CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, March 9th, 2016

I. Call to Order (5:00 p.m. in City Hall Conference Room 224)

II. Roll Call (John Bush, Tom Donek, David Summers, Bob Janes, and Budd Simpson)

III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED

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

V. Approval of Wednesday, February 10th, 2016 Operations/Planning Meetings Minutes

VI. Consent Agenda - None

VII. Unfinished Business

1. Enforcement Regulation for User Fee Collection (Passenger for Hire Non-Payment Issue)
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

VIII. New Business

1. Moorage Rate Proposal
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: RECOMMEND THAT THE BOARD EXERCISE ITS OPTION TO NOT ALLOW MOORAGE FEES TO BE ADJUSTED BY THE CPI FOR THE PERIOD OF JULY 2016 THROUGH JUNE 2017. FOR SUBSEQUENT CPI ADJUSTMENTS; ADJUST AURORA, HARRIS AND DOUGLAS FEES BY THE APPLICABLE CPI PERCENTAGE AND ADJUST STATTER FEES BY THE DOLLAR AMOUNT APPLIED TO THE DOWNTOWN HARBORS. ALLOW A 10% DISCOUNT ON 12

MONTH ADVANCE PAYMENTS AND 5% DISCOUNT ON 6 MONTH ADVANCE PAYMENTS. LEAVE THE IVF/RESERVATIONS RATES AS IS AND ASK UNANIMOUS CONSENT.

2. IVF Needs and Expansion of Usage Options
   Presentation by the Harbormaster

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

3. CPI Adjustment
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: RECOMMEND TO THE BOARD TO WAIVE THE CPI ADJUSTMENT FOR FY17.

4. Live-aboard Parking at Statter Harbor
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

5. Nordic Tug (Alaska Memories) Sublease Application
   Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

IX. Items for Information/Discussion

1. Future of IVF and New Dock - Competing Interests, Longer Range Plan, Usage options
   Presentation by the the Port Director

Committee Discussion/Public Comment

2. Boat Shelters- Longevity & Management
   Presentation by the the Port Director

Committee Discussion/Public Comment

3. Taku Harbor and Stockade Point Assessment
   Presentation by the Port Director

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- **Wednesday, April 20th, 2016.**

XII. Adjournment

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
Wednesday, February 10th, 2016

I. Call to Order

Mr. Simpson called the meeting to order at 5:06 p.m. in City Hall Room 224.

II. Roll Call

The following members were in attendance: Tom Donek, Robert Janes, and Budd Simpson.

Also in attendance were: Dave Borg – Harbormaster, Gary Gillette – Port Engineer, and Teena Larson – Administrative Officer.

Absent: John Bush and David Summers

III. Approval of Agenda

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

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items

Howard Lockwood, Juneau, AK

He said he has been working with the Coast Guard and is here to give a briefing on the salvage of the Challenger. He said the salvage will take place from the 14th to the 17th of this month. The Coast Guard intends to take it to the AML dock and then to the Little Rock Dump beach to continue with the salvage.
He said he is also working with PND on a revised Mega Yacht Harbor plan.

Mr. Simpson asked if junk will be left over after the salvage operation is complete?

Mr. Lockwood said they would clean it up. The beach area it will be sitting on for salvage operation was a previous dump site. They are working very closely with EPA.

Mr. Borg said he has been working with the Coast Guard also. The Coast Guard is working on getting all the permits. ADOT has property rights, AEL&P has an easement, and Docks & Harbors has property concerns. He said he asked for permits, permissions from all parties involved, and a plan to review before the Challenger is brought to the Little Rock Dump beach. The Challenger will go to the AJ dock first where they will test for hazardous material and then to the beach location.

V. Approval of January 20th, 2016 Operations-Planning Meeting Minutes

Hearing no objection, the January 20th, 2016 OPS/Planning minutes were approved as presented.

VI. Consent Agenda - None

VII. Unfinished Business - None

VIII. New Business

1. Auke Bay Loading Facility Fees

Mr. Simpson said in the packet is a letter from Mr. Weltzin summarizing his concerns with the ABLF operations.

Paul Weltzin, Juneau Alaska

Mr. Weltzin said he asked Mike Svenson and Stan Savland to come to the meeting tonight. Mr. Svenson is a shipwright, a welder, and a fabricator, and Mr. Savland is a fisherman who resides in Hoonah, but is a frequent user of the ABLF. Mr. Weltzin said Mr. Svenson is seeing a significant impact to his business and is concerned Juneau will lose high quality vendors. Mr. Weltzin said he has used the Gitkov dock before, but at that location the barge face is a brutal environment. This has to do with how Gitkov's barge is oriented to the summer boat traffic. People with commercial boats are leaving Juneau to go to other ports that are friendlier to their cause, and this will just hurt the whole Juneau community. He said people are not going to use the ABLF anymore and are going to go back to using Statter Harbor. The ABLF was built to get the separation of user groups because of the conflicts. He doesn't want to have to go to a different town to get his off season work done on his boat. He said in order to know how much the ABLF makes, there needs to be good data and be able to compare year by year. Is there going to be enough revenue generated for the maintenance and repair needed at this facility and replace items after they reach their useful life? He said he believes his use of the dock is a large driving factor to the sweeping changes in rules, regulations, and fees. He has heard people complained about his extensive use of the ABLF. The ABLF is by reservation only and he calls days in advance to reserve. He spends over $20,000 a year at the ABLF. He said his boat, which is a 75' landing craft with 180,000 pounds of freight capacity, is not like any other boat at the ABLF. A gillnetter will come in to swap nets, which takes a short amount of time, and then they are gone. In the rate structure, is says people can use the dock free for two hours and he does not agree with that. If someone calls in to make a reservation it is using staff time and money should be collected. Free dock use for two hours is revenue not being captured at this facility. He suggested to establish an annual user fee for the short time type of usage. When someone makes a reservation they need to have real money tied to it so they show up and don't frivolously waste everyone's time. He said in his letter he didn't propose changes, but he would like to be a part of the solution.

Mr. Simspson said previously, the Harbor Fee Review Committee spent a lot of time going over the fee structure for the ABLF. The Committee tried to get as much fee information as possible and then heard a lot of testimony to try to determine a rational fee schedule. The Committee wanted to encourage the right kind of use and discourage the abuses. The Committee looked at the items you have concerns about, but in some cases reached different conclusions. He appreciates that Mr. Weltzin is not just griping about how the Committee raised rates or established rates, but offering suggestions and constructive solutions. He said he will look at the items Mr. Weltzin has on his list of concerns.

Mr. Gillette asked if Mr. Weltzin was talking about the float or the ramp?

Mr. Weltzin said primarily the drive down dock.

Mr. Gillette said he thought he was using the ramp.

Mr. Weltzin said he uses both.

Mr. Borg said the ramp fees were lowered.

Mr. Gillette said the float was not built for the type of loading Mr. Weltzin is doing with a forklift. Forklifts tear up decking. The whole idea of a loading ramp was for your type vessel and operation.

Mr. Weltzin said by using the drive down dock saves him a lot of time, effort, and expense. He is the only one that uses that dock for loading like he does. He has helped other people with his forklift when the cranes have been out of order. He said he is gone for 150 days a year on average. He said he comes in late at night, loads for a full day and is gone again. He has not seen anything that says no forklift on the dock. He hopes that day never comes because the usefulness of the facility will diminish for him. He tries to be respectful on the dock with the machines. He said it is a fantastic facility in terms of usefulness. The gate at the top of the ramp is his #1 fear.

Mr. Borg said he discussed a gate at an earlier meeting with Mr. Weltzin because he mentioned that the drive down ramp wasn't generating any revenue. At that time, Mr. Weltzin thought a ramp would be a good idea. The other problem on the drive down float was that people were misusing it by not moving.

Mr. Weltzin said he is up and down the ramp about 30 times in a typical day and a gate would be a challenge.

Mr. Borg said to have less wear and tear on the drive down float, the ramp rates were lowered to encourage use.

Mr. Gillette asked if he uses the cranes?

Mr. Weltzin said no, he has his own crane. Instead of the gate, he is thinking of alternate ways CBJ can capture revenue with the least amount of effort and expense. He suggested a flat annual commercial user fee for every boat that wants to come to the ABLF. The gate will just cause congestion. He would like an incentive for people to come and use the dock. He would like off season rates. He said CBJ charged the Majestic Fjord $4,000 for 22 days on the dock. He said his vessel is 10' longer and he could park his boat in Hoonah for two years for that amount.

Mr. Borg said the vessel operators were completely aware of the charges and did not have any problem with paying the fees. They had three parking spaces, crane use, easy access, and convenience. They just reserved space again and are coming back.

Committee Questions

Mr. Donek asked if Mr. Svenson is now losing business because Docks & Harbors is now charging a fee to tie up at the dock.

Mike Svenson, Juneau Alaska
Mr. Svenson said he uses it as a work float and not a loading float. It is not large enough for all the user groups. He said he has big projects which he has to take the boat apart, do the project, and put it back together. His business is projects and keeping the local fleet running. No one is complaining that he is at the dock for days and weeks, because he always accommodates by moving or making space on the dock. The float is moving more toward a quick in an out area and he does project work that is not a quick in and out. The gate would be bad for his operation. He is constantly running back and forth for parts.

Mr. Donek asked if the area set aside for the work zone is costing him his business?

Mr. Svenson said the higher fees will scare him and his clients away from the ABLF. The $4,000 for 22 days would not be feasible for him.

Mr. Weltzin said very few users are aware of the rate structure. He thought the work zone area was going to have more relaxed rates.

Mr. Borg said the ABLF was never intended to be a moorage facility and that is why the rates were raised. There was a lot of people that got on the dock and said they were broke and couldn't move. The higher rates are to encourage turn around. He said when people call for reservations, the office staff makes sure people know the fees when they call. Mr. Borg said the customer who reserve that space just say they better get there work done in a day or two. The fees do affect Mr. Weltzin more than anyone because he is one of the biggest users.

Public Discussion -

Stan Savland, Hoonah, Alaska
He said he has a 58' fishing vessel and would not pay $4,000 for moorage at the ABLF for 22 days. He will be in Statter Harbor for a month for Mr. Svenson to do work on his vessel. It would be much more convenient to be able to drive up to the boat every day but he can moor at the Statter Harbor dock for $400. He suggested to have a lower rate at the work zone during the off season. He said he does use the area when he needs to load supplies on the boat. Having an extra gate would be very inconvenient.

Committee Discussion/Action

Mr. Janes asked Mr. Weltzin to bring back suggestions on user fees for the ABLF to a work session. It is important to keep commerce alive and have a facility that is vital. Docks & Harbor would like to have less abusing and more good use.

Mr. Weltzin suggested to talk to Ketchikan and Petersburg to see how they manage their facilities.

Mr. Borg said Ketchikan is too new.

Mr. Simpson told Mr. Weltzin to give his specific ideas and how they relate to the current fee structure to Mr. Borg and this item will be scheduled on the Harbor Fee Review Committee meeting.

Mr. Janes said Docks & Harbors does not want to chase service out of town that serve our fishing fleet. Getting input from users is very helpful to make a decision to keep our revenue coming in, and doesn't keep you from coming back. He suggested an off season rates.

Mr. Svenson suggested to have the work zone area a different rate, either match the Statter Harbor rate or slightly more.

Mr. Borg said the higher fees were to make a user more responsible with what they were going to do. He said he needed to get the users attention, and he also requires a scope of work before they are allowed to tie up.

2. Amalga Harbor Fish Cleaning Float Feasibility Study

Mr. Gillette said this started with the idea for a better fish cleaning station. The original idea was to have a remote float, but there was a number of alternatives. The State Troopers do not like the remote float because of the creel count and the Fish & Game laws. Without being able to do the remote float, the idea of extending the existing float which has four different alternatives was discusssed. The alternative 4c was the chosen alternative.
Docks & Harbors received a grant from Fish & Game to do this study. The direction from the full Board was to send it back to the OPS/Planning Committee for more discussion. One of the things the full Board was discussing was how the Amalga use is going to change once Statter Harbor is finished.

Committee Questions

Mr. Donek said he is thinking a lot of people will come back to Statter Harbor this summer, but in 2017 people will move back out to Amalga.
Mr. Simpson asked if he thought a better fish cleaning area would be good for Amalga?

Mr. Donek said something needs to be done, but he is not sure this is the solution. With no running water, the fish cleaning station is going to be a mess.

Mr. Janes said with no money appropriated, could we set this aside until we figure this out.

Mr. Gillette asked Mr. Teske how Sitka manages the remote fish cleaning station?

Mr. Teske, Dept. of Fish & Game Sport Fish Management Biologist
He said the Sitka remote fish cleaning float at Sealing Cove was paid for by City funding and not by Fish & Game and sees little use. Sitka is able to meet it's creel sampling goals from mainly Thompson Harbor. As far as enforcement, there is a regulation in place that an individual is not allowed to fillet or de-head their fish while they are at sea until back at a City port. The Sealing Cove float is considered part of the Sitka road system and considered to be at port. Enforcement is able to monitor by boat patrol and observation from shore.
He sent this study to the State Troopers and they said it would be a lot more expensive to do a boat patrol at Amalga and it is a high traffic area. They would prefer shore based access for people cleaning their fish.

Mr. Gillette said Docks & Harbors received a $50,000 grant for the feasibility study. Are there funds available if the Board were to go forward with this project?

Mr. Teske said annually Fish and Game receives federal funding sources for boating access. Projects are submitted and it is divided throughout the state.

Mr. Donek said this is not going to happen this year. We need to apply for permits and need contracting. This would more likely be in 2017 or 2018. He suggested to have two special tables built at the end of the float that could be in place for this season.

Mr. Janes suggested staff do research on fish cleaning tables for the end of the float.

Mr. Teske said Fish & Game has the material including the cutting tops, Docks & Harbors would need to find someone to put the tables together.

Mr. Donek suggested to have Mr. Moeser go out and look at the float and design two tables.

Mr. Teske said he still recommends to extend the float to relieve some of the congestion.

Mr. Gillette said there could be enough remaining funds from the feasibility study to design the float. He is not sure how the grant money will be affected if we decide to wait.

Mr. Donek said the grant can be extended.

Mr. Teske said the congestion issues will still exist in July & August and will not go away. Fish & Game receives 30% to 40% of their creel samples, over 50% of their Halibut samples, and 90 % of all other ground fish from Amalga Harbor.

Public Discussion - None

Committee Discussion/Action

MOTION By MR. JANES: TO PUT THE FISH CLEANING FLOAT FEASABILITY STUDY AND DESIGN OFF FOR ONE YEAR UNTIL WE SEE WHAT THE USE OF THE NEW STATTER HARBOR IMPACTS AMALGA AND GO OUT FOR COST ESTIMATES TO CONSTRUCT TWO TABLES TO INSTALL ON THE EXISTING DOCK AT AMALGA FOR THIS YEAR AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

3. Auke Bay Loading Facility Minor Maintenance

Mr. Borg said this is to make available an area for commercial launch ramp permit holders to haul out boats for minor maintenance and/or inspection. The area would be used by reservation only through the Statter Harbor Office. The fee will be $25.00 per use, no more than three hours per vessel. There would be absolutely no bottom cleaning, pressure washing or painting authorized in this area. Any work of this nature must be coordinated with Harri's Commercial Marine.

Committee Questions

Mr. Simpson asked if this was for owner/operators or commercial users?

Mr. Borg said it would be for commercial users, but could be on a case by case basis.

Mr. Janes said his company will use this area over 30 times this summer generating $800 to $1000 in revenue. He would like to be able to replace the lower unit also.

Mr. Borg suggested to add, propeller/lower unit replacement, to the permissible use.

Mr. Gillette asked if people were required to put something down under the work?

Mr. Borg said they are required to put a tarp down.

Public Comment

Dennis Watson, Juneau Alaska

He said he looked on our website under Auke Bay Loading Facility and did not see any rates posted. He thinks the rates should be on the site and easy to find.

Committee Discussion/Action

MOTION By MR. JANES: TO ADOPT THE ABLF WORK ZONE DOCUMENT AS PRESENTED AND AMENDED AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection

4. Andrew's Marina New Lease Application

Ms. Larson said Docks & Harbors received an application to renew a lease for Andrew's Marina. The old lease was 55 years and will expire on April 25th, 2016.

An appraisal is being conducted at this time and be available on March 4th. This will go to the Finance committee after the appraisal is received.

Committee Questions –

Mr. Simpson asked what action needs to be taken now?

Ms. Larson said staff needs to know if there is any reason to not move forward with the lease application in the packet.

Mr. Gillette said this is an existing state lease that management was given to the City .

Mr. Simpson said on the map, he noticed the floats are not exactly within the lines.

Mr. Janes asked if this would be a good time to clear up if the floats are encroaching on property outside their boundary?

Mr. Donek said that would require a surveyor establish boundaries of ATS 33 and the floats. Do a subdivision on the piece that is outboard that the float is encroaching on so that little piece could be leased to them.

Mr. Simpson suggested to give them an easement for the encroachment or add wording "if it encroaches" to the lease.

Public Comment – None.

Committee Discussion/Action

Mr. Simpson said the Committee wishes to proceed with the lease application and note the concern of the potential encroachment and the suggestion for allowing an easement.

NO MOTION NEEDED.

5. Enforcement Regulation for User Fee Collection

Ms. Larson said the administrative staff has been struggling with passenger-for-hire reporting and payments. It is continually contacting companies to get them to report and pay. There is still one company that reported in September but has not paid. Staff is suggesting to add language in regulation that would help get Passenger-for-hire companies attention.

> Passenger-for-hire reporting & payments – Monthly passenger reporting forms, and payments in full must be submitted to Docks & Harbors within 30 days of the end of each month.
> Failure to comply will result in immediate permit suspension. The permit will not be reinstated until all required forms and payments are submitted to Docks & Harbors along with an administrative reinstatement fee of $100 per vessel. Multiple instances (3+) of non-compliance in a single season may render a company ineligible to receive a Passenger-for-Hire permit for the following season.

Mr. Borg said this is taking a large amount of staff time with e-mails, calls, and letters. He recommends something is adopted.

Committee Questions

Mr. Donek asked if this would change Title 85?

Mr. Janes said in order to enforce this it would need to be in regulation.

Public Comment –

Stan Savland, Hoonah, Alaska
He asked if this fee was collected upfront?

Mr. Borg said no, it is charged by the passenger. In the past, we did charge a specific company by capacity to get their attention. That worked, but this year they provided the amount of passengers at the end of the season, but didn't pay and left town until next season.

Mr. Savland suggested to ask for something upfront.

Ms. Larson said they pay a small per vessel permit fee upfront.
Mr. Janes said the Forest Service requires 1/3 of your estimated use paid up front. The second 1/3 is in due in July, and the final 1/3 is due at the end of the season.

Mr. Savland suggested that if a company is delinquent starting the next year to have them fall under other rules and have them pay the past arrears and 1/3 of that amount up front for the next season.

Committee Discussion/Action

MOTION By MR. JANES: MOVE THAT THE PASSENGER FOR HIRE NON-REPORTING AND NON-PAYMENT PENALTIES AS RECOMMENDED BY STAFF BE ADOPTED AND FORWARD TO THE FULL BOARD AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information

1. Marine Power Cord Safety Replacement Program

Mr. Borg said Docks & Harbors received a complaint about our electrical service which was sent directly to the State Office of Labor Safety Branch also known as AKOSHA. At that time, staff requested AKOSHA come do a work place site visit. One of the glaring issues throughout the harbor system was the large number of inadequate power cords going from the power pedestals to vessels and boat shelters. Many are deteriorated, have unauthorized repairs, plug adaptors, improperly pass through shelter bulkheads/walls or are under rated. Staff has not done a good job of policing this in the past. He said he had a discussion with the Port Director and tried

to come up with a good balance to change out the inadequate cords. He said he is proposing to purchase 50 cords and offer the customer a one time power cord buy back. This would mean the customer pays half and Docks & Harbors will pay the other half for a new power cord. Mr. Borg said a standard price for a power cord is $87.00.

Committee Discussion/Public Comment – None.

Mr. Janes suggested to get a quote locally for 50 power cords.

Mr. Simpson asked if they have to turn in their old power cord to be able to get the new one.

Mr. Borg said yes.

Mr. Donek asked how it will work for the transient boaters?

Mr. Borg said they will have spares power cords to use for that purpose.

X. Staff, Committee and Member Reports –
Mr. Gillette said he was in Tacoma on Friday and saw both of the Cruise Ship Berth pontoons completed in the graving yard and at 2:30 am on Monday watched them come up and float. They floated their gate out of the way and floated the pontoons out. He said he has photos that he will bring to the Board meeting.

Mr. Simpson asked Mr. Gillette to send them in an e-mail. He asked if they tested the pontoons for leaks?

Mr. Gillette said Concrete Technology Corporation (CTC) is keeping them at their dock for a couple of weeks. They've detected a small leak in one cell and will patch that. There was no other structural damage noticed so they did not see the need to have divers inspect the bottom. Staff made the decision to hire Global Diving for $4,000 to video the bottom of the pontoons for our records and if they found something it would be easier to fix it at CTC. Manson will hire a diver in Juneau to video the bottom of the pontoons when they arrive in Juneau to make sure there was no damage during the trip before Docks & Harbors accepts the pontoons.

Mr. Borg reported –

- He received good feedback from the Seattle Boat Show. He said a lot of people said they would be coming back to Juneau this year. There were 58,000 people that attended the boat show which is a 1.3% increase from last year.
- Staff is working on the OSHA list and is 90% complete. The remaining items will be completed by Anchor Electric.
- The Statter Harbor old boat yard area is getting cleaned up and ready for the summer season parking.

- He received a call the blocks placed at Fritz Cove have been moved. They went back out this morning and moved the blocks back, by 4:30 today, the blocks were moved out of the way again.
- Staff replaced a table at Amalga that caved in.

Mr. Janes asked if the gate at Fritz Cove will hold up when it is in place?

Mr. Borg said he is working on it.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – March 9th at 5:00 pm.

XII. Adjournment

The Operations-Planning Committee Meeting adjourned at 7:25 p.m.

Port of Juneau

2015
Passenger for Hire Monthly Passenger Report
And Payment Submittal Form

05 CBJAC 15.030(h) Dockage Charge and 05 CBJAC 20.080 Passenger for hire fee defines the fee assessed to a person conducting passenger-for-hire activities at the Intermediate Vessel Float, Marine Park Lightering Float, Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor or Statter Harbor Launch Ramp.

Persons conducting passenger-for-hire activities are required to submit this passenger report and pay the assessed fees on a monthly basis. This report and payment must be made to the City and Borough of Juneau within thirty (30) days following the previous month's passenger–for-hire activities. The report and payment is to be sent to the CBJ Port Office, 155 S. Seward St., Juneau, AK 99801.

Permit Sticker Number: _____ For month of: _____, 2015

Docks and Harbors Fees:

1. Inspected Vessel (with annual permit) $1.25 per passenger per day, per month = $_____
2. Subtotal = $_____
3. CBJ Sales Tax (5%) Subtotal X 0.05 = $_____
4. Total Amount Due Subtotal + CBJ Sales Tax = $_____

Business Name: _____ Signature: _____

Passenger for Hire non-reporting and non-payment penalties

The City and Borough of Juneau Docks and Harbors, under the authority of 05 CBJAC 20.80, issues a Passenger-for-Hire Permit for the use of designated areas at Douglas Boat Harbor, Harris Harbor, Aurora Boat Harbor, Statter Boat Harbor, Intermediate Vessel Float, or the Marine Park Lightering Float.

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

(1)Calendar year 2015 permit: $300.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $400.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $500.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2)Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

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

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

(1)Calendar year 2015 permit: $50.00 per vessel plus $1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $100.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $150.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2)Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

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

Staff Recommends adding the below to regulation –

Passenger-for-hire reporting & payment - Monthly Passenger reporting forms, and payment in full must be submitted to Docks & Harbors within 30 days of the end of each month.

Failure to comply will result in immediate permit suspension. The permit will not be reinstated until all required forms and payment are submitted to Docks & Harbors along with an administrative reinstatement fee of $100 per vessel.

Multiple instances (3+) of non-compliance in a single season may render a company ineligible to receive a Passenger-for-Hire permit for the following season.

REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapter 20
SMALL BOAT HARBOR FEES AND CHARGES

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

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

Section 2. Amendment of Section. 05 CBJAC 20.080 Passenger-for-hire fee, is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.
…

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

(1) Calendar year 2015 permit: $300.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $400.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $500.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

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

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

(1) Calendar year 2015 permit: $50.00 per vessel plus $1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: $100.00 per vessel plus $1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: $150.00 per vessel plus $1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest $1.00 for the vessel permit and nearest $0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

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

(f) Passenger-for-hire reporting, payment late fees, and enforcement.

(1) Passenger-for-hire monthly passenger report and payment submittal form, with payment of fees in full, must be submitted to Docks and Harbors within 30 days of the end of each month.

(2) Whenever the director reasonably believes a monthly passenger report is inaccurate or a permittee fails to timely submit a monthly passenger report, the director may send a demand for a fee assessment to the delinquent permittee. The assessment shall be based on an estimate of the number of passengers-for-hire the permittee served, which may be determined by—but is not limited to—the permittee's history, similar permittee operations, and market conditions. The demand shall be personally served or mailed to the permittee's last known address, by certified mail and return receipt requested. The permittee shall have ten days, from the day the demand was delivered, to cure, pay the assessment, or file for an informal hearing before the director. The director may affirm, amend, or withdraw the assessment after the informal hearing. The amended assessment, or the original assessment if no amended assessment is made within five days of the hearing, shall be the final assessment for the purpose of determining the permittee's liability for the delinquent passenger report(s). If the permittee appeals the director's decision to the docks and harbors board, the permittee has the burden to prove the director's assessment is not supported by substantial evidence.

(3) A permit may also be suspended or revoked by the director upon written findings that the permittee violated these regulations. The permittee shall be provided at least ten day's notice and an opportunity to be heard at an informal hearing before the director on the suspension or revocation. The notice shall be personally served or mailed to the permittee's last known address, by certified mail and return receipt requested. The permit shall be automatically suspended or revoked if the permittee fails to request a hearing within ten days of delivery of the notice.

(4) A suspended or revoked permit will not be reinstated until all required forms, payments or assessments, and an administrative reinstatement fee of $100 per vessel are submitted to Docks and Harbors.

(5) If an owner of a vessel fails to comply with the requirements of this section three or more times during a calendar year, the owner of a vessel may be ineligible to receive a passenger-for-hire permit the following year. If the owner of a vessel owns more than one vessel, all vessels owned by that owner would be ineligible from receiving a passenger-for-hire permit the following year.

(6) A director's decision may be appealed to the docks and harbors board by filing a notice of appeal setting forth the reasons the decision is being appealed with the docks and harbors department office within ten days of a director's decision. Appeals shall be conducted according to CBJ 01.50.

Comment [RP1]: Do you have a template available for permittees to fill out?

Comment [RP2]: Do you have an administrative system that can keep track of the reporting timeframes per permit, so we are not accused of selective enforcement (i.e. arbitrary in suspending permits)?

Comment [RP3]: What if somebody does not have "sufficient" records or if you suspect fraud? Do you want to create an estimate provision like we do with sales tax? See 69.05.100(a).

I could envision something like this.

Comment [RP4]: This is my suggested language. We could also modify the language at 5 CBJAC 10.080(e).

Comment [RP5]: We need to add an appeal process like 5 CBJAC 01.090 or 10.080 to the assessment and the permit suspension/revocation. I have drafted one, but feel free to change anything.

Section 3. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on _____, 2016, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

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

Date: _____

_____
Carl Uchytil
Port Director

Legal Review

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

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

Date: _____

_____
Robert H. Palmer, III
Assistant Municipal Attorney

Assembly Review

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

Date: _____

_____
Laurie J. Sica, Clerk

Filing with Clerk

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

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

Date: _____

_____
Laurie J. Sica, Clerk

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

Moorage Rates

DOUGLAS, HARRIS AND AURORA HARBORS		
	Effective thru June 30, 2016	Effective July 1, 2016
Skiff	$600 per year	$600 per year
Daily	55¢ per foot	55¢ per foot
Monthly	$4.25 per foot	$4.25 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment

STATTER HARBOR		
	Effective thru June 30, 2015	Effective July 1, 2016
Skiff	$600 per year	$600 per year
Daily Moorage	55¢ per foot	55¢ per foot
Monthly	$7.15 per foot	$7.20 per foot
Annual (July 1 – June 30)	5% discount on 12-month advanced payment	5% discount on 12-month advanced payment
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.75¢ per foot $1.50 per foot per day $2.50 per foot per day $3.00 per foot per day

INTERMEDIATE VESSEL FLOAT (IVF)		
	Effective thru June 30, 2015	Effective July 1, 2016
Daily (Oct. 1 – Apr. 30)	55¢ per foot	55¢ per foot
Monthly (Oct. 1 – Apr. 30)	$4.25 per foot	$4.25 per foot
Reservations (May 1 – Sept 30)	Fishing Vessels Other Vessels <65' Other Vessels ≥ 65' Other Vessels ≥200'	0.75¢ per foot $1.50 per foot per day $2.50 per foot per day $3.00 per foot per day

Residence Surcharge

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

- A 5% City & Borough of Juneau sales tax may apply to all fees
- Disclaimer – The above rates do not take the place of the published fee regulations. For additional information, see the Harbormaster.

Launch Ramp Rates

Recreational – Year (includes Kayaks)	$90
Recreational – Day	$15
Commercial – Year	$250
Freight Use – Personal	Up to ¼ hour – no charge Over ¼ hour: $15 per ½ hour of use beyond ¼ hour with $15 min. charge
Freight Use – Commercial	Up to 1 hour $60 Over 1 hour $30 for each additional hour

Parking Rates

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

Shorepower

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

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

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

Services Provided

Power
Potable water (Year round downtown and Statter A&B Floats)
Restrooms (Auke Bay & Aurora)
Showers (Statter Harbor, Harbor Washboard, Augustus Brown Pool)
Free Sewage pump-out (Douglas, Harris, and Statter)

[Department of Labor and Workforce Development / Research and Analysis Section]

Consumer Price Index (CPI)

Consumer Price Index for Anchorage Municipality & U.S.
Not Seasonally Adjusted
All Items - All.1 Urban Consumers
(CPI-U) 1960-Present

	1st Half (Jan-Jun)				2nd Half (Jul-Dec)				Annual			
	Anchorage		U.S.		Anchorage		U.S.		Anchorage		U.S.	
Year	Average	Percent Change From Same Half Previous Year	Average	Percent Change From Same Half Previous Year	Average	Percent Change From Same Half Previous Year	Average	Percent Change From Same Half Previous Year	Average	Percent Change From Previous Year	Average	Percent Change From Previous Year
2015	217.111	1.1	236.265	-0.1	216.706	-0.1	237.769	0.3	216.909	0.5	237.017	0.1
2014	214.777	1.9	236.384	1.7	216.833	1.4	237.088	1.5	215.805	1.6	236.736	1.6
2013	210.853	2.7	232.366	1.5	213.910	3.5	233.548	1.4	212.381	3.1	232.957	1.5
2012	205.215	2.5	228.850	2.3	206.617	2.0	230.338	1.8	205.916	2.2	229.594	2.1
2011	200.278	2.8	223.598	2.8	202.576	3.6	226.280	3.5	201.427	3.2	224.939	3.2
2010	194.834	2.5	217.535	2.1	195.455	1.0	218.576	1.2	195.144	1.8	218.056	1.6
2009	190.032	1.3	213.139	-0.6	193.456	1.1	215.935	-0.1	191.744	1.2	214.537	-0.4
2008	187.659	4.6	214.429	4.2	191.335	4.5	216.177	3.4	189.497	4.6	215.303	3.8
2007	179.394	1.5	205.709	2.5	183.08	2.9	208.976	3.1	181.237	2.2	207.342	2.8
2006	176.7	4.2	200.6	3.8	177.9	2.2	202.6	2.6	177.3	3.2	201.6	3.2
2005	169.6	2.4	193.2	3.0	174.1	3.8	197.4	3.8	171.8	3.1	195.3	3.4
2004	165.6	2.8	187.6	2.3	167.8	2.4	190.2	3.0	166.7	2.6	188.9	2.7
2003	161.1	2.3	183.3	2.5	163.9	3.1	184.6	2.0	162.5	2.7	184.0	2.3
2002	157.5	2.0	178.9	1.3	159.0	1.9	180.9	1.9	158.2	1.9	179.9	1.6
2001	154.4	2.9	176.6	3.4	156.0	2.7	177.5	2.2	155.2	2.8	177.1	2.8
2000	150.0	0.9	170.8	3.3	151.9	2.4	173.6	3.5	150.9	1.7	172.2	3.4
1999	148.6	1.3	165.4	1.9	148.3	0.9	167.8	2.5	148.4	1.0	166.6	2.2
1998	146.7	1.8	162.3	1.5	147.0	1.1	163.7	1.6	146.9	1.5	163.0	1.6
1997	144.1	1.6	159.9	2.6	145.4	1.2	161.2	2.1	144.8	1.5	160.5	2.3
1996	141.8	2.6	155.8	2.8	143.7	3.0	157.9	3.1	142.7	2.7	156.9	3.0
1995	138.2	2.9	151.5	3.0	139.5	2.7	153.2	2.6	138.9	2.9	152.4	2.8
1994	134.3	2.1	147.2	2.4	135.8	2.3	149.3	2.8	135.0	2.1	148.2	2.6
1993	131.5	3.3	143.7	3.2	132.8	2.9	145.3	2.8	132.2	3.1	144.5	3.0
1992	127.3	3.2	139.2	3	129.1	3.5	141.4	3.1	128.2	3.4	140.3	3.0
1991	123.3	5.5	135.2	5.1	124.7	3.6	137.2	3.5	124.0	4.6	136.2	4.2
1990	116.9	5.4	128.7	4.9	120.4	7.0	132.6	5.8	118.6	6.2	130.7	5.4
1989	110.9	2.3	122.7	5.1	112.5	3.3	125.3	4.7	111.7	2.9	124.0	4.8
1988	108.4	0.1	116.8	3.9	108.9	0.7	119.7	4.2	108.6	0.4	118.3	4.1
1987	108.3	0.0	112.4	3.0	108.1	0.7	114.9	4.4	108.2	0.4	113.6	3.6
1986	108.3	3.4	109.1	2.3	107.4	0.5	110.1	1.5	107.8	1.9	109.6	1.9
1985	104.7	1.9	106.6	3.6	106.9	2.9	108.5	3.4	105.8	2.4	107.6	3.6
1984	102.7		102.9		103.9		104.9		103.3	4.1	103.9	4.3
1983									99.2	1.8	99.6	3.2
1982									97.4	5.4	96.5	6.2
1981									92.4	8.1	90.9	10.3
1980									85.5	10.2	82.4	13.5
1979									77.6	10.5	72.6	11.3
1978									70.2	7.0	65.2	7.6
1977									65.6	6.7	60.6	6.5
1976									61.5	7.7	56.9	5.8
1975									57.1	13.7	53.8	9.1
1974									50.2	10.8	49.3	11.0
1973									45.3	4.4	44.4	6.2
1972									43.4	2.6	41.8	3.2
1971									42.3	2.9	40.5	4.4
1970									41.1	3.8	38.8	5.7
1969									39.6	3.9	36.7	5.5
1968									38.1	2.4	34.8	4.2

05 CBJAC 20.030 - Daily moorage fees.

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

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

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

05 CBJAC 20.040 - Downtown monthly moorage fees.

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

(1) From July 1, 2013 to June 30, 2014, $4.15 per foot; and

(2) Each moorage year after June 30, 2014, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the moorage year, rounded to the nearest five cents, unless the docks and harbors board takes action to keep the fee the same as the previous year.

05 CBJAC 20.041 - Statter Boat Harbor monthly moorage fees

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

(1) From July 1, 2013 to June 30, 2014, $6.95 per foot; and

(2) Each moorage year after June 30, 2014, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index as reported by the Alaska Department of Labor for the calendar year preceding the moorage year, rounded to the nearest five cents, unless the docks and harbors board takes action to keep the fee the same as the previous year.

February 6

Dear Port Director Uchytil, Harbor Master Borg and Honorable Board Members,

I am writing to The Docks and Harbor Board proposing a change in the parking regulations for Statter Harbor. I propose the area which has been vacated by Harri's Commercial Marine be utilize for patron parking. Specifically some of this area should be assigned for live-aboard patrons.

The parking situation at Statter Harbor difficult. This is part of the reason for the improvements which are currently under way. Statter Harbor is the only small boat facility in Juneau Harbor system which does not provide free on-site parking. This unique problem is exacerbated by a pay system which is expensive and does not provide spaces for those of us who call Statter Harbor home. Even if a live-aboard patron was to pay the five dollar a day parking fee there is no guarantee a spot is available for use. On a busy Saturday the patron may go to the store in the morning, return and find no parking spaces available. This is with paying the$150.00 per month fee (or $750.00 per season). If a couple is living aboard and has 2 vehicles that is $ 500.00 per season.

Patrons who have assign slips at Statter Harbor are given free parking passes and allowed to park in a section of the old marine yard at were Harri's Marine used to be located. This parking pass is issued for the stall holder regardless if the patron is a live-aboard or not.

Statter Harbor moorage rates are 68% higher than the moorage rates at any other harbor in the Juneau system. Adding on this additional parking cost to live-aboard patrons is an unjustified burden.

According to the minutes of your January 8, 201 6 *"With the Boat Ya d moving to the ABLF, that opened up a new pportunity a nd freed up some of the uplands space."* The long term use of the upland space vacated by the boat yard this is still to be determined. But in the interim, using this area as parking and providing permits to live-aboards, I feel is a best use. This summer (summer 2016) the area vacated by Harri's Commercial Marine should be used for harbor patron parking. The area described as "Future Development Area" in the concept site plans can also be used for patron parking.

Both of the concept plans describing the bus turn around located in this area will reduce the number of passenger vehicle parking spaces which are presently available for use. Presently in the summer there are two rows of parking, Site Concept No. show 1 2 parking spaces, while Site Plan Concept No. 2 shows only 4.

My proposal is to provide a parking permit to any patrons at Statter Harbor who pay a live-aboard fee. have been informed by harbor employees that this will mean additional 10 or 12 permits. This permit will be similar to the permits presently issued to assigned stall holders. This proposal has no cost associated with it. This same permit will be issued so there are not even any printing costs!

Unfortunately I will not be able to attend the board on February 25th due to previous commitments. I trust you will review and discuss this proposal and act as you see fit. You may contact me either by email maplesdrew@gmail.com or phone 957-0055 to discuss any questions or clarifications.

Thank you,

Drew Maples

Sailing Vessel Borealis
Statter Harbor

City and Borough of Juneau Property
Docks and Harbors
Application for Lease

Application processing - The Port Director will review each application for completeness within 30 days of receipt unless the Director notifies the applicant that more time is required to complete the review. If the port director determines that the application is not complete, the Director will provide the applicant with a general description of the information needed to make the application complete. Once the application is complete, the Port Director will estimate the cost for the docks and harbors department to process the application and will notify the applicant in writing of the estimated cost. The applicant is required to pay all costs associated with processing of the application, including any costs to survey and appraise the area proposed to be leased. The applicant must agree in writing to pay the processing costs prior to the Docks and Harbors Board taking action on the application. Failure of the applicant to agree to pay, or pay, any processing cost will result in the application being denied. The applicant may assist the Port Director by arranging for specified components of the work, such as survey and appraisal, provided any such work to be performed by applicant is approved in writing in advance by the Port Director.

Date 2-8-16 ADL# _____

Applicant's Name: Nordic Tug Charters (Alaska Memories Ent. LLC)

Group, Association, or Corporation Name Joergen Schade

Mailing Address: P.O. Box 496

City/State/Zip Fall City WA 98024

Message Phone 206-919-7887 Work Phone 206-919-7887 or 425-222-3991

Is applicant authorized to conduct business under the laws of the State of Alaska?

yes

Is applicant 19 years or older?

yes

What type of lease are you applying for?

tidelands lease

(uplands lease, tidelands lease, easement)

Legal Description:

Lot(s) 2 Block/Tract# 51 Survey/Subdivision #3

Other:

Acres 1,455 sq. feet

What is the proposed use and activity on the leased land?

operations platform for Nordic Tug Charters

Proposed term of lease 3 years (2019) with extentions through 2031.

Are you planning to Sublease this land? Yes (No)

Are there any improvements or construction planned?

NO

If yes, submit a development plan that includes.

a. The nature and purpose of the proposed lease.
b. A site plan
c. The use, value, and nature of improvements to be constructed.
d. The dates construction is estimated to commence and be completed.
e. A detailed description of the proposed operation.
f. Whether the intended use complies with the CBJ Land Use Code, CBJ Title 49, and the comprehensive plan of the City and Borough of Juneau.
g. Additional information that would assist the Port Director, the Docks and Harbors Board, and the Assembly in acting on the application.

CBJ zoning title and plans are available from the Community Development Department.

The Board recommends that applicants carefully review current site conditions before making an application.

The Board intends to award leases to the development that provides the most marine-related benefit to the community of Juneau and the development that provides the most economic benefit to the City and Borough of Juneau in general and the Docks and Harbors Department in particular.

The lease must meet all applicable requirements listed in CBJ ordinance 53.20.

Signature

2/11/2016

Date

If applying on behalf of an agency, municipality, or organization, state which one.

Title

Please do not write below. Docks and Harbor use only.

Application Received_____ $10.00 Filing Fee Received_____

Date approved by Operations Committee_____

Date approved by Finance Committee _____

Approved by Regular Board_____

Law Department Ordinance_____

Assembly Action_____

Lands_____

Public Notice_____

Ad Option_____

Final Lease Signed Date_____

P | N | D
ENGINEERS, INC.

February 25, 2016 PND 152053.01

Gary Gillette
Port Engineer
CBJ Docks and Harbors Department
155 South Seward Street
Juneau, Alaska 99801

Subject: Taku Harbor and Stockade Point Float Assessment

Dear Mr. Gillette:

The following report is a summary of the general condition assessment performed by PND Engineers, Inc. PND) for the Taku Harbor and Stockade Point float facilities. The report includes recommendations to address the conditions noted, and provides a budgetary cost estimate for the recommended repairs. Specific designs necessary for repair and/or replacement are not included in the condition assessment scope.

INSPECTION

The Taku Harbor float system was replaced and reconfigured in the summer of 2005. As part of the project, a portion of the preexisting, AKDOT float system was salvaged and relocated just to the south of the Taku float system, in the vicinity of what is known as Stockade Point. While maintaining the overall "tee" configuration, the new float system at Taku Harbor provided both an additional 100 ft of moorage along the main float, and an increase in the overall length of float that provided access to the beach. The primary purpose of the latter change was to provide improved access to the backside of the main float. The water depth that existed in this area, prior to the float replacement, was not sufficient for safe maneuvering of vessels.

The 12ft wide by 312ft long main float and a 12ft wide by 160ft long portion of the beach access float were of new, heavy glulam framed construction, while the remaining 8ft wide by approximately 220ft long portion of beach access float consisted of refurbished floats removed from Juneau's Amalga Harbor boat launch ramp facility. Approximately 150ft of the preexisting, 10ft wide AKDOT float was salvaged for use as the Stockade Point float.

Observations:

In general, the Taku Harbor main float, and portion of the beach access float of the same construction, is in good condition. The following specific conditions were observed:

- The overall condition of visible timber decking, bullrail and framing is good. At the time of the site visit, CBJ Harbor staff replaced a couple deck boards that had been broken due to abuse. Overall freeboard/floatation was consistent and good at approximately 18 inches.
- The overall condition of the steel mooring piles is good; however, 7 out of the 15 mooring piles have experienced varying degrees of ice jacking. One pile along the main float (M6) was observed to be split, approximately 6ft in length, above the high tide elevation. In addition, 7 of the 15 piles are missing the steel pile caps that were installed on all piles as part of the 2005 installation. These piles, however, do not necessarily coincide with the same piles that have jacked out of the ground.

Overall view (face of main float) of mooring pile height differential due to ice jacking.

Face of main float (closer view).

The older, refurbished portion of the beach access floats is in fair condition with the following specific conditions were observed:

- The overall condition of visible timber decking, bullrail and framing is fair. A significant amount of grass/moss exists on the plywood deck, indicating the absence of protective treatment and deterioration of the wood has begun. Overall freeboard/floatation was consistent but low at approximately 7 inches.
- While the overall condition of the steel mooring piles is good, all 5 mooring piles for this portion of float have experienced varying degrees of ice jacking. The second vertical mooring pile from the beach – L2) is leaning significantly toward the centerline of the float. A review of the original pile driving records indicates this pile had encountered bedrock, and only achieved 8ft of embedment. Since the pile was measured to have jacked approximately 4ft, this pile currently has only 4ft of embedment, thus explaining the pile's substantial lean. The pile frame, located near the shore abutment, has not experienced ice jacking. In addition, 3 of the 5 mooring piles are missing the steel pile caps that were installed on all piles as part of the 2005 installation.
- The aluminum transition plate assembly that connects the newer, higher freeboard float system to the older, lower freeboard float system, is in good condition; however the UHMW wear nosing pieces are in need of replacement.

Beach access floats – end of newer floats and full length of refurbished floats.

Transition plate assembly – worn UHMW nosing pieces.

Split pile M6 on main float.

The Stockade Point float is in fair condition with the following specific conditions were observed:

- The overall condition of visible timber decking, bullrail and framing is fair. Some grass/moss exists on portions of the deck, indicating the absence of protective treatment and deterioration of the wood has begun. Overall freeboard/floatation was consistent and fair at approximately 14 inches. The lone exception to this is the northeast corner of the float. This corner of the float is high and appears to have been impacted, causing damage to the internal framing of the float. The float decking was not removed to verify, but damaged timber along the float edge lends credit to this assessment.
- While the overall condition of the steel mooring piles for this float is good, all 6 mooring piles have experienced varying degrees of ice jacking. The northwest corner pile R6 was measured to have jacked out of the ground approximately 8ft. In addition, 5 of the 6 mooring piles are missing the steel pile caps that were installed on all piles as part of the 2005 installation.

Raised corner of Stockade Point float.

Conclusions and Recommendations:

With a few exceptions, the overall condition of both the Taku Harbor and Stockade Point facilities is fair to good, with the primary concern being the ice jacking that has occurred with many of the float mooring piles. Pile L2 second pile from shore could present a dangerous situation if the pile experiences additional jacking or enough lateral load to cause the pile to fall over onto the float.

An examination of the steel pile caps that remain revealed that they were not seal welded, but rather only stitch/tack welded in place. Over time, the rain water that accumulated in the piles appears to have frozen during the winter months and the ice adhesion forces caused the piles to jack out of the ground during a

rising tide. The ice inside the piles would also explain why pile M6 split, and many of the steel pile caps were forced off the pile (from upward pressure of ice within pile) despite being partially welded to the pile.

With the exception of pile L2, the mooring piles remain fully capable of anchoring the float systems; however, over time, this may change depending entirely on the progression of the ice jacking issue.

PND recommends the float mooring piles be de-watered, re-driven to the original elevation, and the steel pile caps be seal welded. In addition, the damage to pile M6 should be weld repaired as the current condition will accelerate the corrosion of this pile. It is also recommended that the UHMW nosing pieces on the transition ramp should be replaced.

Regarding the suspected impact damage to the Stockade Point float, the CBJ should assess the benefit of performing significant structural repairs to the float considering its overall age. PND will include the cost of anticipated repairs to this float in order to determine the feasibility of incorporating this work into the overall cost of work for both float facilities.

PND appreciates the opportunity we have had to assist you with this work, and we hope this information serves your needs. Should you have any questions, please feel free to contact us.

Sincerely,
PND Engineers, Inc. | Juneau Office

John DeMuth, P.E., S.E.
Principal | Senior Engineer

Attachments

Taku Harbor and Stockade Point Facility Repairs
ROM Cost Estimate
Prepared By: PND Engineers, Inc., February 2016

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Reqd	25%	$16,000
2	Re-Drive Piles	LS	All Reqd	$25,000	$25,000
3	De-Water Piles	LS	All Reqd	$5,000	$5,000
4	Weld Repair Split Pile	LS	All Reqd	$3,000	$3,000
5	Remove/Install Steel Pile Caps	LS	All Reqd	$15,000	$15,000
6	Replace UHMW Nosings	LS	All Reqd	$1,000	$1,000
7	Repair Stockade Point Damaged Float	LS	All Reqd	$15,000	$15,000

ESTIMATED CONSTRUCTION BID PRICE	**$80,000**
CONTINGENCY (20%)	**$16,000**
PERMITTING, FINAL DESIGN, CONTRACT ADMINISTRATION, CONSTRUCTION INSPECTION & OTHER INDIRECT COSTS (20%)	**$16,000**
TOTAL RECOMMENDED PROJECT BUDGET	**$112,000**

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