

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, March 26th, 2015

- I. Call to Order** (5:30 p.m. at the CBJ Assembly Chambers).
- II. Roll** (John Bush, Tom Donek, Bob Janes, David Logan, Mike Peterson, Budd Simpson, Scott Spickler, David Summers, and Greg Busch).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of February 26th, 2015 Regular Board Meeting Minutes, March 7th, 2015 Strategic Retreat Meeting Minutes, and March 7th, 2015 Special Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda**
 - A.** Public Requests for consent Agenda Changes
 - B.** Board Members Requests for Consent Agenda Changes
 - C.** Items for Action

- 1. Harbor Code of Conduct
Presentation by the Port Director

RECOMMENDATION: TO ADOPT THE PROPOSED HARBOR CODE OF CONDUCT AS PRESENTED.

- 2. Old Douglas Harbor Rebuild (Phase I) Bid Award
Presentation by the Port Director

RECOMMENDATION: THAT THE ASSEMBLY APPROVE THE BID AWARD TO TRUCANO CONSTRUCTION IN THE AMOUNT OF \$329,870 FOR DOUGLAS HARBOR – PHASE I.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

VII. Unfinished Business - NONE

VIII. New Business

- 1. New Auke Bay Loading Facility Rate Changes
Presentation by Port Director

Board Questions

Public Comment

Board Discussion/Action

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, March 26th, 2015

MOTION: TO APPROVE THE PROPOSED NEW ABLF RATES AND BEGIN PUBLIC NOTIFICATION AS REQUIRED UNDER CBJ CODE.

IX. Items for Information/Discussion

1. Whale Project Update
Presentation CBJ Engineer
2. Proposed Zoning Changes to Waterfront Area in vicinity of the Rock Dump
Presentation by CBJ Community Development Department

X. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- March 4th, 2015 and March 24th, 2015
2. Operations/Planning Committee Meeting- March 18th, 2015
3. Finance Committee Meeting- March 19th, 2015
4. Docks Fee Review Committee Meeting- March 19th, 2015
5. Member Reports

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Harbor Fee Review Meeting – Tuesday, March 31st, 2015
- b. Operations/Planning Committee Meeting – Wednesday, April 22nd, 2015
- c. Finance Committee Meeting – Thursday, April 23rd, 2015
- d. Docks Fee Review Meeting – Thursday, April 23rd, 2015
- e. Board Meeting – Thursday, April 30th, 2015

XVI. Adjournment

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

I. Call to Order.

Mr. Logan called the Regular Board Meeting to order at 5:30p.m. in the CBJ Room 224.

II. Roll Call.

The following members were present: John Bush (via telephone), Greg Busch, Tom Donek, Robert Janes, Mike Peterson, Budd Simpson, Scott Spickler, David Summers, and David Logan.

Also present were the following: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, Bob Bartholomew – CBJ Finance Director, and Jerry Nankervis – Assembly Liaison.

III. Approval of Agenda.

MOTION By MR. DONEK: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the January 29th, 2015 Regular Board Meeting Minutes were approved as presented.

V. Public Participation on Non-Agenda Items –
Howard Lockwood, Juneau, AK

He said he is here as the Manager of Juneau Port Development LLC. He handed out a packet to the Board and said he will give a power point presentation at the next Board meeting with the objective of getting a concept approval from the Board to move forward. He will need a formal approval. He is currently moving the project through the Planning Commission, and DNR.

VI. Consent Agenda -

A. Public Requests for consent Agenda Changes – None

B. Board Members Request for Consent Agenda changes

Mr. Simpson asked to move the Passenger for hire regulation changes #3 on the consent agenda to #1 on new business. The copy of the regulation change in the packet did not reflect all the changes that were recommended at the Harbor Fee Review Committee meeting.

Mr. Donek asked to move the Waterfront Vendor Booth Regulation Changes #2 on the consent agenda to #2 new business.

C. Items for Action

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

1. Appropriation Ordinance and Funds Transfer for Douglas Harbor

RECOMMENDATION: That the Assembly approve an ordinance appropriating \$67,145.08 of interest revenue to CIP account H51-084 and transferring \$46,391.84 from H51-084 to H51-085 for the Old Douglas Harbor Rebuild project.

Motion By Mr. Simpson: To approve item #1 on the consent agenda and ask unanimous consent.

Motion passed with no objection

VII. New Business –

1. Passenger-For-Hire Regulation Changes

Mr. Simpson said the language “per vessel” was not added in the red lined changes to the regulation in the packet. In Subsection (d) Inspected Vessel Fees, the words “per vessel” should be after \$300, \$400, and \$500, and (e) Uninspected Vessel Fees, the words “per vessel” should be added after \$50, \$100, and \$150.

Board Questions – None

Public Comment – None

Board Discussion/Action

MOTION By MR. SIMPSON: TO APPROVE THE CORRECTIONS IN SUBSECTION (d) AND (e) OF REGULATION 05 CBJAC 20.080 AND FORWARD THIS ON TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

2. Waterfront Vendor Booth Permits

Mr. Donek said there was a letter submitted to the Board from a member of the public and he thought someone might want to speak.

Mr. Logan said the letter pointed out going from a \$5,000 minimum bid to a \$30,000 minimum bid would have an economic hardship for a small business.

Board Questions- none

Public Comment- none

Board Discussion/Action –

Mr. Uchytel said when the Port Fee Review Committee looked at this fee, the Committee averaged the last two years which came to \$37,500, with the median

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

being \$42,000. This is what the rates have been, and \$30,000 is fair and reasonable.

Mr. Busch said the key part for raising the minimum bid is to dissuade bidders that may drop out. This would only be for serious bidders. The \$5,000 was below average and he supports maintaining the \$30,000 minimum bid.

MOTION By MR.DONEK: TO APPROVE THE REGULATION CHANGES TO 05 CBJAC 20.080 PASSENGER FOR HIRE FEES AND FORWARD ON TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT.

Mr. Busch offered a friendly amendment to change the regulation to 05 CBJAC 20.010 Waterfront Sales Permits.

Mr. Donek accepted.

Motion passed with no objection.

3. 16B Cruise Ship Berth Expansion Funding Cash Flow Needs

Mr. Uchytel said Mr. Bartholomew attended the Finance Committee last month and outlined the cash flow needs for the 16B project. The purpose for his attendance tonight is to review the cash flow needs again for the 16B project before the Strategic planning meeting. He said Mr. Bartholomew will go over where the money is coming from (sources), what the needs are, and the cash flow requirements to buy bonds for this project. The question for the Board will be whether the Board wants to dip into the Docks fund reserve to help pay down the bond debt.

Mr. Bartholomew, CBJ Finance Director, said he is getting ready to sell bonds in April for the Port expansion project. This will be going to the Assembly Finance Committee and Assembly as a whole. He wanted to inform the Docks & Harbors Board to make sure everyone has the latest information in case of questions. He said there is a proposal to sell less bonds than anticipated a year and a half ago and this should be considered. In September of 2010 the Assembly adopted the current plan. In April of 2011 the Assembly committed a revenue package to get to the completion of the project and pay off bonds issued. In March of 2014 the actual contract to Manson Construction was issued which came in slightly under the Engineers estimate. In August 2012 the Assembly authorized the sale of \$29M in bonds, \$6M for the seawalk portion and \$23M for the dock expansion portion of the project including the uplands. April this year he will be going to market to sell the \$23M in bonds. He said on page 29 of the packet it is showing the total cost of the project including the seawalk, and the bond reserve is \$94M. The purpose of the first column, with Oct 2013, that is the last time the full packet of information

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

was presented to the Assembly. For the overall cost of the project, there has been very little change. With talking with Mr. Gillette the portion of the project that has been completed so far is under budget by \$800K, which is under the estimate submitted to the Assembly. He said Mr. Gillette is very cautious and says there is a lot still left to go. Another thing to point out on page 29 is the \$2.1M required bond fund reserve, \$500K of that reserve has already been funded when the seawalk bonds were sold, with the remaining amount \$1.6M. Page 30 in the packet are the funding sources the Assembly has committed to the dock expansion project. To date, the Docks fund has contributed \$4M and three state grants have contributed over \$11M. With the Marine Passenger fees, the total revenue up to January 2015 is \$57.8M. The variance of \$1.5M which is the amount of revenue that has been under forecasted. Initially Mr. Bartholomew said he asked for \$29M for the revenue bond, but decided to go back and ask for a greater amount of \$36M, but with an issue of who owned the Tideland, the Assembly rejected any change until the issue was settled, but kept the \$29M in place. Currently, the Tideland issue is 99.9 % resolved. Now we can go back and ask for the \$36M or look at alternatives.

Mr. Bartholomew pointed out two prime benefits for not selling as much bonds;

- Slight decrease in overall costs because we are not paying interest for however long the length of the bond is issued.
- The more important reason - to issue \$36M in bonds based on the Port Development fees which are going to be pledged for repayment, we would have to sell 25 years worth of bonds to give us enough cover ratio and cushion in case of fluctuation. If we go with the lower number of \$29M with \$23M unsold, we can sell 19 year bonds. Overall, the Docks and community is less exposed to the risk of something happening with cruise ship passenger numbers shrinking.

Mr. Bartholomew said there is a plan to pay off all the debt in 10 to 12 years. The chances of this going for 19 years or 25 years is very small. The plan is to accumulate the Port Development fees into the Port Development fund for early payoff. After 10 years that will be \$4M or \$5M. The other potential source of early payoff would be if there is no other use for the State Marine Passenger Fees or all the revenues collected. Docks & Harbor Board can recommend to the Assembly for early payoff. For the total project revenue, there is \$85.6M identified. The project expenditures are \$94.6M with a project shortfall of \$8.9M. He is proposing three additional funding sources. With the project being delayed a year, he has delayed selling bonds so this years Port Development Fee can go into the project because it is not needed for the bond debt service. The debt needed for the seawalk has already been taken out. He is asking the Board to consider asking the Assembly for one more year of the

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

State Marine Passenger funds of \$4.4M because the project will still be ongoing in FY17. He recommends using \$1.6M of the Docks fund balance which is currently just over \$4M and growing approximately \$500K annually. The \$1.6M would be put in a custodian bank for the bond reserve requirement, which would be set aside and invested until the bonds were paid off and then returned to Docks & Harbors. With the above funding resources, there is still a \$685K shortfall. After talking with Mr. Uchytel and Mr. Gillette, he suggests reducing the project expenditures where the work has been completed under budget. If you decide to do these recommendations, it will be introduced to the Assembly Finance on March 16th and adopted on April 6th. The reason for that timeline is for the bond sales scheduled from April 17th to the 20th. If we don't decide to use the Docks fund balance, there will be less bond proceeds coming into the project and they would go into the reserve account.

Board Questions –

Mr. Busch asked why we are asking for \$29.4M when it shows only \$27.8M in the January 2015 column?

Mr. Bartholomew said it may be more accurate to put the \$29.4M back into the schedule. He will look at the numbers to see if they need to be updated.

Mr. Busch asked if Docks & Harbors is at risk of not getting the FY17 State Marine Passenger fees?

Mr. Bartholomew said his understanding is Juneau will get \$4.4M if there are no changes to the fees in FY17. If we don't go to the Assembly with a plan on how to use these funds, it would stay uncommitted. If we do ask for these funds, the Assembly would put a plan together for the FY17 revenue being committed to this project.

Mr. Spickler asked if Docks & Harbors would get a written agreement from the Assembly that the FY17 revenue would be used for the Docks & Harbors project so the funds can't be used on something else.

Mr. Bartholomew said if he has direction from this Board, he would go to the Assembly and ask them to update their plan from April 2011, which was an Assembly verbal commitment.

Mr. Uchytel said the project costs include \$5.5M in contingency. If everything stays on schedule there will be \$5.5M left over.

Mr. Peterson asked if the revenue bonds that are going to be sold in April are the 25 year bonds?

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

Mr. Bartholomew said the current ordinance that was adopted is the 25 year bonds. He needed to update that because things have changed and the draft ordinance introduced to the Assembly on February 23rd, has 19 year bonds. If the Board does not want to go that direction, he will amend the draft ordinance to go back to the 25 year bonds.

Mr. Peterson asked if the \$1.6M would come out of the Docks Fund?

Mr. Uchytel said yes.

Mr. Peterson asked what the Docks fund is currently?

Mr. Uchytel said approximately \$4M.

Mr. Janes asked what is the difference in cost when selling a 25 year bond versus a 19 year bond?

Mr. Bartholomew said it is \$150K to \$200K a year with \$900K to \$1.2M in total savings over six years.

Public Comment- None

Board Discussion/Action

Mr. Logan asked what would happen if the Board is still undecided by the March 16th deadline?

Mr. Bartholomew said he would still move forward with the proposal of selling the \$29.4M in bonds on the 19 year schedule. This would mean less proceeds would come into the project and at a future date he would need to know if he would be going to the Assembly for the \$36M in bonds or go with the recommended funding sources. This is not holding up anything essential to the project but it is good to know for planning purposes.

Mr. Busch recommended scheduling a Special Meeting before March 16th so Mr. Bartholomew has clarification.

MOTION By MR. BUSCH: TO HAVE A SPECIAL BOARD MEETING TO TAKE FINAL ACTION PRIOR TO THE MARCH 17TH ASSEMBLY FINANCE MEETING AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

Mr. Uchytel asked if the Board wanted the meeting at the end of the Strategic Retreat?

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

The Board agreed to have it just after the Strategic Retreat.

Mr. Bartholomew commented the financial advisor from the bond bank recommended to refinance the existing harbor bonds from the 2007 bond sale, which he started last week. This refinance savings would be \$25K to \$30K per year.

Mr. Bartholomew said the Harbors bond coverage ratio needs to have a net revenue of 20% exceeding your cost of bonds. In 2014 the Harbors fund exceeded the bond by 160%. However, in 2012 we missed the 20%, in 2013 we were at 21%, but 2014 was a better year and with refinancing the bonds, it will make it easier in future years.

4. Biennial Budget

Mr. Uchytel said this is our biennial budget process and we are mid cycle in this budget. Docks & Harbors is required to present a budget to the Assembly Finance in April. There are two budgets, a Docks and a Harbors budget. This was presented to the Finance Committee last week. Mr. Uchytel pointed out the highlights on the Docks revenue is that it is staying around \$1.8 M from FY14 actuals through FY16. If the Port Fee Review committee decides to change rates, FY17 revenue could increase. Mr. Uchytel said the Docks expense is in the packet and asked if there was any questions.

Mr. Uchytel pointed out on the Harbors budget the FY15 projected actuals is \$4.4 because of the Tram lease agreement finalization. He said on the Harbors expenses the contractual services have been increased due to maintenance. He said rough numbers for Harbor is the revenue will exceed the expense by approximately \$700K in FY15 and \$400K in FY16.

Board Questions

Mr. Logan asked Mr. Spickler if the Finance Committee reviewed the Docks budget.

Mr. Spickler said yes and the Committee recommended that the Board approve the budget.

Mr. Peterson asked why the higher refuse disposal for FY15, and then going back to the \$130K for FY16?

Mr. Borg said approximately 15 boats were disposed of this year at \$.15 a pound.

Mr. Janes said he would like to have a discussion on how to reduce the refuse expense.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

Mr. Logan recommended to take this item to OPS/Planning Committee for discussion.

Mr. Peterson left the meeting at 6:30 pm.

Mr. Uchytel said Docks & Harbors revenues are exceeding the expenses.

Public Comment- None

Board Discussion/Action

MOTION By MR. BUSCH: TO APPROVE THE FY15 AND FY16 BIENNIAL DOCKS & HARBORS BUDGET AS PRESENTED AND FORWARD TO THE ASSEMBLY FINANCE COMMITTEE FOR ADOPTION AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VIII. Items for Information/Discussion

1. Strategic Retreat Planning

Mr. Uchytel said the following items information is what staff will provide for the retreat;

- Launch ramp permits history.
- Waitlists
- Outlines of the Harbors (sizes)
- Trends
- IVF vessel sizes

The FSM system does a great job for collecting revenue, but not for projecting the future needs of our Harbors.

Mr. Logan said at the Strategic retreat he plans to review the different Harbors and Docks to forecast project needs with improvements, with a recap of infrastructure and the condition it's in. Develop smaller plans for the determined projects and revisit the Statter Master plan. Look at the downtown section Docks and the Harbors. Look at revenues to see what can be paid for, and rank and prioritize projects.

Mr. Uchytel said the meeting will be at the Port/Customs building.

2. ABLF Boatyard – Next Steps

Mr. Uchytel said the Planning Commission approved the conditional use modification for the Auke Bay Loading Facility in February. Moving forward, he recommends Docks & Harbors invest in the infrastructure that goes into that area as we see fit and have the vendor re-compete for the lease when it comes up in 2018. Staff is moving toward applying for the multi-sector permit required for a boat yard at Statter Harbor.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

Mr. Simpson asked if Docks & Harbors does this, will the existing boat yard at Statter Harbor be eliminated?

Mr. Uchytel said yes.

3. Thane Ore House – Update

Mr. Uchytel said with the previous tenant no longer an issue, we can now move forward with an RFP proposal to choose a new lessee that would be the best fit for the property. Included in the RFP would be a request for what the new lessee would be willing to pay.

4. Electric Board Charging Station

Mr. Janes said Bob Varnes' boat will not be completed for this season.

Mr. Logan wants this item to go back to OPS/Planning Committee for more work.

Mr. Simpson recommended bringing this to the OPS/Planning meeting in the fall.

Mr. Logan recommended Mr. Varnes contact Docks & Harbors staff to get on the meeting agenda so it can be discussed before the boat is in Juneau.

Mr. Janes said he will contact Mr. Varnes and report back to the Port Director.

5. Juneau Fisheries Terminal

Mr. Uchytel said he met with the UAS Lands & Resource manager to discuss a land swap with CBJ. He showed on a map the area that is currently leased to Docks & Harbors. Mr. Uchytel said Docks & Harbors would like to acquire all this property, but UAS is only interested in releasing the tideland area for the land swap.

6. 16B Cruise Berths Fabrication Update

Mr. Gillette said the pictures provided in the packet are to give perspective to the size of the project. Manson is moving forward and are just about finished with the approval for the shop drawings for the pontoons which they will start on in April. Both will be built side by side and finished by next spring. Manson should be in town mid june to set up their office and ready to start construction as soon as the last cruise ship leaves.

7. Statter Harbor Oil Slick

Mr. Borg said around Sunday afternoon there was approximately 50 to 100 gallons of oil released into Statter Harbor. The Harbor was not notified and

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

this came out on facebook. The Coast Guard was called by someone who saw this on facebook. The Coast Guard responded, but couldn't clean it that night, but cleaned the majority of it the next morning. The remaining is residual. All the boats have been cleaned and this spill response will be open for 90 days so if anything else comes up there will be someone to respond. The Coast Guard is still trying to determine the responsible person for the spill.

IX. Committee and Member Reports

1. Harbor Fee Review Committee Meeting – February 18th, 2015

Mr. Simpson said the Committee reviewed the Auke Bay Loading Facility fees, and worked on parking lot fees. The Committee decided to eliminate the \$75 monthly fee while the Horton lot is not able to be used and charge the \$5 per day rate. The Committee will be looking more at parking and then moving onto regular moorage fees.

2. Operations/Planning Committee Meeting – February 18th, 2015

Mr. Simpson said the Committee discussed the code of conduct again, but this was sent back for more work. The Committee also recommended the transfer of funds for the Douglas Harbor which was on the consent agenda tonight.

3. Finance Committee Meeting – February 19th, 2015

Mr. Spickler said everything that the Committee discussed was covered tonight.

4. Docks Fee Review Committee Meeting – February 19th, 2015

Mr. Busch said the Committee discussed loading zone fees and this will continue at the next meeting.

5. Member Reports - None

X. Port Engineers Report –

Mr. Gillette said his report is in the packet. He said the Old Douglas Harbor demolition phase I is advertised, and it is moving forward. Phase II is dredging, which will be completed by the Corps of Engineers. Phase III will be reinstalling the floats, which will be a Docks & Harbors contract.

The schedule will be;

- Demolition will start August 17th, completion October 10th
- Dredging will start after October 10th, completion by April 10th
- Installation of new floats will start April 12th, completion before the Salmon Derby 2016

Mr. Spickler asked if during the demolition phase the launch ramp would be affected?

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

Mr. Gillette said it will be open, but there could be times when the barge is moving in and out. We just need to be cautious.

XI. Harbormaster's Report –

Mr. Borg said staff is working on the hiring process for the seasonal Harbor Technicians and Harbor Officers. The seasonal's will be starting April 6th. Docks & Harbors has finally received the replacement trailer for the trailer that was stolen from the Auke Bay Loading Facility. We also have a replacement outboard for the Joe G on order.

Mr. Uchtyl said Docks & Harbors is insured and paid the deductible of \$1,000 to replace the stolen trailer. Also, the Joe G outboard is funded from a fleet replacement schedule that Docks & Harbors pays into annually.

XII. Port Director's Report –

Mr. Uchtyl said with the Horton Lot no longer used for parking, he has CBJ Law Department working on a MOA with Auke Bay school for parking vehicles only when school is not in session, an agreement with First Student for a dozen trailer parking, and working on drafting a MOU with UAS to allow car parking in their main lot when school is not in session. He said tomorrow from 7:30 to 9:00 is coffee and doughnuts at the Yacht Club.

Mr. Spickler asked what the loss of parking is going to be?

Mr. Uchtyl said it could be a gain.

Mr. Uchtyl said Docks & Harbors was fined \$1,000 for the lack of flagging during the CSTSA parking contract with Miller Construction. This was sent to another department and Docks & Harbors missed the 15 day appeal deadline. CBJ Law tried to appeal anyway, but found in the specs that the contractor must comply with all state, federal and local laws was in conflict with ADOT where Docks & Harbors be responsible for all safety concerns of the project. CBJ Law believed that was Docks & Harbors responsibility to ensure Miller Construction had flaggers in place. Staff paid the \$1,000 fine last week.

XIII. Assembly Liaison Report –

Mr. Nankervis said the Assembly is noticing the progress at Aurora Harbor and noted it looks good. Statter Harbor has been looking good also, it is unfortunate about the oil spill. He said he would like to know the Auke Bay school position for allowing parking to the Shelter Island users. He recommended to let the Assembly know if they need to talk to the school Board to allow the parking.

Mr. Logan said the parking at the school will need to come from the Assembly.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, February 26th, 2015

Mr. Uchytel said the Auke Bay School is willing to work with Docks & Harbors, but they just want something in place noting they don't want parking during school and no trailers.

Mr. Nankervis said the Assembly will help out with talking with the School Board if needed and they are also happy to hear about Douglas Harbor moving forward.

XV. Board Administrative Matters

a. Harbor Fee Review Meeting – Next meeting is Wednesday, March 4th, 2015.

b. Strategic Planning Retreat – Saturday March 7th, 2015
Mr Logan said the retreat will be from 9:00 am to 1:00 pm

c. Operations/Planning Committee Meeting – Wednesday, March 18th, 2015

d. Finance Committee Meeting – Next meeting is Thursday March 19th, 2015.

e. Docks Fee Review Meeting – Next meeting is Thursday March 19th, 2015

f. Board Meeting Thursday March 26th, 2015

XVI. Adjournment - The regular Board Meeting adjourned at 7:18 p.m.

**CBJ Docks and Harbors Board
Strategic Retreat Meeting Minutes
For Saturday, March 7th, 2015**

I. Call to Order.

Mr. Logan called the Special Board Meeting to order at 9:02 am at the Port Customs Building.

II. Roll Call.

The following members were present: Greg Busch, Tom Donek, Robert Janes, Michael Peterson, David Summers, Budd Simpson, and David Logan.

Absent: John Bush and Scott Spickler

Also present were the following: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, and Dave Borg - Harbormaster

III. Approval of Agenda.

MOTION By MR. BUSCH: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Public Participation on Non-Agenda Items -

Mr. Brian Holst, Juneau, AK

He talked about the Juneau Fisheries Terminal area being a good opportunity for Docks & Harbors.

V. Work Session

1. Review of existing fund Balances

Mr. Uchytel said the Harbors fund balance is \$3.28M and Docks fund balance is \$3.45M. He said Harbor funds can be used for Docks projects, but Docks funds can't be used for Harbor projects. The Docks fund balance has head tax collected and use of the head tax is controlled by federal law. The Harbor fund struggles, but there is no issues collecting marine passenger money for the Docks funds.

Mr. Busch asked if the fund balance was unencumbered.

Mr. Uchytel said yes.

2. State Funding Opportunities –

Mr. Jardell said there will be no state funding opportunities for the next three to five years. He said the state will be out of savings in two years. There could be grants available through federal funds, but it is not realistic to get state funds for the harbor. He said the City funding will be going away soon also.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Simpson asked if the state head tax has to go to passenger related items.

Mr. Jardell said most of the state head tax funds are dedicated to 16B. Docks & Harbors will continue to get the State head tax to 2016. He said funding is tight and the Legislature is looking at everything. Don't count on any funding outside of head tax revenue.

Mr. Simpson asked if the state head tax has limitations on use?

Mr. Jardell said yes, but the Legislature is looking at ways to distribute to organizations with a more broad passenger use.

Mr. Uchytel said the state collects \$36.50 per person. The City of Juneau receives \$5 of the \$36.50 which is currently committed to the 16B project through 2016 and Docks & Harbors will try for one more year to 2017.

Mr. Logan asked if the Port Development revenue was used on paying off the bond debt?

Mr. Uchytel said yes, but he is unsure for how many more years.

Mr. Janes said if the Port Development revenue is paying down the excess, and Docks & Harbors has money in the bank, the fund balance should be used on projects.

Mr. Logan said that is why we are here to discuss the projects.

3. Harbor Trends –

Launch Ramp Sales

Mr. Uchytel said there are commercial and recreational launch ramp permits and the launch ramp sales have been increasing since 2008.

Waitlists

Mr. Uchytel said there is no waitlist for the downtown harbors, but Statter Harbors has waitlists for 32' and 42' stalls.

Mr. Simpson said years ago the waitlist had hundreds of people on it because it was never cleaned up or maintained. With cleaning up the waitlist and restructuring the Harbors by adding larger size slips has been a major impact on reducing the waitlist.

IVF Reservations

Question was asked what size vessels are using the IVF?

Mr. Borg said the trend is larger vessels.

Mr. Uchytel said we have to turn people away for IVF moorage. We meet the needs about 80% of the time.

Mr. Borg said the smaller boats are trailering more. The larger vessels go to Statter first and then rest of the harbor system.

Commercial Fishing Vessels

Mr. Uchytel said there is approximately 120 fishing vessels in our Harbors.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

4. Review of Docks & Harbors facilities
 - a) Downtown Cruise Ship properties (Docks)
 - i) Alaska Steamship Dock
 - ii) Cruise Ship Terminal Dock
 - iii) CST Staging, Brickyard & other

Mr. Uchytel said everything is currently going smoothly on the 16B project.
He suggested ideas to think about;

- What if Sweetheart Creek came online (Juneau Hydro power)? This would mean cable, electrification of the berths, and power for the slips with an estimate cost of \$7M to \$10M.
- The City Manager is responsible for construction and maintenance of the seawalk. Mr. Uchytel said he has asked for marine passenger fees to pay for maintenance issues on the seawalk, ie, maintenance for the new buildings, replacement canopy for the lightering float gangway, and brickyard maintenance. At some point, Docks & Harbors may not receive money for the maintenance issues.
- The City has been purchasing portion/parcels of the Archipelago property. Mr. Uchytel pointed out a 45' area down the center of the property and 10,000 sq/ft of tidelands that was purchased. Currently there is \$2M set aside for a deck-over project. Docks & Harbors has been approached by the commercial owner of the property to manage the rest of the Archipelago property. He said the Archipelago property is under utilized and the best and highest use for this area would be more bus staging. Docks & Harbors should be looking at procuring this property in the next few years.
Mr. Logan asked what is the cost of the Archipelago property?
Mr. Uchytel said he thinks it is \$8M.
Mr. Gillette said the \$2M for the deck over is only half what is needed for the entire project.
Mr. Logan summarized, the Archipelago property is \$8M, the deck over project is \$4M, and Docks & Harbors has \$2M.
Mr. Peterson asked if we have \$2M for this project, why isn't it moving forward?

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Uchtyl said with the purchase of the tidelands, we could do the deck over, but there is too many other projects at this time.

- Mr. Janes said another thing to think about is electrification for buses. This is a trend in town for more electric vehicles, and we should be looking at locations. Mr. Janes said in about 10 years, there could be 50% of the buses electric.
Mr. Logan asked if the head tax funds could be used on this project?
Mr. Uchtyl asked if there was a need this year for electric charging stations for buses?
Mr. Janes said there could be a need this year. He is currently working on converting a bus.

Mr. Busch suggested to think about a food court in the Archipelago property area.

Mr. Logan asked if the Archipelago property is something we want to pursue and if so, where is it in priority.

Mr. Busch said down the list on priorities, but it has a lot of opportunity for Docks & Harbors.

More discussion followed on the 16B project.

Mr. Uchtyl said the Whale is coming in August. Engineering is working on a location.

b) Intermediate Vessel Float

Mr. Logan asked if the IVF float could be lengthened?

Mr. Borg said the ships already hang off the end of the float.

Mr. Uchtyl said no maintenance needed for the IVF currently.

Mr. Borg said a new \$5,000 waterline was installed at the IVF. In the spring Anchor Electric will look at all the power boxes.

Mr. Uchtyl said all revenue from the IVF with the exception of the two small cruise ships goes into the Harbor fund.

c) National Guard Dock

Mr. Logan asked if there was an opportunity to expand this float.

Mr. Uchtyl said the issue is the uplands, and there is no water on the National Guard float.

Mr. Borg said the fuel barge would not be able to moor if the dock was extended.

Mr. Gillette said the area is too tight.

Mr. Borg said this dock is in good condition, and the regular rate moorage is applied for vessels that moor on this dock.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

d) Taku Harbor

Mr. Uchytel said there is a mooring float at Taku Harbor. He said there could be a possibility to bring power to this float from Snettisham and could provide power for the electric vessels.

Mr. Borg said the approach ramp to the beach is in bad condition and is in need of maintenance.

Mr. Logan asked if the maintenance would be paid out of Harbor funds?

Mr. Borg said the approach ramp will need to be replaced, maybe not this year, but probably next year. The funds could come out of the Harbor's operational funds.

Mr. Donek said the approach ramp was salvaged from Amalga Harbor.

Mr. Donek said the other float in this area at stockade point needs to be replaced. This float is a favorite for the Gillnetters. We could remove it when it is unusable, but it is very popular. He said the pile jacking situation will need to be dealt with in the next few years that is happening on both of the floats. He asked Mr. Gillette the price on a new 12' x 150' float?

Mr. Gillette said approximately \$400,000.

The question was asked how to generate revenue for this project?

Mr. Donek said this is a free facility, it would be tough to charge.

Mr. Logan said the user groups would need to be responsible to pay now with the funding issues.

Mr. Uchytel suggested issuing a "use permit" for Taku Harbor to generate revenue.

10 minute break

Mr. Logan asked if Douglas, Harris and Aurora should be conditioned to be utilized for individual users.

Mr. Donek said years ago, before the new floats were put into Douglas Harbor, the plan was to shift all the Commercial Fisherman to Douglas.

Mr. Simpson said when Harris was renovated, it was intended more for commercial users, but that was never enforced.

Mr. Logan asked if it would be good to configure the size of the slips in the harbors for size of vessel. The trend is the smaller vessels are utilizing the harbor less. How much do we do for smaller and larger vessels downtown. There is still half of Aurora that still can be redesigned. There could be an opportunity after Douglas has been redesigned to configure other size slips in Aurora.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Borg said the biggest issue in Douglas Harbor is the majority of the vessels want to leave in the winter.

Mr. Busch said one of the problems he sees in downtown and Statter Harbor is getting away from having an area for smaller boats. He wouldn't want to designate certain areas, but he does want room for smaller and larger boats.

Mr. Logan asked if there should be a space designated for seasonal use only?

Mr. Simpson recommended to add 24' to 28' slips in Douglas for summer use.

Mr. Donek said he didn't think the lack of slips was pushing patrons to trailer boats. It is just easier to trailer their boats now.

Mr. Borg said starting April, all the slips on A float in Douglas will be taken except two or three. Staff would like to see 25' slips on the inside of A float, and 20' on the outside.

Mr. Logan said Douglas is somewhat seasonal so he would like to see smaller slips. He asked if the Harbors should be looked at individual or as a whole?

Mr. Busch recommended to look at total availability, and the total needs for all the Harbors.

Mr. Donek said Harris is completed, Douglas is half completed, but there is still an opportunity to change slip sizing, and the other half of Aurora can still be changed. He recommended to look at all of the downtown harbors to decide slip sizing.

e) Harris Harbor

Mr. Uchtyl said there is no major projects for this area. He said there needs to be a better maintenance plan other than operating until something fails. Lucity is a new software program recently purchased that will help keep track of maintenance. The CBJ Engineering Department is working on siting the "whale" at the old City Streets building by the Douglas bridge. The building project that was going to be a joint venture with Alaska Marine Exchange has fallen through. About four years ago, the Fisheries Development Committee did a study on direct sales fisheries opportunity that would use an area by the bridge that is managed by Docks & Harbors. The seawalk is planned to go to the bridge to tie in downtown. This would be a good opportunity to look at a direct market fisheries float. There is a float currently used by some planes, but would be good for a direct fisheries market. He is recommending to look holistically at the area from Norway point to the bridge. He would like to see a master plan for this area.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Summers asked how many liveaboard's in Harris & Aurora.

Mr. Borg said approximately 20 and the majority live in Aurora.

Mr. Summers asked how many are house boats.

Mr. Borg said four or five.

Mr. Summers asked if there was patrons currently building house boats.

Mr. Borg said yes, one will go to Douglas and the other he is unsure where it is going.

Mr. Summers said it is inexpensive to live in the Harbor. He sees a potential revenue if we increase the fees just for the house boats. He asked if it would be better to have all the houseboats in one area, or keep them scattered?

Mr. Borg said there is a non-moving zone. He suggested it should be up to the patron to decide where they want to be.

Mr. Summers asked if the amount of liveaboard's was increasing?

Mr. Borg said it is steady.

Mr. Logan asked if there was a direct cost for liveaboard's other than moorage? Was there an advantage to have the house boats in one area? Would there be a cost savings?

Mr. Borg said no.

Mr. Donek said sewage for the liveaboard's is a problem. He said if all the house boats are put in one area, we should look at a sewer system.

Mr. Uchytel said there is a pump out cart for Aurora Harbor. He recommended to make liveaboard's tell what they are doing with their sewage.

Mr. Summers said a problem with the pump out station, how do you get people to use it?

Mr. Uchytel said you charge them.

Mr. Donek said you charge them whether they use it or not.

Mr. Simpson said the pump out is currently free.

For OPS/Planning Committee – Pump out stations.

Mr. Greg Fisk said with the seawalk continuing, he recommends to look into the direct market fisheries terminal because then the marine passenger fees could be used for funding.

Mr. Logan said he recommends doing a master plan for this area.

Mr. Janes recommended to add a liveaboard community in the master plan.

For OPS/Planning Committee - Develop a master plan for the bridge to Norway point area.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Borg said there are a lot of point-of-sale fishing vessels that use the main harbor to sell their fish and it is not easy to access. The sea plane float, which is generating zero revenue, would be a good area for the moorage for the point of sale vessels.

Mr. Simpson said there are some restrictions on this float.

Mr. Gillette said Docks & Harbors does have an obligation to not get rid of this float to provide an additional location for a float planes to tie up. This could be a multi-use float with point of sale, net repair, and still leave two places for the float planes.

Mr. Logan recommended to have Mr. Gillette do research on the float plane restrictions.

For OPS/Planning Committee – Float Plane Use Plan

Mr. Donek suggested to move the plane float to Auke Bay for the float planes.

f) Aurora Harbor

Mr. Uchytel said half of the harbor is in the process of being replaced. We just don't have funds for the next phase which is \$11M. After phase I is completed, we can apply for a tier II matching projects. We would need to set aside \$2M for matching funds and he recommends applying for this grant. He said the Assembly put in for \$5M with a State program, and Aurora Harbor Phase II is one of the top three on the list. He said the Assembly sees the need to recapitalize the rest of Aurora Harbor.

Mr. Logan said we have all the funding for phase I except for anodes and dredging. How much more is needed for the Anodes?

Mr. Gillette said \$300K.

Mr. Janes asked what is the priority in deterioration level for work on the Harbors.

Mr. Borg said it would be between the north end of Aurora and the south end of Douglas.

Mr. Uchytel said it may be a long shot, but the best way to stretch our money would be to apply for the matching grant.

Mr. Gillette said the grant money can be used for construction only.

Mr. Logan said that would be \$2M not usable until after we receive the grant.

Mr. Gillette said the Aurora Harbor's current project is under a tier I program and we received \$2M, we are no longer eligible for the tier I program. We can apply for a tier II, but we can only get up to \$5M per harbor. Meaning we can only get \$3M more for this harbor. We can do this in \$1M increments or \$2M.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

g) Juneau Fisheries Terminal

Mr. Uchytel said this is the area leased from UAS. He went over concepts to develop a better commercial fisheries haul out. Recently there is communication with UAS for a land swap for the tidelands in this area. He is looking at this area holistically from the bridge to Norway point and recommends developing a master plan.

Mr. Logan asked what the cost of a master plan would be?

Mr. Uchytel said depending on what you want them to do there are different ranges. It would be approximately \$100K.

Mr. Borg said there is a need for a net float downtown.

Mr. Peterson said he recommends moving forward with the opportunity to acquire the tidelands with the land swap.

Mr. Uchytel said UAS is still interested in the proposed land swap.

Mr. Logan directed Mr. Uchytel to move forward with the land swap.

There was more discussion whether we should do a master plan from the bridge to Norway point now.

10 Minute Break

h) North Douglas Launch Ramp

Mr. Logan asked what the condition was at North Douglas?

Mr. Borg said the floats will go back in on March 19th. He said in the wintertime, there is water that runs across the launch ramp. Staff is looking into cleaning the culvert. There is approximately 5 years left on the dock. The parking lot has the new asphalt patches.

Mr. Logan asked what funds would be needed for this area?

Mr. Borg said it will cost approximately \$12K to divert the water.

Mr. Uchytel said this area is constrained so there is not room for expansion. To bring commercial power to the North Douglas Launch ramp is \$50K. Mr. Uchytel asked what is a reasonable investment for making any type of improvements?

Mr. Borg said the big issue is the ice in the parking lot from the water going across the road.

Mr. Janes recommended to wait on changes to this facility until after the new Statter Harbor launch ramp is built.

Mr. Borg said staff is looking at a separate area for Kayak use, which is ½ mile to the west of the ramp with a big pull out. He is unsure the ownership of the property.

Mr. Donek said this was a planning project a few years ago and DOT did not want us to use that area for Kayak use because it was a DOT

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

right of way. PND was the consultant and they should still have the drawings.

Mr. Logan said this would be worth exploring and also figuring out ownership of the land.

Mr. Gillette asked what year the planning project was?

Mr. Donek said approximately 2000.

Mr. Janes recommended an area for kayak use.

Mr. Logan recommended to have Mr. Janes work with staff for the kayak use area and bring back to the OPS/Planning Committee.

For OPS/Planning meeting – North Douglas Kayak use area

Mr. Simpson recommended to find another location for the North Douglas launch ramp and start over. He said to look into CBJ uplands anywhere along North Douglas. This current area could be left just for kayak use and commercial use, but move the launch ramp somewhere else.

i) Mike Pusich Douglas Harbor

Mr. Logan said we have funding for the dock replacement but the uplands will need funding.

Mr. Gillette said the uplands will be approximately \$2M.

Mr. Simpson asked if we have more funds than needed for the float replacement?

Mr. Gillette said it is unsure at this point. We will need to redesign and receive a bid at the current cost estimate. We currently have \$900K to \$1M, so we may have some left over.

Mr. Janes asked what are the upland ideas?

Mr. Gillette said paving, lighting, curbs, and landscape.

Mr. Donek said he has a hard time talking about landscaping when other things are falling apart.

Mr. Logan said that is why all of our projects are being prioritized.

Mr. Donek recommended to re-look at the Douglas plan to make sure it is still what is needed today.

Mr. Logan recommended staff to come in and talk at next the OPS/Planning meeting.

For OPS/Planning meeting- Redesign need for Douglas Harbor

j) Wayside Float

Mr. Uchytel said this is adjacent to DIPAC. This was a DOT project, and property and maintenance has been transferred to Docks & Harbor. On low tide, the float grounds and is causing damage. The

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

area needs to be dredged. The cost estimate to dredge this area is \$250K.

Mr. Logan asked if there was other funding sources for this?

Mr. Uchytel said he asked Sandy Williams from DIPAC if they would be willing to participate in this project and he has not heard anything yet.

Mr. Gillette said this whole piece was developed by DOT and has an ADA drive down float. This was assigned to Docks & Harbors, but there is an agreement with Parks & Rec to maintain the park area.

Mr. Borg said there are also some kayak planks that need to be replaced.

Mr. Donek asked if this could be dredged the same time as Aurora and Douglas and save money?

Mr. Uchytel said there could be a possibility to get in with other small dredging operations that could be happening at the same time.

Mr. Logan asked if there was special permitting for this dredging.

Mr. Uchytel said yes.

k) Don D. Statter Master Plan

Mr. Uchytel said this is mostly a transient facility. This area is limited because of the breakwater.

Mr. Logan asked if there was going to be any funds left over after the launch ramp project was completed?

Mr. Gillette said there will be nothing left over. We have \$800K for the construction administrative services which has a more broad use. \$500K is the legislative grant for specific use for Statter Harbor boat haul out facility. These funds have been held back because they are assigned to a specific use.

Mr. Logan asked what is the life expectancy for the main float in Statter?

Mr. Uchytel said it is unknown.

Mr. Logan asked what is the cost to replace in kind?

Mr. Uchytel said \$8M.

Mr. Busch asked if the master plan will be revised?

Mr. Logan suggested to look at a new drop off area for kayaks.

Mr. Janes said this is the right time to look at the area that the Auke Bay Boat Yard is in for commercial use.

Mr. Busch asked if the lease expires in 2018.

Mr. Uchytel said they could be moved before that time.

Mr. Gillette said PND is working on the multi-sector permit and could be approved in 120 days.

Mr. Janes said a planning effort should continue for this area.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Logan suggested \$100K for the Statter Planning.

l) Smuggler's Cove/Fritz Cove Road potential kayak launch

Discussion to move kayaks to this area from Statter Harbor launch ramp.

Mr. Gillette said approximately \$150K for a kayak launch ramp at this location.

m) Auke Bay Loading Facility & potential Boatyard

Mr. Logan asked what the cost would be to build the infrastructure for the Auke Bay Boat Yard at the ABLF?

Mr. Gillette said the cost is approximately \$250K. PND has already applied for the multi-sector permit for this area which is a federal permit and administered by DEC. We would need to put up a 20' x 50' canvas shelter they could pull a boat under. A structure for storage, shop area, and office space, which could be potentially done with containers or a standalone building. Docks & Harbors already has a wash down pad with a water filtration system, but there would need to be water ran to the end of the site. We would also need to fence off the boat yard area for security.

Mr. Logan asked what revenue is collected from the lease currently?

Mr. Uchytel said approximately \$11K.

n) Amalga Harbor

Mr. Logan said the fish cleaning station is moving forward. He asked if there was any maintenance concerns at Amalga Harbor?

Mr. Borg said nothing major.

Mr. Logan asked what was the cost for the fish cleaning station?

Mr. Gillette said we have the money for the feasibility study and the planning, but he unsure of the cost for the design.

Mr. Donek said he talked to Sandy Williams at DIPAC about a net float, and asked if they would be willing to participate in this expense? He said Mr. Williams said it sounded like a good idea, but Docks & Harbors needs to take a plan to the DIPAC Board so they could consider it for funding. We may need to provide a plan for Wayside float also to be considered for funding.

Mr. Logan asked if he was offering to talk to the DIPAC Board?

Mr. Donek said he would.

o) Echo Cove

Mr. Logan asked if there was anything needed at this location?

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Borg said the ramp needs periodical cleaning from the dirt build up. He recommended a barrier on the north side of the ramp. Mr. Borg said the cost would be approximately \$50K.

Tee Harbor Launch Ramp

Mr. Logan asked if there was anything needed at Tee Harbor?
Mr. Donek said there could be property available for expansion.
Mr. Logan suggested this for a future project.

5 minute Break

5. Prioritization of Effort

Docks Fund

Mr. Logan asked if the \$500K for the haul out could be re-purposed for planning for the Statter Harbor area?

Mr. Gillette said he would have to ask.

Mr. Janes said the time is right to start on the plan for this area.

Mr. Donek suggested to use the \$500K toward moving the Auke Bay Boat Yard to the ABLF.

Mr. Busch recommended to use the \$500K to move the Boat Yard first and then planning for the Statter Harbor area.

Mr. Logan asked if Docks funds could be used for planning in the Statter Harbor area.

Mr. Uchytel said he would need to check with the CBJ Lawyers to find out what the Docks funds can be used on.

Mr. Simpson asked if the south side of the Archipelago uplands was purchased for the \$2M that is set aside for the deck over, would that make this more of a usable area?

Mr. Gillette said yes.

More discussion on purchasing the Archipelago property.

Mr. Logan asked if the \$2M in the CIP project for the deck over could be used for the Archipelago property purchase?

Mr. Gillette said he would have to look into it.

Mr. Uchytel asked if the Board wanted him to apply for the \$2M State matching grant? He thinks it would be a mistake if it wasn't put in.

Mr. Gillette said staff could apply with the intent to hold the funds, but the application could be pulled if the \$2M is used elsewhere.

The Committee decided to have staff apply for the State matching grant.

CBJ Docks and Harbors Board
STRATEGIC RETREAT MEETING MINUTES
For Saturday, March 7th, 2015

<u>Downtown</u>	<u>Dock System</u>	<u>Launch Ramps</u>
Douglas	16B – 0	N. Douglas-\$50K
Park for dock uplands - \$2M	Sea Walk \$?	Water Div- \$12K
Harris	Alaska Steam Ship dock – 0	T-Harbor - 0
Plane Dock	Staging area – 0	Amalga - 0
Aurora Harbor Anodes -\$300K	Archipelago property – \$8M	Echo - \$50K
Aurora Harbor Phase II – \$11M	Deckover - \$4M/\$2M	Taku Harbor -\$400K
Fisheries Terminal – \$?	Electric bus charging - \$50K	IVF - 0
Whale		Wayside float-\$250K
Master Plan - \$100K		
Net Float - \$100K		

Priority List

Archipelago Property - \$2M
 ABLF – \$250K
 Statter Re-plan - \$100K
 Zinc Anodes - \$300K
 North Douglas - \$12K
 Net Float Downtown- \$100K
 RFP for Master plan- \$100K

VI. Adjournment

The regular Board Meeting adjourned at 1:17 p.m.

CBJ Docks and Harbors Board
SPECIAL BOARD MEETING MINUTES
For Saturday, March 7th, 2015

I. Call to Order.

Mr. Logan called the Special Board Meeting to order at 1:20 p.m. at the Port Customs Building.

II. Roll Call.

The following members were present: Greg Busch, Tom Donek, Robert Janes, Michael Peterson, David Summers, Budd Simpson, and David Logan.

Absent: John Bush and Scott Spickler

Also present were the following: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, and Dave Borg - Harbormaster

III. Approval of Agenda.

MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Public Participation on Non-Agenda Items - None

V. Items for Action

1. New Cruise Ship Berth Funding and Bond Requirements

Mr. Uchytel said the total funding needed for this project is \$94M. Mr. Bartholomew, the CBJ Finance Director, is tasked with how to fund this project over 25 years. Since 2009, the Assembly has dedicated CBJ Port Development Fee, CBJ Marine Passenger Fee, and the State Marine Passenger Fee totaling \$57,853,000. Mr. Uchytel said Mr. Bartholomew has received bond authorization for \$29M. Subtracting the expenditures from the revenues, there is still a budget shortfall of \$6,685,000. The question is where to make up the shortfall? Mr. Bartholomew has two options for the Board to choose from;

1. Use the Port Development Fee in 2015 (\$2.3M), a portion of the State Marine Passenger fees for FY17 (\$2.8M), and use \$1.6M from Docks fund balance.
2. Use the Port Development Fee in 2015 (\$2.3M), a portion of the State Marine Passenger fees for FY17 (\$4.4M), and zero from the Dock fund balance.

CBJ Docks and Harbors Board
SPECIAL BOARD MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Uchytel said Mr. Bartholomew would go to the Assembly to request the Port Development Fee for FY15 and the State Marine Passenger Fees for FY17. The Assembly has committed the State Marine Passenger Fees through 2016 only. With the project falling under budget in the parts of the project already completed, Docks & Harbors will not need to ask to sell more bonds. The question for the Board, "Do you want to use the \$1.6M from the Docks fund balance"?

Board Questions-

Mr. Busch asked if there was any reason the Board wouldn't want to ask for full funding with the State Marine Passenger Fees?

Mr. Uchytel said he doesn't know why Docks & Harbors doesn't ask for it every year until it is paid off. The previous Assembly only committed to 2016 for the State Marine Passenger Fees with the idea that the bond would be paid down with the Port Development fee \$3 local head tax.

Mr. Donek asked what happens to the difference if we do commit \$1.6M of the Docks fund?

Mr. Uchytel said the Assembly would be able to spend it on other projects that would qualify for the use of these funds.

Mr. Janes asked if Docks funds would be able to be used on the Commercial dock at Statter Harbor?

Mr. Logan said the Board will not know that today. Mr. Uchytel will look into that.

Mr. Peterson asked how much each year the Docks fund is being replenished.

Mr. Uchytel said between \$400,000 and \$500,000 annually for the Docks.

Mr. Logan said there is a danger for letting the Docks fund grow too large. CBJ may want to use some, and Industry could look at the Docks fund balance and decide their fees are too high.

Public Comment – None

Board Discussion/Action

Mr. Summers said he doesn't want to use Dock funds.

Mr. Logan agreed not to use the Dock funds.

CBJ Docks and Harbors Board
SPECIAL BOARD MEETING MINUTES
For Saturday, March 7th, 2015

Mr. Donek did not want to use the Dock funds.

Mr. Busch did not want to use the Dock funds

Mr. Peterson suggested to use some of the Docks funds.

***MOTION By MR. BUSCH: TO COMMIT ZERO DOLLARS FROM THE DOCKS
FUND BALANCE TO CONTRIBUTE TO THE BOND FUND RESERVE
NECESSARY FOR FINANCING THE NEW CRUISE SHIP BERTH PROJECT
AND ASK UNANIMOUS CONSENT***

Mr. Peterson objected

Motion passed 6 yes, 1 no.

VI. Adjournment

The regular Board Meeting adjourned at 1:35 p.m.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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March xx, 2015

SUBJ: HARBOR CODE OF CONDUCT

Background:

The Docks & Harbors vision is TO BE THE SOUTHEAST ALASKA MARINE CENTER OF EXCELLENCE PROVIDING SAFE, SECURE, MODERN, VIBRANT FACILITIES MEETING THE NEEDS OF THE USERS WE SERVE. In pursuit of our goals, Docks & Harbors is obliged to act in the best interests of all customers. Our employees work collaboratively with other CBJ employees, stakeholders and customers to deliver quality services to the Juneau public. The following Harbor Customer Code of Conduct is designed to allow Docks & Harbors to preserve its tradition of providing safe and secure facilities. This Code applies to all harbor clients who frequent CBJ owned property, including but not limited, to vessel owners and their guests, live-aboard residents, charter and commercial operators, launch ramp users and pedestrians along Docks & Harbors managed properties.

Recently, several issues have surfaced regarding the conduct of some harbor customers which merit the development of guidelines to safeguard all user groups. The establishment of a Harbor Customer Code of Conduct provides the expectations following a “reasonable person” standard. The intent is to codify rules to ensure customers are made aware that illegal or prohibited behavior, affecting other customers or Docks & Harbors employees will not be tolerated.

Personal conduct:

As a reminder, using CBJ Harbors is a privilege. Any continuing or repeated breach of Docks and Harbors policies, rules and regulations duly established by the Docks and Harbors Board, Port Director or Harbormaster may result in forfeiture of the privilege to use some or all facilities.

The owner of a vessel will be responsible for the conduct of those on board the vessel. Behavior of the owner, operator or occupants of a vessel which disturbs or creates a nuisance for others in the boat harbors is prohibited. Examples of prohibited conduct include but are not limited to:

(1) Violating any federal, state, or CBJ criminal law, including but not limited to:

- (a) The distribution and production of drugs;
- (b) Assault;
- (c) Harassment;
- (d) Disorderly conduct; and

- (e) Criminal mischief on private or CBJ property.
- (2) Consistant with CBJ 42.20.095, to make or continue, or to cause or permit to be made or continued, any unreasonable noise so as to cause public inconvenience, annoyance or harm. Unreasonable noise means any excessive or unusually loud sound that disturbs the peace, comfort, or repose of a reasonable person of normal sensitivity.
- (3) Damaging any Docks & Harbors property through reckless behavior that could be reasonably avoided.
- (4) Causing, provoking or engaging in any fight, or to commit an act in a violent or reckless manner whereby the safety, life, limb or health of another is placed in fear of immediate jeopardy;
- (5) Being found under the influence of alcoholic beverages, or other drugs including prescription drugs, in such a condition as to be unable to exercise care for their own safety or the safety of others, except aboard a vessel;
- (6) Engaging in the use of or being instrumental in the exchange or production of illegal drugs or other illegal substances.
- (7) All commercial, for profit enterprises conducting business aboard a vessel in a Docks & Harbor facility must have a commercial use permit. This does not apply to commercial fishing vessels.
- (8) Behavior, language or mannerisms by harbor users toward any harbor employee during the performance of their duties by using threats or actions that place staff in reasonable fear of immediate jeopardy.

Pet Owners:

Live-aboard customers, boat owners, transient vessels, and guests that have a dog or cat residing onboard for a period longer than fourteen (14) days shall be required to complete an additional registration form indicating the type, breed, name and gender of the animal and pay any applicable registration fee. Failure to meet the below requirements may result in infractions or penalties as provided in CBJ's Animal Control Code and Docks and Harbors Title 85.

Animal owners will also be required to ensure the following:

- (1) During registration, dog owners shall provide proof the animal is licensed in accordance with current CBJ regulations. ~~Unlicensed dogs shall not reside within the CBJ Docks & Harbors system at any time.~~
- (2) Be leashed at all times when on Docks and Harbors ~~property~~, floats, fingers, moorings and municipal wharves to include the Seawalk.
- (3) Clean up after your animal on docks, parking areas, and all adjacent CBJ Docks & Harbors properties. Use of waste bags or other waste removal products are mandatory on all Docks & Harbors properties.
- (4) Ensure animals are properly confined ~~on~~ to the vessel.
- (5) Persons living with pets aboard boats in the harbor are responsible for their pets' safety, health and quality of life.

MEMORANDUM

DOCKS AND HARBORS
CITY/BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET, JUNEAU, ALASKA 99801

FAXED MEMORANDUM

TO: Bidders Date: March 19, 2015

FROM: 
Carl Uchytel
Port Director

SUBJ: POSTING NOTICE OF BIDS
Old Douglas Harbor Rebuild – Phase I
Contract No. DH15-004

This memo is to post a notice of the results of the bid opening on March 19, 2015, for the subject project. The bidders and their total bids are as follows:

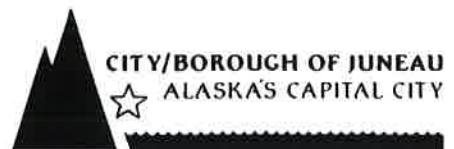
BIDDERS	TOTAL BID
Trucano Construction Co.	\$329,870.00
Engineer's Estimate	\$475,000.00

The apparent low bidder is Trucano Construction Co. The CBJ intends to award the Total Bid in the amount of \$329,870. Award will be forwarded to the March 26, 2015 Docks and Harbors Board meeting for approval. Recommendation to award the Total Bid in the amount of \$329,870 has been forwarded to the CBJ Assembly for approval at the Regular Assembly Meeting on April 6, 2015.

This notice begins the protest period per Purchasing Code 53.50.062. Protests will be executed in accordance with CBJ Ordinance 53.50.062 "Protests", and 53.50.080 "Administration of Protest." The CBJ Purchasing Code is available online at: <http://www.juneau.org/law> or from the CBJ Purchasing Division at (907) 586-5258.

The apparent low bidder has until **4:30 p.m. on March 26, 2015**, to submit the Subcontractor Report, Section 00360 to the Engineering Department Contracts Office. The Subcontractor Report must be submitted even if there are no subcontractors planned for the job.

c. Gary Gillette, Port Engineer



BID SUMMARY

Reviewed by: Tina Brown


Certified by: Carl Uchytel 3/19/2015

Project Title Old Douglas Harbor Rebuild - PH I				Engineer's Estimate		Trucano Construction, Co. 3560 N. Douglas Hwy Juneau, AK	
Contract No. DH15-004							
Bid Opening Date: March 19, 2015		CIP No.: H510850140					
PAY ITEM	PAY ITEM DESCRIPTION	UNIT PRICE	QUANTITY	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1505.1	Mobilization	Lump Sum	All Req'd	Lump Sum	\$ 100,000.00	Lump Sum	\$ 54,700.00
1570.1	Erosion & Sediment Control	Lump Sum	All Req'd	Lump Sum	\$ 20,000.00	Lump Sum	\$ 18,920.00
2060.1	Demolition, Disposal & Salvage	Lump Sum	All Req'd	Lump Sum	\$ 300,000.00	Lump Sum	\$ 150,000.00
2601.1	Water System	Lump Sum	All Req'd	Lump Sum	\$ 60,000.00	Lump Sum	\$ 106,250.00



Port of Juneau

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

From: Carl Uchytel, Port Director
To: Docks & Harbors Operations & Planning Committee
Docks & Harbors Finance Committee
Via: Harbor Fee Review Committee
Date: March 4th, 2015
Re: STAFF RECOMMENDATION – ABLF & ~~STATTER PARKING~~

1. The Harbor Fee Review Committee requested Staff recommendations for operations pertaining to the Auke Bay Loading Facility and Statter Harbor parking. The ideas present here are intended to be conceptual, and pending approval, would require modification to the existing regulations. Fees associated with fuel transfer and bunkering require greater discussion.
2. ABLF
 - a. Rates for hauling out vessels using Docks & Harbors Self-Propelled Hydraulic Boat Lift have never been formalized. The recommendation is:
 - i. \$15/LF of vessel each way (includes blocking & stands).
 - ii. 1- Hour of the prevailing labor rate for pressure washing.
 - iii. 1- Hour of the prevailing labor rate blocking plus \$100/month for use of four boat stands (if outside operator brings vessel in for blocking/storage). **Blocking must be approved by Harbormaster or his representative.**
 - b. Rates for vessel use of the drive down float will now require **scheduling in advance: reservations.**
 - i. The first two-hours of use are free.
 - ii. After two hours, the rate is \$0.75/LF per calendar day regardless whether moorage fees have been paid elsewhere in the harbor system.
 - iii. After three calendar days, the rate goes to \$1.50/LF.
 - iv. **Fee will be \$3.00/LF per calendar day in excess of seven days.**
 - c. Mechanical Work Zone – Area will be established for vessels requiring extended mechanical repairs.
 - i. Area designated is 75 feet along the NE side of the drive down float.
 - ii. ~~Reservations and~~ Harbormaster must approve **and schedule all** work from May 15 to September 30.
 - iii. Vessels will be required to submit a scope-of-work to the Harbormaster.
 - iv. Fee will be \$0.75/LF per calendar day for the first three days.
 - v. Fee will be \$1.50/LF per calendar day for day four through day seven.
 - vi. Fee will be \$3.00/LF per calendar day in excess of seven days.
 - d. Crane Use
 - i. \$5 per each 15 minutes of use.

- e. Access to Drive Down Float
 - i. New gate to be installed atop Drive Down Ramp (estimated cost \$15K).
 - ii. \$5/entry for vehicle/truck access by key fob only.
 - iii. Efforts to coordinate with visiting vessels will be made by Staff.
 - iv. Anticipate approximately \$18K in revenue/year.
- f. ABLF Parking
 - i. Approximately twelve parking spots can be made available for commercial users of the facility.
 - ii. \$100/calendar month for parking privilege.
 - iii. One parking pass will be made available, on a first come first serve basis, to a registered commercial vessel operating in Auke Bay.
- g. Storage
 - i. Gear & Cargo - \$0.50/sq foot remains unchanged.
 - ii. Vessel - On the hard – summer rate - ~~\$3/LF per day~~.
 - 1. \$1/LF for day 2 to day 5, inclusive.
 - 2. \$3/LF for day 6 and beyond.
 - 3. There is no storage fee assessed on the first day.
 - iii. Vessel – On the hard – Winter rate - \$8/LF per month
- h. Freight Use Fee
 - i. Currently:
 - 1. Up to 30 minutes = \$30; or
 - 2. Over 30 minutes = \$30 + \$1.50/minute.
 - ii. Recommend:
 - 1. \$60 for the first hour; and
 - 2. \$30 for each additional hour.
 - i. Key Fob shall be assessed at a cost of \$10.

3. ~~Statter Harbor Parking~~

a. ~~New Launch Ramp Facility~~

i. ~~Rate~~

- 1. ~~\$10/day~~
- 2. ~~3 days maximum~~
- 3. ~~Applies to either vehicles or vehicles plus trailers~~

ii. ~~Off season discounted rate (Oct-April)~~

- 1. ~~\$200/month~~

#

05 CBJAC 45.050 - Auke Bay Loading Facility.

(a) Definition of the Facility. The Auke Bay Loading Facility is located on Lot 1 of Alaska Tidelands Survey 201 and the adjacent municipal tidelands within Auke Nu Cove in Auke Bay, Alaska. The facility is comprised of improved upland staging and parking areas, a landing craft loading ramp, a trestle and drive-down gangway, a heavy duty float, and associated improvements. This regulation establishes standards for use of the Auke Bay Loading Facility by the public. A map and diagram of the facility is available from the Harbormaster.

~~(b) Uses Allowed Without Prior Approval. The owner or operator of a vessel that is actively engaged in the loading or unloading of gear, stores, cargo, or crew onto, or off of, their vessel may use the facility without obtaining approval from the Harbormaster. This subsection does not apply to the loading or unloading of freight, materials, or products intended for resale at another destination.~~

(c) Uses Requiring Prior Approval. ~~Except when engaged in an allowed use listed in 05 CBJAC [45.050](#)(b), a person must obtain approval from the Harbormaster or his representative prior to using the facility. The Harbormaster or his representative may establish procedures for administering this provision will schedule all vessel operations through the Statter Harbor Office.~~

(d) Overnight Moorage Prohibited. No overnight moorage is permitted at the facility unless ~~approved~~ **scheduled** by the Harbormaster **or his representative**.

(e) Uplands Parking. The Harbormaster **or his representative** shall designate **approximately twelve parking** spaces in the uplands **for commercial users of the facility** ~~and establish rules for their use~~. All persons using the facility shall park in designated spaces in accordance with the rules established by the Harbormaster. **One parking pass will be made available, on a first come first serve basis, to a registered commercial vessel at Don D. Statter Harbor Facility or ABLF.**

(f) Parking for Drive-Down Gangway and Float. Only vehicles that are associated with the activities of a vessel moored at the drive-down gangway and float are allowed to drive onto the drive-down gangway and float. Persons shall position vehicles so they do not obstruct the use of the gangway or float by others. ~~The Harbormaster may establish additional rules for the control and use of vehicles on the drive-down gangway and float.~~ **Vehicular access to the drive down float shall be controlled via an electronic gate requiring a key fob and access fee as set forth in 05 CBJAC 20.070**

(g) Staging. Staging means the temporary placement of materials or goods at the facility that are associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate staging areas and establish rules for their operation. Persons shall only stage goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for staging as set out in 05 CBJAC [20.070](#)(d).

(h) Storage. Storage means the placement of materials or goods at the facility that are not associated with the activities of a vessel using the facility. The Harbormaster is authorized to designate storage areas and establish rules for their operation. No storage is allowed on the drive-down gangway or float.

Persons shall only store goods or materials in designated areas in accordance with the rules established by the Harbormaster. Operators shall pay fees for storage as set out in 05 CBJAC [20.130](#)

(i) Landing Craft Loading Ramp Use. Operators must reserve use of the landing craft loading ramp and associated staging area and obtain approval from the Harbormaster. Operators shall comply with applicable federal and local requirements concerning the loading of designated dangerous and hazardous cargos. The Harbormaster may establish additional rules for operation of the loading ramp and staging area. Operators shall pay fees for use of the loading ramp and associated staging area as set out in 05 CBJAC [20.070](#)

(j) Drive-Down Use Fees. Notwithstanding any fee provision listed in 05 CBJAC 15 and 20, and 30, operators shall pay fees for use of the drive-down gangway and float as follows:

(1) The owner of a vessel that ties up to the float shall pay daily moorage fees for each calendar day or portion thereof that the vessel remains affixed to the float, except that an owner may use the facility for up to ~~four~~ **two** hours on any calendar day without incurring moorage charges ~~provided they have paid moorage charges at another CBJ harbor or port facility for the calendar day they will be using the facility.~~ **Use of the float requires advanced scheduling.**

(2) Persons using shorepower shall pay daily fees for shorepower access as set out in 05 CBJAC 30 if the person has not paid daily fees for shorepower access at another CBJ harbor or harbor facility for the period of time that they will be using shorepower. Persons must obtain shorepower credentials from the Harbormaster in order to access shorepower.

(3) Persons delivering or selling fuel shall register with the Harbormaster and pay fuel use fees as set out in 05 CBJAC [20.175](#). This subsection does not apply to persons using the landing craft loading ramp and paying freight use fees as set out in 05 CBJAC [20.070](#)

(4) A Mechanical Work Zone Area shall be established and designated 75 feet along the NW side of the drive-down float requiring scheduling with the Harbormaster or his representative from May 15 to September 30. Vessel must submit a scope of work to the Harbormaster for approval prior to commencement of work. Fees associated with this usage are set forth in 05 CBJAC 20.210.

(k) Crane Use Fees. All persons using the fixed cranes on the drive-down gangway and float must obtain access credentials from the Harbormaster and comply with the provisions set out in 05 CBJAC 20.110. The Harbormaster is authorized to establish additional rules for operation of the cranes.

(l) Work Practice Standards. In addition to the specific requirements set out 05 CBAC 50.020 and 030, all persons using the facility must comply with the following work standards:

(1) Persons must protect the facility from damage. In the event a person damages the facility, the person is financially responsible for repairing the damage to the satisfaction the Harbormaster. The Harbormaster may require damage bonds from users if necessary to assure financial responsibility.

(2) Persons must take reasonable precautions to prevent dust, debris, or other contaminants from entering the waters or being deposited upon the facility or the property of others at the facility.

(3) Persons must conduct operations in a orderly and neat manner.

(4) Persons must not unreasonably obstruct the operation of others at the facility.

(5) Persons conducting commercial operations at the facility must maintain general liability commercial insurance with a minimum coverage of \$1 million naming CBJ as additional insured. The Harbormaster is authorized to require proof of insurance from commercial operators. Operators that are unable, or refuse, to provide proof of insurance are not allowed to use the facility.

(6) Persons undertaking projects that generate solid waste refuse shall not use the public dumpsters at the facility unless arrangements have been made with the Harbormaster to pay appropriate disposal fees.

(m) Enforcement. Violation of any provision of this regulation constitutes an infraction and is enforceable as set out in the applicable provisions of CBJ Ordinance 3.30. In cases of negligent or unsafe operation, non-payment of fees, or similar situations, the Port Director may prohibit a person from using the facility.

(Added 10-15-2007, eff. 10-23-2007; Amended 12-14-2009, eff. 12-22-2009)

05 CBJAC 20.110 - Crane use fees.

(a) Definition. The fees assessed to a person for using a hydraulic crane at one of the CBJ Docks and Harbor Department facilities.

(b) Crane use requirements. A person must obtain approval from the Harbormaster before using a hydraulic crane. Crane use fees must be paid in advance. A person may reserve use of the crane. Payment of the crane use fee is required to obtain a reservation. The Harbormaster will require a person using the crane to post a bond or other guaranty before using a crane when the Harbormaster believes such security is necessary.

(c) Crane use fees. Crane use fees will be assessed at the rate of ~~\$0.25 per minute~~ **\$5 per each 15 minutes of use.**

(Amended 4-11-2005, eff. 4-19-2005; Amended 9-21-2009, eff. 9-30-2009)

05 CBJAC 20.070 - Fees for commercial use of boat launches.

(a) Definition. The fees assessed to an owner for using one or more of the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Tee Harbor Boat Launch, the Amalga Harbor Boat Launch, and the Echo Cove Boat Launch for any type of commercial use.

(b) Annual fee. A commercial user of the launch ramps must pay an annual fee prior to using a launch ramp each calendar year as follows:

\$ per calendar year	\$225.00
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(c) Freight use fee. In addition to other fees set out in 05 CBJAC 20, a person using a launch ramp for freight use must pay the fees set out in this subsection. Freight use means the use of a launch ramp for any purpose other than launching and recovering a recreational vessel. A person may pay the personal use freight fee set out in this subsection if the freight use is limited to non-commercial use. All other persons must pay the commercial use fee. The harbormaster shall assess freight use fees by duration of use per calendar day as follows:

Commercial Use Fee	Up to ½ hour: \$30.00 Over ½ hour: \$30.00 + \$1.50 for each minute beyond ½ hour \$60 for the first hour; and, \$30 for each additional hour
Personal Use Fee	Up to ¼ hour: no charge Over ¼ hour: \$15.00 per half-hour of use beyond ¼ hour with \$15.00 minimum charge

(d) Freight staging fee. A person staging freight shall pay a fee of \$25.00 per 24-hour period per 1,000 square feet of staging area space or portion thereof used, except when the staging operation is less than four hours in duration.

(e) Special fee for launch ramp tour activities. Persons using the launch ramps for tour activities are subject to additional fees established through the permit program established in 05 CBJAC 01.

(Amended 4-11-2005, eff. 4-19-2005; Amended 1-9-2006, eff. 1-17-2006; Amended 3-5-2007, eff. 3-13-2007; Amended 12-14-2009, eff. 12-22-2009; [Amended 7-15-2013, eff. 7-23-2013](#))

05 CBJAC 20.160 - Parking lot fees.

- (a) From May 1 through September 30 each year, the fee to park in designated pay spaces at the parking lots for the Intermediate Vessel Float, Douglas Boat Harbor, Harris Boat Harbor, Aurora Boat Basin, and Statter Harbor is \$1.00 per hour or portion thereof, \$5.00 per 24 hours or portion thereof, or \$75.00 per calendar month or portion thereof. The applicable fee must be paid in advance.
- (b) Auke Bay Loading Facility parking privileges shall be assessed at \$100 per calendar month as set forth in 05 CBJAC 45.050.

(Amended 4-11-2005, eff. 4-19-2005; Amended 5-18-2009, eff. 5-27-2009)

05 CBJAC 20.190 - ~~Reserved.~~ Auke Bay Loading Facility Drive Down Float shall be accessed at a fee of \$5 per vehicle/truck occurrence. Charges shall be assessed through an electronic key card issued by Docks & Harbors.

Editor's note— Regulation adopted April 7, 2008, effective April 15, 2008, repealed 05 CBJAC [20.190](#), which pertained to annual moorage table.

05 CBJAC 20.200 – Key Card Issuance Fee. Harbor users intending to utilize facilities requiring remote access shall purchase and register through a Harbor Office an electronic key card/key fob for \$10.

05 CBJAC 20.210 – Auke Bay Loading Facility – Float Moorage. The rate for use of the float shall be:

First two-hours are no cost.

After two-hours: \$0.75/linear foot per calendar day.

After three calendar days: \$1.50/linear foot per calendar day.

After seven calendar days: \$3.00/linear foot per calendar day.

05 CBJAC 20.220 – Auke Bay Loading Facility Float - Mechanical Work Zone.

\$0.75/linear foot per calendar day for the first three days.

\$1.50/linear foot per calendar day for days four through seven.

\$3.00/linear foot per calendar day in excess of seven days.

05 CBJAC 20.230 – Auke Bay Loading Facility - Haul-out Fees. The rate for Docks & Harbors employing the Self-Propelled Hydraulic Boat Lift shall be:

\$15 per linear feet each way (includes blocking, stands and 1-hour of the prevailing staff labor rate for pressure washing).

05 CBJAC 20.130 - Storage fees.

- (a) A person may apply to the Harbormaster for use of long-term storage space in designated areas. Except as provided herein, the fee for use of this space is \$0.50 per square foot per calendar month, or portion thereof. A person who maintains a reserved moorage assignment may store one personal item of up to 200 square feet for \$0.25 per square foot per calendar month, or portion thereof. The Harbormaster is authorized to issue permits and develop written procedures to implement this section.
- (b) Vessel Storage. When available, Docks & Harbors will allow vessels to be hauled out and temporarily stored at the Auke Bay Loading Facility. The following rates apply:
 - a. May through September - \$1 per linear foot per day for up to five days.
 - b. May through September - \$3 per linear foot per day after five days.
 - c. October through April - \$8 per linear foot per calendar month.
 - d. No storage fee will be accessed for the day the vessel is hauled out.
- (c) Boat Stand Rental. When a vessel is brought to available uplands for storage by an individual or contractor, Docks & Harbors shall assess 1-hour of the prevailing labor rate for blocking and \$100 per calendar month for use of boat stands. The Harbormaster or his representative shall approve the blocking of all vessels.

(Amended 4-11-2005, eff. 4-19-2005; Amended 7-17-2009, eff. 7-24-2009; Amended 5-19-2010, eff. 5-31-2010)