

**ASSEMBLY FINANCE COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
Wednesday, May 8, 2019, 5:30 PM.
Assembly Chambers**

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- a. **Wednesday, April 24, 2019**

IV. ITEMS FOR DISCUSSION

- a. **FY19 Supplemental Ordinance 2018-11(AL) for introduction to the Assembly on May 13th)**
- b. **FY19 Supplemental Ordinance 2018-11(AM) for introduction to the Assembly on May 13th)**
- c. **Marine Passenger Fee Recommendations - For Action**
- d. **FY20 Incremental Funding Related to Child Care - Discussion / Action**
- e. **Requested Budget Increments**

V. INFORMATION ITEMS

- a. **Pending Items List**
- b. **AFC Meeting Schedule**

VI. NEXT MEETING DATE

- a. **Wednesday, May 15, 2019**

VII. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

DRAFT

City and Borough of Juneau Minutes - Assembly Finance Committee Meeting Wednesday, April 24, 2019, 5:47 PM

Meeting convened immediately following the Special Assembly meeting at 5:30 p.m.

I. Call to Order

The meeting was called to order at 5:47 PM by Loren Jones, Chair.

II. Roll Call

Committee Members Present: Alicia Hughes-Skandijs, Wade Bryson, Carole Triem, Mary Becker, Loren Jones, Chair; Maria Gladziszewski, Michelle Bonnet Hale, Rob Edwardson and Mayor Beth Weldon.

Committee Members Participating Telephonically: None.

Committee Members Absent: None.

Staff Present: Rorie Watt, City Manager; Mila Cosgrove, Deputy City Manager; Bob Bartholomew, Finance Director; Jeff Rogers, Finance Director; George Schaaf, Parks & Recreation Director; Lindsay Foster, Parks & Recreation; Dave Pusich, Recreation Manager, CBJ Parks & Rec – Staff Liaison for YAB; Sam Muse, Controller; and Elisabeth Jensen, Budget Analyst.

Others Present: Dr. Bridget Weiss, Superintendent, Juneau School District; Sarah Jahn, Administrative Services Director, Juneau School District; Tom Rutecki, Board Chair, Youth Activities Board; Chuck Bill, Chief Executive Officer, Bartlett Regional Hospital; and Kevin Benson, Chief Financial Officer, Bartlett Regional Hospital.

III. Approval of Minutes

The April 17, 2019 minutes were approved as presented.

IV. Youth Activities Board (YAB) Presentation

Tom Rutecki discussed the topic found on pages 6-7 of the meeting packet.

Tom Rutecki, Board Chair, Youth Activities Board; and Dave Pusich, Recreation Manager, CBJ Parks & Rec – Staff Liaison for YAB; presented the FY20 Proposed budget for YAB in the amount of \$332,500 as provided for on page 122 of the City Manager's FY20 Revised budget book.

Mr. Rutecki outlined the FY20 Grant Process, which is divided into three categories: Sports, Arts, and Academic/Other for evaluation and ranking. He noted the scoring system was evaluated and updated last year for the first time since about 1993. For the FY20 program,

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YAB reviewed 27 proposals totaling \$517K in requests, and recommends at least partial funding for all 27 of the programs. Mr. Rutecki thanked staff for all of their hard work.

Mr. Rutecki responded to questions from the committee.

V. Bartlett Regional Hospital Presentation

Chuck Bill, Chief Executive Officer, Bartlett Regional Hospital; and Kevin Benson, Chief Fiscal Officer, Bartlett Regional Hospital; provided the BRH FY20 Revised budget presentation as found on pages 8 – 15 of the meeting packet.

The Bartlett Board of Directors has approved the FY20 Revised budget. The Board approved FY20 budget includes strategic pricing changes up to a blended increase of 4%.

Mr. Bill and Mr. Benson responded to questions from the committee.

**Mayor Weldon, moved Finance Committee approval of the Bartlett Regional Hospital FY20 Proposed budget, as submitted, and forward to the full assembly for action.
Without OBJECTION.**

VI. Proposed Mill Rate Presentation

Bob Bartholomew presented pages 16-18 of the meeting packet. He pointed out that the Manager's proposed budget includes no change in the 9.36 mills operating budget component and a decrease from 1.30 to 1.20 mills for the debt service component. Overall proposed mill rate declines from 10.66 to 10.56 mills. At this rate the projection is to collect \$51 million in property tax.

Mr. Bartholomew responded to questions from the Assembly members.

Clerk's Note: Mr. Bryson left the meeting at 6:48 PM.

VII. Debt Service Presentation

Bob Bartholomew presented pages 19-22 of the meeting packet. Mr. Bartholomew highlighted the declining trend in outstanding debt and annual debt service payments.

Mr. Bartholomew responded to questions from the Assembly members.

The meeting recessed at 7:51 PM.

The meeting reconvened at 8:01 PM.

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VIII. School District – Funding “Outside the cap” – For Action

Dr. Bridget Weiss, Superintendent, Juneau School District; Sarah Jahn, Administrative Services Director, Juneau School District; presented pages 23-24 of the meeting packet. The district is requesting \$1,676,500 in funding for 6 programs.

Ms. Weiss and Ms. Jahn responded to questions from the Assembly members.

IX. School District Operating Budget - For Action

Dr. Bridget Weiss, Superintendent, Juneau School District; Sarah Jahn, Administrative Services Director, Juneau School District; presented pages 25-27 of the meeting packet. The district is requesting a total core education operating budget of \$84.2 million including CBJ local funding contribution of \$26.7 million.

Ms. Weiss and Ms. Jahn responded to questions from the Assembly members.

Mayor Weldon, moved to approve Ordinance 2019-07, with the exception of \$300,000 for Kinder Ready, and forward the Ordinance to the Assembly for final public hearing and approval on May 13, 2019; and moving \$300,000 for Kinder Ready to the AFC Pending List for further discussion.

Without OBJECTION.

X. Information Items

Chair Jones discussed the Pending List and the Increment List.

The Committee moved \$60,000 to the Increment List for the Manager to put together the policy and budget for potential FY21 Childcare programs.

Ms. Gladziszewski requested to move \$17,500 for YAB funding to the pending list. There was no objection from the committee.

XI. Next Meeting Date

Wednesday, May 8, 2019.

XII. Adjournment

Meeting adjourned at 7:38 PM.

Ordinance 2018-11(AL)
Manager's Report – 5/13/2019

The attached ordinance would appropriate \$1,535,300 for increases in FY19 operations among several CBJ departments.

We are requesting a budget supplemental for 5 organizations. Of the total request \$950,000 is for CCFR and paid with general government funds. The other 4 requests are funded from their own operational revenues or fund balance.

Airport

Airport anticipates exceeding its FY19 Assembly authorized spending authority by \$108,400. Airport staff discussed this at their budget presentation on April 10. Funding will be provided by the Airport Fund's Fund Balance.

Capital City Fire & Rescue

The Fire Department is anticipating a shortfall of \$950,000 in the FY19 operating budget. This is due to approximately \$250,000 in negotiated IAFF wage and benefits increases and ambulance billing shortfall of approximately \$700,000. The shortfall is a result of: 1) continued decline in billable call volume, 2) over aggressive revenue projections and 3) higher than anticipated bad-debt and contractual write-offs. The anticipated funding for this increase is from General Government Fund.

Docks

The supplemental request would increase the Docks Enterprise spending authority in FY19 by \$35,000. Funding will be provided by FY19 revenues exceeding budget.

The Docks & Harbors Board approved the supplemental request at their March 20, 2019 regular Board meeting. The Port Director staff discussed this at the budget presentation on April 10.

Lands Department

Lands' projected expenditures are anticipated to exceed their revenue collected by \$201,900 in the current fiscal year. This shortfall is due to a decrease in projected revenues from land sales. The timing of the South Lena Subdivision of Lot 1 Block B has pushed the sale of the resulting four lots into FY20. They were originally scheduled for disposal in FY19.

The anticipated funding for this increase is Lands Fund's Fund Balance.

Risk

The Risk Management Department anticipates exceeding its FY19 Assembly authorized spending authority by \$240,000. This increase is due to higher than budgeted claims experience for Health Insurance. Funding will be provided by Health Account fund balance.

The Manager recommends this ordinance be referred to the Assembly for introduction, and set for public hearing at the next regular Assembly meeting.

Presented by: The Manager
 Introduced: May 13, 2019
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2018-11(AL)

An Ordinance Appropriating to the Manager the Sum of \$1,535,300 as Partial Supplemental Funding for Various Department's Fiscal Year 2019 Operating Budgets; Funding Provided by General Fund's Fund Balance, Airport Fund's Fund Balance, Docks Fund's Fund Balance, and Lands Fund's Fund Balance.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$1,535,300 for the following Department's Fiscal Year 2019 operating budgets:

<u>Department</u>	<u>Amount</u>
Airport	\$108,400
Capital City Fire & Rescue (CCFR)	950,000
Docks	35,000
Lands	201,900
Risk	<u>240,000</u>
Total	\$1,535,300

Section 3. Source of Funds

<u>Department</u>	<u>Source of Funds</u>	<u>Amount</u>
Airport	Airport Fund's Fund Balance	\$108,400
CCFR	General Fund's Fund Balance	950,000
Docks	Docks Fund's Fund Balance	35,000
Lands	Lands Fund's Fund Balance	201,900
Risk	Risk Fund's Fund Balance	<u>240,000</u>
Total		\$1,535,300

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2019.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Manager's Report - Ordinance 2018-11(AM)

This FY19 supplemental budget ordinance would allocate \$271,200 to add funds to various departments' Equipment Replacement Fund accounts and allocate \$349,500 to the city's self-insurance health care account.

Six organizations were requesting FY20 budget increments, totaling \$135,000, to increase contributions to their equipment accounts. The current balance in these accounts is less than the projected upcoming equipment replacement needs. The requested deposit postpones the need for these increments for 2 years. Also the projected FY19 draw-down on the self-insurance health account is higher than original budget projections. We are requesting \$349,000 go into the health account to help offset the larger than expected draw.

The source of funding for these 2 requests is the projected \$620,000 reimbursement, from the State Dept. of Administration, of past PERS Tier IV employer contributions. The funds are being returned for employees who terminated prior to having enough years of service to vest in the employer contributions.

The Manager recommends this ordinance be introduced on May 13, and set for public hearing at the next regular Assembly meeting.

Presented by: The Manager
 Introduced: May 13, 2019
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2018-11(AM)

An Ordinance Appropriating to the Manager the Sum of \$620,700 as Funding for Fleet and Risk Funds; Funding Provided by General Fund's Fund Balance.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$620,700 as follows:

<u>Fleet</u>	<u>Amount</u>
Capital Transit Fleet	\$30,200
Capital City Fire & Rescue Fleet	100,000
Police Fleet	100,000
Streets Fleet	20,200
Treadwell Ice Rink Fleet	10,800
Zach Gordon Fleet	<u>10,000</u>
Total Fleet	\$271,200
Contribution	

Risk Fund's Health Fund Balance	<u>\$349,500</u>
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Total Fleet & Risk Contribution	\$620,700
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Section 3. Source of Funds

Defined Contribution Retirement Plan	\$ 620,700
Employer Forfeitures (General Fund's Fund Balance)	

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2019.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

City and Borough of Juneau
ASSEMBLY FINANCE COMMITTEE
May 8, 2019

City Manager's Recommendations for Marine Passenger Fees and Public Comments

Issue:

The Assembly Finance Committee has the opportunity to take action on the City Manager's MPF recommendations for FY20.

Background:

The City Manager provided his recommendations on how to allocate Marine Passenger Fee (MPF) proceeds in a letter dated March 29, 2019. Public comment was open for 30 days, through May 2, 2019. The CBJ received seven comments from the public.

Based on projected passenger numbers, the amount of revenue from the CBJ MPF in FY20 is anticipated to be \$6.0 million. The funds come from a \$5 per cruise ship passenger tax, and are used for projects and services that enhance the tourism experience and offset community impacts created by the cruise ship industry, including use of emergency services, transportation, and infrastructure.

In December, CBJ solicited project proposals from city departments and the public, including businesses and the visitor industry, to be funded with MPF proceeds. The City Manager is recommending 29 operating, grant and capital funding allocations. They include additional ambulance service, a Shipping Congestion Mitigation Pilot Project, legal fees to Cruise Lines International Association and CBJ as part of a settlement agreement, and some services and infrastructure at the AJ and Franklin docks.

Current Status:

The Manager's Recommendation is attached, with seven public comments following the recommendation.

MEMORANDUM

CITY/BOROUGH OF JUNEAU

City & Borough Manager's Office
155 S. Seward St., Juneau, Alaska 99801

Rorie.Watt@juneau.org

Voice (907) 586-5240

Fax (907) 586-5385



DATE: March 28, 2019

FROM: Duncan Rorie Watt
City and Borough Manager

SUBJECT: FY20 Passenger Fee Proceeds Recommendations - DRAFT

Based on our latest projection of passengers expected to visit this summer, the amount of revenue available in FY20 is anticipated to be \$6,000,000. Attached to this cover are the recommendations for funding. A few notes on changes from past years and next steps that I intend to pursue:

1. Due to the impact of the legal fees on this year's allocation, the Port Operations and Port Building costs are allocated to Port Development Fee. I expect this to revert back to Marine Passenger Fee in FY21.
2. In accordance with MOA with CLIAA, we will perform a cost allocation plan to evaluate the budgeting of indirect costs.
3. A new idea is the Congestion Mitigation Pilot project. Cruise industry and tourism members support an attempt to minimize heavy truck traffic during peak tourism activity times. The details are not worked out on this idea. I am unsure if this pilot idea may be able to be put in place this summer. Conceptually, staff and AML are attempting to come up with a pilot project that would reduce conflict between the trucking of goods and busy tourist times. There are many details that would have to be resolved, including whether this program would be available to other shippers.
4. Now that the litigation has been completed, we have several projects that will get greater attention:
 - a. Role of public fund for capital improvements at the private docks. In FY19 we provided funds for "Public/Private Port Infrastructure Planning."
 - b. "Small Cruiseship Moorage Master Planning." Funding was also provided in FY19.
5. Exactly related to 4A above, I have included some level of funding for infrastructure at the two private docks in this year's proposed allocation. This is a change from recent years. This recommendation will similarly trigger the conversation on the role of the public fees at the private docks.

FY20 Draft Marine Passenger Fee Request & Recommendation

Operational Services:

	<u>Provider:</u>	<u>Requested</u>	<u>Funding Recommendations for FY20</u>	
			<u>MPF</u>	<u>PDF</u>
Tourism Best Management Program	TBMP	15,000	15,000	
Crossing Guards	Travel Juneau	325,460	325,460	
Downtown Police Foot/Bike Patrol	CBJ	197,378	197,378	
Downtown Restrooms	CBJ	105,000	105,000	
Visitor Information Services	Travel Juneau	148,300	148,300	
Downtown Cleaning	CBJ	103,400	103,400	
Downtown Security Program	DBA	65,000	65,000	
Additional BLS Ambulance	CBJ	226,600	226,600	
Port Operations	Docks Enterprise	225,000	0	225,000
Port/Customs Building	Docks Enterprise	133,500	0	133,500
Pay Phones	CBJ	10,000	10,000	
Seawalk Maintenance	CBJ	45,000	45,000	
Weather/Current Monitoring	Marine Exchange of Alaska	30,000	30,000	
Program Services Overhead/Full Cost Allocation	CBJ	1,400,000	1,400,000	
Shipping Congestion Mitigation (Pilot Project)	Contract	30,000	30,000	
Updated Cost Allocation Plan	Contract	50,000	50,000	
Legal Fees to CLIA		1,500,000	1,500,000	
Legal Fees to CBJ (Transfer to Statter)		450,000	450,000	

Docks Enterprise



<u>Total Operational Services Requests:</u>	<u>5,059,638</u>	<u>4,701,138</u>
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Capital Projects/Grants to Private Docks:

Seawalk Major Maintance	CBJ	85,000	85,000
Seawalk Permitting/Planning/Design	CBJ		46,062
Seadrome Shore Power	Goldbelt Seadrome Dock	300,000	0
Large Berth Shore Power Feasibility/System Impact Analysis	Docks Enterprise	3,500,000	250,000
Powerlift Gurney	CBJ	45,000	45,000
Electric EMS Response Vehicle	Docks Enterprise	25,000	25,000
Dock Face Guardrail	Docks Enterprise	2,000,000	0
Security Checkpoint Queuing Structure Phase II	Docks Enterprise	200,000	200,000
Ship Security/Safety/Training	AJ Dock	139,800	139,800
Mooring Bollard Addition	AJ Dock	2,950,000	0
Response Boat Operations	AJ Dock	19,600	19,500
Safety Fencing	AJ Dock	68,500	68,500
Security and Screening Facility (Architecture/Design)	AJ Dock	300,000	0
Restrooms	AJ Dock	25,000	25,000
Dock Security	Franklin Dock	85,000	85,000
Restrooms	Franklin Dock	25,000	25,000
Dock Maintenance & Refurbishment	Franklin Dock	39,000	0
Dock Maintenance & Upgrade (Big Fender Reimbursement)	Franklin Dock	285,000	285,000
Shore Power Infrastructure Upgrades	Franklin Dock	290,000	0
Seawalk/Staging Area Maintenance	Franklin Dock	30,000	0

<u>Total Capital Projects/Grant Requests:</u>	<u>10,411,900</u>	<u>358,500</u>
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<u>Grand Total all Requests:</u>	<u>15,471,538</u>	<u>\$6,000,000</u>	<u>\$358,500</u>
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OPERATIONS

Tourism Best Management Practices Support

This provides funding for printing, public notices, advertisements, and a contractual amount to the Tourism Best Management Practices (TBMP) effort. TBMP is a voluntary industry-managed program, designed to provide services to vessel passengers and address impacts, including safety issues, of tourism on local residents. Travel Juneau administers the program with the funding provided by Marine Passenger Fee proceeds.

Travel Juneau - Crossing Guards

The purpose of this program is to facilitate safe traffic flow in the downtown area, encourage pedestrians to stay on the sidewalks, increase pedestrian safety, and control the crossing locations where summer pedestrians can cross the streets. This will fund crossing guards during the summer visitor season and during peak traffic times. The crossing guards will staff the Cruise Ship Terminal, People's Wharf, Marine Park Plaza, and at Taku Smokeries. This funding also provides for some limited equipment purchases, general training, scheduling, and deployment of the crossing guards. This program is currently administered by Travel Juneau.

JPD - Downtown Foot/Bike Patrol

This provides additional foot and bike patrol presence by Juneau Police Department (JPD) officers in the downtown area during the summer. JPD's presence is important to ensure the safety of visitors, provide assistance and direction, and mitigate problems that can occur between some of the regular downtown locals and summertime visitors.

Downtown Restroom Maintenance

This provides contractual services (labor and materials) required to increased and/or seasonal cleaning of the public restrooms in City Hall, Marine Parking Garage, Juneau Library, Overstreet Park and the Downtown Transportation Center, seven days a week, six times per day, for five months during the summer.

Visitor Information Program

Travel Juneau provides summer visitors with information, directions, and assistance. Program expenses include administrative support for training and supervision of 130 volunteers, managing the cruise ship terminal visitor center and Marine Park kiosk, two paid seasonal visitor information positions, and printed materials.

Downtown Road Cleaning and Maintenance

Due to heavy summer use by visitors, the downtown sidewalks require extra cleaning and litter/garbage removal to keep them clean and safe. This funding provides for two summer seasonal employees to keep the sidewalks clean, empty downtown garbage containers and perform other services as needed on a daily basis to maintain the downtown core area in a presentable manner for our visitors.

Downtown Security Program - Downtown Business Association

Funding for this program supports two uniformed security officers that patrol the downtown area on foot from May through September. These security officers assist visitors with information, directions, and patrol the downtown area for loitering, panhandling, public intoxication, and other

public nuisances potentially impacting summer visitors and local residents. With regard to public safety issues and infractions of the law, the security officers refer these issues to JPD to handle. This program is provided through a private contract administered by the Downtown Business Association.

CCFR - Seasonal BLS/Firefighter Program

This funding pays for six seasonal EMTs from April to October. This funds the seasonal EMT's and the safety equipment, uniforms, fuel costs, consumable medical supplies, and training for the seasonal employees.

Port of Juneau - Port Operations

The Docks and Harbors Board has requested funding to offset the costs and impacts of providing area wide services and support to cruise ship passengers. The Board reviewed its budget and apportioned expenses associated with those services and estimated that approximately 9% of the annual docks budget will be attributed to providing area wide service to cruise ship passengers.

Customs Building Maintenance

The Port-Customs building will be occupied by the Department of Homeland Security-Customs Border Protection year-round and Docks and Harbors staff from April through October. Funding for this project also includes support for the new Visitors Center, which will be managed by the Travel Juneau. Docks and Harbors is responsible for the year-round maintenance and operation of the facility, which includes all utilities, alarm monitoring, winter snow removal, janitorial, maintenance of the parking lot, and general maintenance of the facility.

Downtown Pay Phones

To meet telephonic communications demands from cruise ship passengers and cruise ship crew, the City and Borough of Juneau (CBJ) continues to maintain pay telephones in the downtown corridor. We believe that this practice may end in the next couple years, but the phones still get used.

Seawalk Maintenance

This provides partial support for Parks and Facilities Maintenance to maintain the waterfront park grounds, empty trash, maintain the park and seawalk structures.

Weather/Current Monitoring System Operations and Maintenance

This funding would provide annual operations and maintenance for valuable real time weather and water current information to mariners that access the downtown Juneau waterfront including the four cruise ship berths (private and public), and the Taku Dock (serving Taku Fisheries). The system provides wind and current monitoring sensors at various locations to offer real time information for navigation purposes. The system disseminates via a phone app, internet, or other public media commonly available to mariners in the immediate area.

Program Services Overhead/Full Cost Allocation Identified Government Operations

In 2000, the Assembly Finance Committee approved a formula that reflects cruise ship passenger impacts on specific government services and is used to determine an amount of Marine Passenger Fee (MPF) proceeds to be used in support of identified government operations. As part of the settlement of the CLIAA litigation, CBJ and CLIAA have agreed that there would be no objection

to continuing to use the historic formula for another year and that CBJ would revisit the cost allocation after this season and implement the results in the coming years.

Shipping Congestion Mitigation (Pilot Project)

Truckers, tour operators and dock operators are concerned about the ability to efficiently move people through town during the peak congestion periods. This project would fund a pilot project to experiment with off-peak hour trucking to alleviate some of the congestion issues. There are many details that would have to be worked out, but CBJ should decide whether to intervene or not in this area and if so whether to do so by regulation or by inducements.

Updated Cost Allocation Plan

In accordance with the CLIAA/CBJ MOA, these funds would be used to revisit CBJ's cost allocation approach.

Legal Fees

In accordance with the CLIAA/CBJ MOA, these funds would be used to partial funding to both parties legal fees. CBJ's portion would be redirected to the Statter Harbor Passenger for hire project.

Capital Projects/Grants

Waterfront Seawalk: Major Maintenance

This CIP would be used to battle the ongoing settlement issues that occur at the interface of the seawalk and the land. The seawalk is pile supported and does not settle, but adjacent filled land areas on public and private property continue to settle, causing potential tripping hazards. Installation of landscaping barriers provides one solution to this problem.

Waterfront Seawalk: Continued Planning/Permitting

Funds will be used for continued efforts on next phase(s) of the seawalk. Activities will include surveying, geotechnical investigations, property appraisals and negotiations, cost estimating, permitting and preparation of conceptual and detailed design plans. CBJ's goal continues to be a seawalk from the rock dump to the bridge.

Large Berth Shore Power Feasibility/System Impact Analysis

These funds would be used to determine the feasibility of the installation of more shore power connections at the CBJ docks and/or the AJ Dock. Currently, the Franklin Dock is the only cruise ship dock that is equipped for shore power. These funds would accomplish the Assembly goal of figuring out the necessary steps to connect more ships to shore power.

Powerlift Gurney

These funds would be used to purchase a powerlift gurney for CCFR. The gurney would allow two people to safely move a patient into an ambulance, without risk of dropping the person or injury to CCFR staff. This gurney will reduce the practice of deploying the fire engine to medical calls.

Electric EMS Response Vehicle

These funds would be used to purchase an electric emergency medical service response vehicle. The vehicle would be used in tandem with the powerlift gurney, allowing for more efficient transfers of patients into the ambulances.

Port of Juneau – Security Checkpoint Queuing Structure Phase II

These funds would be used for the construction of a security structure at the top of the gangway at the CBJ berths. Recent upgraded Homeland Security protocols require the CBJ to monitor the flow of passengers as they return to the cruise ships.

AJ Juneau Dock, LLC – Security and Safety: Training, Equipment/Maintenance, Etc.

This project includes training, equipment, supplies, maintenance, signage, credentials, exercises and operations related to the safety and security of the cruise ship facility. This request will fund annual security cost requirements and enhancements to achieve compliance with the U.S. Coast Guard required/approved facility security plan as well as facility safety, spill response, incident management, drills and exercises.

Juneau Port Security and Short-Range Response Boat

The Department of Homeland Security awarded the AJ Dock with a port security and short range response boat that conducts port security patrols, at-sea deliveries to cruise ships in port (some items cannot go across the docks for security reasons). It is designed to accommodate medevacs, spill response, salvage operations, and on-scene support for emergency or law enforcement issues when ships are at anchor or at sea. This request is solely to cover the manning, maintenance, and operational expenses related to this vessel.

AJ Dock Safety Fencing

These funds would be used to support the cost of upgrading barrier fencing at the AJ Dock. Fencing is required as part of the Dock's port security requirements.

AJ Juneau Dock, LLC - Restroom Cleaning and Maintenance

This provides funding for restroom cleaning and maintenance supplies for cruise ship passenger public restrooms located at the AJ Dock.

Franklin Dock Enterprises, LLC - Dock Security

Security exercises and training for all personnel with security related duties and security related expenses, along with security personnel enclosures/equipment to achieve compliance with US Coast Guard required/approved security plan.

Franklin Dock Restroom Cleaning and Maintenance

This provides funding for restroom cleaning and maintenance supplies for cruise ship passenger public restrooms located at the Franklin Dock.

Franklin Dock Maintenance/Upgrade Bigger Fender Reimbursement)

These funds would be used to reimburse the purchase of 10' wide yokohama fenders that are necessary to allow berthing of the larger vessels that are being deployed to the Juneau market.

Susan Phillips

From: Rich Culver <flywater@alaska.net>
Sent: Saturday, April 6, 2019 9:39 AM
To: Susan Phillips
Subject: Marine Passenger Fee Allocation

Hi Susan -

I'm a 27-year resident of Juneau, and an employee of the Juneau School District. My wife and I have raised two daughters here, both of whom have gone through the Juneau School District. I'm originally from Southern California, and our schools in that District we funded in part through taxes generated from Disney Land. The community agreed that by accepting the crowds and allocating lands to Disney, Disney would contribute a portion of its revenue to education. As a result, our schools prospered.

Interesting is the fact that CBJ is unwilling to suggest or conceive of anything similar with the prodigious impact the cruise ships and their passengers have on our small insular community. I'm sure if some one proposed Cruise Ship taxes for education, the entire community would band together. Be bold and be the one.

Thanks for listening.

Rich Culver

Susan Phillips

From: James Brooks <jkbrooks85@gmail.com>
Sent: Tuesday, April 2, 2019 11:34 AM
To: Susan Phillips
Subject: Passenger fee suggestions

I'd like to see a small portion of the passenger fees used to restore the dockside map of North America created by nails driven into the boardwalk. A portion of that map was removed when the boards were replaced, and before its removal, I had noticed how much tourists enjoyed pointing out their own hometowns and comparing the distance to Juneau.

As a larger project, I would like to see a mural painted on the side of the library parking garage. I would prefer a local Alaska Native design, but another Wyland whale mural would be nice as well.

--

James Brooks
Juneau, Alaska
907-419-7732

Susan Phillips

From: Chloe Papier <chloepapier@gmail.com>
Sent: Wednesday, April 3, 2019 3:55 PM
To: Susan Phillips
Subject: Passenger Fees

Hi Susan,

CBJ should definitely prioritize money for a guardrail on the dock. It is so dangerous! and a huge liability!!! I know several individuals who fell of the dock last year and were seriously injured, this is completely unacceptable. Sorry I feel really strongly about this and with extra money this should really be considered. There are many people who come of cruise ships and local folks who have mobility issues or medical conditions that could cause them to trip and easily fall over the edge. The hazard that is currently present could be easily ameliorated and absolutely should be.

Thanks for your time

Chloe

Susan Phillips

From: Rowan/Leslie Law <lunchlaw@alaskan.com>
Sent: Saturday, April 20, 2019 8:09 AM
To: Susan Phillips
Subject: Cruise fees/electrical plug in, studies

Hello,

We would like to encourage the Assembly to use the cruise ship/marine passenger fees to electrify the cruise ship docks. It is so disgusting and so sad to see that smog haze over Juneau ruining our pristine Alaskan air quality when cruise ships are here. It's one of the most important reasons we moved here 21 years ago to get away from city pollution. It is causing damage to the environment and to the lungs of people, children and wildlife breathing it. It's time for the modernization of our infrastructure.

We wholeheartedly support using the marine passenger fees to build electrical connections for the ships to plug in and reduce emissions.

We also do not need to waste any more money on "studies" to do this. They've already been done. It's very frustrating and feels disrespectful when our hard earned money that goes towards taxes is wasted. Please use our tax money wisely.

Sincerely,
Leslie & Rowan Law

Sent from my iPhone



April 17, 2019

Duncan Rorie Watt
City and Borough Manager
City & Borough of Juneau
155 S Seward St
Juneau, AK 99801

Dear Rorie:

Thank you for your letter regarding the community interest in expanded shore power in Juneau. We appreciate the thoughtful approach you are taking to ensure that any potential project will be in the best interest of the community and the industry.

CLIA members are supportive of shore power and port infrastructure projects to supply cruise ships with a clean supply of power that will achieve an overall emission reduction. As you know, the Franklin Dock has been a great success and was used as a model elsewhere in the world. We are very fortunate to have a renewable resource such as clean hydropower to use in port as an alternative to running large engines.

Few places have the weather and geographic challenges that Juneau does, and we are sensitive to concerns raised by residents regarding visible emissions. Connecting more ships to shore power will help; however, the issue is complex and funding decisions should be made as part of a thorough review of environmental, technical, and economic factors to determine the feasibility of such a project.

Currently, CLIA member cruise lines have 55 ships equipped with shore power capabilities, which is about 28% of CLIA's global capacity. An additional 11 ships are planned for retrofit and 17 of the planned new ships on order will have shore power capability (approximately 30% of new builds). Globally, there are only 14 cruise ship ports with shore power capability, which is low compared to ports with power for other vessel types. While the number is expected to increase, many ports are reluctant to add shore power for cruise ships, determining it is too costly given the seasonality of the business, high power demand (ships can require from 5MW for small up to 14 MW for larger ships), and potential low usage given the number of ships with connections.

Alaska shares some of these challenges, including only having one port with shore power. That not only makes the investment of ship retrofits more difficult to amortize, it does not help vessels comply with national and international emissions standards while maneuvering or transiting outside of port. However, it is worthwhile to evaluate expanded shore power and CLIA Alaska is supportive of your funding request to provide further analysis and options to move forward.



In the analysis, it would be helpful to include how to accommodate vessels with port side connections versus starboard connections. Ships equipped with starboard connections may need to dock bow in at the Alaska Steamship Dock, displacing a larger ship such as the Ovation (used here as one example), which will not fit at the 300-foot Cruise Terminal Dock.

Also, power currently sold to ships at the Franklin Dock helps reduce the cost of power for local rate payers, a benefit that has been popular with Juneau rate payers. Identifying the potential sources of power that could supply one or both vessels at the 16B dock and whether there would be potential for any negative impact upon local rate payers should be evaluated. We would not be supportive of a project that increased the cost of living for residents.

The industry considers shore power as one of several approaches in reducing emissions. CLIA members have already invested hundreds of millions of dollars to develop and install new technology. Ninety-two percent of the ships have low friction hull coatings, 70% have the capability of using biofuels, 60% have Exhaust Gas Cleaning Systems (which reduce 99% of sulfur and well over 50% of particulate matter), and over 34% of new builds will have LNG capabilities. These investments are all part of the industry's commitment to sustainable operations.

Expanding shore power is a decision for individual ports to decide based on environmental benefits, cost effectiveness, and many other technical factors. Our members have experience in various ports and may be of assistance in identifying other issues or providing information beneficial to the evaluation process. Thank you again for your initial outreach and we look forward to further discussions.

Sincerely,

John Binkley
President

Bruce M. Botelho
401 F Street
Douglas, Alaska 99824

April 23, 2019

Mayor Beth Weldon
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

Dear Mayor Weldon:

Re: FY2020 Passenger Fee Recommendations

I have reviewed the manager's recommendations for expenditure of marine passenger fees and wish to comment on his observation that they should trigger a discussion about the role of public fees to support private docks.

I was an early opponent of such expenditures, but my thinking evolved over time. I outlined my current view in an April 2011 memo to the assembly when I set out to summarize the history of Juneau's port fee structure. I want to highlight three paragraphs that explain my change of position.

What is the service we provide? It is rendering the Port of Juneau able to receive passenger ships of current and anticipated capacity into its harbor, permit their passengers and crew to cross our docks, and enter the community, whether on foot, by water taxi or motorized terrestrial vehicle, safely and efficiently. And, when I refer to "our docks", I mean to include those that have been privately developed. Our responsibility to passengers and crew who visit Juneau does not end at a property line. On the other hand, how and in what manner that responsibility is fulfilled will vary, based in part on the ownership of any specific facility within the Port of Juneau.

[The Long-Range Waterfront Plan] is for me the linchpin of our approach to the imposition and expenditure of our fees. The plan views the Port of Juneau as an integrated area, intended to service vessels, their passengers and crew in a way that is safe and efficient, but also with amenities that benefit these visitors and residents alike. The fees are a partial offset to the costs associated with the infrastructure and governmental services provided and in mitigation of the impacts that a million and a half people, both passengers and crew, bring in a four month period to a community of 31,000.

I agree with Mr. Rummage and Ms. Francis [attorneys representing private docks] that we do need to maintain both public and private docks "at the high standard necessary to continue attracting cruise business (and related economic activity) to

Juneau.” For that reason, I can support funding for projects at the private docks. In the first instance, however, I leave it to the manager to evaluate all proposals for expenditures of the marine passenger fee proceeds and to recommend those that he concludes are most justified.

I provide this to you and the assembly in hope that it will aid in your deliberations on the uses of the fees. I express no opinion on the manager’s specific recommendations. I have attached a copy of my 2011 memo to the then-sitting assembly.

Sincerely yours,



Bruce Botelho

To: Assembly

From: Bruce Botelho
Mayor

Subject: Marine Passenger Fees and Port Development Fees [revised]

During the course of the last months the assembly and its finance committee have discussed whether and how we should make use of monies received from cruise ship passengers. Recently, challenges to some proposed expenditures have been offered by members of the public and these, rightly, should be openly and forthrightly addressed.

In advance of this Wednesday's consideration of the CIP budget for FY 2012, I thought it might be helpful to review the fee structures we have in place, their historical context and my understanding of the applicable law. I do so in recognition that my remaining time on the assembly is limited and that I am the only member who participated in the early development of our fee structures.

Historic cruising

Cruise ship tourism of one sort or another has been part of Southeast Alaska's history for generations, frequently regarded as beginning with John Muir's 1879 visit, immediately before the discovery of gold in what became the Juneau Mining District.

Throughout the first half of the Twentieth Century, tourists travelled to Alaska primarily on vessels of the Alaska Steamship and Canadian Pacific steamship boats. By the mid-1960's, these companies had been supplanted by air travel and the Alaska Marine Highway system.

The first cruise ships in numbers returned to Juneau in the late 1970's and, by 1982, the annual number of passengers had risen to 80,000. Juneau consciously focused on this potential market in the aftermath of a 1982 vote on a bond issue to finance the relocation of the capital. The city recognized the need to diversify and cruise ship tourism offered one attractive alternative. On its own, Juneau undertook the establishment of a downtown historic district and extensive reconstruction of streets and sidewalks, hoping that these improvements would attract more cruise lines to call on Juneau.¹

Whether by coincidence or not, the cruise industry did expand its presence in Juneau and by the late 1980's the annual number of cruise passengers exceeded 200,000.

1990 Enactment of a port dues structure

As mayor in January 1989, I requested the assembly adopt an ordinance imposing a \$5 marine passenger fee on each cruise ship passenger arriving in Juneau. Juneau's docks

¹ In addition, between 1978 and 1988 the city invested \$9.619 million in waterfront projects.

were old and could not sustain the volume of ship traffic, consisting of vessels five to ten times the size of those the docks had been built for. Revenue sharing and capital projects from the state to municipalities had fallen sharply since the 1985 recession. The burden of infrastructure development needed to be shifted to the industry that benefited from it.

The cruise industry opposed the imposition of a fee. However, over the course of the next thirteen months, hearings and negotiations between industry representatives and the city took place. And, in February 1990, (over industry opposition) the assembly unanimously enacted a “port dues” ordinance, Ord. 89-52. In the ordinance, the assembly made several findings, among them, that “the establishment of port dues is necessary and appropriate in order to fund capital acquisitions and improvements to the city and borough’s port facilities for the use and benefit of the cruise ship industry.”

The port dues structure assessed vessels based on their tonnage, with the receipts used to finance specific dock improvements proposed in a General Obligation bond package approved by the voters in 1991. The rate began at \$.05 a ton and was readjusted annually.²

The Marine Passenger fee

In 1999, City and Borough of Juneau voters passed Proposition 1, assessing a fee of \$5 per cruise ship passenger. The proposition, embodied in CBJ 69.20, directed that the fees be placed in a marine passenger fund, from which appropriations were to be made to “address the impacts caused by the marine passenger ship industry.” Permissible expenditures included:

- (1) Design, construction, operation, or maintenance of capital improvements to relieve impacts of marine passenger ships and marine passengers;
- (2) Operating funds for personnel, training, commodities, rentals, services and equipment for services provided, made available to, or required as a result of marine passenger ships and marine passengers;
- (3) Projects and programs that promote safety, environmental improvements, or enforcement of laws caused or required by marine passenger ships and marine passengers;
- (4) Acquisition of land required to execute the activities listed in this section;
- (5) Beautification and enhancement of the facilities listed in subsections (a)(1)—(a)(4) of this section;

² Two other features of the ordinance are noteworthy. The first was creation of a port development plan that served as the basis for the 1991 GO bond issue. The second was the creation of a port advisory committee whose primary responsibility was to comment on the port development plan and adjustments to all port fees.

(6) Surveys, analyses, polls, plans, monitoring, and similar efforts to measure, describe or predict, or manage the impacts of marine passenger ships and marine passengers, for items listed in subsections (a)(1)—(a)(5) of this section.

In 2008, the Assembly amended the ordinance's process for soliciting and deciding projects, but did not alter the list of permissible expenditures. Ord. 2008-07.

The Port Development fee

In January 2002, the port dues ordinance, Ord. 89-52, expired. In April 2002, the assembly adopted Res. 2150, "a Resolution Imposing Port Dues on Vessels Carrying Passengers for Hire." In doing so, the assembly determined that "it is appropriate to implement a replacement that assures better planning, improved community and business partnerships, and the development of broadly supported waterfront improvements".

Despite the title of the resolution, the fee was to be denominated a "port development fee". The initial rate was \$1.73 per passenger. Monies were to be used to partially fund Phase I of the Steamship Wharf/Marine Park project, a comprehensive waterfront plan "addressing the area from the Douglas Bridge to the Little Rock Dump", and a feasibility study and preliminary design of a dock extension. The fee was to be collected through December 31, 2005.

The port development fee was the subject of several subsequent resolutions:

(1) Resolution 2163 (July 2, 2002), which, for the first time, differentiated between CBJ owned facilities and private facilities, charging 18 cents per arriving passenger for all vessels and an additional \$2.00 on those arriving at CBJ owned facilities;

(2) Resolution 2294b am (March 14, 2005), which increased the fee on all arriving passengers to \$1.18 and an additional \$2.00 on passengers arriving at CBJ owned facilities. In addition to projects addressed in Res. 2150, Res. 2294b directed funds to implement waterfront development projects identified in the then-recently-adopted Long-Range Waterfront Plan; The assembly specifically found that the primary user of the downtown waterfront facilities was the cruise line industry and that the safety and efficiency of interstate and foreign commerce would be enhanced by planning, designing, and constructing facilities outlined in the plan;³

(3) Resolution 2423(b) am (January 7, 2008), which set the port development fee at \$3.00 for all arriving passengers and extended it until January 2011; and

³ Ord. 2005-02 (imposing market rate port dues on vessels carrying passengers for compensation) was adopted at the same time. It authorized a port tonnage fee on vessels calling at the Port of Juneau, but it has not been implemented.

(4) Resolution 2552 (November 29, 2010), which repealed the sunset provision.

Other topics bearing on Marine Passenger and Port Development fees

a. State Commercial Passenger Vessel Excise Tax (CPV)

In August 2006, a voter-approved initiative established the commercial passenger vessel excise tax, popularly known as a “head tax”, of \$50 per person disembarking from cruise ships in an Alaska port. Monies were placed into the CPV tax account and were then appropriated annually by the legislature under a formula set forth in the initiative. The initiative’s findings included a determination that “the State of Alaska and local governments. . . incur significant costs related to health, safety and other social activities and obligations. These passengers should also contribute their fair share to the costs of the general government of the State of Alaska. . .”

At Governor Parnell’s urging, the legislature modified the CPV in the 2010 session, effectively reducing the tax to \$34.50 per passenger. Two features were of specific benefit to the City and Borough of Juneau. First, it would receive \$5 per passenger. Second, doing so would not be conditioned on repeal of its own marine passenger fee or port development fee.

b. The Long Range Waterfront Plan

As I noted above, one of the uses of the port development fee was to be the completion of a long-range waterfront development plan. After two years of public hearings and preliminary work, the assembly adopted its plan in November 2004 (Ordinance 2004-40). The plan, with a 20-year horizon, embodied the assembly’s systematic approach to development of the Port of Juneau.⁴ Among its “key organizing elements and themes” were “cruise facility growth” and “expanded transportation mode choice”.

The plan specifically contemplates the reconstruction of CBJ’s docks to accommodate two, 1,000 foot cruise vessels, sets forth considerations for additional berthing, and identifies alternatives near Gold Creek to achieve that result.

c. Expenditures from the two city fee structures

⁴ The Port of Juneau encompasses those facilities located on the downtown waterfront, including the ferry terminal and lightering docks, which are not included under the term “boat harbor” and which are used for commercial purposes related to marine shipping, transportation, and tourism. CBJ 85.05.010

Over the course of the period 1990 – 2008 there was another nearly five-fold increase in the number of passengers arriving in Juneau.⁵ The volume of visitors and the size of the vessels calling on Juneau both brought major challenges and opportunities to Juneau. Floatplane and, later helicopter, operations, crowding of pedestrians on Juneau streets, bus congestion, air and water quality, and adequacy of docks were all issues successive assemblies have tried to address responsibly.

The fees have been essential in building and maintaining basic infrastructure for nearly-one-million visitors who arrive by cruise ship into the Port of Juneau each year and in partially off-setting the impact of these visitors on municipal government services.

Not including the initial port dues regime, the CBJ has expended \$14,776,800 in port development fees on port infrastructure maintenance and construction. The CBJ has expended an additional \$22,239,000 on Port of Juneau capital projects from marine passenger proceeds.⁶

Applicable Legal Standards

From the outset, successive assemblies have been conscious of, and conscientious about, complying with federal, state and local laws respecting use of the monies collected from port dues, port development and marine passenger fees. Nevertheless, our application of these standards has evolved, becoming increasingly sophisticated because of greater awareness on the part of assembly members, vigilance by city management and the public and constantly developing case law. This iterative process will continue.⁷

What we all know is that, in addition to complying with our own ordinances, each proposed expenditure must satisfy every federal and state standard in order to be lawful. Here is my cursory outline of these standards, along with my thoughts on their application:

a. Federal constitutional constraints

The “dormant” Commerce Clause. The United States Constitution authorizes Congress to regulate “Commerce with foreign Nations, and among the several States, and with the Indian Tribes”. Art. I, sec. 8, cl. 3 U.S. Const. This explicit grant of authority to Congress has a converse implicit prohibition known as the “dormant” Commerce Clause which bars states from passing legislation that improperly burdens or discriminates against interstate commerce, even when there is no conflicting federal statute.

⁵ The number of passengers arriving in Juneau declined after that point from a high in 2008 of 969,354 visitors, 962,573 in 2009, and 825,916 in 2010 to an anticipated 816,188 visitors this summer, attributed variously to a national recession and to the imposition of the statewide passenger fee discussed above.

⁶ Approximately \$30 million has been expended on “operations” which has ranged from general support (\$14,063,900), shoreside power (\$3 million), to the seasonal EMS Transport program (\$480,000) and crossing guards (\$991,000).

⁷ I will have recommendations to make in this regard later this year.

The United States Supreme Court has established a three-pronged test to determine whether a state (or local) fee imposed on interstate commerce to pay for facilities used in part by those engaged in interstate commerce is “reasonable” [constitutional]. It is permissible only if it

- (1) is based on some fair approximation of use of the facilities,
- (2) is not excessive in relation to the benefits conferred, and
- (3) does not discriminate against interstate commerce.

Northwest Airlines, Inc. v. County of Kent, 510 U.S. 355, at 369 (1994).

The Tonnage Clause. Article I, section 10 of the United States Constitution declares that “[n]o State shall, without the Consent of Congress, lay any Duty of Tonnage.” The Supreme Court has interpreted the clause to apply to “all taxes and duties regardless of their name or form, and even though not measured by the tonnage of the vessel, which operate to impose a charge for the privilege of entering, trading in, or lying in a port.” *Clyde Mallory Lines v. Alabama ex rel. State Docks Comm’n.*, 296 U.S. 261, at 265-66 (1935).

Two years ago, the Supreme Court was presented with a challenge to the City of Valdez’s imposition of a property tax on large vessels docking at its ports. While striking down the tax, the Court noted: “. . . [N]othing in the history of the adoption of the Clause, the purpose of the Clause, or this Court’s interpretation of the Clause suggests that it operates as a ban on *any and all* taxes which fall on vessels that use a State’s port, harbor, or other waterways.” *Polar Tankers Inc. v. City of Valdez, Alaska*, 129 S.Ct. 2277, at 2283 (2009).

Most pernicious about the tax, not an issue with respect to our own fees, was that it was intended to raise money for general municipal services, it was uniquely targeted at large vessels rather than to any other form of non-affixed personal property, and it was not related to services provided to the vessel.

b. Federal statutory constraints

Language in the Maritime Transportation Security Act of 2002 amended 33 U.S.C. 5 by adding a new subsection (b) that provides in pertinent part:

No taxes, tolls, operating charges, fees . . . shall be levied upon or collected from any vessel or other water craft, or from its passengers or crew . . . except for . . . reasonable fees charged on a fair and equitable basis that - (A) are used solely to pay the cost of a service to the vessel or water craft; (B) enhance the safety and efficiency of interstate and foreign commerce; and (C) do not impose more than a small burden on interstate

or foreign commerce.

In *State v. Alaska Riverways, Inc.*, 232 P.3d 1203, 1222 (Alaska 2010), the Alaska Supreme Court noted that this section was a codification of the common law concerning the constitutional constraints discussed above.

What is the service we provide? It is rendering the Port of Juneau able to receive passenger ships of current and anticipated capacity into its harbor, permit their passengers and crew to cross our docks, and enter the community, whether on foot, by water taxi or motorized terrestrial vehicle, safely and efficiently. And, when I refer to “our docks”, I mean to include those that have been privately developed. Our responsibility to passengers and crew who visit Juneau does not end at a property line. On the other hand, how and in what manner that responsibility is fulfilled will vary, based in part on the ownership of any specific facility within the Port of Juneau

It is my view of the service we provide that makes me uncomfortable with expenditures outside of the Port of Juneau. For that reason, I have been particularly wary of the use of marine passenger fees for the airport. Use of funds for Statter Harbor presents a much closer question for me, even though it is geographically more remote from the Port of Juneau than the airport. It is because the facilities that are proposed to be constructed are almost exclusively for the use and benefit of marine passengers who disembark in the Port. A court could conclude that it is an appropriate expenditure.

c. State constitutional constraints

Public Purpose Requirement. Article IX, section 6 of the Alaska Constitution reads:

No tax shall be levied, or appropriation of public money made, or public property transferred, nor shall the public credit be used, except for a public purpose.

This provision enters our discussion because of proposed expenditures to dock facilities that are privately owned. The Alaska Supreme Court has applied this provision on several occasions. A case that structurally bears some resemblance to the situation presented here is *Weber v. Kenai Peninsula Borough*, 990 P.2d 611 (Alaska 1999).

In 1993, certain property owners petitioned the borough to form a utility special assessment district to finance a gas line extension to their area. The extension was to be constructed and owned by Enstar. Once the extension was completed that year, the borough confirmed the assessment roll and set the amount each property owner within the district was to pay. Weber (the successor to the original property owner who protested) challenged the assessment as violative of the public purpose requirement, claiming that it benefited only Enstar. That was because Enstar would receive all of the assessment proceeds and, in the end, would own and operate the gas line.

Marine Passenger and Port Development Fees

April 25, 2011

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In *Weber* the Alaska Supreme Court concluded: “The issue turns not on who is being paid but on what will be provided.” In doing so the court relied on an earlier U.S. Supreme Court pronouncement⁸ and its own early decision in *Lien v. City of Ketchikan*, 383 P.2d 721 (Alaska 1963) “. . .[T]he test of whether a public purpose is being served does not depend on the . . . nature of the [entity] that will operate the . . . property, but upon the character of the use to which the property will be put.”⁹

I have struggled with the applicability of the public purpose section to the Port of Juneau. I specifically opposed use of the marine passenger fee proceeds to fund shoreside power. What troubled me most was the manner in which the project was put together. Two private entities entered into a contract for shoreside power that included provisions for the financing of the project and then, six months later, successfully requested that the assembly pay for the project from marine passenger fee proceeds instead. Under *Weber* the expenditures fulfilled the public purpose requirement.

Senator Elton Engstrom, and Msrs. Chip Thoma and Joseph Geldhof have each expressed their concern about expenditures proposed for the A.J. Juneau Dock and Franklin Dock. None has argued that there should be an absolute bar to expenditures at the private docks.

Senator Engstrom’s objection is that:

The Franklin Dock and A.J. Dock have contracts that give them profit for their enterprises which should include provision for repair and depreciation, if properly drafted. Both of the aforementioned docks are private entities with no open access for the Juneau public. These are structures that are only used for the benefit of the dock company and a cruise line. . . To give them a share of the head tax would be a gift which is not expected or deserved.

(undated; presented to the assembly in early April 2011)

⁸ “The test of the public character of an improvement is the use to which it is to be put, not the person by whom it is to be operated.” *Milheim v. Moffat Tunnel Improvement District*, 262 U.S. 710 (1923).

⁹ Another Alaska Supreme Court case, *Wright v. City of Palmer*, 468 P.2d 326 (Alaska 1970) is also instructive. Here the court approved a bond issue intended to entice a business into Palmer over the objection that the benefit accrued to the business entity. The court noted that: “There are dangers that an industry locating in a community may end up dominating the political and economic processes. On the other hand, it is recognized that the location of an industry in a particular community may have widespread economic benefits and that these do fulfill the public purpose and the general welfare of the community, broadly conceived”. *Ibid* at 330-31. The court further observed: “The benefits from the plan of the City of Palmer may be enjoyed in part by some individuals more than by others. But collective advantages to the community at large can be perceived quite readily.” *Id.* at 331

Mr. Thoma lauded the proposal to fund a grey water connection from the AJ Juneau Dock to the Thane treatment plant. On the other hand, he has challenged the navigation hazard study, declaring that “Private entities should do their own business and capital improvement planning, not the CBJ.” (April 11, 2011).

Mr. Geldhof observed that “. . . the CBJ has the ability to make payment to the private docks and other private entities so long as the public obtains some value from the transaction.” He objected to many of the proposed expenditures, however, as “nothing more than a subsidy by the public to private enterprise entities for what is essentially routine maintenance or property upgrades.” (April 11, 2011).

Legal representatives of the Franklin Dock Co. and A.J. Dock Co., on the other hand, have argued that:

To absorb the fees collected from vessels calling at the private docks (and to comply with federal law). . . the CBJ will need to make substantial additional appropriations for projects to maintain the docks at the high standard necessary to continue attracting cruise business (and related economic activity) to Juneau.

Stephen Rummage and Rebecca Francis (December 7, 2010)

While supporting projects proposed for the private docks, Mr. Bob Stone, chairman of the Alaska Cruise Association has challenged the decision to expand the downtown public docks, in part because “that project will not benefit the passengers who would be paying the fees to defray the costs, thus running afoul of federal law. (Indeed, most of those passengers do not even call at the public docks).” In his letter to me, dated January 11, 2011, he continued: “The industry also has serious concerns regarding the seawalk and other components of the Long-Range Waterfront Plan.”

I appreciate Mr. Stone’s focus on the Long-Range Waterfront Plan because it is for me the linchpin of our approach to the imposition and expenditure of our fees. The plan views the Port of Juneau as an integrated area, intended to service vessels, their passengers and crew in a way that is safe and efficient, but also with amenities that benefit these visitors and residents alike. The fees are a partial offset to the costs associated with the infrastructure and governmental services provided and in mitigation of the impacts that a million and a half people, both passengers and crew, bring in a four month period to a community of 31,000.

Any given year is a snapshot in time. Discrete projects may be concentrated in one part of the Port in one year, in another in a second year, and so on. At the end of the planning horizon, however—and with modifications as time goes on—the Port will have been fully developed and will have enhanced both the safety of vessel, passengers and crew and their efficient movement along and through the waterfront.

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I agree with Mr. Rummage and Ms. Francis that we do need to maintain both public and private docks “at the high standard necessary to continue attracting cruise business (and related economic activity) to Juneau.” For that reason, I can support funding for projects at the private docks. In the first instance, however, I leave it to the manager to evaluate all proposals for expenditures of the marine passenger fee proceeds and to recommend those that he concludes are most justified.

There are two residual questions from this discussion: (1) what, more specifically, can we spend the fees on? and, (2) must all fees collected from passengers disembarking at the private docks be used exclusively at the private docks?

There is no magic list that allows us to definitively say which projects qualify and which do not. However, the Second Circuit Court of Appeals decision in *Bridgeport and Port Jefferson Steamboat Co. v. Bridgeport Port Authority*, 567 F.3d 79 (2d Cir. 2009), is instructive. The port authority, established by the City of Bridgeport, CT, included lands 1,000 feet inland from the waterways of Bridgeport and Black Rock Harbors as well as certain lands outside of it. It also encompassed a dry shipping terminal, a site of a former major steel complex and a shipyard. The ferry company docked at the authority’s facilities. The authority imposed a passenger fee on ferry passengers from which virtually all of its operations were funded. The court affirmed a lower court decision enjoining the collection of a passenger wharfage fee until the fee was revised. Specifically, it approved of the district’s court’s segregation of permissible and impermissible uses of the fee proceeds. I highlight here some of the markers that should help us in making our own expenditure decisions:

- “The Port District . . . includes many projects beyond the Dock that are not functionally related to the ferry operation, and are not intended to benefit the travelers on ferries or to facilitate their boat travel from Connecticut to Long Island.”
- “The Court concluded that the following BPA activities benefitted ferry passengers: (1) construction and maintenance of a new ferry terminal building, (2) repair of the bulkhead of the Dock, (3) construction of the access road, (4) planning of the parking facility for ferry passengers, (5) security for the Dock, and (6) daily operations related to the ferry.”
- “A user fee. . . may reasonably support the budget of a governmental unit that operates facilities that bear at least a ‘functional relationship’ to facilities used by the fee payers.”

I do not believe that we are required to expend all monies collected from passengers disembarking at the private dock facilities only on those facilities. I essentially agree with Senator Engstrom’s observation that “[t]he Franklin Dock and A.J. Dock are not the nexus of the taxable event supporting the passenger charge. The basis is the vessel being in the waters adjacent to the city of Juneau.” The fees are used for improvements to the Port of Juneau, of which the private facilities are merely a part.

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Two airline cases discussed in *Bridgeport* above make clear that there is no requirement that “the amount of a user fee must be precisely calibrated to the use that a party makes of Government services.”

In *Evansville-Vanderburgh Airport Authority District v. Delta Airlines, Inc.*, 405 U.S. 707 (1972), respondents challenged a “use and service charge” of \$1 “for each passenger enplaning any commercial aircraft operated from the Dress Memorial Airport” in Evansville, Indiana. The funds were to be used for the improvement and maintenance of the airport. The Supreme Court upheld the fee. Among its conclusions:

- A charge designed to make the user of state-provided facilities pay a reasonable fee for their construction and maintenance may constitutionally be imposed on interstate and intrastate users alike.
- Although not all users of the airport facilities are subject to the fees, and there are distinctions among different classes of passengers and aircraft, the charges reflect a fair, albeit imperfect, approximation of the use of the facilities by those for whose benefit they are imposed, and the exemptions are not wholly unreasonable.

In *Alamo Rent-a-Car, Inc. V. Sarasota-Manatee-Airport Authority*, 906 F.2d 516 (11th Cir. 1990), the rental car agency was the only one of six agencies located off the airport premises. It was assessed a ten percent fee to the airport authority, but prohibited from soliciting business in the airport and from picking up passengers who lacked a reservation. The on-site agencies also paid the fee, but were otherwise unrestricted. It challenged the imposition of the user fee, relying on the *Evansville* case above that the fee must “reflect a fair, if imperfect, approximation of the use of facilities for whose benefit they are imposed.” The agency said that the only use it made of the airport was to drive on the airport roads in order to pick up passengers. For that reason it should be limited only to a “pro rata road use fee”.

The circuit court upheld the fee. Among its observations were

- “. . .[T]he ‘benefit conferred’ language of [*Evansville*] suggests that a broad construction of use is appropriate where the benefit derived by the user depends on the existence of the entire government-provided facility.”
- “Alamo argues that the Authority can only ‘recoup’ expenditures, thus implying that the Authority is restricted to seeking reimbursement for funds already expended to build and maintain the airport facility, and that the Authority is forbidden from levying a fee to fund future development. . . [W]e believe that given the long term nature of maintaining and developing an airport, it was appropriate for the Authority to factor in future development plans when setting user fees. To ignore the future expense of developing and expanding the airport to meet increased demands, would increase rather than mitigate burdens on interstate commerce. . .”

Marine Passenger and Port Development Fees

April 25, 2011

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A third case, decided three weeks ago, *Cohen v. Rhode Island Turnpike and Bridge Authority*, 2011 WL 1319541 (D. Rhode Is. 2011), involved a class-action challenge to, among other things, the turnpike and bridge authority's (RITBA) use of tolls collected on one bridge to be used for maintenance and improvements on another, non-toll bridge. Here the plaintiff argued that because RITBA used some of the toll monies collected at the tolled-bridge to maintain the other, the toll was not based on a fair approximation of the use of the tolled-bridge.

RITBA countered that there was a "functional relationship" between the two bridges, the presence of the second bridge helping to alleviate the traffic that would exist on the tolled-bridge in its absence. The district court concluded that

This Court is not required to measure the strength of this functional relationship or the precise extent of added congestion that closing the Mount Hope Bridge would produce. . . To defeat [plaintiff's] argument, all that must be shown is some functional relationship between the two bridges.

The conclusion that I draw from these cases is that fees collected from passengers disembarking at the private docks need not be expended solely at those facilities, that the fees may be used to support discrete projects within the Long-Range Waterfront Plan and that their use for construction of public dock facilities would be permissible because of the functional relationship existing between the facilities.¹⁰

Where do we go from here?

The Finance Committee did not act on the Capital Improvements Program budget set forth in Resolution 2571 at its April 13, 2011 meeting because of concerns about projects funded by the marine passenger proceeds, even though the committee had independently forwarded the Marine Passenger Fee funding recommendations to the assembly at its April 6, 2011 meeting without objection.

I propose that we move forward at our special Assembly meeting on Wednesday in the following manner:

1. We should pull Resolution 2571 "A Resolution Adopting the CBJ CIP for FY 2012 Through 2017" from the consent agenda and move it to the bottom of the agenda.
2. Once we reach Resolution 2571, I will ask to suspend the rules in order to decide "by exception" projects to be considered. Specifically, I ask that we:

¹⁰ I reiterate that I believe it is permissible to expend monies on the private dock facilities and that it is advisable to do so where the result will be to enhance safety, efficient movement of passengers and crew and help standardize high quality infrastructure throughout the Port of Juneau.

- a. determine whether there are any non-marine passenger fee projects to which there is objection and decide these;
- b. determine whether there are any marine passenger fee projects to which there is objection and decide these;
- c. determine the distribution of any disapproved funds (for example, directing remaining monies to the seawalk, Statter Harbor, or other projects that did not make the manager's list); and
- d. formally act on Resolution 2571 and on dispositions of the marine passenger fee proceeds.

From: reedstoops@aol.com [<mailto:reedstoops@aol.com>]
Sent: Wednesday, April 24, 2019 11:20 AM
To: kday@hagroup.com; Rorie Watt; Bob Bartholomew
Subject: issue paper

In support of the use of Marine Passenger Fees (MPF) for the private cruise ship docks.

First, by way of history, as cruise ships began coming to Juneau in 1960s, there were only two fixed wood pile docks for the ships to berth. In 1996, the first private fixed cruise ship dock was constructed by Franklin Dock Enterprises. The second private cruise ship dock was constructed by the Cruise Line Agency in 2003 on the Jacobsen property on the north tip of the rock dump. It was the first floating dock to be built in Juneau.

Marine Passenger Fees have been collected at both the city and private docks since 2000. While a majority of those fees have been collected by cruise ships berthing at the two private docks, the vast majority of the fees have been spent on public facilities, passenger services offered by CBJ and the two public docks. The largest single expenditure was the recent construction of two floating public docks. Marine Passenger Fees appropriated for those docks in the amount of \$30 million. In addition, \$22.6 million in revenue bonds were issued with a 19 year term. The newly constructed municipal docks charge berthing fees high enough to cover the annual payments for the revenue bonds, but because of the extensive use of MPFs, the berthing rates are set by Docks and Harbors at below market rates.

While most Marine Passenger Fees have gone to public projects, a small percentage have gone to private docks starting about 7 years ago for security, public restrooms and maintenance items.

The largest one was a partial reimbursement for the construction of the shore power system for cruise ships at the Franklin Dock, which was the first of its kind in the world. That project cost \$6.2 million which was paid for by Princess. \$3 million for shore side infrastructure was reimbursed to them over a 10 year period from MPFs.

In the current request for MPF appropriations by the City Manager there is a request for \$285,000 for new 10 ft diameter fenders for the Franklin Dock. Those fenders are necessary to allow the new mega size vessels to use the dock. Without the new larger fenders, there would not be enough clearance between the ship and the shore power gantry which handles the large electric cables that plug into the ships power system.

There has been some recently expressed opposition to the appropriation solely because it is being used to fund a project at one of the private docks.

We believe that the appropriation merits approval for the following reasons:

1. Appropriations to private docks are legal and have precedents at both private docks, as noted above.
2. The settlement of the lawsuit with CLIA Alaska included discussions of and general agreement for support of private dock funding for MPFs.
3. A far greater percentage of passenger fees have been collected at the private docks than the public docks, but most of that money is spent on the public docks and other public uses.
4. If not paid for by MPFs, the cruise ship companies will have to pay for the projects directly or through higher docking fees. The most direct beneficial use of passenger fees is for dock facilities.
5. There is already a discrepancy between berthing fees at the public and private docks which is a direct result of use of MPFs to help pay for those public facilities.
6. The private dock owners are not the beneficiaries of these types of appropriations; it is the cruise ships which use the docks which would otherwise bear the cost of the improvements through higher dock fees.
6. If passenger fees are collected at private docks but all or most of those fees support public docks, that policy decision is inherently unfair. Otherwise, the amount of MPFs collected at the private docks should be amended to be significantly lower than those collected at the public docks.

From: Duff Mitchell [<mailto:duff.mitchell@yahoo.com>]

Sent: Thursday, May 02, 2019 3:54 PM

To: Rorie Watt; Beth Weldon; Michelle Hale; Wade Bryson; Mary Becker; Maria Gladziszewski; Carole Triem; Loren Jones; Rob Edwardson; Alicia Hughes-Skandijs; Borough Assembly

Cc: Susan Phillips

Subject: Juneau Commission on Sustainability- modified request and comments on Marine Passenger Fees May 2, 2019

Dear Mayor, City Manager, and Assembly Members,

Your Juneau Commission of Sustainability (JCOS) met yesterday and the dock electrification was a major issue on our agenda. As you recall, we submitted a Marine Passenger Fee (MPF) proposal to take actions to electrify one berth of the CBJ docks with an MPF request for \$3.5M. JCOS would like to modify our earlier January 2, 2019, Marine Passenger Fee request to comport with the community sentiment and modify our monetary request to appropriate \$500,000 to conduct cost-effective dock electrification design and prepare bid-ready documents by a tried and proven dock electrification engineering firm. This would initiate the process to provide shore power for cruise ships at the North Berth of the 16B Dock (the berth closest to our city center). The JCOS contacted two world-class dock electrification engineering firms and confirm that \$500,000 is a responsible and appropriate MPF recommendation to properly and cost-effectively design this CBJ dock for electrification.

Since our January 2nd request, many events have unfolded and are useful for your context and deliberations.

A. Resolution of the CLIA lawsuit and a community desire to improve relations with the Visitor Industry of which you understand the emissions and health impacts can and should be collaboratively resolved.

B. Two JCOS sustainability sessions. One session focused on DEC, Emissions and was attended by the Commissioner of DEC and other city officials. The second session was titled Sustainability for Juneau's Visitor Industry. Mr. John Binkley wore a "Plug Em In" No Idle Zone button and publicly stated Cruise Industry support for dock electrification as did the other panelists: Kirby Day, Dan Blanchard, and Bob Janes.

C. Several newspaper stories, radio pieces on both public and private broadcasting radio stations have carried stories on emissions, industry capacity and lessening the visitor industry impact with a reduction in emissions through dock electrification.

In view of these events and resulting community discussions and public outpouring on this issue, our modified request is reasonable, responsible and supported by community interest in this decades-long discussion of our community to electrify our downtown Juneau docks. We believe the time has arrived to make decisions for taking action, not studies.

The JCOS advises that the Assembly move forward with an MPF appropriation of \$500,000 to conduct cost-effective dock electrification design and prepare bid-ready documents to prepare a dock for electrification as a matter of public interest and health hazard abatement.

It goes without saying that Juneau led the world on dock electrification and now we can catch up to what we started with the rest of the ports such as Seattle and Vancouver that electrify the very same ships that visit Juneau.

The Juneau Commission on Sustainability appreciates your consideration on our Commission recommendation to you. Our letter and our supporting documents are attached. We ask that this email, our past and modified MPF request, and our background fact sheet be submitted as public record comments for the use of Marine Passenger Fees and our comments along with all Marine Passenger Fee comments/correspondence/emails timely submitted be made available to the public.

The Juneau Commission on Sustainability thanks you for the opportunity to advise you on this matter.

Duff W. Mitchell
Chair

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155 S Seward Street • Juneau, AK 99801

To: Mayor Beth Weldon and CBJ Assembly

From: Duff Mitchell, Chair, Juneau Commission on Sustainability

Date: May 2, 2019

Subject: JCOS Proposal for Use of Marine Passenger Fees (MPF) - 16B Dock Electrification

The Juneau Commission on Sustainability (JCOS) reviewed the City Manager's recent recommendation and is aware of the intense and large public outpouring on the issue of dock electrification. Many residents do not want any more studies and, instead, want CBJ to move dock electrification forward to design and construction. After two JCOS Sustainability sessions and several radio and newspaper reports regarding CBJ dock electrification as a means to reduce ship emissions and improve relations with the Juneau visitor industry, **the JCOS agrees and recommends to the Assembly that the CBJ commit to dock electrification and use MPF funds in this appropriation cycle to conduct design work and create bid-ready documents.**

The JCOS met on May 1, 2019, and would like to modify our earlier 1/2/2019 Marine Passenger Fee request to comport with the community sentiment and modify our monetary request to appropriate \$500,000 to conduct cost-effective dock electrification design and prepare bid-ready documents by a tried and proven dock electrification engineering firm. This would initiate the process to provide shore power for cruise ships at the North Berth of the 16B Dock (the berth closest to our city center). The JCOS contacted two world-class dock electrification engineering firms and confirm that \$500,000 is a responsible and appropriate MPF recommendation to properly and cost-effectively design this CBJ dock for electrification.

This JCOS recommendation directly addresses CBJ Assembly's 2019 priority 5c, the Juneau Climate Action and Implementation Plan (JCAIP), the Juneau Renewable Strategy (JRES) and the recent Blueprint Juneau comments. Both the JCAIP and JRES consider the cruise industry readiness and shoreside power, and the JRES indicates that the issue of dock electrification be revisited. The JCOS believes that time is now.

Worldwide, cruise vessels are plugging into shoreside power to reduce localized emissions and improve relations with local ports. Princess Cruises is the only cruise line to use Port (left) electrification and currently uses shoreside power in Juneau. Juneau does not have a Starboard (right) electrification berth to properly serve our growing industry. Over 80% of all vessels visiting Juneau are electrification ready. **It is time for Juneau to catch up with the world trend toward electrifying vessels while in port to reduce emissions.**

Shoreside power will contribute to Juneau public support for our Alaska cruise industry and its sustainable benefits to Juneau's economy. It's clear to Juneau residents that our air quality deteriorates during the seasonal cruise season; this is a recurring issue, recently raised during the Blueprint Downtown planning. Juneau residents are rightfully concerned because of the well-known human health effects of SO₂, NO_x, and particulates contained in vessel exhausts.

Thank you for asking the public for recommendations on how to use the MPFs for the mutual and long-term benefit of the cruise industry and our Juneau community. We believe that the Juneau public has responded. The JCOS advises that the Assembly move forward with an MPF appropriation of \$500,000 to conduct cost-effective dock electrification design and prepare bid-ready documents to prepare a dock for electrification as a matter of public interest and health hazard abatement.



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CBJ Dock Electrification Fact Sheet

Juneau Commission on Sustainability, January 2, 2019

SO₂, NO_x and particulates emissions from cruise ships are threats to human health.

Air pollution from international shipping accounts for approximately [50,000 premature deaths](#) per year in Europe, at an annual cost to society of more than US\$ 66 billion according to recent studies. Through chemical reactions in the air, SO₂ and NO_x are converted into fine particles - sulphate and nitrate aerosols. In addition to the particulates directly emitted by ships, these secondary particles increase the health impacts of shipping pollution. Tiny airborne particles are linked to premature deaths. The particles get into the lungs and are small enough to pass through tissues and enter the blood. They can then trigger inflammations which eventually cause heart and lung failures. Ship emissions may also contain carcinogenic particles.

Implementing the sulphur standards for shipping fuels that the International Maritime Organization (IMO) adopted in 2008 is expected to save 26,000 lives a year in the European Union as of 2020. <https://www.transportenvironment.org/what-we-do/shipping/air-pollution-ships>

According to the US EPA, emissions from vessels running auxiliary diesel engines at berth can be significant contributors to air pollution. As port traffic grows in certain areas, air pollution may also increase. Exposure to air pollution associated with emissions from ocean going vessels and other diesel engines at ports (including particulate matter, nitrogen oxides, ozone, and air toxics) can contribute to significant health problems—including premature mortality, increased hospital admissions for heart and lung disease, increased cancer risk, and increased respiratory symptoms – especially for children, the elderly, outdoor workers, and other sensitive populations. <https://www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports>

Particle pollution is a mixture of microscopic solids and liquid droplets suspended in air. This pollution, also known as particulate matter, is made up of a several components including acids (such as nitrates and sulfates), organic chemicals, metals, soil, or dust particles and allergens.

People with heart or lung disease, older adults, and children are considered at greater risk from particles than other people especially when they are physically active. People with heart or lung diseases-such as coronary artery disease, congestive heart failure, and asthma or chronic obstructive pulmonary disease (COPD) are at increased risk.

<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1001EX6.txt>

Juneau is one of the most visited port in Alaska and is expected to receive 584 port visitations in 2019. It now ranks as a top port worldwide for summer cruise vessel ship visitations. While many scientific emission study assessments were conducted at other ports, the emission impact would be similar for a similarly sized port. With our short cruise season, and with up to five vessels docked at the same time, people in our compact downtown port area may experience more pronounced seasonal health concerns.

“Nothing compares to the benefits of zero emissions by connecting the vessel to shore power and shutting down the vessel’s engines while the ship is at the dock,” says Peter McGraw, spokesman for the Port of Seattle.

<https://shipandbunker.com/news/am/688808-public-push-for-shore-power-as-seattle-makes-way-for-bigger-vessels>

Current regulation of cruise ship emissions.

Since 2015, vessels have been required to use fuel containing less than 0.1% sulfur or an approved equivalent method, which includes Exhaust Gas Cleaning systems, or scrubbers. Exhaust Gas Cleaning Systems are pollution control systems designed to remove pollutants from exhaust. Primarily, these systems are designed to extract sulfur oxides (SOx) from the exhaust. Industry claims that the scrubber technology may also reduce NOx and particulates in the cruise ship exhaust, but reports of independent air quality monitoring of cruise ship exhaust are not readily available. The scrubber systems are either “open loop” with wash water discharge into seawater or “closed loop” with wash water stored for later land disposal or a “hybrid system” which can dispose of wash water at sea or store it for later land disposal.

It is important to note that cruise ships do not require air quality permits, in contrast to stationary sources, such as Greens Creek mine diesel generators, which are regulated.

All ships visiting Alaska must comply with state opacity levels; opacity has been monitored since the 1970s. Enforcement actions in Juneau for opacity noncompliance reached 49 in 2012-2014; 0 between 2015-2016; 2 in 2017; and at least 9 in 2018. <http://dec.alaska.gov/water/cruise-ships/egcs/> Locally, the CBJ does not regulate cruise ship emissions.

There are also national ambient air quality standards for the protection of human health. In 2000, an ambient air quality study was conducted in Juneau, and no exceedance of standards were found. The Alaska Department of Environmental Conservation is planning on conducting an ambient air quality study in Juneau in 2019.

In 2020, the International Maritime Organization (IMO) will introduce even further MARPOL low-sulfur fuel restrictions and violations could result in criminal citations to Captains and Vessel Owners. Under new international regulations organized by the IMO, only fuel with 0.50 percent sulfur will be permitted for ships as of 2020. Alaska is in a North American Emission Control Area (ECA) that has a more restrict standard of 0.1 percent sulfur.

<https://www.platts.com/IM.Platts.Content/InsightAnalysis/IndustrySolutionPapers/SR-tackling-2020-imo-impact-shipowners-tighter-sulfur-limits.pdf>

There are ongoing industry trends in heavily visited ports toward reducing emissions through lower sulfur fuels and using shore power. Working to find solutions as well as regulatory enforcement of pollution and emission regulations is not limited to one geographical area. On November 26, 2018, the Port of Marseille, France criminally prosecuted a ship captain and owner for emissions violations of the 1.50 % sulfur limit for a vessel outfitted with scrubber technology.

<https://www.telegraph.co.uk/news/2018/11/26/french-court-fines-po-american-cruise-ship-captain-breaching/>

Based on a 2016 air quality survey of three Norwegian fjords with heavy cruise ship traffic, the Norwegian Maritime Authority recommended that only low-sulfur fuel be used in the fjords, regardless of whether ships have scrubbers. Also, the Authority recommended that the discharge of “open loop” scrubbers’ wash water be prohibited.

<https://www.sdir.no/en/shipping/vessels/environment/prevention-of-pollution-from-ships/report-regarding-pollution-from-shipping-in-world-heritage-fjords/>

Worldwide, these open loop scrubbers’ discharges are banned in Belgium, California, Connecticut, Dublin, Massachusetts, Germany’s Rhine River, and China’s inland waters, and Singapore will ban them in 1/1/2020.

<http://www.nepia.com/insights/industry-news/no-scrubs-more-ports-declare-ban-on-egcs-discharges/>

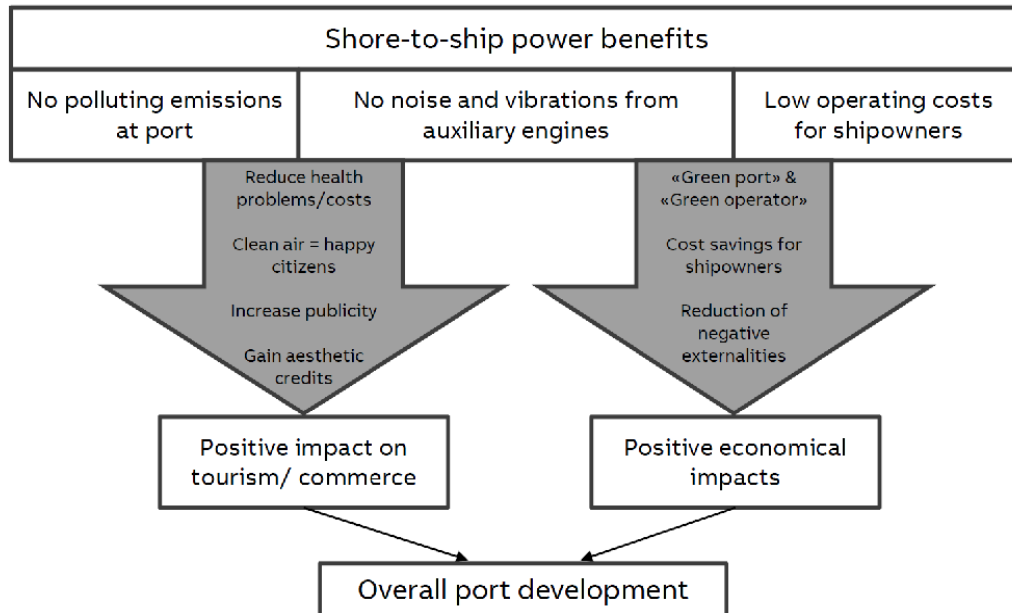
The ADEC’s *Commercial Passenger Vessel Environmental Compliance 2017 Seasonal Report* noted observations of oily sheens, foam, discoloration and solids of unknown sources in open loop scrubber wash water discharge, mostly observed while ships were docked. According to the ADEC report, the wash water is acidic and some ships reported non-compliance with ADEC/EPA standards that have pH limitations in 2016 and 2017.

Many of the cruise line companies visiting Alaska have made significant investments in burning ultra low sulfur diesel while in ports as well as ensuring that their vessels are electrification ready for use in ports that have installed electricity at their docks, piers and terminals to proactively comply with current and future regulations.

The economic and environmental benefits of shore power

Shore-to-ship power

Economical and environmental benefits



According to ABB, a large electrical component manufacturer, and confirmed with other studies, a cruise line vessel emits more NO_x in an 8-hour port visit than 10,000 vehicles. Juneau regularly has three and sometimes four vessels not electrified with shore power during a summer day. This is equivalent to emitting the same amount of pollution as 30,000 to 40,000 vehicles circling our downtown. The impact on Juneau not providing shore power to help reduce these GHG, particulates SO₂ and NO_x emissions in port is unhealthy, unsafe and not sustainable for the long-term health of Juneau residents, workers or the travel industry.

<https://search-ext.abb.com/library/Download.aspx?DocumentID=9AKK10103A1196&LanguageCode=en&DocumentPartId=&Action=Launch>

Juneau policies support dock electrification.

Juneau's Comprehensive Plan, Climate Action Plan, Juneau Renewable Energy Strategy and even the Juneau Docks and Harbors Bond brochure all tout CBJ dock electrification as both a solution to air quality concerns and as a part of reducing the city's carbon footprint. Additional dock electrification has been discussed in Juneau for more than a decade as a partial solution to decrease downtown emissions and health concerns during the cruise passenger season.

Ships coming to Juneau are electrification ready.

According to the Ports of Seattle and Vancouver 11 of 14 Holland America Line vessels are electrification ready. All Holland America vessels are starboard (right side of the ship) connections except for the Zuiderdam which is Port (left side of the ship) electrically arranged to connect to shore power.

Most of the vessels arriving in Juneau are electrification ready and are equipped with a starboard connection system. The entire Princess fleet will be shore power equipped by the end of 2019. All the Princess vessels are shore power equipped with access on the port side of the vessels. Juneau is lacking a Starboard shore power berth to service vessels with Starboard shore power configurations that regularly connect and use shore power in Seattle and Vancouver.

The wise cruise line operators are responsibly investing in on-board systems to enable shore side power connections to help meet current and future air quality regulations and to provide health and safety benefits for their guests/customers, on ship workers, and dockside workers and the public.

Many ports in North America offer shore power.

In 2018, there are ten North American Ports where the cruise industry regularly connects shore power while at berth. European ports are expanding shore power capability. Many ports require shore power connection and low sulfur fuel burning while berthed. Virtually, all new ports are employing Smart Port Grid Integration that enables fast and efficient electrical connections which lowers costs. Both Seattle and Vancouver provide shore side power for vessels operating in the Alaska cruise market. The average cost of electrifying one berth can vary but in North America ranges from \$6-8 million dollars and electrification is typically paid for by the industry and the community, along with port monies and fees. Tried and proven connection infrastructure design with experienced engineering for specialized dock electrification appears to play a role in keeping costs low.

There are two recent examples. The Port of Halifax recently electrified 3 terminals for \$10 million CDN while the Port of Montreal electrified their cruise terminals and three container berths for \$11 million CDN in 2017 using experienced and specialized firms adept at dock electrification.

https://www.marinelog.com/index.php?option=com_k2&view=item&id=8167:cruise-ships-calling-halifax-can-now-plug-in-to-shoreside-power&Itemid=227

<https://worldmaritimeneeds.com/archives/227279/port-of-montreal-can-now-power-cruise-ships-with-electricity/>

Cruise ship electricity needs and Juneau supplies.

Cruise vessels vary in size and their size dictates how many passengers they can accommodate and therefore the power that they require for hoteling operations while at berth. Smaller cruise vessels that typically dock at the Northern 16B CBJ berth requires substantially lower power than some of the Post Panamax ships. Depending on vessel size the power requirements can range from 5-10 Megawatts (MW) or 7 to 11 MW or more depending on cruise line.

<https://www.forbes.com/sites/williampentland/2010/12/18/plug-in-power-set-for-massive-growth-at-major-ports/#5016d2a65752>

<https://www.danskehavne.dk/wp-content/uploads/2015/12/GP-CMP-Shoreside-Report.pdf>

AEL&P recently cut off Greens Creek from hydropower and has announced it is out of power for interruptible accounts, raising the question of where additional electricity supplies will come from.

Juneau Hydropower, Inc., a local company, has a FERC license to build the 19.8 MW Sweetheart Lake Hydroelectric Facility. It has committed its power to supply the Coeur Alaska Kensington Mine which would could take up to one-half of the power. The balance of power has been offered to AEL&P to firm up Juneau's existing firm and interruptible customers from low reservoir outages, but would also provide power for future Juneau electrical growth to include the power requirements for one additional cruise vessel berth for the Juneau port.

<https://www.juneauempire.com/news/chamber-luncheon-focuses-on-sweetheart-lake-dam/>

Regardless of who provides the additional electricity, the community will need more hydroelectricity to meet the CBJ's goals of shifting heating loads to electricity. Providing for increased summer electricity sales will complement these increased winter loads while furthering Juneau community climate and energy goals.

EPA Report 2017: Shore Power Technology Assessment at U.S. Ports

Shore power can significantly reduce diesel emissions from ships at dock. {However, in Juneau, with hydropower based electricity, shore power completely eliminates diesel emissions from a connected ships at an electrified berth}.

Under the right circumstances when a vessel is connected to shore power, overall pollutant emissions can be reduced by up to 98% when utilizing power from the regional electricity grid, (depending on the mix of energy sources).

- The potential emission reduction benefits may be estimated for a particular vessel at berth when connected to shore power. Factors such as the amount of time connected, power consumption rate, energy costs and total time at berth are described in the EPA assessment and affect the overall effectiveness of shore power. Because these factors must be evaluated for each situation, total emission reductions may vary.

- The assessment suggests that shore power may be most effective when applied at terminals and ports with a high percentage of frequently returning vessels, typically cruise ships and container ships.

<https://www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports#findings>

Juneau meets both optimum circumstances because our power is hydropower and we have a high percentage of frequently returning cruise vessels. Not providing shore power to reduce the cruise vessel emissions in port is unwise and overdue. With expected increased port visitations in Juneau, the air quality problem will only get worse unless action is taken now.

Cruise Industry support for shore power electrification.

Disney, Holland America and Princess Cruises all support shore electrification based on their public statements and awards that they have received in Vancouver and Seattle for electrifying their vessels that serve the Alaska market.

Disney consistently receives an A grade for environmental transparency and compliance.

<https://foe.org/news/2016-06-disney-cruise-line-regains-a-grade-for-pollution-transparency/>

Holland America has aggressively upgraded its vessels for shore side power. October 23, 2018- Orlando Ashford, President, Holland America Line. **“Our ships call at the world’s most beautiful destinations, which is one reason we prioritize environmental responsibility. These ships can now achieve very low emissions while in ports where shore power is available.”**

<https://new.abb.com/news/detail/9079/abb-plugs-holland-america-line-into-low-emission-shore-power-worldwide>

Princess Cruise Line has pioneered shore power in Juneau that has led to other cruise lines adopting this environmentally proactive responsibility.

https://www.princess.com/news/backgrounders_and_fact_sheets/factsheet/Princess-Ships-Clear-the-Air-with-Shore-Power-Connections.html

Both Holland and Princess have received Green Awards for their shore power support at reducing emissions in Seattle and Vancouver and have been publicly supportive of shore power applications in the Northwest as well as in other ports of the US.

Dan Blanchard, of the small cruise line Uncruise, reports that the company has electrified their ships.

Past Juneau dock electrification efforts.

Juneau was the first port in the U.S. to initiate shore power for Princess Cruises in 2009 for Port (left) side connection at the Franklin Dock. Over time, the Marine Passenger Head tax funds reimbursed the cost of the Franklin Dock substation and dock infrastructure. Princess Cruises has connected to shore power every season since and has been a leading brand to use shore power. Its sister company, Holland America, has also outfitted 80% of its vessels for shore power and connects in Seattle and other ports, but cannot use shore power in Juneau as it requires a Starboard connection.

In 2016, the CBJ Dock and Harbors developed and published a dock feasibility study that was contracted to PND Engineers, Inc. This report is available at the CBJ Harbors but is currently not available as an online document with CBJ or with PND Engineers. The report's conclusions suggest:

"It is intended only to illustrate features of a possible configuration that will meet the objectives. As additionally identified, there are other options available which may be considered. The design process should more carefully evaluate the presented configuration along with the options presented and any other options yet to be determined."

"The facility described includes connection to the AEL&P transmission lines on Gastineau Avenue, a substation with feeder protection and voltage transformers, switchgear, and feeders to the ship portal. The configuration of the facility is based on application of submarine cables to a floating dock supporting a cable deployment system."

"\$12.9 million should be budgeted for the construction, engineering, and administration to install a facility for the South Berth. An additional \$12.9 million should be budgeted to complete the same for the North Berth."

The report was based on assumptions that all ships would require a Port Connection for non-Princess ships, and that the berths would require unique festoon/connection systems rather than employ tried and proven high voltage systems used elsewhere. Further, the report did not contain any cost/benefit discussion of the health-related issues/costs to the Juneau public or savings to the cruise passenger industry in meeting MARPOL 2020 and future emissions standards. Although there are worldwide and U.S. engineering firms and contractors that specialize in dock and berth electrification, these specialized firms were not consulted at this study's initial level of investigation. However, the report clearly states that it is not intended to differentiate or cost out options but instead the report contained a "possible configuration that will meet objectives. JCOS suggests that the study's electrification configuration costs per berth were higher than has been found in other U.S. ports using modular and lower cost connections.

At the time of the 2016 report, AEL&P was reportedly investigating the use of LNG to reduce port emissions which appears to no longer be an economic or viable option for Juneau. The PND report states:

"AEL&P has not committed to providing energy to another dock. They presently maintain commitments to other non-firm loads with those customers having a higher priority to receive energy first. In the past, they have experienced seasons with inadequate water storage to generate energy for all of their non-firm loads, including the cruise ships. In order to ensure adequate capacity, the construction of additional hydro power generation facilities is required. To gain a reasonable return on investment, they need to see a requirement to support other new customers or customers with increased loads. They currently do not have an adequate demand to support such an investment".

The PND report, published in 2016, did not address the Sweetheart Lake project with its additional 19.8MW of capacity and 116,000 MWh of hydro generation that is in pre-construction phase. It is publicly known to be in negotiations with AIDEA and AEL&P for interconnection arrangements and electrical generation sales of power to AEL&P to supply Juneau additional capacity and generation.

Dock electrification appears to be a legitimate and prudent use of Marine Passenger Fees.

Shore power appears to provide a direct service to cruise vessels, and therefore funding it with Marine Passenger Fees should be consistent with the recent District Court ruling by Judge Holland on December 6, 2018.

The ruling appears to require that MPF fees can only be used for services rendered directly to the vessel itself. Dock electrification provides a service to the vessel itself as well as a valuable service in meeting regulatory certainty and lawful compliance with current and future (2020+) MARPOL emission regulations. Dock electrification also allows a vessel to lower its use of expensive Ultra Low Sulfur diesel fuels by using less expensive local hydropower. The vessels can operate shore side power in the same tried and proven manner that these same exact vessels dock and electrify in other ports on the Alaska cruise itinerary, namely Seattle and Vancouver.

Link to Judge Holland Decision:

<http://s3-us-west-2.amazonaws.com/ktoo/2018/12/Cruise-Lines-International.pdf>

Go Forward- 2019 (FY 2020) Marine Passenger Fee request.

The Juneau Commission on Sustainability is submitting this proposal with this background fact sheet in response to this year's request for proposals to use of Juneau's Marine Passenger Fees (MPFs) for \$3.5 Million in this appropriation cycle.

The JCOS recommends that these fees be used to design and provide shore power for cruise ships at the North Berth of the 16B Dock, as follows:

Request for 2019 (FY 2020): \$3.5M

Evaluate the most economical and reliable alternative to provide the electrical service for the 16B North Berth for Starboard shore to ship electrification. The possible service options are a new substation at Gastineau Avenue served from the AEL&P transmission system **or** expanding the existing capability of AEL&P's Franklin Dock Substation including high voltage cable to extend electrical wire to the 16B dock to make ready for cruise vessels with starboard (right) side shore power. Produce a bid-ready document for construction of dock infrastructure.

Request for 2019 (FY 2020): \$3.5M

Year 2, 2020 (FY 2021): complete construction to electrify the 16B North Berth to enable electrification for starboard side berthing cruise vessels. Estimated cost \$6 - \$8 million to be determined by detailed engineer design and bid ready documents.

This proposal directly addresses CBJ Assembly's 2019 priority 5c, as well as general commitments to Juneau's sustainability: support for a stable, diverse and equitable economy; protection of air and water quality; and minimizing release of greenhouse gases.

Worldwide, cruise vessels are plugging into shoreside power, either by choice due to the economics or in response to ports requiring electrification to improve local air quality, or both. Most cruise vessels have electrification capability, and the industry is growing worldwide and in Alaska.

Shoreside power will contribute to public support for our Alaska cruise industry and its sustainable benefits to Juneau's economy. It's clear to Juneau residents that our air quality deteriorates during the seasonal cruise season; this is a recurring issue, recently raised during the Blueprint Downtown planning. The primary cause is cruise ship emissions. Juneau residents are concerned because of the well-known human health effects of SO₂, NO_x, and particulates contained in vessel exhausts.

This request that includes the above *CBJ Dock Electrification Fact Sheet* provides background information that supports JCOS's proposal to use Marine Passenger Fees in 2019 (FY 2020) and 2020 (FY 2021) for electrification on our waterfront.

From: Renewable Juneau [<mailto:renewablejuneau@gmail.com>]

Sent: Thursday, May 2, 2019 1:23 PM

To: Susan Phillips; Borough Assembly; Rorie Watt

Subject: Petition for Use of Marine Passenger Fees to Fund Cruise Ship Dock Electrification

Dear Mayor, Assembly, and City Manager,

The Board of Renewable Juneau respectfully submits the attached 800+ signatures per your public comments request regarding the allocation of marine passenger fees. We believe this number of signatures supporting this community directive and community value on a single topic issue is unprecedented and requires your affirmation. We collectively ask for no further studies and no wasting of both time and money. Instead, we simply ask for design work to be completed and the project put out to bid, using CBJ marine passenger receipts.

The petitioners request specific dock electrification action and seek the allocation of marine passenger fees towards the finalizing of design work necessary to put the project to bid. We understand that in 2016, a local feasibility study commissioned by the CBJ was completed, and therefore, the use of marine passenger fees for further feasibility work is strongly discouraged. The next step is cost-effective and tried and proven dock infrastructure design, as is used both here and in other ports.

The Assembly should consider CBJ's decades-long public support for dock electrification: action goal in the 2011 Juneau Climate Action and Implementation Plan; committed to by Docks and Harbors as justification in 2012 for the new docks; referenced in the CBJ 2013 Comprehensive Plan and again in the 2018 Juneau Renewable Energy Strategy.

The petition seeks recognition of the health concerns of our community and the toxicity of ship emissions that blanket Juneau's waterfront on a frequent and regular summer day basis, emissions deemed very hazardous to health by the EPA and numerous European studies. This continuing and growing emission problem impacts the health of residents and workers, but impacts our most vulnerable populations, elders and children especially. Further, inaction to move to design and construction also pits our visitor industry, an industry that publicly supports additional dock electrification, with downtown residents and workers when instead we should be collaboratively resolving this matter.

What the petition does not directly state is that Juneau's summertime hydroelectric capacity is more than adequate to power one, if not two additional cruise ship berths. An additional dock would only use 6,000 to 8,000-megawatt hours, roughly 1.4% additional load on top of current uses.

Further, the petition does not mention that the 2016 CBJ study makes no mention of seeking the input of shore power specialists ABB, Schneider, Cochran Marine, KPFF or other specialized firms who have cost-effectively built multiple dock electrification projects across the globe for other ports. Consider that many of the same vessels visiting Juneau already use shore power in Seattle and Vancouver, with over 80% of the cruise line fleet electrification ready.

A significant cross section of the Juneau citizenry recognizes that too much time has passed with

no CBJ action or execution on dock electrification. The recent CLIAA/CBJ lawsuit resolution suggests collaboration with our visitor industry by using marine passenger fees appropriately. As ship visits increase, ship sizes increase and more and more visitors arrive, the impacts on our town and our health increase and draw into question the sustainability of our industry. Dock electrification reduces impacts and provides a positive and proactive step to work together.

CBJ elected leaders can appropriate the required fees to reduce and mitigate impacts on downtown Juneau residents, businesses, property owners, and workers in a responsible manner. Together, we can collaboratively put Juneau on a forward-thinking track towards a sustainable and collaborative working relationship with our visitor industry, reducing the health and emission impacts on downtown residents, workers, and our most vulnerable populations. Again, we discourage any further studies and instead, simply ask for design work to be completed and the project put out to bid, using CBJ marine passenger receipts.

We appreciate your consideration on this important community matter.

Andy Romanoff
for the Board of Renewable Juneau

Attachments:
50 pages signed petitions

City and Borough of Juneau
ASSEMBLY FINANCE COMMITTEE
May 8, 2019

FY20 Incremental Funding Relating to Child Care

Issue:

The AFC has received four requests of support for child care initiatives. These requests are listed on the FY20 Increased Funding Request list (Increment List), and the FY20 Pending list.

With one overarching issue at hand, the information for the child care related requests are combined into the following Child Care funding section to allow for ease of review, reference, discussion and potential action.

Information that follows:

Item 6 of Increment List – seaaeyc – HEARTS Program

6. HEARTS Program - \$89,800:

The Southeast Alaska Association for the Education of Young Children (seaaeyc) has requested additional funding to supplement their current funding level of \$90,200. Additional funding of \$62,000 to meet expansion of qualified early educators, and to allow for a 10% cost of living increase. Additional funding of \$21,000 for Level 2 Training award. Additional funding of \$6,800 would provide for 4 – 5% for the administration of AEYC.

Facts: As described in the March 28, 2018 letter from the seaaeyc.

Impact: Increase in ongoing funding of \$89,800 in the Assembly's budget. The Assembly currently provides \$90,200 in annual funding. If granted, this increased funding would result in funding of \$180,000 per year.

Item 12 of Increment List – Manager Review of Childcare

12. Manager Review of Child Care - \$60,000:

A request to put together the policy and budget for FY21.

Facts: As described in the AFC meeting on April 24, 2019 and identified as Recommendation #5 in the Child Care Committee's Final Report to the Assembly, as of April 19, 2019.

Impact: As described in the AFC meeting on April 24, 2019.

Item D of Increment List – Child Care Programs**D. Child Care Programs - \$150,000:**

The Assembly Child Care Committee issued a final report on April 19, 2019. One recommendation was to “establish a revolving loan fund for use in start-up and on-going programs.

Facts: As described in Assembly Child Care Committee’s Final Report.

Impact: As described in Assembly Child Care Committee’s Final Report.

Item 2 of Pending List – Kinder Ready (JSD)**2. Kinder Ready (JSD) - \$300,000:**

The Juneau School District requested \$300,000 in FY20 funding for the Kinder Ready program as part of their FY20 Board approved Budget. The AFC bifurcated \$300,000 from the JSD FY20 Budget Ordinance 2019-07, and added the request to the pending list for further discussion.

The JSD currently runs a Kinder Ready in two local elementary schools. This proposal would extend the existing program. Each school site costs approximately \$150,000 a year.

Facts: The Kinder Ready Program provides ½ day or full day programming to 4 year olds with the goal of getting them ready to enter Kindergarten successfully. The program runs Tuesday – Friday from 8:00 – 2:30. Parents are expected to pay to have their children participate. Cost is \$200 a month for a half-day spot and \$400 a month for a full day spot. Each half day session can accommodate 16 children. If the program is run as a full day program, they can accommodate 20 children. The program prioritizes families experiencing low income and scholarships are available.

Impact: 120 – 192 4 year old children receive a preschool experience designed to develop their social, emotional, and academic skills for successful entry into kindergarten. There is currently a waiting list to enroll in the program.

City and Borough of Juneau Budget Request for FY20

Date: March 28, 2019

Organization Name: Southeast Alaska Association for the Education of Young Children (AEYC)

Organization Purpose: To promote high quality early learning for all young children birth through age eight.

Amount Requested: \$180,000 (increased from current \$90,200)

Brief Description:

The City and Borough of Juneau established the HEARTS awards in 2012, and the program has achieved success in building a stronger workforce in licensed child care programs through recruitment and retention of qualified early childhood educators. AEYC is currently over budget in administering the awards, and for the first time unable to meet the need of existing applicants, with an estimated gap of \$23,000 this fiscal year. The HEARTS awards have led to an increase in the percentage of qualified staff from 1 in 7, to currently 1 in 3. Until now the attrition of center programs closing has provided for funding capacity to meet the need.

Next year an increase of \$62,000 is the projected fund needed to meet the waitlist for this year and award additional qualified applicants next year due to the surge in number of people engaged in professional development through a new partnership with Tlingit and Haida Central Council. This increase would also provide for a 10% cost of living increase to the awards established seven years ago.

Additional funds of \$21,000 would also provide a new incentive to reimburse licensed child care providers for wages to accomplish the 32 hours of training in order for the program to achieve Level 2 in Learn and Grow: Alaska's Quality Recognition and Improvement System for early childhood programs. This training is required for lead teachers and is identified as the biggest barrier to achieving level 2, since the trainings are generally held in the evenings and Saturdays without compensation. An overtime rate of \$20 per hour x 30 hours = \$600 per teacher.

There are currently 15 licensed family child care programs, and 20 lead teachers working in center programs. $35 \times 600 = \$21,000$. After the first year, and with continued HEARTS awards to retain teachers, most programs will have achieved this level of quality, and the amount needed would decrease. The remainder could then shift to meet the future increased demand for HEARTS awards from the increased qualified staff and growth of new child care capacity.

\$90,200 current funding

\$62,000 increase to meet expansion of qualified early educators, and to allow for a 10% cost of living increase

\$21,000 Level 2 Training award

4-5% administration for AEYC

TOTAL \$180,000

Note: The CBJ Child Care Task Force is discussing an increase for the HEARTS award as part of their recommendations.

For additional information in consideration of this request, please contact me at any time.

Joy Lyon
Executive Director

Attached: FY19 mid and final reports, Juneau Child Care by the Numbers 2018

Association for the Education of Young Children, SE Alaska
Report to City and Borough of Juneau
HEARTS Initiative: January 22, 2019

Summary of annual activity and expenditures:

The CBJ Investment in the HEARTS Initiative in the amount of \$90,200 continues to demonstrate a highly effective method to increase recruitment and retention of a qualified workforce of child care teachers. This is the first step to increase capacity in licensed child care programs.

Education Awards:

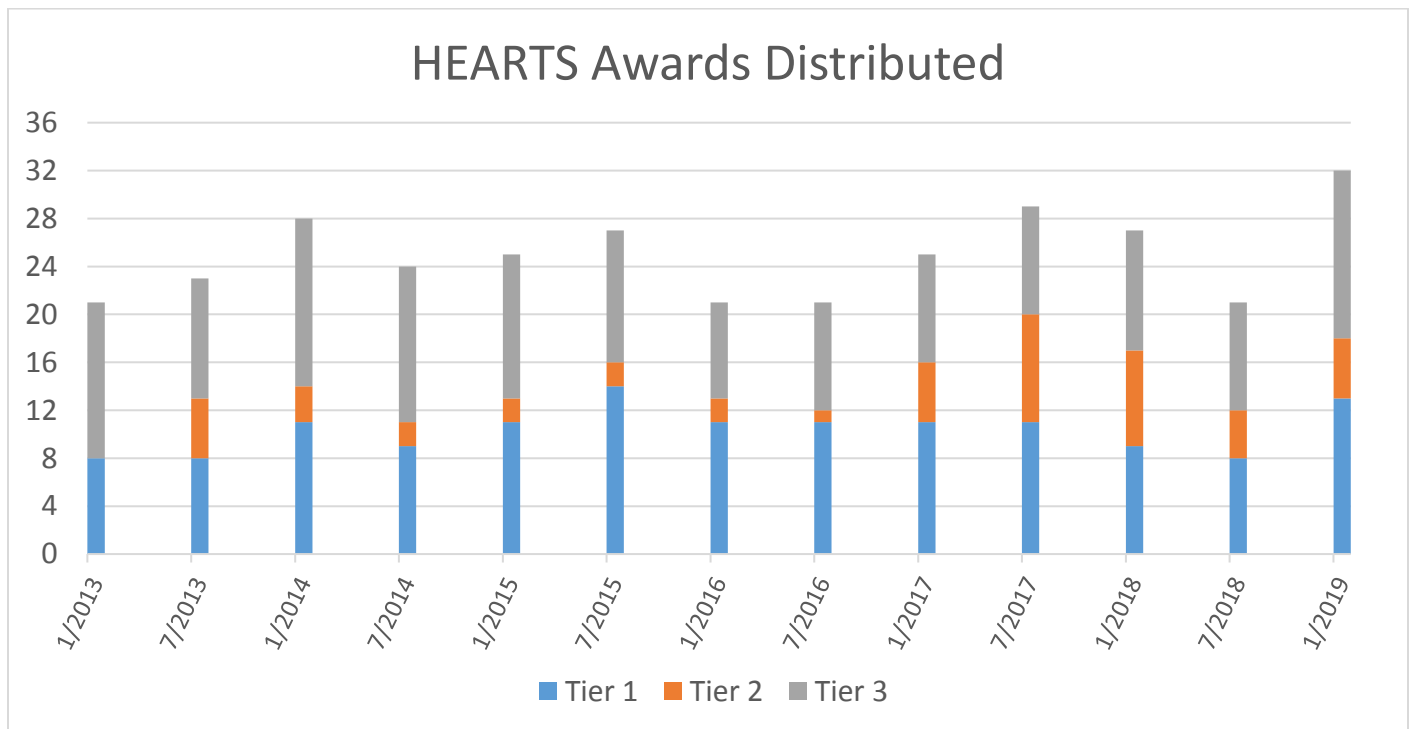
This December we an all-time record high of 32 early educators qualified for and received a HEARTS award. With a slight decrease in the number of licensed child care providers, there are now 1 in 3 child care providers that qualify, compared to one in seven before the HEARTS initiative started. That means children have a more positive experience in their early learning program, and the workforce is better equipped for expansion and more stable.

Award levels are as follows:

Tier 1 – CDA (Child Development Associate certificate) or 12 credits in early childhood = \$1 per hour

Tier 2 – AA degree with at least 12 credits in early childhood = \$1.35 per hour

Tier 3 – BA degree with at least 12 credits in early childhood = \$2.71 per hour



An all time high increase in the number and percentage of qualified child care teachers: 14 CDA, 5 AA and 13 BA

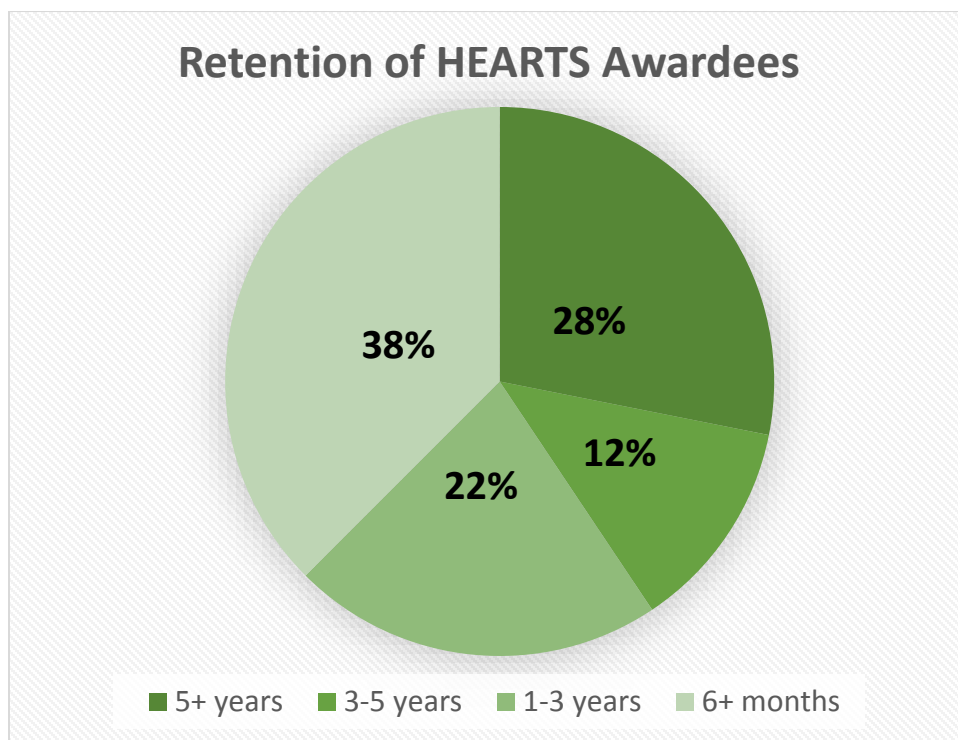
This is also the largest number of child care teachers holding a college degree.

6 Stabilization of the workforce:

Prior to the HEARTS Initiative there was close to 100% turnover in licensed child care, which is now below the national average of 31% for licensed child care. We will be completing a review of the annual turnover rates in the next couple of months. The turnover rates this calendar year are inflated due to the closure of three child care center programs: Juneau Christian, TLC, and Gehring Nursery. This was slightly offset by the decision of Juneau Coop Preschool to expand to a full day option. The key driver in their decision was the HEARTS award for their three teachers.

The cost of turnover in any business or organization is said to be over 1/3 the annual salary for the position. Stabilizing the workforce helps reduce the stress and high costs, which helps stabilize programs, as well as increase the quality of care for children. In a survey of Juneau child care center directors, staff turnover and challenges in recruiting qualified staff were reported as one of the biggest stresses in their work, and impact their ability to maintain enrollment.

Community wide childcare turnover rates for 2018 will be reviewed and included in the end of year report.



40% of HEARTS Awardees have held their positions for over three years.

Progress toward increasing child care capacity:

Since July 2018 there is a net loss of 20 child care spaces, with one family group home and a small center closing, and one new family group home opening.

The current capacity is still far under the need in Juneau, with over a third of Juneau children in unknown care situations, and many in part time or at home care, restricting employment of the family due to the lack of full time care. According to the McDowell Group report 2017, 150 households do not have needed care due to cost, quality, or availability. Over 550 are experiencing restricted employment. More support is needed to build capacity and quality care in Juneau.

6

An exciting new partnership is between AEYC, Tlingit and Haida Central Council, and the Association of Alaska School Boards STEPS grant. Through this collaboration, 120 training hours will be offered at no charge to child care providers this year, hosted at Tlingit and Haida Vocational Technical Resource Center. A stipend will also reimburse child care providers for their personal time invested in completing the 120 training hours to earn their national Child Development Credential (CDA). Thirty awards of \$1800 each will be awarded in Southeast Alaska, with at least half of them in Juneau.

AEYC is also advocating with **thread Alaska**, for an adjustment to the child care assistance rates, and parent eligibility scales. The rates have not been adjusted for cost of living since 2010. Juneau faces one of the biggest gaps between what the state reimburses for child care and the current market rate. This contributes to the lack of availability; working parents cannot afford the cost of care, and child care programs often carry debt when they are not able to collect the parent co-pay amount. Currently the child care assistance rates are capped at the lowest price program in town. In addition to a required co-pay amount, the difference in actual cost of care is often over \$300 per month. Especially for families with two children, the cost of care can approach their housing costs, or even their own total take home pay.

Summary:

At a cost of \$36 per year per child under age six, the HEARTS Initiative has increased the number of qualified child care teachers, and increased the retention of the child care workforce to address the critical lack of access to child care for working parents. The HEARTS Initiative is building toward an infrastructure of stable child care that is safe, healthy, and offers a playful learning environment.

Expenditures July 1 – Dec. 31: \$56,564 education awards



Juneau early educators are dedicated to helping children grow into solid citizens, building character, empathy, and social skills to help prepare children for success in school and life.

Association for the Education of Young Children, SE Alaska
 Report to City and Borough of Juneau
 HEARTS Initiative: July 5, 2018

Summary of annual activity and expenditures:

The CBJ Investment in the HEARTS Initiative in the amount of \$90,200 continues to demonstrate a highly effective method to increase recruitment and retention of a qualified workforce of child care teachers. This is the first step to increase capacity in licensed child care programs.

Education Awards:

The sixth year of education awards were distributed at the end of June to 21 early educators that meet the qualifications for a child care administrator or associate. There was a reduction in number of awards from December due to the closure of several programs, yet the ratio of qualified teaching staff has increased from 25% last July to 30% this year, up from 14% in 2012 prior to HEARTS.

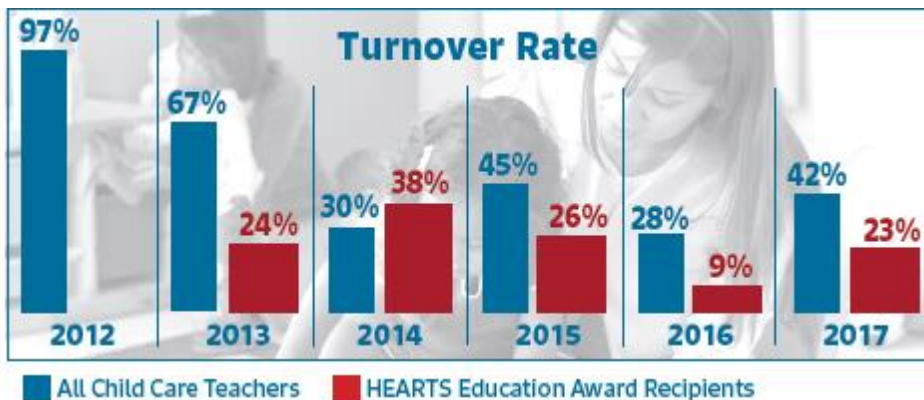
Award levels are as follows:

Tier 1 – CDA (Child Development Associate certificate) or 12 credits in early childhood = \$1 per hour **(9 awards)**

Tier 2 – AA degree with at least 12 credits in early childhood = \$1.35 per hour **(4 awards)**

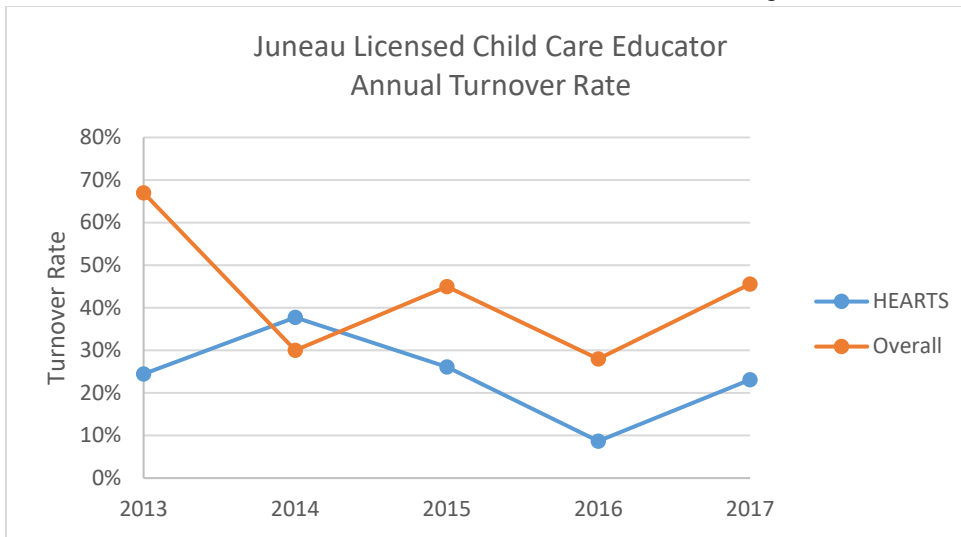
Tier 3 – BA degree with at least 12 credits in early childhood = \$2.71 per hour **(8 awards)**

Stabilization of the workforce:



One of the most positive outcomes of the HEARTS Initiative is the stabilization of the child care workforce. The turnover rate of HEARTS recipients is at 23% for HEARTS awardees. By stabilizing key lead teachers in the classroom, this appears to help stabilize newer teachers, and motivate them to earn their child development credential. Earning a Child Development Associate credential has become a visible and tangible goal for new staff.

Prior to the HEARTS Initiative there was close to 100% turnover in licensed child care, decreasing to 42%. In calendar year 2017. The cost of turnover in any business or organization is said to be over 1/3 the annual salary for the position. Stabilizing the workforce helps reduce the stress and high costs, which helps stabilize programs, as well as increase the quality of care for children.



Progress toward increasing child care capacity:

A limitation of the HEARTS award is the capped amount, limiting the ability to expand and use as a recruitment tool. The starting wage in Juneau child care programs is between \$9.50 and \$11.50 per hour, with no health insurance or other benefits. By contrast, a preschool teaching assistant in the Juneau school district starts at \$18.30 per hour, with paid time off, health insurance, and retirement benefits. The preschool classroom coordinator starts at \$23.22, with a high school diploma and 12 college credits in early childhood.

The current capacity is still far under the need in Juneau, with over a third of Juneau children in unknown care situations, and many in part time or at home care, restricting employment of the family due to the lack of full time care. According to the McDowell Group report 2017, 150 households do not have needed care due to cost, quality, or availability. Over 550 are experiencing restricted employment. More support is needed to build capacity and quality care in Juneau.

Upcoming: The new federal budget includes double the Child Care Development Block Grant for Alaska. AEYC is advocating with **thread Alaska**, for an adjustment to the child care assistance rates and parent eligibility scales. The rates have not been adjusted for cost of living since 2010. Juneau faces one of the biggest gaps between what the state reimburses for child care and the current market rate. This contributes to the lack of availability; working parents cannot afford the cost of care, and child care programs often carry debt when they are not able to collect the parent co-pay amount. AEYC is now operating the child care assistance program for Southeast Alaska, in partnership with **thread**.

Summary:

AEYC received \$87,500 for the education awards, and an additional \$2,700 was held by CBJ for cost waivers and permit fee reimbursements. At a cost of \$36 per year per child under age six, the HEARTS Initiative has increased the number of qualified child care teachers, and increased the retention of the child care workforce to address the critical lack of access to child care for working parents. The HEARTS Initiative is building an infrastructure of stable child care that is safe, healthy, and offers a playful learning environment.

Expenditures	July 1 – Dec. 31:	\$48,471 education awards
	January 1 – June 30:	\$38,563
	Administration:	\$ 5,472
Total :		\$92,506 *includes FY 17 Carryover funds: \$ 5,006 (fully expended)

Please see the attached report: **Juneau Child Care by the Numbers 2018**

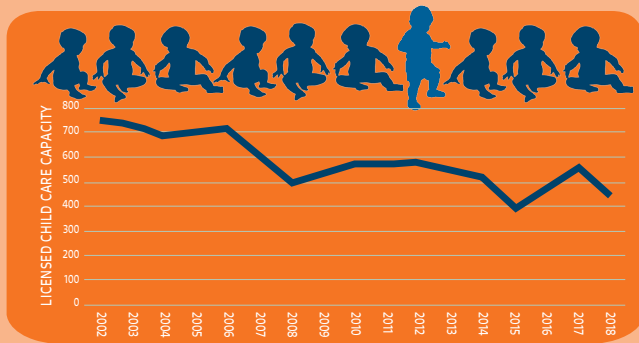
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Early Education

BY THE NUMBERS 2018

Declining Child Care Capacity

There has been a decline in child care capacity in Juneau. There are currently **440** child care spaces compared to **754** in 2002.



Low Wages Continue for Child Care Workers

The 2017 average wage for a child care worker in Juneau is **\$25,979**. Wages remain low. Kindergarten teachers are paid **2.6 times** more than child care workers, and child care workers have no summer or winter vacations, and likely no health insurance or retirement benefits.



\$25,979

Average Juneau Child Care Wage

\$50,736

Average Juneau Wage

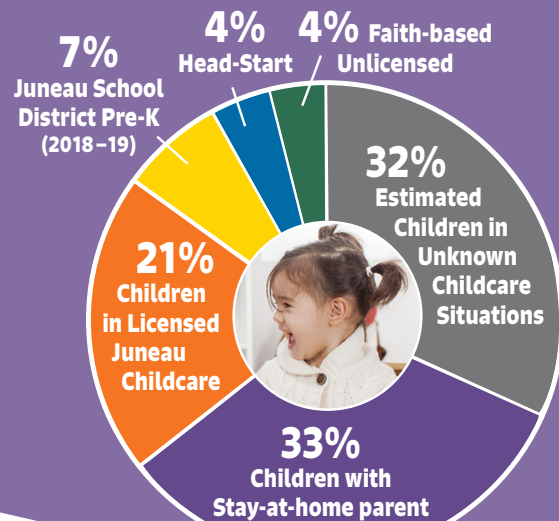
\$67,223

Average Juneau Kindergarten Teacher Salary

With an annual income of **\$44,117** needed to afford a one-bedroom unit in Juneau, child care workers don't earn enough to pay the rent. (Source: National Low Income Housing Coalition). Low wages make attracting and retaining qualified educational professionals for child care positions difficult.

More Licensed Child Care is Needed

In 2017 there were approximately **2,117** children under the age of 5.5 in Juneau



There is not enough child care to meet the needs of the community

There are approximately **2,117** kids in Juneau under the age of **5.5**. There are currently only enough licensed childcare slots for **one** out of every **five**. According to a 2017 McDowell group study, over **550** households report restricted employment opportunities due to inadequate access to early care and learning services for pre-K children.

Child Care Costs more than College

A year of child care costs more in Juneau than in-state undergraduate tuition and fees at the UAS.

\$8,228

Average 1-year (tuition, books, fees) for attending

UAS

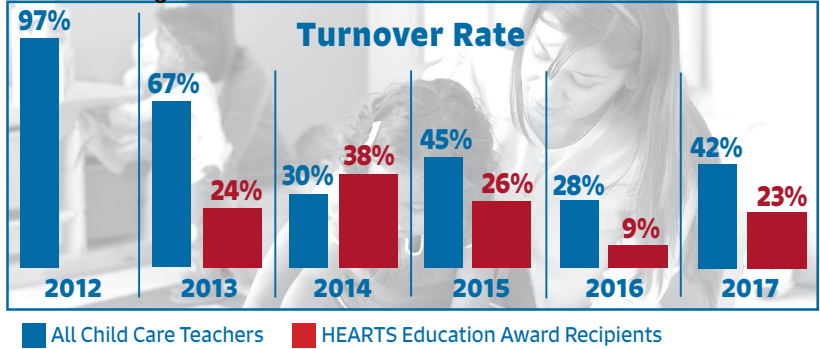
\$11,254

Average 1-year Cost of Child Care in Juneau



CBJ Funded HEARTS Initiative is Working

One of the dramatic impacts of the **HEARTS Initiative** is the low turnover rates among HEARTS education award recipients (hiring, educating, and retaining teaching staff).



Early Education BY THE NUMBERS JUNE 2018

2,117	Juneau Children under the age of 5.5 2017 ¹
691	• Estimated Juneau Children under the age of 5.5 with a Stay-At-Home Parent 2017 ^{1,2}
1,426	• Estimated Juneau Children under the age of 5.5 with All Parents Working 2017 ^{1,2}
440	Total Licensed Child Care Slots in Juneau 2018 ³
108	Number of Infant/Toddler Spaces 2018 ³
670	Estimated Juneau Children under the age of 5.5 in Unknown Child Care Situations 2017 ^{3,4}
1 to 5	Ratio of Licensed Child Care Slots to Children under the age of 5.5 ^{2,3,4}
\$25,979	Average Annual Child Care Wage in Juneau 2017 ¹
\$50,736	Average Annual Wage in Juneau 2017 ¹
\$67,223	Average Annual Kindergarten School Teacher Wage in Juneau 2018 ⁶
90	Total Child Care Workers in Juneau (in Licensed Facilities) 2018 ³
27	Child Care Workers with Child Development Association or 12+ Credits 2018 ³
30%	Childcare Teachers that meet Qualifications 2018 ³
42%	Annual Turnover Rate for Juneau Child Care Workers 2018 ³
23%	Annual Turnover Rate for Juneau Child Care Workers that receive a HEARTS Award 2018 ³
\$11,254	Average Annual Child Care Cost Per Child 2015 ⁵
31.9%	Juneau Children Ready for Kindergarten 2017 ⁷
40.2%	Alaska Children 5 and under with one or more Adverse Childhood Experiences (ACES) ⁸

Sources: 1 Alaska Department of Labor; 2 American Community Survey 5-year Estimates Table B23008 2011-2015; 3 AEYC; 4 JEDC analysis; 5 2015 Alaska Child Care Market Price Survey Report; 6 JSD Salary Schedule, mid-range; 7 Alaska Development Profile; 8 National Survey of Children's Health 2011/2012

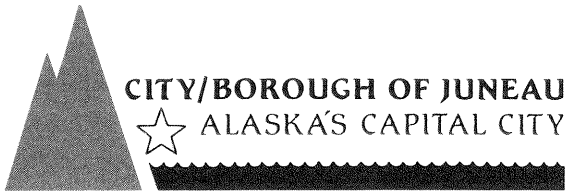


Southeast Alaska Association for
the Education of Young Children



Association for the Education of Young Children, Southeast Alaska

3100 Channel Drive, Suite 315, Juneau, AK (907) 789-1235 www.aeyc-sea.org



City and Borough of Juneau Assembly

Telephone: (907) 586-5278; Facsimile: (907) 586-4552

BoroughAssembly@juneau.org

April 19, 2019

Beth Weldon, Mayor
155 S Seward St
Juneau, AK 99801

Dear Mayor Weldon,

On November 5, 2018, you formed the Assembly Child Care Committee, to answer two charges:

- Should child care be part of the core municipal funded activities? And,
- To what extent, if any, should education be part of child care?

The committee held 11 public meetings and, after deliberation, answers both of these charges in the affirmative. The committee makes the following recommendations to the Assembly:

1. That the CBJ identify what, if any, public and school facilities may be used to provide child care.
2. That the CBJ establish a revolving loan fund for use in business start-up and on-going programs.
3. That in FY20, the CBJ fund existing child care and early education programs.
4. That the Best Starts model be funded with some structural changes to clearly delineate how the program would prioritize increasing capacity until child care demands are fulfilled (FY21).
5. That with the FY21 budget proposal to the Assembly, the CBJ Administration present an implementation plan for Recommendation #4.

Further detail on each of these recommendations follows in the full report, adopted by the Assembly Child Care Committee unanimously on April 19th, 2019.

I also wanted to express my thanks to my fellow committee members for their work and contributions towards this effort: Bridget Weiss, Vice Chair, Wade Bryson, Rob Edwardson, Eric Eriksen, Michelle Hale, Blue Shibler, and CBJ staff to the committee, Robert Barr.

Sincerely,

Assemblymember Loren Jones
Chair of the Assembly Child Care Committee

Assembly Child Care Committee

Final Report

April 19, 2019

The Mayor has charged this committee with the following:

“The purpose of the committee shall be to accomplish the following tasks:

- a) Provide, to the Assembly, a framework of options for addressing the two key questions:
 - a. Should childcare be part of the core municipal funded activities? and
 - b. To what extent, if any, should education be part of child care?”

In addition the charge stated:

“If either or both of the questions in #1 above are recommended in the affirmative, the committee is requested to provide analysis and recommendation of alternative implementing approaches. The Best Starts proposal is one approach, the "do nothing option" is a second approach. The committee is requested to develop and consider other options with other financial costs.” As a result of many meetings since December 2018 the Committee has looked at the current issues in Juneau. Providers and the Best Starts group have given testimony, presentations, and panel discussions to aid the committee.

The committee, in the draft problem statement found:

Juneau’s child care issue is not a single problem. The problem covers a range of issues from capacity, to costs, to quality, and access to a sustainable level of funding. Traditionally in Juneau the role of setting standards and subsidies has been a State of Alaska responsibility and to some extent a Federal Government as employer issue.

Juneau currently has a true lack of affordable, high quality preschool and child care. We lack the capacity to meet the demand. This was recognized in the Juneau Economic Development Plan. Under the Initiative: “Attract and Prepare the Next Generation Workforce” was Objective 2. “Increase availability of child care year round, with an emphasis on Kindergarten readiness.”

There are approximately 2400 pre-K children in Juneau, 1300 of whom participate in a child care program. Approximately 486 do not receive child care services for pre-K children due to cost, quality, or availability issues¹. Over 550 households report restricted employment opportunities due to inadequate access to child care services for pre-K children.²

The business model for childcare in Juneau appears to be unsustainable and/or insufficient (due to the significant unmet need) without direct (monetary) or indirect (typically building expenses) subsidies provided outside of revenues generated from

¹ McDowell Group. [Alaska’s Early Care and Learning Dashboard](#) – accessed 15 April 2019

² McDowell Group. [Best Starts Economic Analysis](#) – 25 May 2017

fees³. Additionally, in Juneau, child care costs for infant, toddler, and pre-school aged children exceeded State subsidies for low income households⁴.

Early on in this process the committee discussed the issues of capacity and quality and how they relate to any recommendations brought forward. The committee adopted the following definition:

“Child care: the care of children age birth through 5 outside of their home in a setting that strongly supports the child’s learning and enables parents to go to work with peace of mind.”

The committee is in agreement that quality of child care is important and all recommendations should understand that quality care is the ultimate goal for any contribution by the City and Borough.

The committee has identified capacity (the number of licensed childcare slots) as the most immediate and pressing issue for working families. Our recommendations are made with the realization that capacity building efforts must also consider quality assurance in order to meet our definition of child care; which accounts for allowing parents to work with peace of mind that their children are in safe and healthy learning environments.

Based on our work the committee makes the following recommendations. The committee defines short term as within one year and long term as more than one year. The committee presents these recommendations as a set of recommendations that can be enacted individually or in whole, with no prioritization.

Recommendation #1 – short term. The CBJ needs to identify what, if any, public facilities might be used to provide child care.

Public facilities could be school facilities and any other suitable publically owned facility. We understand the Mayor has asked the Joint Assembly and School Board facilities committee to begin this review of school facilities. CBJ staff should additionally work to identify opportunities in public facilities that may exist outside of the school district.

The committee understands that each building needs to be evaluated on its current use and whether it or any portion of it may be made suitable for childcare for children of varying ages, including infants and toddlers.

Once facilities have been identified the CBJ needs to review and prioritize these facilities based on:

- Immediate use
- Appropriateness for age group of targeted children
- Overall capacity

Use of public facilities would allow for an operator to have low to no cost facility expenses.

³ Bright Horizons. [Child Care Center Cost Estimates](#) – January 2014

⁴ State of Alaska, DHSS. [Alaska Child Care Market Price Survey Report](#) – 2017

Public facilities may also allow for large or magnet centers to develop that could take advantage of economies of scale and allow for central care for all age ranges.

The committee envisions a process (under guiding CBJ ordinances and regulations) to lease out these facilities or parts of the facilities to licensed childcare operators at below market value. The committee envisions a competitive bid process for these facility spaces.

Capacity Impact: Dependent on the facility identified. To optimize operational efficiencies, high capacity facilities should be prioritized before those which limit capacity.

Cost: A potentially lower cost option dependent on facility expenses and facility modifications necessary for licensing. This would also be dependent on the process used for below market leases and what cost would be borne by the CBJ.

Evaluation: Increased capacity in licensed slots. Dependent on the facility selected and RFP process.

Recommendation #2 – short term. Establish a revolving loan fund for use in start-up and on-going programs.

A major issue for expansion of the number of spaces available for child care is the initial cost of setting up a facility. This cost involves a potentially lengthy licensing process. Businesses need to ensure they can cover significant upfront costs well before the revenue generating activity of the business begins.

The committee also recommends that existing programs be permitted to apply for loans for needed modifications, major renovations and expansion. Dependent on level of funding and the size of the loan funds these loans to existing programs would be a lower priority than loans for start-up programs, unless the existing program(s) were demonstrating increasing capacity through their loans.

Both grants and loans were discussed. Loans were a preference to ensure accountability of the provider to work towards opening and to maintain sufficient income to repay the loans. Loans should be at non-competitive low to zero interest rates. The committee recommends that a process for loan forgiveness be considered that will assist in maintaining quality childcare.

Capacity Impact: Increased capacity in licensed slots by 30 – 75 slots per loan. Reduced the time for a program to open their doors. May directly incentivize business growth.

Cost: Dependent on Assembly appropriation. The committee recommends loans up to \$50,000, with initial capital investment equally to no less than loan amount multiplied by 4. Capital investment may be from either the owner/operator or in-kind from a facility sponsor. The committee recommends the initial CBJ contribution to the loan fund be \$150,000. Child care centers are currently eligible for start-up business loans through JEDC. The committee recommends the additional \$150,000 be added to JEDC's loan fund and that this additional money be loaned in accordance with committee recommendations regarding interest rates and terms. Given the forgiveness element of this recommendation, periodic re-capitalization of this fund would be necessary.

Evaluation: Number of loans secured, default rate. Number of new child care slots licensed in Juneau.

Recommendation #3 – short term. In FY20 the CBJ fund existing child care and early education programs.

The CBJ currently contributes resources for child care and early education programs. These include the Kinder Ready programs in the Juneau Schools and the Hearts initiative operated by AEYC. The committee does not want to diminish support to those programs despite the possible budget issues arising from the proposed State operating budget.

As part of that desire we should look to expand the Hearts Initiative. This initiative is clearly targeting workforce development issues such of training, retention and skill enhancement for those working in childcare programs in Juneau. This must be an ongoing process to assure that as capacity expands there is a qualified and stable workforce available to licensed operators.

A separate recommendation is that, in the FY20 budget process, the Assembly maintain the level of funding to the Juneau School District for PreK/Kinder Ready at the current level. The committee feels that making this part of the ongoing funding to the Juneau School District is important, should be maintained, and increased if funding is available.

Capacity Impact: Indirect via employee turnover rates. Child care business operators have cited staff turnover as their most significant challenge for maintaining the current capacities.

Cost: FY 19 = \$90,200 for Hearts. FY 20 Hearts proposal is \$180,000.

Evaluation:

- Turnover rate for Hearts Award Recipients (2014, 38%, 2015, 26%, 2016, 9%), with an annual target of 0 to 20%.
- Total Hearts Award Recipients (Dec 2018, 32, anticipated 19 additional in FY 20), which is indicative of building capacity in the workforce.
- Movement towards Tiers 2 and 3 in the award levels (in FY19: 9 @ Tier 1, 4 @ Tier 2, 8 @ Tier 3). More Hearts Award Recipients at Tiers 2 and 3 is indicative of higher wages.

Recommendation #4 – long term. The Best Starts model be funded with some structural changes to clearly delineate how the program would prioritize increasing capacity until child care demands are fulfilled. (FY21)

The delay in funding would allow the CBJ to do the inventory of public facilities and to manage renovations, changes and/or issuing RFP's for operators of the centers. It would also allow for the CBJ to understand the possible budget implications from the State for the school district and for other services that support the childcare programs. Funding provided under this recommendation is contingent on supporting the immediate goal of increasing capacity.

Modifications to the Best Starts model could consist of:

1. Per-child funding for all child care businesses that are enrolled in the Learn and Grow program with a commitment to continuous quality improvement. Graduated levels of funding based on quality measures will be designed by Best Starts prior to implementation.
2. Leading up to program implementation, determine the fiscal and policy agents. Potential agents include the Juneau School District, the CBJ, and/or AEYC/thread. Ensure AEYC/thread plays a collaborative role with the policy agent if it is not the policy agent itself. During FY19, the City Manager will need to determine the level and location of policy support needed for this program.
3. Determine levels of funding under Best Starts based on criteria established at the on-set of the program. Criteria such as increased capacity, licensure, involvement with Learn and Grow, assistance for in-home care providers as well as large childcare centers and how those might be apportioned, etc. (see notes under cost?)

Capacity Impact: Per-child funding to providers would increase capacity by providing a stable foundation upon which businesses can maintain quality child care environments and pay higher wages to improve employee retention rates.

Cost: The committee recommends that after identification of the fiscal policy and after evaluation of short-term recommendations the Assembly appropriate in FY21 \$800,000 for Year 1. This amount is the committee's best estimate based on the current available information and policy direction. The committee recommends that in implementing this program staff analyze the impact of funding all programs enrolled in Learn & Grow. This could result in scaling of per-child costs related to level of care within the Learn & Grow framework. The committee also recommends the Assembly commits to annual increases over a five year period if the capacity of quality child care is increased under the model developed.

Evaluation: Increase in number of quality licensed child care slots by 20% for ages 0-5 (current licensed capacity is approximately 412). Understanding that costs are higher, the committee desires that a focus on infants and toddler care be emphasized.

Recommendation #5 – long term. With the FY21 budget to the Assembly, the CBJ Administration present an implementation plan for Recommendation #4.

If the first three recommendations have been accomplished, then the committee recommends the CBJ look at the level of funding for Best Starts as in Recommendation #4. To that end the CBJ Administration would need to identify the level of funding and the actual program to be implemented.

In addition, policy support is required to identify the structure of that support and cost for that support. This should be included in the FY21 budget documents.

Cost: The committee recommends the Assembly direct the City Manager to make a budget request in FY20 to develop the FY21 implementation plan.

Terminology and References

SEA-AEYC – Southeast Alaska Association for the Education of Young Children. Often referred to as “AEYC.” This association serves as an umbrella organization for educators, families, and community members interested in the association’s mission of, “promoting high-quality learning for all children, birth through age 8, by supporting all who care for, educate, and work on behalf of young children.” SEA-AEYC is part of the thread Network in Alaska. SEA-AEYC is an affiliate association of the National Association for the Education of Young Children (NAEYC).

Hearts Initiative – This is a program of SEA-AEYC that was initially funded by the CBJ Assembly in 2012 and annually thereafter. It seeks to build a stronger workforce in licensed child care programs through recruitment and retention of qualified early childhood educators. It does so primarily through financial awards to early childhood educators working in licensed child care programs on a tiered system based on their individual level of training and education.

thread Network – The thread Network is composed of three organizations, SEA-AEYC (for Southeast Alaska), Thrivalaska (for Fairbanks and the Northern Interior region) and thread (for all other regions and Statewide coordination). This network and these organizations provide referral services between families and child care providers. They partner with the State of Alaska’s Child Care Program Office to connect families who qualify with child care assistance benefits which are primarily funded by the federal child care and development block grant.

Alaska’s Early Care and Learning Dashboard – Footnote 1. A web-based resource authored by the McDowell group and sponsored by the thread Network. Includes statewide information by census / borough area on 1) supply and demand for early care and learning services, 2) cost of licensed early care and learning services, 3) school readiness. Data is based on children ages birth through six.

https://public.tableau.com/profile/dan.lesh#!/vizhome/thread_1_2/AlaskasEarlyCareandLearningDataDashboard

Best Starts Economic Analysis – Footnote 2. A memo authored by the McDowell Group and sponsored by the Best Starts group to provide a Juneau specific economic analysis of the broader economic impact of implementation of the Best Starts proposal. This analysis found that investment in early care and learning would, dependent on the size of the investment, show returns in annual disposable household income, additional family spending on early care and learning services, additional local jobs, and new labor income.

<https://3tb2gc2mxpvu3uwt0l20tbhq-wpengine.netdna-ssl.com/wp-content/uploads/2018/11/2017-05-25-Best-Starts-Economic-Analysis.pdf>

Child Care Center Cost Estimates, Bright Horizons – Footnote 3. A cost estimate presented to SEA-AEYC by Bright Horizons, a national child care provider in 2014.

<https://3tb2gc2mxpvu3uwt0l20tbhq-wpengine.netdna-ssl.com/wp-content/uploads/2018/11/2014-01-29-AEYC-Southeast-Alaska-Center-Cost-Estimate.pdf>

Alaska Child Care Market Price Survey Report – A report authored by the State of Alaska, Department of Health and Social Services, Child Care Program Office in 2017. This report collects current provider prices for child care to evaluate the child care assistance rates provided by the State, through the federal block grant funding. This report also assists in understanding the child care markets throughout the State. A 2019 update is in process.

<https://3tb2gc2mxpvu3uwt0l20tbhq-wpengine.netdna-ssl.com/wp-content/uploads/2018/11/2017-Alaska-Child-Care-Market-Price-Survey-Report.pdf>

These and additional related resources are also available at:

<https://beta.juneau.org/assembly/assembly-childcare-committee>

City and Borough of Juneau
Increased Funding Requests for the FY20 Revised Budget
April 30, 2019

Requested Increments Not Included In Manager's FY20 Revised Budget

	Program/Service/Idea	Requestor	How Often	FY20 Requested Increment	Existing Assembly Grants	Notes
1	Juneau Festival Committee	JFC	Ongoing	\$ 8,700	\$ 31,300	\$5K - 1 x for used Conex, \$2.7K recurring increase.
2	Juneau Commission on Aging	JCOA	Ongoing	\$ 10,000	\$ -	Funding may go to JEDC for administration
3	Juneau Commission on Aging	JCOA	1-Time	\$ 23,809	\$ -	To update Senior Citizens Survey
4	SE Conference	SE Conf		\$ 20,000	\$ -	AMHS program development work
5	Mental Health/Substance Abuse	JCF		\$ 45,000	\$ -	Year 2 of 2 year study
6	seaaeyc - HEARTS Program	seaaeyc	Ongoing	\$ 89,800	\$ 90,200	Non-profit & Child Care Cmmttee operating budget increment request.
7	The Glory Hall (TGH)	Glory Hall	Ongoing	\$ 150,000	\$ -	Non-profit operating budget increment request (TGH currently receives ~\$62k in CBJ funding via JCF)
8	Land for Senior Housing	Manager	1-Time	\$ 1,512,000	\$ -	Land for Potential Assisted Living Project
9	Contract Negotiations	Manager	Ongoing	\$ -	\$ -	
10	New & Enhanced Marketing Initiatives	Travel Juneau (TJ)	1-Time	\$ 120,000	\$ 1,358,700	TJ scheduled to receive \$885K in CBJ funds + MPF Funding of \$474K.
11	Healing Totem	AWARE	1-Time	\$ 22,567	\$ -	Request for 1/3 Portion of total Totem Project Costs
12	Manager Review of Child Care	AFC		\$ 60,000	\$ -	To put together the policy, & budget for FY21.
Subtotal				\$ 2,061,876	\$ 1,480,200	

Other Unfunded Concepts

	Program/Service/Idea	Requestor	How Often	Requested Increment	Existing Assembly Grants	Notes
A	New JACC	New JACC	1-Time	\$ -	\$ -	
B	New City Hall	Manager	1-Time	\$ -	\$ -	Forward funding portion of New City Hall
C	Downtown Parking Solution	Manager		\$ -	\$ -	Build more parking capacity
D	Child Care Programs	Child Care Committee	Ongoing	\$ 150,000	\$ -	Committee final report - Initial request for revolving loan funds for start-up or existing program
Subtotal				\$ 150,000	\$ -	

**City and Borough of Juneau
Assembly Finance Committee Meeting
Wednesday, May 8, 2019
Incremental Items Not Included
in Manager's FY20 Revised Budget**

Assembly Finance Committee members have requested additional information for various requests on the AFC's List of Requests for Increased Funding in FY20. Summarized below are the specific question/request and the additional information. The number identifying the item corresponds to the item as listed on the AFC's Increment List in the meeting packet of May 8, 2019.

1. Juneau Festival Committee - \$8,700:

Requested funding would allow the Fourth of July Fireworks Program to deal with deferred maintenance items including the purchase of a Conex to continue to operate in a safe manner.

Facts: The Conex type container used to store and transport equipment is rotted, rusting and leaking, and is contributing to accelerated aging of equipment.

Impact: Increase in funding of \$8,700 in the Assembly's budget for FY20, and a reduced ongoing annual increase of \$3,700 compared to FY19 budget, beginning in FY21.

2. Juneau Commission on Aging - \$10,000:

The Assembly recently revitalized the Juneau Commission on Aging, and provided \$10,000 of 1-time funding to JEDC for help in administering this program in FY19. The JCOA is requesting continued staff support to allow for ongoing productivity of the Commission on Aging, and better accomplish the duties set out for them by the Assembly in the Economic Development Plan and establishing resolution.

Facts: There is additional information in the JCOA letter of April 10, 2019 found in this packet.

Impact: Greater ability to accomplish priorities.

3. Juneau Commission on Aging - \$23,809:

The JCOA is requesting financial assistance from the CBJ to fund the 2020 Senior Needs Survey (the 4th decennial).

Facts: See letter from JCOA dated April 28, 2019.

Impact: Greater ability to accomplish priorities.

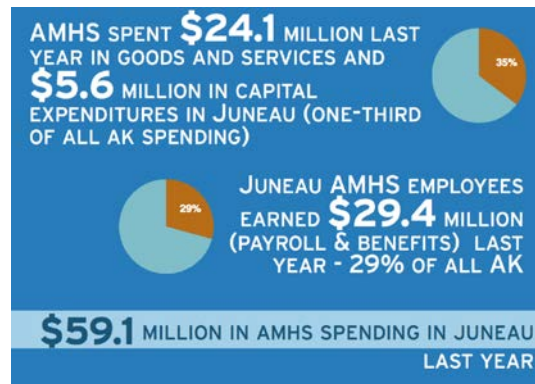
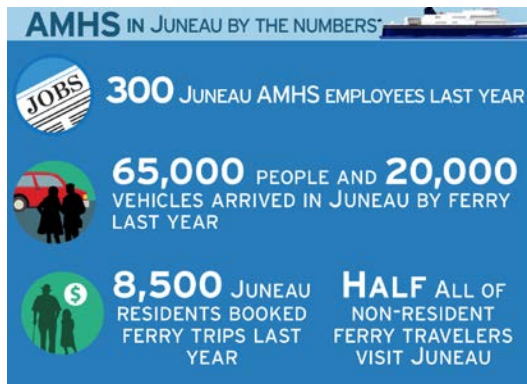
Additional Information – FY20 Incremental Items 5/8/2019

4. Southeast Conference - \$20,000:

The SE Conference is requesting financial assistance from the CBJ to support the Alaska Marine Highway System (AMHS) Reform Initiative.

The reform initiative requires and receives support from a statewide group of municipalities, tribes and businesses, and operates in partnership with the Marine Transportation Advisory Board (MTAB) to ensure AMHS continues to meet basic transportation needs.

Facts: As described in the April 24, 2019 letter from the SE Conference.



Impact: Greater ability to accomplish priorities.

5. Mental Health Study / Substance Abuse Treatment Study - \$45,000:

The Juneau Community Foundation (JCF) has requested additional funding to continue two studies: a Mental Health Services study and a Substance Abuse Treatment study. The additional request could also partially fund implementation of the studies findings.

Facts: As described in the April 13, 2018 letter from the JCF. JCF received \$45,000 in FY19 and requesting that same amount for FY20

Impact: It is believed that these two studies, combined with the Coordinated Entry study currently underway, will pin point service gaps and redundancies, providing a better overall use of available social services funding.

Additional Information – FY20 Incremental Items 5/8/2019

7. The Glory Hall - \$150,000:

The Glory Hall (TGH) has requested additional annual operating support funding to continue providing “critically important, basic, and absolutely essential services.”

Facts: As described in the January 22, 2019, letter from the The Glory Hall.

Impact: TGH is looking forward to continue carrying out their mission of providing food, shelter, and compassion to those most in need, in partnership with the City and Borough of Juneau, and their other partners.

8. Land for Senior Housing - \$1,512,000:

Land for potential Assisted Living Project.

Facts: As presented in April 29, 2019, Committee of the Whole meeting.

Impact: As presented in April 29, 2019, Committee of the Whole meeting.

9. Contract Negotiations - \$:

TBD

Facts: TBA

Impact: TBA

10. Travel Juneau’s New & Enhanced Marketing Initiatives - \$120,000:

Travel Juneau has requested additional annual operating support funding to develop new & enhanced marketing initiatives.

Facts: As described in the letter from Travel Juneau on April 30, 2019.

Impact: As described in the letter from Travel Juneau on April 30, 2019.

11. AWARE’s Healing Totem - \$22,567:

AWARE has requested 1-time funding to contribute towards the costs of the carving of a healing Kaasei totem and screens to be erected at Twin Lakes.

Facts: As described in the letter to the Assembly on April 17, 2019.

Impact: As described in the letter to the Assembly on April 17, 2019.

Additional Information – FY20 Incremental Items 5/8/2019

A. New JACC - \$:

Capital Funding TBD

Facts: To be documented.

Impact: To be documented.

B. New City Hall CIP - \$:

For many years CBJ has leased approximately 34,000 square feet of office space in downtown. Annual lease cost to the CBJ is approximately \$750,000/year. CBJ additionally owns the ~16,000 SF City Hall building. The DTC parking garage was built with structurally oversized members that allow for the addition of two floors of office space. This concept would serve as the base case. Members of the public will want the opportunity to propose other ideas.

Better designed and consolidated offices would better serve the public (one location), be more space and energy efficient and free up rental space that could be converted to housing (particularly the Marine View Building). City Hall building could be sold as partial funding for project. Voter approved General Obligation bonds could be sold and offset by reduced rent costs.

Facts: As presented in April 29, 2019, Committee of the Whole meeting.

Impact: As presented in April 29, 2019, Committee of the Whole meeting.

C. Downtown Parking Solution CIP - \$:

To be discussed

Facts: The Willoughby Area Plan and the Juneau Economic Development plan both call for increased focus on parking structures in the downtown area. This funding would be used to continue planning for a new parking facility, likely shared by CBJ and the State of Alaska. Most likely locations include redevelopment of the SOA North SOB Parking Garage or the site of the Public Safety Building.

Impact: Land currently used for surface parking would be available for public development (example New JACC) or disposal for private sector development.

1

March 12, 2019

CBJ Assembly

Re: Fourth of July Fireworks Funding via Glacier Valley Rotary Club

Dear Assembly Member;

After several years of budget reductions the Fourth of July Fireworks program needs the funds to deal with deferred maintenance items if we are to continue to operate in a safe manner. The equipment used to fire the show was built in 2005 using some material that dates to 1995 and earlier. The Conex type container used to store and transport all our equipment is rotted, rusting and leaking and has contributed to accelerated aging of the equipment. Given that we currently spend \$30,500 on the actual fireworks out of a budget of \$31,300 it leaves very little for the expense of maintaining equipment. In years past we have requested but not received the funding to make these maintenance items possible. Luckily for Juneau the barge, tugboat, crane, trucking, sand, and many other items are donated along with the 300 or so hours of labor the crew contributes every year to create what would easily be a \$40,000.00 show if not for the donations.

To purchase a used Conex in newer condition and the materials needed to rebuild and replace our aged equipment we are requesting a grant amount of \$40,000.00 for this year and then could drop back to a \$35,000.00 level in the future. We have managed in part the last few years thanks to the shuffling of the expense of the portable toilets at the parade start to other accounts, but would like to keep this entire process as transparent as possible.

If you have any questions, concerns, or could use further clarification regarding this please don't hesitate to contact myself or Gary or Sigrid. If you have the time and interest later this year we would love to have assembly members down to the barge to better understand the process and help answer any questions regarding what goes on.

Regards,

Ron Flint, Treasurer Gary Stambaugh and Sigrid Dahlberg, Co-Chairs

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CBJ liaison:

Alicia Hughes-Skandjis

JEDC support:

Robyn Mesdag
 Eva Bornstein

CBJ ASSEMBLY MEMBERS**CONSIDERATION FOR 2019-2020 DISCRETIONARY BUDGET**

April 10, 2019

Dear Bob Bartholomew, Elisabeth Jensen and Loren Jones,

To bolster the success of the JCOA, CBJ allocated \$10,000 to pay for support services from JEDC in the 2018-2019 fiscal year. This help has been greatly appreciated; from Robyn Mesdag in particular, who acts as the Commission's secretary, as well as support from Brian Holst, Eva Bornstein and Ben Hoch.

JEDC has extended their offer to support the commission in the 2019-2020 fiscal year for the same cost: \$10,000.

The JCOA meets monthly in the JEDC office space downtown and there is a natural alliance in the interests of these two groups, albeit the commission having a stronger focus on senior needs, senior safety, and especially affordable senior housing.

This is a request to CBJ for \$10,000 to pay the JEDC in the upcoming fiscal year, to allow for ongoing productivity of our Commission on Aging.

Thank you.


 Emily Kane
 Acting Chair

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JEDC support:

Robyn Mesdag
Eva Bornstein

CBJ ASSEMBLY MEMBERS

CONSIDERATION FOR 2019-2020 DISCRETIONARY BUDGET

April 28, 2019

Dear Bob Bartholomew, Elisabeth Jensen and Loren Jones,

CBJ has helped to fund three decennial reports on how we're doing to keep elders living in Juneau by considering their safety, security, and by meeting their basic needs for housing, food, access to medical care and access to community. The fourth such report is due next year and this is an important function of the Commission on Aging.

Costs of the survey include producing the survey tool, mailing it out via post office with postage return, and via email, collecting and analyzing the data, printing the complete report and also abbreviated reports to be available to the public. The material costs we anticipate to be in the ballpark of \$8,900. The analysis of the data and the formatting of the report is estimated to require 150 hours of work at \$100/hour for a total of \$15,000.

For the 2010 report the JCOA was the beneficiary of a significant grant from SCSSI, a local non-profit dedicated to creating affordable senior housing. They were clear in 2010 this was a one-time contribution and in fact the 2010 report contains language urging CBJ to begin to put money aside for the 2020 report.

We sincerely hope this funding is available. The JCOA request for producing the 2020 senior survey is \$23,809. A more detailed budget is attached.

Thank you.



Emily Kane, lead 2020 survey

3

Juneau Commission on Aging 2020 Senior Needs Survey budget

Expenses

Commercial print of 10,000 surveys	\$6,506
Printing of 10,000 postcards directing seniors to online survey	\$1,178
CBJ Bulk postage and return mail	\$625
Cover design	\$250
Website design	\$250

Data gathering, analysis and production	\$15,000
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TOTAL	\$23,809
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unspent funds would be returned to CBJ



Request for City and Borough of Juneau (CBJ) to Support the Alaska Marine Highway System (AMHS) Reform Initiative in 2019

- The reform initiative requires and receives support from a statewide group of municipalities, tribes and businesses, and operates in partnership with the Marine Transportation Advisory Board (MTAB) to ensure AMHS continues to meet basic transportation needs.
- Ferry service is and will remain a critical transportation component for Juneau businesses and a life-line to communities in our region and around the state.
- This AMHS Reform Initiative is the only independent effort and focuses on economic and scientific realities rather than politics.
- Because the body of work produced to date is a credible resource identifying both near- and long-term savings, it serves as an effective tool for the legislature.
- The AMHS Reform project provides a venue for collaboration and partnering that can create revenue outside of the farebox.
- Alaskans have contributed over \$175,000 to this effort since it began in 2016, with particular thanks to Ketchikan for providing \$60,000 of that total. Thanks also to CBJ for providing \$20,000 in 2016.
- We still have significant funding needs:
 - An update of the 2014 AMHS Economic Impact Study (~\$16,000)
 - An individual community case study of impacts associates service and loss-of-service (~\$7,000 per location)
 - Southeast Conference publishes executive summaries that showcase AMHS benefits to legislators and stakeholders (~\$5,000).
 - The AMHS Reform Initiative Steering Committee is comprised of dedicated volunteers who give their time and pay most of their travel and other costs. Southeast Conference hopes to cover some expenses for these volunteers in the coming year (~\$10,000)
 - Alaska Department of Transportation & Public Facility's (DOT) "reshaping" consultant will produce findings that will need verification (~\$20,000)
 - Additional staff resources, website and administrative costs (~\$20,000)

The AMHS Reform project is transparent and inclusive. All work product is posted on the project website at www.AMHSreform.com

Southeast Conference thanks you for consideration of this request and for a contribution of any amount.



AMHS IN JUNEAU BY THE NUMBERS



Packet Page 85 of 138



300 JUNEAU AMHS EMPLOYEES LAST YEAR



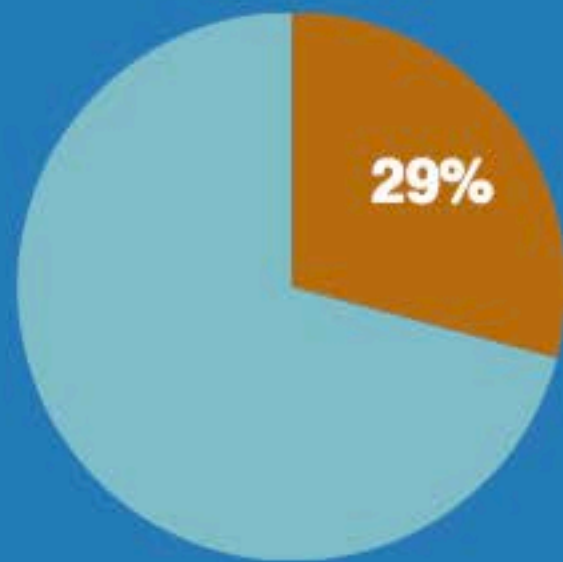
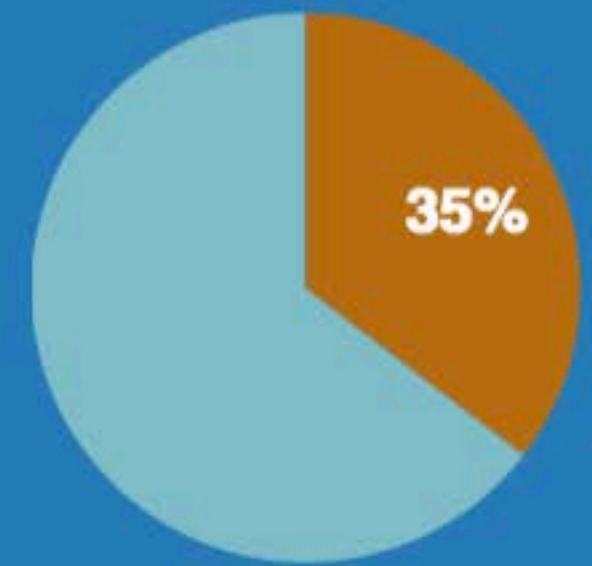
65,000 PEOPLE AND **20,000**
VEHICLES ARRIVED IN JUNEAU BY FERRY
LAST YEAR



8,500 JUNEAU
RESIDENTS BOOKED
FERRY TRIPS LAST
YEAR

HALF ALL OF
NON-RESIDENT
FERRY TRAVELERS
VISIT JUNEAU

AMHS SPENT **\$24.1** MILLION LAST YEAR IN GOODS AND SERVICES AND **\$5.6** MILLION IN CAPITAL EXPENDITURES IN JUNEAU (ONE-THIRD OF ALL AK SPENDING)



JUNEAU AMHS EMPLOYEES EARNED **\$29.4** MILLION (PAYROLL & BENEFITS) LAST YEAR - 29% OF ALL AK

\$59.1 MILLION IN AMHS SPENDING IN JUNEAU
LAST YEAR

From: Amy Skilbred <amy@juneaucf.org>

Sent: Tuesday, April 30, 2019 12:17 PM

To: Elisabeth Jensen <Elisabeth.Jensen@juneau.org>; Bob Bartholomew <Bartholomewconsulting@gci.net>

Subject: Re: Request for information re request for FY20 Incremental Funding - \$45K - Mental Health Substance Abuse study

Elisabeth,

Below is a transmittal paragraph regarding the \$45,000 in FY 20 for the Mental Health and Substance Use Disorder study. Let me know if there is anything else you need from me. Thanks again for your assistance. Amy

In March, the Juneau Community Foundation began phase 1 of the behavioral health study and plan for Juneau, including mental health and substance use disorder. We contracted with Stacy Toner to develop a living document that can be undated regularly as the services, needs, and funding sources to support continuums of care in these two areas change over time. Ms. Toner is working with Juneau providers in an iterative process to assess/survey and review the behavioral health needs/services in Juneau; research funding and services from the state to support our behavioral health system; conduct stakeholder interviews with community partners; and, provide a summary of the current system that includes service gaps, plans to address them, where there are no plans, work with behavioral health partners to develop options.

The second phase of this project (estimated start is winter 2019/20) will be to implement an ongoing structure to review the plan, include successful programs aimed at addressing gaps in order to provide a robust behavioral health recovery oriented system of care in Juneau, including areas where care can be obtained outside of Juneau.

THE GLORY HALL

247 S. Franklin St Juneau, AK 99801
(907) 957-2885 info@feedjuneau.org www.feedjuneau.org

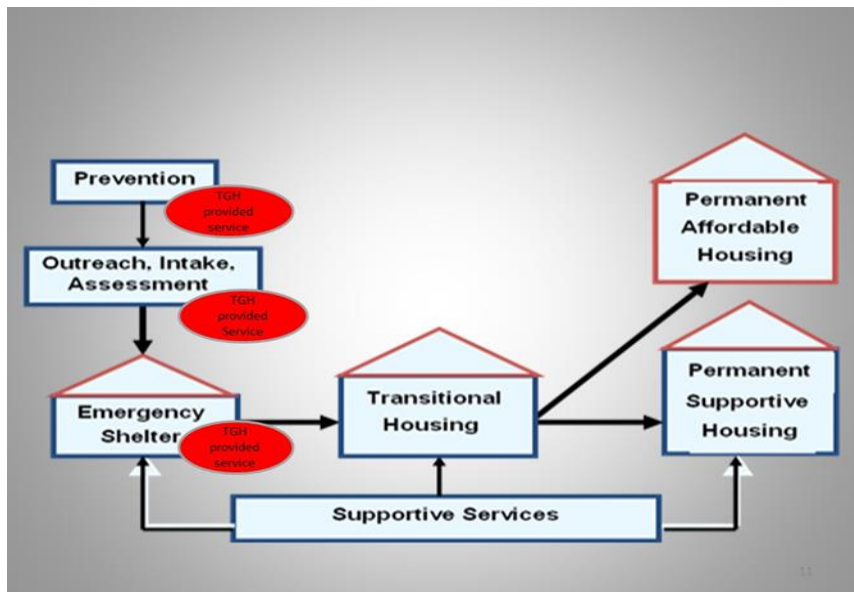
January 22, 2019

Mayor Beth Weldon
Mr. Loren Jones, CBJ Assembly Finance Committee Chair

RE: Operating Support

Mayor Weldon and Mr. Jones,

We are writing to request \$150,000 in additional annual operating support. The Glory Hall (TGH) is an emergency shelter, soup kitchen, and care center and is an essential part of the Juneau Housing and Homelessness Continuum of Care, social safety net, and the public safety system.



Annually, TGH provides over 45,000-60,000 meals and between 9,000-11,000 safe shelter nights to people in need. Emergency shelter, day shelter, and meals are available 365 days of the year. We also provide showers, laundry, short term case management until the person is no longer homeless, transportation assistance, social service referrals, job search assistance,

labor and garden program, clothing, basic sanitary supplies, and other services based on the individual needs of the patrons. TGH is one of the key partners in the Juneau Medical Respite Program, a partnership developed to accommodate people who are not ill enough to stay in the hospital but not well enough to be discharged to the streets. Additionally, TGH provides staffing and coordination to the Juneau Housing First Collaborative Project and to the Emergency Cold Weather Shelter.

For the past several years, TGH has been operating at a loss. Annual deficit is approximately \$107,000-\$184,000. TGH has been using reserves to fill the gap every year. There are enough reserves left to operate for about 18 months, at the current rate, without cutting programs. Funding support is needed for TGH to continue to be open 365 days per year, on 24-hour basis. Funding support is absolutely critical to ensure that TGH is able to continue to provide all these essential services to our community, without which many would suffer greatly and unnecessarily.

As you may know, TGH funding is a mix of State, Federal, Private Grants, CBJ support, and United Way contributions, and donations from faith-based entities, individuals, and local businesses and organization. The chart below provides the breakdown of revenue sources. Annual budget is approximately \$650,000 per year not including the operations of the Juneau Housing First Collaborative facility staffing and the staffing for the

THE GLORY HALL

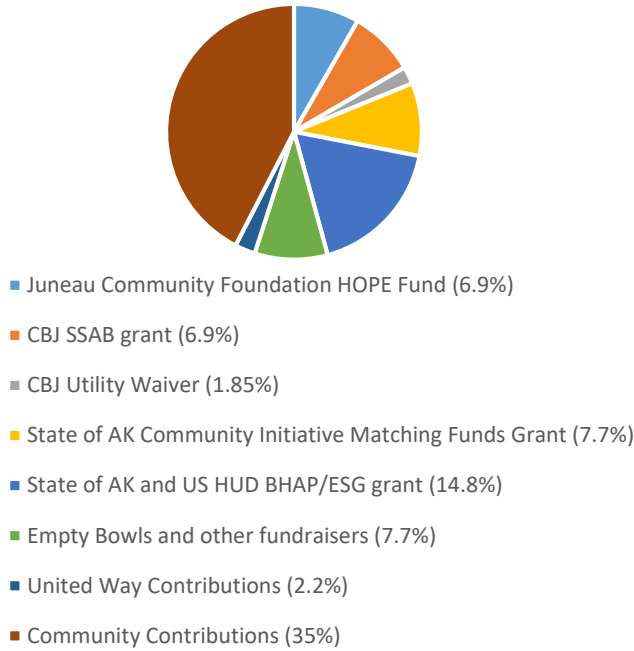
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City and Borough of Juneau Cold Weather Shelter. 24/7 365 days per year services, 9,000-11,000 safe shelter

nights, and between 45,000-60,000 meals, showers, laundry, and other services described above, with a skeleton crew of just 9 full time employees. The employee to staff ratio is often 1-50 and rarely less than 1-20. The facility relies heavily on donated food, volunteers, and the grace and kindness of our community to function. We believe in effective and efficient operations and are confident that no one else could deliver the services for less money.

For the past 9 years, City and Borough of Juneau allocated \$45,000-\$50,000 through the Social Service Advisory Block Grant funds and a \$12,000 utility waiver per year to support TGH operations. TGH needs more operating support from CBJ in order to continue providing critically important, basic, and absolutely essential services. We request an additional \$150,000 in City and Borough of Juneau support.

TGH Operating Revenue



TGH is looking forward to continue carrying out our mission of providing food, shelter, and compassion to those most in need, in partnership with City and Borough of Juneau, and our other partners.

Thank you for your consideration.

We are looking forward to hearing back from you.

Sincerely,

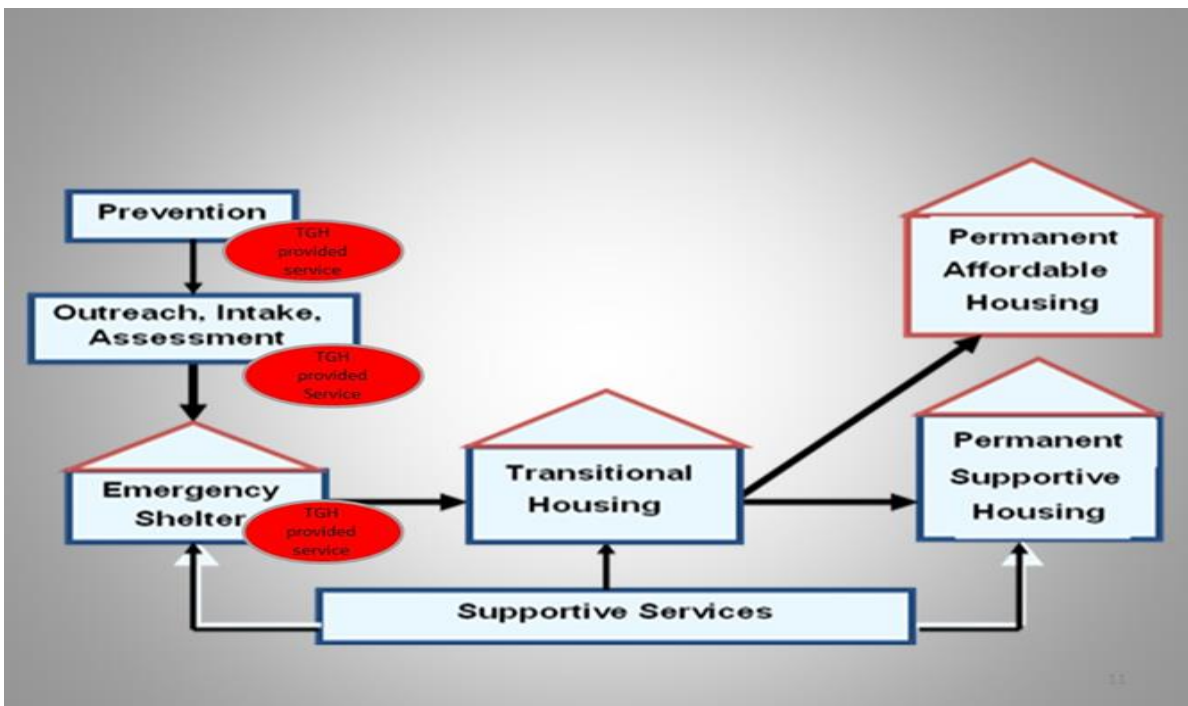
Mariya Lovishchuk

Mariya Lovishchuk, Executive Director

CC: Mr. Rorie Watt, CBJ Manager, Mr. Bob Bartholomew, CBJ Assembly, TGH Board of Directors

The Glory Hall Crisis Emergency Shelter, Soup Kitchen, Care Center

- The Glory Hall ensures that emergency shelter and food are available on 24/7 basis, 365 days a year.
- These are critical, basic, and essential services.
- Additionally, the Glory Hall is a critical portion of the city-wide safety net and social services system.
- \$150,000 annual operating support is requested



THE GLORY HALL AND CONTINUUM OF CARE: The Glory Hall is an essential part of the Juneau Housing and Homelessness Continuum of Care, social safety net, and the public safety system. The Continuum of Care is comprised of agencies and organizations providing services to those experiencing homelessness or in danger of becoming homeless or suffering from hunger, illness, and other conditions resulting from inability to meet basic needs. Together with AWARE, Family Promise, and St. Vincent DePaul Navigators, The Glory Hall staff work to ensure that prevention, outreach, intake, and assessment, are conducted to divert people from emergency shelter. **The Glory Hall, AWARE, and Family Promise provide emergency shelter services.** AWARE's work is focused on survivors of domestic violence and sexual assault. The Glory Hall provides emergency shelter to adults regardless of the reason for homelessness. When families with children come to The Glory Hall, they are referred to AWARE or Family Promise. **Annually, TGH provides between 45,000-55,000 meals and between 9,000-11,000 safe shelter nights to people in need.**

SUMMARY OF THE GLORY HALL SERVICES



247 S. Franklin St Location: Established in 1982, The Glory Hall (TGH), formerly the Glory Hole, is Juneau's crisis emergency shelter, soup kitchen, and care center. TGH has 40 emergency shelter beds available 365 days of the year from 9:30PM-8AM, and a Day Shelter which is open every day from 7 AM-9:30PM. TGH has 6 showers for individuals who are experiencing homelessness. We provide a daily \$1 per load laundry service for those in need between 1PM-4:30PM. Daily, TGH serves breakfast, lunch and dinner. Annually, TGH provides over 11,000 safe shelter beds, and between 45,000 and 60,000 meals. In addition to provision of crisis emergency shelter, meals, laundry, and showers, TGH provides short term case management until the person is no longer homeless. We also provide transportation assistance, social service referrals, job search assistance, labor and garden program, clothing, basic sanitary supplies, and other services based on the individual needs of the patrons. TGH is one of the key partners in the Juneau Medical Respite Program, a partnership developed to accommodate people who are not ill enough to stay in the hospital but not well enough to be discharged to the streets.

Juneau Housing First Collaborative Forget-Me-Not-Manor Facility: TGH coordinated the community efforts to



build and develop Forget-Me-Not-Manor. Forget-Me-Not-Manor provides 32 Studio apartments to Juneau's chronically homeless adults with high history of emergency service utilization. TGH provides the overall project coordination and all the supportive services on site. Supportive services include maintaining safety and security in the building. Every day, we are working with residents on remaining stable and housed, help with basic activities of daily living, transportation assistance, community building, connection to services, and other assistance based on the needs of each resident. Alaska Mental Health

Trust sponsored a University of Alaska study to determine what impacts, if any, living in Forget-Me-Not-Manor has on people who move in. The study, spearheaded by Dr. Heidi Brocious demonstrated a significant reduction of emergency service utilization among residents just 1 year after the move in. The resident police interactions, visits to the Emergency Room, pick-ups by Capital City Fire and Rescue, and time spent at the Rainforest Recovery Center decreased by over 65%.



City and Borough of Juneau Warming Shelter: Together with City and Borough of Juneau and Community Partners, AWARE and St. Vincent DePaul Society, TGH provides staffing to the CBJ Warming Shelter. The shelter is open on nights of 32F and below and is designed for individuals whose substance abuse issues prevent them from being able to utilize other options in town. These reasons include co-occurring disorders and addiction issues as well as behavioral safety issues.

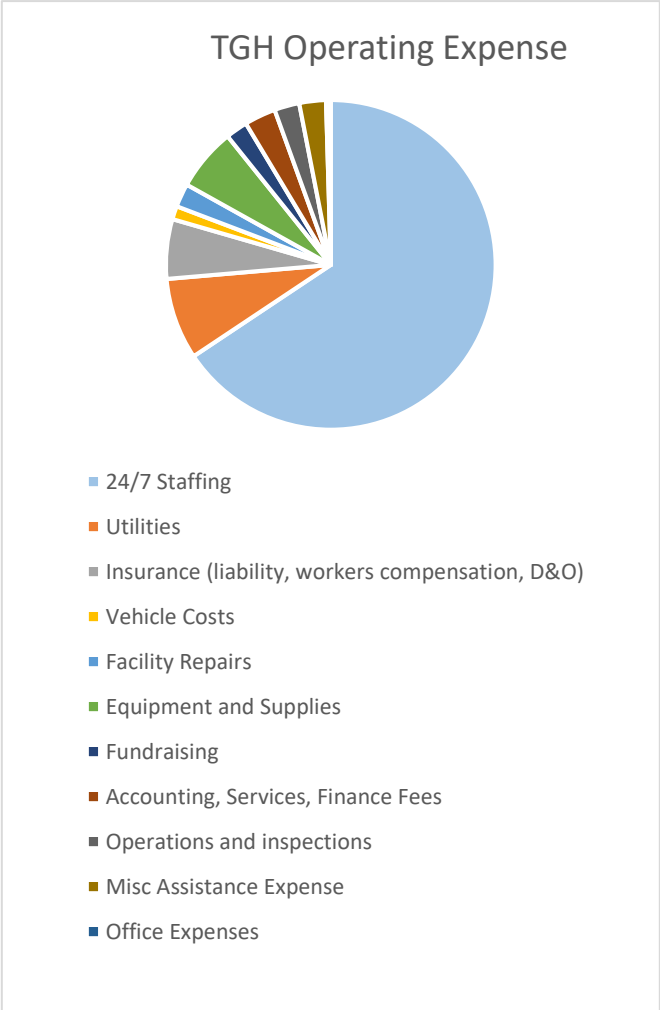
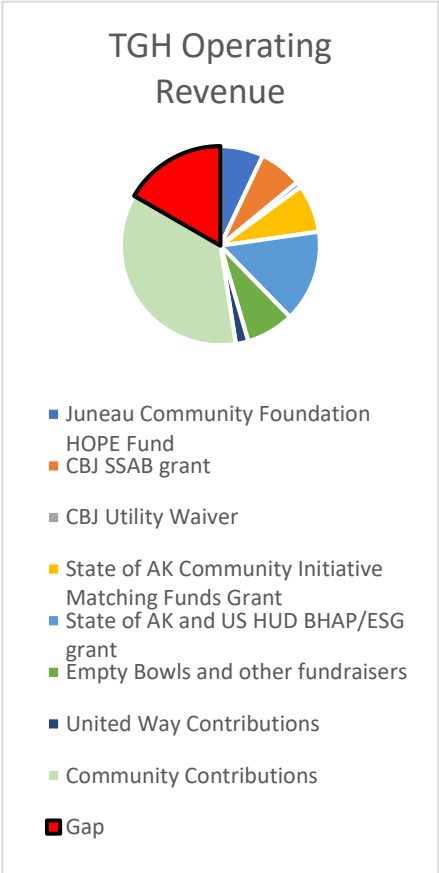
ANNUAL BUDGET

The Glory Hall’s annual budget is approximately \$650,000 per year not including the operations of the Juneau Housing First Collaborative facility staffing and the staffing for the City and Borough of Juneau Cold Weather Shelter.

Within this budget, we operate 24/7 365 days per year and provide over 11,000 safe shelter nights and between 45,000-60,000 meals, showers, laundry, and other services described above, with a skeleton crew of just 9 full time employees.

The employee to staff ratio is often 1-50 and rarely less than 1-20. The facility relies heavily on donated food, volunteers, and the grace and kindness of our community to function. We believe in effective and efficient operations and are confident that these services cannot be delivered for less. On the contrary, if a Government entity were to provide these services due to The Glory Hall’s closure, the budget would at least double.

The Glory Hall’s funding is a mix of State, Federal, and private Grants, United Way contributions, and donations from faith-based entities, individuals, and local businesses and organization: JCD HOPE \$45,000, CBJ SSAB Funds \$45,000, CBJ Utility Waiver 6,000, State of AK DHSS \$50,000) State of AK AHFC and US HUD Basic Homelessness Assistance and Emergency Solution Grant \$93,000, Empty Bowls and other fundraiser \$53,000, United Way Contributions \$12,000, Community Contributions \$230,000 (varies from year to year).



The funding covers 9 employees, building maintenance and repairs, the meal and emergency shelter programs, all necessary insurance, utilities, client expenses, and supplies.

Staffing:

- 1FTE Executive Director, 1FTE Deputy Director. Both the Executive Director and the Deputy Director provide person-based assistance to patrons, ensuring that patrons can exit the cycle of homelessness and their co-occurring disorders are under control through social service referrals, assistance with housing and job searches, help with developing plans, and other guidance. These positions are also responsible for fundraising, community relations, grant writing, reporting, and compliance, payroll, coordination of the Juneau Housing First Collaborative Project, conflict resolution, participation in the Juneau Continuum of Care, building maintenance and repair, kitchen management, procurement, all staff management, security, financial oversight, volunteer coordination, and the myriad of issues that arrive every single day.
- We have 3FTE facility coordinators. These positions are the people who are responsible for the daily preparation of breakfast, lunch, and dinner, coordination of volunteer groups, coordination of all of the chores completed by the patrons, thousands of showers and laundry loads annually. We have two shifts, 7AM-2PM shift and a 2PM-10PM shift. During these shifts, our staff to employee ratio is often 1 employee to 50 or more patrons. These coordinators put out 20-100 meals with the help of our patrons.
- We have 2.5FTE Shelter Advocates. These individuals check people into the emergency shelter and ensure that nothing happens in the emergency shelter overnight. They do the intakes for the Alaska Emergency Management Information System and collect other demographic information. These are the folks who are in the emergency shelter every night. The employee to patron ratio is 1 employee to 20-50 patrons. There is never more than 1 employee on staff at night.
- We also have a 1/2FTE employee who enters data into the Alaska Homelessness Management Information System, as mandated by State of Alaska and Federal grants, and 1FTE driver, shared with Juneau Housing First Collaborative. The driver picks up donated food and provides transportation assistance to the patrons.
- Other costs include utilities, insurance, accounting costs, supplies cost, fundraising costs, repairs, vehicle and expansions.

Why the Gap?

- Emergency shelters are inadequately funded by local, State, and Federal agencies, as well as private foundations. Despite the provision of essential and life-saving services, there are few dedicated funding streams.
- In 2010, TGH received a very large donations from a generous Juneau resident who passed away. TGH has been able to subsidize operations with reserves created by this donation but sufficient reserves remain for augmenting operations for 12-18 months only.
- TGH patrons, people who are experiencing homelessness and crisis, do not generally have any funds to pay for food, shelter, and assistance.
- Prior to 2009, TGH used to be staffed with patrons who “volunteered” to perform work for less than a minimum wage. This is not a viable option. TGH must be staffed with employees who receive living wages in order to avoid inappropriate and illegal activities patron volunteers engaged in.
- TGH provides services which are absolutely necessary to Juneau’s safety net and those experiencing homelessness and poverty rather than providing only services which are covered by grants or other dedicated payment sources.
- TGH is in the process of securing more operating funding by relocating the existing program and using the 247 S. Franklin building to generate revenue. This process estimated to take 1-3 years.

MANAGEMENT AND POTENTIAL FOR OTHER FUNDING

The Glory Hall provides a service essential to the community. Emergency shelter operations are not something that is a funding priority. Emergency shelters are not glamorous feel good places but they are essential until affordable housing is available to all and homelessness is eradicated. The Glory Hall successfully applies for and receives grants. It is relatively simple to find grants for cool projects such as our garden, for one-time capital expenses such as a new roof or a replacement fridge or interesting projects like overseeing the Community Wide Vulnerability Index Survey efforts. However, this is not the case for the salaries and benefits of our hardworking staff, utilities, accounting, insurance, and other basic re-occurring operating expenses.

Over the years, in spite of political challenges, we have worked hard to diversify our funding base. We apply for and receive every single grant available for our services in the State and from the Federal government. As stated, we raise over 30% of our budget from this generous community, resulting in more local support than most organizations our size. We have worked to expand earned income including selling t-shirts, house-grown chives and sorrel, muffins, and garden tours. Neither of these ventures have raised sufficient funds. We participate in the CBJ downtown cleaning program. Further, we cannot bill Medicaid for any of our services. Recently, we hired a part time development coordinator who will help us to continue to utilizing every avenue available to us. We partner with other agencies, as much as possible, to make sure that we do not duplicate any existing services. However, we cannot continue to provide essential community services without financial stability. City and Borough of Juneau support is critical for us to continue on providing services essential to the Juneau Continuum of Care.

WHY CBJ SHOULD SUPPORT TGH OPERATIONS

- CBJ supports the provision of many important services provided by non-profits. Particularly CBJ supports provision of emergency shelter and services. CBJ supports Juneau Youth Services and the emergency shelter for young adults. Juneau Animal Rescue and its provision of emergency shelter for non-human mammals and birds, the Warming Shelter, which provides emergency shelter to individuals whose substance use and behavioral health issues prohibit them from utilizing TGH, AWARE, and St. Vincent dePaul Society Shelter. Lastly, the sleep off center provides emergency shelter for individuals incapacitated through alcohol use. TGH emergency shelter should be supported.
- CBJ supports programs that provide public benefit and protect public health and safety. Consistent availability of emergency food and shelter provided by TGH must be funded.
- CBJ is a fundamental part of Juneau's entire social safety net and Continuum of Care. Ensuring that TGH continues to operate is critical to the integrity of the entire Continuum of Care system.
- It would be much more expensive to provide essential emergency shelter and food services without the Glory Hall.
- Juneau's climate demands the consistent presence of an emergency shelter.
- TGH is able to match CBJ contributions with State, Federal, and private contributions

FUTURE AND SUSTAINABILITY



The Glory Hall is essential to the Juneau Continuum of Care. The Glory Hall Board and Management continue to have discussions about the sustainability of the Glory Hall, our role within the Continuum of Care, and programming necessary to continue carrying out our mission to provide food shelter and compassion to those most in need.

Phase II of Housing First: The Glory Hall is currently coordinating the development of Phase 2 of the Housing First Facility. The facility fits into City and Borough of Juneau Comprehensive Plan and will fulfill the need for permanent supportive housing, for chronically homeless adults. Phase 2 of the housing first facility will bring the number of units to 64 which is a sufficient amount to adequately house this portion of Juneau’s chronically

homeless population. If the Glory Hall fails to operate and/or cuts programming or staffing due to lack of funding, Phase 2 development efforts would be severely jeopardized, as would the overall operations of the project. As of May 2019, TGH staff played a critical role in bringing over 5 million dollars to Juneau through grant applications for this project in development and capital funds, as well as between \$650,000-\$700,00 of annual operating revenue. TGH staff oversee and administer over \$800,000 in operating funding in the Phase 1 of the Juneau Housing First facility.

Potential Relocation of the Glory Hall:



The Glory Hall building is located in the downtown corridor, in the middle of commercial business activity. The building presents an opportunity for earning annual operating revenues if rented out for commercial purposes. The building is not ideal for emergency shelter provision. It lacks secure entry and does not have a sufficient amount of ADA accessible emergency shelter beds. The building lacks storage space and adequate space for private conversations between staff and patrons. Additionally, in spite of The Glory Hall’s Good Neighbor Policy, which prohibits patrons from interfering with surrounding

neighborhood businesses and residents, it is difficult to achieve success with Good Neighbor Policy enforcement, 100% of the time. In order to ensure sufficient operating revenues and to achieve access, The Glory Hall is considering relocating. Potential relocation would provide operating revenue, adequate ADA access, better patron experience, and more operational efficiency through being closer to other services, such as the job center, Saint Vincent DePaul housing and navigator program, and JAMHI Health and Wellness Services. Potential new location would also take away the stress of being next to the bars, liquor stores, and stressful tourist activities.

MEMORANDUM



155 S. Seward St. Juneau, Alaska 99801
 Scott.Ciambor@juneau.org
 Voice (907) 586-0220
 Fax (907) 586-5385

Date: April 29, 2019

TO: Lands Committee

FROM: Scott Ciambor, Chief Housing Officer *Scott Ciambor*

Re: Land Purchase for Senior Housing Assisted Living Proposal

Dear Committee of the Whole:

The Lands Committee discussed a senior housing assisted living proposal at its [March 18, 2019](#) and [April 8, 2019 meeting](#). The Lands Committee instructed staff to bring to the COW details for a property purchase in the Vintage Park subdivision.

In order to meet the recommendations in the 2014 Juneau Senior Housing and Services Market Demand Study in regards to developing assisted living in the community, staff has been working through the following steps to help make an assisted living project feasible:

1. **Land Purchase.** Securing the site will allow for a competitive process. If a competitive process is unavailing, or senior housing ceases to be a goal, the Assembly could dispose of the property in the future.
2. **Tax Abatement.** This is a complex topic but an incentive noted to consider in the Housing Action Plan for 1) senior housing, 2) workforce housing, and 3) housing in downtown.

The Assembly could chose to enact tax abatement for housing in any number of ways, including perhaps, a phased approach that would consider abatement only for senior housing projects (low-income senior housing, assisted living, and nursing care/skilled nursing).

There are many resources on how municipalities approach the use of a tax abatement incentive.

3. **Competitive Process.** After completing steps 1 and 2, the Assembly could then consider a competitive process for disposal of the land to a senior housing for profit developer.

This memo focuses on step #1, land purchase.

Land Purchase & CBJ Funding for Purchase

	Project Details
Legal Description	Lots 31 through 38 Vintage II Subdivision Block C according to Plan 85-58, Juneau Recording District, First Judicial district, State of Alaska
Site Size	Approximately 2.39 acres at Vintage Business Park
Current Zoning	Light Commercial
Appraisal	December 7, 2016
Property Status	Purchase and Sales Agreement Currently assigned to Torrey Pines development/Bayshire Senior Living for \$1,519,000 (Note: Bayshire is willing to relinquish their option).

CBJ§53.04.020 allows for acquisition of real property by purchase or eminent domain at a price the manager determines does not exceed fair market value.

Appraisal:

An updated appraisal is being conducted and should be available mid-May.

Pre-Development and the Mendenhall River: SCSSI, Inc. and Marathon Development completed significant pre-development work that covered the future impacts of the Mendenhall River. Engineers have concluded that erosion risks can be mitigated.

Staff recommendation:

- Forward to the Finance Committee to put land purchase on the pending list. (Staff will provide updated appraisal price.)

MEMORANDUM



155 S. Seward St. Juneau, Alaska 99801
 Scott.Ciambor@juneau.org
 Voice (907) 586-0220
 Fax (907) 586-5385

Date: April 29, 2019

TO: Lands Committee

FROM: Scott Ciambor, Chief Housing Officer 

Re: Tax Abatement for Senior Housing

Dear Committee of the Whole:

The State of Alaska enacted SB100 in 2017 which gives municipalities' authority to partially or totally exempt all or some types of economic development property from taxation if an exemption or deferral on the property enables a significant capital investment in physical infrastructure that 1) expands the tax base of the municipality and 2) will generate property tax revenue after the exemption expires. (SB100, attached). To date, Anchorage is the only community to pass local authorizing legislation; they chose to do so for multiple unit housing projects in their central business district.

Working with staff, a 2018 tax abatement working group (local bank, Chamber and JEDC participation) made recommendations that were given to the Assembly last year. The group recommended consideration of specific, narrow criteria for tax abatement for housing and commercial development. Resources for creating decisions on a housing tax abatement program were provided. ([Finance Committee 4-18-2018](#))

Additionally, the CBJ Housing Action Plan calls for consideration of tax abatement for senior, downtown, and work force housing. Also, the [2014 Juneau Senior Housing and Services Market Demand Study](#) recommend the following in regards to assisted living:

- Planning for the co-location of assisted living with senior independent housing to create an aging in place community;
- Plan to meet the demand for assisted living in multiple ways (327 assisted living beds by 2042); and
- Anticipate that a public/private partnership will be required. (incentives)

At the March 18, 2019 Lands Committee requested staff bring back details for targeted senior housing tax abatement along with the potential land purchase proposal.

In your packet is a draft matrix on the essential terms of a variety of tax abatement proposals, including for a specific senior housing tax abatement.

Staff recommendation: Consider the attached matrix of conceptual abatement options. Consider whether to pursue targeted or global abatement approaches. Work this issue until ready to request a draft ordinance.



LAWS OF ALASKA

2017

Source
HCS SB 100(RLS)

Chapter No.

AN ACT

Relating to municipal liens; relating to service areas in second class boroughs; relating to a municipal tax exemption or deferral for economic development property; relating to a municipal tax exemption for a fire protection system; and providing for an effective date.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

THE ACT FOLLOWS ON PAGE 1

AN ACT

1 Relating to municipal liens; relating to service areas in second class boroughs; relating to a
2 municipal tax exemption or deferral for economic development property; relating to a
3 municipal tax exemption for a fire protection system; and providing for an effective date.

4 _____
5 * **Section 1.** AS 09.45.169(2) is amended to read:

6 (2) "nonconsensual common law lien" means a lien on real or personal
7 property that

8 (A) is not provided for by a specific state or federal statute **or**
9 **municipal ordinance;**

10 (B) does not depend on the consent of the owner of the
11 property affected for its existence; and

12 (C) is not an equitable, constructive, or other lien imposed by a
13 court recognized under state or federal law;

* **Sec. 2.** AS 11.46.560(a) is amended to read:

(a) A person commits the crime of offering a false instrument for recording in the second degree if

(1) under AS 40.17, the person presents a lien to the recorder for registration, filing, or recording with reckless disregard that the lien is not

(A) provided for by a specific state or federal statute **or municipal ordinance**; or

(B) a lien imposed or authorized by a court recognized under state or federal law;

(2) under a law authorizing the receipt and filing of a document, the person presents a lien to a department or person having responsibility to accept a lien for filing with reckless disregard that the lien is not

(A) provided for by a specific state or federal statute **or municipal ordinance**; or

(B) a lien imposed or authorized by a court recognized under state or federal law; or

(3) the person presents to the recorder a notice of the pendency of an action affecting title to real property or the right to possession of real property with reckless disregard of the fact that the action specified does not concern the title to or right to possession of the real property referred to in the notice, or with reckless disregard of the fact that there is no pending action concerning the title to or right to possession of the real property referred to in the notice.

* **Sec. 3.** AS 29.35.010 is amended to read:

Sec. 29.35.010. General powers. All municipalities have the following general powers, subject to other provisions of law:

(1) to establish and prescribe a salary for an elected or appointed municipal official or employee;

(2) to combine two or more appointive or administrative offices;

(3) to establish and prescribe the functions of a municipal department, office, or agency;

(4) to require periodic and special reports from a municipal department

to be submitted through the mayor;

(5) to investigate an affair of the municipality and make inquiries into the conduct of a municipal department;

(6) to levy a tax or special assessment, and impose a lien for its enforcement;

(7) to enforce an ordinance and to prescribe a penalty for violation of an ordinance;

(8) to acquire, manage, control, use, and dispose of real and personal property, whether the property is situated inside or outside the municipal boundaries; this power includes the power of a borough to expend, for any purpose authorized by law, money received from the disposal of land in a service area established under AS 29.35.450;

(9) to expend money for a community purpose, facility, or service for the good of the municipality to the extent the municipality is otherwise authorized by law to exercise the power necessary to accomplish the purpose or provide the facility or service;

(10) to regulate the operation and use of a municipal right-of-way, facility, or service;

(11) to borrow money and issue evidences of indebtedness;

(12) to acquire membership in an organization that promotes legislation for the good of the municipality;

(13) to enter into an agreement, including an agreement for cooperative or joint administration of any function or power with a municipality, the state, or the United States;

(14) to sue and be sued;

(15) to provide facilities or services for the confinement and care of prisoners and enter into agreements with the state, another municipality, or any person relating to the confinement and care of prisoners;

(16) to receive grants from and contract with the Department of Public Safety under AS 18.65.670;

(17) to provide by ordinance for the creation, recording, and

notice of a lien on real or personal property to secure payment of past due utility fees, costs incurred by the municipality in the abatement of an unsafe or dangerous building, and other fees and charges provided for by ordinance; except as otherwise provided by state law, when recorded, a municipal lien under this paragraph has priority over all other liens except

(A) liens for property taxes, special assessments, and sales and use taxes;

(B) liens that were perfected before the recording of the lien under this paragraph;

(C) liens that, under state law, are prior, paramount, and superior to all other liens; and

(D) mechanics' and materialmen's liens for which claims of lien under AS 34.35.070 or notices of right to lien under AS 34.35.064 have been recorded before the recording of the lien under this paragraph.

* **Sec. 4.** AS 29.35.490 is amended by adding a new subsection to read:

(d) A second class borough may establish a service area for the provision of emergency services within a state highway corridor if no voters reside in the service area. A second class borough may provide emergency services in a service area established under this subsection by ordinance. Notwithstanding any other provision of law, a second class borough may not authorize or levy a property tax for the provision of emergency services in a service area established under this subsection. The boundaries of a service area established under this subsection may only include the highway corridor and publicly owned property adjacent to the highway corridor necessary to house emergency response equipment and personnel for the service area.

* **Sec. 5.** AS 29.45.050(m) is amended to read:

(m) A municipality may by ordinance partially or totally exempt all or some types of economic development property from taxation for a designated period. Except as otherwise provided by an ordinance enacted by the municipality before January 1, 2017 [UP TO FIVE YEARS. THE MUNICIPALITY MAY PROVIDE FOR RENEWAL OF THE EXEMPTION UNDER CONDITIONS ESTABLISHED IN THE ORDINANCE. HOWEVER, UNDER A RENEWAL], a municipality that is

1 a school district may only exempt all or a portion of the amount of taxes that exceeds
 2 the amount levied on other property for the school **district's required local**
 3 **contribution under AS 14.17.410(b)(2)** [DISTRICT]. A municipality may by
 4 ordinance permit deferral of payment of taxes on all or some types of economic
 5 development property for **a designated period. A municipality may not apply an**
 6 **exemption or deferral under this subsection to taxes levied for special services in**
 7 **a service area that is supervised by a board under AS 29.35.460** [UP TO FIVE
 8 YEARS. THE MUNICIPALITY MAY PROVIDE FOR RENEWAL OF THE
 9 DEFERRAL UNDER CONDITIONS ESTABLISHED IN THE ORDINANCE]. A
 10 municipality may adopt an ordinance under this subsection only if, before it is
 11 adopted, copies of the proposed ordinance made available at a public hearing on it
 12 contain written notice that the ordinance, if adopted, may be repealed by the voters
 13 through referendum. An ordinance adopted under this subsection must include specific
 14 eligibility requirements and require a written application for each exemption or
 15 deferral. In this subsection, "economic development property" means real or personal
 16 property, including developed property conveyed under 43 U.S.C. 1601 et seq.
 17 (Alaska Native Claims Settlement Act), [THAT]

18 (1) **to which one or more of the following apply:**

19 (A) **the property** has not previously been taxed as real or
 20 personal property by the municipality;

21 (B) **the property** [(2)] is used in a trade or business in a way
 22 that

23 (i) [(A)] creates employment in the municipality;

24 (ii) [(B)] generates sales outside of the municipality of
 25 goods or services produced in the municipality; or

26 (iii) [(C)] materially reduces the importation of goods or
 27 services from outside the municipality;

28 (C) **an exemption or deferral on the property enables a**
 29 **significant capital investment in physical infrastructure that**

30 (i) **expands the tax base of the municipality; and**

31 (ii) **will generate property tax revenue after the**

exemption expires; or

(2) that [AND (3)] has not been used in the same trade or business in another municipality for at least six months before the application for deferral or exemption is filed; this paragraph does not apply if the property was used in the same trade or business in an area that has been annexed to the municipality within six months before the application for deferral or exemption is filed; this paragraph does not apply to inventories.

* **Sec. 6.** AS 29.45.050 is amended by adding a new subsection to read:

(y) A municipality may by ordinance exempt from taxation up to two percent of the assessed value of a structure if the structure contains a fire protection system that is approved under AS 18.70.081, in operating condition, and incorporated as a fixture or part of the structure. An exemption under this subsection is limited to an amount that does not exceed two percent of the value of the structure based on the assessment

(1) for 1981, if the fire protection system was a fixture of the structure on January 1, 1981; or

(2) as of January 1 of the year immediately following the installation of the fire protection system, if the fire protection system became a fixture of the structure after January 1, 1981.

* **Sec. 7.** AS 34.35.950(d)(2) is amended to read:

(2) "nonconsensual common law lien" means a lien on real or personal property that

(A) is not provided for by a specific state or federal statute **or**

municipal ordinance;

(B) does not depend on the consent of the owner of the property affected for its existence; and

(C) is not an equitable, constructive, or other lien imposed by a court recognized under state or federal law;

* **Sec. 8.** AS 29.45.030(*l*) is repealed.

* **Sec. 9.** This Act takes effect immediately under AS 01.10.070(c).

Essential Terms for Tax Abatement for Housing Development – Key Decisions

CONCEPTS FOR DISCUSSION

Essential Terms	Anchorage (2018)	Juneau Concept 1: Downtown	Juneau Concept 2: Senior Housing	Juneau Concept 3: Workforce Housing
Housing Eligible for Tax Abatement	New residential units with a minimum of four	New residential units with a minimum of four	Senior Independent; Housing (55+) Assisted Living; and Skilled Nursing	New residential multi-family housing units with a minimum of four
Targeted Area Eligible for Abatement	Downtown Housing “Central Business District” District 1	Downtown Housing Comp Plan Subarea 6	Senior housing throughout Borough	Multi-family housing throughout Borough
Length of Tax Abatement	12 years	20 years	15 years or up to the end of the financing period	10 years
Tax Exemption Coverage	New residential units: The square footage of the newly constructed residential units shall be divided by the square footage of all structures on the property, then multiplied by the assessed value of all improvements on the property and by the mill rate applicable to the property. District 1 Mill rate: 16.40	Full mill rate = 10.56	Eligible up to the operational mill rate of 9.36.	Total mill rate less minimum required school contribution. $10.56 - 2.65 = 7.9$ mills.
Affordability Requirement	None	None	None	20% of units for tenants with gross incomes at 80% or less AMI for at least 10 years.
Year 1 Foregone Tax Revenue/\$1 million taxable property value	\$16,400	\$10,560	\$9360	\$7,900
Foregone Tax Revenue Total/\$1 million taxable property value	\$196,800	\$211,200	\$140,400	\$79,000

April 30, 2019

Dear CBJ Finance Committee,

In this packet please find the following information requested at the April 17 meeting:

- PDF of Travel Juneau's 2018 Annual Report – metrics on media, visitation, and financials.
- 5-Year History of Assisted & Definite Meetings – this report lists all meetings scheduled for Juneau over the last 5 years and into the future. These are meetings or events for which Travel Juneau bid or provided significant assistance to the planner and may not represent all meetings in town.
- TJ – Pending & Future Business after 7-1-19 – this report lists all meetings scheduled after July 1, 2019 that have come through the Travel Juneau office. Planner decisions are pending for leads and tentative business.
- TJ – Bids Generated FY19 – this report lists business that Travel Juneau has prospected and bid on this year, on our own behalf and/or with a local champion.
- Detail for Proposed FY20 Incremental Funding – this Excel sheet provides rationale and details for the Incremental Funding request on Travel Juneau's FY19 budget. This is currently on the Pending List for the AFC.

Thank you for your consideration.

Regards,



Liz Perry
President & CEO
Travel Juneau

• MISSION STATEMENT •

“To market Juneau to conventions, groups, and travelers.”

- adopted October 2017



• JUNEAU STORIES •

Generated over

\$37.4 Million

in combined on-air and online media advertising equivalency

&

1 Billion

in potential combined on-air and online audience

with roughly **40** media assists

DID YOU KNOW...

Independent visitors and meeting attendees brought in over

\$1.4M

in hotel bed tax

Up **3.1%**
over FY2017

Travel Juneau had the largest volunteer corps of any destination marketing organization (DMO) in the U.S.

The visitor industry accounts for

12%

of Juneau's total employment &

\$74M

in earnings for Juneau residents

Source: Juneau & Southeast Alaska Economic Indicators - Juneau Economic Development Council, 2018

• 2018 BOARD OF DIRECTORS •

JOHN MCCONNOCHIE
CHAIR
CYCLE ALASKA

GIN ANDERSON
VICE CHAIR
TREETOP TEES

CARL RAMSETH
TREASURER
ALASKA SEAPLANES

JILL RAMIEL
SECRETARY
SILVERBOW INN

STEVE HAMILTON
PAST CHAIR
WESTMARK BARANOF HOTEL

LIZ BARLOW
ABOVE AND BEYOND
ALASKA

KC HOSTETLER
ALASKA AIRLINES

VALERIE KELTON
KNIGHTLY TOURS

RICHARD BURNS
ABC SUPERSTATIONS

SARAH LOWELL
COASTAL HELICOPTERS

KIRK DUNCAN
CBJ STAFF LIAISON

MARY BECKER
CBJ ASSEMBLY LIAISON

• STAFF •

LIZ PERRY
PRESIDENT/CEO

THERESA SULLIVAN
DIRECTOR OF FINANCE

KARA TETLEY
DESTINATION MARKETING MANAGER

VICKI LOGAN
CONVENTION SALES MANAGER

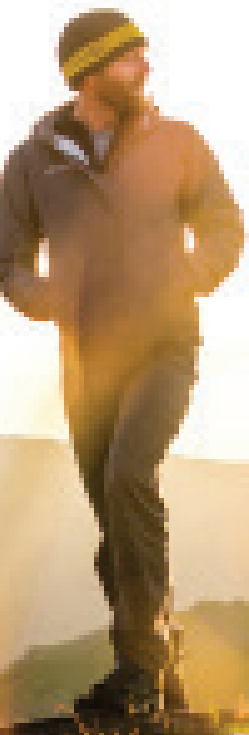
JOHANNA EVANS
PARTNERSHIP SERVICES MANAGER

ALICIA LEAMER
VISITOR SERVICES MANAGER

LINDSEY THURMAN OVERCAST
VISITOR SERVICES COORDINATOR

MARYANN WELP
BIANCA EAGAN
KIRSA HUGHES-SKANDIJS
SARAH LANDEN
VISITOR SERVICES SPECIALISTS

ANNUAL REPORT
2018



Dear Partners,

It has been a pleasure to serve you as Chair of Travel Juneau's Board this year. On behalf of your Board of Directors and the Travel Juneau staff, I present the annual report for 2018.

During Fiscal 2018, Travel Juneau continued to evolve as an organization, undertook new marketing initiatives, and worked toward an even more vibrant visitor industry.

At its annual retreat and work session in October 2017, the board adopted a new mission statement for Travel Juneau: "To market Juneau to conventions, groups, and travelers." In November 2017, the board officially revamped Travel Juneau from a membership to a partnership organization and instituted a self-perpetuating board of directors. The new board was successfully seated as of July 1, 2018, and our partners at Foraker Group are assisting in that process.

The annual Travel Fair, held in April, saw the highest attendance ever: over 1000 locals attended the event, now in its third year at the Juneau Arts and Culture Center, and took the opportunity to learn about area tours plus take advantage of local's discounts. Alongside the Travel Fair, our Visitor Services Department had a record number of volunteers attend the annual Tours and Attractions Training.

Travel Juneau has the largest volunteer corps of any destination marketing organization in the United States. In FY18, our 170 volunteers served more than 185,000 visitors.

We also continue to see increased media coverage through more than 40 media assists and a spread in "O" (Oprah) Magazine (Nov. 2017). In all, Travel Juneau generated in excess of \$37M in ad equivalency. Destination Marketing also significantly increased reach across all social media platforms from the previous year, including a 32% growth in Instagram followers, 8.8% growth in Twitter followers, and 1.4% growth in Facebook followers.

Convention Sales continued to generate new business and won the 2019 meeting of the International Forum of Sovereign Wealth Funds. The estimated economic impact of FY2018's Travel Juneau-generated meetings exceeded \$3.5M.

To gain a better understanding of our different visitor groups, we contracted McDowell Group to complete two research projects. One was aimed at convention planner spending and use of Travel Juneau services, and the other was designed to help determine the number of independent visitors to Juneau, their planning habits and spending.

During the 2018 season, Juneau saw 1,151,000 cruise passengers, a 7% increase over the previous year. Plane arrivals were up by 2.8% and convention sales continue to grow. Gross sales and sales tax revenues continue to climb, and hotel bed tax grew 3.1% to \$1.4M.

Travel Juneau is steadfastly committed to marketing our community and doing our part to spur economic opportunity for our partners. Thank you for your commitment to the visitor industry and to Travel Juneau.

John McConnochie
Chair – Travel Juneau Board of Directors

Tracy's King Crab Shack

• FY18 INCOME •

74.6%	\$ 1,180,600	CBJ Hotel Bed Tax & MPFs
14.2%	\$ 224,432	Crossing Guard (pass-through)
5.6%	\$ 88,851	Partner Fees
3.6%	\$ 56,728	Ad/Event Income
.7%	\$ 11,150	TBMP (pass-through)
1.3%	\$ 19,820	Other
	\$1,581,581	TOTAL INCOME

• FY18 EXPENSES •

29.9%	\$ 445,753	Destination Marketing
20.8%	\$ 310,888	Administration
16.1%	\$ 240,375	Visitor Information Services
14.6%	\$ 217,472	Crossing Guard (pass-through)
12.3%	\$ 183,332	Convention Sales
5.5%	\$ 82,713	Partnership Services
.7%	\$ 10,700	TBMP (pass-through)
	\$1,491,233	TOTAL EXPENSES

	2018	2017
Current Assets	\$629,157	\$454,808
Website & Other Capital Assets	\$ 72,013	\$100,482
TOTAL ASSETS	\$701,107	\$602,498
Current Liabilities	\$136,075	\$128,076
Net Assets	\$565,095	\$474,422
TOTAL LIABILITIES & NET ASSETS	\$701,107	\$602,498

• DEPARTMENTS •

DESTINATION MARKETING

CONVENTION SALES

VISITOR SERVICES

PARTNERSHIP SERVICES

CRUISE SHIP PASSENGER ARRIVALS

1,151,100

May - Sept. 2018

AIR ARRIVALS

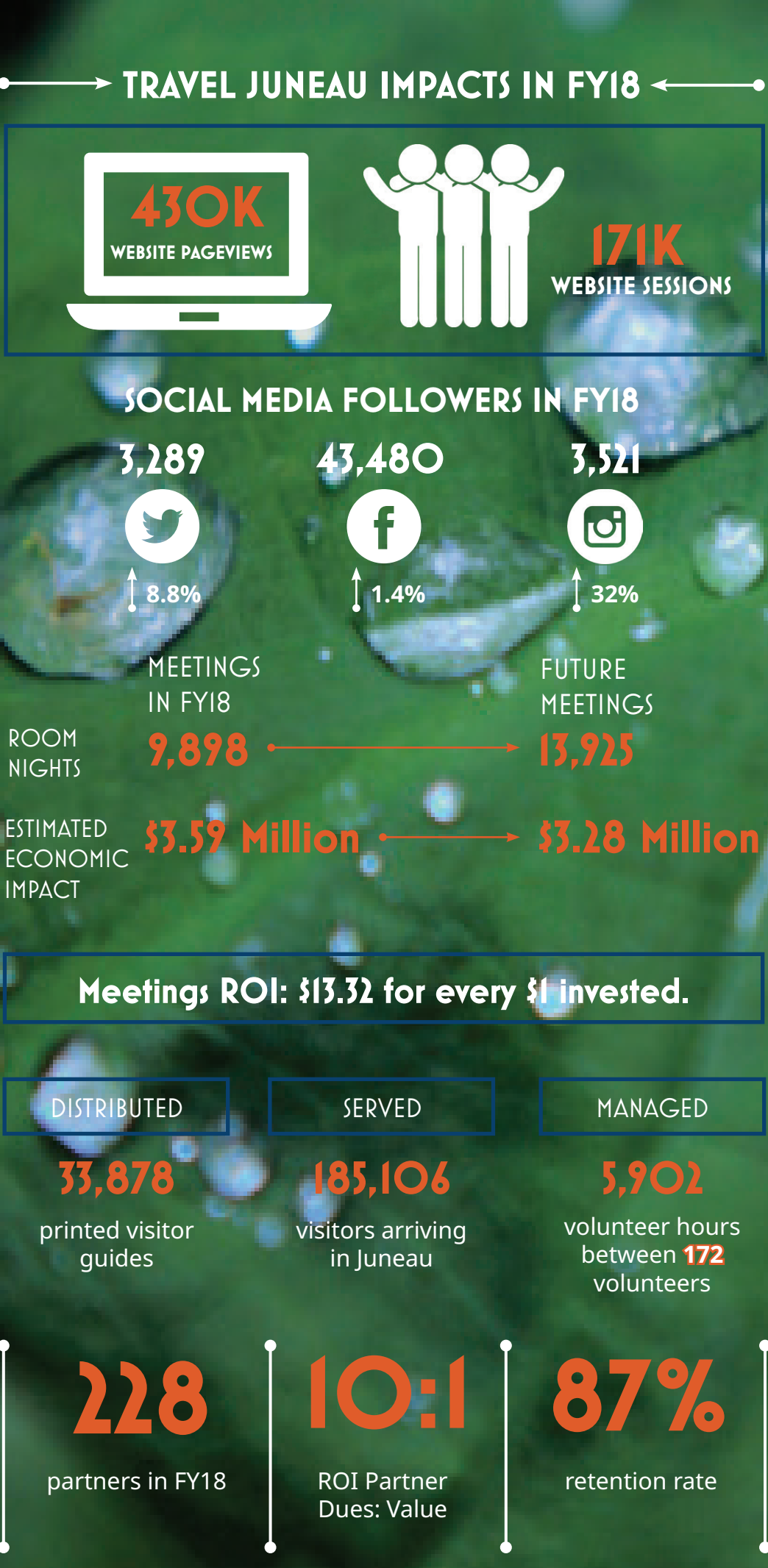
366,296

in FY18

AMHS ARRIVALS

55,395

in FY18



5-YEAR HISTORY OF ASSISTS & DEFINITE BUSINESS

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
Alaska Power Assn	2012 AK Power Assn Annual Membership Meeting	08/07/2012	\$168,900.00	Definite	TJ Bid Prospect
Natl Indian Child Welfare Assn	AK Child Welfare Disproportionality Reduction Project Mini-Conference	08/13/2012	\$141,740.00	Definite	Website Inquiry
AK Cabaret, Hotel, Restaurant and Retailers Assn	2012 CHARR Convention	09/24/2012	\$144,050.00	Definite	Local Champion - Bid
AK Water Wastewater Mgmt Assn	Southeast Operator Training Conference	10/21/2012	\$29,498.00	Definite	TJ Archive/Return Business
AK Miners Assn	2013 Biennial Conference	02/12/2013	\$284,800.00	Definite	Local Champion - Bid
Enterprise Engineering, Inc.	MATHCOUNTS	03/29/2013	\$29,800.00	Definite	Website Inquiry
AK Soc for Technology in Education	ASTE Board Meeting	04/18/2013	\$27,952.00	Definite	Local Champion - Bid
Morally Improv-erished, Inc.	2013 AK State Improv Festival	04/18/2013	\$27,087.00	Definite	Direct Inquiry
AK Assn of Student Financial Aid Administrators	ALASFAA May 2013 Board Meeting	05/04/2013	\$5,762.00	Definite	
Diesel USA	2013 Product Training	05/21/2013	\$69,550.00	Definite	Website Inquiry
North Pacific Fishery Mgmt Cncl	NPFMC Council Meeting	06/03/2013	\$136,260.00	Definite	Website Inquiry
AK Dept of Administration	2013 Regional NASTD Seminar	06/09/2013	\$142,400.00	Assist	
Northwest Farm Credit Services	2013 Board Meeting	07/13/2013	\$56,300.00	Assist	
R. Crusoe and Son	Weber Group - July 2013	07/25/2013	\$50,076.00	Assist	
AK Assn of School Business Officials	2013 Summer Meeting	07/26/2013	\$28,150.00	Definite	Local Champion - Bid
AK Dept of Education & Early Development	2013 Child Nutrition Prog Training	08/13/2013	\$56,960.00	Assist	
Alaska Recreation and Park Assn	AK Recreation and Parks Assn Annual Conference 2013	09/10/2013	\$73,510.00	Definite	Local Champion - Bid
AK Coastal Rainforest Center	2013 Coordinating Committee Mtg	09/16/2013	\$7,945.00	Assist	
Juneau Arts & Humanities Council	Boston Brass/Enso String Quartet	09/17/2013	\$16,692.00	Definite	Direct Inquiry
Pioneers of AK	Pioneers' of AK - Grand Igloo Convention	09/18/2013	\$423,900.00	Definite	TJ Bid Prospect
Philanthropy Northwest	2013 Annual Conference	10/01/2013	\$350,390.00	Definite	TJ Archive/Return Business
Juneau Arts & Humanities Council	Keola Beamer/R. Carlos Nakai	10/04/2013	\$8,346.00	Definite	
AK Assn of Student Governments	2013 Fall AASG Meeting	10/15/2013	\$17,566.00	Assist	
Alaska Dept of Transportation & Public Facilities	2013 AK Community Transit Conference	10/20/2013	\$86,050.00	Definite	Centennial Hall Referral
Southeast Alaska Fish Habitat Partnership	2013 SE AK Watershed Symposium	11/04/2013	\$105,975.00	Definite	TJ Bid Prospect

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
AK School Activities Assn	2013 State Swim Championships	11/06/2013	\$656,740.00	Definite	TJ Archive/Return Business
Metcalfe Communications	2013 Public Market	11/27/2013	\$256,950.00	Definite	
Travel Juneau	2013 Bio Channel Film Crew	12/02/2013	\$9,280.00	Definite	
AK Dept of Public Safety	2013 AK Primary Prevention Summit	12/03/2013	\$122,195.00	Assist	
Juneau Arts & Humanities Council	California Guitar Trio & Montreal Guitar Trio	01/26/2014	\$9,737.00	Definite	
Juneau Economic Development Council	2014 Innovation Summit	01/28/2014	\$152,300.00	Definite	Direct Inquiry
AK Travel Industry Assn (ATIA)	Jan 2014 Board of Directors Mtg	01/28/2014	\$43,710.00	Definite	TJ Archive/Return Business
Assn for the Education of Young Children - Southeast Alaska	2014 Meeting and Fly-In	02/02/2014	\$42,390.00	Definite	
Pacific Seabird Group	PSG Annual Meeting	02/18/2014	\$158,900.00	Definite	
Alaska Brain Injury Network	2014 Board Meeting & Fly-In	02/18/2014	\$28,150.00	Definite	
Juneau Arts & Humanities Council	Ruth Moody & Band	03/07/2014	\$5,564.00	Definite	
AK Travel Industry Assn (ATIA)	March 2014 Board of Directors Mtg	03/24/2014	\$42,390.00	Definite	TJ Archive/Return Business
Juneau Arts & Humanities Council	Flying Karamozov Bros	03/25/2014	\$6,955.00	Definite	
Assn for the Education of Young Children - Southeast Alaska	2014 AEYC Early Childhood Conference	03/26/2014	\$98,640.00	Definite	Direct Inquiry
Juneau Arts & Humanities Council	yMusic	04/02/2014	\$9,737.00	Definite	
Central Council Tlingit and Haida Indian Tribes of AK	79th Annual Tribal Assembly	04/09/2014	\$142,540.00	Assist	
AK Water Wastewater Mgmt Assn	54th Annual Statewide Conference	04/21/2014	\$280,675.00	Assist	
Morally Improv-erished, Inc.	2014 AK State Improv Festival	04/23/2014	\$71,505.00	Definite	Direct Inquiry
Knights of Columbus - AK Chapter	2014 State Meeting - Knights of Columbus	04/25/2014	\$70,870.00	Definite	Direct Inquiry
Juneau Arts & Humanities Council	Chick Corea & Bela Fleck	04/28/2014	\$9,737.00	Definite	
AK Dept of Health and Social Services	2014 Medicare Training & AARP Training	04/30/2014	\$62,925.00	Assist	
Beta Sigma Phi	2014 State Convention	05/01/2014	\$113,260.00	Definite	
Audubon Alaska	2014 State Board Meeting	05/08/2014	\$35,435.00	Definite	
AK Society of American Foresters	2014 Alaska Society of Am Foresters Annual Meeting	05/14/2014	\$42,720.00	Definite	TJ Bid Prospect
Cantrav West	2014 Orca Pt Lodge Event	07/13/2014	\$4,950.00	Assist	
AK Assn of School Business Officials	2014 Summer Meeting	07/25/2014	\$28,315.00	Assist	Local Champion - Bid
AK Dept of Education & Early Development	2014 Child Nutrition Prog Training	08/11/2014	\$58,280.00	Definite	
AK Yukon Pioneers	82nd International Sourdough Reunion	09/03/2014	\$79,145.00	Assist	
Western Assn of Fish and Wildlife Agencies	2014 WAFWA-AOW and CBMA Joint Workshop	09/06/2014	\$149,000.00	Definite	Local Champion - Bid
US Dept of Education - Alaska Native Education Program	2014 ANEP Meeting	09/15/2014	\$74,500.00	Definite	

Organization	Meeting	Meeting Start	EEl Value	Status	Source Code
Amer Inst of Architects - AK Chapter	2014 Annual Conference - AIA - AK Chapter	09/17/2014	\$98,360.00	Definite	
AK Coalition on Housing and Homelessness	2014 Coalition Conference	09/28/2014	\$133,110.00	Definite	
AK Dept of Admin - Division of Retirement & Benefits	2014 Employer Conference	10/07/2014	\$110,925.00	Definite	
Amer Fisheries Soc - AK Chapter	2014 American Fisheries Society - AK Chapter Annual Meeting	10/19/2014	\$236,370.00	Definite	TJ Bid Prospect
Juneau Audubon Soc	2014 AK Bird Conference	12/07/2014	\$356,000.00	Definite	
Southeast AK Tourism Cncl	2015 SATC Board Retreat	01/06/2015	\$11,260.00	Definite	
Juneau Economic Development Council	2015 Innovation Summit	01/27/2015	\$158,900.00	Definite	Direct Inquiry
AK Dept of Labor and Workforce Dev	2015 AWIB Meeting/Fly-in	02/03/2015	\$43,050.00	Assist	
Southeast Alaska Watershed Coalition	2015 SE AK Watershed Coalition Symposium	02/10/2015	\$16,550.00	Assist	
Juneau Arts & Humanities Council	2015 Wearable Art Catering	02/14/2015	\$161,420.00	Assist	
AK Library Assn	2015 AKLA Conference	02/25/2015	\$231,750.00	Definite	Local Champion - Bid
Alaska Brain Injury Network	2015 Board Meeting & Fly-In	02/25/2015	\$28,150.00	Definite	
Alaska Dept of Transportation & Public Facilities	2015 DOT State Construction Managers Conference	03/02/2015	\$37,250.00	Assist	
Alaska Broadcasters Assn	2015 ABA Board Meeting/Fly-in	03/03/2015	\$15,565.00	Definite	
Assn for the Education of Young Children - Southeast Alaska	2015 AEYC Early Childhood Conference	03/05/2015	\$98,640.00	Definite	Direct Inquiry
AK Outdoor Cncl	2015 AOC Annual Meeting	03/05/2015	\$15,395.00	Assist	
Juneau Douglas Ice Assn	2015 State Hockey Tournament	03/12/2015	\$152,300.00	Assist	
Salvation Army - AK Division	2015 Salvation Army State Congress	03/18/2015	\$253,910.00	Definite	
League of Women Voters -- AK Chapter	2015 AK LWV Convention	03/26/2015	\$53,610.00	Definite	Direct Inquiry
AK Chapter of The Wildlife Soc	2015 Annual Meeting - AK Chap of the TWS	04/13/2015	\$74,500.00	Definite	
Environmental Professional Program	2015 Environmental Professional Program	04/13/2015	\$43,710.00	Definite	
Southeast Regional Emergency Medical Services	2015 SEREMS Training	04/15/2015	\$188,725.00	Definite	
Morally Improv-erished, Inc.	2015 AK State Improv Festival	04/22/2015	\$79,920.00	Definite	Direct Inquiry
Alaska Credit Union League	2015 Annual Conference	05/13/2015	\$145,700.00	Definite	TJ Archive/Return Business
Native American Fish & Wildlife Society	2015 Annual NAFWS Meeting	05/16/2015	\$258,275.00	Definite	TJ Bid Prospect
League of Women Voters -- AK Chapter	2015 LWV See AK with the League	06/15/2015	\$40,550.00	Assist	
Juneau Suicide Prevention Coalition	2015 Juneau Suicide Prevention Coalition Conference	06/17/2015	\$39,725.00	Definite	
Plumbers & Pipefitters Local Union 262	2015 Northwest Pipe Trades Regional Conference	06/22/2015	\$154,000.00	Definite	
AK Assn of School Business Officials	2015 ASBO Executive Directors Group Summer Mtg	06/23/2015	\$98,855.00	Definite	
Assn of AK School Boards	2015 AASB Summer Board Mtg	07/16/2015	\$21,855.00	Definite	

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
AK Dept of Education & Early Development	2015 Child Nutrition Prog Training	08/03/2015	\$22,185.00	Definite	
Northern Latitudes Mine Reclamation Conference	2015 Northern Latitudes Mine Reclamation Conference	08/30/2015	\$253,325.00	Definite	
Pacific Coast Congress of Harbormasters and Port Managers	2015 PCC Annual Meeting	09/15/2015	\$70,870.00	Assist	
AK Travel Industry Assn (ATIA)	2015 Annual Convention & Trade Show	10/04/2015	\$634,200.00	Definite	
Southeast Alaska Fish Habitat Partnership	2015 Southeast AK Fish Passage Summit	10/12/2015	\$79,145.00	Definite	
UAF Cooperative Extension	2015 AK Invasive Species Workshop	10/25/2015	\$108,450.00	Definite	
Metcalfe Communications	2015 Sharing Our Knowledge Conference	10/28/2015	\$143,225.00	Definite	
Metcalfe Communications	2015 Public Market	11/27/2015	\$257,900.00	Assist	
Intl Pacific Halibut Commission	2016 IPHC Annual Meeting	01/23/2016	\$162,200.00	Definite	
Girl Scouts of Alaska	2016 GSA Annual Meeting & Auction	01/26/2016	\$30,834.00	Definite	
Assn of AK School Boards	2016 Leadership Training & Fly-In	01/29/2016	\$178,000.00	Definite	
Juneau Economic Development Council	2016 Innovation Summit	02/08/2016	\$300,715.00	Definite	
KNL Gates	KNL Gates Conference	02/08/2016	\$13,910.00	Definite	
JAHA-Juneau Adult Hockey Associaton	2016 Rain Forest Classic Hockey Tournament	02/21/2016	\$556,400.00	Assist	Direct Inquiry
Alaska Brain Injury Network	2016 Board Meeting & Fly-In	02/24/2016	\$28,315.00	Assist	
UAF Geophysical Institute	UAF Arctic Horizons Workshop	03/31/2016	\$50,076.00	Assist	
Church of the Holy Trinity	Church of the Holy Trinity Meeting	04/08/2016	\$28,810.00	Assist	Direct Inquiry
Southeast Alaska Fish Habitat Partnership	2016 Climate Change Workshop	04/13/2016	\$144,050.00	Definite	
Alaska Robotics	AK Robotics MiniCon	04/22/2016	\$32,770.00	Definite	
Morally Improv-erished, Inc.	2016 AK State Improv Festival	04/27/2016	\$79,920.00	Definite	Direct Inquiry
AK Peace Officers Assn	2016 APOA State Conference	05/09/2016	\$220,200.00	Definite	TJ Archive/Return Business
Searls/Jeans Wedding	2016 Searls/Jeans Wedding	05/31/2016	\$34,725.00	Definite	
Sealaska Heritage Inst	2016 Sealaska Heritage Inst - Celebration	06/08/2016	\$556,400.00	Definite	TJ Archive/Return Business
Council of Yukon First Nations	Council of Yukon First Nations Juneau Conference	06/11/2016	\$6,955.00	Assist	Direct Inquiry
NOAA Fisheries Alaska Regional Office	Regional Communications Council Meeting	06/14/2016	\$35,105.00	Definite	
AK Dept of Education & Early Development	State Board of Education Retreat/Regular Quarterly Meeting	06/14/2016	\$21,855.00	Assist	
Nat'l Bicycle Dealers Assn - P2	2016 P2 Mtg - Nat'l Bicycle Dealers Assn	06/20/2016	\$34,973.00	Definite	
Cantrav West	2016 Regent Mariner Event	07/16/2016	\$16,500.00	Assist	
AK Assn of Realtors	2016 AK Assn of Realtors Annual Convention	09/12/2016	\$221,850.00	Definite	
Adventure Travel Trade Assn (ATTA)	2016 ATTA Pre-Summit Adventure	09/14/2016	\$8,346.00	Definite	

Organization	Meeting	Meeting Start	EEl Value	Status	Source Code
Juneau Moose Lodge	2016 Moose Club Fall Convention	09/28/2016	\$74,500.00	Assist	Direct Inquiry
AK Historical Society/Museums AK	2016 Annual Meeting	10/01/2016	\$216,900.00	Definite	
Air and Waste Management Assn	2016 PNWIS Conference	10/04/2016	\$286,450.00	Definite	
Ak Native Brotherhood and Sisterhood Grand Camp	2016 Ak Native Brotherhood and Sisterhood Grand Camp	10/04/2016	\$141,450.00	Definite	Local Champion - Bid
Air and Waste Management Assn	Young Professionals Conference Event	10/05/2016	\$41,730.00	Assist	
Metcalf Communications	2016 Conference of Tlingit Tribes & Clans	10/26/2016	\$347,750.00	Definite	General Referral
AK School Activities Assn	2016 State Swim Championships	11/02/2016	\$456,900.00	Definite	TJ Archive/Return Business
AK Humanities Forum	Governor's Awards for the Arts & Humanities	01/26/2017	\$46,325.00	Assist	TJ Archive/Return Business
UAF Dept. of AK Native Studies and Rural Development	2017 Legislative Leadership Symposium	02/01/2017	\$34,775.00	Definite	
Alaska State Employee Association	PEL conference, Political Education Leadership Conference	02/07/2017	\$98,690.00	Assist	
Juneau Economic Development Council	2017 Innovation Summit	02/15/2017	\$215,250.00	Assist	TJ Archive/Return Business
JAHA-Juneau Adult Hockey Associaton	2017 Rain Forest Classic Hockey Tournament	02/24/2017	\$79,450.00	Assist	Direct Inquiry
Daughters of the American Revolution	DAR statewide conference	03/03/2017	\$70,210.00	Assist	
Arctic Council	Senior Arctic Officials Meeting	03/06/2017	\$286,450.00	Definite	Direct Inquiry
The American Foundation for Suicide Prevention	AFSP Juneau luncheon	03/20/2017	\$12,400.00	Definite	Direct Inquiry
Hoop Time	2017 Mike Jackson Memorial tournament	03/22/2017	\$124,000.00	Assist	
Alaska Government Finance Officers Association	AGFOA MEETING	04/19/2017	\$84,450.00	Definite	Local Champion - Bid
Alaska Robotics	AK Robotics MiniCon	04/21/2017	\$30,790.00	Assist	Local Champion - Bid
Morally Improv-erished, Inc.	2017 AK State Improv Festival	04/27/2017	\$92,180.00	Assist	Direct Inquiry
Natl Assn of State Human Services Financial Officers	2017 HSFO Board and Training Meeting	04/28/2017	\$70,540.00	Definite	
AK Synod of the Evangelical Lutheran Church of America	2017 AK Synod	04/28/2017	\$74,500.00	Assist	Direct Inquiry
Salmon beyond Borders	Juneau Water Workshop	05/02/2017	\$20,865.00	Assist	Local Champion - Bid
Alaska Bar Assn	AK Bar Assoc. annual meeting 2017	05/09/2017	\$427,200.00	Assist	
University of AK - Southeast	Tshimshian Grammar Workshop	05/15/2017	\$28,810.00	Assist	Direct Inquiry
Sealaska Heritage Inst	2017 Culturally Responsive Education Conference	06/01/2017	\$60,088.00	Assist	TJ Archive/Return Business
North Pacific Fishery Mgmt Cncl	2017 NPFMC Meeting	06/05/2017	\$95,340.00	Definite	Local Champion - Bid
Western Assn of State Hwy Transportation Officials	2017 WASHTO Conference	06/24/2017	\$603,550.00	Definite	TJ Archive/Return Business
JDHS Class of 1987	JDHS Class of 87" 30 Year reunion	06/24/2017	\$121,400.00	Definite	Local Champion - Bid
Council of State Governments-WEST	2017-Council of State Governments-WEST	07/08/2017	\$34,775.00	Definite	TJ Archive/Return Business
British Broadcast Company	2017 BBC Juneau shoot	07/13/2017	\$153,010.00	Definite	Direct Inquiry

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
Southeast AK Independent Living	SE Regional Board Meeting	08/12/2017	\$7,285.00	Assist	Local Champion - Bid
Alaska Tribal Conservation Alliance	AK Tribal Conservation Alliance Conference	08/14/2017	\$42,720.00	Definite	Direct Inquiry
JAHA-Juneau Adult Hockey Associaton	2017 Juneau Douglas Island Cup	08/25/2017	\$57,620.00	Definite	General Referral
Toastmasters International/ District 32	District 32 Annual Conference	09/30/2017	\$142,400.00	Definite	TJ Bid Prospect
Southeast AK Independent Living	Annual Dinner	10/07/2017	\$46,325.00	Assist	JCVB Member Referral
Metcalfe Communications	2017 Public Market	11/24/2017	\$257,900.00	Assist	
AK State Fire Chiefs Assn	AK State Fire Chiefs Leadership Summit	02/05/2018	\$139,100.00	Definite	TJ Archive/Return Business
AK Travel Industry Assn (ATIA)	2018 ATIA Board/Marketing Meeting	02/06/2018	\$42,390.00	Definite	TJ Archive/Return Business
AK Optometric Assn	2018 AKOA Annual Conference	02/07/2018	\$175,525.00	Definite	Local Champion - Bid
AK Humanities Forum	2018 Governor's Awards for the Arts & Humanities	02/08/2018	\$46,325.00	Assist	TJ Archive/Return Business
Alaska Dept of Transportation & Public Facilities	2018 AK Community Transit Meeting	02/11/2018	\$33,148.00	Definite	TJ Archive/Return Business
Juneau Economic Development Council	2018 Innovation Summit	02/21/2018	\$80,060.00	Assist	TJ Archive/Return Business
JAHA-Juneau Adult Hockey Associaton	2018 Rain Forest Classic Hockey Tournament	02/22/2018	\$57,900.00	Assist	Direct Inquiry
Assn for the Education of Young Children - Southeast Alaska	2018 AEYC Early Childhood Conference	03/15/2018	\$64,170.00	Assist	TJ Archive/Return Business
AK Travel Industry Assn (ATIA)	2018 ATIA Board of Directors Meeting	03/20/2018	\$43,050.00	Definite	TJ Archive/Return Business
Hoop Time	2018 Mike Jackson Memorial Tournament	03/21/2018	\$142,150.00	Assist	TJ Archive/Return Business
Alaska Robotics	2018 AK Robotics MiniCon	04/20/2018	\$30,790.00	Assist	TJ Archive/Return Business
Morally Improv-erished, Inc.	2018 AK State Improv Festival	04/25/2018	\$101,280.00	Assist	Direct Inquiry
Southeast Alaska Land Trust	Alaska Statewide Land Trust Annual Retreat	04/25/2018	\$29,470.00	Definite	Direct Inquiry
Knights of Columbus - AK Chapter	2018 Knights of Columbus Annual State Conference	04/26/2018	\$84,780.00	Assist	Local Champion - Bid
Collaborative Event Management	Nlets Board of Directors Meeting	05/01/2018	\$38,948.00	Definite	General Referral
Alaska Seafood Marketing Institute	AK Seafood Marketing Institute Board Meeting	05/10/2018	\$15,230.00	Definite	Direct Inquiry
Sealaska Heritage Inst	2018 Sealaska Heritage Inst - Celebration	06/06/2018	\$1,646,150.00	Assist	TJ Archive/Return Business
AK Dept of Health and Social Services	2018 Chart Training	06/19/2018	\$20,388.00	Definite	
Assn of AK School Boards	2018 Annual Conference	06/20/2018	\$57,290.00	Definite	TJ Archive/Return Business
NOAA - Natl Marine Fisheries Div -Office of Constituent Serv	NOAA Deputies Meetings	08/06/2018	\$35,369.00	Assist	General Referral
NOAA - Natl Marine Fisheries Div -Office of Constituent Serv	2018 NOAA Hydrographic Services Review Panel Meetings	08/28/2018	\$86,760.00	Definite	TJ Bid Prospect
Arctic Council	Arctic FROST Meeting	09/20/2018	\$50,005.00	Definite	TJ Bid Prospect
AK Public Broadcasting, Inc.	AK Public Broadcasting Coast AK Board Meeting	09/21/2018	\$24,439.00	Assist	Local Champion - Bid
AK Dept of Admin - Division of Retirement & Benefits	State of AK Employers' Conference	10/03/2018	\$107,625.00	Assist	Local Champion - Bid

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
Metcalfe Communications	2018 Public Market	11/23/2018	\$77,915.00	Assist	Direct Inquiry
Platypus Gaming	Platypus Gaming Convention	01/25/2019	\$46,300.00	Assist	Direct Inquiry
AK Travel Industry Assn (ATIA)	ATIA February Board Meeting	02/04/2019	\$41,730.00	Assist	TJ Archive/Return Business
Southeast Conference	Southeast Conference Mid-Session Summit	02/11/2019	\$139,100.00	Assist	TJ Archive/Return Business
Juneau Economic Development Council	2019 Innovation Summit	02/20/2019	\$43,000.00	Assist	TJ Archive/Return Business
AK Library Assn	2019 AKLA Conference	02/27/2019	\$225,150.00	Definite	TJ Archive/Return Business
University of AK - Southeast	2019 Educators Rising State Conference	03/07/2019	\$92,512.00	Definite	Local Champion - Bid
AK Dept of Education & Early Development	2019 ECET2 Conference	03/08/2019	\$25,320.00	Assist	Direct Inquiry
Central Council Tlingit and Haida Indian Tribes of AK	Tlingit & Haida Housing Summit	03/13/2019	\$29,800.00	Assist	Direct Inquiry
AK Public Broadcasting, Inc.	AK Public Broadcasting Regional Board Meeting	03/15/2019	\$42,720.00	Assist	Local Champion - Bid
AK Travel Industry Assn (ATIA)	ATIA March Board Meeting	03/18/2019	\$41,730.00	Assist	TJ Archive/Return Business
AK Yukon District Council 56th Episcopal District	Transforming Lives That Change the World	04/24/2019	\$166,920.00	Assist	Local Champion - Bid
AK Dept of Health and Social Services	Special Screening of Swim Team Film	04/25/2019	\$4,290.00	Assist	Direct Inquiry
Alaska Dental Society	AK Dental Society Annual Meeting	05/05/2019	\$109,300.00	Assist	TJ Bid Prospect
Holland America Line	Holland America FAM Tour for Chinese Travel Agents	05/14/2019	\$0.00	Assist	Direct Inquiry
Rasmuson Foundation	Rasmuson Foundation Board of Directors' Retreat	06/20/2019	\$25,363.00	Definite	Direct Inquiry
Zephyr Adventures	2019 International Food Bloggers Conference	06/21/2019	\$248,375.00	Definite	Local Champion - Bid
National Association of Career Travel Agents (NACTA)	ASTM TPT Course Phase I & II	07/16/2019	\$4,559.00	Assist	Direct Inquiry
UAF Geophysical Institute	Earth Scope AK Synthesis Workshop	08/18/2019	\$22,185.00	Definite	TJ Bid Prospect
Alaska Power Assn	2019 AK Power Assn Annual Membership Meeting	08/20/2019	\$220,200.00	Definite	TJ Bid Prospect
International Forum of Sovereign Wealth Funds (IFSFW)	2019 International Forum of Sovereign Wealth Funds Conference	09/09/2019	\$357,650.00	Definite	Local Champion - Bid
National Association of Social Workers AK Chapter	2019 National Assn of Social Workers Biennial Conference	09/18/2019	\$98,310.00	Definite	Local Champion - Bid
NOAA - Nat'l Marine Fisheries Protected Resources Division	2019 NOAA Fisheries PRD Retreat	09/23/2019	\$27,820.00	Assist	Local Champion - Bid
Metcalfe Communications	2019 Sharing Our Knowledge Conference	09/25/2019	\$208,400.00	Assist	Direct Inquiry
AK Assn of Harbormasters & Port Administrators	40th Annual AK Assn of Harbormasters & Port Administrators	09/30/2019	\$102,320.00	Definite	TJ Archive/Return Business
AK Travel Industry Assn (ATIA)	2019 ATIA Annual Convention & Trade Show	10/06/2019	\$632,550.00	Assist	TJ Archive/Return Business
Metcalfe Communications	2019 Public Market	11/27/2019	\$111,030.00	Assist	Direct Inquiry
Juneau School District	2020 State Drama Debate Forensics Tournament	02/13/2020	\$352,700.00	Assist	Local Champion - Bid
Philanthropic Educational Organization P.E.O. Sisterhood	AK P.E.O. Women's Clubs State Conference	05/01/2020	\$33,100.00	Definite	Local Champion - Bid
Plumbers & Pipefitters Local Union 262	2020 NW Region Pipe Trades Conference	06/23/2020	\$141,410.00	Definite	Local Champion - Bid

Organization	Meeting	Meeting Start	EEI Value	Status	Source Code
AK Library Assn	2020 AK Library Assoc & Pacific NW Library Assoc Conference	08/05/2020	\$294,700.00	Definite	Local Champion - Bid
Pioneers of AK	Pioneers of AK Grand Igloo Convention	09/17/2020	\$286,450.00	Definite	Local Champion - Bid
AK Cabaret, Hotel, Restaurant and Retailers Assn	2020 Alaska CHARR Convention	09/28/2020	\$143,060.00	Definite	TJ Bid Prospect
	COUNT: 208		SUM: \$25,580,982.00		

FUTURE AND PENDING MEETINGS AFTER 7-1-19

Organization	Meeting	Status	Convention Center	EEI	RA	SA	Mtg start	Mtg end	Total Rm Nights	Source Code
AK Travel Industry Assn (ATIA)	2019 ATIA Annual Convention & Trade Show	Assist	Yes	\$632,550.00	450	500	10/06/2019	10/11/2019	9	TJ Archive/Return Business
Juneau School District	2020 State Drama Debate Forensics Tournament	Assist	No	\$352,700.00	250	300	02/13/2020	02/15/2020	3	Local Champion - Bid
National Association of Career Travel Agents (NACTA)	ASTM TPT Course Phase I & II	Assist	Yes	\$4,559.00	1	25	07/16/2019	07/18/2019	4	Direct Inquiry
NOAA - Nat'l Marine Fisheries Protected Resources Division	2019 NOAA Fisheries PRD Retreat	Assist	No	\$27,820.00	20	20	09/23/2019	09/27/2019	5	Local Champion - Bid
Metcalfe Communications	2019 Public Market	Assist	Yes	\$111,030.00	30	450	11/27/2019	12/01/2019	5	Direct Inquiry
Metcalfe Communications	2019 Sharing Our Knowledge Conference	Assist	No	\$208,400.00	100	450	09/25/2019	09/29/2019	6	Direct Inquiry
Alaska Power Assn	2019 AK Power Assn Annual Membership Meeting	Definite	Yes	\$220,200.00	150	200	08/20/2019	08/23/2019	7	TJ Bid Prospect
AK Cabaret, Hotel, Restaurant and Retailers Assn	2020 Alaska CHARR Convention	Definite	Yes	\$143,060.00	100	130	09/28/2020	10/01/2020	4	TJ Bid Prospect
International Forum of Sovereign Wealth Funds (IFSFW)	2019 International Forum of Sovereign Wealth Funds Conference	Definite	Yes	\$357,650.00	250	300	09/09/2019	09/12/2019	7	Local Champion - Bid
National Association of Social Workers AK Chapter	2019 National Assn of Social Workers Biennial Conference	Definite	Yes	\$98,310.00	60	150	09/18/2019	09/20/2019	5	Local Champion - Bid
Pioneers of AK	Pioneers of AK Grand Igloo Convention	Definite	Yes	\$286,450.00	200	250	09/17/2020	09/19/2020	5	Local Champion - Bid
Plumbers & Pipefitters Local Union 262	2020 NW Region Pipe Trades Conference	Definite	No	\$141,410.00	100	110	06/23/2020	06/25/2020	8	Local Champion - Bid
AK Library Assn	2020 AK Library Assoc & Pacific NW Library Assoc Conference	Definite	Yes	\$294,700.00	200	300	08/05/2020	08/07/2020	5	Local Champion - Bid
AK Assn of Harbormasters & Port Administrators	40th Annual AK Assn of Harbormasters & Port Administrators	Definite	No	\$102,320.00	70	100	09/30/2019	10/04/2019	5	TJ Archive/Return Business
Philanthropic Educational Organization P.E.O. Sisterhood	AK P.E.O. Women's Clubs State Conference	Definite	No	\$33,100.00	20	100	05/01/2020	05/02/2020	2	Local Champion - Bid
UAF Geophysical Institute	Earth Scope AK Synthesis Workshop	Definite	No	\$22,185.00	15	25	08/18/2019	08/21/2019	4	TJ Bid Prospect
AK Peace Officers Assn	2022 APOA State Conference	Lead	Yes	\$220,200.00	150	200	05/08/2022	05/12/2022	7	TJ Archive/Return Business
International Boxing Federation (IBF)	International Boxing Federation Convention	Lead	No	\$264,190.00	170	275	05/05/2020	05/08/2020	8	Trade Show Contact
Freemason Grand Lodge of AK	2023 Annual Convention of Free Masons	Lead	Yes	\$84,070.00	50	160	02/01/2023	02/04/2023	4	Local Champion - Bid

Organization	Meeting	Status	Convention Center	EEI	RA	SA	Mtg start	Mtg end	Total Rm Nights	Source Code
Destinations International Marketing Association	2020 D I Membership Summit	Lead	Yes	\$170,880.00	120	150	09/14/2020	09/17/2020	4	TJ Bid Prospect
University of AK - Southeast	Human Resource Leaders of Tomorrow NW Conference	Lead	No	\$71,530.00	50	70	04/03/2020	04/04/2020	3	Local Champion - Bid
Alaska Recreation and Park Assn	2020 AK Recreation and Parks Assn Annual Conference	Tentative	Yes	\$73,510.00	50	80	09/15/2020	09/19/2020	9	Local Champion - Bid
Alaska Bar Assn	2021 AK Bar Assn Annual Convention	Tentative	Yes	\$424,725.00	300	375	05/05/2021	05/07/2021	4	TJ Archive/Return Business
		COUNT: 23		SUM: \$4,345,549.00						



Prepared On: 04/23/2019
Prepared By: Liz Perry

BIDS GENERATED DURING FY

BIDS GENERATED DURING FY

Date: Created	Organization	Meeting	Status	EEI	Start Date	Source Code
08/03/2018	AK Public Broadcasting, Inc.	AK Public Broadcasting Coast AK Board Meeting	Assist	\$24,439.00	09/21/2018	Local Champion - Bid
08/03/2018	AK Public Broadcasting, Inc.	AK Public Broadcasting Regional Board Meeting	Assist	\$42,720.00	03/15/2019	Local Champion - Bid
04/10/2019	NOAA - Nat'l Marine Fisheries Protected Resources Division	2019 NOAA Fisheries PRD Retreat	Assist	\$27,820.00	09/23/2019	Local Champion - Bid
08/17/2018	University of AK - Southeast	2019 Educators Rising State Conference	Definite	\$92,512.00	03/07/2019	Local Champion - Bid
11/01/2018	Philanthropic Educational Organization P.E.O. Sisterhood	AK P.E.O. Women's Clubs State Conference	Definite	\$33,100.00	05/01/2020	Local Champion - Bid
04/08/2019	UAF Geophysical Institute	Earth Scope AK Synthesis Workshop	Definite	\$22,185.00	08/18/2019	TJ Bid Prospect
10/08/2018	International Boxing Federation (IBF)	International Boxing Federation Convention	Lead	\$264,190.00	05/05/2020	Trade Show Contact
02/18/2019	Destinations International Marketing Association	2020 D I Membership Summit	Lead	\$170,880.00	09/14/2020	TJ Bid Prospect
04/09/2019	University of AK - Southeast	Human Resource Leaders of Tomorrow NW Conference	Lead	\$71,530.00	04/03/2020	Local Champion - Bid
09/14/2018	Destination Marketing Association of the West	2020 DMA West Leadership Summit	Lost Business	\$65,895.00	07/27/2020	TJ Bid Prospect
12/12/2018	Philanthropy Northwest	2020 Philanthropy Northwest Annual Conference	Lost Business	\$284,560.00	09/21/2020	TJ Bid Prospect
03/02/2019	AK Assn of School Business Officials	ASBO International Eagle Institute	Lost Business	\$77,165.00	07/14/2020	TJ Bid Prospect
03/14/2019	Ultra Forensics Technology, Inc.	2020 UEFT Users Conference	Lost Business	\$284,800.00	03/16/2020	TJ Bid Prospect
03/27/2019	AK Municipal League	2020 Western Interstate Region Conference	Lost Business	\$443,700.00	05/13/2020	Local Champion - Bid
		COUNT: 14		SUM: \$1,905,496.00		

TJ budget line	Detail	Requested increment
Trade Shows - line 6400		
IPW 2020 (Destination Marketing)	Media trade show through Visit the USA. High value, vetted media, including TV and other broadcast. One-on-one meetings with writers, producers, and videographers. A booth opportunity used to be offered through ATIA, but funding cuts eliminated the program. TJ participated in 2018 but not in 2019. Requesting 50% of the estimated full cost of participation: registration, booth purchase/set-up, travel, F&B for one staff.	\$ 4,000
ITB - Berlin (Destination Marketing)	International tourism trade show. Participation over the last two fiscals has netted relationships with German tour operators who work with independent travelers and a familiarization tour of 5 operators in June 2019. ITB also provides a platform to promote Alaska Seaplanes' seasonal service to Whitehorse, promoting more independent international travel. Requesting approximately 50% of the estimated full cost of participation: registration, booth purchase/set-up, travel, F&B for one staff.	\$ 5,000
Small Market Meetings (Convention Sales)	TJ's participation in a Small Market Meetings trade event netted high interest and an RFP from the International Boxing Federation (Regulatory Branch) for a training. The planner will come to Juneau for a FAM in June 2019 ahead of the final decision on the dates for the proposed conference (EEl= \$264K). The most effective level of participation at Small Market Meetings involves sponsoring a breakfast, where sales staff has the attention of at least 100 planners for a full sales pitch. Requesting less than 50% of the full cost of participation: sponsorship, registration, booth purchase/set-up, travel, F&B for one staff.	\$ 5,000
Destinations West (Convention Sales)	This trade show is a new opportunity; vetted planners focus on the western U.S. to source their meetings. Like Small Market Meetings, the most effective level of participation involves a small sponsorship to boost visibility. Requesting approximately 50% of the full cost of participation: sponsorship, registration, booth purchase/set-up, travel, F&B for one staff.	\$ 4,000
FAM - Prospects - line 6430		
Travel Agent FAM	Familiarization tours specifically designed for travel agents is new to TJ. Through participation in the AAA Travel Show over the last two years, TJ now needs to bring vetted agents to Juneau to meet hoteliers, tour operators, and restaurateurs. Requesting funding to bring up to 5 agents to Juneau for a 2-3 day FAM.	\$ 6,500
Tour Operator & Travel Agent Sales Mission to Australia	Alaska is no longer represented in any international destination. For Juneau, Australia is the third largest cohort of inquiries through our website and represents a significant marketing opportunity. Further, the Australian Federation of Travel Agents reports over 1M outbound travelers to the US in 2018. Requesting \$7500 to support a mission through either VisitUSA (national marketing organization) or another appropriate organization to meet and build relationships with travel agents in this important independent market. Requesting funding to develop the sales mission and collaterals, and for travel, lodging, and F&B for one staff.	\$ 7,500

TJ budget line	Detail	Requested increment
Incentives & Premiums - line 6450		
Alaska Airlines & meeting support	In anticipation of winning the International Boxing Federation meeting for 2020, TJ request incremental support toward sponsoring breaks, conference advertising to drive attendance, and meeting amenities.	\$ 10,000
Centennial Hall Rebate - line 6500		
	Travel Juneau will increase this line item to offer more rebates for qualified new business. Further, TJ will offer a rebate for increased bandwidth inside the Hall, which does not have adequate WiFi or audio. We anticipate that offering this incentive will help secure new business to the hall as it neutralizes concerns regarding connectivity in the building.	\$ 10,000
Convention Advertising & Ad Dev - line 6530		
	Convention Sales needs a full catalog of fresh still images and video of Centennial Hall for campaigns and sales calls. Requesting support to engage local photographers and videographer(s) for this purpose, and to develop and execute video campaigns on behalf of Centennial.	\$ 15,000
Travel Writer Expenses/PR - line 6600		
	Destination Marketing is seeing an approximate 25% increase in requests for in-market hosting of travel writers and video crews. Requested incremental funding would support 4-5 more media opportunities during the fiscal.	\$ 10,000
Destination Digital Advertising - line 6720		
	The number of high-value online advertising opportunities has increased over the last two years, especially in the European market. CBJ has also requested Travel Juneau to promote Alaska Seaplanes' new flight to Whitehorse YT, for which Travel Juneau is preparing an ad campaign for Whitehorse and Germany encouraging independent traffic to Juneau and Southeast. Request would support these efforts and opportunities.	\$ 15,500
Destination Photos, Video, & Graphic Design - line 6725		
	Like Convention Sales, Destination Marketing has a constant need for fresh, high-quality video and still images for our website, social media, travel guide, and dining guide. New banner advertising campaigns for the year also need fresh graphic design. Requesting support to purchase images, secure edited video and associated B-roll, and design fresh ads.	\$ 27,500
Total request for incremental funding for FY20 from Hotel Bed Tax Fund Reserve		\$ 120,000

From: Saralyn Tabachnick <saralynt@awareak.org>

Date: April 17, 2019 at 8:25:19 AM AKDT

To: Maria Gladziszewski <Maria.Gladziszewski@juneau.org>, loren.jones@juneau.org, Mary Becker <Mary.Becker@juneau.org>, rob.edwardson@juneau.org, wade.bryson@juneau.org, Michelle.Hale@juneau.org, carole.triem@juneau.org, Alicia.Hughes-Skandijs@juneau.org

Subject: re: AWARE request for "pending list" funding

Hello dear Assembly Members.

I hope this email finds you well.

I'm writing to provide information re: AWARE's request for pending list funding.

In 2015 AWARE opened our supportive transitional living facility, Kaasei, Higher Voice. This facility was intended to help women and families leaving our emergency safe shelter live more independently as they worked to build safety and stability for themselves and their families. The 2011 Victimization Survey conducted by the UAA Justice Center found that approximately 55% of women living in Juneau have experienced domestic or sexual violence in their lifetimes. 55%.

AWARE was interested in an accompanying totem pole for Kaasei, and went through a request for proposals and selection process, and commissioned a healing totem and screens from master carver Wayne Price.

Initially the totem and screens were intended to be placed at Kaasei, which is located across from Twin Lakes and project playground. As the project neared its completion however, we were struck with the idea of locating the totem and screens at a more public location, and still near to Kaasei, so that more people could benefit from the healing offered by the Kaasei totem. Thus the idea of Twin Lakes came into being.

At the same time, we recognized the greater healing that could come to our entire community if this were a joint project with AWARE, CCTHITA, and CBJ. To that end, I approached President Peterson at CCTHITA and had a conversation with the Mayor who directed me to George Schaaf at Parks and Rec. All were excited about moving forward with this partnership and contributing towards the costs of the carving. I am thus request ing \$22,567 from CBJ for a one-third portion of the cost of the carving of the totem pole and screens.

Corvus Designs has designed a plaza area, pro bono, in support of the project. Haight and Associates and PND are also generously providing in-kind contributions.

AWARE expects to provide some funding for the plaza, and will fundraise with CCTHITA to bring the project and totem pole raising and celebration to completion.

I have attached documents regarding this project, including budget and design. While the design includes a permanent fire pit, CBJ Parks and Rec has asked us to remove this and suggested a portable fire pit which can be used when the occasion warrants.

I have attended and spoken at two PRAC meetings this year, most recently on April 2, where the PRAC voted unanimously in two separate motions to support both this project and CBJ funding, as explained above.

I appreciate your attention to Kaasei totem and screens, and plaza as this request comes forward to the entire Assembly for pending list consideration.

Please let me know if you have any questions or concerns .
Thanks very much.

All the best,
Saralyn

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Saralyn Tabachnick
Executive Director
AWARE, Inc.
PO Box 20809
Juneau, AK 99802

907.586.6623

www.awareak.org

All that we are arises with our thoughts.
With our thoughts, we make our world.
~ Buddha

AWARE “Kaasei” Totem Pole and screen

Designed and carved by Wayne G. Price – Tlingit master carver

Kaasei is a Tlingit word that means “higher voice”

Kaasei totem pole is 22 feet tall.

A strong calm Tlingit woman wearing a traditional fringed dress and wooden hat bearing her name “Kaasei”, is the prominent figure. In her right arm she holds a happy baby boy. Next to her heart she holds a feather, the symbol of her voice and empowerment.

A young girl lovingly hugs her, feeling safe at Kaasei’s side and secure under her arm.

Kaasei stands on the top of a tear box. The tear box sits above oppressive paths of violence and abuse, littered with pain, wounds, brokenness, sadness, torment, and fear. They spiral down to empty darkness and despair.

Above Kaasei’s head are healing paths of peace and safety, bright with hope, happy faces, songs of peace, words of kindness, gentle healing hands, and symbols of traditional values. The AWARE logo is on the higher path. A large dove, the symbol of peace, sits on top of the totem.

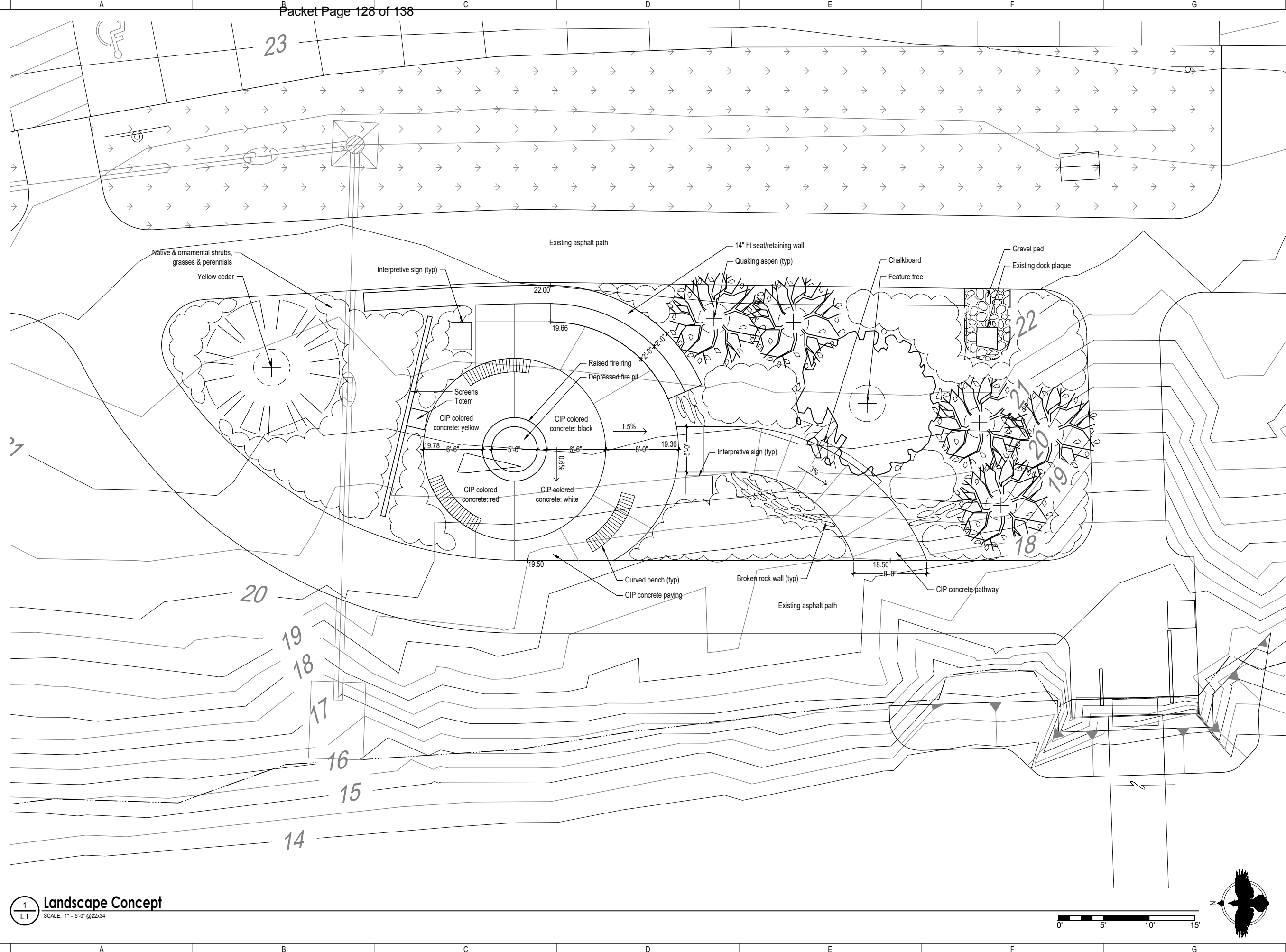
Behind the totem pole is a 12’ x 20’ traditional painted screen designed to look like the front of a clan house. The totem pole connects to the center of the screen. The clan house screen has a Tlingit traditional design of Eagle and Raven facing each other and represents love and support from community, social justice and traditional Tlingit values of respect for self and others.



Corvus Design
 119 Seward Street
 Suite 15
 Juneau, Alaska 99801
 www.corvus-design.com

Estimate of Probable Costs			Thursday, March 14, 2019		
Client:	AWARE				
Project:	AWARE Totem & Plaza				
EstimateType:	Conceptual				
Section	Item	Quantity	Unit	Cost	Extended
1.0 Hardscape Items					
1.01	Concrete Paving (4")	86	SY	\$ 120.00	\$ 10,320.00
1.02	Gravel Pad (6" Depth)	1	CY	\$ 125.00	\$ 125.00
1.03	Concrete Retaining Wall	36	LF	\$ 200.00	\$ 7,200.00
1.04	Raised Concrete Fire Pit	1	LS	\$ 2,000.00	\$ 2,000.00
1.05	Totem and Screens Footing	1	LS	\$ 8,000.00	\$ 8,000.00
1.0 Section Total					\$ 27,645.00
2.0 Landscape Items					
2.01	Planting Soil (4" Depth)	23	CY	\$ 85.00	\$ 1,955.00
2.02	Yellow Cedar (8' height)	1	EA	\$ 750.00	\$ 750.00
2.03	Quaking Aspen (2" Cal)	5	EA	\$ 300.00	\$ 1,500.00
2.04	Feature Tree (2" Cal)	1	EA	\$ 750.00	\$ 750.00
2.05	Shrubs, Grasses & Perennials (approx. 3' spacing)	263	EA	\$ 65.00	\$ 17,095.00
2.06	Broken Rock/Wall	1	LS	\$ 2,000.00	\$ 2,000.00
2.07	Bark Mulch (6" depth)	35	CY	\$ 125.00	\$ 4,375.00
2.0 Section Total					\$ 28,425.00
3.0 Furniture					
3.01	Bench	3	EA	\$ 1,000.00	\$ 3,000.00
3.02	Chalkboard	1	EA	\$ 500.00	\$ 500.00
3.03	Interpretive Panel	2	EA	\$ 800.00	\$ 1,600.00
3.0 Section Total					\$ 5,100.00
	Mobilization	10%			\$ 6,117.00
Landscape Total					\$ 67,287.00
Contingencies					
	Construction Contingency	10%			\$ 6,117.00
Contingency Total					\$ 6,117.00
Estimate Grand Totals					
Grand Total Estimate					\$ 73,404.00

Drawing L:\PRO-19-01 AWARE Plaza and Totem2 - CAD\Corvus-Sheets.dwg last saved on 3/8/2019 12:06 PM was plotted by Linda Pringle on 3/14/2019 8:49 AM



Corvus Design
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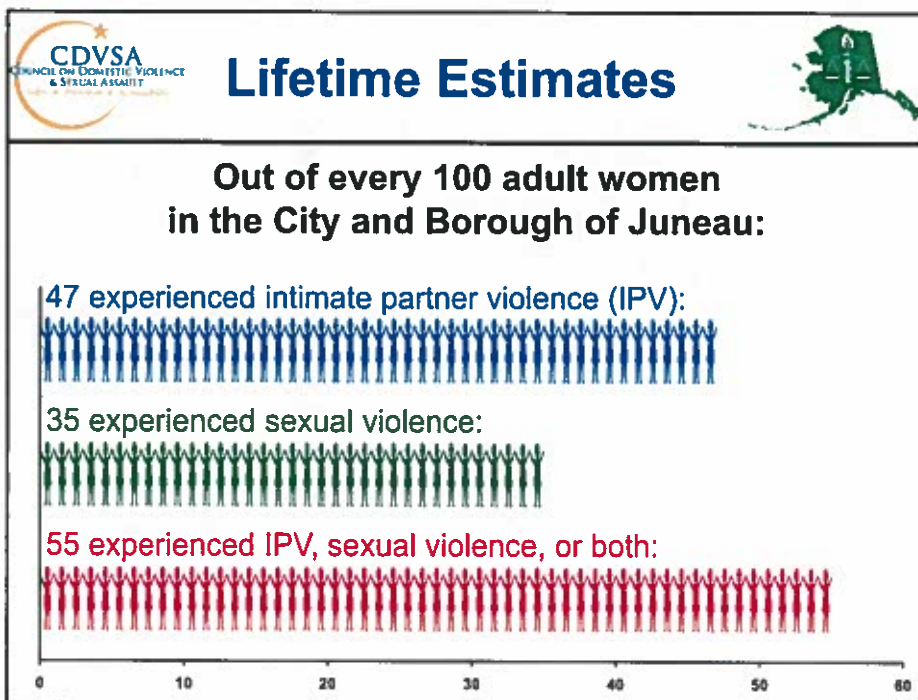
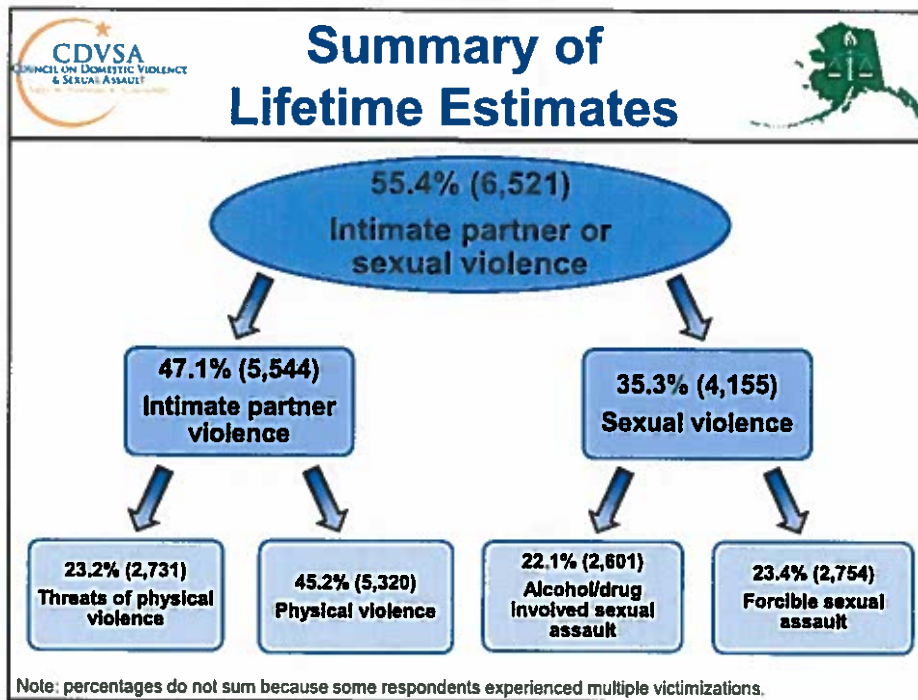
SEAL:

AWARE (SHA'A KA ATYATX'I NOOWU)
AWARE Totem & Plaza
Concept Design
Juneau, Alaska

1" ACTUAL
If the above dimension does not measure exactly 1", this drawing has been enlarged or reduced, affecting all scales.

DATE: 14/03/2019
JOB NUMBER: PRO-19-01
DRAWN BY: LP
CHECKED BY: CM

Landscape Plan
SHEET #:
L1





Wayne Price, master Tlingit carver and Associate Professor of Northwest Coast Arts and Sciences, works on a healing pole at the University of Alaska Southeast on Wednesday, Oct. 31, 2018. The pole will be erected with a screen at AWARE's women's transitional housing at Twin Lakes in April. (Michael Penn | Capital City Weekly)

FEATURES

ADVERTISEMENT

Master Tlingit carver Wayne Price making healing totem for AWARE

Pole to be installed in spring

By Ben Hohenstatt

Thursday, November 15, 2018 2:16pm | NEWS

CAPITAL CITY WEEKLY FEATURES TOTEM POLE

Even the wood chips in Wayne Price's ongoing project have meaning.



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Alaska Southeast faculty member is deep into the process of creating a healing totem pole for Aiding Women in Abuse and Rape Emergencies, Juneau's gender-inclusive shelter for survivors of gender-based violence. The finished totem will tell a story created by Price's wife, Cherri, but the cedar chips carved off the main log are symbolic, too.

"This came about when I had a vision in a sweat lodge, which led to my own personal recovery," Price told the Capital City Weekly after putting some painting on pause in his UAS workshop. "In that sweat, I was granted a vision and told I had to create a healing totem or dugout, and I asked, 'How does it become a healing totem or dugout?' I was told by my creator, that keeps me sober, that each chip that comes off this totem represents a life that's been affected by domestic violence or sexual assault. Of all the chips that come off this totem, there won't be enough. That helps to bring awareness through my art to a pretty serious situation."

Since his vision 15 years ago, Price has made four healing totems and five healing dugouts that have raised awareness for causes including boarding school atrocities against Alaska Natives, and misuse of alcohol and drugs.

"Every healing totem and healing canoe that I've been involved with has led to the creation of another one," Price said. "I've gone from one healing project right into another one soon after, which tells me we're involved in a great time of healing, that we in the human race want to deal with a great healing in our lives."

He said the work for AWARE feels particularly necessary.

there's ever been a healing totem that's been needed, it's really been this one," Price said. "One in three women are involved or know someone involved in this crime."

Mandy Cole, deputy director for AWARE, said Price's history with recovery also adds an element that may make the work extra relatable for survivors who sometimes turn to substance use to cope with traumatic events before starting their healing journey.

"I think working with the dimension of survivorship and recovery tells a fuller story that I think will make a lot of sense to the people we're serving," Cole said.

Cole also said she's been pleased by the collaboration between AWARE and Price, and impressed with the artist's work.

"Wayne is an incredibly special person, and we found each other in a way that's kind of larger than maybe any of us understood," Cole said. "One of the things I'm learning from him is healing is a journey, and you can't necessarily predict what it's going to look like. I think we're learning from Wayne, and he's learning from us, and that process is incredibly meaningful. Having someone who's a master ask you what you think or feel about things is incredibly validating, and you don't get that all the time. I think we're so lucky to have found him."

Logging long hours

The 22-foot totem pole has been a work in progress for more than a year.

Price was first approached by AWARE about the possibility of creating a healing totem when he was working in Haines, and the project soon ran into a complication.

"First, the log we selected that came from the shelter site proved to be rotten, and we had to secure another log, and we did," Price said. "We secured a log from Thorne Bay, and brought it up to Haines, and that was not this last August, but it was the August before."

Price worked on the totem until winter chased him inside, and he resumed work in spring, and then continued to work through summer in Haines.

When we got involved with being a professor here at UAS, we brought the Jibba dugout as well as the healing totem to the Egan Library site, where I've been working on it off and on as I learn the ropes for teaching my classes here," Price said.

In the next few weeks, Price said he expects to finish the totem, and it will be erected in the spring.

The location of the totem remains undecided as does the exact date that it will be put up.

"We're trying to get the people invited who we wanted to honor as well, so right now, it's kind of an amazing complicated logistical progress in work," Cole said. "The reason it's not set in stone is that it's really about the people who care. We're trying to really make it meaningful for the community."

The design and the story

Cherri Price came up with the concept of the totem's design, which contains a lot of AWARE-specific symbolism.

The pole is named "Kaasei," which is a Tlingit word that means higher voice, and is also the name of an AWARE transitional housing building. The story told by "Kaasei's" design deals in themes connected to domestic violence and sexual assault.

Cherri Price shared the story told by the pole with the Capital City Weekly.

"A strong calm Tlingit woman wearing a traditional fringed dress and wooden hat bearing her name 'Kaasei,' is the prominent figure. In her right arm she holds a happy baby boy. Next to her heart she holds a feather, the symbol of her voice and empowerment.

"A young girl lovingly hugs the woman, feeling safe at Kaasei's side and secure under her arm.

"Kaasei stands on the top of a tear box. The tear box sits above oppressive paths of violence and abuse littered with pain, wounds, brokenness, sadness, torment and fear. They spiral down to empty darkness and despair.

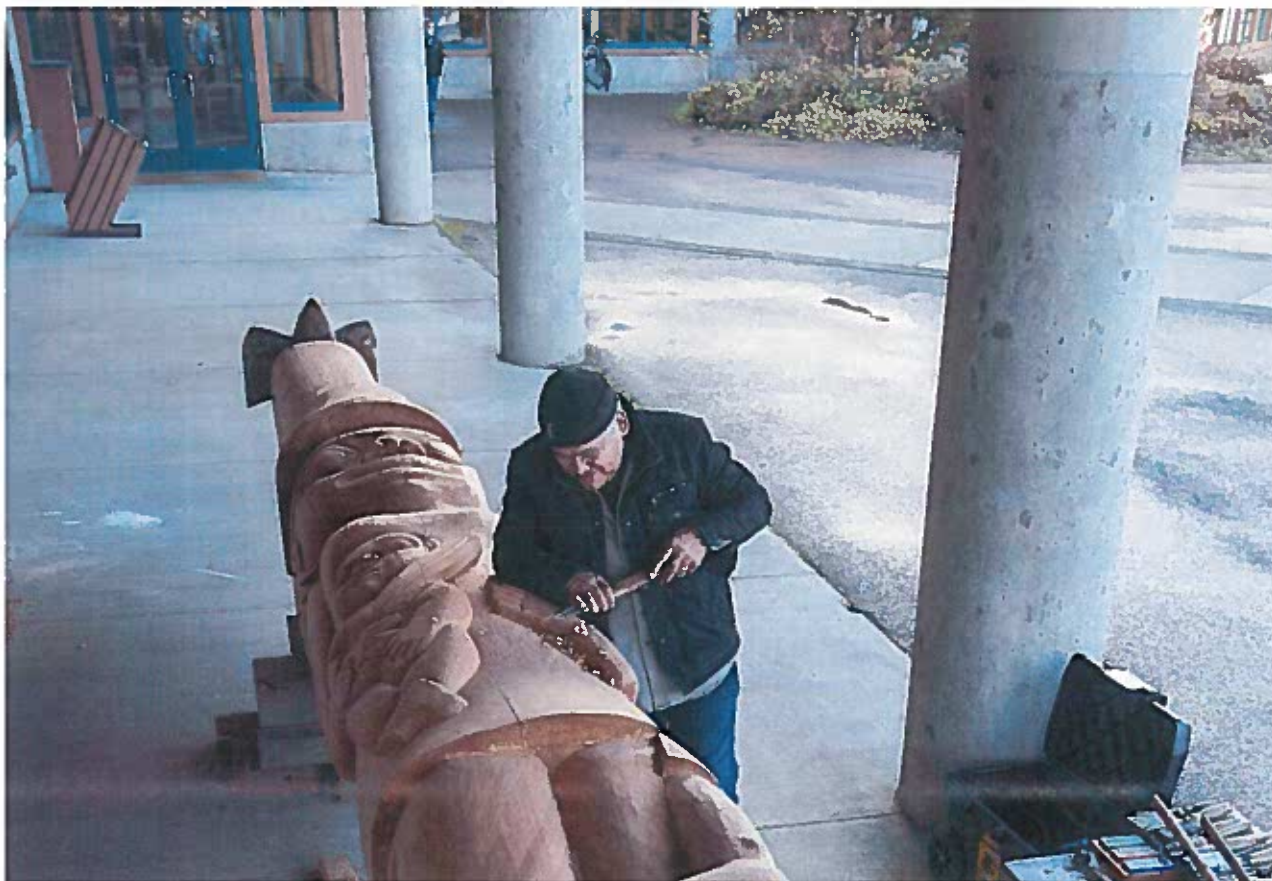
ove Kaasei's head are healing paths of peace and safety, bright with hope, happy faces, songs of peace, words of kindness, gentle healing hands and symbols of traditional values. The AWARE logo is on the higher path. A large dove, the symbol of peace, sits on top of the totem."

Wayne Price said the various healing projects have a positive effect, and he hopes bringing awareness to this particular cause can help stop domestic and sexual abuse.

"I do believe in the long run it does help," Wayne Price said. "A lot of times we as humans don't really know how to take the first step in a healing process. We're very capable of doing it, we just don't know how. What I do as an artist, is I provide a monument that does just that. It provides a step in that direction. It's wonderful to be involved in such a project."

If someone needs to take a step, Cole said anyone struggling with gender-based violence, they can call AWARE at (907)586-1090.

• Contact arts and culture reporter Ben Hohenstatt at (907)523-2243 or bhohenstatt@juneauempire.com.





Wayne Price, master Tlingit carver and Associate Professor of Northwest Coast Arts and Sciences, works on a healing pole at the University of Alaska Southeast on Wednesday, Oct. 31, 2018. The pole will be erected with a screen at AWARE's women's transitional housing at Twin Lakes in April. (Michael Penn | Capital City Weekly)

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**Pending
Amount Not in
Base Budget**

Item	Expenditure Description	Base Budget	
<u>Other Operating Pending Items (Not included in Manager's Base Budget)</u>			
1	Travel Juneau - Enhanced Marketing (Hotel Tax)	120,000	1
2	Kinder Ready (JSD) (\$300,000 bifurcated from Ord 2019-07)	300,000	
3	Youth Activities Board (YAB)	17,500	
Total Operating Exp - Per AFC action		\$ 437,500	

aa	CIP Airport Funding - Sales Tax (AFC request to assist LEEDS Cert)	300,000	1
bb	Marine Passenger Fee Priorities of CIP Resolution 2845	581,100	1
Total CIP - per AFC Action		\$ 881,100	

① *Ending FY20*
 ② *Unknown after FY20*
 ③ *Reduction only for FY20*
 R *Recurring*
 1 *One-Time*

Assembly Finance Committee (AFC)

FY20 Revised Budget Calendar and Key Dates – as of 5/2/19

Wednesdays at 5:30pm, unless otherwise stated

APRIL 2019

- 3rd Special Assembly Meeting – 5:30pm – Followed by Assembly Finance Committee**
Special Assembly Meeting to Introduce FY20 Revised budget, immediately Followed by Assembly Finance Committee meeting, Chambers
- A. Introduction of the General Operating CBJ Budget Ordinance 2019-06
 - B. Introduction of the General Operating School District Budget Ordinance 2019-07
 - C. Introduction of the Mill Levy Ordinance 2019-05
 - D. Introduction of the CIP Resolution 2845
- 3rd AFC Meeting #1 – 5:30pm - Immediately following Special Assembly Meeting**
- A. Distribution of the Operating Budget, Capital Budget and Capital Improvement 6-Year Plan
 - B. FY20 Revised Budget Overview
 - C. School District Budget Presentation
 - D. Capital Improvements Projects Program Budget/Plan
- 10th AFC Meeting #2**
- A. Juneau International Airport (Patty Wahto, Airport Manager)
 - B. Docks & Harbors (Carl Uchtyl, Port Director)
 - C. FY20 Budget Overview – Round 2
 - D. Capital Improvements Projects Program Budget/Plan – For Action
- 17th AFC Meeting #3**
- A. Travel Juneau (JCVB) (Liz Perry, President/CEO)
 - B. JEDC (Brian Holst, Executive Director)
 - C. Water & Wastewater Utility Rate Update
 - D. Marine Passenger Fee Recommendations – For Review
- 24th Special Assembly Meeting at 5:30pm - Followed by Assembly Finance Committee**
Within 30 days after receipt of the (school) budget, the assembly shall determine the amount to be made available from local sources for school purposes, and shall furnish the School board with a statement (motion) of the amount to be made available for FY20 School District operations. (Charter Section 13.6 (b))
- The following actions must be completed by May 1, per Charter Section 9.6.
- A. Public hearing on the General Operating CBJ Budget Ordinance 2019-06
 - B. Public hearing on the General Operating School District Budget Ordinance 2019-07
 - C. Public hearing on the Capital Improvement Program (CIP) Resolution 2845(b)
 - D. Public hearing on the on the Mill Levy Ordinance 2019-05
- 24th AFC Meeting #4 (Immediately following Special Assembly Meeting)**
- A. Youth Activities Board (YAB) Presentation (Tom Rutecki / Dave Pusich)
 - B. Bartlett Regional Hospital Presentation (Kevin Benson, CFO)
 - C. Debt Service Presentation
 - D. Proposed Mill Rate Presentation
 - E. Debt Service Presentation
 - F. School District - Funding “Outside the cap” – For Action
 - G. School Operating Budget – For Action

Assembly Finance Committee (AFC)

FY20 Revised Budget Calendar and Key Dates – as of 5/2/19

Wednesdays at 5:30pm, unless otherwise stated

MAY 2019

- 1st BREAK – No meeting unless needed for critical items.**
- 8th AFC Meeting #5**
- A. FY19 Supplemental Ordinance 2018-11(AL) (for introduction to the Assembly on May 13th)
 - B. FY19 Supplemental Ordinance 2018-11(AM) (for introduction to the Assembly on May 13th)
 - C. Marine Passenger Fee Recommendations – For Action
 - D. FY20 Incremental Funding Relating to Child Care – Discussion / For Action
 - E. Requested Budget Increments
 - F. Pending Items List
- 13th Regular Assembly Meeting – Monday – 7pm**
- A. Adoption of the School District’s General Operating Budget Ordinance 2019-07(b)
 - B. FY19 Supplemental Ordinance 2018-11(AL)
 - C. FY19 Supplemental Ordinance 2018-11(AM)
- 15th AFC Meeting #6**
- A. Fund Balance Overview – Review Fund Balance
 - B. *Pending Items List*
 - C. Final FY20 Revised Budget Decisions –
 - a. Mill Levy Ordinance 2019-05
 - b. General CBJ Operating Ordinance 2019-06
- 22nd AFC Meeting #7 – If Necessary**
- Meeting for overflow items or new requests that come up during budget process.*

<p>By May 31st, the assembly must determine the amount to be made available from local sources for school purposes (Charter Section 13.6 (b))</p>

JUNE 2019

- 3rd Regular Assembly Meeting – Monday – 7pm**
- A. Adoption of the General Operating CBJ Budget Ordinance 2019-06
 - B. Adoption of the CIP Resolution 2845(b)
 - C. Adoption of the Mill Levy Ordinance 2019-05
- 12th AFC Meeting**
- A. Water & Wastewater Utility Rate Discussion
 - B. Waste Management / Recycleworks Program Revenue

<p>The Charter requires that the following budget actions be made <u>by June 15th</u>:</p> <ul style="list-style-type: none">• Appropriating Ordinances Adopting a Budget (Charter Section 9.7 (a))• Mill Levy Ordinance (Charter Section 9.7 (b))• CIP by Resolution (Charter Section 9.8)
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