

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, February 19th, 2020

- I. Call to Order** (5:00 p.m. at the Yacht Club)
- II. Roll Call** (James Becker, Chris Dimond, Don Etheridge, Steve Guignon, James Houck, Budd Simpson, 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, January 21st, 2020 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - None**
- VII. Walking Field Trip to North End of Aurora Harbor – Weather Permitting**
- VIII. New Business**

- 1. North End of Aurora Harbor Coordination with Dredging Project
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TBD

- 2. Leasing Auke Bay Marine Station Fish House to Alaska State Troopers
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO ADVANCE LEASING OPTIONS AT THE AUKE BAY MARINE STATION FOR USE BY THE ALASKA STATE TROOPERS.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, February 19th, 2020

IX. Items for Information/Discussion

1. Coronavirus (aka COVID-19) Update
Presentation by the Captain of the Port (COTP)

Committee Discussion/Public Comment

2. Small Cruise Ship Master Plan – Market Assessment and Economic Analysis
Presentation by the Port Director

Committee Discussion/Public Comment

3. TBMP – no wake zone
Presentation by the Port Director

Committee Discussion/Public Comment

4. Auke Bay Area Plan - Proposed Zoning Changes
Presentation by Board Member Wostmann

Committee Discussion/Public Comment

5. Lighting at Douglas & North Douglas
Presentation by the Port Engineer

Committee Discussion/Public Comment

6. Proposed Scope of Work for Cruise Dock Electrification
Presentation by the Port Director

Committee Discussion/Public Comment

7. Small Vessel Scheduling Opportunity
Presentation by the Port Director

Committee Discussion/Public Comment

8. Assembly Finance Committee Preparation for April 1st
Presentation by the Port Director

Committee Discussion/Public Comment

X. Staff & Member Reports

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, February 19th, 2020

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- **Wednesday, March 18th, 2020.**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

- I. Call to Order** Mr. Ridgway called the meeting to order at 5:00 pm in the CBJ Assembly Chambers.

II. Roll Call

The following members were present: Chris Dimond(via telephone) , Don Etheridge, James Houck, Budd Simpson, Bob Wostmann, and Mark Ridgway.

Absent: James Becker, Steve Guignon, and Annette Smith.

Also present: Carl Uchtyl – Port Director, Erich Schaal – Port Engineer, David Borg – Harbormaster, and Matthew Creswell – Deputy Harbormaster.

III. Approval of Agenda

Mr. Uchtyl requested that New Business be discussed before Unfinished Business.

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

IV. Public Participation on Non-Agenda Items – None

V. Approval of Wednesday, December 11th, 2019 Operations/Planning Meetings Minutes

Hearing no objection, the December 11th, 2019 minutes were approved as presented.

VI. Consent Agenda - None

VII. Unfinished Business –

1. FY2021 & FY22 Biennial Budget Submission

Mr. Uchtyl said the Finance Sub-Committee has already reviewed the numbers in the packet on pages 18 through 26. The numbers were arranged from largest to smallest at the direction from the Sub-Committee. Docks & Harbors has a requirement to submit our budget to the Finance Department by January 31st. A change that happened today was from looking at our Harbor revenue not keeping up with our Harbor expenses. There has been discussion on moving Docks and Harbors into one Enterprise Fund or moving some of Docks revenue not cruise ship related funds to Harbors. It was decided to start small and just move the non-cruise ship related funds to Harbors which is the loading zone fees and the vendor booth permit fees. The move of approximately \$400,000 from Docks funds to Harbors fund was approved by the Finance Department and CBJ Law starting FY20. The permit revenues being transferred are the permit fees on page 23 in the packet.

Committee Discussion

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Etheridge asked if the funds would be available for FY20 and what approval was needed from the Board?

Mr. Uchytel said it would be approved with the motion for the budget approval.

Mr. Houck said as one of the people that pay for one of these permits, he questioned if other companies might want to see a direct nexus of their fees to maintaining the docks that they operate on and not transferred to the Harbor.

Mr. Uchytel said the paradigm can be that Docks & Harbors maintains facilities with slips from 12' skiffs to 1000' slips all in a maritime enterprise that is managed by Docks & Harbors. Previously the two enterprises were treated different, but not so much anymore. Over the years, all revenue generated from leases has moved to Harbors which helps maintain a positive balance in both enterprises. Over the last five years Docks has spent \$60M in infrastructure that benefits the loading zone and vendor permit holders. He does not agree that the permit holders should decide where that revenue is spent.

Mr. Houck said he agrees. He asked if there is a way to publicize this to let people know that Harbors is reaping benefit from the Docks side?

Mr. Wostmann said he is happy to hear that the permit revenue can be transferred and agrees to move slowly and cautiously with moving Docks & Harbors into one enterprise.

Mr. Ridgway asked why Docks and Harbors is separate in the first place?

Mr. Uchytel said he believed they were separate as to not interfere with interstate commerce. People could believe the harbors are being rebuilt with the increase of fees on the cruise ship docks.

Mr. Ridgway asked Mr. Uchytel to go over any changes made to the budget after the last Finance sub-committee meeting.

Mr. Uchytel said one change was the decrease in state shared revenue in the Harbor because he knows commercial fishing took a hit this last year. He continued down the harbors expenditures and pointed out items with difference.

Mr. Houck asked if you go under in one line item can that be used in another line item if needed.

Mr. Uchytel said yes. It is the bottom line that matters.

Mr. Wostmann asked why the Marine Passenger Fee is lower than this year?

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Uchytel said that is basically a marker. We won't know how much we have until the City Manager announces.

Public Comment - None

Committee Discussion/Action

MOTION By MR. WOSTMANN: MOVE TO RECOMMEND THE BUDGET AS PRESENTED AS AMENDED TO THE FULL BOARD AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection

VIII. New Business -

1. Proposed New Personnel Changes

Mr. Borg said last year staff came to the Board and asked for two additional employees and we did get those employees but we were unsure at that time if we needed more. This year we have four Harbor Officer .5 FTE positions available and four Harbor Technician .5 FTE positions available and we do need more employees. Mr. Borg explained he would like to fill the .5 Harbor Officer positions as is and take the four Harbor Technician vacancies and convert the .5 FTE to a .33 FTE per each making it a part time limited position and add two more Harbor Technician vacancies giving us a total of six .33 FTE positions. This will keep with the same amount of FTE's but will give us more employees. The new six .33 part time limited positions will be non-benefitted and work for approximately 643 hours during a season but we can work them up to 740 hours. Cost comparison is a .5 FTE Harbor Technician employee per season costs \$33,000 and the .33 Harbor Technician employee per season is \$13,000. We currently miss out on hiring a lot of good people due to not being able to start on the April 1st start date or end date due to school/college or other obligations. The new positions will allow for the later start and earlier end dates and go from nine to eleven employees without additional expense. This will open our employee pool up for retired employees or college students who would like to work in this seasonal position and lower our employee expenses.

Committee Discussion –

Mr. Wostmann asked if the other Harbor Technicians will still be at a .5 FTE?

Mr. Borg said yes.

Mr. Wostmann asked if the new positions would be under the one supervisor at the Port?

Mr. Borg said yes.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Wostmann commented the supervisor is going to have a large number of employees to supervise.

Mr. Borg said that is something staff has been looking at and leaning more on the Harbor Officers to lead work down.

Mr. Wostmann asked if that would be a promotion for some employees.

Mr. Borg said no not at this time. H.R. is going to come in and do a full desk audit of all the Harbor Officers and Technicians.

Mr. Uchytel said the desk audit will apply to the classification of a Harbor Officer and Technician. The positions came vacant by chance and staff decided this was the best time to craft a more efficient way to manage our seasonal Harbor Officer and Technician staff. The changes may affect the FY20 budget.

Public Comment – None

Committee Discussion/Action –

MOTION By MR ETHERIDGE: MOVE TO APPROVE THE NEW PERSONNEL CHANGES TO THE ORGANIZATION CHART AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Franklin Street Dock

Mr. Schaal said this is on page 27 in your packet. The owner of the Franklin Dock, Reed Stoops, is wanting to expand his facility by adding a 50' x 500' floating steel pontoon. With the expansion, he is requesting additional tidelands in his current lease with Docks & Harbors. The illustration in the packet shows the plan as designed so far and the additional tidelands they need. Previously staff asked for additional tideland with his current lease because when a ship docks it overhangs into DNR tidelands. Staff applied and were turned down due to no projects planned. With this new dock and the CBJ Engineering extension of the seawalk, staff has gone back to the State to ask again for these tidelands with the two anticipated projects.

Committee Discussion/Public Comment

Mr. Wostmann asked what is the current lease area and what is the DNR area?

Mr. Schaal said to his knowledge there is no DNR lease and the current Docks & Harbors lease is pointed out on the map with an arrow, existing tide land lease.

Mr. Uchytel said staff is going out with a large acre request and making the argument it is all necessary for economic development for the seawalk and the new

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

floating dock which will improve efficiencies for moving people on and off the cruise ships and believe they will be able to electrify the Holland America ships as well with this configuration.

Mr. Ridgway asked if Docks & Harbors was requesting the additional tidelands from DNR?

Mr. Schaal said yes.

Mr. Ridgway asked if this will add capacity to this dock?

Mr. Schaal said this new dock will allow them more flexibility on how they align the gangway's off their vessels but it does not allow for a larger size vessel to use their facility. This allows for efficiencies for their guests to come and go off their ships.

Mr. Ridgway asked if this will mean more people in Juneau.

Mr. Schaal said Mr. Stoops has not indicated this will bring more people to Juneau.

Mr. Uchytel said the Franklin Dock is looking to start driving piles as early as October.

Mr. Houck commented just because DNR transfers additional tidelands to lease it should not be forced upon current lease holders in that area.

Mr. Schaal said that decision is not made at staff level and is brought to the Board to act on.

Mr. Uchytel said all lease rents are set by an appraiser.

2. Rescoping – Downtown Waterfront Improvement

Mr. Schaal said he handed out a large map (included as attachment 1 to minutes). This was put together today to keep the Board up to date with the downtown waterfront improvement plan change. The changes are needed for the new idea of moving the City Museum down to the waterfront. This would be building a better facility but also addressing a funding shortfall the City museum has every year. With the museum closer to the cruise ships, the thought is that more people would go into the museum and the more cost neutral the museum would be. The museum would be built in the waterfront attraction location in the plan. Mr. Schaal said there has been some major additions to the project. Staff has descoped some things, modified some things, and added scope and in some ways these changes are related to the museum. A new scope is that we are continuing to move ahead with installing some of the infrastructure to provide some day in the future electric bus charging systems. The infrastructure is illustrated on the map in green around the proximity of the project ending at a green box with small green lines coming from the green box. Staff has already done something similar with the CT dock and future shore tie power. There is vaults and conduit placed in the ground during

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

construction so someday when there is generation capabilities staff can run shore tie power to the ships. Another new scope is the storm water outfall system which is denoted on the map in with two black circles and a green circle and a green pipe in between them. Another design change is that we need to get a ADOT permit to have a driveway on a ADOT road. We have the permit but it requires extra traffic control structures by the driveways which is denoted on the map in a green figure in the middle of the driveway acting as a island. With the idea of the museum moving into this project, Mr. Schaal said the red and blue outlined areas denote the current areas of the project that will be removed completely. Staff has been waiting for phase II of this project to provide a waiting shelter with bathrooms but if the museum moves to this location the bathrooms and waiting area can be incorporated into their program. The museum development would be in the location of the outdoor open space and that was a very important aspect of the planning process that was completed a few years ago. Staff is moving forward with the idea of the museum but also staying with the original plan if the museum does not move. The yellow and pink lines on the map are sewer lines that will modified slightly to be capped for future connection for the museum or our building.

Mr. Dimond left the meeting at 6:12pm.

Committee Discussion/Public Comment

Mr. Wostmann commented with the canopy not being installed and the shelter not built, there will be a number of years our guests are going to have to stand in the rain as they wait for their bus.

Mr. Schaal said there could be one year that the parking area is in use before the museum or our shelter is built.

Mr. Etheridge asked what structural changes need to happen to the dock to accommodate the museum?

Mr. Schaal said the structural engineers are very concerned with the exact location of the piles and pile caps to support the museum. They can't foresee the building layout and will be trying to forecast as best they can.

Mr. Wostmann asked why the canopy can't be installed?

Mr. Schaal said because workers would not be able to get a crane on the deck for work so it was decided to wait until all the work is completed and install the canopy at a later date.

Mr. Wostamann asked about putting up a temporary shelter?

Mr. Schaal said staff would look into some kind of a temporary shelter.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Ridgway asked if the contractor was already onsite with the materials.

Mr. Schaal said no and the impact to the already purchased materials is quite low. Staff has been in communication with the contractor letting him know the materials impacted by the changes.

Mr. Ridgway asked what the total cost of this project is?

Mr. Schaal said \$12.4M.

Mr. Ridgway asked if these changes needed to be approved by the Board? This is a significantly different project than what we went through two years of planning and many of the aspects we discussed that were used for justification to spend this amount of money. With no awning, no restrooms, and no open space, those justification no longer exist. What is the process that enables this change?

Mr. Uchytel said that would be a great question for the Assembly. The Manager brought this museum concept to the Assembly and the Assembly directed the Manager to develop the process more. Docks & Harbors needed to act quickly and be nimble and quick to not build something to just have it tore out months later. Staff is trying to manage expectations and demands for good use of funds.

Mr. Wostmann asked if the museum does not get built, how much more will it cost to go back to our original plan?

Mr. Uchytel said we can't tell you at this time what the additional expense will be.

Mr. Ridgway asked what kind of a financial impact this has been for Docks & Harbors other than staff time.

Mr. Uchytel said descoping could save roughly \$1M but to put them back, it will likely be \$2M.

Mr. Ridgway asked Mr. Uchytel what is the role of the Board in this process?

Mr. Etheridge said the role of the Board is to do what the Assembly wants the Board to do. In the meeting he attended with Mr. Uchytel, the Assembly wanted the project to be put on hold until they figured out if they could move forward with the museum.

Mr. Uchytel said staff is trying to do no harm meaning don't build something that is going to be tore out in a few months.

Mr. Schaal said the design team and staff is trying to keep this project as whole as possible but not have things built to be torn back out.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Ridgway asked when the Archipelago portion of this project will begin?

Mr. Schaal said this summer.

3. Auke Bay Loading Facility – Right-of-way Encroachment Permit

Mr. Schaal said this is on page 28 in the packet. The Auke Bay Loading Facility was purchased in 2007 using one of the first and only TIGER Grants Juneau received. The design and plan was a intermodal facility that provided a heavy drive down float and a barge landing with a boarding float. Phase I built about 2/3 of the facility and Phase II extended the fill to the left and that was completed in 2011. On the picture there is a yellow line that runs parallel to Glacier Highway. The yellow line is actually the right of way for the road so that means DOT owns and manages 1/3 of our facility. When the previous Port Director John Stone and the previous Port Engineer Mike Kriebler designed and planned this project they applied for a right of way encroachment permit from DOT in 2007 but they only last five years. The permit lapsed in 2013 unknown to Mr. Gillette the Port Engineer at that time. In November of this year there was a complaint received by DOT for the siteline along Glacier Highway because of the boats being stored along the guard rail at Harri's Commercial Marine boat yard. They also received a complaint that the boats were unsightly. That got DOT looking into the complaints and realized the encroachment permit lapsed. The boats and tanks stored in the right of way are not permitted and staff is working with DOT to figure out the avenue to continue to use the Auke Bay Loading Facility as it has been over the years. Staff is applying for a new encroachment permit to allow us to retain as much activity as we normally have had.

Committee Discussion/Public Comment

4. Potential Small Shipyard Grant Opportunity <http://www.govinfo.gov/content/pkg/FR-2020-01-09/pdf/2020-00163.pdf>

Mr. Schaal said this grant opportunity could potentially work for the downtown boatyard to purchase a new travel lift. Staff is still looking into the application eligibility.

Committee Discussion/Public Comment

5. Derelict LUMBERMAN

Mr. Borg said the Lumberman is currently tied up to the inside of the CT. The impound was started today as an abandoned vessel. Staff will have a conversation on the 27th with EPA, Coast Guard, and DEC to discuss options for disposal. He had an environmental screening on the vessel done a couple of months ago and he sent the report to EPA. They will review the data and have the discussion on options on the 27th.

Committee Discussion/Public Comment

Mr. Simpson asked what the environmental screening revealed?

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Borg said it came back positive. Very little lead paint and a very little of asbestos in the smoke stacks and small switches with mercury. The majority of the waste of oil and batteries were removed about two years ago.

Mr. Simpson asked because it floated away, the Coast Guard was able to find money to secure the Lumberman?

Mr. Borg said yes, the Coast Guard contracted with Global Salvage and AMAK towing to remediate the situation. The inside of the CT was the best location at the time.

Mr. Uchtyl said the Coast Guard can dip into a fund called the Oil Spill Liability Trust Fund which is a fund that is managed in DC. It came after the Exxon Valdez oil spill. Every barrel of oil produced, they pay some percent and it is added to the fund. They can get money from this fund when there is a potential for environmental damage. When they cleaned the Lumberman up a few years ago the money also came from this fund. The Lumberman has cost about \$100,000 in services in the last six years.

Mr. Ridgway asked what the discussion will be about on the 27th?

Mr. Borg said it will be what our options are for scuttling.

6. Strategic Planning

Mr. Uchtyl said on page 29 in the packet is the list he developed based off the strategic retreat on November 11th and 12th. The Board wanted it put in a format similar to what the Assmbly has so page 30 is the Boards strategic retreat information new format.

Committee Discussion/Public Comment

Mr. Ridgway said he is very happy with the new format.

Mr. Wostmann suggested to add a column for a suggested time frame.

Mr. Uchtyl said the most important CIP projects from staff perspective for the Board to know is the dredging at the north end of Aurora Harbor because the Corp will be there this fall, and to develop the Commercial Use Policy on Docks & Harbors Managed Properties.

Mr. Ridgway recommended to add staff priorities to the notes column.

Mr. Uchtyl said he will bring this back in February. The Board needs to start in the discussion of demolishing the north end of Aurora and after it is demolished what will it look like vacant until it can be replaced.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Etheridge said instead of having the north end of Aurora on our strategic plan it needs to be put on a meeting agenda and be discussed in the meeting. This item needs to have a decision made on it for planning purposes.

Mr. Ridgway requested to put the north end of Aurora on the February meeting as an action item. He also requested to send out the strategic list to the Board monthly for suggestions on ways of moving forward with the items on the list.

Mr. Uchytel suggested to formalize the strategic plan with a motion so the Board can refer back to this document.

Mr. Ridgway said he suggested to give it more time to add items to it and figure out how the Board wants the plan to work in years to come.

Public Comment

Paul Swanson, Juneau, AK

He said he likes the list. He asked if the Statter for hire floats are going to have assigned slips? He asked another question, if they have assigned slips and they take their boat out are they going to still have to pay for year around moorage?

Mr. Uchytel said Mr. Swanson is asking how the Statter Phase III floats are going to be managed and what rates. Deputy Harbormaster Matt Creswell has been tasked with meeting with the user groups and coming up with a fair and equitable fee structure for that facility.

7. Joint Docks & Harbors/Assembly meeting – Preparations

Mr. Uchytel said he and Mr. Etheridge met with the Mayor and the City Manager to discuss what will be discussed at the Joint Assembly meeting. The meeting will be led by the Mayor and the Manager and the clerk will be taking minutes. This is an Assembly meeting Docks & Harbors is participating in. The items to discuss are as follows;

1. The Mayors and the Assembly's expectations and priorities for Docks & Harbors.
2. The Board wants to know what the process and directions is regarding tideland and submerged lands and upland leases. How does this affect NCL, the subport, the seawalk, National Guard Dock, the Franklin Dock, and future purchases and uses of submerged lands.

Mr. Uchytel explained that the Assembly at a Committee of the Whole meeting has taken the responsibility for tideland leases. He does not know if this is for all tideland leases or just for NCL and it would be good to have clarity so we know if this Franklin Dock lease should go through the Assembly. They are not saying they want the revenue but for politically charged leases they want to be the point body.

3. The Museum and the milestones of what will happen.
4. What projects do we want the Assembly to know Docks & Harbors is working on.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Docks projects –

The Archipelago project phase II is on hold.

They need to know the MPF request for seawalk guardrail was \$1M.

Progress on the Small Cruise Ship master planning.

Harbors projects –

Aurora Harbor phase III project

Statter Harbor phase III project

N. Douglas Launch Ramp – Mr. Uchytel asked if this is a priority of the Boards?

Mr. Uchytel asked the Board input on what the Board wants clarification on from the Assembly and let them know project priorities. If there is going to be a bond initiative for the museum does Docks & Harbors want a bond initiative for the north end of Aurora or North Douglas launch ramp.

Committee Discussion/Public Comment

Mr. Etheridge said the question the Assembly has been working on is how much land leasing authority do they want to take for the downtown area from Docks & Harbors Board. He said the Mayor should have an answer at the Joint meeting.

Mr. Ridgway question how the Board should give their list of priorities to Mr. Uchytel.

Mr. Uchytel said he recommended to bring forward three to five projects to the Assembly that merit support financially from the Community. He suggested to bring forward the North end of Aurora, finish Statter Harbor Phase III, and the North Douglas launch ramp facility. There are a lot of other projects to move forward but there is only so much time with the Assembly.

The Committee members agreed that the three projects Mr. Uchytel suggested are good projects to move forward to the Assembly.

Mr. Houck suggested to bring an updated plan for the Lumberman and a summary on the parking lot.

8. TBMP Board Ideas

<https://drive.google.com/file/d/1MMtI4LLFpL8NshJls-Hyp7vQqHJsJZTb/view>

Mr. Uchytel said the Board has the opportunity to send TBMP ideas to him and he will forward them to Kirby Day. These are volunteer practices and Mr. Day needs them by January 31st.

Committee Discussion/Public Comment

Mr. Houck said regulations are viewed by the people who administer the permits as law. If these are violated your permit will be pulled. TBMP is much more flexible and can be changed to the operation as needed. TBMP is the way to go.

9. Tourism Industry Task Force

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Uchytel said today at noon the task force met and there was a full house. The meeting was an hour and forty five minutes and the City Attorney Robert Palmer asked the question, “what can the City do to stem the number of cruise ship passengers/numbers of ships coming”. Put restrictions on ships coming to Juneau, (ie, one day a week or one day a month there are no cruise ships).

Committee Discussion/Public Comment

Mr. Ridgway asked about the task force trying to limit the cruise ship passengers. He asked if the Visitor Industry Task Force has a Vision and Mission statement?

Mr. Uchytel said they do have a mission statement.

Mr. Ridgway asked if at the meeting the public is coming in and saying there needs to be a restriction on the number of visitors.

Mr. Uchytel said so far they have only had one public meeting and ten to one people are against the cruise ships. People have the right to travel from one state to another. If someone can articulate what the burden to the community is there may be room for corrections.

Mr. Ridgway asked what Mr. Uchytel sees his role in attending the visitor task force meetings?

Mr. Uchytel said he attends because it shows that Docks & Harbors cares and it is important. He is there to also answer questions.

Mr. Houck pointed out if the City did close their docks, there are two other private docks that have the capacity for 14,000 people to walk across so there really isn't any way to say you can't walk across the AS dock or CT dock. He encouraged other Board members to attend this visitor task force meeting.

X. Staff & Member Reports

Mr. Borg reported;

- The boat the Sea Lion is sitting on the hard at Aurora Harbor. The owner is working on getting that moved to a different location. It was a sinker that staff was having trouble with so we pulled it out of the water.
- Staff has done good with keeping the water from freezing with the temperatures being in the single digits and the snow removal.
- The key card access switch over to Millennium has worked great and staff is still working to switch over all key card access to Millennium. Everything being switched should be completed by mid March.
- The Sea Drifter was impounded from Statter Harbor on Friday.
- The previously impounded vessel, Mrs Mac that didn't sell in the impound process was put on CBJ public surplus site hoping to still sell it.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

- There was a sailboat on C float that almost caught on fire and a neighbor boat heard the smoke alarm going off and called it in.
- Staff had a boat on G float that was in arrears and he knew staff was going to start the impound notice on Friday and sold the boat for \$1.00 to somebody else and moved onto another boat. This person has stiffed the Harbors of over \$3,000 in moorage and liveaboard fees and is now living on another boat in our harbor. This is another case of waiting until a person is 90 days past due to start the impound process and not being able to not allow a person back in our harbor when they still owe money on a previous vessel.

Mr. Schaal reported;

- CBJ Engineering is working on a short section of the seawalk which will tie the corner of the Marine Park sheep pile wall back to the AS dock, which is where the old lightering dock used to be. This project is in the early stages of design currently with hopes to be built in the early fall.

Mr. Uchtyl reported;

- The Board meeting will be at 6:00 pm on the 30th with the Joint meeting with the Assembly starting at 7:00 pm.
- He will attend a one day meeting in Ketchikan on Thursday for Port interest. The primary issue is the SEAPA demand for a two tug support.
- Mr. Uchtyl said he will be on action line tomorrow with Mr. Creswell.
- Mr. Borg will be presenting at the Young Fishermans Forum which is a United Fishermans of Alaska event.
- The Deputy Port Engineer position is still open until filled.
- Our Federal Lobbyist were in town last week and staff had discussions on opportunities for BUILD grants, the Small Boat Yard grant, and the Wave Attenuator project. Mr. Uchtyl was told for the Wave Attenuator project to get support letters. He received letters of support from UAS, Forbidden Peak Brewery, Crowley Fuels, Petro Marine, JEDC, Chamber of Commerce, Travel Juneau, PND Engineers, and TBMP.
- February 18th and 19th, AAHPA will have their annual Legislature fly In. There will be about seven or eight people from the Association representing their communities.
- February 5th and 6th will be the ASCE Legislature fly in.

Mr. Etheridge report;

- The crime in the Harbor is decreasing due to his patrol of the Harbors.

Mr. Ridgway requested Harbor crime subject be added under staff reports and use whatever data you have to show trends for the people who keep coming before the Board with the crime issues.

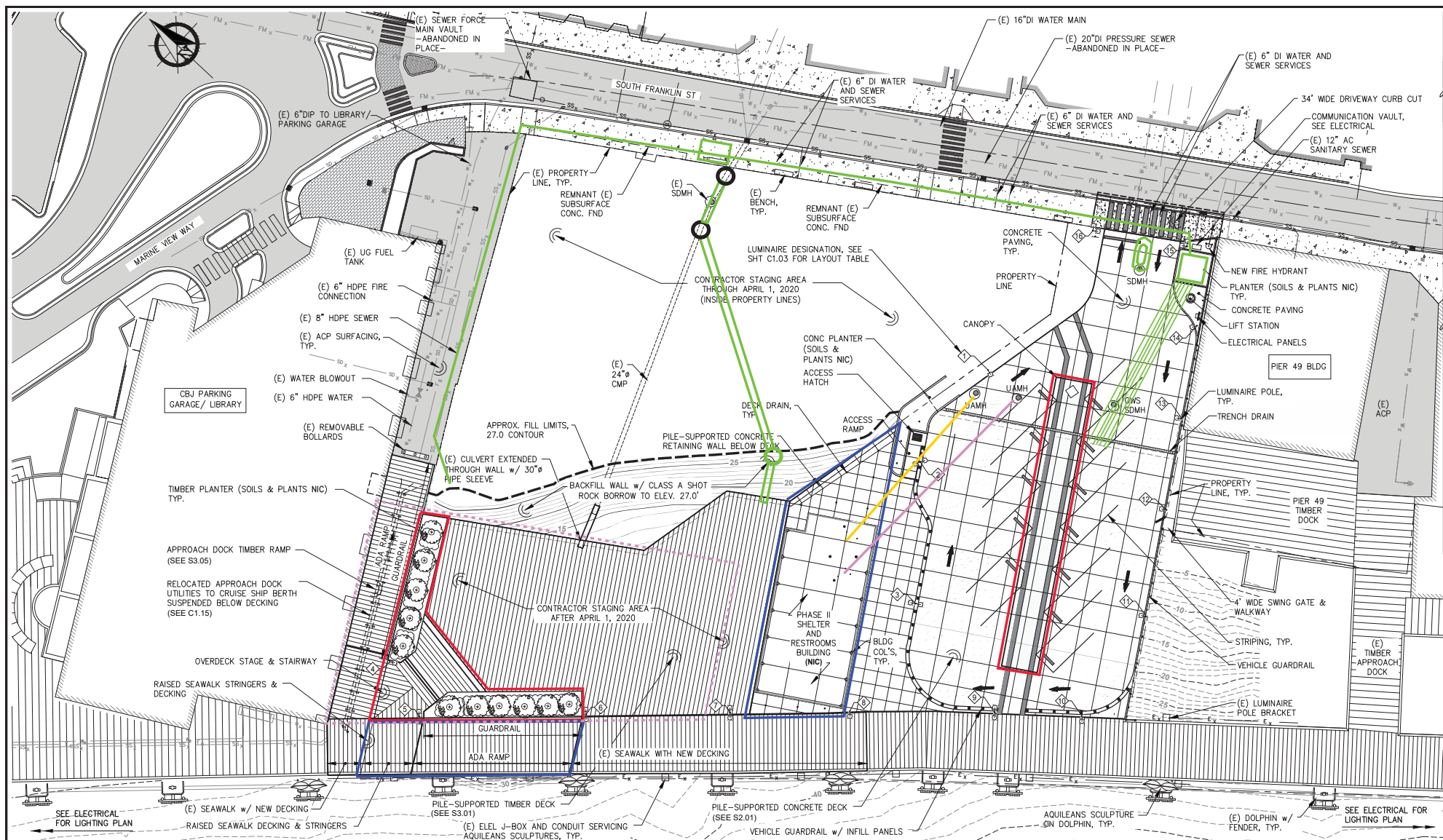
CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Tuesday, January 21st, 2020

Mr. Etheridge said he has noticed the patrons are also taking an interest in stopping the crime. They are calling in suspicious vehicles and people who are not normally in the Harbor.

XI. Committee Administrative Matters

- 1. Next Operations/Planning Committee Meeting- Wednesday, February 19th 2020 at 5:00 pm.**

XII. Adjournment: Meeting adjourned at 8:01pm.



Downtown Waterfront Re-scoping

Red: De-scoped
Blue: Modified Scope
Green: New Scope
Pink Dashed: Museum consideration zone



9360 Glacier Highway Ste 100
 Juneau, Alaska 99801
 Phone: 907-586-2093
 Fax: 907-586-2099
 www.pndengineers.com



DOWNTOWN WATERFRONT IMPROVEMENTS
PHASE I
CBJ CONTRACT NO. DH19-014

SHEET TITLE:

OVERALL SITE PLAN

G1.10

DESIGN: MDS CHECKED: CRS
 DRAWN: PJD APPROVED: CRS
 SCALE: SCALE IN FEET
 0 20 40 FT.

DATE: 5/23/2019

PND PROJECT NO.: 182045

C.A.N. NO.: AECC250

18

POTENTIAL LEASE OF ABMS FISH HOUSE TO ALASKA STATE TROOPERS
FEBRUARY 14, 2020

In January 2018, Docks & Harbors was conveyed 1.91 acres of the property known as the Auke Bay Marine Station resulting from the MARAD Port Conveyance Program. Since that time, we have actively been soliciting tenants to lease any portion of the complex. We were successful in efforts to bring the Alaska State Trooper vessel ENFORCER to Juneau (from Ketchikan) in 2018 and they have moored at the original 120 foot float at the facility. Through word of mouth and advertising through an RFI, Docks & Harbors efforts have not yielded an anchor tenant we had desired. It remains our vision that the eventuality of this parcel will result in a future portal to support the replacement of the aging Statter Harbor Breakwater.

Docks & Harbors staff met with Alaska State Troopers as early as 2017 with the concept of moving the Alaska Wildlife Troopers out to ABMS from their current facilities near DMV. Recent discussions with AST indicate a new desire to advance a plan for their use of the Fish House and storage in the Butler Building. Docks & Harbors staff believes having AST using the Fish House will add a level of security to the area as well better maintain the existing infrastructure by having a year-round tenant. In reviewing CBJ ordinance on leasing, there appears to be little guidance on leasing to other governmental agencies. CBJ Law has been consulted and will provide the requirements necessary for the Assembly to appropriately take action. It would appear to be prudent to prepare for the Assembly: (a) support from the Docks & Harbors Board to enter into lease negotiations; and, (b) to obtain lease rent appraisal for the property which AST would be interested in.



POTENTIAL LEASE OF ABMS FISH HOUSE TO ALASKA STATE TROOPERS
FEBRUARY 14, 2020



85.02.060 - General powers. [Docks & Harbors Board]

(5) Administer and dispose of City and Borough tideland, submerged land, and other land as provided by the assembly by resolution as subject to docks and harbors board administration, subject to the following limitations:

(A) No sale, purchase, or trade of land shall be made without prior review by the assembly lands committee and approval by the assembly by resolution.

(B) Unless otherwise designated in advance by the assembly by resolution, any lease of land shall be limited to marine-related uses, and those uses accessory to tenancy on the boat harbor or use of the port.

(C) All land transactions by the board in accordance with this section shall be consistent with the land management plan developed under CBJ 85.02.063.

(i) Land shall be leased as provided in title 53, provided that the provisions of section 53.20.020 relating to a declaration of availability and identification in the land management plan shall not apply.

(ii) For purposes of applying title 53 pursuant to this subsection (C), any action required by title 53 of the manager may be performed by the port director.

53.09.200 - General.

(a) Methods of disposal. City and Borough land may be conveyed by lottery, auction, over-the-counter sale, negotiated sale, sealed bid, land exchange, or other methods as the assembly may approve by ordinance.

(b) Inclusion in Land Management Plan. Except for property acquired by tax foreclosure or reconveyance agreement, real property should not be conveyed prior to inclusion in a land management plan.

(c) Satisfaction of CBJ 53.09.260(a). Real property recommended for negotiated sale in management plan adopted by the Assembly not more than two years prior to commencement of negotiations for a negotiated sale shall be deemed to have satisfied CBJ 53.09.260(a) Sales, leases, and exchanges by negotiation or competitive proposal.

(d) Ordinance. Terms and conditions for each land sale shall be approved by the assembly by ordinance.

(e) Sale price. Except as provided in CBJ 53.09.270, Disposals for public use, the sale price for City and Borough land shall not be less than market value as determined by the manager.

(f) Sales brochure. The manager shall prepare, and make available to the public, a sales brochure detailing the terms and conditions of sale for competitive land sales.

(g) Qualification. To qualify for a land sale, the applicant must be an individual 18 years of age or older at the time of registering for the sale or a business, licensed to conduct business in the State of Alaska. No person or business entity may apply for, or purchase, a parcel offered for sale if he or she has defaulted on a prior purchase of City and Borough property within the five years preceding the proposed sale. To qualify for a parcel, the registrant or authorized agent must be present at the lottery, auction, bid opening, or over-the-counter sale.

(h) Agent. An agent participating for another person or entity shall identify himself or herself as an agent, submit a written agency agreement, power of attorney, or other document showing the agent's authority, and shall identify the agent's principal. This information shall be available to the other participants.

(i) Disqualification. The manager may disqualify from participating in a land sale conducted under CBJ 53.09.210—53.09.250 lottery, auction, over-the-counter and sealed bid sales, any person who willfully violates the provisions governing bidder, applicant, or purchaser qualifications.

(j) Public notice and marketing. Not less than 45 days before the date of a land lottery, auction, sealed bid opening, or the commencement date of an over-the-counter sale, the manager shall place an advertisement providing notice and a description of the sale in a newspaper of general circulation in the municipality, which shall run one day per week for at least four consecutive weeks. The manager may use whatever additional advertising media, format, or frequency he or she determines will best inform the public of the sale and most advantageously market the property.

Juneau Small Cruise Ship Infrastructure Planning Market Assessment and Economic Analysis

PREPARED FOR:

**PND Engineers, Inc. and
City and Borough of Juneau**

February 2020

Juneau Small Cruise Ship Infrastructure Planning Market Assessment and Economic Analysis

PREPARED FOR:

**PND Engineers, Inc. and
City and Borough of Juneau**

February 2020

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Table of Contents

Introduction and Methodology 1

Juneau Small Cruise Ship Market 2

 Current Small Ship Market 2

 Docking/Moorage Schedule 4

 Traffic Trends..... 6

Infrastructure Considerations 10

 Vessel Size 10

 Docking Needs 11

 CBJ Capacity Assessment..... 14

Economic Analysis..... 16

Introduction and Methodology

Introduction

While large cruise ships represent the vast majority of cruise passengers in Juneau, the small cruise ship market has long been recognized as a valuable source of visitors to the Capital City. Small cruise ship visitors usually overnight in Juneau on either or both ends of their cruise, translating to higher per-passenger spending and bed tax revenues. This market has also been growing in recent years, without commensurate dock space to accommodate it. In order to better plan for and accommodate this valuable visitor market, the City and Borough of Juneau contracted with a team lead by PND Engineers to conduct *Small Cruise Ship Infrastructure Master Planning*. This phase of the project, led by McDowell Group, presents a market assessment and economic analysis of Juneau's small cruise ship market.

Methodology

The main source of information for this analysis was interviews with representatives of the following cruise lines. These lines shared information on their vessels, traffic, docking needs, local spending, and perspective on Juneau as a small ship port.

- UnCruise
- Alaskan Dream
- Lindblad
- The Boat Company
- American Cruise Lines
- Windstar
- Ponant (CLAA)
- Silversea (CLAA)

Note that Ponant and Silversea referred questions to Cruise Line Agencies of Alaska (CLAA), their dock agent. Only one cruise line (Fantasy) did not respond to requests for information, although they informed CBJ Docks and Harbors that they will not be returning to Alaska in 2020.

The study team also drew upon traffic information from their cruise passenger traffic database, based primarily on data provided to McDowell Group by CLAA, and maintained as part of an ongoing contract with the State of Alaska to track visitor volume to the state.

Passenger spending estimates were based on results of a visitor survey at the Juneau airport in summer 2018, conducted by McDowell Group for Travel Juneau. Estimates also drew upon data from the 2016 *Alaska Visitor Statistics Program*, a periodic study of visitors undertaken by McDowell Group for the State of Alaska. Crew member spending was based on a survey of Ketchikan crew members in summer 2016, adjusted to apply to Juneau small ships. Cruise lines provided information on their spending in Juneau.

For purposes of this report, "small ship" is considered a vessel with a capacity of fewer than 350 passengers. Yachts and charter boats of fewer than 20 passengers are not included unless they are part of a fleet of larger ships, as with two Alaskan Dream vessels.

Juneau Small Cruise Ship Market

This section presents an overview of Juneau’s small cruise ship market, including details on every ship that called at Juneau in 2019, as well as details on ships’ schedules for 2020, and longer term traffic trends.

Current Small Ship Market

Cruise Lines and Vessels

Eight cruise lines brought 21 small cruise ship vessels to Juneau in 2019. UnCruise brought six vessels; Alaskan Dream brought five; Lindblad brought four; The Boat Company brought two; and all other lines brought one vessel each. Alaska’s small vessels are U.S.-flagged with two exceptions: the Star Legend (Windstar) and Le Soleal (Ponant). One 2020 ship is noted in the following table because of a change in size for next season: the Star Legend is being lengthened and renamed the Star Breeze this winter. Also note that the Island Spirit will not be returning in 2020.

Passenger and Crew Capacity

In terms of passenger capacity, the bulk of Juneau’s small vessels fall into the 50- to 100-passenger range. While the upper limit of the “small ship” definition is 350 passengers, only three vessels have capacities of over 100: Star Legend (210), Le Soleal (264), and American Constellation (170). (The 2020 Star Breeze will carry 312 passengers.) Seven vessels are on the smaller end, with capacities of between 10 and 40 passengers. In terms of crew members, most small vessels have passenger-to-crew ratios of between 3-to-1 and 2-to-1.

Juneau Calls

Juneau’s small ships made a total of 272 calls in 2019, ranging from five to 24 calls per ship. A “call” means a ship has brought a group of passengers to Juneau – either embarking/disembarking, or on a port call. If a ship “turns” in Juneau (ends one voyage, then starts another one), then it counts as two calls, since there are two groups of passengers.

Passenger and Crew Volume

Juneau’s small cruise ship passenger volume is estimated at 18,400 for 2019. UnCruise accounted for the largest share at 5,565 passengers, followed by Lindblad at 4,332, then Alaskan Dream at 3,014. Crew members are generally counted once per season, rather than once per visit. Small ships brought around 770 crew members to Juneau in 2019.

Docks

Lines that moored and/or anchored downtown in 2019 include UnCruise (Seadrome), Lindblad (Intermediate Vessel Float/IFV and Cruiseship Terminal/CT), The Boat Company (IVF), Ponant (AJ dock in 2019; will anchor in 2020), and Fantasy Cruises (IVF). Windstar alternates between anchoring and using the AJ and Alaskan Steamship docks. Two lines use Auke Bay docks: Alaskan Dream (Allen Marine dock) and American Cruise Lines (Delta Western dock located between the Alaska Marine Highway System and Allen Marine docks).

Turnaround Ports

Nearly all vessels used Juneau as a turnaround port on most of their 2019 voyages, with some using Juneau for both embarkation and disembarkation, and others using it for one end of their voyage (Sitka and Ketchikan are the usual alternative turnaround ports). Only two ships regularly used Juneau as a port call rather than a turnaround port in 2019: Star Legend and Alaskan Dream. In addition, Lindblad offered two voyages on two vessels (four voyages total) using Juneau as a port call on positioning cruises, sailing between Seattle and Sitka at the beginning and end of the season.

It should also be noted that some vessels use different turnaround ports within a season. For example, several UnCruise vessels have round-trip Juneau itineraries as well as Juneau-Sitka and Juneau-Ketchikan itineraries.

Table 1. Juneau Small Cruise Ship Market Profile, 2019

	Passenger Capacity	Crew Capacity	# Juneau Calls 2019	Total Passengers 2019	# of Hours in Port	Dock	Turnaround Ports
UnCruise							
Safari Endeavor	86	34	10	1,211	12	Seadrome	Jun/Sit
SS Legacy	86	35	18	940	12	Seadrome	Juneau
Wilderness Discoverer	76	26	10	999	12	Seadrome	Jun/Sit/Ktn
Wilderness Explorer	76	26	13	1,121	12	Seadrome	Jun/Sit/Ktn
Wilderness Adventurer	60	25	24	1,235	12	Seadrome	Jun/Ktn
Safari Quest	22	10	5	59	12	Seadrome	Juneau
Alaskan Dream							
Alaskan Dream	40	18	16	555	8	Allen Marine	Sit/Ktn
Chichagof Dream	76	30	18	843	8	Allen Marine	Jun/Sit
Admiralty Dream	54	21	18	838	8	Allen Marine	Jun/Sit
Baranof Dream	49	21	16	648	8	Allen Marine	Jun/Sit
Misty Fjord	10	5	18	130	8	Allen Marine	Jun/Sit
Lindblad							
Sea Bird	62	22	6	680	17	CT (inside)	Jun/Sit
Sea Lion	62	22	7	807	17	CT (inside)	Jun/Ktn
Quest	100	49	7	1,309	17	IVF	Jun/Sit
Venture	100	49	8	1,536	17	IVF	Jun/Sit
Windstar							
Star Legend	210	164	11	2,168	8-12	Anchor/AJ/AS	Van/Sew
Star Breeze (2020)	312	190	9	n/a	8-12	Anchor/AJ/AS	Van/Sew
The Boat Company							
Mist Cove	24	13	16	434	24-30	IVF	Jun/Sit
Liseron	20	12	16	320	24-30	IVF	Jun/Sit
Ponant							
Le Soleal	264	139	6	620	36	AJ*	Jun/Van
American Cruise Line							
American Constellation	170	26	13	1,444	20	DW	Juneau
Fantasy Cruises							
Island Spirit	32	10	16	512	n/a	IVF	Jun/Sit/Pbg
TOTAL VESSELS: 21		TOTAL CALLS: 272		TOTAL PASSENGERS: 18,400			

Sources: CLAA, cruise lines.

Note: Fantasy 2019 passenger total is based on capacity and number of Juneau calls.

AS: Alaska Steamship; CT: Cruiseship Terminal; IVF: Intermediate Vessel Float; DW: Delta Western at Auke Bay.

*Le Soleal will anchor in 2020.

Docking/Moorage Schedule

Demand for berths is much higher on certain days of the week than on others, and many vessels are in port simultaneously. Based on 2020 schedules, below is a sample week of maximum demand. It shows the highest demand on Sundays with four vessels, followed by Saturdays and Wednesdays with three vessels each. Note that two vessels are listed on two days; they overnight in Juneau (American Constellation and Mist Cove). Also note that this reflects a sample week; another week would show slightly different patterns, as some vessels vary their schedule week to week.

Table 2. Small Vessel Berth Demand in a Sample Week, Summer 2020

	Vessel	Hours
Sunday	Safari Endeavour	6am-5pm
	Venture	6am-11pm
	Sea Lion	6am-11pm
	Mist Cove	Midnight-3pm
Monday	NO CALLS	
Tuesday	American Constellation	8pm-midnight
Wednesday	American Constellation	Midnight-3pm (overnight)
	Star Breeze	Noon-9pm
	Le Soleal	6am-6pm
Thursday	NO CALLS	
Friday	SS Legacy	6am-6pm
Saturday	Wilderness Discoverer	6am-6pm
	Wilderness Adventurer	6am-6pm
	Mist Cove	10am-midnight

Sources: CLAA, cruise lines.

The following table shows detailed schedules for small ships' arrivals/departures to and from Juneau in 2020. Some vessels have very regular arrival/departure dates and times, while others vary throughout the season. The bulk of turnarounds occur on weekends: all UnCruise vessels turn on Fridays, Saturdays, and Sundays; Lindblad's two larger vessels always turn on Saturdays and Sundays, while their two smaller vessels sometimes do so; and both the Boat Company's vessels turn on Saturdays and Sundays.

Table 3. Juneau Small Cruise Ship Arrival/Departure Schedule, 2020

	ARRIVAL		DEPARTURE		Dates
	Days	Times	Days	Times	
UnCruise					
Safari Endeavor	Sunday	6-7am	Sunday	5-6pm	5/24, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 8/23, 9/6, 9/13
SS Legacy	Friday	6-7am	Friday	5-6pm	5/8, 5/15, 5/22, 5/29, 6/5, 6/12, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14
Wilderness Discoverer	Saturday	6-7am	Saturday	5-6pm	5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 8/22, 9/5
Wilderness Explorer	Saturday	6-7am	Saturday	5-6pm	4/25, 5/9, 5/23, 6/6, 6/20, 7/4, 7/18, 8/1, 8/15, 8/29, 9/12, 9/19
Wilderness Adventurer	Saturday	6-7am	Saturday	5-6pm	4/11, 4/18, 4/25, 5/2, 5/9, 5/16, 5/23, 5/30, 6/6, 6/13, 6/20, 6/27, 7/4, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/12, 9/19, 9/26
Safari Quest	Friday	6-7am	Friday	5-6pm	5/29, 6/5, 6/12, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28

	ARRIVAL		DEPARTURE		Dates
	Days	Times	Days	Times	
Lindblad					
Sea Bird	Friday	6am	Friday	11pm	5/22, 7/31
	Monday	6am	Monday	11pm	6/1, 8/10
	Thursday	6am	Thursday	11pm	6/11, 8/20
	Sunday	6am	Sunday	11pm	6/21, 8/30
	Wednesday	6am	Wednesday	11pm	7/1
	Saturday	6am	Saturday	11pm	7/11
	Tuesday	6am	Tuesday	11pm	7/21
Sea Lion	Thursday	6am	Thursday	11pm	5/21, 7/30
	Sunday	6am	Sunday	11pm	5/31, 8/9
	Wednesday	6am	Wednesday	11pm	6/10, 8/19
	Saturday	6am	Saturday	11pm	6/20, 8/29
	Tuesday	6am	Tuesday	11pm	6/30
	Friday	6am	Friday	11pm	7/10
	Monday	6am	Monday	11pm	7/20
Quest	Saturday	6am	Saturday	11pm	5/30, 6/13, 6/27, 7/11, 7/25, 8/3, 8/22
Venture	Sunday	6am	Sunday	11pm	5/24, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 8/30, 9/13
Windstar					
Star Breeze	Thursday	12pm	Thursday	10pm	5/21
	Wednesday	7am	Wednesday	3pm	6/3
	Saturday	12pm	Saturday	9pm	6/13
	Wednesday	8am	Wednesday	10pm	6/24
	Sunday	12pm	Sunday	9pm	7/5
	Wednesday	12pm	Wednesday	9pm	7/15
	Monday	12pm	Monday	9pm	7/27
	Saturday	8pm	Saturday	9pm	8/8
	Tuesday	12pm	Tuesday	9pm	8/18
The Boat Company					
Mist Cove	Saturday	10am	Sunday	3pm	5/9-10, 5/23-24, 6/6-7, 6/20-21, 7/11-12, 7/25-26, 8/8-9, 8/22-23, 9/5-6, 9/19-20
Liseron	Saturday	10am	Sunday	3pm	5/2-3, 5/16-17, 5/30-31, 6//13-14, 6/27-28, 7/18-19, 8/1-2, 8/15-16, 8/29-30, 9/12-13
Scenic Luxury Cruises					
Scenic Eclipse	Sunday	1pm	Sunday	midnight	9/13
Ponant					
Le Soleal	Wednesday	6-9am	Wednesday	6pm	7/22, 8/5, 8/19, 9/2
American Cruise Line					
Amer. Constellation	Monday	6am	Tuesday	3pm	6/15-16
	Thursday	8pm	Friday	3pm	6/25-26
	Sunday	8pm	Monday	3pm	7/5-6
	Wednesday	8pm	Thursday	3pm	7/15-16, 7/22-23, 7/29-30
	Wednesday	3am	Wednesday	3pm	8/5
	Tuesday	8pm	Wednesday	3pm	8/11-12, 8/18-19, 8/25-26, 9/1-2

Sources: CLAA, cruise lines.

Allen Marine not included because they use their own dock and plan to continue doing so.

Traffic Trends

Juneau's small cruise ship market has ranged between roughly 13,000 and 19,000 passengers over the last five years. The most recent season, 2019, saw the most traffic at 18,400. It is worth noting that small cruise ship traffic was once even higher, reaching around 20,000 passengers a decade ago. Traffic dropped abruptly in 2011 after Cruise West ceased operations, and has been steadily rebuilding since.

One recent trend is a lengthening of season, with some ships arriving in Alaska earlier and/or leaving later in the season. UnCruise has largely led this trend, although The Boat Company also plans on a longer season in 2020. Another trend is "whole boat" charters of the vessels, sometimes with multi-generational family reunions. One operator observed an increase in families with children on their voyages.

Several contacts noted an issue of overcapacity and a "soft market" in 2019. Indeed, many voyages operated under full capacity. There was generally optimism that the ships would be closer to capacity in 2020 based on early bookings. One line was already sold out for 2020.

Table 4. Juneau Small Cruise Ship Market Volume, 2014-2019 (2020 Projected)

	2014	2015	2016	2017	2018	2019	2020 (proj.)
UnCruise	8,164	6,088	5,589	5,798	6,214	5,565	5,800
Alaskan Dream	2,159	2,236	2,935	3,150	3,172	3,014	3,000
Lindblad	2,119	2,032	1,920	1,947	3,055	4,332	4,500
Windstar	-	-	-	-	2,045	2,168	2,800
The Boat Company	704	704	686	678	581	754	800
Ponant	249	1,313	884	-	-	620	600
Fantasy Cruises	336	336	n/a	n/a	608	364	-
Scenic	-	-	-	-	-	-	200
American Cruise Line	744	557	1,100	810	1,831	1,444	1,700
Total	14,640	13,266	13,114	12,876	17,614	18,409	19,400

Sources: CLAA, cruise lines.

2020 and Beyond

Based on observations from cruise executives, 2020 looks like it will see a slight increase from 2019, from 18,400 to 19,400. Cruise lines made the following observations on future Juneau traffic.

- **UnCruise** will maintain their current schedule in 2020, and likely 2021, with one exception: they are adding several voyages for their smallest vessel, the Safari Quest, which will use Juneau for both embarkation and disembarkation.
- **Alaskan Dream** plans a 2020 season very similar to 2019, with a few more calls by their smallest vessel (Kruzof). They also noted that a few more voyages will use Juneau as a port call rather than as a turnaround port. (They used Juneau as a turnaround port on 90% of their 2019 voyages.)
- **Lindblad** has no plans to change their Alaska capacity in the next couple of years as they have added two vessels in the last several years. Additional vessels in the longer term are possible.

- **American Cruise Line** plans to maintain their current schedule for the foreseeable future, although they plan on 12 voyages, down from 13, due to incorporating two 10-day itineraries. Additional vessels in the longer term are possible but have not yet been planned.
- **The Boat Company** is adding three voyages for each of their two vessels in 2020, extending the season both in May and September.
- **Ponant** plans the same itinerary in 2020 as in 2019: three “turns” in Juneau, with passengers embarking and disembarking at each turn.
- **Windstar** will make two fewer calls in Juneau in 2020 compared to 2019, as they are incorporating a couple of longer itineraries. However, they will bring more passengers, due to their larger vessel. They plan to continue stopping in Juneau as a port call in 2020, but will use Juneau to embark/disembark once in 2021.
- **Scenic Luxury Cruises’** Scenic Eclipse will make one stop in Juneau in 2020, on its first Alaska voyage. It will be at anchor. They are not yet on the 2021 schedule, although that could change.
- **Fantasy Cruises** will not be returning to Alaska in 2020.
- **American Queen Steamboat Company** plans to enter the Alaska market in 2021 with a 186-passenger vessel.

It is challenging to estimate long-term growth in the cruise market, regardless of vessel size. Many factors are at play: the health of the U.S. economy, geo-political events, the emergence or growth of other markets (these vessels are moveable assets that can be shifted easily to other regions of the country or world), and Forest Service and National Park permitting, to name a few examples. With these caveats in mind, Juneau can expect small vessel traffic to increase only a modest amount over the next five to ten years.

- The major lines (UnCruise, Lindblad, and Alaskan Dream) do not have firm plans to increase their capacity in the next several years.
- There are barriers to growth in the market, including an increase in mid-size, luxury options (such as Hurtigruten, Viking, Silversea, and Seabourn); this is likely to affect demand for the smaller vessels, which are at about the same price point.
- After significant growth over the last five years, it may take several years for demand to catch up with capacity. Coupled with a soft 2019 season for both large and small ship lines, near term growth plans have slowed.

Cruise Line Perspective

Cruise line representatives shared their perspectives on Juneau as a port-of-call, as well as docking in downtown versus Auke Bay.

Advantages

Cruise line contacts noted the following advantages to calling at Juneau:

- Jet service
- Hotels
- Variety of activities including flightseeing, hiking, museums
- Restaurants, breweries, and distilleries
- Retail shops
- Provisions and supplies (Costco, Fred Meyer, etc.)

One contact pointed out that there are going to be large ships anywhere in Southeast where there is frequent jet service. One line used to use Petersburg as a turnaround port, but the air schedule was too inconvenient.

Disadvantages

The following disadvantages to calling in Juneau were noted by cruise lines.

- Insufficient dock space
- Some docks not suited to small cruise ships
- Some docks in need of maintenance/upgrades
- Recent, rapid growth of large ships
- Yachts competing for dock space
- Inadequate hotel space
- Hotels not up to standards of clientele
- Transportation services can be spotty
- Expensive (noted of Alaska in general as a cruise ship destination)
- Inadequate security facilities for foreign-flagged vessels
- Conflicts with other dock users, fishing vessels, floatplanes
- Lack of parking.

Despite these disadvantages, cruise lines were generally in agreement that Juneau was a preferred turnaround port for their vessels based on the advantages noted above. From a passenger perspective, cruise lines noted their appreciation of the retail, dining, and tour options available in Juneau, even if the hustle and bustle of downtown is somewhat incongruous with the “remote” feel of their overall cruise.

Downtown versus Auke Bay

Downtown was noted as much more convenient than Auke Bay for a variety of reasons: proximity to hotels, availability of activities, and transportation. One noted the appeal to passengers of seeing “the capital” as well as having lodging, shopping, and dining options close at hand. Contacts noted the convenience and cost-saving of having the passengers walk from the vessel to and from their hotel. There is also value in keeping tourism concentrated in one location, to limit impacts.

One contact observed that developing infrastructure in the Auke Bay area would not be well received by the community. There is no advantage in terms of itinerary since most vessels go around Admiralty Island anyway. Statter Harbor was also cited as inconvenient due to the long distance between the parking lot and the small cruise dock.

American Cruise Line currently docks in the Auke Bay area, at the Delta Western dock located between the AMHS and Allen Marine docks. An ACL representative said they would rather dock downtown but cannot due to the lack of docking space (their ship increased in size from previous years, when they were able to dock downtown). They said their current docking location was inconvenient and not good for the guest experience. The Boat Company likewise prefers downtown docks, recalling their prior experience in Auke Bay was inconvenient (likely Statter Harbor).

Alaskan Dream uses their own dock in Auke Bay and does not plan to change. They do, however, have an interest in dock facilities for small cruise ships in the downtown area as an option for their whale-watching catamarans. They observed that their schedule would correspond well with the small cruise vessels, which generally don’t overnight at dock. While Allen Marine’s whale watching vessels are not profiled in this study, they (as well as other dayboat operators) are potential users of new docking facilities.

A Lindblad representative was more open to the possibility of docking in the Auke Bay area, to avoid the crowded downtown waterfront and preserve the wilderness theme of their cruises.

Infrastructure Considerations

A variety of information was gathered from nearly all of Juneau's small cruise ship lines regarding vessel size, configuration, and docking needs. (While Alaskan Dream was included in cruise line interviews, they did not provide information on their vessels and docking needs because they plan to continue using their own dock.)

Vessel Size

Note that Windstar is lengthening their vessel this winter: the Star Legend will be renamed the Star Breeze, and lengthened from 440 feet to 522 feet. Also, in 2021 the American Queen Steamboat Company will be bringing a vessel to Alaska measuring 343 feet in length, with a beam of 60 feet and water draft of 17 feet.

Table 5. Juneau Small Cruise Ship Size, 2019/2020

	Displacement Tonnage (LT)	Ship Length (ft)	Beam	Water Draft	Masthead Height ¹
UnCruise					
Safari Endeavor	n/a	217	40'	8.5'	Max 72'
SS Legacy	n/a	192	40'	9.3'	Max 72'
Wilderness Discoverer	n/a	176	39'	7.0'	Max 72'
Wilderness Explorer	n/a	186	38'	7.5'	Max 72'
Wilderness Adventurer	n/a	160	39'	6.5'	Max 72'
Safari Quest	n/a	103	28'	7.0'	Max 72'
Lindblad					
Sea Bird	418	164	31'	9'1/2"	50'
Sea Lion	418	164	31'	9'1/2"	50'
Quest	2,128	238	48'	12.5'	52'
Venture	2,128	238	44'	12.5'	52'
Windstar					
Star Breeze (2020)	n/a	522	62' ²	32'	59'
The Boat Company					
Mist Cove	572 ³	156	32'	8'	50'
Liseron	409 ³	146	28'	8'	44'
Scenic Luxury Cruises					
Scenic Eclipse	n/a	544	70'	17'	n/a
Ponant					
Le Soleal	n/a	466	60'	15'	99'
American Cruise Line					
American Spirit	2,153	220	50'	8'	61'8"

Source: Cruise lines, online vessel databases.

Notes: Alaskan Dream is not included in this table because they use their own docks and plan to continue doing so. Fantasy Cruises is not included because they will not be returning to Juneau in 2020.

¹ The Douglas Bridge height is 66.4 feet at zero tide.

² 74 feet including lifeboats.

³ The Boat Company did not provide displacement tonnage; these figures reflect ITC tonnage.

Docking Needs

The following docking needs were reported by the interviewed lines. Ponant and Silversea representatives were not available; a CLAA representative responded in their stead. Fantasy is not included because they will not be returning to Juneau in 2020.

Vessel Mobility and Maneuverability

- **UnCruise:** All twin screw with one bow thruster. No stern thrusters.
- **Lindblad:** All vessels dual screw conventional propulsion.
- **Boat Company:** Both vessels twin screw – one vessel has a bow thruster.
- **Windstar:** Twin Screw, CPP
- **American:** Twin Screw conventional with one bow thruster
- **Silversea:** Advanced, thrusters
- **Ponant:** Advanced, thrusters

Berthing Configuration and Needs

- **UnCruise:**
 - Port/Starboard: Depends on boat and fueling location on the vessel and dock. Most boats can go either side to the dock, but some fuel amidships making that side preferable.
 - No line handlers or longshoremen needed.
 - Prefer 2-5 feet freeboard height.
- **Lindblad:**
 - Port/Starboard: Either.
 - No line handlers or longshoremen needed.
 - Freeboard height: Mid-max 1 meter.
 - Prefer perpendicular gangway ramps.
- **Boat Company:**
 - Port/Starboard: Starboard
 - No line handlers or longshoremen needed.
 - Prefer 6 feet freeboard height. No gangway would then be needed.
- **Windstar:**
 - Port/Starboard: No preference
 - Line handlers/longshoremen are needed.
- **American:**
 - Port/Starboard: No preference
 - No line handlers/longshoremen needed.
 - Main deck is 4' 8" above the waterline.
 - If the floating dock is close in height to the main deck, then we have a short gangway that will work fine. If there is a sizeable difference (> 3') in the height of the deck above the dock, then a small platform with steps up to the ~5' above waterline would allow use of the short gangway.

- **Ponant/Silversea:**
 - Port/Starboard: Starboard
 - Line handlers/longshoremen are needed.
 - 8' is adequate for height above water level.

Water and Sewer Needs

- **UnCruise:** Both water and sewer preferred.
- **Lindblad:** Both water and sewer needed.
- **Boat Company:** We take on water and may off load sewage if available though currently not needed
- **Windstar:** Both water and sewer preferred.
- **American:** Potable water required. Sewer not required.
- **Ponant/Silversea:** Potable water needed, sewage not needed

Waste Disposal

- **UnCruise:** Trash, recycling, oil, hazardous waste off-load needed.
- **Lindblad:** Trash and recycling off-load needed. Oil/hazardous waste off-load preferred.
- **Boat Company:** Trash and recycling off-load needed. No oil/hazardous waste.
- **Windstar:** Trash, recycling, oil, hazardous waste off-load preferred, including potentially handling regulated garbage.
- **American:** Trash and recycling required. Approximately 30 yds/ week max. Oils/hazardous offload not required, but preferred as a backup if available.
- **Ponant/Silversea:** Garbage is off-loaded by barge and if recycling were competitive or available it may be utilized. Oil/hazardous waste is managed in MARPOL ports. If available may be utilized; currently not cost-effective or not available.

Shore Power

- **UnCruise:** Typically 208 3 phase 100 amp min. Max 440 volt 3 phase, 400 amp. Wifi is important.
- **Lindblad:** Not required.
- **Boat Company:** No shore power needed.
- **Windstar:** Ship not set up for shore power.
- **American:** Not required.
- **Ponant/Silversea:** Not sure.

Fueling Needs

- **UnCruise:** Number 2 diesel every week or every other week. Typical amounts between 1,500 and 3,400 gallons per vessel depending on vessel and if weekly or every other week.
- **Lindblad:** Number 2 diesel.
- **Boat Company:** None; fuel in Sitka.
- **Windstar:** Not normally fueling in Juneau. Will be MGO (Marine Gas Oil) if we did fuel in Juneau.

- **American:** Number 2 diesel, 10,000 gal./week avg.
- **Ponant/Silversea:** MGO, voyage-specific (voyages are not routine). Currently managed in Juneau by feeder barge when required and in Sitka at the new cruise ship dock.

Parking and Staging

- **UnCruise:**
 - Typically at dock for 12 hours. Van and 25' box trucks for supplies, fuel trucks and busses or vans for guests. Normally three support cars/small vans for staff and vendors. Note that is highly preferred to have a drive on/off float with truck ramp to the vessel.
 - Covered staging area only needed if no drive on and off ramp is in the design. If no drive on ramp then area for baggage, store and other gear will be needed at the top of the ramp; roughly 40X40 would work. Dock must be secure to account for SOLAS voyages and general security. Restrooms are always a good idea.
 - If drive down ramp no cranes needed. If like Seadrome today, powered carts are needed.
 - If the dock is at least 20 feet wide no extra area is needed for assembly and loading.
- **Lindblad:** Vessel transport for deliveries and luggage.
- **Boat Company:**
 - Two vehicles for the turnaround period, a pick-up and a van.
 - Upland staging with shelter, benches, restrooms would be nice.
 - It would be nice to drive a vehicle on dock for provisioning and luggage.
- **Windstar:** Not applicable; does not normally turn in Juneau.
- **American:**
 - No upland parking/staging required.
 - Having a covered area with benches for passengers to wait for transportation from the ship would be nice, although of limited number.
 - Loading requirements: Nothing heavier than what we move via hand carts.
 - Assembly area: Any normal dock should suffice.
- **Ponant/Silversea:**
 - All managed by the Agent; current capabilities are sufficient. The issue is when dock space is not available and deliveries at anchor are a challenge. Most calls will have smaller delivery vans (2-3) per call of incidental provisions; 30 mins per vehicle on dock or in adjacent uplands.
 - Covered shelter, benches, restrooms, security booth, etc.: all currently available except restrooms at CBJ Cruise Ship Terminal.
 - Assembly area: Sufficient while at a dock but when at anchor an area needs to be designated for security screening if embarking/disembarking passengers in Juneau (Ponant has some calls in 2020 turning at anchor, not Silverseas).

Security

- **UnCruise:** Security needed for SOLAS (Safety Of Life At Sea) voyage and general security. Needs lockable gate and should have cameras.
- **Lindblad:** Security needed as per ISPS (International Ship and Port Security).
- **Boat Company:** No security needed.
- **American:** The vessel does have a Security Plan and must be at an approved PAF (Public Access Facility) or secure port location.
- **Ponant/Silversea:** Not required – already provided.

The Marine Exchange of Alaska shared the following observations about small cruise ship security:¹

There are several factors that come into play in determining security requirements for small passenger vessels. The Coast Guard regulations in 33 CFR 104 apply. Generally all vessels with over 150 passengers are subject to the Coast Guard maritime security regulations as is the facility they moor to. Other vessels engaged in international trade/voyages with more than 12 passengers are also subject to the regulations.

For planning purposes, any facility that accommodates small passenger vessels should have a Facility Security Plan and the associated access control (fencing, barriers, signage) and personnel with security duties available and deployed when they are required.

Silver Seas and Ponant are foreign flagged vessels with more than 150 passengers so they always will require to be berthed at a facility that has a security plan that is implemented. The Boat Company has too few passengers to require a security plan.

CBJ Capacity Assessment

Port of Juneau staff examined reservation data over the 2017 to 2019 period for the Intermediate Vessel Float, which served three cruise lines representing five vessels in 2019 (The Boat Company, Lindblad, and Fantasy), along with a wide variety of yachts and other vessels. They determined that the number of days at or over capacity ranged from 31 days in 2017, to 60 days in 2018, to 51 days in 2019. The average number of linear feet (LF) over capacity per day, by month, ranged from 0 in some May and September months to 275 feet in August 2019.

Table 6. IVF Vessel Float: Capacity Analysis, 2017-2019

	AVERAGE LF OVER CAPACITY PER DAY					# of days at or over capacity
	May	June	July	August	September	
2017	0	134	157	104	0	31 days
2018	175	66	237	224	44	60 days
2019	0	193	201	275	0	51 days

Source: Port of Juneau.

¹ Provided via email, 2/10/20.

The following observations by Port staff accompany this analysis:

- The above numbers are only from the schedule. This does not reflect walk-in customers, tenders, and fishing vessels that are not added to the schedule. About 25% of the vessels turned away are excessive size.
- Recommended space between ships is 10', more for vessels over 100'. The inside of the IVF is often constricted by tide. One day a week when the Royal Princess is in port there is only 75' between the IVF and the ship.
- In June and September once or twice a week the Port turns away docking requests due to no space. In July and August, the Port turns away docking requests due to no space five days a week.

Port of Juneau staff recommend constructing a 350 ft. float with berths on both sides. The additional 700 lineal feet of moorage would accommodate a new small ship and vessels currently turned away in peak season.²

² Communicated via email, Port of Juneau staff, January 24, 2020.

Economic Analysis

There are two types of small cruise passengers in Juneau: those who start and/or end their cruise in Juneau, and those who stop in Juneau for just a day visit in between other ports. Passengers who embark/disembark in Juneau tend to spend more because they usually stay at least one night in town. A survey of 36 small cruise ship passengers at the Juneau Airport in summer 2018 revealed an average spending of \$575 per person while in Juneau. While the sample size is small, it is the best data available. Multiplying \$575 by the number of embarking/disembarking passengers in 2019 yields a spending estimate of \$9.2 million.

In 2019, only two small vessels regularly used Juneau as a port-of-call rather than an embarkation/disembarkation point (Alaskan Dream and Star Legend), bringing roughly 3,000 passengers for day visits. It is reasonable to assume that these passengers spent approximately the same as large ship passengers on similar itineraries. Large cruise ship passenger spending was estimated at \$162 per person in 2016. Multiplying \$162 by the number of day visit passengers in 2019 yields a spending estimate of roughly \$500,000.

Some crew members overnight in Juneau, particularly if they are starting or finishing their tour with the vessel. It is difficult to estimate their spending as no surveys of crew members have been conducted in Juneau. A survey of 103 crew members off large ships was conducted in Ketchikan in 2016, revealing that they spent an average of \$430 per person over the course of the summer. This study assumes per-crew-member spending of \$400 in Juneau over the course of the season. Unlike large ship crew members in Ketchikan, small ship crew members are not making big purchases at box stores; on the other hand, they do occasionally spend money in hotels and restaurants between shifts. Multiplying the average spending of \$400 by the 770 crew members yields a total spending estimate of roughly \$300,000.

Cruise lines make a variety of purchases in Juneau: fuel, provisions, laundry services, bus/van services, rental cars, hotel rooms on behalf of their passengers, and dockage fees, among others. Five cruise lines provided information on their spending in Juneau. Extrapolating their spending to apply to all lines based on relative passenger traffic yields an estimate of \$3 million in cruise line spending in 2019.

Adding together spending by passengers, crew members, and cruise lines yields a total spending estimate of \$13 million in summer 2019.

Table 7. Small Ship Cruise Line, Passenger, and Crew Spending in Juneau, 2019

	Volume	Per Person Spending	Total Spending
Embarking/disembarking passengers	16,000	\$575	\$9,200,000
Day passengers	3,000	\$162	\$500,000
Crew members	770	\$400	\$300,000
Cruise lines	n/a	n/a	\$3,000,000
Total			\$13 million

Source: McDowell Group estimates.

Note: Crew member per-person spending estimate applies to the entire season, not to each visit.

05 CBJAC 45.040 - Speed limits.

- (a) *Prohibition.* No person shall operate a vessel at a speed greater than
- (1) Four knots within any small boat harbor, including Douglas Small Boat Harbor, Harris Small Boat Harbor, Aurora Boat Basin, and landward of the Auke Bay Breakwater;
 - (2) Five knots in Gastineau Channel within the following areas:
 - (A) *Reserved;*
 - (B) The portion of the Juneau Harbor which is northeast of a range line that starts at the existing radio antenna atop the Juneau Federal Building marked on chart 17315 at position 58°18.086'N, 134°25.234' W proceeding along a bearing of 135°T to a speed limit dayboard mounted atop a steel pile dolphin group at the AJ Cruise Ship Dock in position 58°17.366'N, 134°23.866'W;
 - (C) From the Douglas Bridge on the southerly end to the navigational aid known as the "Mendenhall Bar Channel Marker #5" at position 58°19.1'N, 134°27.4'W on the northerly end; and
 - (3) Five knots in Auke Bay within an area bounded on the northerly side by the Auke Bay Breakwater extending seaward approximately 1,000 feet to a range line beginning at a point on east shore of Auke Bay at position 58°22.7'N, 134°38.6'W then bearing 281°T to a point on the west shore of Auke Bay at position 58°22.8'N, 134°39.9'W.
- (b) *Exceptions.* The speed limits in 05 CBJAC 45.040(a)(2) and (3) do not apply to seaplanes, wing-in-ground (WIG) craft, vessels under sail or oar, vessels requiring more speed to adequately perform an emergency, security, or safety activity, and vessels requiring a minimum speed in excess of the limit to maintain safe steerageway.
- (c) *Enforceability.* This regulation is enforceable as set out in CBJ Ordinance 03.30.

(Added 4-23-2007, eff. 5-1-2007; Amended 12-17-2007, eff. 1-9-2008; Amended 6-23-2008, eff. 7-1-2008; [Amended 1-7-2013, eff. 1-15-2013](#).)

Quick Recap

- **MU3 zoning district** - intended to place a greater emphasis on the integration of small-scale commercial uses within high-density residential structures. Flexible setback regulations are deliberate to promote cohesive neighborhoods and encourage the development of pedestrian-oriented buildings.

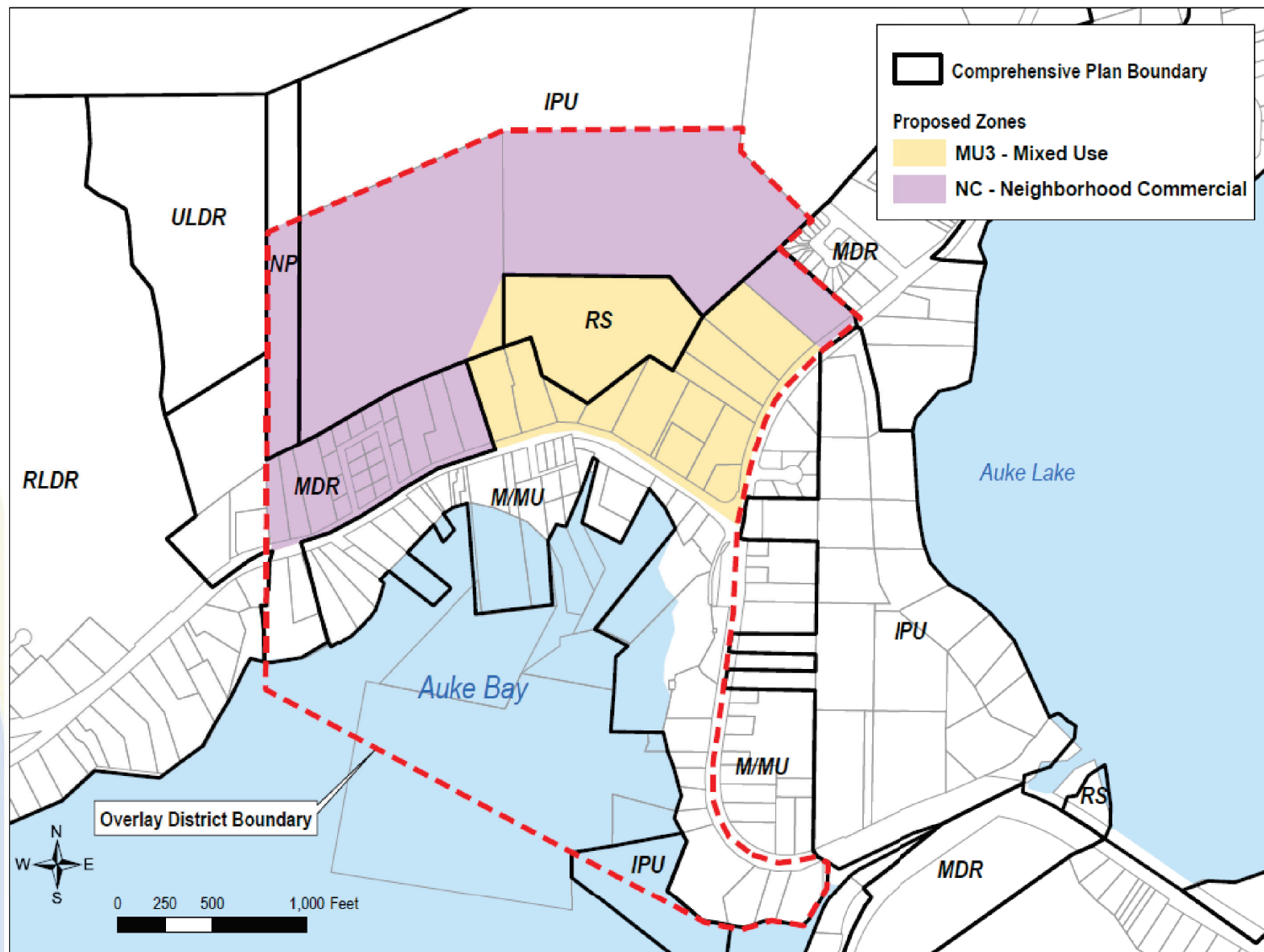
Quick Recap

- **NC zoning district** - intended to encourage the development of lively, mixed-use neighborhoods that are compact and walkable. Greater emphasis is placed upon medium density residential as the primary use with neighborhood-scale commercial activity that is less intensive than that permitted in the light commercial, general commercial and mixed use zoning districts.

Neighborhood Commercial zoning districts are primarily used as a buffer between commercial and mixed use zoning districts and single-family and lower density multi-family residential zoning districts.

Quick Recap

- Auke Bay Overlay District - The purpose of the Auke Bay Overlay District is to implement the Auke Bay Area Plan Vision through design standards and development bonuses that promote the creation of a lively, village-like setting. Bonuses may be earned by providing a combination of design amenities and public benefits recommended by the Auke Bay Area Plan, which was adopted into the Comprehensive Plan



The ordinance will add MU3 and NC to the Land Use Code. Rezoning Auke Bay will require a separate public process.

1.0 **SCOPE OF SERVICES**

The Consultant shall provide professional services to study, evaluate and design facilities for consideration by Docks & Harbors. D&H may, at its own discretion, extend the master planning effort to include additional design level efforts, permitting, cost estimating, construction documents, as well as scheduling and construction phasing recommendations.

It is anticipated that D&H will negotiate fees with the selected consultant to develop elements to assist D&H in the following:

- Confirmation of electrical plans established in the 2016 *Shore Tie Power Feasibility Study Report* and review of as-builts drawings of New Cruise Ship Berth Project.
- Detailed engineering analysis of cruise ship vessels, regularly calling on Juneau, to determine the most versatile shore-side power connections to meet the suite of vessel options.
- Cost estimates for construction and delivery of electrical power to the Alaska Steamship and/or Cruise Ship Terminal Docks.
- Consultation with the design team of the Sub-Port Lot development to ascertain impacts of respective electrification projects being constructed.
- Development of conceptual drawings, up to 35% Design efforts, to install electrical power to Alaska Steamship and/or Cruise Ship Terminal Docks.
- Evaluation/estimation to impacts of electrifications to one or more cruise ship docks to Juneau rate payers under a condition in which a dock is an interruptible customer and under a condition in which a dock is a firm customer.
- Evaluation of future power through the existing electrical utility or other new power provider(s) to increase energy availability to the Port of Juneau.
- Evaluation and recommendation of a rate structure which D&H can impose on cruise ship using public provided infrastructure, consistent with RCA guidance.

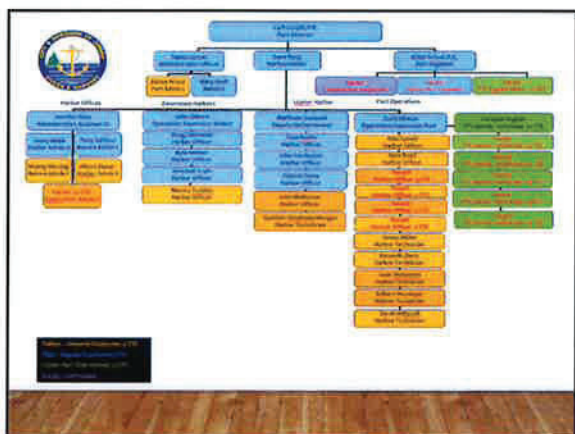
The scope of services is anticipated will include but not limited to the following milestones/deliverables:

- Meeting with Docks & Harbors Staff
- Meeting with cruise ship operators, coordinated by D&H Staff
- Meeting with local electric utility, coordinated by D&H Staff
- Meeting with Sub-Port Lot design & planning team, coordinated by D&H Staff
- Meetings with up to three potential electrical providers, including micro-grid electrical providers, coordinated by D&H Staff
- Presentation to Docks & Harbors Board
- Presentation to CBJ Assembly

The product of the Consultant's work will be phased and managed as specific milestones/deliverables are achieved. Future design elements, bidding assistance, construction administration, and inspection services may be amended to the contract if desired by the Port Director as result of final deliverables.

DOCKS AND HARBORS FY20/FY21/FY22 BUDGET

**Docks & Harbors Board
to
Assembly Finance
Committee
April 1st, 2020**

BOARD MEMBERS

Don Etheridge(Board Chair) **Expires 06/30/2020**
Budd Simpson(Board Vice-Chair) **Expires 06/30/2020**
Mark Ridgway(OPS/Planning Chair) **Expires 06/30/2020**
Bob Wostmann (Vice-Chair OPS/Planning & Finance Sub-Committee Chair)
Steven Guignon
James Houck
Annette Smith
James Becker
Chris Dimond

DOCKS AND HARBORS

Mission Statement: Develop and provide *opportunities*, services and *facilities* to support marine related commerce, industry, fisheries, recreation and visitors.

Vision Statement: To be the Southeast Alaska Marine Center of excellence providing safe, secure, modern, vibrant facilities meeting the needs of the users we serve.

THE ENTERPRISE FUNDS ARE OPERATED AND FINANCED IN A MANNER SIMILAR TO PRIVATE BUSINESS. THE INTENT OF THE GOVERNING BODY IS TO PROVIDE GOODS AND SERVICES TO THE GENERAL PUBLIC ON A CONTINUING BASIS AND BE FINANCED OR RECOVERED PRIMARILY THROUGH USER CHARGES. THE ACQUISITION AND IMPROVEMENT OF THE FACILITIES HAVE BEEN FINANCED FROM EXISTING CASH RESOURCES, ISSUANCE OF REVENUE AND GENERAL OBLIGATION BONDS, AND STATE AND FEDERAL GRANT FUNDS.

HARBORS ENTERPRISE - TO ACCOUNT FOR OPERATIONS, MAINTENANCE AND CAPITAL IMPROVEMENT TO THE FOUR CITY-OWNED BOAT HARBORS AND NUMEROUS LAUNCH RAMPS.

DOCK ENTERPRISE - TO ACCOUNT FOR OPERATIONS, MAINTENANCE AND CAPITAL IMPROVEMENTS OF THE CITY-OWNED DOCKS, WHICH ARE HEAVILY USED BY OVER 500 CRUISE SHIPS DURING THE SUMMER MONTHS.

HARBOR FACILITIES

Harris Harbor	204 slips
Aurora Harbor	449 slips
Mike Pusich Douglas Harbor	190 slips
Don Statter Harbor Facility – Transient Moorage	10,000 LF
Don Statter Harbor - Reserved Moorage	70 slips
TOTAL	~ 1200 slips

HARBOR BOAT LAUNCH/FLOATS

Echo Cove Boat Launch
Amalga Harbor Boat Launch
Harris Harbor Boat Launch
North Douglas Boat Launch
Douglas Boat Launch
Taku Harbor Floats
Intermediate Vessel Float
PFO Float
National Guard Float
Statter Harbor Launch

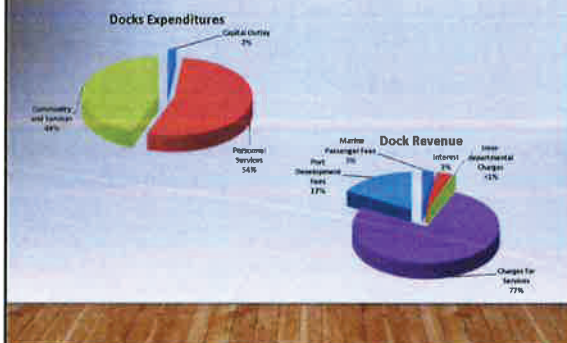
OTHER PROPERTIES

Cruise Ship Docks
•Alaska Steamship Dock
•Cruise Terminal
Auke Bay Loading Facility
Auke Bay Marine Station
Commercial Boat Yards (leased to Harri's Commercial Marine Services)
•Juneau Fisheries Terminal (Aurora Harbor)
•Auke Bay Loading Facility
44 Leases totaling several hundred acres of tidelands and waterfront properties
Echo Cove Campground

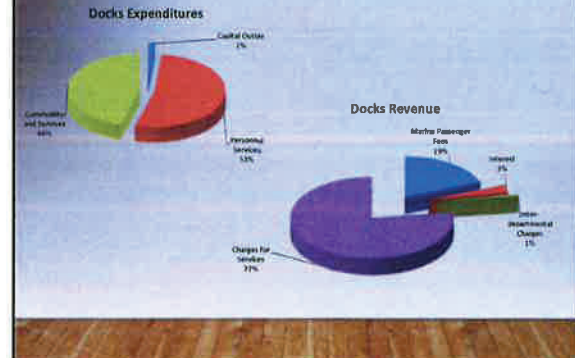
DOCKS - COMPARATIVES

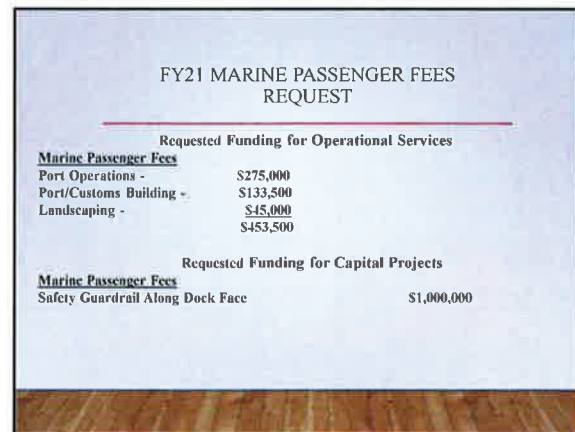
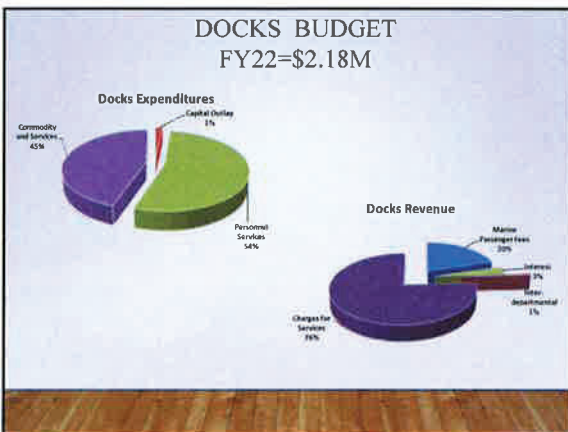
	FY19 Actuals	FY20 Amended Budget	FY20 Projected Actuals	FY21 Requested Budget	FY22 Requested Budget
EXPENSES:					
Personnel Services	\$ 973,400	1,034,200	1,100,200	1,133,600	1,173,300
Commodities and Services	737,700	900,200	903,300	981,400	979,200
Capital Outlay	-	35,000	35,000	35,000	35,000
Support to:					
Marine Passenger Fee	170,000	-	-	-	-
Capital Projects	2,235,000	-	-	-	-
Total Expenses	4,116,100	1,969,400	2,038,500	2,150,000	2,187,500
FUNDING SOURCES:					
Interdepartmental Charges	11,000	11,000	11,000	15,100	15,100
Charges for Services	1,505,900	1,562,000	1,660,000	1,660,000	1,660,000
Licenses, Permits and Fees	378,200	401,000	-	-	-
State Shared Revenue	-	-	-	-	-
Interest	133,200	54,300	70,000	70,000	70,000
Support from Marine Passenger Fee	457,600	55,000	55,000	408,500	442,500
Support from Port Development Fee	-	338,500	338,500	-	-
Total Funding Sources	2,485,900	2,440,800	2,154,500	2,153,600	2,187,600
FUND BALANCE:					
Beginning Available Fund Balance	4,268,300	2,638,100	2,638,100	2,395,600	2,399,200
Increase (decrease) in Fund Balance	(1,630,200)	112,000	(242,500)	3,600	100
End of Period Fund Balance	\$2,638,100	2,751,000	2,395,600	2,399,200	2,399,300
STAFFING:	13.01	13.01	13.76	13.76	13.76

DOCKS BUDGET FY20=\$2.15M



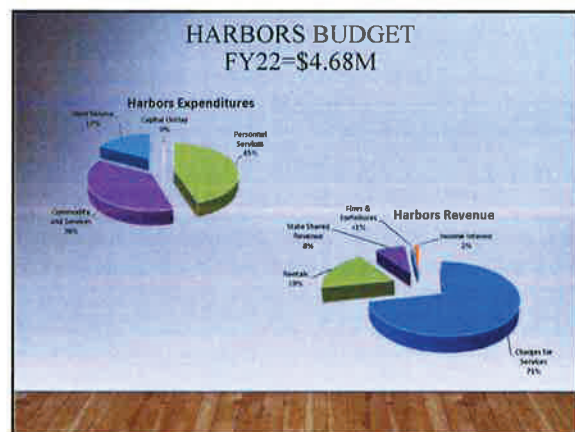
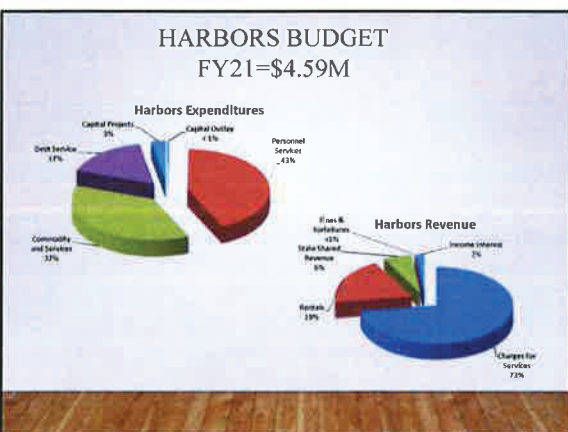
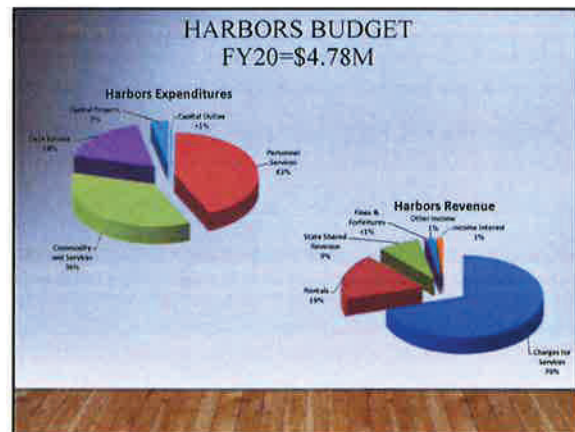
DOCKS BUDGET FY21=\$2.15M

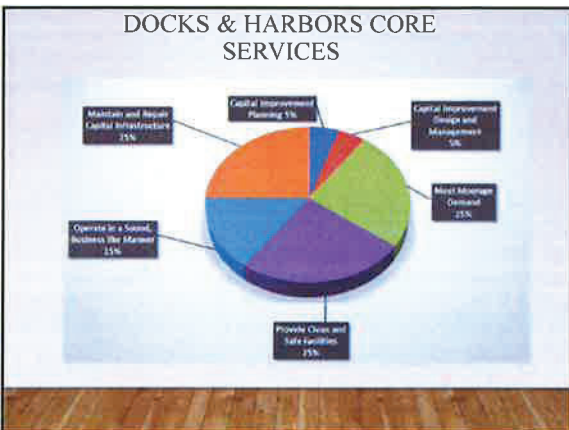
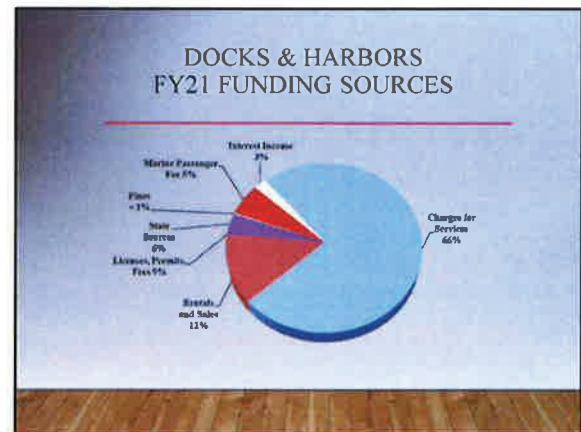




HARBORS - COMPARATIVES

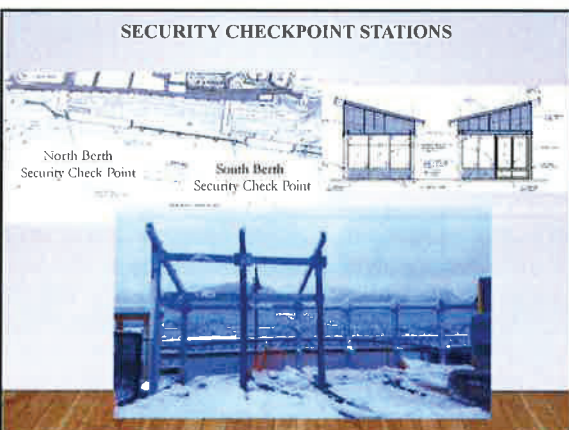
	FY19 Actuals	FY20 Amended Budget	FY20 Projected Actuals	FY21 Requested Budget	FY22 Requested Budget
EXPENSES:					
Personnel Services	\$ 1,830,400	1,910,000	1,804,600	1,872,800	1,935,000
Commodities and Services	1,352,700	1,465,800	1,499,700	1,629,700	1,626,800
Capital Outlay	11,900	10,000	10,000	10,000	10,000
Debt Service	639,900	738,100	738,100	738,400	737,600
Support to Capital Projects	-	140,000	140,000	125,000	-
Total Expenses	3,834,900	4,263,900	4,192,400	4,375,900	4,309,400
FUNDING SOURCES:					
Charges for Services	2,703,600	2,925,000	3,346,000	3,340,000	3,340,000
Rentals	910,300	890,000	887,000	890,000	890,000
State Shared Revenue	447,900	365,000	407,000	275,000	363,000
Fines and Forfeitures	15,400	20,000	15,000	15,000	15,000
Other Income	150,600	87,500	63,400	-	-
Interest Income	-	-	70,000	70,000	70,000
Total Funding Sources	4,227,700	4,287,500	4,788,400	4,590,000	4,680,000
FUND BALANCE:					
Fund Balance Reserve	749,500	749,500	749,500	749,500	749,500
Beginning Available Fund Balance	(460,300)	(67,500)	(67,500)	328,500	743,100
Increase (decrease) in Fund Balance	289,200	23,600	282,000	211,000	370,600
End of Period Fund Balance	\$ 682,000	705,600	1,278,000	1,492,600	1,863,200
STAFFING	17.08	17.08	16.33	16.33	16.33
DEBT REVENUE RATIO	~128%	~128%	~128%	~128%	~128%
(NOT) Meeting Debt Rev Ratio	984,718	754,888	1,326,480	918,330	968,680

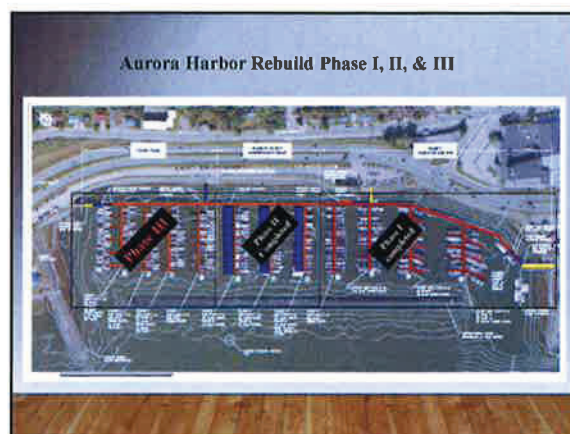




Docks & Harbors Capital Projects

Downtown Waterfront Improvements
Security Checkpoint Stations – Completion May 2020
Downtown Waterfront Improvements – Completion September 2020
Small Cruise Ship Moorage Study –
Large Berth Shorepower Design -
Statter Harbor Improvements
For Hire Facility Phase III A – Completion May 2020
For Hire Facility Phase III B – Completion May 2021
For Hire Facility Phase III C – Completion May 2022
Douglas Harbor
Pile Anode Installation – May 2020
Harris Harbor
Pile Anode Installation – May 2021
Aurora Harbor
Phase III - Future





CBJ DOCKS AND HARBORS

FY20/FY21/FY22 BUDGET

Values

- Service Excellence
- Continuous Improvement
- Integrity