

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, August 18th, 2021

Zoom Meeting
<https://bit.ly/2SjRBwF>
or via Phone 1-253-215-8782
Meeting ID: 932 8509 3072
Passcode: 449626

- 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 Thursday, July 21st, 2021 Operations/Planning Meetings Minutes**
- VI. Consent Agenda** - None
- VII. Unfinished Business** - None
- VIII. New Business** - None
- IX. Items for Information/Discussion**
 - 1. Operations-Planning Committee Opportunities for Outreach
Presentation by the Operations-Planning Chair

Committee Discussion/Public Comment
 - 2. Finance Sub-Committee Update
Presentation by Mr. Wostmann

Committee Discussion/Public Comment
- X. Staff & Member Reports**
- XI. Committee Administrative Matters**
 - 1. Next Finance Sub-Committee Meeting -Wednesday, August 25th, 2021

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2. Next Operations/Planning Committee Meeting-**Wednesday, September 15th, 2021**

XII. Adjournment

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Zoom Meeting

I. Call to Order Mr. Ridgway called the meeting to order at 5:00 p.m. via Zoom at the Port Director's Office.

II. Roll Call: The following member 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 Uchtyl - 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 Thursday, June 16th, 2021 Operations/Planning Meetings Minutes
The June 16th, 2021 meeting minutes were approved as presented.

VI. Consent Agenda - None

VII. Unfinished Business

1. Auke Bay Loading Facility (ABLF) – Pile Removal

Mr. Uchtyl said on page 14 of the packet is a memo to the Auke Bay Loading Facility stakeholders. The purpose was to solicit input from users that may be harmed from the discussion the Board had last month to remove five guide piles at the Auke Bay Loading Facility. He showed on a picture the five guide piles in discussion to have removed that are on the east side of the facility. This facility was built to accommodate landing crafts. The request to remove the piles was brought forward from some barge operators wanting to use the ABLF to transport rock from Stablers Point rock quarry to remote locations. Mr. Uchtyl said he heard comments for and against the pile removal. He said he is looking for direction on whether the guide piles should be removed or not.

Mr. Ridgway asked Mr. Uchtyl to summarize the comments he received from the public.

Mr. Uchtyl said originally he was told by a construction company that they would pull the piles for free if they could keep the piles. Since this offer, the company has retracted that statement and will not do this work for free for the piles. He said Mr. Erickson from Alaska Glacier Seafood is online and he can speak for himself.

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Committee Questions

Mr. Wostmann asked if the outer pile is there to protect Alaska Glacier Seafood, and if the pile is removed, what do they do for protection?

Mr. Schaal said if we need the guide pile to protect Mr. Erickson's dock, it is a soft affirmative. Mr. Erickson is nervous about how close the barge would be in proximity to his float and the company that was going to pull the piles decided not to because of how close it is to the Alaska Glacier Seafood dock.

Mr. Ridgway asked what the cost to remove the guide piles would be?

Mr. Uchytel said a rough amount would be \$10,000.

Mr. Grant asked what the rectangular piece to the outer piling is.

Mr. Etheridge said it is the ice shoot that provides ice to the fisherman.

Mr. Grant asked if it could be moved to provide more space?

Ms. Derr asked if we have received feedback on the structural integrity of the dock itself being able to support larger vessels as well as the larger trucks and equipment coming in and out of the facility. The additional wear and tear. The main concern is with the dock, is can it support these larger vessels as it is being requested?

Mr. Ridgway said the request will be using the concrete ramp.

Mr. Uchytel said talking to Mr. Somerville, the engineer of record, he indicated the ramp could be used for a barge landing, his concern is with the uplands and the wear and tear on the asphalt.

Mr. Grant commented that if you take out the guide piles, you take away one location to tie up a vessel and so they will all need to be tied to the floating dock.

Mr. Uchytel said Mr. Somerville said it could be used appropriately with the guide piles removed for a barge landing. There was no concern tying up at the floating dock.

Mr. Schaal said the guide piles are rarely used but they are there if you ever need them. Any operator on this ramp does not want to go dry so they let their bows down but they adjust for the tides. The boarding float is very stout because it is subject to large waves in the winter months. It has more piles than usual because of the weather. If a barge would use it, we would prefer fair weather and not stormy weather. If the Board decided to pursue removal of the piles, the facility would be fine.

Ms. Smith commented that she has spoke with several users about the removal of the piles and the guide piles are used to tie their vessel up when making room for other vessels using the launch ramp.

Mr. Larkin asked if anyone has considered moving the boarding float to the west?

Mr. Uchytel said we have not looked at that.

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Mr. Ridgway asked what the annual income would be for allowing the barges?

Mr. Schaal said the 1st hour on the launch ramp is \$60 and after that is \$30. Each day is only \$210 for loading ramp usage. He said that rate is probably not congruent with the wear and tear and impacts on the facility.

Public Comment -

Mr. Mike Erickson, Juneau, AK

Mr. Erickson said the guide piles provide protection for Alaska Glacier Seafoods. The floating dock adjacent to the hard dock holds the fish pump and ice equipment for transporting onto boats. It would be susceptible to heavy damage if there was side movement from a barge. He said his concern is the congestion that will be at the facility. There are some boats currently nervous to come in because of how tight it is to get in to our facility. This is the wrong location for this type of loading. Having a large barge in there would be encroaching on our lease and that would have some devastating impacts to us. It is too crowded and too easy for something to go wrong. The original intended use for this facility was for the fishing community.

Mr. Becker asked Mr. Erickson if it was practical to move the float to the other side of his dock.

Mr. Erickson said yes but with protective measures, but then it could be encroaching on property on that side.

Mr. Doug Trucano, Juneau, AK

Mr. Trucano said this is not a good location to haul rock out of. A different location to haul rock out of could be North Douglas if the City puts a rock quarry in over there. It would be closer to the people that want rock.

Mr. Karl Leis, Juneau, AK

Mr. Leis said he is the owner of the boat yard at the Auke Bay Loading Facility. He said the pilings need to stay where they are because we use them every day. With heavy use, the Liteweight will slide over to the guide piles and make room for other users to use the ramp. He said he does not see this as a financially beneficial thing to do with the impacts. It could take ten to twelve hours to load a barge and that would mean the whole ramp is not useable during that time. With possible boat emergency removals that could be a problem.

Committee Discussion/Action

Mr. Ridgway said he does not believe this request should have any more time spent on it. He did ask Mr. Schaal to look into Mr. Larkins suggestion to move the boarding float over to the west side.

Mr. Etheridge said this facility was never intended for a barge landing but to get the landing crafts out of Statter Harbor. This facility works well for the landing crafts. It would be dangerous to bring the barges into this facility with being so close to Alaska Glacier Seafood facility.

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Ms. Smith said she also does not believe this is a good idea because of weather, not being able to use the ramp when a barge is loading, wear and tear on the facility, and the dirt and grime from the trucks moving rock. She said she heard a lot of reasons not to do this and only one reason to do this. She does not support this.

Mr. Grant said it is too tight in this area and looking at the drawings you will not gain more than four or five feet. He said he does not support this either.

Mr. Wostmann said he concurs and does not support this.

Mr. Ridgway said at this point it would be a cost to remove these piles, fix the wear and tear on the facility, have multiple users at the ramp at the same time, and potential encroachment of other people's property and possible damage to their property. He suggested Mr. Uchytel reach out to the barge operators that spoke at the last meeting and let them know we had the public process and the Board does not want to move forward with this idea.

MOTION By MR. ETHERIDGE: TO NOT PULL THE GUIDE PILES BETWEEN THE AUKE BAY LOADING FACILITY AND ALASKA GLACIER SEAFOODS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. New Business

1. Parking at Tanner Service Center, Inc (Douglas Harbor Parking Lot)

Mr. Etheridge said at the last Board meeting staff was approached about providing a couple free spaces in the storage area for parking and storing their boats. He said both staff and himself were not able to find anything that supports free parking and boat storage for Tanners in their agreements. He said he does not believe they are entitled to free parking. If they wanted to rent the space it is \$.50 per sq/ft the same as the rest of the people in that same area. He said he wrote a letter to Tanners in the packet on page 18 that states they will need to pay for their parking to continue to use this area.

Committee Questions

Mr. Ridgway asked what he based his understanding for this free parking space on?

Mr. Etheridge said that Mr. Gentili claims someone from the Harbor Department authorized the free area for their use. The former and previous Harbormasters have not consented to this use so he is not sure who authorized it. He claims he has a letter of agreement but staff does not have it and he could not find it to show it to staff.

Mr. Ridgway asked if the agreement was with the current owner of Tanner's or previous?

Mr. Etheridge said it was the previous owner who is the father-in-law and mother-in-law of the current owner. The City paid the previous owner \$60,000 to put in a foundation for their facility, the tidelands property around their facility was transferred to them, the City filled and compacted the property they are using for storage, placed barricades at their

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request to segregate the property, and paid them over \$200,000 in cash for the area they are using for free.

Mr. Grant asked if there has been written communication about this issue?

Mr. Etheridge said no written communication that he knows of. It has all been verbal with staff and when he spoke at the last Board meeting.

Mr. Grant asked if maybe it is a survey issue?

Mr. Etheridge said that is not the case, they just want to use this space for free.

Public Comment - None

Committee Discussion/Action

Mr. Ridgway commented that until an agreement is shown by the current owner, there is nothing we can do. The charge for use of this area is \$.50 per sq/ft.

MOTION By MS. DERR: TO APPROVE THE LETTER DRAFTED BY MR. ETHERIDGE IN THE PACKET AND SENDING THE LETTER TO TANNER'S AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Status of Self-Propelled Hydraulic Boat Lift @ Auke Bay Loading Facility

Mr. Karl Leis (Karl's Auto & Marine Repair) said we have been working to revive the Sealift since we took over the boatyard last September. The mechanics for the sealift have been here twice and it gets slightly operational and then another problem happens. We are currently waiting for some rotational bearings for the front wheels that are bad that we will not see until February is what they are projecting. They are \$3,500 a piece plus shipping. The latest dilemma is one of the main drive wheels in the rear of the unit blew up the other day. The sealift is only designed for a max angle of 8° on a ramp and the one at the Auke Bay Loading Facility is probably 13°. It can barely make it up the ramp and then when it lost its four wheel drive, it went rolling back down to the water. It is an older unit and it just is one expense after another. There are companies in Seattle that do run Sealifts and they work well there. He said one company approached him about purchasing the unit. He suggests to sell the unit and buy something that will accommodate and be designed for that facility. He did get an estimate for an 80,000# machine for \$300,000. There has only been expense so far on the sealift and no revenue since we took over the lease.

Committee Discussion

Mr. Etheridge asked what would the Sealift sell for?

Mr. Creswell said it was roughly \$100,000. He would need to do more research.

Mr. Becker asked if Mr. Leis truck and trailer will work for his operation?

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Mr. Leis said no, it is limited to 50 feet and 50,000 pounds.

Mr. Becker asked what Mr. Leis would recommend to replace the Sealift that would be able to do the work needed to do?

Mr. Leis said a comparable machine and comparable size that can lift an 80,000 pounds to 110,000 pounds boat. He said he had a large list of boats he was going to store on the hard but with the unreliable Sealift he did not want to take a chance of getting the boat out of the water and then not able to put it back in the water.

Mr. Ridgway asked if we were to sell the existing Sealift, what is the process?

Mr. Uchytel said staff would need to go through MARAD because it was purchased with a TIGER grant. This will be a bureaucratic high hurdle to be able to sell this equipment.

Mr. Ridgway asked if we were to contact MARAD and tell them that we wanted to get rid of this equipment, would it affect our ability to obtain other grant monies.

Mr. Uchytel said this equipment is over ten years old and we did our due diligence with the purchase. It is just not working for us anymore. He does not believe this will affect other grant opportunities.

Mr. Schaal said MARAD would probably be open minded to talk to us about our problems with the Sealift. Staff needs to talk to them to find out what will be required if it is decided to sell this equipment. A lot of plans have changed since the purchase of this equipment.

Mr. Ridgway asked if we add up all the staff time and the cost of the repairs for the last ten years, would that recapitalize the asset and would that make a difference in discussions with MARAD?

Mr. Schaal said when we provide our updates to MARAD they do not ask for cost of repairs and the capital investment we put into this equipment. That could be a good discussion to have with MARAD along with the challenges to get parts due to the original manufacturer selling their business.

Mr. Ridgway encouraged an assessment to try to get how many staff hours have went into repairing this equipment and is that billable toward recapitalizing it? This would be to help MARAD understand how much of a maintenance item this is. He also suggested to look into what the life span of this equipment is by years or hours used before it needed to be rebuilt.

Mr. Leis said when he took over the boat yard, the Harbor Board said they would take care of getting the Sealift operational and making it 100%. That never happened and then the snow started to fly. Mr. Leis said the Harbormaster told him to move ahead with getting the Sealift operational and to bill Docks & Harbors for the repairs. We have worked on the Sealift at our shop and mechanics from Seattle came up to work on it twice and every time we turn around we run into another barricade on this Sealift. All we have done is work on this for nine months and have not made a nickel off it. We are

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renting something that is doing us no good. He does not believe any piece of equipment lasts for 30 years.

Mr. Grant asked if the Sealift was fully functional and repairable would it be adequate for what we need?

Mr. Leis said not really. It gets by, but it is not designed for the ramp.

Mr. Ridgway asked staff to come up with recommendations and bring them to the Board. There also needs to be a review of the terms of Mr. Leis' boatyard lease.

Mr. Wostmann suggested for the Board to clarify their thinking on the right way forward with a detailed proposal on what it would cost to replace this equipment with a suitable piece of equipment that would do the job properly. Staff needs to find out how much we need to reimburse for the original purchase of the Sealift and what it will cost for a new piece of equipment. What is the total investment to meet the terms of our lease and provide the operator a suitable piece of equipment.

Public Comment - None

2. Grant Application - Status

Mr. Schaal provided a power point presentation with the grant updates which is attached to the end of these minutes.

Mr. Uchytel talked about money that could be available in future grant opportunities.

Committee Discussion

Mr. Ridgway commented that with more money that could be available through grant opportunities, would it be beneficial to plus up our engineering staff for a short term to apply for these grants?

Mr. Uchytel said he would not recommend increasing staff in anticipation that there could be more work. Mr. Schaal and Mr. Sill's time needs to be project related and the work that needs to be done can be outsourced from competent in-town term contractors.

Public Comment - None

3. General Observation of July 4th Fireworks Impacts to Harbor Property

Mr. Creswell said there was lots of talk about fireworks leading up to the 4th of July. There were regulation changes within CBJ fire area. We knew we would see fireworks, and we did, but there was no significant impact to Docks & Harbors operations due to fireworks primarily at Echo Cove, Amalga Harbor, and the North Douglas Launch Ramp. There was a lot of use at Echo Cove but we did not see any significant issues with that. There was the normal large amount of trash but staff was ready to go out and deal with that on Monday and Tuesday which they did and cleaned the area up.

Committee Discussion

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Mr. Wostmann said he drove out to Echo Cove the day after the 4th of July and was appalled at the amount of trash and burned pallets all over the place. He does not have suggestions on what to do about that but it was an embarrassing amount of trash.

Mr. Ridgway asked about installing a camera at that location?

Mr. Creswell said he has been in discussion with someone that could provide camera and connectivity but they would need to be solar powered. With us being short staffed this year, we basically get out there to do a trash run and back.

Mr. Ridgway asked if a camera was installed, would it save a staff member having to go out to that location?

Mr. Creswell said we are currently looking into that at Amalga Harbor. We already have the Wi-Fi, we just need to purchase the camera. This would reduce the staff time having to go to Amalga by looking at the camera and seeing if the area needed maintenance or clean up. Staff would still need to go there for enforcement issues.

Public Comment - None

4. US Coast Guard/Army Diver Activity in Juneau Harbors

Mr. Creswell said the US Coast Guard and Army dive teams came in 2019 and helped with many of our needed dive projects and they are coming back from August 15 to September 17. It will be the 569th Army dive team out of Fort Eustis, Virginia and they will be working under the direction of the US Coast Guard in support of the Buoy Tender Round up. They are very eager to get back in the water and help us out again. We had a meeting with them and provided them an extensive list of things we would like to get accomplished in the harbors. We have no shortage of dive work that will provide opportunities for them to train in the water and we are hopeful to replicate the successes of 2019.

Committee Discussion- None

Public Comment - None

5. By-Laws of the Docks & Harbors Board of Directors

Mr. Uchtyl said the Docks & Harbors By-Laws are how the Board conducts business and can be changed by the Assembly. In preparation for the next Board meeting which is the annual meeting is a good opportunity for this committee to start thinking about the next Board year and the elections next week. Is there any changes from this body how you want to operate as a Board? As a reminder, there are two standing committees. The Finance Committee that for the last couple years has been used as an ad hoc, but the Board chair has established special committees over the last couple years. There was a special committee to review the Visitor Industry Task Force, and a Finance Sub-Committee which is less than the full Board. Moving forward, he wants to get ahead for next week and the By-Laws states the Board or Chair may establish special committees. Now is the time to think about changes that could be brought up at next week's Board meeting. Depending on how significant the changes, we could have to go through the

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Assembly for those changes. Mr. Uchytel said due to COVID, the telephonic wording will need to be changed at some point but he would not dwell on that next week.

Committee Discussion

Mr. Etheridge said the reason to reduce the meetings was due to attendance. We were unable to get a quorum and less meeting reduced the commitment for a member. The Chair can create a special committee or the Board in order to review a topic more in-depth.

Public Comment - None

6. Charter Vessel Rates at Statter Harbor – Next Steps

Mr. Uchytel said in preparation for next week, he wanted to remind the Board they are in a pause status on this fee. At a previous Board meeting in 2020, there was a motion to not establish fees for the 2021 season. If the Board wants to make changes for next calendar year, we need to move forward on reviewing this sooner rather than later. With the process to get a decision from the Board, public process, and Assembly action, it needs to be discussed now.

Committee Discussion

Mr. Wostmann said with the assumption the Finance Sub-Committee will be established at the next Board meeting, we will need to start discussing next year, what is the best estimate on what it will look like, and what fees do we want to discuss for FY22.

Public Comment - None

7. Board Member Discussion on upcoming Docks & Harbors Year

Mr. Ridgway asked the new members what they would like to accomplish in the next year? He said topics for the upcoming year from his perspective include:

- Finances have not been hit like this last year – ever - that he knows of. They need to be reviewed.
- A potential project is the small cruise ship master plan.
- A longtime need is the Fisherman's Terminal which is a significant amount of the Juneau Economy, other Southeast communities now have vessels that used to be here in our harbors.
- There is a lot of deferred maintenance from the floating breakwater chains to sheep pile walls. We have some pretty new facilities but we still have a lot of deferred maintenance.
- There is a big decision coming with the UAS property. Docks & Harbors does not have the money so we will need to be involved with the Assembly and no one knows what is going to happen. We need the boatyard to fulfill our mission which is the current thinking.
- With the numbers projected for next year, he believes staffing at the Port is going to be a significant item to figure out.
- Rate reviews have taken a lot of the Board time and staff time and it has been a contentious thing. It still needs to be addressed and it will be coming in the future.

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- The future plans for the ABMS and the wave attenuator.
- Re-level the deck at the Fisherman's Memorial.
- Deckover in front of Pier 49.
- Installation of handrails on the Seawalk.
- Dock Electrification.
- North Douglas planning

Past/recent successes include;

- The Archipelago property project.
- Aurora and Harris dredging
- Statter Passenger for Hire
- Douglas Anodes
- Harris Harbor pump out which will be operational in about a month.

Committee Discussion

Mr. Grant said he looked at getting on this Board with an open mind looking at what the needs are and what the resources are. He has come to realize the resources are far more constrained than the needs are. He would like to take some time over the next couple meetings to wrap his mind around Docks & Harbors financial situation and decide what is possible and what is realistic in relation to the financial hit we have taken.

[Mr. Leither was no longer at the meeting when called upon.]

Ms. Derr said one of her hopes is to see a bathroom/shower facility and lighting at Douglas Harbor. Looking at rates, it would be nice to have those types of facilities. She hopes it will increase our revenues with the facilities we would be able to provide. She would like to see deferred maintenance. The Harris Harbor fingers are twisted and she has a concern slipping in the winter and going in the water between two boats.

Mr. Wostmann said we are going into an intense period of evaluating what resources we have and what we can afford to do with them. We will need to make decisions on rates and he would really like to see us continue with a process of reviewing every rate that we have and establish a base line and a consistent process for modifying the rates with a CPI adjustment and then a regular review every three to five years. This would be to evaluate the basis for this rate and if it has changed to reassess that. The Board is dealing with some of our rates being set ten years ago. There needs to be a consistent approach moving forward. With this, our customer base would know what to expect and we do not have to double and triple a certain user group's rates and have a lot of push back.

Mr. Ridgway suggested to have better communication between the Board and staff moving forward.

Mr. Etheridge said there are a lot of decisions the Board should be making that are pushed to Mr. Uchytel to make. The Board needs to do better at making the decisions and give Mr. Uchytel better direction.

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Mr. Creswell said the high priority issues are staffing for next year with the projected cruise ship numbers and new restrictions put on us by the Coast Guard for ID checks, and general safety and security in the harbors in regards to safety ladders and security cameras.

Mr. Etheridge said one of the safety items to put on the top of the list is a hand rail on the Seawalk. Someone just fell off the Seawalk recently and over the years there has been several incidents with people falling off the Seawalk.

Public Comment - None

X. Staff & Member Reports

Mr. Uchytel reported;

- Docks & Harbor received a Port Security Grant for \$24,000 for the purpose of adding cameras to the Auke Bay Loading Facility.
- The finger float issue at Harris Harbor that Ms. Derr commented on, staff plans to have the Army/Coast Guard divers repurpose some old water lines to help level the floats.
- The first cruise ship is here on Friday, Serenade of the Seas.
- The Constellation was COVID stricken and they were at our docks for over ten days. They are all good now and out sailing as we speak.

Mr. Creswell reported;

- We hired five PTL positions to support the cruise ship activity. They are all getting ready for the first ship on Friday.
- Harbors are extremely busy with dock check and counts on boats at or above historical numbers.
- Yacht traffic is way up and they have been put on the cruise ship dock because they are available and not much need. Harbors is looking very good right now.

Mr. Etheridge said in regards to the complaint that people were parking in the harbor parking area when their boats were being worked on in the boat yard, he has watched the parking lots for the last couple weeks and every vehicle in there has had a parking sticker and was allowed to park in that area. The other issue that has been brought up is having the boat haulout facility at the Little Rock Dump. That is not a new idea and there was a study on it in 2018 and the problem was that we were short about \$25M at that point and is probably \$30M today.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, August 18th, 2021**

XII. Adjournment – The meeting adjourned at 7:33pm.

Grants Update

- RAISE (Rebuilding American Infrastructure with Sustainability and Equity)
- 3 Grants applied for on Monday July 12, 2021
 - \$500M for Rural and \$500M for Urban
 - Juneau is Rural (less than 200K)
 - 80/20% match requirement for construction projects
 - Rural submitters don't need match money
 - \$1M min for rural construction grants (\$1.25M for project size)
 - \$100M limit per state
- At a Special Assembly Meeting on Monday \$4.9M was approved for match moneys.



APPLICATION FOR 2021 RAISE TRANSPORTATION DISCRETIONARY GRANT

Juneau Cruise Ship Dock Electrification

City and Borough of Juneau, Alaska Docks and Harbors

TYPE
Port & Marine Infrastructure Investments

\$20.05 MILLION REQUESTED

LOCATION
City & Borough of Juneau (CBJ)
Alaska 1st Congressional District
Alaska Rural Area

CONTACT
Carl Uchytel, Port Director
Port of Juneau, 155 S. Seward Street
Juneau, Alaska, 99801
907.586.0294
Carl.Uchytel@juneau.org

APPLICATION FOR 2021 RAISE TRANSPORTATION DISCRETIONARY GRANT

Juneau Small Cruise Ship Infrastructure Project

City and Borough of Juneau, Alaska Docks and Harbors

TYPE
Port & Marine Infrastructure Investments

\$24.98 MILLION REQUESTED

LOCATION
City & Borough of Juneau (CBJ)
Alaska 1st Congressional District
Alaska Rural Area

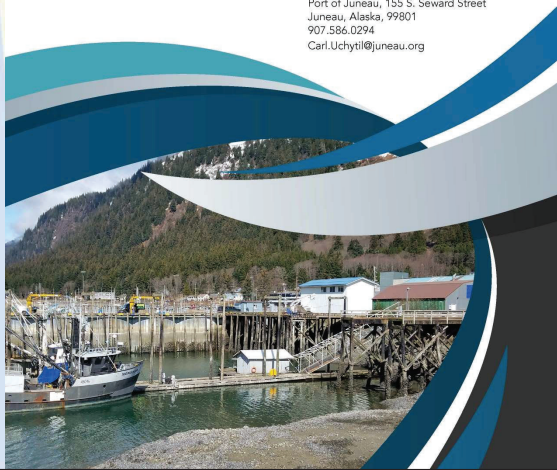
CONTACT
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APPLICATION FOR 2021 RAISE TRANSPORTATION DISCRETIONARY GRANT
JUNEAU FISHERIES TERMINAL PLANNING

City and Borough of Juneau, Alaska
 Docks and Harbors

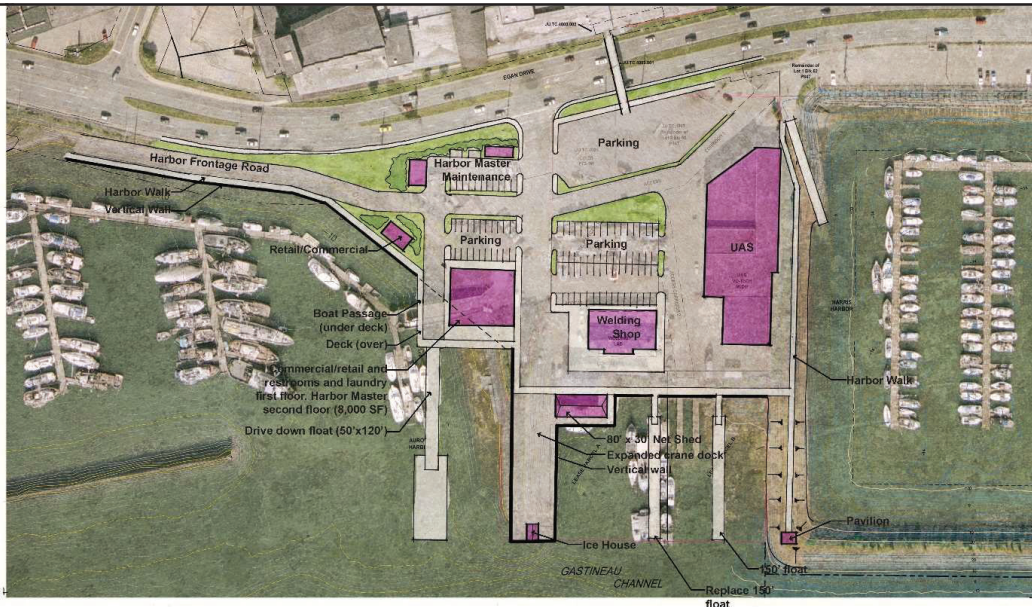
\$2.619 MILLION REQUESTED

TYPE
 Port & Marine Infrastructure Investments
LOCATION
 City & Borough of Juneau (CBJ)
 Alaska 1st Congressional District
 Alaska Rural Area
CONTACT
 Carl Uchytel, Port Director
 Port of Juneau, 155 S. Seward Street
 Juneau, Alaska, 99801
 907.586.0294
 Carl.Uchytel@juneau.org

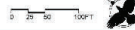


Planning and Design Grants

- \$30M max can go towards planning projects (out of \$1B)
 - At least \$10M must go towards planning projects in “areas of persistent poverty” (Juneau is not an APP)
 - Juneau would be vying for a portion of approx. \$20M.
- Ask for approx. \$2.619M divided in the three options outlined in previous grant applications

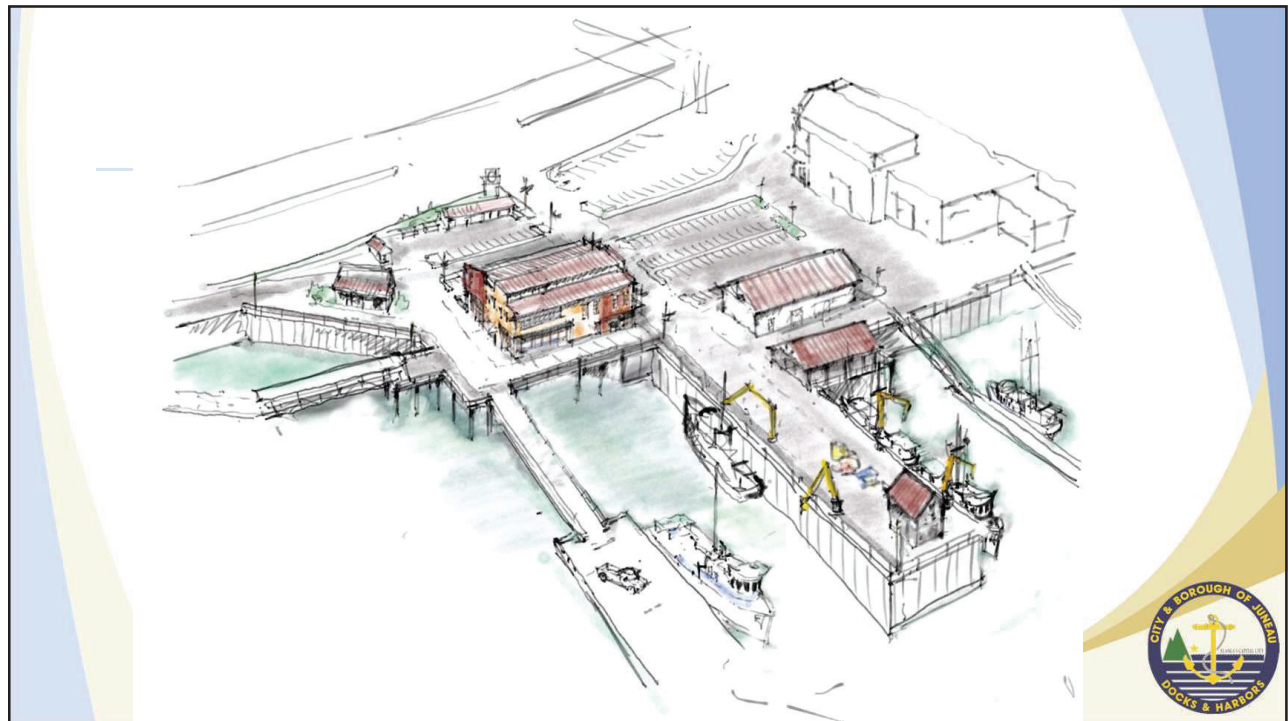


Juneau Harbors Master Plan & Feasibility
 UAS and Fisherman's Terminal



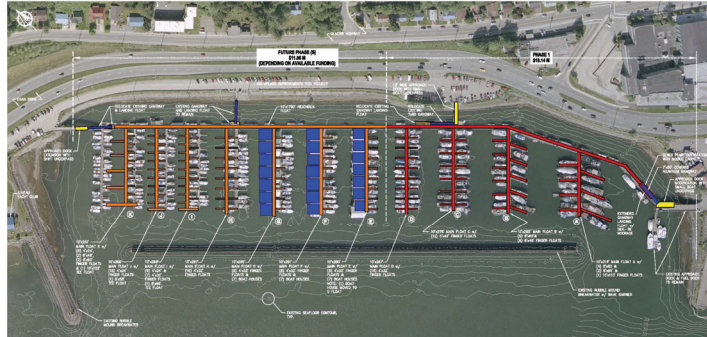
PIDP (Port Infrastructure Development Program)

- Funded through MARAD (vs DOT for RAISE)
- \$230M in funding available
- Will submit grant for the whole Juneau Fisheries Terminal Completion Project: \$24.942M
- Due July 30, 2021



Aurora Harbor Rebuild Ph III

- Governor voted half the AK DOT Harbor Matching Grant Funds – No money for Juneau
- Have to reapply by Aug 16th.
- Will need to identify more match to cover costs of demolition.



Questions?

