

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, February 28th, 2013

- I. Call to Order** (5:30 p.m. at the CBJ Assembly Chambers.)
- II. Roll** (Greg Busch, John Bush, Tom Donek, Eric Kueffner, David Logan, Budd Simpson, Scott Spickler, Michael Williams, and Kevin Jardell).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of January 24th, 2013 Special Board Meeting Minutes and January 31st, 2013 Regular Board Meeting Minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed 5 minutes per person, or twenty minutes total time).
- VI. Items for Action.**

- 1. Special Moorage Rate M/V Malaspina/50th Anniversary AMHS
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 2. FY13/FY14 Budget Submission
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA (CONTINUED)
For Thursday, February 28th, 2013

3. Update on Mega Yacht Harbor
Presentation by Juneau Port Development, LLC Manager

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion

1. FY14 Moorage Rates

VIII. Committee and Board Member Reports

1. Operations Committee Meeting – February 19th, 2013
2. CIP/Planning Committee Meeting – Cancelled
3. Finance Committee Meeting – February 26th, 2013
4. Member Reports

IX. PRAC Representative Report

X. Port Engineer's Report

XI. Harbormaster's Report

XII. Port Director's Report

XIII. Assembly Liaison Report

XIV. Committee Administrative Matters

- a. Operations Committee Meeting – March 19th, 2013 at 5:00 in CBJ Assembly Chambers
- b. CIP/Planning Committee Meeting – March 21st, 2013 at 5:00 in CBJ Assembly Chambers
- c. Finance Committee Meeting– March 26th, 2013 at 5:00 in CBJ Room 224
- d. Board Meeting – March 28th, 2013 at 5:30 in CBJ Assembly Chambers

XV. Adjournment

CBJ DOCKS & HARBORS BOARD
SPECIAL BOARD MINUTES
For Thursday January 24th, 2013

I. Call to Order.

Mr. Williams called the Special Board meeting to order at 5:29 p.m. in the Assembly Chambers.

II. Roll Call.

The following members were present: Greg Busch, Tom Donek, David Logan, Kevin Jardell, Eric Kueffner, Budd Simpson and Michael Williams.

Also Present: Gary Gillette - Port Engineer, Erich Schaal - Deputy Port Engineer, Dwight Tajon – Harbormaster, Dick Sommerville – PND Engineers, Ben Haight – Haight & Associates, Loren Jones – Assembly Liaison, and Carl Uchtyl – Port Director via telephone.

Absent Members: John Bush and Scott Spickler

V. Items for Action

1. Aurora Harbor Update

Mr. Gillette said the purpose and need for this project is that Aurora Harbor is deteriorating and needs replacement. This project began several years ago. A RFP went out and PND was selected to pursue the preliminary design. Mr. Sommerville will talk about the preliminary design along with the comments received from the open house held in October of 2012. After going over the preliminary design and adding the open house comment changes, Mr. Sommerville will go over a modified plan and the updated cost estimate. Docks and Harbors does not have full funding at this time, but Mr. Gillette said this will be done in phases and he will discuss funding strategies. Mr. Gillette said he will need direction from the Board for the next step to move forward with this project.

Mr. Sommerville said PND is the design lead for this project, and Haight and Associates is assisting with electrical design. Ben Haight is here to talk about electrical components in concept II.

Mr. Sommerville said there are two basic concepts that he will be talking about. The first one is the one the public saw at an open house in October of 2012. Comments were received from that open house and the significant comments were implemented into the second concept. Mr. Sommerville discussed concept I that was presented at the October open house. He said this project originally started in 2009/2010 with the previous Port Director, John Stone. To start this project, staff needed to figure out what the moorage demand was for the Aurora Harbor. Staff looked at their internal accounting for their moorage system and reviewed those records. Staff looked at the wait list to see what size vessels were on the wait list and how long they were on the wait list. Staff also did an inventory on all the Harbors to see what was unsold or unoccupied within the entire system. The basic result of this was that the smaller vessels, 24' and underclass are unsold and unoccupied and have too many slips currently. The demand is driven by the 32' to 60' class vessels. That will be the basic premise for the design for all the layouts for the Harbor. It will show reduced slips for the smaller vessel moorage and increasing moorage for the larger vessels.

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Mr. Sommerville said currently in the 24' vessel class there are 184 existing slips.

In Concept I this will be reduced to 80 slips. This will be a loss of 104 slips. Currently in the 32' vessel class there are 125 slips. In Concept I, this will increase to 132 slips. This will be a gain of seven slips. Currently there are 21/42' covered boat houses. In Concept I there will be no changes in this category. Currently, in the 42' to 48' vessel class there are 39 slips. In Concept I this will be increased to 44. This will be a gain of five. Currently in the 60' to 80' class vessels there are 27. In Concept I, this will be increased to 32. This will be a gain of five. Currently, in the 100' to 110' class vessels there are none. In Concept I, this will increase to three.

Mr. Sommerville said Concept I will meet the overall primary objective for the demand, and went on to provide information on the features.

Mr. Sommerville said the larger vessels were staged close to entrances to eliminate less maneuvering for the large vessels inside the harbor. Then with the same idea, move the smaller vessels to the middle of the harbor. Smaller vessels were put on D and E floats next to the boat houses. The thought being to increase the fairway between the boat houses and the adjacent fingers to meet the current standard or guideline for marina layout. The current fairways do not meet the current standards. With the layout in concept I PND was able to increase the fairways by about 12 feet in all three boat house isles. There were modifications to three approach docks. At approach A there would be a new gangway that would be ADA compliant. The outboard end of this would be replaced with a larger span so smaller vessels could go under the dock at a certain tidal stage so they could access the inside of the headfloat (between shore and the headfloat). Another approach PND looked at to reconfigure was C dock. The idea being the same to get the smaller vessels under the gangway to have moorage between H and C dock. There was a survey just completed for the C dock to make sure there is enough depth to do this. Mr. Sommerville said he wanted to avoid dredging. Further assessment for this part of the project will be available soon. N dock at the north end is the other approach dock. Modifications are necessary because it is shallow on the North end. With larger vessels, the dock would need to move out to get to deeper water, so the approach dock would need to move out with it and have smaller vessels maneuver under the gangway. Another feature in Concept I was a sewer pump out at the bottom of A gangway as well as a mobile cart to transport sewage from you boat to the stationary unit to pump up to the man hole. The proposed floats in Concept I were timber floats that are a heavy duty glue laminated structural float that are creosote treated. This would be similar to what is in Douglas Harbor currently. There will be full utilities on the floats. There will be year around water with suppression system with a dry fire line.

There will be lighting, power and possibly wifi. In the initial design to try to curb the cost was to have only 8' wide floats on all the mains except A, B, C, and K floats. A, B, C, and K, floats would be 10' wide. The total cost for Concept I was \$18 million, but this does not include any upland improvements.

Mr. Sommerville went over some significant comments or substantive comments that were received from the October open house.

- Overall people liked the timber floats and thought that was a good idea.
- People liked the sewer pump out system with a mobile cart.

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- There were variable opinions on the types of lights – some people liked the bollard style, like Harris Harbor. Others liked the pole mounted lights. The LED fixtures were highly supported.
- There was a need for 100 Amp high capacity three phase power for the large boats on A float.
- There was a suggestion for a de-icing system. There are drainages that cross the expressway and run into the Harbor and the fresh water will lay on top and freeze.
- Many people wanted moorage for the larger class vessels in the 100' to 110' class on the south end of the Harbor.
- There were concerns on the impact to the 24' slips, both in terms of numbers and the moorage rates.
- It was universally heard that the idea to put the 24' slips next to the boat houses was not a good idea. It was not a good idea because there is a lot of more frequent transient and it would be congested. The idea for putting the 24' vessels next to the boat houses was to use the smaller vessels in that area to increase fairway. It did get accomplished but that was not the best idea.
- The fairway width was commented.
- Some people wanted an increase to the boat houses or larger boat houses. Some suggested swapping locations of the boat houses.
- There were comments received to reconfigure the layout on the floats E, F, and G where the boat houses are.
- Another big concern was the construction disturbance issue. Where do you put the boats when your building? This gets even more complicated with boat houses that don't have motors. Consideration was requested for the boat houses for sequencing to minimize the impact on the boat houses.

Mr. Sommerville discussed the boat house floats.

PND sent surveyors to measure all the boat houses. The measurement were then laid into Concept II. There are eight boat houses on E float currently, and they range in length from 34' to 44' with the boat house on the outside being the largest at 44'. The gaps between the floats range from 1' to 2'. On F float there are seven boat houses. They range in length from 40' to 44'. The gap ranges between ½' to 5'. There is the ability to extend F float and possibly fix the difference in gaps. There are six boat houses on G float. They range from 40' to 46' and are a little wider in the 39' to 40' class with the gaps between them ranging in the 5' to 7'. The idea is to move a boat house from E float to G float, and the obvious one to move would be the large boat house on the end of E float because it will fit in with all the lengths on G float.

Mr. Sommerville went over Concept II and described the changes.

Concept II is a modified and updated plan with the comments received from the public. In this concept, PND took all the 24' slips from the middle of the Harbor and moved them back to the north end. There was a concern in doing that because they didn't want to impact the fairway between the boat house and the adjacent slips. Everything will be shifted to the north and the fairway will be regained. The 32' slips are moved back to the middle of the Harbor where they are currently. The boat house layout is revised to have seven boat houses on each float. One boat house will be moved from E to G float and have at least a 3' gap between the eaves. All the main

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floats that were 8' are now planned to be 10'. The reason for the need for the 10' floats is that there is going to be a lot of deck equipment. The large vessel angles on A float have a steeper angle allowing for easier access. The Timber float design with the creosote has been changed. Mr. Sommerville said there is an improved float design which will last longer called a "polyethylene tub design". Industry is moving away from creosote in the water. The Concept II budget includes the new polyethylene tub floats.

Mr. Sommerville said in Concept II there will be 75/24' slips, with a net loss of 109 from currently. There will be 135/32' slips, with a gain of 10 from currently. The covered boat houses stay the same. There are 44/42' to 48' slips, with a gain of 5 from currently. There are 32/60' to 85' slips, with a gain of 5 from currently. There are 3/100' to 110' slips, with a gain of 3 from currently none.

This project has a preliminary four phases.

- Phase I will be A & B float and the reconfiguration of A dock and the gang way. This phase is estimated at \$6.1 million with it being a fully burdened project.
- Phase II will be C & D floats and any reconfiguration with C approach. This is estimated at \$4 million.
- Phase III will be E, F, G and H floats. This is estimated at \$6.3 million.
- Phase IV will be I, J, and K floats and the reconfiguration of N dock. This will be \$5.5 million.

Mr. Sommerville said moving the boat houses is going to be difficult, but he discussed an idea that might work to move them around.

Mr. Sommerville said the \$4 million increase from Concept I to Concept II is not a small amount, but the reasons are as follows;

1. Changed the float design so there is a unit price increase for that.
2. Increased the size of the floats.
3. Time costs money, this was originally estimated in 2009 and 2010, so this is a 5% to 10% price increase.

Mr. Sommerville introduced Ben Haight to describe in more detail electrical elements of the project.

Mr. Haight described the current location of the electric. He said in the main headwalk there is 480v going to utility floats at the base of the gangways where there are transformers that steps down to the user volts of 120 and 240v.

Mr. Haight described in the new project, instead of using single phase feeders there will be three phase feeders with the pedestals connected alternately to get more economical use of the cable. It will give the flexibility for one or three phase uses.

The lights in the Harbor will be changed from the fixtures mounted to the pilings on brackets with the stringer cables being strung from piling to piling. The idea for the lights in the new project is to mount all the lighting on 10' to 12' poles mounted to the floats and positioned to avoid potential conflict with bows of boats. This would also provide better lighting in the fingers of the floats.

At the October meeting WiFi connections were discussed and there is the opportunity to position antenna's on the light poles that are going to be installed. The technology is there, it just needs to be figured out who will manage it.

Gary Gillette said that covers the project, but now he will discuss the funding.

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Docks and Harbors has \$11 million and needs another \$11 million. Staff preference would be to move forward with Phase I and there is enough money for that part of the project. There is \$5 million left to do phase II also, and hope for more money to finish the rest of this project. Mr. Gillette talked about some different options for funding for the rest of the project. He said he has submitted the request to the City Manager to be put on the list to ask for money from the State Legislature. It is unsure if Docks and Harbors will get that funding. Staff is looking to the Board on the strategy to use for the additional funding needed. If directed to move forward with phase I, construction schedule would be to start June 2014 and completion of phase I in November of 2014.

Mr. Donek asked Mr. Sommerville when he talked about spinning the boat houses around during the moving of the boat houses, was he planning to leave the boats in the boat houses.

Mr. Sommerville said yes, and to still have access in and out.

Mr. Donek said he would suggest to have the boats go somewhere else during that phase of the plan.

Mr. Busch asked Mr. Haight if the utility float would restrict smaller vessel access to the inside of the head float for mooring?

Mr. Haight said the utility float will be approximately 6' deep by 10' wide.

Mr. Busch asked if that could be used for mooring?

Mr. Haight said the utility floats could be sized to use for mooring too.

Mr. Busch asked Mr. Sommerville about the phasing split from Phase III to Phase IV. Given the current layout, how would this be sequenced? Would Phase III and IV need to be done together?

Mr. Sommerville said it would be likely that the fingers would need to be left off on the north end of H float and add the fingers in Phase IV.

Mr. Jardell asked if Docks and Harbor was finished with the Tier I DOT grant for Aurora?

Mr. Gillette said those monies are planned for Phase I.

Mr. Jardell asked if Dock and Harbors was no longer eligible for a Tier I grant?

Mr. Gillette said correct, it would be a Tier II.

Mr. Jardell asked the price difference from the glue lam to the polyethylene tubs and the price difference from 8' head float to 10' head floats.

Mr. Sommerville said PND is estimating for the entire project an increase in the million dollar range. For the head floats increase in size, the entire project would be in the range of \$400,000 to \$500,000.

Mr. Kueffner asked if the \$6 million for Phase I included the electrical.

Mr. Sommerville said yes.

Mr. Kueffner asked what makes the polyethylene tubs better?

Mr. Sommerville said they don't decay, and with that the service life of the harbor could be extended. Mr. Sommerville described the polyethylene tub design which will be lighter and more robust.

Mr. Busch asked how much higher the floats will set out of the water? Is it higher out of the water from what is currently there?

Mr. Sommerville said the new floats will be out of the water in the 20" to 22" range with the old floats being in the 12" to 14" range. Self rescue ladders will need to be addressed.

Mr. Logan asked what the increase of service life will be with the new floats.

Mr. Sommerville said it is estimated 10 years.

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Mr. Logan asked about the ability to repair the polyethylene tubs in the water?

Mr. Sommerville said they are easy to repair. If for some reason one gets a hole, they can be unbolted and another one put in its place. They are all individual units.

Mr. Williams asked what the difference in height with the new floats compared to what is in Harris or Douglas currently?

Mr. Sommerville said approximately 3 to 4 inches.

Mr. Donek said without the additional bull rail height, it could be the same or even closer to the water than what is currently in Aurora.

Mr. Williams asked with the additional cost of the polyethylene and only getting an additional 10 years of service life, is it really worth going with the more expensive design?

Mr. Sommerville said that 10 years is just an estimate, it could be longer, but because they are still very new it is just unknown.

Public Comment

Hall Holdson, Juneau, AK, asked why E float is 7' shorter than the other two boat house docks?

Mr. Sommerville said it is because of where the fingers are located (spacing) on the floats and if there isn't a need to go out further.

Mr. Holdson asked how the fingers are attached to the main float?

Mr. Sommerville said with a piano hinge. He described the piano hinge and said this keeps the entire float from twisting.

Marshall Lind, Juneau, AK, asked how long will the boats need to be out of the boat houses?

Mr. Sommerville said it could be a month or two. This will be difficult to determine for sure.

Mr. Lind said with the increase height of the float, it will effect the access doors.

Mr. Watson, Juneau, AK, said it is nice to see this project moving forward. He said he likes the phasing and supports getting the creosote out of the water. This is a great plan and anxious to see the project going.

Board Discussion/Action

Mr. Uchytel asked how much of the public attended the meeting?

Mr. Williams said about six.

Mr. Kueffner said it is concerning how close some of the boat houses are and was asking if this will be fixed in the new design?

Mr. Sommerville said this could be remedied by extending the main walk floats toward the navigational channel and making the gaps between the eaves to 3'.

Mr. Kueffner asked about the de-icing comment.

Mr. Sommerville said there is an individual that has a pump that takes the fresh water off the top and circulates the water so it doesn't freeze.

Mr. Kueffner asked like a bubbler

Mr. Sommerville said yes.

Mr. Williams explained why the distance between the eaves on the boat houses is important. With heavy snow coming off a boat house right next to you and landing on your boat house float it has the potential to tip the float and then there are issues with the boat house.

Mr. Donek said the key thing is the distance between the floats. He said 3' would be a good number to shoot for.

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MOTION By MR. BUSCH: RECOMMEND TO THE FULL BOARD APPROVAL FOR STAFF TO MOVE AHEAD WITH PHASE I OF THE AURORA HARBOR REBUILD PROJECT USING POLYETHELENE AS THE FLOAT DESIGN MATERIAL AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Adjournment.

The Special Board Meeting adjourned at 6:53 pm.

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I. Call to Order.

Mr. Jardell called the Regular Board Meeting to order at 5:32 p.m. in the Assembly Chambers

II. Roll Call.

The following members were present: John Bush, Tom Donek, David Logan, Budd Simpson, Scott Spickler, Michael Williams, and Kevin Jardell.

Absent: Greg Busch, and Eric Kueffner

Also present were the following: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, Loren Jones –Assembly Liaison, Dixie Hood – PRAC Liaison,

III. Approval of Agenda.

Mr. Uchytel said the Moorage Discount promotion under items for Action should be #4.

MOTION By MR. LOGAN: TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion was approved with no objection.

IV. Approval of Previous Meeting Minutes.

Hearing no objection, the December 20th, 2013 Regular Board Meeting Minutes and January 9th, 2013 Sub-Committee Minutes were approved as presented.

V. Public Participation on Non-Agenda Items

Howard Lockwood, Juneau, AK

Mr. Lockwood said he was invited by the Board Chair to make a quick presentation on the progress of his project as it stands today with the Juneau Port Development on the land he leases from Docks and Harbors. He handed out a nine page summary of the land title issues involved with the project development at this time. Mr. Lockwood said he will go over the summary briefly but will give a detailed power point presentation at the Board's March meeting. The leased property is tideland submerged property. Mr. Lockwood talked about the handout content.

- The first page of the hand out is a picture that shows the location of the property ATS 556A.

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- The second page is the original Mega Yacht plan approved by the Board, and the plan given to the industries involved with the yacht industry.
- The third page is the cost estimate associated with moving forward with the plan.
- The fourth page shows the CBJ Public Works proposal for a snow storage area that would go across the west face of this lease (this had a critical effect on the marketing and total Harbor plan). Mr. Lockwood said he is cooperating with the Public Works Department and the Engineering Department facilitating their design criteria, but there are issues with the property titles that need to be addressed before that takes place.
- The fifth and sixth page is the ATS 556A patented to CBJ.
- The seventh page is the States mineral rights.
- The eighth and ninth page is the plat for ATS 556A.

Mr. Lockwood said there are some issues that need to be addressed with this property. There is the mineral stake held by Dr. Roger Eichman. The stake consists of five mining claims. There is also the states requirements for the mineral development of this land. There are very specific laws that need to be addressed before anything can be done with this land. Mr. Lockwood said he has a copy of the letter sent by the director of minerals with DNR outlying the states position on this particular property. Before moving forward with the project Mr. Lockwood said he has to clarify the land title. With another project being laid into this situation, it made his project very difficult to deal with. He said he had everything laid out with the Juneau Port Development project and everything has changed now. Mr. Lockwood said his task now is to first clarify the land title. He said his understanding of the law is, before the Mega Yacht project can move forward, the State of Alaska has to approve it and Dr. Eichman has to approve it. Currently, paperwork is being passed back and forth from DNR, CBJ, and the Attorney General. The next step would be to establish the location of the retaining wall. That property is eroding 25' to 35' per year toward the sewer plant. With CBJ planning a snow storage facility there, his question is, "who is going to build the wall"? The estimated cost for the construction of the wall phase of the Mega Yacht project is \$35 million. In order to build the wall, someone has to use the land to create the funding to pay for this. After the wall is figured out, he will go back to PND and draft a new Mega Yacht Harbor plan. The plan will then need to be brought back to this Board for approval and then to the Assembly for approval. He will then re-establish the preliminary marketing and move forward with the permitting application.

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Mr. Jardell said Mr. Lockwood was asked to come to the Board quarterly and give an update on his project.

Paul Swanson, Juneau, AK

Mr. Swanson said he was impressed with asking the Harbor patrons suggestions at the last CIP meeting for the Aurora Harbor rebuild project. Out of the six people in the audience, only two were from Aurora. Mr. Swanson said he would like that same acceptance of suggestions from the DeHart's patrons for the construction going on at Statter Harbor Auke Bay. The problem Mr. Swanson said he has is when CBJ bought DeHarts, there were 99 slips. The rebuild plan for Statter Harbor Auke Bay only has 64 slips. He said by eliminating some of the shorter boat slips, the shortest boat that can be at Statter Harbor Auke Bay now is 32'. He said the same matrix should not be applied to Statter Harbor Auke Bay as what is applied downtown. He said he does not see the logic in why Docks and Harbors is hung up on losing one parking spot to DOT for the round about when losing 30 plus slips that would generate income has not been an issue. He has never been given an explanation on why the slips have been decreased.

VI. Items for Action.

1. Aurora Harbor Rebuild Plan

Mr. Gillette said in October there was an open house at the Yacht Club that asked for comments on the Aurora Harbor rebuild plan. Docks and Harbors took the comments from that open house back to PND and they integrated into this most recent plan. Some of the comments were to move the 24' vessels back to their current location, design the bridges so the smaller vessels can go underneath to access the inside of the head floats, reorganized the boat houses to have like lengths on the same floats to take advantage of the aisle widths, create a 2' to 3' gap in between the boat houses, and create a slip for the cruise ship tug assist. Docks and Harbors did receive some cruise ship passenger funds for the tug moorage part of the project. Other areas of the project includes updating lighting, change out the water and electrical, and a new float design using polyethylene tubs. The new concept was then presented at the January 24th CIP meeting and had favorable comments. The CIP Committee recommended to the Board to move forward with Phase I and use the polyethylene tub float design. Using the new float design will add approximately \$1 million to the entire project.

Mr. Gillette said since the CIP meeting he has looked into other funding. Docks and Harbors currently has \$11 million for this project with \$2 million being the ADOT matching grant, and \$7 million from the bond. Docks and

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Harbors matching funds are the \$500,000 cruise ship passenger money that will be used on the cruise ship tug float and the \$1.5 million from the Harbors fund balance. Phase I of this project is \$6.1 million. Phase II is \$4 million. Mr. Gillette said the intent was to go forward with Phase I and use some of the money that could be used for Phase II to apply for another matching grant. Investigating additional funding for this project, he found that until the initial matching grant money is used Docks and Harbors can't apply for another grant. Moving forward with Phase I, the construction would be completed in November of 2014. The next cycle to apply for a matching grant would be July of 2015, and that would be decided by the legislature during their budget session in May of 2016. If this is approved, and Docks and Harbors was selected, the money would be available in 2016. Mr. Gillette said he doesn't know any other funding that would be available. With no additional funding in the near future, Mr. Gillette suggested two options.

1. Move ahead with Phase I and use the monies left to leverage for other grant programs.
2. Move ahead with Phase I and Phase II and use \$10 million of the \$11 million. This would probably save 1 to 2 percent overall just on mobilization costs.

Board Questions

Mr. Jardell asked when the Board would have to make a decision on the options?

Mr. Gillette said probably within the next month.

Mr. Jardell asked what Mr. Gillette recommended?

Mr. Gillette said because no other grants have been identified, he would recommend to move forward with the larger project of Phase I and Phase II.

Mr. Jardell asked if the Board recommends to move forward with Phase I and Phase II tonight, and this question is sent to the Finance Committee and the Committee decides not to move forward with both Phases, will it be a problem if the decision is changed?

Mr. Gillette said no. He can ask the consultants to give a fee proposal for both Phases, and this will take a couple of months to do.

Mr. Donek asked what the current timing was for Phase I.

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Mr. Gillette said he doesn't have the design schedule, but the construction schedule would start in June of 2014 and be completed in November of 2014.

Mr. Donek asked if Phase II was added what would be the timeline?

Mr. Gillette said it would be extended probably another 3 months.

Mr. Donek asked if the project could start at the same time?

Mr. Gillette said yes.

Public Comment –None

Board Discussion/Action

Mr. Spickler said with the likelihood that the State funding is dropping, it would make good business sense to move forward with Phase I and II with the money Docks and Harbors currently has.

Mr. Simpson said he agrees to move forward with Phase I and II with the money Docks and Harbors currently has.

Mr. Jardell said he agrees also to move forward with the monies Docks and Harbors currently has. Today's dollar may not be worth tomorrow what it is today.

MOTION By MR. WILLIAMS: TO ADOPT THE AURORA HARBOR REBUILD PLAN CONCEPT II AS PRESENTED AND TO RECOMMEND THE PORT ENGINEER TO MOVE FORWARD WITH THE DESIGN AND CONSTRUCTION OF PHASE I AND PHASE II AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Funds Transfer for Aurora Harbor Rebuild

Mr. Gillette said this action is to transfer the cruise ship passenger fees into the Aurora Harbor rebuild project to make it easier to account for in the ADOT match and have a more accurate accounting of the entire project. This will be heard by the Public Works and Facilities meeting on February 4th, and the Assembly on February 11th.

Board Questions- None

Public Comments – None

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Board Discussion/Action

MOTION By MR. SIMPSON: TO AUTHORIZE THE TRANSFER OF THE TUG ASSIST CRUISE SHIP PASSENGER FUNDS TO THE AURORA HARBOR REBUILD FUND AND ASK UNANIMOUS CONSENT.

3. FY14 CIP List

Mr. Gillette said the list in the packet is the annual CIP list that was submitted to the Manager and goes on to the Assembly for part of the budget process. FY14 list is;

1. The New Cruise Ship Berths
2. The Power Capstans
3. Auke Bay Passenger For Hire Facility
4. The Real Time Weathering Communication System
5. Downtown Restrooms
6. The Aurora Harbor Rebuild

Board Questions

Mr. Jardell said \$800,000 for design on a \$4.6 million project sound like a lot.

Mr. Gillette said that is design and permitting, and may be a little high, but it would be better a little more than not enough.

Mr. Jardell asked Mr. Gillette if this could be fully fundable by passenger fees?

Mr. Gillette said he really hasn't thought about that but this project could be split in Phases.

Public Comment – None

Board Discussion/Action

Mr. Simpson said the downtown restroom item is upsetting to him. Docks and Harbors put up some semi portable restroom structures that were used for a few years and were removed when the Tram building was built because it had restrooms. These portable structures cost thousands to move to the Harris Harbor and became a maintenance nightmare. He doesn't know where they are today, but they are not used. There was a new Port/Customs building built downtown and a new visitors center built downtown that do not have any public restrooms because no one wanted to

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deal with maintenance. Now there is a \$500,000 line item for public restrooms and he is not confident this is going to be a good idea.

Mr. Williams said he agrees with Mr. Simpson's concerns. He said the maintenance contract for restrooms in the summer goes for \$5,000 a month. He said there is a need for a restroom in the downtown area. He said he knows Ketchikan locks the restrooms as soon as the last cruise ship leaves for the summer.

Mr. Jardell said he shares those concerns. He has brought up the issue that if these restrooms are funded that passenger fees should be used for the maintenance and upkeep of these facilities. He said he was in the visitor center just after completion of the construction and there was a stream of people that were just asking where a restroom was.

Mr. Donek asked if this was part of the Visitor Center?

Mr. Gillette said no this would be a separate building. The Visitor Center was plumbed as such that the restrooms could be added separately.

Mr. Bush said he works downtown and he said there needs to be more restrooms. He would not want this item removed from this list.

Mr. Jardell said he suggests to add an additional line item to ask for support from the cruise ship passenger fees for maintenance and upkeep annually.

MOTION By MR. WILLIAMS : TO MOVE THIS FY14 CIP LIST TO THE ASSEMBLY FOR FUNDING AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

4. Moorage Discount Promotion

Mr. Uchytel said the Harbormaster is at the Seattle Boat Show. The CBJ ordinance allows for Docks and Harbors Board to approve a special temporary promotion rate to encourage use of the Harbor facility to promote revenue development. Mr. Uchytel said the Harbormaster would like to offer a 10% discount on the first nights moorage to people at the boat show that visit Juneau. Last year we asked the Board to authorize a discount of stay two nights and the third night is free. Docks and Harbors had only three takers.

Board Questions- None

Public Comment – None

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Board Discussion/Action

Mr. Simpson said this was brought up by the Harbormaster at the Operations meeting last week. The Committee was in support of this and recommended to take this to the full Board for approval. The overall thought was that it was not that much of an incentive and doesn't really cost anything but the Committee supported it because the Harbormaster thought it would be a good idea.

Mr. Jardell said this was also discussed at the Finance meeting and that Committee supported this promotion also.

Mr. Spickler asked for the breakdown on the total cost for attending the Seattle Boat Show. He feels this should be looked at next year to see if this is worth going to.

MOTION By MR. SIMPSON: TO APPROVE THE HARBORMASTERS REQUEST FOR OFFERING A 10% DISCOUNT FOR THE FIRST NIGHT OF THE VISITING BOATERS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VII. Items for Information/Discussion.

1. Storis Update

Mr. Joe Geldhof said they are working with Senator Murkowski, Senator Begich and Congressman Young on transferring the Storis from the United States Government to the Storis Museum. There has been a number of difficulties with Congress. There is speculation that Congress could pass the transfer in the next 12 to 18 months from the United States Government to the Storis Museum. Mr. Geldhof said he is anticipating bringing the Storis back to Juneau within the next two to three years. There has been discussions with Docks and Harbors staff on where the Storis could be located. This vessel could be a great historical asset and there needs to be some planning. For a 60 year old ship, this is still a decent vessel even with being in a marine environment because this was built for limited ice breaking.

Mr. Jardell asked about the finance to move this vessel.

Mr. Geldhof said none of the large funders will discuss funding until the title is transferred. The Storis Museum has raised enough money to get the Storis to Alameda, and then they would start actively engaging in the fund raising to get the Storis to Juneau. The Storis Museum is not looking for

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passenger fees to fund the Storis. The funding needed for the home of the Storis is estimated in excess of \$1 million.

2. Alaska Clean Harbors

Mr. Shane Serrano, Alaska Project manager for the Alaska Clean Harbors program. He said this is a voluntary self check list to confirm that Juneau Harbor is in regulatory compliance with state and federal regulations that are really complicated most of the time and sometimes neglected. This is really a system of best management practices. The intention of the program is to essentially demonstrate the compliance and activities that you do in the Harbor. At this time the Homer Harbor and the Seward Harbor have completed this certification. Valdez, Sitka and Skagway have all taken the pledge and are doing the self evaluation check list. This gives the Harbor a play book for the State and Federal regulations you must comply by. This serves as a tool to demonstrate compliance to the state of Alaska and users. Each certified Harbor ends up with a Harbor map demonstrating and showing where all their facilities are and whether it is sanitary or hazmat. This is a voluntary program that requires the approval of the Assembly to direct the Port Director to do the certification.

Mr. Jardell asked how many Harbors in Alaska are certified?

Mr. Serrano said just two at this time.

Mr. Jardell asked if Juneau's Harbors would comply right now?

Mr. Serrano said the goal of the program is to give you a guide book to achieve compliance. To get the certification you have to accomplish 100% of the regulatory pieces and a lot of additional things, ie, recycling. Really this is just demonstrating that you are committed to making your Harbor clean.

VIII. Committee and Board Member Reports

1. Operations Committee Meeting – January 22nd, 2013.

Mr. Logan reported that a formalized agreement for live-a-boards was discussed and reached, and the Committee talked briefly on vendor booth sales.

2. CIP/Planning Committee Meeting – January 24th, 2013

Mr. Williams reported that Mr. Gillette went over the FY14 CIP list.

3. Finance Committee Meeting – January 29th, 2013

Mr. Donek reported both the action items that were discussed at the Finance were discussed here tonight, the transfer of Aurora Funds and the Moorage Promotion discount. Charles Horan who is the appraiser for the Mt

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Roberts Tram gave a power point presentation on what appraisals are all about. Also discussed at the meeting was the Auke Bay round about easement.

4. Member Reports – None

IX. PRAC Representative Report

Ms. Hood reported that PRAC had a four hour public meeting on the usage of motorized vehicles in Auke Lake. The new management proposal, based on studies, would be to limit the lake to only vessels with 10 hp. There were arguments for and against this. This plan will move forward for action to the PRAC's regular meeting on Tuesday. Discussion and action will be taken to send on to the Assembly. Ms. Hood said she heard complaints that this lake is the only area to jet ski or water ski because of restrictions near the cruise ships. Ms. Hood asked the Board if they knew of other areas for the jet skiers.

Mr. Donek said the problem with jet skiing in the ocean is it is very rough if you don't catch it on a very nice day.

Mr. Hood said she heard comments that some jet skiers like it rough, and to go over waves.

Mr. Jardell said he bought a vessel just to use on Auke Lake and routinely uses it with his family. To not be able to use this boat will be greatly missed.

Ms. Hood said some people brought up encouraging education to users. They said Alaska is one of the few places that have lakes that don't require boat safety education, and enforcement.

X. Port Engineers Report

Mr. Gillette said his written report was in the packet. He reported that the Statter Auke Bay Harbor is on schedule and is looking good.

XI. Harbormaster's Report – Mr. Tajon was attending the Seattle Boat Show.

XII. Port Director's Report

Mr. Uchytel said Mary Raster (Dolly) was hired to take the Administrative Assistant III position at the Aurora Harbor and started on January 22nd. A seasonal hire was hired to take the full time Harbor Officer position that will be at the Aurora Harbor and will start February 5th.

The first on-line launch ramp permit was sold.

Tomorrow is the last day for vendor booth permit applications that will participate in the outcry auction to be held on February 15th. Mr. Uchytel said he sent a letter to potential vendor booth applicants. Staff is taking a more structured view on how to perform the outcry auction this year. One

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of the changes is the names of the applicants will not be made public until the time of the auction.

Mr. Jardell said Mr. Uchytel has been working toward trying to ensure the process for competing be a competitive one. Staff has reasons to believe it was not so competitive last year, so Mr. Uchytel has been working with the Law Department to legally make the auction a true competitive process.

Mr. Uchytel said on Tuesday a representative from MARAD will inspect the Auke Bay Loading Facility to close out the Tiger Grant. Staff was holding closing this Tiger Grant in hopes that the remaining funds could be used toward a wash down facility, but that has been ruled out and staff is looking elsewhere for funding for the wash down.

XIII. Assembly Liaison Report- Mr. Jones said he had nothing to report.

XIV. Committee Administrative Matters

- a. Operations Committee Meeting – Next meeting is February 19th, 2013 at the Aurora Harbor at 5:00 p.m.
- b. CIP/Planning Committee Meeting – Next meeting is February 21st, 2013 in the Assembly Chambers at 5:00 p.m.
- c. Finance Committee Meeting – Next meeting is February 26th, 2013 in CBJ Room 224 at 5:00 p.m.
- d. Board Meeting – Next meeting is February 28th, 2013 in the Assembly Chambers at 5:30 p.m.

XV. Adjournment

The regular Board Meeting adjourned at 6:49 p.m.



Port of Juneau

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

From: Carl Uchtyl, Port Director
To: Docks & Harbors Board
Date: February 28, 2013
Re: DOCKAGE SPECIAL – M/V MALASPINA – MAY 4TH 2013

The Alaska Marine Highway System is commemorating the 50th year anniversary of the ferry system. On May 4th, AMHS has requested to moor at the CBJ-owned Cruise Ship Terminal because of the historical location of former ferry docks. As this is a special one-time event sponsored by AMHS, a request to forgo dockage charges. In accordance with 05 CBJAC 15.030, the Board may provide a promotional rate of temporary nature to encourage use of facilities. I recommend we note charge the M/V MALASPINA for their anticipated six hours of moorage at Cruise Ship Terminal.

Recommended Motion: That Docks & Harbors provide, at no cost to the Alaska Marine Highway System moorage for the M/V MALASPINA on May 4th, 2013 in recognition of events commemorating the 50th year anniversary of the Alaska ferry system.

Note: There are no cruise ships scheduled for Juneau on this date. It is also the Blessing of the Fleet and AMHS has coordinated with the Alaska State Fisherman's Memorial. The M/V MALASPINA's schedule for May 4th is listed:.

- 6:00am – Arrive at Cruise Ship Terminal
- 11:00am – Depart to Tracy Arm
- 10:00pm – Return to Cruise Ship Terminal from Tracy Arm
- 11:00pm – Depart Cruise Ship Terminal to Auke Bay Ferry Terminal

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Port of Juneau

155 S. Seward Street • Juneau, AK 99801
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From: Carl Uchytel, Port Director
To: Docks & Harbors Board
Thru: Docks & Harbors Finance Committee
Date: February 28, 2013
Re: BIENNIAL FY14 - BUDGET SUBMISSION

This memo summarizes updated proposed budget for FY 13 (projected) and FY 14 (revised) by the Board and Assembly. Budget details in CBJ's format are attached. The Finance Committee approved the presentation which was reviewed at the February 26th committee meeting. Upon Board approval, the Port Director will forward the updated budget to the City Manager for inclusion with the overall budget to the Assembly. In FY2012, the Harbors Enterprise realized a \$606,367 gain to the Harbor Fund Balance. The Docks Enterprise realized a \$600,482 gain to the Docks Fund Balance.

Docks Revenues	FY13 (projected)	FY14 (revised)
User Fees	\$35,000	\$35,000
Cruise Ship Dock Fee	\$600,000	\$600,000
Maintenance Port Fee	\$475,000	\$475,000
Permit Revenues	\$520,000	\$500,000
Interest	\$114,300	\$115,400
Marine Passenger Fee	\$287,500	\$287,500
Equity to Fund Balance	(\$611,584)	(\$622,070)
Total	\$1,356,716	\$1,377,430

Docks Expenses	FY13 (projected)	FY14 (revised)
Personnel	\$728,400	\$753,200
Commodities & Services	\$509,700	\$548,200
Interdepartmental	\$146,700	\$146,700
Capital Outlay	\$10,000	\$10,000
Total	\$1,356,716	\$1,377,430

BIENNIAL FY14 - BUDGET SUBMISSION (continued)

Harbors Revenues	FY13 (projected)	FY14 (revised)
Fish Tax	\$350,000	\$350,000
User Fees	\$2,600,000	\$2,600,000
Land Lease	\$610,000	\$610,000
Interest	\$97,000	\$85,700
Violations	\$8,600	\$8,000
Equity to Fund Balance	(\$157,194)	(\$168,964)
Bad Debit	(\$50,000)	(\$50,000)
Total	\$3,615,600	\$3,603,700

Harbors Expenses	FY13 (projected)	FY14 (revised)
Personnel	\$1,358,600	\$1,410,900
Commodities & Services	\$986,700	\$1,080,700
Capital Outlay	\$10,000	\$10,000
Debt Service	\$753,200	\$753,200
Total	\$3,105,400	\$3,254,800

- Encl: (1) Harbor Enterprise Revenue - Biennial Budget FY 14
(2) Docks Enterprise Revenue - Biennial Budget FY 14
(3) Harbor Enterprise Expenses - Biennial Budget FY 14
(4) Docks Enterprise Expenses - Biennial Budget FY 14

DOCKSREV
1/4/2013
17:26

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
531010101	Docks non-operational						
4800-0000	Interest income in Lawson	-99,438			-114,000		-115,400
	Investment&Intrst Income Total	-99,438					
	Grand Total	-99,438	-	-	-114,000	-	-115,400

DOCKSREV
1/4/2013
17:26

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
531520101	Dock Operations						
4300-0000	User fees	-112,601	-35,000	-86,052	-35,000	-35,000	-35,000
4300-0034	Cruiseship Dock Fees	-525,847	-600,000	-368,767	-600,000	-600,000	-600,000
4300-0035	Maintenance Port Fees	-459,642	-450,000	-293,088	-475,000	-450,000	-475,000
	Charges for Services Total	-1,098,090	-1,085,000	-747,907	-1,110,000	-1,085,000	-1,110,000
4410-0000	Permit revenues	-513,068	-400,000	-840	-520,000	-400,000	-500,000
	Licenses, Permits, Fees Total	-513,068	-400,000	-840		-400,000	
4800-0000	Interest income in Lawson		-105,300		-114,000	-136,500	-115,400
	Investment&Intrst Income Total		-105,300			-136,500	
4950-0225	Marine passenger fee	-153,996	-287,500	-119,790	-287,500	-287,500	-287,500
	Trnfrs from Other Funds Total	-153,996	-287,500	-119,790		-287,500	
	Grand Total	-1,765,154	-1,877,800	-868,537	-2,031,500	-1,909,000	-2,012,900

HRBRSREV
1/4/2013
17:32

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
530010101	Harbors non-operational						
4300-0000	User fees	-1,381					
	Charges for Services Total	-1,381					
4700-0000	Cash over/short	264		50			
	Other Revenues Total	264		50			
4800-0000	Interest income in Lawson	-103,418			-97,000		-85,700
	Investment&Intrst Income Total	-103,418					
	Grand Total	-104,535	-	50	-97,000	-	-85,700

HRBRSREV
1/4/2013
17:32

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
530510101	Harbor Operations						
4013-0000	State shared revenues	-422,230	-350,000		-350,000	-350,000	-350,000
	State Revenue Total	-422,230	-350,000			-350,000	
4300-0000	User fees	-2,558,312	-2,290,000	-1,584,430	-2,600,000	-2,290,000	-2,600,000
	Charges for Services Total	-2,558,312	-2,290,000	-1,584,430		-2,290,000	
4450-0000	Ordinance violations	-3,455		50	-100		
4450-0001	Minor Violations	-4,732		-7,710	-8,500		-8,000
	Fines and Forfeitures Total	-8,187		-7,660			
4570-0000	Land lease revenue	-587,269	-753,000	-458,369	-610,000	-737,000	-610,000
	Rentals & Leases Rev Total	-587,269	-753,000	-458,369		-737,000	
4720-0000	Bad debts	18,067	10,000		50,000	10,000	50,000
	Other Revenues Total	18,067	10,000			10,000	
4800-0000	Interest income in Lawson	-25	-117,500		-97,000	-152,300	-85,700
4800-0402	AR interest and fines	-10,968		-2,406			
	Investment&Intrst Income Total	-10,993	-117,500	-2,406		-152,300	
	Grand Total	-3,568,924	-3,500,500	-2,052,865	-3,615,600	-3,519,300	-3,603,700

DOCKSEXP 1/4/2013 18:37		Biennial Budget	FY14				
531010101	Docks non-operational	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
Account	Description						
	Personnel	675,597	738,400	288,341	728,400	743,700	753,200
	Commodities & Services	521,720	548,000	273,368	509,700	548,000	548,200
	Capital Outlay	3,413	10,000		10,000	10,000	10,000
	Debt Service						
	Transfers Out						
	Docks Expenditures	1,200,730	1,296,400	561,709	1,248,100	1,301,700	1,311,400
5950-0431	Dock projects	4,000,000					
	Total Transfers Out	4,000,000					
	Reimbursable Expenses - Internal	(11,004)	(11,000)	(4,585)	(11,000)	(11,000)	(11,000)
	Reimbursable Expenses - CIP	(68,899)	(429,700)	(22,470)	(147,600)	(432,800)	(423,600)
	Total Expenditures		855,700	534,654	1,089,500	857,900	876,800
DOCKSEXP 1/4/2013 18:37		Biennial Budget	FY14				
531520101	Dock Operations	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
Account	Description						
	Personnel						
5110-0000	Salaries	375,640	427,300	154,681	427,300	431,300	438,500
5111-0000	Overtime	8,750	20,000	4,140	10,000	20,000	20,000
5116-0000	Accrued leave	39,011		19,332	40,000		
5120-0000	Benefits	238,000	278,700	105,023	238,700	280,000	282,300
5130-0000	Workers compensation	14,196	12,400	5,165	12,400	12,400	12,400
5141-0000	All other workforce	-	(414,200)			(417,300)	
	Total Personnel	675,597	738,400	288,341	728,400	743,700	753,200
	Commodities & Services						
5200-0000	Business travel	1,359	2,500	1,236	2,500	2,500	2,500
5201-0000	Mileage	211	5,000	109	1,000	5,000	2,000
5202-0000	Travel and training	5,747	2,500	3,066	6,500	2,500	6,500
5390-0000	Contractual services	102,195	15,000	34,749	45,000	15,000	30,000
5394-0000	Interdepartmental	147,696	154,800	64,500	154,800	154,800	154,800
5397-0000	Bank card fees	10	500	10	500	500	500
5322-0000	Advertising	2,942	4,000	699	7,000	4,000	7,000
5320-0000	Printing	1,282	1,000	344	1,500	1,000	1,500
5370-0000	Spec, Prop & EE Ins	53,944	56,000	23,335	56,000	56,000	56,000
5375-0000	General liability	4,596	1,100	460	1,100	1,100	1,100
5494-0000	Loss contingency	275					
5340-0000	Repairs	16,271	20,000	2,189	20,000	20,000	20,000
5344-0000	Maintenance - buildings	360					
5345-0000	Building maintenance division charges	5,332	2,300	764	2,300	2,300	2,300
5330-0000	Rents	53,734	60,000	53,663	55,000	60,000	61,500
5360-0000	Equipment rentals	364	1,000	273	1,000	1,000	1,000
5362-0000	Fleet replacement reserve	9,000	9,000	3,750	9,000	9,000	9,000
5310-0000	Telephone	735	6,000		6,000	6,000	6,000
5332-0000	Electricity	12,388	5,000	2,692	7,500	5,000	7,500
5333-0000	Fuel oil & propane	21					
5334-0000	Refuse Disposal	10,817	15,000	5,242	15,000	15,000	15,000
5335-0000	Water service	59,240	100,000	62,352	100,000	100,000	100,000
5336-0000	Sewer sevice	1,096	2,000	666	2,000	2,000	2,000
5380-0000	Dues and subscriptions	1,732	1,000	612	2,000	1,000	2,000
5480-0000	Office supplies		2,000	75	1,000	2,000	2,000
5488-0000	Uniforms and safety equipment	-		1,429	5,000		5,000
5489-0000	Uniform and tool allowance	2,100	2,300			2,300	
5490-0000	Materials and commodities	14,489	52,000	10,624		52,000	25,000
5496-0000	Minor equipment	7,801	8,000	529	8,000	8,000	8,000
5497-0000	Minor furniture and fixtures	2,843					
5498-0000	Minor Software	2,375					
5999-0000	Contingency	765	20,000			20,000	20,000
	Total Commodities & Services	521,720	548,000	273,368	509,700	548,000	548,200
	Capital Outlay						
5510-0000	Vehicles and equipment	3,413	10,000			10,000	10,000
5881-0000	Depreciation Buildings						
5882-0000	Depreciation Equipment						
DOCKSEXP 1/4/2013 18:37		Biennial Budget	FY14				
531520101	Dock Operations	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
Account	Description						
	Total Capital Outlay	3,413	10,000	-	-	10,000	10,000
	Debt Service						
	Transfers Out						
	Reimbursable Expenses						
7001-0000	Reimbursable Expense - Internal	(11,004)	(11,000)	(4,585)	(11,000)	(11,000)	(11,000)

Total Reimbursable Expenses

(11,004)

(11,000)

(4,585)

(11,000)

(11,000)

(11,000)

DOCKSEXP
1/4/2013
18:37

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
531520201	CIP Engineers-Dock						
	Personnel						
5110-0000	Salaries	19,119	277,400	2,808	19,300	279,700	284,500
5116-0000	Accrued leave	20,357		10,460	20,000		
5120-0000	Benefits	15,826	136,800	8,355	18,000	137,600	139,100
5141-0000	All other workforce	-					(367,800)
	Total Personnel	55,302	414,200	21,623	57,300	417,300	55,800
	Commodities & Services						
5201-0000	Mileage	1,347	500	847	1,500	500	1,500
5390-0000	Contractual services	9,750	15,000		15,000	15,000	15,000
	Total Commodities & Services	11,097	15,500	847	16,500	15,500	16,500
	Capital Outlay						
	Debt Service						
	Transfers Out						
	Reimbursable Expenses						
7001-0000	Reimbursable Expense - Internal	2,500					
	Total Reimbursable Expenses	2,500	-	-	-	-	-
	Total Expenditures	68,899	429,700	22,470	147,600	432,800	144,600

HRBEXP
1/4/2013
18:27

Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
530010101	Harbors non-operational						
	Personnel	1,316,772	1,386,900	624,491	1,358,600	1,402,900	1,410,900
	Commodities & Services	995,053	1,047,800	488,420	986,700	1,047,800	1,080,700
	Capital Outlay	3,413	10,000		10,000	10,000	10,000
	Debt Service	751,400	750,100	750,100	750,100	753,200	753,200
	Harbor Expenditures	3,066,638	3,194,800	1,863,011	3,105,400	3,213,900	3,254,800
	Transfers Out						
5950-0430	Harbor projects	600,000	1,500,000		1,500,000		
	Total Transfers Out	600,000	1,500,000		1,500,000		
	Reimbursable Expenses						
	Total Expenditures	3,666,638	4,694,800	-	4,605,400	3,213,900	3,254,800

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Biennial Budget FY14

Account	Description	FY12 Actuals	FY13 Amd Budget	FY13 5mos Actuals	FY13 Proj Actuals	FY14 Approved	FY14 Revised
530510101	Harbor Operations						
	Personnel						
5110-0000	Salaries	730,300	848,200	348,867	763,000	860,400	858,200
5111-0000	Overtime	8,701	25,000	9,181	25,000	25,000	25,000
5116-0000	Accrued leave	112,256		44,715	94,000		
5120-0000	Benefits	451,415	501,300	216,563	464,200	505,100	515,300
5130-0000	Workers compensation	14,100	12,400	5,165	12,400	12,400	12,400
	Total Personnel	1,316,772	1,386,900	624,491	1,358,600	1,402,900	1,410,900
	Commodities & Services						
5200-0000	Business travel	1,273	7,500		5,000	7,500	7,500
5201-0000	Mileage	1,112	5,000		2,000	5,000	3,000
5202-0000	Travel and training	1,341	6,000	613	6,000	6,000	6,000
5347-0000	Maintenance - software	-		1,000	1,000		1,000
5390-0000	Contractual services	110,190	80,000	153,244	110,000	80,000	110,000
5394-0000	Interdepartmental	147,600	154,800	64,728	154,800	154,800	154,800
5397-0000	Bank card fees	37,678	40,000	23,247	40,000	40,000	40,000
5322-0000	Advertising	(2,136)	4,000	1,754	4,000	4,000	4,000
5320-0000	Printing	1,779	2,000		2,000	2,000	2,000
5370-0000	Spec, Prop & EE Ins	53,837	55,900	23,290	55,900	55,900	55,900
5375-0000	General liability	8,304	1,000	415	1,000	1,000	1,000
5494-0000	Loss contingency	2,000	2,000		2,000	2,000	2,000
5340-0000	Repairs	71,735	100,000	51,021	10,000	100,000	100,000
5345-0000	Building maintenance division charges	14,072	6,700	2,474	6,700	6,700	6,700
5330-0000	Rents	6,624		8,350	8,400		8,400
5360-0000	Equipment rentals	200	3,000		3,000	3,000	3,000
5362-0000	Fleet replacement reserve	18,000	18,000	7,500	18,000	18,000	18,000
5310-0000	Telephone	24,017	6,000	10,832	18,000	6,000	18,000
5332-0000	Electricity	180,815	160,000	43,333	180,000	160,000	180,000
5333-0000	Fuel oil & propane	13,677	14,000	5,285	14,000	14,000	14,000
5334-0000	Refuse Disposal	106,453	130,000	34,997	130,000	130,000	130,000
5335-0000	Water service	57,204	50,000	10,510	50,000	50,000	50,000
5336-0000	Sewer service	13,741	3,000	2,773	6,000	3,000	6,000
5380-0000	Dues and subscriptions	1,146	3,500	371	3,500	3,500	3,500
5481-0000	Postage and parcel post	5,633	8,000	1,119	8,000	8,000	8,000
5389-0000	Fleet gasoline	23,361	30,000	7,966	30,000	30,000	30,000
5480-0000	Office supplies	14,061	12,000	3,613	12,000	12,000	12,000
5488-0000	Uniforms and safety equipment	-		92	3,900		3,900
5489-0000	Uniform and tool allowance	3,150	3,900		-	3,900	-
5490-0000	Materials and commodities	64,555	120,000	26,055	80,000	120,000	80,000
5492-0000	Gasoline and oil	1,901	2,000	123	2,000	2,000	2,000
5493-0000	Chemicals	-		704	1,500		2,000
5491-0000	Safety programs and equipment	1,597	3,000		3,000	3,000	3,000
5496-0000	Minor equipment	5,048	15,000	3,011	15,000	15,000	15,000
5497-0000	Minor furniture and fixtures	2,499	1,000			1,000	
5498-0000	Minor Software	2,375	500			500	
5999-0000	Contingency	211					
	Total Commodities & Services	995,053	1,047,800	488,420	986,700	1,047,800	1,080,700
	Capital Outlay						

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Biennial Budget FY14

FY12 FY13 Amd FY13 5mos FY13 Proj FY14 FY14

530510101	Harbor Operations	Actuals	Budget	Actuals	Actuals	Approved	Revised
Account	Description						
5510-0000	Vehicles and equipment	3,413	10,000		10,000	10,000	10,000
5881-0000	Depreciation Buildings						
5882-0000	Depreciation Equipment						
	Total Capital Outlay	3,413	10,000			10,000	
	Debt Service						
5860-0000	Amortization of bond Issuance costs	7,894					
	Total Debt Service	7,894					
	Transfers Out						
5950-0326	Harbor revenue bond debt service	751,400	750,100	750,100	750,100	753,200	753,200
	Total Transfers Out	751,400	750,100	750,100		753,200	
	Reimbursable Expenses						
	Total Expenditures	762,707	760,100	750,100	760,100	763,200	763,200

JUNEAU PORT DEVELOPMENT LLC

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FAX (907) 463-3055
juneau_port_dev@hotmail.com



Carl Uchytel, PE
Port Director
City and Borough of Juneau
155 South Seward St.
Juneau, Alaska 99801

February 26, 2013

Carl,

As stated in my email to you on February 19, 2013, I have prepared a condensed PowerPoint presentation covering a summary of the proposed Mega Yacht Harbor Project at ATS 556A.

At your regular meeting on October 28, 2010, the Board approved the design concept of the Harbor Plan, which has been circulated worldwide as the potential future Mega Yacht and Facilities Harbor Project at the City and Borough of Juneau, Alaska.

The needs of the City Public Works Department to conduct a snow dump processing facility affecting the NW side of the existing approved Harbor Plan require a redesign of that portion of the Mega Yacht docking and support facility.

At the end of this presentation, I will be asking for approval of the full Board which would allow Juneau Port Development LLC to redesign that portion of the existing approved plat, so as to accommodate these necessary changes.

Regards,

Howard Lockwood

Manager

Juneau Port Development LLC



DOCKS & HARBORS
 155 S. Seward St.
 Juneau, AK 99801
 (907) 586-5255 tel
 (907) 586-2507 fax
www.juneau.org/harbors/

Moorage Rates

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30, 2013	Effective July 1, 2013
Skiff	\$568 per year	\$581 per year
Daily	52¢ per foot	53¢ per foot
Monthly	\$4.08 per foot	\$4.17 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment

STATTER HARBOR		
	Effective thru June 30, 2013	Effective July 1, 2013
Skiff	\$568 per year	\$581 per year
Daily Moorage	52¢ per foot	53¢ per foot
Monthly	\$6.81 per foot	\$6.96 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.77¢ per foot \$1.53 per foot per day \$2.56 per foot per day \$3.07 per foot per day

INTERMEDIATE VESSEL FLOAT (IVF)		
	Effective thru June 30, 2013	Effective July 1, 2013
Daily (Oct. 1 – Apr. 30)	52¢ per foot	53¢ per foot
Monthly (Oct. 1 – Apr. 30)	\$4.08 per foot	\$4.17 per foot
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.77¢ per foot \$1.53 per foot per day \$2.56 per foot per day \$3.07 per foot per day

Residence Surcharge

Per Month	\$69 +\$23/person above four persons
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- A 5% City & Borough of Juneau sales tax may apply to all fees
- Disclaimer – The above rates do not take the place of the published fee regulations. For additional information, see the Harbormaster.

Launch Ramp Rates

Recreational – Year (includes Kayaks)	\$90
Recreational – Day	\$14
Commercial – Year	\$225
Freight Use – Personal	Up to ¼ hour – no charge Over ¼ hour: \$15 per ½ hour of use beyond ¼ hour with \$15 min. charge
Freight Use – Commercial	Up to ½ hour \$30 Over ½ hour \$30 + \$1.50 for each minute beyond ½ hour

Parking Rates

Douglas, Harris, Aurora Harbors	Free w/ permit (permits available at Aurora Harbormaster's office)
Statter Harbor – Summer (May, June, July, August, September)	\$1 per hour/\$5 per calendar day / \$75 per calendar month
Statter Harbor – Winter (October through April)	Free w/ permit (permits available at Statter Harbormaster's office)

Shorepower

Connection Type	Daily Fee
20 amp	\$4.80
30 amp	\$7.20
50 amp	\$24.00
100 amp/208 volt	\$48.00

Connection Type	Summer Liveaboard Monthly	Summer Non-Liveaboard Monthly
20 and 30 amp	\$90.00	\$54.00
50 amp	\$180.00	\$108.00
100 amp/208 volt	\$420.00	\$252.00

Connection Type	Winter Liveaboard Monthly	Winter Non-Liveaboard Monthly
20 amp	\$120.00	\$72.00
30 amp	\$162.00	\$96.00
50 amp	\$300.00	\$180.00
100 amp/208 volt	\$720.00	\$420.00

Services Provided

Power

Potable water (Year round downtown and Statter A&B Floats)

Restrooms (Auke Bay & Aurora)

Showers (Statter Harbor, Harbor Washboard, Augustus Brown Pool)

Free Sewage pump-out (Douglas, Harris, and Statter)