

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, April 21, 2011

- I. Call to Order** (5:00 pm in CBJ Room 224)
- II. Roll Call** (Mike Williams, Kevin Jardell, Eric Kueffner, Jim Preston, Tom Donek).
- 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 time).
- V. Approval of March 23, 2011 CIP/Planning Meetings Minutes.**
- VI. Items for Action.**
 - 1. Corps of Engineers Funding Resolution
Presentation by Port Director

Committee Questions

Public Testimony

Committee Deliberation

MOTION: TO BE DEVELOPED AT THE MEETING
- VII. Items for Information/Discussion.**
 - 1. Request for Historical Vessel Moorage Area.
Presentation by Port Engineer
 - 2. Cruise Ship Dock Update.
Presentation by Port Engineer
 - 3. New Port/Customs Building Update.
Presentation by Port Engineer
- VIII. Member & Staff Reports.**
- IX. Committee Administrative Matters.**
Next Meeting: Thursday May 19, 2011 at 5:00 pm in the Assembly Chambers.
- X. Adjournment.**
- XI. Optional – A tour of the New Port/Customs Building by the Port Engineer.**

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
For Thursday, March 24, 2011

I. Call to Order.

Committee member Mr. Williams called the meeting to order at 5:00 p.m.

II. Roll.

The following members were present: Mr. Williams, Mr. Donek, Mr. Kueffner, Mr. Jardell, and Mr. Preston.

The Following member was absent: Mr. Wostmann.

Also in attendance was: Mr. Stone – Port Director, Mr. Gillette – Port Engineer and Ms. Danner – Assembly Liaison.

III. Approval of Agenda.

MOTION by Mr. Preston: ASK UNANIMOUS CONSENT TO APPROVE THE AGENDA AS PRESENTED. The motion passed without objection.

IV. Public Participation.

Mr. Swanson stated that he had a letter that the City received questioning the use of passenger fees for some of the work needing to be done at the Dehart's facility. He just wanted to know where we stand on this at this time. Mr. Williams state that he would have Mr. Stone get back to Mr. Swanson in and email at a later time.

V. Approval of Previous Meeting Minutes.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO APPROVE THE PREVIOUS MINUTES OF February 17, 2011. The motion passed without objection.

VII. Items for Action.

1. Section of Layout for the Dehart's Marina Replacement Floats at Statter Harbor.

Mr. Stone went over the general costs to run a facility and presented a couple slides showing exactly how this works here in Juneau. He stated that our moorage here in Juneau is higher than other areas around Southeast, but are on the lower end throughout the United States. This issue is important when we get into the issue of the rebuild out there at Statter Harbor. The rate structure is very important and continually comes into play with the rebuild of all facilities here in Juneau. Mr. Stone went over the Auke Bay master plan and discussed some of the things that will be done next fall. He went over the new slips that would be built and added to the Statter Harbor facility. The main reason for presenting this to the committee at this time is to get an idea of what size slips we want to add and be able to get this out to bid so we can start building the floats next fall.

one will add an additional 70 slips. Further discussion among the committee members and Mr. Stone took place at this time. The issues that come up with moving of the patrons from their current stalls to different size stalls are the rate issues. Mr. Stone stated that there are ways to mitigate this by making rule changes rather than by facility changes. The other issue is that currently Dehart's has seasonal stall users and the new facility would not have any limitations while Dehart's did. These current stall holders that are seasonal were hoping to remain as such and this would be something that the committee would have to look at and it doesn't need to be done right away.

The recommendation from Mr. Stone would be to go with the design that has the larger stalls. More discussion took place regarding slips and their sizes at this time. They went over the cost analysis at this time also.

Public Participation:

Mr. Swanson just wanted to know if there would be a locked gate accessing these floats.

Mr. Williams stated that there are issues pertaining to a locked gate such as emergencies, and there needs to be public access since it is a public facility.

Mr. Watson just made a few comments regarding the PN&D cost estimates.

More discussion among the committee members took place at this time regarding the size of slips what should be put on these new floats.

MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO RECOMMEND TO THE BOARD APPROVAL OF THE DHEART'S MARINA REPLACEMENT FLOAT LAYOUT CONDEPT #1 PRESENTED BY THE PORT DIRECTOR. The motion passed without objection.

2. Cruise Dock Improvements – Selection of Final Design.

Mr. Stone stated that this has been a project that has been in the works since 1999. He stated that we are now ready to go to the Assembly to get approval for final plan and hopefully approval to go forward with building the cruise ship dock improvements.

This is a long project and the next group of tasks is for the design team to put together bid plans and specifications and get it out to bid. He stated it will take some time to do this. Mr. Stone stated that over the past several months we have looked at many things that the Assembly wanted us to look at. We met with industry on the design many times along with the other interested groups that would be using the facility. Primarily the industries wanted bigger floating births than what was originally talked about. Since the floating births increased in size so did the costs. The reason for larger births is it would be able to be more flexible over time. Once we get into this they have realized that this would be used for several decades and more flexible to accommodate

the size of ships they will bring to Juneau. He stated the Cruiseship birth was lengthened to 400' and originally it was 350' and we did this because there may be larger ships coming at a later time. Then the original plan at the steamship birth was to have a walk down float not a drive down float, but when speaking with them they would rather have a drive down not as robust as the Cruiseship birth but something for emergency vehicles, maintenance vehicles, and drop offs. We also increased the size of this birth too. This was at 275' and we increased it to 300' with a bunch of other little changes such as catwalks, tie up points relocated that would work better, which in the upshot the overall amount came in more than we had planned.

At the request of the Assembly we also looked into the sewage, and shore power and met with other entities and they felt that the sewage hook is the way to go for both births. We met with AEL&P and at this time they do not have the capacity to hook up but may be a possibility at a later time. Mr. Stone went on to explain to the committee members how they propose to do this portion of the project and other portions of this long term project.

Mr. Stone spoke of the fisherman's memorial and explained to the committee members where they had proposed to relocate it while doing the new construction. The reasoning for the relocation would be for better access for the blessing of the fleet. He stated that this could possibly work, but the deck that they had proposed goes out so far that it actually cuts off the inside of the IVF to the point that there just isn't enough room to maneuver. The issues regarding the location of the Fisherman's memorial needs further discussion and a meeting with the committee will be set up at a later time.

Mr. Stone stated that Mr. Duncan with Finance is working on a plan that should be completed by next Thursday and will also go to the Assembly to show how this project can be done. It is looking like the funding will be very close to the amount needed for the long term project.

Further discussion among the committee members and Mr. Stone took place at this time.

Public Participation:

Mr. Fisk had only one concern and that there isn't a designated area for the vessel Storis. He stated that this would be a good thing for Juneau to have.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THE BOARD APPROVE THE FINAL DESIGN AND ASK THE ASSEMBLY TO APPROVE THE FINAL DESIGN FOR CRUISE SHIP DOCK IMPROVEMENTS. The motion passed without objection.

3. Contract Amendment with PND Engineers, Inc., for the Final Design of the Cruise Ship Dock Improvements.

Mr. Stone stated that this is just an extension of what we did and this is actually to go forward with the design documents for the bid, which would include the phasing as shown in the committee

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member's packets. (See attached) Mr. Stone explained that this is a lump sum contract for the actual bid documents and not too exceed contract for the permitting. So, basically if the Assembly approves the design and the financing plan for this the next step would be to approve the design contract then we would put together the bid documents and send it out for bid.

Further discussion among the committee members and Mr. Stone took place at this time.

MOTION by Mr. Donek: ASK UNANIMOUS CONSENT TO RECOMMEND THE BOARD APPROVE A CONTRACT AMENDMENT WITH PND ENGINEERS INC., TO PREPARE A FINAL DESIGN AND BID DOCUMENTS FOR THE CRUISE SHIP DOCK IMPROVEMENTS AND TO RECOMMEND THE ASSEMBLY APPROVE THE CONTRACT AMENDMENT IN THE LUMP SUM AMOUNT OF \$2,247,500.00 FOR DESIGN SERVICES AND TIME AND MATERIALS NOT TO EXCEED \$100,000 FOR PERMITTING SERVICES. The motion passed without objection.

4. Utilidor Design Fee Proposal.

Mr. Gillette stated that this is an amendment to the contract of the uplands staging area, which is already under contract and final design. This is added in to include the utility cord for the electrical to get through the site to the cruise ship dock.

MOTION by Mr. Jardell: ASK UNANIMOUS CONSENT TO RECOMMEND THE BOARD APPROVE A CONTRACT AMENDMENT WITH PND ENGINEERS, INC. TO DESIGN THE ELECTRICAL UTILIDOR TO THE NEW CRUISE SHIP BERTHS IN THE AMOUNT OF \$87,390.00. The motion passed without objection.

5. Account Close Out – Amalga Harbor Launch Ramp Upgrade.

Mr. Gillette state that this project has been around for awhile and most recently we did the kayak launch ramp in 2009 and stated this was the final portion of this project and can now be closed. He stated that there are some complexities however, we are no longer eligible for any more funding and there was approximately \$65,800.00 left of Fish and Game money. What we need to do is de-appropriate this money.

There will be two actions need by the Assembly, one is to de-appropriate the money that was in the budget and take \$28,000.00 and put it into this account and it is recommended that the funds come from harbors funds balance. This would zero this account out.

Further discussion among the committee members and Mr. Gillette took place at this time.

MOTION by Mr. Kueffner: ASK UNANIMOUS CONSENT TO RECOMMEND THE BOARD APPROVE A TRANSFER OF APPROXIMATELY \$28,000.00 FROM THE HARBORS FUND BALANCE TO CIP #H354-79 AND ASK THE ASSEMBLY TO APPROVE THE TRANSFER OF FUNDS AND A DE-APPROPRIATION ORDINANCE

TO CLOSE OUT THE AMALGA HARBOR LAUNCH RAMP UPGRADE PROJECT.

The motion passed without objection.

VII. Items for Information/Discussion.

1. Direct Market Fish Sales Facility Report.

Mr. Gillette stated that at the last CIP meeting we presented the first flush of our direct market sales facility report and study that we have been doing. Two representatives are here tonight from NorthWind Engineering, which is the next step after reviewing some of the concepts and going over comments that had been made. Mr. Gillette stated that we now have a written document that is a draft that will be presented to the granting agency. He stated he would be sending this document to all committee members and then presenting it to the full Board.

Mr. Gotschall went over his updated presentation with the committee members at this time. He stated that the comments that come in from the survey were very helpful in choosing the best place for this facility. He also went over the criteria's for choosing the specific site.

Further discussion among the committee members and Mr. Gotschall took place at this time.

Public Comments:

Mr. Fisk stated that he feels the work done by NorthWind Engineering was great. He stated that he feels the best immediate location for this facility should be Norway Point.

VIII. Member & Staff Reports.

Mr. Preston had a couple comments regarding the letter that came from the Cruise Ship Agencies regarding the use of funding from passenger fees.

IX. Committee Administrative Matters.

The next meeting is scheduled for April 21, 2011 at 5:00 pm in the City Chambers.

X. Adjournment.

MOTION by Mr. Preston: THE MEETING ADJOURNED BY UNANIMOUS CONSENT.

The motion passed without objection.

The meeting was adjourned at 7:30 p.m.

Alaska Association of Harbormasters and Port Administrators



RESOLUTION NO. 2011-01

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS IN SUPPORT OF SUPPORTING THE ESTABLISHMENT OF A PACIFIC OCEAN DIVISION WATER INFRASTRUCTURE FUNDING LINE ITEM WITHIN THE ARMY CORPS OF ENGINEERS CIVIL WORKS CONSTRUCTION PROGRAM.

Whereas, the Alaska Association of Harbormasters and Port Administrators recognizes the Army Corps of Engineers (ACOE) has been the central governmental agency for the development of water-related infrastructure throughout the Nation and has established a comprehensive process to identify, evaluate, and fund projects related to navigation, safe harbor, flood control, erosion control, and water supply; and

Whereas, The Congress has recently decided to suspend the use of congressionally-directed spending within appropriations bills while it grapples with the Federal deficit; and

Whereas, Under the moratorium on congressionally-directed spending, only projects which are identified in the President's Budget Request are eligible for funding; and

Whereas, These projects are identified through a scoring system which favors the more developed ports of major urban areas and large-scale environmental restoration such as the Everglades Restoration Project; and

Whereas, The rural coastal communities of the Pacific Ocean Division do not have the population base to compete within a scoring system that provides a bias towards large cargo volumes and urban populations, yet these rural communities are more economically dependent on waterborne commerce in relation to the rest of their local and regional economies than the large urban areas, which have more diversified economies; and

Whereas, There needs to be some mechanism within the Energy & Water appropriations bill to recognize the unique circumstances of the rural communities within the Pacific Ocean Division; and

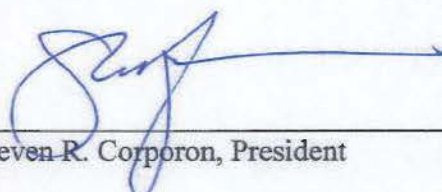
Whereas, The Pacific Ocean Division is comprised of the State of Alaska, the State of Hawaii, and the Pacific Island territories of the United States and the communities within this region are either located on islands or are in the coastal areas of Alaska which are not connected to the road system which means port activity is the dominant feature of their local and regional economies; and

Whereas, Projects in need of funding include breakwaters, wave barriers, dredging of navigation channels and mooring basins required as part of new harbor construction or harbor improvement projects, removal of barriers to navigation specifically authorized by law, flood control, water supply, and erosion control; and

Now therefore be it resolved that the Alaska Association of Harbormasters and Port Administrators encourages The Congress to amend the Fiscal Year 2012 Energy & Water appropriations bill and the Fiscal Year 2013 President's Budget Request to include a set-aside of \$50 million annually for use within the Pacific Ocean Division to develop and sustain water infrastructure in the small coastal communities of the region; and

Be it further resolved, that the Alaska Association of Harbormasters and Port Administrators requests the Army Corps of Engineers be charged with the responsibility of working with the States, territorial governments, and local communities to prioritize projects throughout the Pacific Ocean Division region and granted the discretion to investigate, evaluate, plan, and provide funding continuity for projects identified within its priority list.

Passed and approved by the Board of Directors of the Alaska Association of Harbormasters and Port Administrators on this 6th day of April 2011.



Steven R. Corporon, President

ATTEST:

Kim Elliot

Kim Elliot, Executive Secretary

Margo,

I will forward your email onto the Board's CIP committee. I am also copying the Chair of the Committee, Mike Williams.

John

From: margowaring@gmail.com [mailto:margowaring@gmail.com]
Sent: Monday, April 04, 2011 10:34 AM
To: John Stone
Subject: Web Form Mail:Docks and Harbors Planning

Sender: Margo Waring	Email: margowaring@gmail.com Telephone:
Subject: Docks and Harbors Planning	
Message: I read the recent Juneau Empire story about the Board's activities in planning for expansion and change. Whether or not the Storis comes to Juneau as an historical maritime ship, I think that the Board should plan for a location where all of Juneau's historical boats could be moored together so that visitors and locals alike could see them together (with appropriate interpretive signs). I look forward to your response.	