CBJ DOCKS & HARBORS BOARD
<u>OPERATIONS/PLANNING COMMITTEE MEETING AGENDA</u>
For Wednesday, February 16th, 2022
Zoom Meeting: https://bit.ly/3pQbh9p
Meeting ID: 824 9976 5046
Passcode: 898116
Call In: (253) 215-8782

I. **Call to Order** (5:00 p.m. via Zoom)

II. **Roll Call** (James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Wostmann and Mark Ridgway).

III. **Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED

IV. **Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)

V. **Approval of Wednesday, January 19th , 2022 Operations/Planning Meetings Minutes**

VI. **Consent Agenda -** None

VII. **Unfinished Business - none**

VIII. **New Business**

1. CY2021 Urban Alaska CPI & FY23 Harbor Rates
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO ACCEPT THE CY2021 URBAN ALASKA CPI OF 4.9% AND APPLY THE RATE INCREASE TO ALL RELEVANT FEES.

IX. **Items for Information/Discussion**

1. Introduction of CBJ Tourism Manager – Alexandra (Alix) Pierce
   Presentation by the Port Director

Committee Discussion/Public Comment

2. Update – February 24th Public Hearing CPI Adjustment Omnibus
   Presentation by the Port Director

Committee Discussion/Public Comment

3. Statter Harbor Facility – Repairs, Needs & Recommendations
   Presentation by the Port Engineer

Committee Discussion/Public Comment

4. American Society of Civil Engineers (ASCE) Juneau Branch – Project of the Year
   Presentation by the Port Engineer

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, March 23rd, 2022**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, January 19th, 2022
Via Zoom Meeting

I. Call to Order: (Following 5:00 p.m. Special Board Meeting via Zoom) Mr. Ridgway called the Operations/Planning Committee meeting to order at 5:08 p.m. (following the Special Board Meeting) via Zoom.

II. Roll Call: The following members were present in the Port Director's conference room or via Zoom; James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Wostmann and Mark Ridgway.

Also present: Carl Uchytil – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer and Teena Larson – Administrative Officer.

III. Approval of Agenda
MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items - None

V. Approval of Wednesday, December 8th, 2021 Operations/Planning Committee Meetings Minutes
Hearing no objection, the December 8th, 2021 minutes were approved as presented.

VI. Consent Agenda - None

VII. Unfinished Business
1. Execution of Harbor Rate Study with HDR-Alaska, Inc.
Mr. Uchytil said this was placed on the agenda per the request of the Operations/Planning Committee Chair. This is a time to ask questions regarding the process that has been carried out.

Committee Questions
Ms. Smith said she was glad this was on the agenda tonight. She inquired if this had been voted on before.

Mr. Ridgway said he had reviewed this with Mr. Etheridge and Mr. Uchytil, noting how many times this rate study has been discussed in prior meetings, which accounted for dozens of times in the last year. He said unless an expenditure is over $100,000 and needs Assembly approval, technically it does not need to be approved or voted on by the Board. Docks & Harbors staff continually spend funds without input from the Board or their approval. The only thing we would approve is its cost through the budget. He said Mr. Uchytil could have gone out, got this study going and awarded it himself.

Mr. Uchytil said staff works for the Board and we do not want to disappoint members. This particular item has been discussed dozens of times and he felt there was a consensus and the Board wanted it done. If that was not the case he apologized. What Mr. Ridgway was alluding to is the procurement authorization rests with the Port Director. The Port Director has the financial responsibility to enter into contracts, with the exception of anything over $100,000 which needs Assembly approval. This particular item went through the Board. We asked for their help with the selection committee and briefed the Board with the results from the selection committee. I was under the assumption the Board was pleased with the direction everything was going.

Mr. Ridgway shared his recollection to Ms. Smith and the other members, saying the Board came up with the idea and encouraged the rate study. He knows he personally did, especially when we were having difficulties and looking at the bottom line and being in the negative. We looked briefly at rates and realized some had not been raised in thirteen or fourteen years. This Board directed and encouraged staff to pursue a rate study. He believes we voted on the rate study multiple times.

Mr. Uchytil said he is not sure about multiple times, but at least one time there was a vote. That vote was for commencing the execution of a rate study.

Mr. Leither said he did an extensive review of the minutes and there was one vote in the Finance Sub-Committee meeting to advance it to the Operations/Planning Committee.

Mr. Etheridge said there was no official vote but there was several times when we were moving the study along. He remembers when HDR was selected and it was asked if there were any objections. No Board members spoke up, so I gave Mr. Uchytil direction to move forward with HDR.

Ms. Smith said she remembers the meeting Mr. Etheridge is speaking about. At that point she thought the Board had already voted on it, although she knew she hadn't because she has always been a staunch opponent of the study.

Mr. Ridgway said he did not feel this study was pushed through. He also thought there was a general consensus.

Ms. Smith is glad it is on the agenda tonight. She wanted to know if there is a $100,000 limit where the Board does not need to vote or approve expenses, why does it seem we vote on $10,000 or $15,000 items all the time. She is not sure she buys the argument it was not needed to be voted on due to the cost.

Mr. Ridgway said he was stating the $100,000 limit without Board approval as a fact. He feels there are lots of things staff likes to get the Board's opinion on and the Board likes to be involved in the process. With the procurement authority the Port Director has, this did not need to come to the full Board for approval. With regards to the budget we reviewed and voted on recently, there are a hundred things in it. If you break that down into further granularity, there are tons of expenditures Docks & Harbors spend money on that is only seen to us as a line in the budget.

Mr. Uchytil said again that staff want to please the Board, so when something comes up where a member wants a full vote we always make it happen. Board members were a part of the selection committee and he did not see a desire from the Board for a vote.

Mr. Grant said he was one of the people who wanted this on the agenda for tonight. He feels the execution of a rate study is a significant policy consideration. He agreed after looking at the minutes that Mr. Uchytil was right to think it had serious momentum. Now there are questions coming up and we need to get those answered. He requested that anyone opposed to this study tell us why. He always thought it sounded like a good idea to see if our rates are good. He is intrigued to hear what the objections could be.

Mr. Etheridge said he has supported this study all the way. We have been discussing this and voting on things for over a year about rate increases and what is needed. All he hears is we need a database to work with and the only way we are going to get a database will be to do this rate study. We need to do something now, or we are going to be here next year still arguing about this. He said we have preventative maintenance piling up, we have electrical problems, we have water problems and we need to get these things addressed. If we do not get a rate increase on the books, and one that really means something not just pennies, we are not going to be able to get these things done. He wants to get this moving forward and the rate study done so we can finally get the increases calculated and set.

Mr. Leither said he is frustrated this did not follow a process. He feels this is the most serious thing the Board will do, it is not like buying a car. He is not concerned with the $36,000 price tag on the study, but the fact this study will be seeding our judgment to someone else. Having them make our decisions is great if he trusts the company and was more involved with their selection. Changing wording on a RFP is not a vote selecting it, but trying to get it right before a vote is taken. He is concerned with public perception if this is not voted on correctly. He wanted to know what involvement the Board would have as this study goes on. Will the Board be consulted along the way as assumptions are made regarding rates?

Mr. Uchytil said when he negotiated the contract he let them know there would be lots of questions coming from the Board. He asked them to leave room for additional consulting costs for these questions. There is nothing secret about this study, they can show up to all Board meetings, or Finance Sub-Committee meetings. It is only a matter of cost and paying for their time.

Public Comment

Mr. Dennis Watson, Juneau, AK
Mr. Watson feels this rate study is absolutely needed. He remembers rate studies that were done in the past. These studies were done mostly on the Harbors side of things and after that rates went up considerably. Mr. Uchytil's predecessor made the decision after the study to raise the rates higher at one harbor over the other harbors. This study might come to tell us that we are not charging enough in one harbor, but maybe too much in another. Mr. Watson said he has great confidence in Mr. Uchytil and he has done a really good job being up front and trying to work through the process. When all is said and done with the study he does not want rates to be increased for some and not others. He said it tends to bastardize the work that has been done and is one reason you are in the mess you are now.

Committee Discussion/Action
Ms. Smith said some of the objections she had with the study was it was a waste of money. This was shoved down our throats by the Assembly and their lack of confidence with the Board and our highly competent staff with regards to our requests to raise rates. We all know rates need to be increased, some have not been increased in fifteen years. She feels its throwing good money after bad on something we already know. We also have a finance committee that could work on this. She read all of the rate study examples and they were all basically cookie-cutter. She does not want to bow to the pressure of the Assembly. The general public submitted concerns over the studies done for Sitka and Wrangell, and the over 200% rate increases.

Ms. Derr said she thought Mr. Uchytil has done a great job and done exactly what the Board has been asking for. This all started because we needed to raise rates and once we started on that process and it went through the Assembly we received public comments. One of these public comments was made by a Board member, before they were a member and stated there was no financial reason to raise rates. They also asked us to support our reasoning behind rate increases. Then the Assembly had similar feedback and asked for proof of reasoning. The rate study is a way to increase rates with justification behind us. She knows it is hard to raise rates, especially while a lot of people are struggling, but it is something we must do. She also said we needed professional help and did well with our selection committee and she trusts their judgement.

Mr. Ridgway said he has heard comments tonight where the public will not trust us or we have done something underhanded. He does not feel that is the kind of Board he is on, nor the type of enterprises he is responsible for. He asked staff to go through committee and Board meeting minutes and make sure to list out every time the rate study has been discussed. He feels we decided on the study because the Board felt we were speaking of a rate increase and didn't have anything with enough substance behind us to lobby for it.

Mr. Grant asked if the contract had been executed, and if it has why there is a motion to approve it.

Mr. Uchytil said yes, the contract has been executed. If the Board were to instruct him, he could go back to HDR and request renegotiations or even ask to cancel the contract. He said he will follow the will of the Board.

Mr. Grant said he has no problems with the way staff has gone through this process. He does not feel the staff needs to go back through minutes to prove its discussion. He does not want to put Mr. Uchytil in the positon to go back and renegotiate the contract.

Mr. Grant proposed a substitute motion than the motion shown in the agenda packet.
MOTION: TO DIRECT MR. UCHYTIL TO HAVE A REPRESENTATIVE OF HDR ALASKA TO MAKE A PROGRESS REPORT AND ANSWER BOARD QUESTIONS AT ALL DOCKS & HARBORS BOARD MEETINGS.

Mr. Leither seconded the motion.

ROLL CALL VOTE on Substitute Motion
Mr. Becker – Yea
Ms. Derr – Nay
Mr. Etheridge – Yea
Mr. Grant – Yea
Mr. Larkin – Yea
Mr. Leither – Yea
Ms. Smith – Nay
Mr. Wostmann – Yea
Mr. Ridgway – Nay

Motion passed 6 yeas, 3 nays

Motion shown in agenda packet: TO EXECUTE A HARBOR RATE STUDY WITH HDR-ALASKA, INC.

2. Budget Cycle Review FY22 & FY23/24 Biennial Budget
Mr. Uchytil said this was discussed at the Finance Sub-Committee last week. We have an obligation to provide the Assembly with our projected FY2022 and FY2023/FY2024 biennial budgets. He went over the three budgets line by line.

Committee Questions
Mr. Grant asked about the six additional positions.

Mr. Uchytil said it was due to the added security requirements by the United States Coast Guard. He explained three years ago we were more like a Walmart greeter, now we are closer to TSA Agents, requiring duel identification with government issued picture identification. This created a need for sixteen part-time limited positions during the cruise ship season.

Mr. Wostmann asked if anyone had any new information on cruise ship projections. There has been a lot of information in the news about cruise lines having recent issues with Covid.

Mr. Uchytil said he will send around some news reports he has seen from Mr. Kirby Day. He said it looks like the CDC came out with a recommendation that no one should take a cruise. This might have an effect on reservations as people are booking their summer trips. A lot of these cruise lines make a schedule two years in advance. They will send these ships whether they are half full or not. They discount their fees closer to the sailing date to maximize their profits and keep the ships as full as possible.

Mr. Larkin asked about the *All Other Workforce* line item.

Mr. Uchytil said that line is for our engineering staff. They are funded through CIP projects, with the exception of 10%-15% which is paid by the Docks or Harbors Enterprises.

Public Comment
Mr. Dennis Watson, Juneau, Alaska
Mr. Watson asked about the *Bad Debt* line. It has stayed about the same, but going forward it has raised a bit. He wanted to know if we are expecting more bad debt than normal in the future.

Mr. Uchytil said we budget conservatively. We strive to collect all outstanding invoices. We often have people that are unable or don't want to pay their bills.

Mr. Watson asked if the amount is what we write off, or if that is what is still outstanding. Is the $50,000 the total bad debt we have, or is that for the calendar year?

Mr. Uchytil said at the end of the fiscal year the Finance Department zeroes out bad debt. This amount is very normal for the bad debt we write off each year.

Ms. Larson said we send it to our collections department. Docks & Harbors admins work very hard to collect bad debt.

Committee Discussion/Action
Mr. Wostmann wanted to add the Finance Sub-Committee spent quite a bit of time going over this budget and what each line represented. They dug through the details and asked a number of questions where there were variances from past years. He feels he can honestly report that each question was answered well, and he can definitely recommend this budget be approved.

MOTION By MR. ETHERIDGE: TO RECOMMEND THE DOCKS & HARBOR BOARD REVIEW AND APPROVE THE FY22 PROJECTED AND FY23/FY24 PROPOSED BUDGETS AT THE NEXT REGULAR BOARD MEETING.

Motion passed with no objection.

VIII. New Business

1. Docks & Harbors - Justification Criteria for Consumer Price Index (CPI) Fee Linkage
Mr. Uchytil asked members to see page 20 in the agenda packet. This is what the Finance Sub-Committee has been working on. It is not 100% ready but was voted to move forward to the Operations/Planning Committee.

Mr. Wostmann spoke about criteria seven and how there was some disagreement from members. Everyone felt that the idea of a catch-up should be left until after the rate study was complete. He would like the language in criteria seven to show "To be Determined".

<u>Committee Questions</u> – None

<u>Public Comment</u>
<u>Mr. Dennis Watson, Juneau, Alaska</u>
Mr. Watson commented on criteria seven and asked what "does not exceed five percent" mean. Is this for the CPI increase only?

Mr. Wostmann said the way it was intended to work is no rate would be raised more than five percent. So if the CPI raised it four percent, we could only raise the rate one more percent.

Mr. Watson said he thinks the CPI will increase between three to five percent. It would take a whole lifetime to catch up in this case.

<u>Committee Discussion/Action</u>
MOTION By MR. ETHERIDGE: TO RECOMMEND THE DOCKS & HARBOR BOARD APPROVE THE JUSTIFICATION CRITERIA FOR CPI FEE LINKAGE AT THE NEXT REGULAR BOARD MEETING.

Motion passed with no objection.

2. Regulation Changes – Consumer Price Index (CPI) Update
Mr. Uchytil shared a draft regulation change for the CPI update. He said this will be ready by the next Board meeting to vote whether to go out to public notification. The omnibus change is linking the CPI to appropriate fees in our regulations. The City Attorney has agreed to lump these CPI adjustments together in one regulation change. We are still working on the language for the cruise ship season.

<u>Committee Questions</u>
Mr. Larkin said he does not have a problem with this motion and likes having the CPI in there. He asked how we reconcile rates when we do need to do some catch-up.

Mr. Uchytil said the justification was the policy document. The Board would say we feel a CPI should be included so we do not keep losing ground with rates and fees.

Mr. Larkin asked how we can tack on additional percentages over the CPI, to get to the maximum increase allowed.

Mr. Wostmann said the intent here is all rates have two components, the base rate and CPI adjustment. The Board can always vote to increase that base rate, but the CPI is for the years we decide not to, so we don't fall behind again.

Public Comment – None

Committee Discussion/Action
MOTION By MR. ETHERIDGE: TO RECOMMEND THE DOCKS & HARBOR BOARD ADVANCE A PROCESS TO INCLUDE CPI ADJUSTMENTS TO APPROPRIATE FEES REGULATED UNDER CBJ CHARTER AT THE NEXT REGULAR BOARD MEETING AND ASK UNANIMUS CONSENT.

Motion passes with no objection

IX. Items for Information/Discussion

1. CY2022 Proposed Capital Improvement Projects Schedule

Mr. Schaal shared a PowerPoint presentation listing the 2022 CIP Project Schedule.

- Taku Seawalk Releveling Project
- Statter "D" Float Repair ($100,000 project paid through insurance claim)
- Marine Park Deck Over
- Dock Safety Rails
- Statter IIIC
- Taku Harbor Boarding Float Repairs
- Fisherman's Terminal Float Repairs

Committee Discussion
Mr. Larkin asked about the safety ladders for the harbors.

Mr. Creswell said we received our first shipment of twenty-four ladders just before the weather started getting cold. He also said the second batch was already ordered. The price went up a bit so the next shipment will be for twenty-one. As soon as the weather gets a little warmer he will start getting them installed. They will start the installation at Harris Harbor.

Mr. Ridgway asked about the Statter "D" Float and if Mr. Schaal thought other floats could see similar types of damage.

Mr. Schaal said he will be investigating the damage once he can get in and can take a look at it. This will happen once he is on-site with our contractors during replacement.

Public Comment
Dennis Watson, Juneau, Alaska
Mr. Watson asked about the replacement for the USCG vessel Liberty.

Mr. Uchytil said we are anticipating the Liberty going away in 2023. The commitment from the USCG is they will bring an 87 foot replacement vessel.

X. Staff & Member Reports

Harbormaster's Report
Mr. Creswell said he is very proud of staff over the last two months. There have been significant weather issues, especially around the holidays. It even got to the point where we had to bring in some of our seasonal employees that usually work in the summer. We were concerned about flooding with blocked drains and fingers getting significant snow loads.

Ms. Smith said she was listening to Problem Corner on the radio today and there was a lot of complaining about the north-end of Aurora Harbor being devoid of stalls. She asked about an update on that project.

Mr. Uchytil said there is two million dollars set aside in CBJ funds. We are trying to leverage that with the state of Alaska's Department of Transportation Harbor Grant Program. We are currently fourth on a list of seven and need legislators to allocate about fourteen million dollars to that program to be successful this year.

Mr. Becker said he thinks the significant weather storms this year are out of the ordinary. He asked if the Harbormaster needs anything from the Board to help keep everything going.

Ms. Derr asked about facilities and water pedestals (poor sound quality).

Mr. Creswell said he appreciates the Board offering their help. We have received 120 inches of snow in the Mendenhall Valley as of today. We usually only receive 100 inches all winter. We have received all of this in less than two months and the major problem has been where to put the snow and dealing with staffing shortages around the holidays. It is hard to plan for these extreme weather events. He spoke about water pedestals and the long period of cold weather. All pedestals are heat traced and seem to be working properly.

Mr. Schaal spoke about unusually high amounts of wear and tear on our equipment and how that can affect the fleet replacement costs. We are also seeing additional costs for our shop at the Aurora Harbor. It is a very old building and we heat it with waste oil to keep our sand trucks thawed. He believes this building is going to fall down in the next few years. As we look to long-term facility replacement the Aurora Harbormaster's Office and the shop are fast becoming liabilities.

Mr. Grant asked if there is a place outside of our budget and CIP's where we can find funding to rebuild old failing structures.

Mr. Schaal said in a perfect world we would have a replacement schedule for every building. There is a department in CBJ where architects quantify the state of roofs and building structures. Many years ago the Board decided no new buildings would be constructed until the older ones could be replaced.

Mr. Grant asked if it was worth revising that.

Mr. Schaal said he will do his best to bring the Board risk assessments.

Mr. Leither asked about water pedestals and if the failings in the last couple of inches due to extreme cold can be fixed by harbor patrons being empowered to thaw that on their own with a tea kettle.

Mr. Creswell said he encourage patrons to help especially if the problem is only the last two inches of a pedestal that is frozen. We try our best to keep potable water going year-round, especially in Statter Harbor where the temperatures get so much lower than downtown and Douglas.

Mr. Leither said he did not realize how simple the problem was. Now that he knows how to fix it we should be encouraging people that call with water issues to try that first.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, February 16th, 2022**

XII. Adjournment – The meeting adjourned at 7:09pm.

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

FY23 Moorage Rates

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30, 2022	Effective July 1, 2022
Skiff	$300 per calendar year	$300 per calendar year
Daily	58¢ per foot	61¢ per foot
Calendar Month	$4.40 per foot	$4.60 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment

STATTER HARBOR		
	Effective thru June 30, 2022	Effective July 1, 2022
Skiff	$300 per calendar year	$300 per calendar year
Daily	58¢ per foot	61¢ per foot
Calendar Month	$7.30 per foot	$7.50 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30) Annual (July 1 – June 30)	5% discount on 6-month advance payment 10% discount on 12-month advanced payment	5% discount on 6-month advance payment 10% discount on 12-month advance payment
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65’ Other Vessels ≥ 65’ Other Vessels ≥200’	$0.75 per foot $1.50 per foot per day $2.50 per foot per day $3.00 per foot per day

INTERMEDIATE VESSEL FLOAT (IVF)		
	Effective thru June 30, 2022	Effective July 1, 2022
Daily (Oct. 1 – Apr. 30)	58¢ per foot	61¢ per foot
Monthly (Oct. 1 – Apr. 30)	$4.40 per foot	$4.60 per foot
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65’ Other Vessels ≥ 65’ Other Vessels ≥200’	$0.75 per foot $1.50 per foot per day $2.50 per foot per day $3.00 per foot per day

Residence Surcharge

Per Month	$69 +$23/person above four persons

- A 5% City & Borough of Juneau sales tax may apply to all fees

Launch Ramp Rates

Recreational – Calendar Year (includes Kayaks) Matching registrations are required to obtain two additional permits. Please see 05 CBJAC 20.060 – Recreational Boat Launch Fees.	$90 $5 per additional permit
Recreational – Day	$15
Commercial – Calendar Year	$250 per trailer
Commercial – Day	$30
Freight Use – Commercial	Up to 1 hour $60 Over 1 hour $30 for each additional hour

Parking Rates

Douglas, Harris, Aurora Harbors	Free w/ permit (permits available at Aurora Harbor office, current vehicle registration required)
Statter Harbor – Summer (May, June, July, August, September)	$1 per hour/$5 per calendar day
Statter Harbor – Winter (October through April)	Free w/permit (permits available at Statter Harbor office, current vehicle registration required)
Downtown Taku Lot - Summer	$2 per hour/3 hour limit

Shorepower

Connection Type	Daily Fee
20 amp (120V, 1 phase)	$6.00
30 amp (120V, 1 phase)	$9.00
50 amp (208V, 1 phase)	$25.00
100 amp (208V, 3 phase)	$86.00
100 amp (480V, 3 phase)	$198.00

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 (Aurora Harbor, Harris Harbor & Statter Harbor)

Showers (Harris Harbor & Statter Harbor)

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

Sewage pump-out cart available at Aurora Harbor & Douglas Harbor

Harris Harbor Grid (Fee: $1.00 per foot per day)

Please make Grid reservation at Aurora Harbor Office

REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapters 15, 20, 30 & 40

FEES AND CHARGES – APPLICATION OF CONSUMER PRICE INDEX

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

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

Section 2. Amendment of Section. 05 CBJAC 15.030 is amended to read:

05 CBJAC 15.030 Dockage charges.

…

(j) *CPI Adjustment.* For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 3. Amendment of Section. 05 CBJAC 15.040 is amended to read:

05 CBJAC 15.040 Port maintenance fee.

…

(f) *CPI Adjustment.* For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 4. Amendment of Section. 05 CBJAC 15.060 is amended to read:

05 CBJAC 15.060 Vessel lightering fee.

…

(f) *CPI Adjustment.* For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 5. Amendment of Section. 05 CBJAC 15.080 is amended to read:

05 CBJAC 15.080 Loading permit fee.

…

(d) *CPI Adjustment*. For each calendar year after 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 6. Amendment of Section. 05 CBJAC 15.110 is amended to read:

05 CBJAC 15.110 Boom truck usage fee.

…

(c) *CPI Adjustment*. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 7. Amendment of Section. 05 CBJAC 20.020 is amended to read:

05 CBJAC 20.020 Special annual moorage fee for skiffs.

(a) An owner with an open-hulled vessel 21 feet or less in length, excluding engines, may apply to the Harbormaster for moorage in the limited access areas of Aurora Harbor, Don D. Statter Harbor Facility, and Mike Pusich Douglas Harbor. The Harbormaster will assign moorage in these areas on a first-come, first-serve basis. If assigned moorage by the Harbormaster, all requirements pertaining to annual moorage apply, except the annual moorage fee that the owner shall pay.

(b) The annual moorage fee shall be $300.00 per calendar year (January 1 through December 31).

(c) *CPI Adjustment*. The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 8. Amendment of Section. 05 CBJAC 20.030 is amended to read:

05 CBJAC 20.030 Daily moorage fees.

…

(d) *Daily moorage fees.* Except as provided for reserved daily moorage, daily moorage fees will be assessed for each 24-hour period or portion thereof as follows:

(1) From July 1, 2021 ~~2013~~ through June 30, 2022 ~~2014~~, $0.58 ~~$0.53~~ per foot; and

(2) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

~~(2) Each moorage year after June 30, 2013, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest cent, unless the docks and harbors board takes action to keep the fee the same as the previous year.~~

Section 9. Amendment of Section. 05 CBJAC 20.035 is amended to read:

05 CBJAC 20.035 Monthly moorage fees.

…

(d) *Monthly moorage fee.* Monthly moorage fees will be assessed for each calendar month or portion thereof as follows:

(1) *Downtown harbors.* From July 1, 2021 ~~2016~~ to June 30, 2022 ~~2017~~: $4.40 ~~$4.25~~ per foot.

(2) *Statter Harbor.* From July 1, 2021 ~~2016~~ to June 30, 2022 ~~2017~~: $7.30 ~~$7.15~~ per foot.

(e) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

~~(e) *Moorage fee adjustment.* Each moorage year, beginning July 1, 2017, the moorage rates at the Statter and Downtown Harbors will be adjusted by an amount equal to~~

~~the change in the Downtown harbors moorage rate when adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the moorage year, rounded to the nearest five cents, unless the Docks and Harbors Board takes action to keep the fee the same as the previous year.~~

Section 10. Amendment of Section. 05 CBJAC 20.045 is amended to read:

05 CBJAC 20.045 Fee for tenders.

…

(d) *CPI Adjustment*. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 11. Amendment of Section. 05 CBJAC 20.050 is amended to read:

05 CBJAC 20.050 Residence surcharge.

…

(e) *CPI Adjustment*. The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 12. Amendment of Section. 05 CBJAC 20.060 is amended to read:

05 CBJAC 20.060 Recreational boat launch fees.

…

(i) *CPI Adjustment*. The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 13. Amendment of Section. 05 CBJAC 20.070 is amended to read:

05 CBJAC 20.070 Fees for commercial use of boat launches.

…

(f) *CPI Adjustment.* The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 14. Amendment of Section. 05 CBJAC 20.080 is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.

…

(d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:

(1) Calendar year 2022 permit: $569.80 per vessel plus $1.65 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2022, a fee equal to the previous year's fee adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the ~~moorage year~~ seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:

(1) Calendar year 2022 permit: $171.60 per vessel plus $1.65 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2022, a fee equal to the previous year's fee adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the ~~moorage year~~ seasonal cruise vessel year (April 1 – November 1). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by case basis.

Section 15. Amendment of Section. 05 CBJAC 20.090 is amended to read:

05 CBJAC 20.090 Statter Boat Harbor Lower Parking Lot permit fee.

…

(d) *CPI Adjustment.* The fees assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 16. Amendment of Section. 05 CBJAC 20.100 is amended to read:

05 CBJAC 20.100 Grid usage fees.

…

(e) *CPI Adjustment.* The fees assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 17. Amendment of Section. 05 CBJAC 20.110 is amended to read:

05 CBJAC 20.110 Crane use fees.

…

(d) *CPI Adjustment.* The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 18. Amendment of Section. 05 CBJAC 20.130 is amended to read:

05 CBJAC 20.130 Storage fees.

…

(d) *CPI Adjustment.* The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 19. Amendment of Section. 05 CBJAC 20.140 is amended to read:

05 CBJAC 20.140 Staff labor fees

…

(4) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 20. Amendment of Section. 05 CBJAC 20.150 is amended to read:

05 CBJAC 20.150 Reserved moorage waitlist fee.

(a) A person applying for placement on the reserved moorage waitlist shall pay an initial sign-up fee of $50.00 and an annual fee of $10.00 payable by March 1 of each year that the person wishes to remain on the waitlist.

(b) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the calendar year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 21. Amendment of Section. 05 CBJAC 20.210 is amended to read:

05 CBJAC 20.210 Auke Bay Loading Facility—Float Moorage.

(a) The fee to use the Auke Bay Loading Facility Float shall be as follows:

(1) No cost for the first two hours using the float.

(2) $0.75 per linear foot per calendar day for using the float for more than two hours and up to three calendar days.

(3) $1.50 per linear foot per calendar day for using the float for more than three calendar days and up to seven calendar days.

(4) $3.00 per linear foot per calendar day for using the float for seven calendar days or more.

(b) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 22. Amendment of Section. 05 CBJAC 20.220 is amended to read:

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

(a) The rate for the Docks and Harbors Auke Bay Loading Facility Float Mechanical Work Zone shall be as follows:

(1) $0.75 per linear foot per calendar day for the first three days.

(2) $1.50 per linear foot per calendar day for days four through seven.

(3) $3.00 per linear foot per calendar day in excess of seven days.

(b) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the fiscal year The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 23. Amendment of Section. 05 CBJAC 30.010 is amended to read:

05 CBJAC 30.010 Shorepower access fees.

…

(i) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

~~*Shorepower cost adjustment*. The shorepower access fees should be reviewed and adjusted annually.~~

Section 24. Amendment of Section. 05 CBJAC 40.010 is amended to read:

05 CBJAC 40.010 General moorage management policy

…

(i) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 25. Amendment of Section. 05 CBJAC 40.065 is amended to read:

05 CBJAC 40.065 Vessel anchoring requirements.

…

(e) *CPI Adjustment*. The fee(s) assessed in this section will be equal to the previous fiscal year's fee and adjusted by the Consumer Price Index – Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the fiscal year. The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year.

Section 26. Notice of Proposed Adoption of a Regulation.
The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on February 3, 2022, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

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

Date: ______________________

____
Carl Uchytil
Port Director

Legal Review

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

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

Date: ______________________

____
Benjamin Brown
Assistant Municipal Attorney

Assembly Review

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

Date: __________________________

____
Elizabeth J. McEwen, Clerk

Filing with Clerk

I certify, as the Clerk of the City and Borough of Juneau, that the following statements are true:

(1) These regulations were accepted for filing by the office of the clerk at ___:___ a.m./p.m. on the _______day of ___________________________, ____________.
(2) After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
(3) A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
(4) Effective date: _________________________.

Date: __________________________

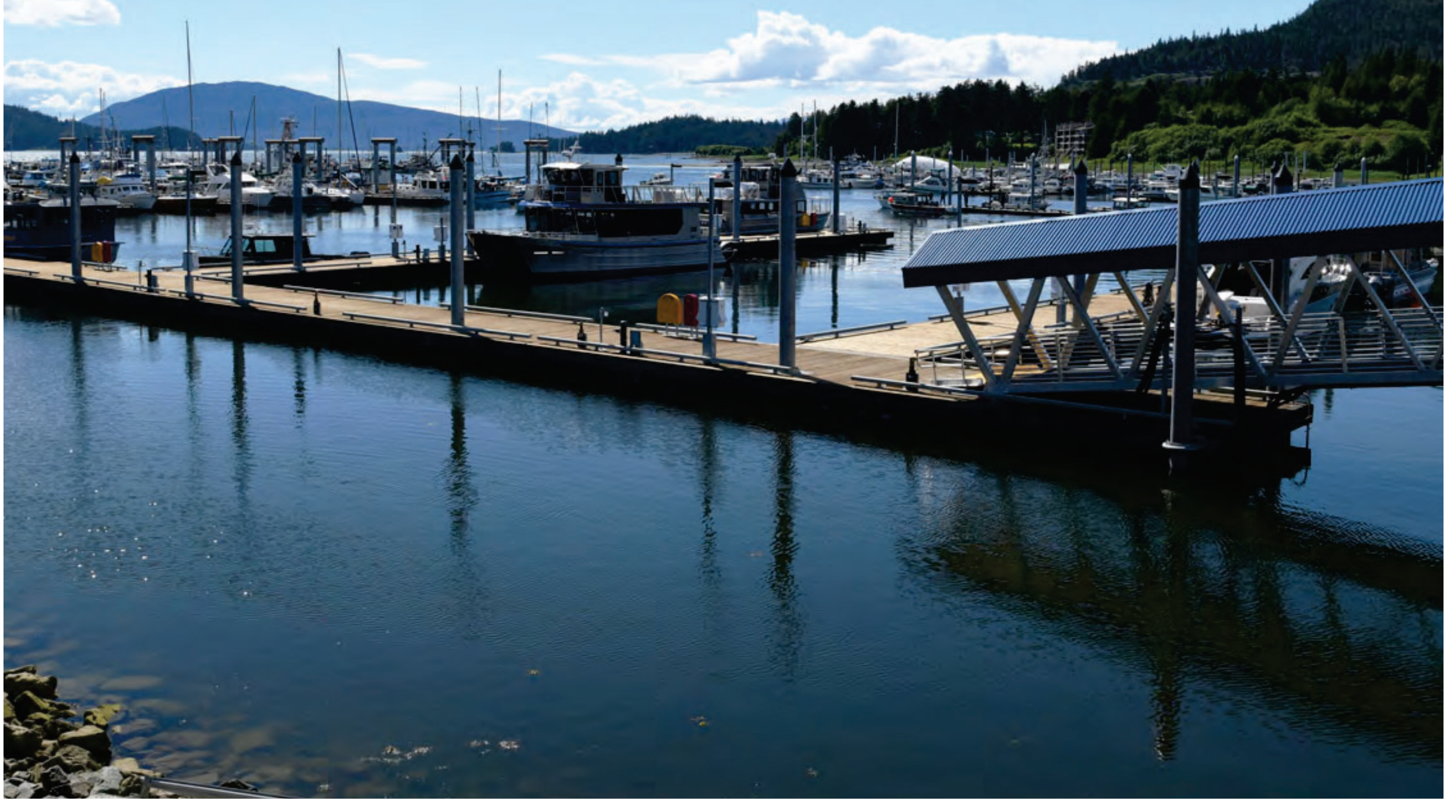
____
Elizabeth J. McEwen, Clerk

Don D. Statter Harbor Improvements

Phase IIIA & IIIB

Completed June 2021

Juneau, Alaska



2021 OUTSTANDING PROJECT OF THE YEAR NOMINATION
ASCE ALASKA SECTION – JUNEAU BRANCH

Nominated by
PND Engineers, Inc. – Juneau Office

Owner:
City and Borough of Juneau

PND
Engineers, Inc.

P | N | D
ENGINEERS, INC.

PROJECT DESCRIPTION

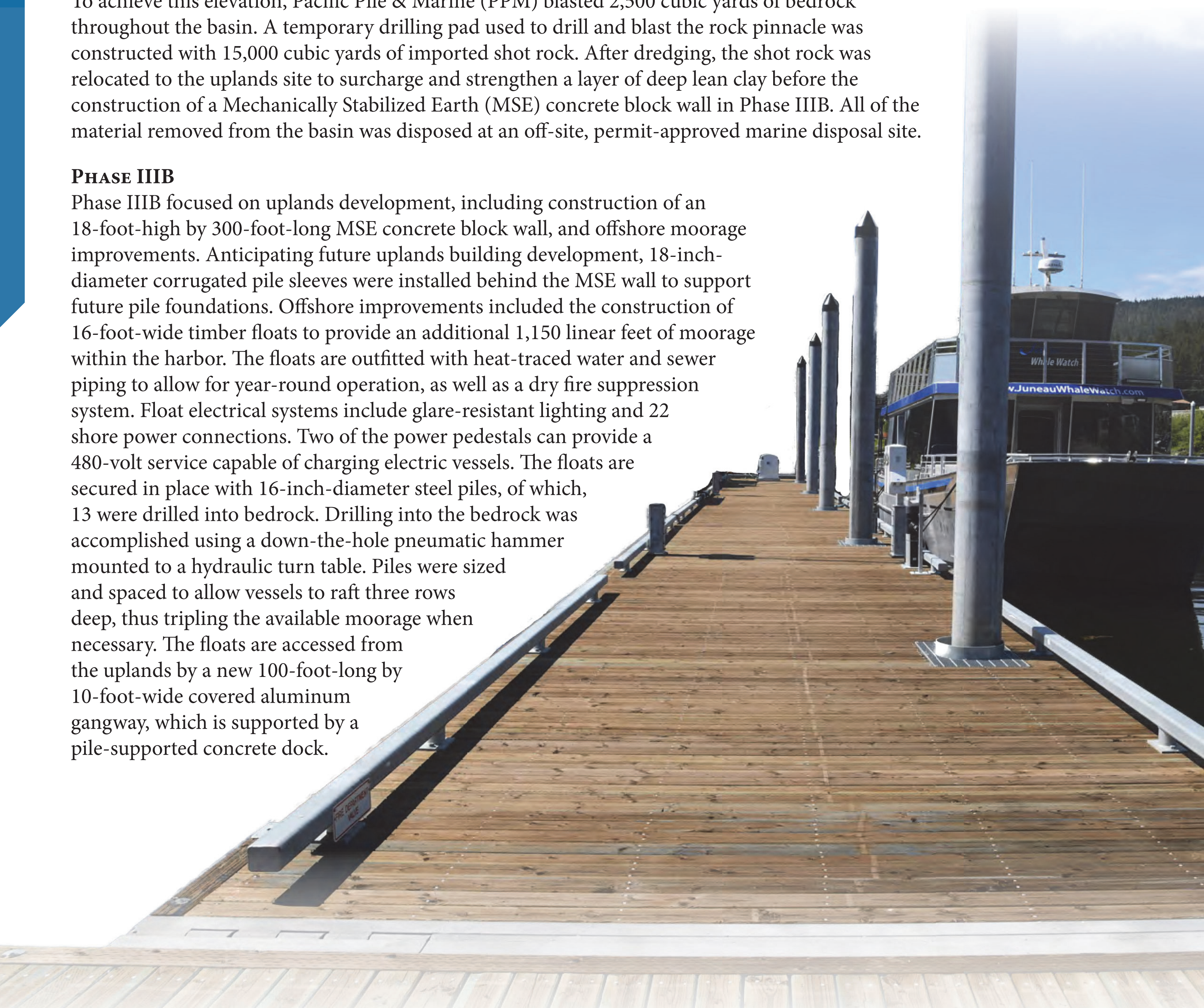
In 2019, PND Engineers, Inc. (PND) began work on a multi-phased expansion of Don D. Statter Harbor as part of a broader master plan effort. Statter Harbor is the busiest small-boat harbor in Alaska and is integral to Juneau's local economy. The harbor boasts 10,000 linear feet of transient moorage and serves commercial fishermen, recreational boaters, and many tourists each year. Phase I improvements replaced aging mooring floats and Phase II added nearly 5 acres of uplands and a boat launch ramp. The City and Borough of Juneau (CBJ) Docks and Harbors retained PND to implement Phase III, with IIIA and IIIB recently completed. PND's design not only expands opportunities for passenger-for-hire vessels to operate alongside commercial vessels and recreational boaters during the busy summer tourism season, but also provides year-round accommodations for live-aboard patrons.

Phase IIIA

PND expanded the harbor basin in Phase IIIA. The process involved dredging 20,000 cubic yards of material across 1.5 acres to reach a depth of minus 16 feet below the Mean Lower Low Water (MLLW) to accommodate floats and vessels. To achieve this elevation, Pacific Pile & Marine (PPM) blasted 2,500 cubic yards of bedrock throughout the basin. A temporary drilling pad used to drill and blast the rock pinnacle was constructed with 15,000 cubic yards of imported shot rock. After dredging, the shot rock was relocated to the uplands site to surcharge and strengthen a layer of deep lean clay before the construction of a Mechanically Stabilized Earth (MSE) concrete block wall in Phase IIIB. All of the material removed from the basin was disposed at an off-site, permit-approved marine disposal site.

Phase IIIB

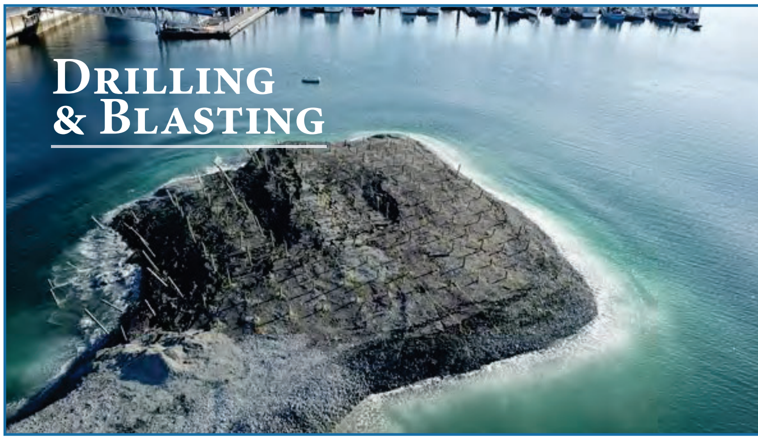
Phase IIIB focused on uplands development, including construction of an 18-foot-high by 300-foot-long MSE concrete block wall, and offshore moorage improvements. Anticipating future uplands building development, 18-inch-diameter corrugated pile sleeves were installed behind the MSE wall to support future pile foundations. Offshore improvements included the construction of 16-foot-wide timber floats to provide an additional 1,150 linear feet of moorage within the harbor. The floats are outfitted with heat-traced water and sewer piping to allow for year-round operation, as well as a dry fire suppression system. Float electrical systems include glare-resistant lighting and 22 shore power connections. Two of the power pedestals can provide a 480-volt service capable of charging electric vessels. The floats are secured in place with 16-inch-diameter steel piles, of which, 13 were drilled into bedrock. Drilling into the bedrock was accomplished using a down-the-hole pneumatic hammer mounted to a hydraulic turn table. Piles were sized and spaced to allow vessels to raft three rows deep, thus tripling the available moorage when necessary. The floats are accessed from the uplands by a new 100-foot-long by 10-foot-wide covered aluminum gangway, which is supported by a pile-supported concrete dock.



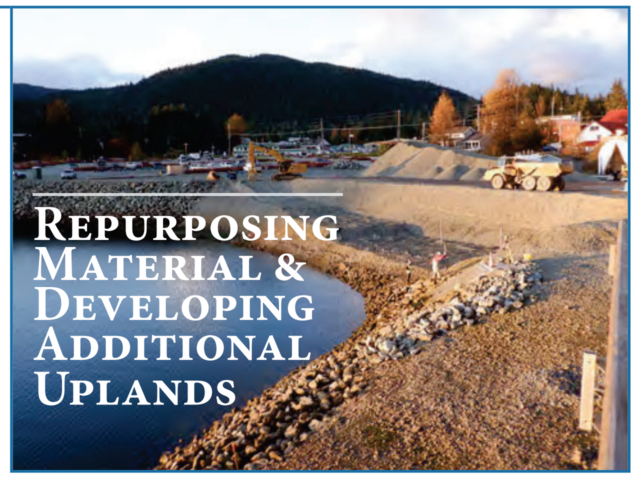
1. INNOVATION

PND Engineers, Inc.

Our team solved technically challenging aspects of this project using an innovative design for underwater drilling and blasting, along with other construction methods and techniques that minimized environmental impact and ensured materials and space were used in the most cost-effective manner possible.



Developing the harbor basin to accommodate future floats and marine vessels required a harbor depth of minus 16 feet below MLLW and the addition of 1,150 linear feet of moorage. To meet these requirements, our team, led by PPM, dredged 20,000 cubic yards of material and drilled and blasted 2,500 cubic yards of rock across 1.5 acres. We imported 15,000 cubic yards of shot rock to construct a temporary drilling pad, which allowed PPM to drill continuously through tidal cycles. Not only did drilling from a rock pad reduce construction time and cost, but the process also buffered underwater blasts, minimizing the impact to local marine life by damping the noise generated by drilling and blasting operations. Trained observers were strategically placed throughout the project site to confirm no marine mammals were in the immediate blast zone prior to and during any blasting efforts.



Our team strategically recycled the shot rock after blasting, using it to surcharge and consolidate a subterranean layer of lean clay below the uplands site for one year. Once the foundation soils were stabilized, Trucano Construction Co. began construction on the 18-foot-high by 300-foot-long MSE retaining wall. An MSE wall is a cost-effective choice that works well in tidal zones. Our design incorporated precast concrete instead of cast-in-place concrete for the wall, since precast concrete does not require a cure time before being inundated with seawater. The MSE wall created an additional third of an acre of usable uplands with the backfill used to stabilize it. During construction, our team prepared the uplands site for future development by installing eight, 18-inch-diameter corrugated pile sleeves behind the MSE wall. The pile sleeves are located in reinforced soils to allow for efficient pile installation that will not damage the structural integrity of the wall's reinforcement fabrics.

PND designed timber floats with steel bracing members to achieve a classic aesthetic system. The floats were designed to resist three times the industry standard design load to accommodate large assembly loads for passenger staging. Float restraint piles were socketed into bedrock so piles could be installed despite the soft, thin layer of overburden present at the site. To minimize marine growth and provide floats with a longer service life, only the dock's HDPE flotation tubs are located in the water. No steel or timber elements of the floats are submerged within salt water. The harbor was laid out and piles were sized and spaced to allow vessels to raft three rows deep to increase available moorage when necessary during the busy summer months. Two electrical pedestals were sized for charging electrical vessels. For year-round harbor users, we incorporated a heat-traced water system and sewer pump-out system that uses insulated and heated pedestals.

2. BENEFIT TO COMMUNITY

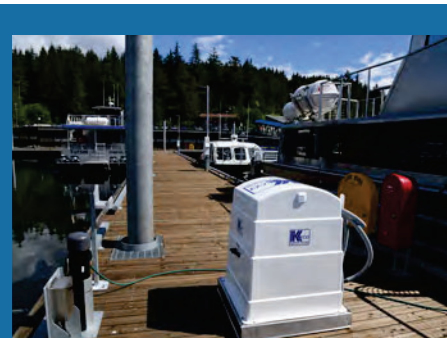
Statter Harbor serves as the home base for commercial fishermen, recreational boaters, and live-aboard residents, as well as a hub for passenger-for-hire vessels during the summer. The harbor expansion focused on enhancing Juneau's opportunities for tourism while supporting existing usage by local commercial fishermen and recreational users.

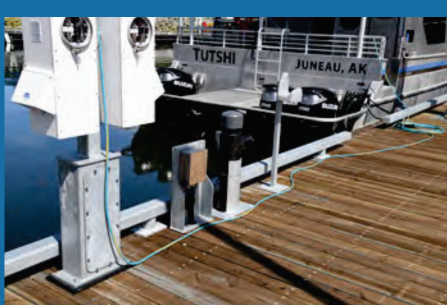
The Statter family cuts the ribbon for the new harbor development. Photo courtesy of CBJ.

PND's design provides a dedicated space within the harbor for passenger-for-hire vessels and for-hire floats, eliminating conflicts between tour operators and commercial and recreational users of the harbor by reducing congestion on land and in water. The harbor design allows vessels to raft three rows deep. The new 100-foot-long by 10-foot-wide covered aluminum gangway provides the community and groups of tourists with an ADA-compliant pathway for transport from the floats to the uplands, including small vehicle transport. By creating a third of an acre of additional uplands with the MSE wall, PND's design generated more space for future Phase IIIC work such as development of parking lots, passenger staging areas, covered shelters, and restrooms, as well as improvements to the kayak ramp. The additional moorage and uplands space and the second harbor access point reduce congestion, improve safety, and allow for increased activity and income for the CBJ harbor. The design additionally provides reliable electrical service to floats for charging future electric vessels.

> "I'm extremely happy with the completed project as the owner. The whole team demonstrated expert technical skills; the design and construction team collaborated to create a world-class facility that further cements Juneau's reputation as the Southeast Alaska maritime center of excellence."
>
> ***Capt. Matthew Creswell, Harbormaster, CBJ***

PND's layout allows local live-aboard patrons to move to the inner harbor for protection from winter storms and gives them new year-round potable water access thanks to insulated and heat-traced water and sewer piping services.





Top Left: *New gangway and MSE wall.*

Top Right: *Sewage pumpout station using insulated and heated pedestal.*

Bottom Left: *Insulated, heat traced water pedestal.*

Bottom Right: *A family using the new gangway to access the floats.*

3. PROJECT MANAGEMENT

PND provided preliminary through final design, permitting, contract administration, and construction administration and inspection services for this multi-phased, $8.3 million project. Our work on Statter Harbor began by developing the Statter Harbor Improvements master plan in 2008. Master plan development and our previous work on the harbor provided us with a unique understanding of the site and project goals. This familiarity allowed our design team to develop a phased project approach and schedule that would achieve project goals while maintaining evolving budgets. We also proactively identified and resolved all issues. By phasing construction work, we were able to structure the design teams to include project managers and contractors who excelled in the design aspects of each phase. PPM performed Phase IIIA dredging work and Trucano Construction Co. performed Phase IIIB moorage and uplands work.

PND led construction engineering for both phases of this project, which required clear communication between the construction contractors, CBJ, and PND. During phase IIIA, PND provided a full-time, on-site engineer to monitor dredging, drilling, and blasting activities. In Phase IIIB, PND also provided a full-time inspector for the MSE wall, float construction, pile installation, and float utilities.

In order to comply with project permits, CBJ provided trained marine mammal observers to identify marine mammals and other animals that entered the shutdown zone during construction. PND had to coordinate closely with the marine mammal observers and the contractors, so observers were in-place and ready when the contractors were drilling or installing piling. This process also required constant communication to ensure operations could be stopped when a marine mammal entered the shutdown zone. PND was instrumental in these communications to ensure both permits and contracts were adhered to during the construction process.

PND Team

Dick Somerville, P.E., M. ASCE
Principal-in-Charge IIIA & IIIB; Engineer-of-Record & Project Manager IIIA

John DeMuth, P.E., S.E., M. ASCE
Engineer-of-Record & Project Manager IIIB

Sean Sjostedt, P.E., M. ASCE
Lead Geotechnical Engineer IIIA & IIIB

Matt Holm, P.E., M. ASCE
Construction Administration IIIB

CBJ Ownership Team

Carl Uchytil, P.E.
City & Borough of Juneau Port Director

Erich Schaal, P.E.
City & Borough of Juneau Port Engineer

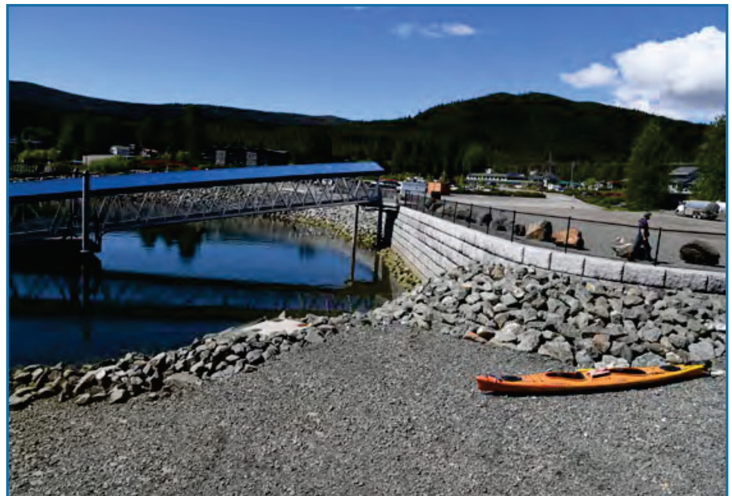
Matthew Sill, P.E.
City & Borough of Juneau Deputy Port Engineer

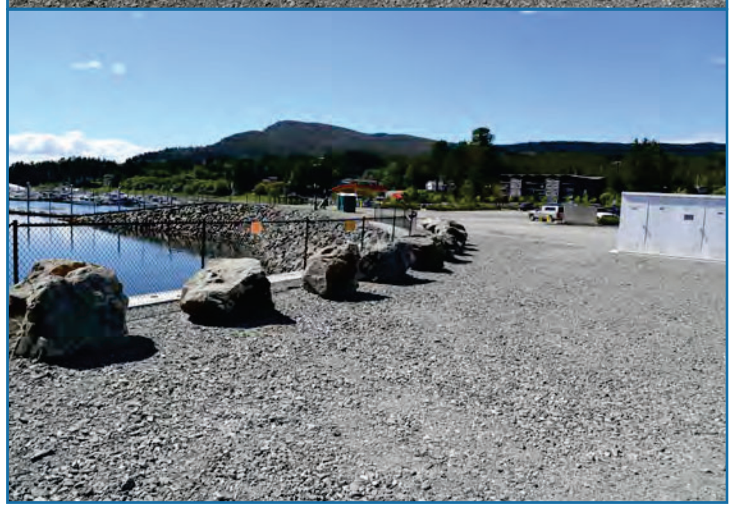
Captain Matthew Creswell, CMO
City & Borough of Juneau Harbormaster

4. VALUE ENGINEERING

Our team incorporated cost-effective design and construction recommendations every step of the way on this project, ensuring CBJ received the highest-quality and most economical design possible. In particular, our decision to phase the project reduced overall project costs and timelines. Phasing the project allowed for more competition between contractors, reducing costs for CBJ. Phase IIIA focused on dredging and blasting only, which requires a very specialized contractor and allowed such companies to compete for the role. Now separated from dredging and blasting work, Phase IIIB attracted a broader group of local bidders to choose from.

PND incorporated a drilling pad into the dredging work to allow for continuous drilling through all tidal cycles, minimizing environmental impacts and reducing the project timeline. We developed the pad using imported shot rock knowing we could reallocate it to surcharge and consolidate the uplands area. By importing fill for the blasting operation and reusing the material for consolidation and MSE wall construction, we used the same material to achieve three project goals. Phasing played an additional role here, allowing CBJ to secure funds for Phase IIIB while Phase IIIA was under construction. Project phasing also prevented CBJ from hiring a contractor to wait onsite for months to consolidate the clay layer because consolidation occurred between contracts.





Thank you for reviewing our application. For more information, please contact Dick Somerville, P.E., Vice President, PND Engineers, Inc., at 907.586.2093 or dsomerville@pndengineers.com.