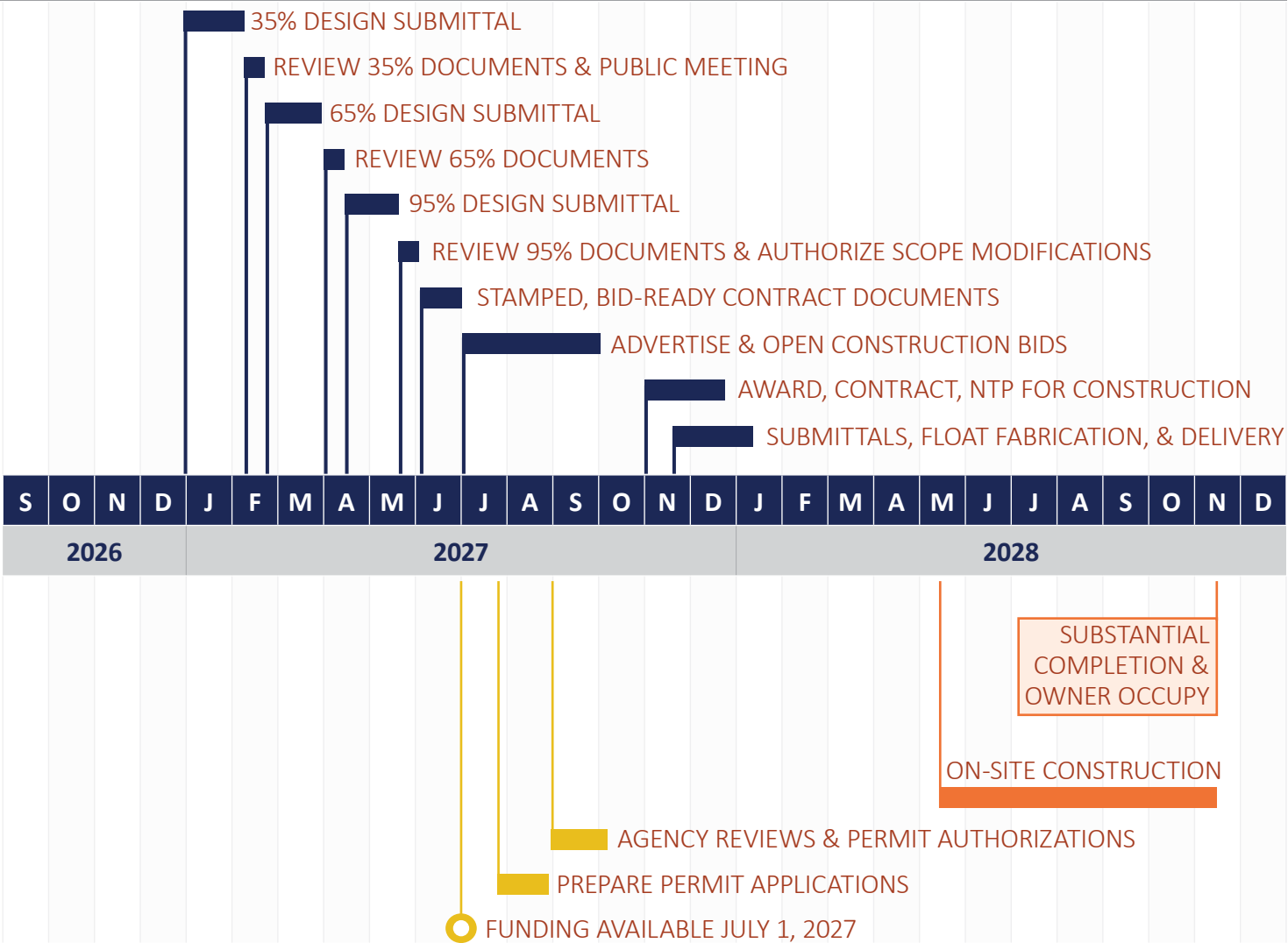
Figure 3: Replacement Floats and Piles



PROJECT SCHEDULE

The construction schedule will depend on the CBJ’s ability to acquire DOT&PF matching grant funds. Match funding has been identified and will be appropriated into the project account upon notice of successful grant award. If grant funding is obtained, construction will take place between November 1, 2027 and November 1, 2028, as demonstrated in Figure 4.

Figure 4: Proposed Project Schedule



COST ESTIMATE

The enclosed project cost estimate provides cost summaries for estimated construction bids, indirect costs, and a total recommended project budget of \$2,500,000.

CONDITIONS OF EXISTING HARBOR

Figure 5: Deteriorated Piles at the East Side of the Harbor



Figure 6: Aging Piles at the Center of the Harbor

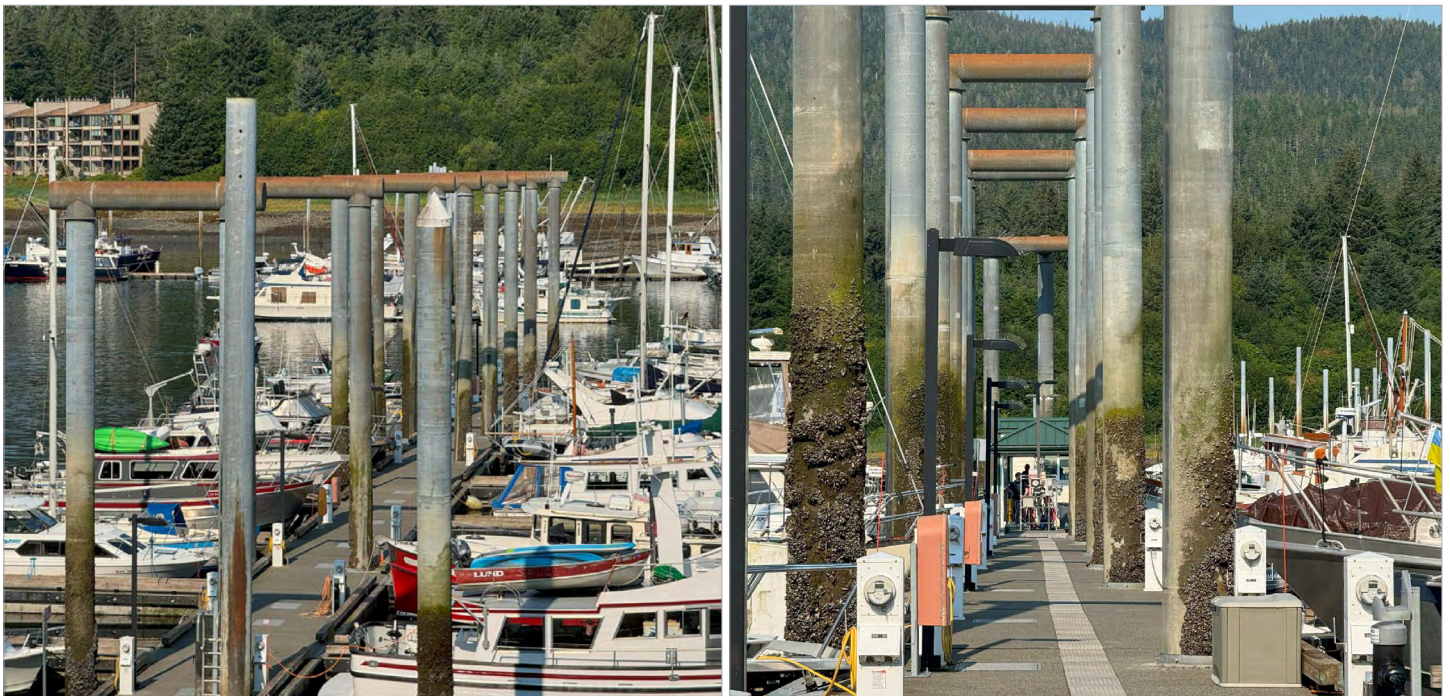


Figure 7: Plan Sheet

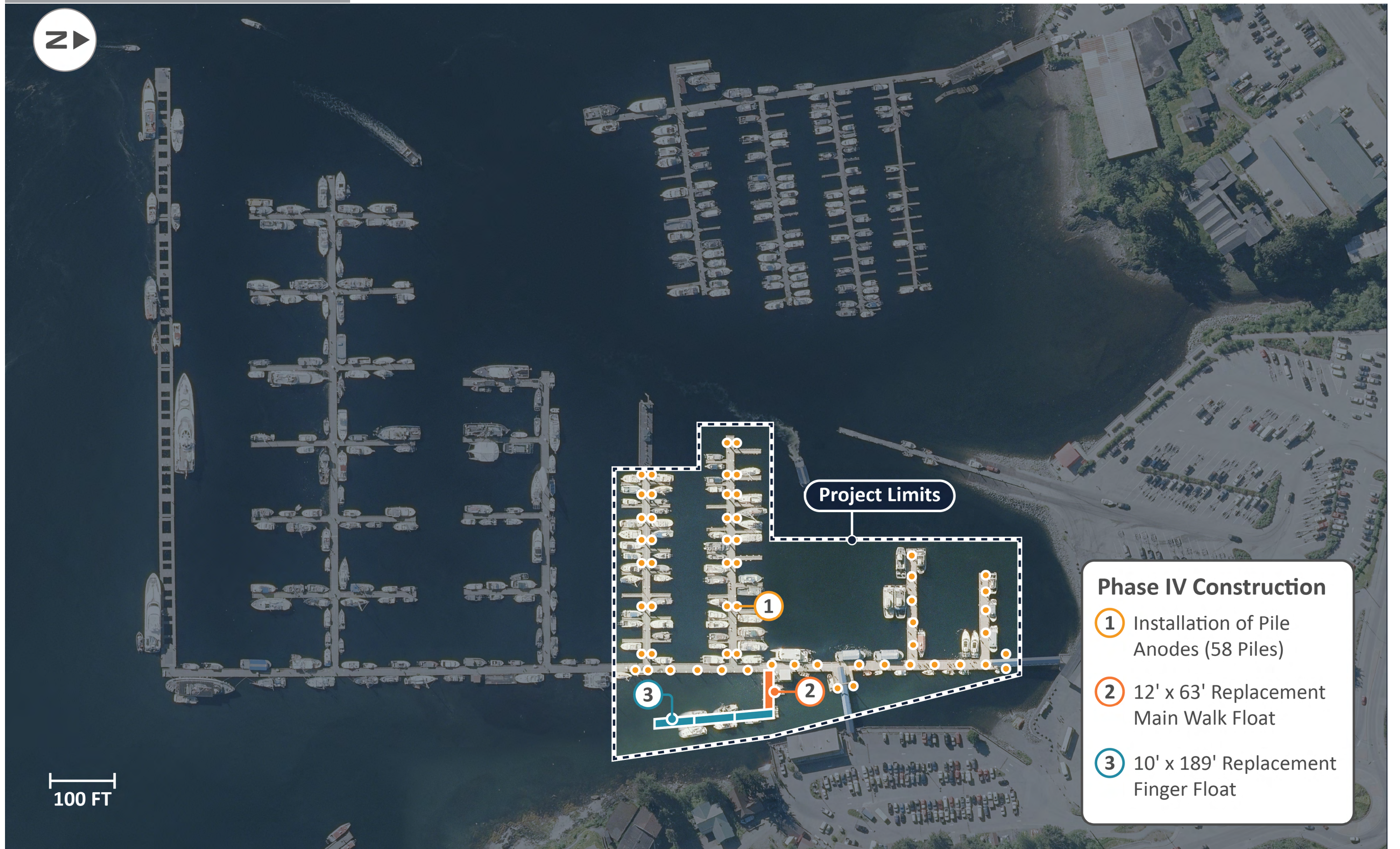


Figure 8: Cost Estimate

Statter Harbor Improvements Project Phase IV
City & Borough of Juneau
Juneau, Alaska

Engineer's Opinion of Probable Construction Cost

Float Replacement and Anode Installation (Preliminary)
August 18, 2026

Item No.	Item	Est. Unit	Quantity	Unit Price	Total Price
1	Mobilization	LS	1	\$ 186,493.00	\$ 186,493.00
2	12'x63' Main Walk Float	SF	756	\$ 250.00	\$ 189,000.00
3	10'x189' Finger Float	SF	1,890	\$ 250.00	\$ 472,500.00
4	Furnish 16" dia. Pile	EA	10	\$ 18,000.00	\$ 180,000.00
5	Install 16" dia. Pile	EA	10	\$ 7,000.00	\$ 70,000.00
6	Furnish Anode - New Piles	EA	20	\$ 550.00	\$ 11,000.00
7	Install Anode - New Piles	EA	20	\$ 500.00	\$ 10,000.00
8	Furnish Anode - Existing Piles	EA	358	\$ 985.00	\$ 352,630.00
9	Install Anode - Existing Piles	EA	358	\$ 1,100.00	\$ 393,800.00
10	Potable Water System	LS	1	\$ 45,000.00	\$ 45,000.00
11	Dry Fire System	LS	1	\$ 25,000.00	\$ 25,000.00
12	Electrical Lights & Power	LS	1	\$ 75,000.00	\$ 75,000.00
13	Test Anodes	LS	1	\$ 30,000.00	\$ 30,000.00
14	Life Ring Cabinet and Base	EA	2	\$ 1,500.00	\$ 3,000.00
15	Fire Cabinet and Base	EA	2	\$ 2,000.00	\$ 4,000.00
16	Safety Ladders	EA	2	\$ 2,000.00	\$ 4,000.00
SUBTOTAL					\$ 2,051,423.00
SUB-TOTAL OF ITEMS					\$ 2,051,423.00
PE Services @ 15.0%					\$ 307,713.45
CE Services @ 10.0%					\$ 205,142.30
TOTAL COST ESTIMATE					\$ 2,564,278.75



APPENDIX D

Block 7: Capital Improvement Project

The following pages contain supporting documentation demonstrating that the Statter Harbor Improvements Project Phase IV is a Capital Improvement Project (CIP).



Block 7

CAPITAL IMPROVEMENT PROJECT

Docks and Harbors' six-year Capital Improvement Plan (CIP) for fiscal years 2026-2031 is included below. The Statter Harbor Improvements Project Phase IV is a currently planned CIP and ranked third priority in the overall plan. In the figure below, the project is titled Statter Harbor - Zinc Anodes. However, since the project has been expanded to include replacement of the floats and piles at the east side of the harbor, the project has been re-branded as the Statter Harbor Improvements Project Phase IV. Pricing in the Capital Improvement Plan has not yet been updated to reflect the revised scope. See Appendix B for an up-to-date cost estimate for this project.

Figure 9: Dock and Harbor's 2026-2031 CIP

CBJ Capital Improvement Program

Fiscal Years 2026-2031

FY 2026 CIP PROJECTS					
Priority	Project	Funding Source	Amount	Description	Sustainability Element
Docks & Harbors					
1	Aurora Harbor Drive Down Float	Unscheduled Funding	\$ 11,200,000	Funding to construct a new downtown drive down float and vehicle bridge, as well as incorporate two new 5-ton electric cranes to serve the commercial fishing fleet and improve freight transportation.	
		Docks and Harbors Fund	\$ 2,800,000		
2	Statter Breakwater	Docks and Harbors Fund	\$ 600,000	Feasibility Cost Analysis Study is currently underway by the US Army Corps of Engineers to recapitalize the aging, existing breakwater. Local sponsor (CBJ) is required to pay 50% over 3 years of the study. FY26 is year two.	Project calls for replacing existing infrastructure.
3	Statter Harbor - Zinc Anodes	Unscheduled Funding	\$ 500,000	Statter Harbor Phase I and Phase IIIB were constructed without zinc anode due to funding limitations. Project will extend the useful life of the installed piling. ADOT Harbor Grant request for this project.	Maintenance project to extend life of structure
4	Secure Storage - Little Rock Dump	Docks and Harbors Fund	\$ 300,000	Project would construct secure storage (fencing, lighting, camera) for commercial fishermen/commercial maritime users to store equipment on CBJ property not fully utilized.	
5	Echo Cove Launch Float – Pittman Robertson Grant	Unscheduled Funding	\$ 200,000	Existing facility does not have float. This improvement would benefit sport fishermen, hunters and Goldbelt's ferry to Kensington Mine which uses the facility during adverse weather conditions in the winter.	
6	Shore Power	Port Development Fees	\$ 3,000,000	Project to electrify one of the CBJ owned berths.	Project would reduce greenhouse gases
7	Downtown Piling Inspection	State Marine Passenger Fees	\$ 200,000	Project would inspect all the downtown CBJ-owned piling to determine useful life remaining.	Project calls for replacing existing infrastructure.
8	Downtown Seawalk Cameras	State Marine Passenger Fees	\$ 1,000,000	Recapitalize existing Seawalk security cameras.	
9	Statter Harbor Phase IIID - Curb, Gutter & Paving	Docks and Harbors Fund	\$ 500,000	Project would complete the Statter Phase III phase by providing curb, gutter, paving and Seawalk improvement to bus parking lot.	
D & H Total Funding			\$ 20,300,000		



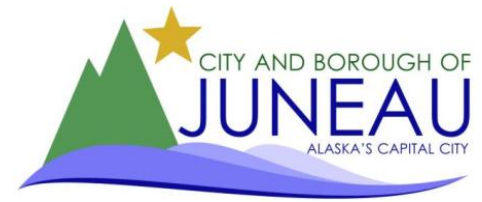
APPENDIX E

Block 8: 50% Match Funding

CBJ will fund the 50% match required for the grant in the form of municipal monies from the Juneau Marine Passenger Fees and Harbors Fund. The CBJ Docks & Harbors Board have identified \$1.25 million dollars in available funding for the Statter Harbor Improvements Project Phase IV.

The following pages contain a letter from Angie Flick, CBJ Finance Director, demonstrating that the funding sources have been approved.





August 11, 2026

Sarah Cripe
Statewide Project Delivery
Alaska DOT&PF
P.O. Box 112500
Juneau, AK 99811-2500

155 Heritage Way
Juneau, AK 99801
Phone: (907) 586-5215

SUBJECT: Statter Harbor Grant Application

Dear Ms. Cripe:

Port Director, Carl Uchytel, has requested that I provide you with additional information in support of the City and Borough of Juneau's (CBJ) grant application. The CBJ provides a wide variety of public services that are not or cannot practically be provided by the private sector. One of the important services provided by the CBJ are our public small boat harbor facilities. The CBJ manages our harbor facilities through an Assembly appointed nine-member Docks and Harbors Board.

Due to Juneau's location in southeast Alaska on the Inside Passage, small boat harbor facilities are considered necessary from a public and economic standpoint. These facilities support recreational and commercial boating activities to both residents and nonresidents.

In response to the public's need for long-term recreational and commercial small boat harbor facilities, the Docks and Harbors Board has prepared plans which identify a few improvements needed for the small boat harbor facilities. One of the identified projects is the continued improvements at Statter Harbor.

In response to this need, the City and Borough Assembly and Docks and Harbors Board have identified \$1,250,000 in available funding for match for this capital project as follows:

Harbors (Enterprise) Fund	\$1,250,000	Docks & Harbors Board Identified
---------------------------	-------------	----------------------------------

Please let me know if you have any questions or if I can provide additional information.

Sincerely,

Angie Flick

Finance Director

Angie.Flick@juneau.gov

APPENDIX F

Block 9: Property Loss Insurance

On the following pages, please find supporting documentation detailing that CBJ holds adequate property loss insurance for the replacement costs associated with the Statter Harbor Phase IV project.





EVIDENCE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY)

7/8/2026

THIS EVIDENCE OF PROPERTY INSURANCE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE ADDITIONAL INTEREST NAMED BELOW. THIS EVIDENCE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS EVIDENCE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE ADDITIONAL INTEREST.

AGENCY Seattle-Alliant Insurance Services, Inc. 401 Union St, 31st Floor Seattle, WA 98101	PHONE (A/C, No, Ext): 919-260-5021	COMPANY National Fire & Marine Insuran
License#: 0C36861		
FAX (A/C, No):	E-MAIL ADDRESS: maria.cabral@alliant.com	
CODE:	SUB CODE:	
AGENCY CUSTOMER ID #: JUNEAU0-01		
INSURED City and Borough of Juneau 155 Heritage Way Juneau AK 99801	LOAN NUMBER	POLICY NUMBER APIP2627
	EFFECTIVE DATE 07/01/2026	EXPIRATION DATE 07/01/2027
		☐ CONTINUED UNTIL TERMINATED IF CHECKED
THIS REPLACES PRIOR EVIDENCE DATED:		

PROPERTY INFORMATION

LOCATION/DESCRIPTION

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS EVIDENCE OF PROPERTY INSURANCE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

COVERAGE INFORMATION

PERILS INSURED BASIC BROAD X SPECIAL

COVERAGE / PERILS / FORMS	AMOUNT OF INSURANCE	DEDUCTIBLE
Blanket Building and Personal Property Coverage / All Risk / Special Form	\$500,000,000	\$500,000
Flood - All Flood Zones Excluding A & V	\$20,000,000	\$500,000
Flood - Flood Zones A & V	\$20,000,000	\$500,000
Unscheduled Fine Arts	\$2,500,000	\$500,000

REMARKS (Including Special Conditions)

"All Risk" of direct physical loss or damage and all extensions and sublimits of coverage per PEPiP manuscript policy form. Subject to policy terms, conditions and exclusions.

Evidence of Coverage.

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

ADDITIONAL INTEREST

NAME AND ADDRESS City and Borough of Juneau 155 S. Seward Street Juneau, AK 99801	ADDITIONAL INSURED MORTGAGEE LOAN #	LENDER'S LOSS PAYABLE LOSS PAYEE
AUTHORIZED REPRESENTATIVE Brian A. White		

ACORD 27 (2016/03)

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APPENDIX G

Block 10: Preventative Maintenance Plan

CBJ understands the importance of a preventative maintenance program and its effect on the quality and safety of our public harbor facilities. CBJ Docks & Harbors has developed the Juneau Docks & Harbors Maintenance Manual to assist with the maintenance and operation of the Juneau Harbor facilities. The document serves as a guide to systematically develop, monitor, and evaluate the condition of the harbor facilities. The manual is attached in its full form on the following pages.





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-5255 Phone

DATE: August 17, 2026

FROM : Matthew D. Sill, P.E. Port Engineer

SUBJECT: Statter Harbor Maintenance

Statter Harbor, located in Auke Bay approximately 12 miles by road from downtown Juneau, is the City and Borough of Juneau's busiest small boat harbor. Its floats, supporting piling, and breakwater are subject to constant tidal action, saltwater exposure, and heavy seasonal vessel traffic, and a number of piling in the harbor currently lack the sacrificial anodes needed to protect against galvanic corrosion.

Condition of this infrastructure is tracked through daily walking inspections conducted by harbor staff, backed by a formal, asset-based work order system. From 2021 through early 2025 this work was logged in Lucity; the department has since transitioned its asset management to Brightly, where each float, the breakwater, and other harbor assets continue to be tracked individually, with inspections generating documented work orders through to completion. This program has produced a detailed, date-stamped maintenance history showing a pattern of structural wear on the assets addressed by this project: broken tensioning cables and bull rails on multiple floats, recurring damaged concrete, and repeated breakwater through-bolt failures — several during storm events and requiring contracted commercial divers to complete repairs — along with missing wear plates and transition plates.

Through this ongoing inspection and asset-tracking process, staff have identified specific floats and piling at Statter Harbor that have reached the end of their serviceable life and are due for replacement, as well as piling that were installed without anodes and are consequently more vulnerable to accelerated corrosion. This grant-funded project will replace the identified worn floats and piling and install anodes on the piling currently without them, extending the service life of Statter Harbor's infrastructure and reducing the recurring, storm-driven failures documented over the past several years.

DOCKS AND HARBORS MAINTENANCE MANUAL

Developed By:
City and Borough of Juneau
Docks and Harbors

Revised July 2020



- Twisted Fish Parking Lot
- Cruise Ship Terminal Lot
- Alaska Steam Ship Wharf

Maintenance:

The structures should be vacuumed out with a vac-truck and the sides and the top sprayed off with water.

Repairs:

If the stand pipe is broken or there are any holes in the fiberglass cover, these should be fixed as soon as possible. A fiberglass repair kit can be purchased from the structure manufacturer.



APPENDIX H

Block 11 and Block 13: Finance Plan

On the following pages, please find CBJ Docks & Harbors' Revenue Expense Projection report to serve as supporting documentation that CBJ plans to adhere to the Preventative Maintenance Plan after completion of the Statter Harbor Phase IV project.



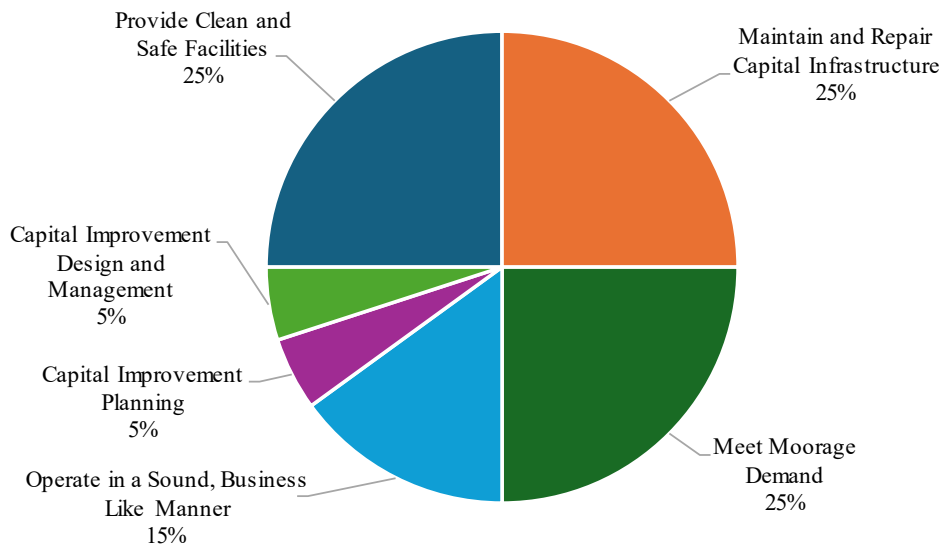
HARBORS

HARBORS MISSION STATEMENT

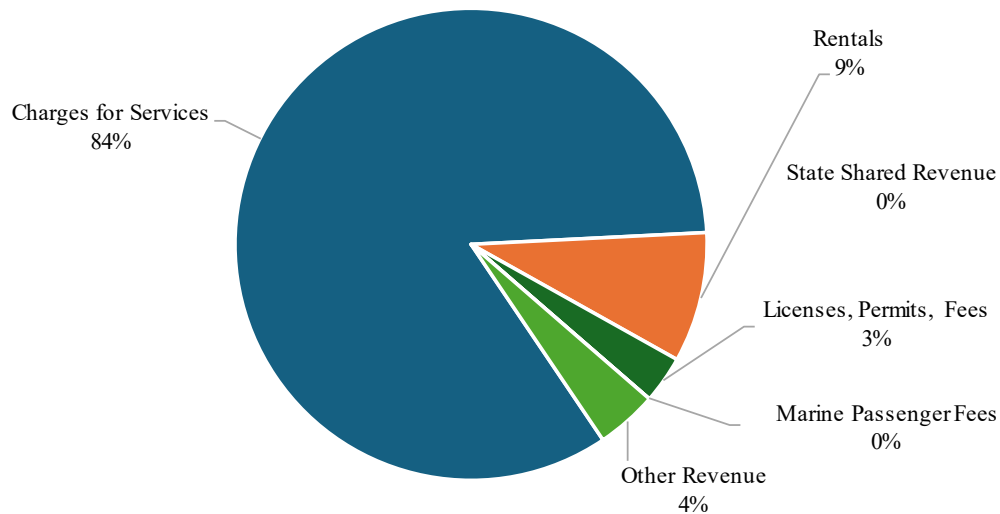
The CBJ Docks and Harbors Board develops and provides services to promote and accommodate marine related commerce, industry, fisheries, recreation, and visitors.

FY27 PROPOSED BUDGET FOR HARBORS \$ 7,710,300

CORE SERVICES COMBINED FOR DOCKS AND HARBORS



FUNDING SOURCES COMBINED FOR DOCKS AND HARBORS



See the Glossary for definitions of terms.

HARBORS

COMPARATIVES

		FY26			FY27
	FY25	Adopted	Amended	Projected	Proposed
	Actuals	Budget	Budget	Actuals	Budget
EXPENDITURES					
Personnel Services	\$ 1,982,700	2,248,500	2,335,000	2,279,500	2,277,000
Commodities and Services	1,983,800	2,574,100	2,574,100	2,531,200	2,626,800
Debt Service	5,665,200	699,100	699,100	561,300	581,500
Support to:					
Capital Projects	2,400,000	3,700,000	3,700,000	3,700,000	2,225,000
Total Expenditures	12,031,700	9,221,700	9,308,200	9,072,000	7,710,300
FUNDING SOURCES					
Charges for Services	4,311,300	4,825,000	4,825,000	4,825,000	4,925,000
Licenses, Permits, and Fees	498,400	420,000	420,000	431,900	431,900
Rentals and Leases	854,900	1,384,900	1,384,900	1,184,900	1,184,900
State Shared Revenue	453,300	450,000	450,000	357,400	-
Fines and Forfeitures	19,200	12,000	12,000	12,000	15,000
Investment and Interest Income/(Loss)	1,117,600	249,900	249,900	343,800	272,800
Bond Proceeds	4,750,900	-	-	-	-
Other Revenue	84,300	-	-	-	-
Total Funding Sources	12,089,900	7,341,800	7,341,800	7,155,000	6,829,600
FUND BALANCE					
Debt Reserve					
Beginning Reserve Balance	866,300	455,900	455,900	455,900	455,900
Increase (Decrease) in Reserve	(410,400)	-	-	-	-
End of Period Reserve	\$ 455,900	455,900	455,900	455,900	455,900
Available Fund Balance					
Beginning of Period	3,943,800	4,002,000	4,002,000	4,002,000	2,085,000
Increase (Decrease) in Fund Balance	58,200	(1,879,900)	(1,966,400)	(1,917,000)	(880,700)
End of Period Available	\$ 4,002,000	2,122,100	2,035,600	2,085,000	1,204,300
STAFFING	17.95	17.95	17.95	17.95	17.95

BUDGET HIGHLIGHTS

The Harbors FY27 Proposed Budget shows a decrease from the FY26 Amended Budget of \$1,597,900 (17.2%).

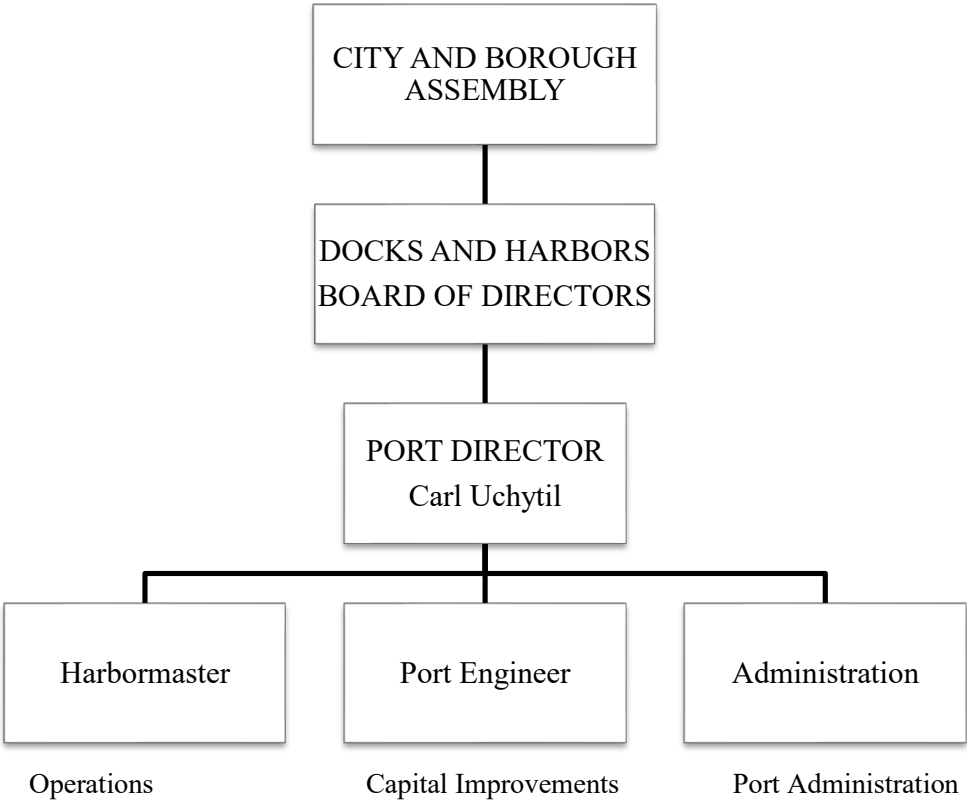
The significant budgetary changes include:

FY27 Proposed Budget

- Personnel Services decreased \$58,000 (2.5%) due to longevity staff turnover and a reduction in Worker's Compensation claims.
- Commodities and Services increased \$52,700 (2.0%) due to increased contractual services.
- Debt Service decreased \$117,600 (16.8%) due to scheduled debt service payments.
- Support to Capital Projects decreased \$1,475,000 (39.9%) due to fewer planned capital infrastructure maintenance and upgrades.

HARBORS

FUNCTIONAL ORGANIZATION CHART



APPENDIX I

Block 14: Safety Issues

This section describes how the project will address safety issues with the current harbor facility.



Block 14

SAFETY ISSUES

Promoting and continuing safe use of harbor facilities is a top priority of the City and Borough of Juneau Docks and Harbors Department. Maintaining safe harbors is vital because of the increased use of Juneau harbor facilities by many users with conflicting interests. Expanding commercial and recreational use of our harbor facilities creates increasing safety issues for CBJ. Staff members, along with the Harbors Board hold regular monthly meetings which are noticed to the public. Public comments are received through discussions of the various issues, which results in full public participation in developing safety standards for use in Juneau Harbors.

The current design for Statter Harbor Improvements Project Phase IV accounts for many safety issues:

- **Float Replacement** will result in an even surface of the floats and will help prevent slip/fall instances. Durable structural systems provide support for vessel mooring loads in windy conditions. All floats will have safety ladders installed to provide egress to the floats.
- **Anode Installation** will help protect steel piles from corrosion and increase the service life of the facility. Steel piles that do not have section loss due to corrosion will retain their structural capacity and will not be a safety hazard to users of the facility.
- **Electrical upgrades** will dramatically increase public safety within the harbor. Dated and faulty electrical equipment can cause fire due to its heightened potential as an ignition source which could potentially cause fire or explosion. Fire can be caused by various problems related to old electrical equipment. The possibility for explosions is present when flammable liquids, gases, and dusts are exposed to ignition sources generated by faulty electrical equipment.

Electrical upgrades will be GFCI protected. From a safety standpoint this upgrade protects the electrical system from leaking current, and greatly reduces the risk of electroshock drowning. A secondary benefit of this safety improvement is that GFCIs prevent stray currents in the water which can lead to rapid corrosion of grounded metal components such as pilings, vessel props, and zinc anodes.

- **Fire Suppression System Upgrades** - Installation of a new dry fire suppression line and new fire extinguishers will greatly enhance the safety of the harbor because dry fire suppression lines

significantly increase the flow capacity and response time for fighting fires at all locations on the floats. The existing fire suppression system consists of fire extinguishers only.

- **Domestic Water System Upgrades** - CBJ Docks & Harbors works hard to identify and promptly repair leaks in the potable water system, but the condition of the existing system increases the likelihood that leaks will occur and potentially allow untreated seawater to enter the piping. Installing a new water system with new pipes and valves, which is properly supported by heavy-duty hangers will greatly improve the safety of the drinking water provided to patrons of the harbor. The existing potable water system consists of aging pipes and valves suspended below the floats, in some places by the few remaining utility hangers, but more commonly by ropes tied to the float walers. Heavy marine growth covers the entire system, which has the effect of pulling the pipes down, stressing the remaining hangers, and hiding the signs of leakage.

Figure 10: Corroded Steel Pile



APPENDIX J

Block 15: Past Maintenance Expenditures

On the following page, please find supporting documentation detailing the past maintenance expenditures of the CBJ for Statter Harbor.





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

Port of Juneau

August 18, 2026

To: Alaska Department of Transportation and Public Facilities

From: Matthew D. Sill, P.E.
Port Engineer

Reference: Municipal Harbor Facility Grant Application – Statter Harbor Improvements
Project Phase IV

The FY28 Municipal Harbor Facility Grant Application requests documentation concerning past maintenance expenditures and the nature of maintenance performed. Maintenance tasks required at this facility include inspecting, cleaning, repairing, painting, and replacing float, gangway, breakwater, and other miscellaneous components in the harbor. Maintenance tasks also include opening and closing the facility for peak season, snow plowing, and landscaping as required. The following provides the breakdown of expenditures:

FY26	Statter Harbor *
Maintain and Repair Capital Infrastructure:	\$415,209
Last Five Years	
Maintain and Repair Capital Infrastructure	\$1,699,498

* Costs based on prorated infrastructure expenditures

APPENDIX K

Block 16: Range of Options

The following pages contain documentation demonstrating the full range of options CBJ evaluated for this project.



RANGE OF OPTIONS

Float Replacement

Three options were considered for the replacement of the deteriorated floats and piles at the east side of the harbor.

- **Option 1:** float rehabilitation
- **Option 2:** replacement float to match existing footprint
- **Option 3:** replacement float with extended footprint

Option 1 was determined to be nonviable because of the advanced state of deterioration in the floats. The timber framing, steel hardware, and floatation are in poor enough condition that to rehabilitate each component would cost more than the cost to replace an entire float.

Although Option 2 would cost less than Option 3, Statter Harbor is a very heavily used Harbor that struggles with over capacity and operational efficiency. To address the needs of the community and the longstanding wait list for stall assignments, Option 3 was selected as the preferred option. However, the additional mooring space that Option 3 can provide is limited by the bathymetry at the site combined with the proximity to the shoreline. Therefore, a modest extended footprint was selected for float replacement at the east side of the harbor.

Anode Installation

All of the newest floats in Statter Harbor are restrained by steel pipe piles. Steel pipe piles are the longest lasting and most cost-effective design for restraining mooring floats in Alaskan harbors. However, steel is highly susceptible to corrosion in saltwater environments. Two primary methods for protecting the steel piling from the harsh marine environment are coating the piling in protective coatings and installation of sacrificial anodes. The most cost effective coating used to protect steel piles is hot dip galvanizing, which is a molten zinc layer which is applied prior to the installation of the piling in the harbor. All of the piling installed at Statter Harbor were hot dip galvanized prior to installation. However, hot-dip galvanizing will only protect piling for 10-20 years which is only a fraction of the facilities design life of 50 years. To prevent premature replacement of the facility, CBJ proposed installing zinc anodes on all of the newest piles in the facility.

Two options were considered for the installation of anodes at Statter Harbor.

- Option 1: no-build
- Option 2: anode installation

Option 1 is the less expensive option in the short term. However, If no action is taken, the 58 selected piles at Statter Harbor will be susceptible to corrosion as the galvanized coating wears off over time. The corrosion of the piles will lead to the need for replacement of the facility. Additionally, highly corroded piles are more likely to be damaged by storm events which can result in safety issues. Installing anodes on the harbor piles is the most economical, safe, and viable action to keep Statter Harbor operational long-term. Option 2 was selected as the preferred option.

Figure 11: Divers Installing Anodes





DOCKS & HARBORS OPERATIONS & PLANNING COMMITTEE MINUTES

May 20, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

A. CALL TO ORDER:

Chair Orr called the meeting to order at 5:00 PM.

B. ROLL CALL:

Present: James Becker, Matthew Leither, Mark Ridgway, Shem Sooter and Nick Orr (Chair)

Absent: Tyler Emerson, Clayton Hamilton, Robert Horchover, Annette Smith

Also in Attendance: Port Director Carl Uchtyl, Harbormaster Matthew Creswell, and Port Engineer Matthew Sill.

Presenters/Consultants: Brandon Ivanowicz, PND Engineers; Brian Myers, Morris Engineering

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES: None

1. MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED:

Mr. Ridgway moved to approve the agenda with unanimous consent.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS: None

E. APPROVAL OF MINUTES:

2. April 22, 2026 Minutes:

Mr. Ridgway moved to approve minutes. The Chair requested unanimous consent.
Minutes approved.

F. UNFINISHED BUSINESS: None

G. NEW BUSINESS:

3. 2027 ADOT Harbor Facility Grant Application

Presentation by Port Director:

Port Director Uchtyl presented information on the 2027 ADOT Harbor Facility Grant Application. He stated the Notice of Funding Opportunity had not yet been issued by DOT, but applications are typically due in early August. He reviewed eligible project types, including approach docks, floating breakwaters, and launch ramps, and noted that dredging, fixed breakwaters, boathouses, and buildings are generally ineligible.

Port Director Uchtyl stated Docks & Harbors has received approximately \$20 million from the program since its inception in 2006 and currently has approximately \$1.4 million in grant match funding for the Aurora Drive Down Float. He stated the grant program is

generally a 50/50 match program and asked the Committee for direction on which projects, if any, staff should prepare for application.

a. Committee Questions:

Committee members discussed whether Echo Cove would be an eligible project. Port Director Uchytel stated Echo Cove appeared to be a viable project and could potentially be coordinated with the Pittman-Robertson Hunter Access grant.

The Committee discussed possible Statter Harbor projects, including zinc anodes and replacement of the older horseshoe float. Port Director Uchytel stated the horseshoe replacement and zinc anodes could potentially be combined as one project, but noted that a larger project request may affect competitiveness depending on available funding.

Harbormaster Creswell discussed recent photographs showing significant deterioration in the Statter Harbor horseshoe piling. Staff noted that visible infrastructure deterioration could strengthen a grant application because grant scoring considers project need and condition.

The Committee also discussed the age and condition of Statter Harbor infrastructure, the useful life of anodes, potential project timing, and whether the horseshoe replacement would conflict with future breakwater work. Port Director Uchytel stated the horseshoe replacement likely could proceed without conflicting with the breakwater project.

b. Public Comment: None

c. Committee Discussion/Action:

The Committee discussed possible direction of staff. Members generally supported staff further evaluating a combined Statter Harbor horseshoe replacement and zinc anode project, while also continuing to consider an Echo Cove project.

Committee members discussed whether combining the horseshoe replacement and zinc anodes would create a stronger application by presenting a clearer infrastructure-preservation need. Members also recognized the potential risk of requesting a larger project amount.

Port Director Uchytel stated staff could continue developing the concept, work toward a 35% design, and bring the item back to the Committee. He also noted that an existing zinc anode grant application could be updated and resubmitted if the Board later preferred that direction.

MOTION: No motion was made.

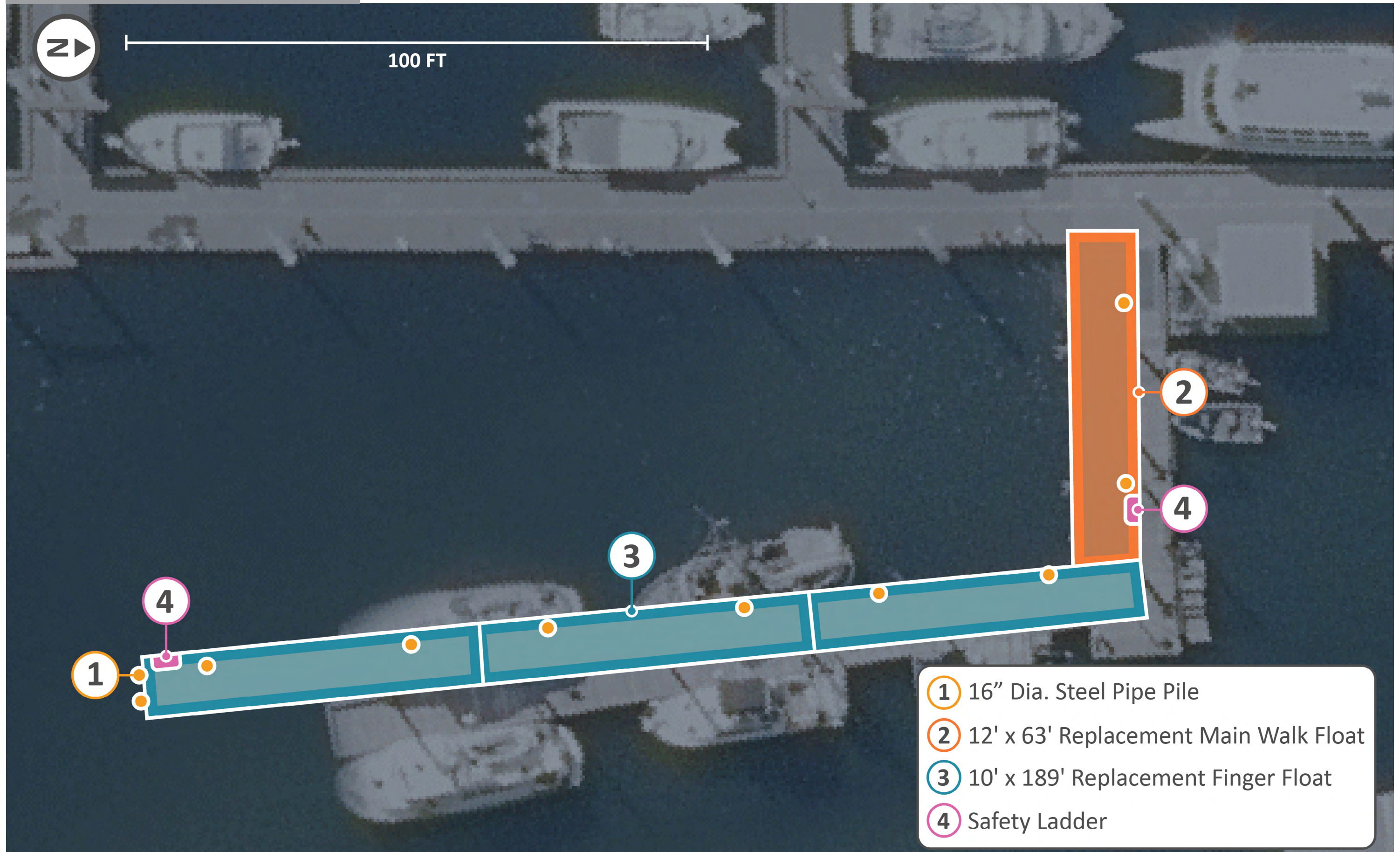
APPENDIX L

Block 17: Safety Ladders

On the following pages, please find a map showing the location of the proposed safety ladders on the replacement floats.



Figure 10: Selected Alternative



APPENDIX M

Block 19: Resolution of Support

On the following page, please find the Resolution of Support for this project, which was approved in July 2026 by the CBJ Assembly.



RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 4055

A Resolution Supporting an Application for Funding from the State of Alaska Department of Transportation and Public Facilities Harbor Facility Grant Program for \$2,000,000 for Phase IV of the Statter Harbor Improvements Project.

WHEREAS, the State of Alaska Department of Transportation and Public Facilities (ADOT&PF) administers the Harbor Facility Grant Program; and

WHEREAS, the City and Borough of Juneau owns and maintains Don D. Statter Harbor Facility and Statter Harbor is eligible for a Harbor Facility Grant; and

WHEREAS, the City and Borough of Juneau has the required 50 percent in local matching funds for construction of Statter Harbor Improvements Phase IV per the Harbor Facility Grant Program; and

WHEREAS, the City and Borough of Juneau is capable of completing the Statter Harbor Improvements Phase IV within 18 months after award of a Harbor Facility Grant; and

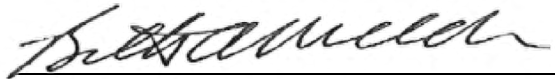
WHEREAS, the Statter Harbor Improvements Phase IV is critical to the City and Borough of Juneau.

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

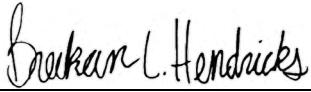
Section 1. The Assembly of the City and Borough of Juneau strongly supports Phase IV of the Statter Harbor Improvements Project and requests that the Alaska Department of Transportation and Public Facilities provide matching Harbor Facility Grant funding for the project.

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

Adopted this 27 day of July, 2026.


Beth A. Weldon, Mayor

Attest:


Breckan L. Hendricks, Municipal Clerk

2026

January						
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2027

Holidays & Observances

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June

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July

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Jan 01	New Year's Day
Jan 18	Martin Luther King Day
Feb 06	Chinese New Year
Feb 08	Ramadan, 1st day
Feb 10	Ash Wednesday
Feb 14	Valentine's Day
Feb 15	President's Day
Mar 17	St. Patrick's Day
Mar 20	March equinox (GMT)
Mar 28	Easter
Apr 01	April Fool's Day
Apr 21	Admin Assistants Day
Apr 22	Passover
Apr 22	Earth Day
May 05	Cinco de Mayo
May 09	Mother's Day
May 16	Pentecost
May 31	Memorial Day
Jun 14	Flag Day
Jun 19	Juneteenth
Jun 20	Father's Day
Jun 21	June Solstice (GMT)
Jul 04	Independence Day
Sep 06	Labor Day
Sep 23	September equinox (GMT)
Oct 02	Rosh Hashanah
Oct 11	Federal Holiday
Oct 31	Halloween
Nov 11	Veterans Day
Nov 25	Thanksgiving
Dec 22	December Solstice (GMT)
Dec 24	Hanukkah begins
Dec 25	Christmas Day
Dec 26	Kwanzaa begins
Dec 31	New Year's Eve