

City of Valdez

212 Chenega Ave.
Valdez, AK 99686

Meeting Agenda

Ports and Harbor Commission

Monday, August 21, 2017

7:00 PM

Council Chambers

Regular Meeting

REGULAR AGENDA - 7:00 PM

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC BUSINESS FROM THE FLOOR

IV. UNFINISHED BUSINESS

1. [Ports & Harbor Commission Procedures](#)

Attachments: [Ports & Harbor Commission Procedures Updated 08102017.pdf](#)
[Paper Ballot Example.doc](#)

V. NEW BUSINESS

1. [Discussion Item: Valdez Small Boat Harbor Rates & Fees.](#)

Attachments: [Resolution 17-XX Amending Harbor Rates & Fees.docx](#)

2. [#17-36 - Establishing Sublease Rates at the Valdez Pioneer Field Airport Terminal Building and Repealing Resolution No. 10-60 Formerly Naming Sublease Rates and Fees](#)

Attachments: [Airport Draft Rate Resolution.docx](#)
[Airport Rental Rate Worksheet.pdf](#)
[Airport Building Use.pdf](#)
[Airport Rate Resolution 10-60.pdf](#)

3. [Discussion Item: Air National Guard Memorial](#)

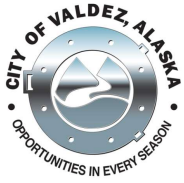
Attachments: [020717 Letter from Chuck Volanti](#)
[Drawing of Proposed Statue Location](#)
[Monument Photo and Description](#)
[Project Cost Estimates](#)

4. [Discussion Item: True North Services Conceptual Ideas for Waterfront Planning](#)

Attachments: [TrueNorth Projects - Pontoons](#)
 [True North Conceptual Plans](#)

VI. COMMISSION BUSINESS FROM THE FLOOR

VII. ADJOURNMENT



Legislation Text

File #: 17-0430, **Version:** 1

ITEM TITLE:

Ports & Harbor Commission Procedures

SUBMITTED BY: Jenessa Ables, Port Operations Manager

FISCAL NOTES:

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

RECOMMENDATION:

Approve the Ports & Harbor Commission Procedures.

SUMMARY STATEMENT:

This agenda item originally came before the Ports & Harbor Commission on December 5, 2016. Commissioners had difficulty viewing the red-lined file in iLegislate and also had questions regarding the voting process outlined under Section I.A., Item 2.

The Ports & Harbor Commission Procedure file has since been updated for easy viewing.

In regards to the election procedure for Chairman and Chairman Pro Tempore, the voting method terminology has been updated to "paper ballot" rather than "secret ballot". Paper ballot votes must be signed by each Commissioner and are public information. *Example attached.*



CITY OF VALDEZ, ALASKA

PORTS AND HARBOR COMMISSION PROCEDURES

I. GENERAL GUIDELINES

A. New Commissioners Seated

1. New Commissioners will be sworn in by the City Clerk or Deputy City Clerk before the first regular meeting of the Commission after appointment.
2. The Commission will conduct an election of Chairman and Chairman Pro Tempore at its first regular meeting after September 4 in July. A majority vote of not less than 4 by secret paper ballot of the members elects these officers of the Commission for one year.

B. General Meeting Procedure

1. Basic Procedure: Robert's Rules of Order Revised shall be the source of meeting procedure, except where a different procedure is proper by law or Commission custom as outlined in this document or proper by law.
2. Off Agenda Items: Only items appearing on the published or posted agenda may be acted upon. Any other business introduced during a Public Appearances, Public Business from the Floor or Commission Business from the Floor may be discussed but shall be deferred for action until the next meeting of the Commission coming before the body may be introduced only by majority consent of the members and acted upon only if it is inconsequential and of minor significance. Failing the consent of the majority, the item shall be deferred to the next special or regular meeting agenda.

3. Discussion Items: No action shall be taken on any item described on the agenda as a “discussion item” until the next regular or special meeting. If prompt action is required on a matter due to timing of the issue involved, it shall be listed in the usual manner on the agenda or a Commission special meeting should be scheduled.
4. An issue discussed in a Public Hearing may not appear as an agenda action item ~~for decision at~~ during the same meeting.
5. **Public Hearings are for the purpose of taking testimony from the public.** Commissioners should not debate the issues with those providing testimony or amongst themselves. However, Questions questions of clarification are acceptable.
6. Agenda Format: The usual order of business shall be:
 - I. Call to Order
 - II. Roll Call
 - III. Approval of Minutes
 - IV. Public Hearing
 - V. Public Appearances
 - VI. Public Business from the Floor
 - VII. Unfinished Business
 - VIII. New Business
 - IX. Reports
 - X. Commission Business from the Floor
 - XI. Adjournment
7. Agenda: All items to be considered at a regular meeting shall be submitted to the Port Director’s office no later than 1:00 p.m. on the Thursday preceding the meeting. No items will be accepted after that time.
8. Special meetings may be called at the request of the Chairman on twenty-four (24) hours public notice. The Chairman shall obtain the concurrence of the majority of the Commissioners.
9. Discipline: The Commission has the right to control its meeting hall. The presiding officer shall act on behalf of the Commission in enforcing order as provided by parliamentary law. Decorum of the members should reflect the dignity of the assembly and the public good.
10. Discussion:

- a. ~~Business before the Commission may be discussed briefly by the members prior to the making of a motion. A motion on business before the Commission must be made and seconded prior to Commission discussion.~~
 - b. ~~After a motion has been made and seconded, but prior to Commission vote, members of the public will be given the opportunity to speak to the subject. After Commission discussion, but prior to a vote, members of the public will be given the opportunity to discuss the subject.~~
 - c. Each person of the public speaking shall state his name and shall strive to keep the discussion brief and to the point.
11. Chairmanship: Control of the meeting requires that the presiding officer be concerned with the following items:
 - a. Discussion must be closely related to the subject at hand.
 - b. Time used by each participant in the discussion must not be excessive.
 - c. Determination must be made as to when sufficient consideration has been given to an issue considering the available facts.
 - d. A ruling of the presiding officer may be appealed by any Commission member. The appeal shall then be decided by a majority of the members in attendance. ("The ruling of the Chair has been appealed; those in favor of the ruling signify by aye; those opposed nay.")
 - e. The Chairman shall state the results of any action upon the report of the vote by the recording secretary. (Recording secretary - ___ ayes, ___ nays; Chairman – motion passes/fails.)
12. Limitation of Chairman: Prior to making a motion, the presiding officer must relinquish the gavel to another Commission member, who will preside over the discussion and determination of the motion.
13. Motions for Reconsideration: Any ~~action-vote~~ may be brought up for reconsideration one time by any Commission member as

long as the item has not been acted upon (contract executed, purchase made, etc.).

14. Open Meetings Act: Alaska's "Open Meetings Act" AS 44.62.310—312, requires meetings of legislative or administrative governmental bodies to be open to the public. A meeting under OMA is defined as any occurrence where a quorum of commissioners (four or more) are present. This includes work sessions, meetings, social gatherings, and other events. Public notice must be given in these cases and the occurrence must be open to the public.

C. Attendance

1. Any Commission member(s) not able to attend a particular meeting should notify the Chairman or Port Director or ~~staff~~ their designee as far in advance as possible.
2. Administrative staff, as required, should be available for all Commission meetings.
3. Requests for absence should be acted upon by the Commission as appropriate.
4. The seat of any Commissioner, including the Chairman, shall become vacant when the Commissioner is absent without excuse from three consecutive regular meetings of the Commission ~~without excuse~~. Excused, for purposes of this section, shall only mean absence due to a conflicting engagement or other cause for which the Commissioner has received ~~approval from the Commission prior to absence~~ prior approval for the absence. ~~Other requests for excused absences must be passed on a motion by a majority of the Commission.~~
5. A recommendation to the City Council shall be made to vacate a seat if a Commissioner is absent (excused or unexcused) 60 percent or more of the meetings, including work sessions and special meetings, in any six-month period.
6. When a seat becomes vacant, the Chairman will request, by official memo to the City Council, that a replacement be appointed.

D. Absence of Presiding Officer

1. Should the Chairman be unable to attend any meeting, the Chairman Pro Tem shall act in his place.
2. Should both the Chairman and Chairman Pro Tem be absent, and a quorum (Majority) be in attendance, those members may elect a Chairman for that meeting as an Acting Chairman.
3. Should the office of Chairman become vacant, the Chairman Pro Tem shall assume the office and a new Chairman Pro Tem shall be elected at that time.

E. Referrals to City Council

The Chairman or designee shall give a verbal presentation of Ports and Harbor Commission action to the City Council if deemed appropriate by the majority. ~~Ports and Harbor Commission actions will be placed on the City Council agenda under Reports and Referrals from Commissions. The Chairman will notify the City Clerks Office and provide the Clerks Office with all documents to be included in the agenda packet no later than 5:00 p.m. on the Tuesday preceding the regular City Council meeting.~~ The Ports & Harbor Director will assist the Chairman with use of the City's agenda management software program to create commission related agenda items for City Council. All reports, documents, or commission recommendations to be forwarded to City Council shall be submitted utilizing this software program no later than 12:00 p.m. on the Monday preceding the regular City Council meeting.

II. MISCELLANEOUS PROVISIONS

A. Meeting Times

Call to order for regular meetings of the Commission will be 7:00 p.m. on the first and third Mondays of each month.

B. Notice of Meetings and Work Sessions

All meeting and work session notices must be posted in a public place and on the City's agenda website as far in advance as practicable, but no less than 24 hours prior to the meeting unless the meeting meets the requirements of an emergency meeting. Meeting cancellations must be posted in the same manner.

In the event of an emergency meeting, Commission staff should contact the City Clerk's office as soon as practicable for notice posting requirements.

C. Amendment of Commission Rules of Procedure

Modifications and changes to Commission procedures may be made by a majority of the members. Modifications and changes must be reviewed and voted upon during a regular Commission meeting.

BALLOT

APPOINTMENT
PORTS & HARBOR COMMISSION

VOTE FOR ONE (1) TO SERVE A 2-YEAR TERM

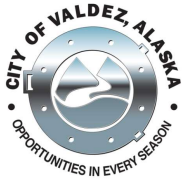
☐ Mark Swanson

☐ Colleen Stephens

☐ Steve Cotter

Council Member Name _____

Council Member Signature: _____



Legislation Text

File #: 17-0431, **Version:** 1

ITEM TITLE:

Discussion Item: Valdez Small Boat Harbor Rates & Fees

SUBMITTED BY: Sarah Von Bargaen, Harbormaster

FISCAL NOTES:

Expenditure Required: N/A.

Unencumbered Balance: N/A.

Funding Source: N/A.

RECOMMENDATION:

Receive and file.

SUMMARY STATEMENT:

Attached is Resolution 15-43 naming rates and fees for the Valdez Small Boat Harbor. Staff has several recommended changes to the resolution.

Please review the resolution for discussion at the meeting.

CITY OF VALDEZ, ALASKA

RESOLUTION #~~15-43~~ 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA NAMING RATES AND FEES FOR USE OF FACILITIES IN THE VALDEZ SMALL BOAT HARBOR AND REPEALING RESOLUTION NO. 15-43 FORMERLY NAMING SUCH RATES AND FEES

WHEREAS, the Valdez Small Boat Harbor is operated and maintained under the jurisdiction of the Valdez City Council; and,

WHEREAS, Resolution No. 15-43 previously established the schedule of rates and fees for the public use of the Valdez Small Boat Harbor; and,

WHEREAS, the City Council has determined that adjustments in rates and fees are necessary in order to provide for adequate funding of long term maintenance and operations of the Harbor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE City OF VALDEZ, ALASKA, that:

Section 1. Resolution No. 15-43 is hereby repealed.

Section 2. The attached schedule of rates and fee shall govern the public use of the facilities in the Valdez Small Boat Harbor.

Section 3. This resolution shall become effective upon approval.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 6th day of October, 2015.

CITY OF VALDEZ, ALASKA

Ruth E. Knight, Mayor

ATTEST:

Sheri L. Pierce, MMC, City Clerk

**VALDEZ SMALL BOAT HARBOR
SCHEDULE OF RATES AND FEES
RESOLUTION #15-43 17-XX**

SECTION I. MOORAGE FEES

A. Annual Slip Rental

The due date for all annual moorage rentals is established as January 1 in any calendar year and considered past due on February 1 of any calendar year to allow maximum utilization of the Valdez Small Boat Harbor.

The annual moorage fee for reserved moorage privileges shall be based on the length of float assigned or the overall length of the vessel (including all hull attachments, such as bowsprits, davits, dinghies, etc.) whichever is longer.

The rate structure for reserved moorage privileges on A-M~~K~~ Docks will be ~~reviewed each year to balance~~ increased every year to help offset the ongoing effects of inflationary pressures and other cost escalations associated with the long-term maintenance and operations of the Valdez ~~Small Boat Harbors~~. Annual increases will be set in three year increments and be expressed according to Alaska CPI increases plus a percentage amount, not to be exceeded.

M Dock moorage rates will be evaluated periodically, but will not automatically increase unless authorized by this resolution. M Dock rates will be charged at \$30.00 per foot per year.

For the three year period 2018, 2019, and 2020 the annual increase for reserved moorage on A-K Docks will be the Alaska CPI and an additional percentage amount not to exceed ten percent (10%) per year. This resolution authorizes an increase of up to this amount each of these years, except that the City Council may during the annual budget process, set the increase at a lesser amount for the next calendar year.

Reserved moorage rates on A-K Docks for 2018 will be charged at \$41.71 per foot per year plus Alaska CPI increase if applicable per year.

Reserved moorage rates on A-K Docks for 2019 will be charged at \$45.89 per foot per year plus Alaska CPI increase if applicable per year.

Reserved moorage rates on A-K Docks for 2020 will be charged at \$41.71 per foot per year plus Alaska CPI increase if applicable per year.

~~Reserved moorage rates on A-M Docks will be charged at \$37.91 per foot per year.~~

Tour Boat Dock moorage rates will be evaluated periodically, but will not automatically increase unless authorized by this resolution. Tour Boat Dock rates will be charged at \$76.41 per foot per year.

All tour boats 60 feet overall length or longer shall be berthed at the Tour Boat Dock facility. All slips located at the Tour Boat Dock facility shall be classed as 60-foot slips. The rate shall be the annual moorage rate fee per foot per year based on the 60-foot length of the slip or the vessel length, whichever is greater. Tour boats have preferential rights to all Tour Boat Dock slips. In the event more tour boats than Tour Dock Boat slips are available, a Tour Boat Dock waiting list will be implemented.

B. Transient Slip Rental

For the purpose of calculating moorage, daily moorage is considered a 24-hour period from 8:00 a.m. to 8:00 a.m. the following day. Up to three (3) hours will be allowed for loading and unloading of vessels. Vessels moored longer than three (3) hours will be assessed transient moorage fees.

1. Annual Transient Slip Rental

The annual moorage fee for transient moorage privileges shall be 115% of the rate charged for reserved moorage. This fee shall be based on the length of the normally assigned float or the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) whichever is longer. The annual rate applies only if paid in advance.

2. Monthly Transient Slip Rental

a. Paid in Advance

The monthly rate for transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) shall be nine dollars and sixty three cents (\$9.63) per foot for all docks except the Tour Dock slips, which shall be twenty dollars (\$20.00) per foot if paid in advance. The monthly rate applies only if paid in advance.

b. Billed

The monthly rate for billed transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) shall be fourteen dollars and forty five cents (\$14.45) per foot for all docks except the Tour Dock slips, which shall be thirty dollars (\$30.00) per foot if moorage must be collected through an invoice.

3. Daily Transient Slip Rental

The daily rate for transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.), shall be as follows:

Daily moorage paid in advance	Charged at \$0.77-per foot per day
Daily moorage billed	Charged at \$1.16 per foot per day
Daily moorage paid in advance for Tour Dock slips	Charged at \$1.50 per foot per day
Daily moorage billed for Tour Dock slips	Charged at \$2.25 per foot per day

C. Miscellaneous Moorage Fees

Vessels which occupy more than one-half (1/2) of the space between two (2) finger floats will be assessed an over-width fee of two dollars (\$2.00) per square foot over the allowed space.

Vessels propelled solely by human power and that occupy less than one-half (1/2) of the space between two (2) finger floats will be assessed a fee of twenty-five cents (\$0.25) per square foot per day or two dollars (\$2.00) per square foot per month.

Seaplanes will be assessed moorage by the width of the wings, i.e., if a seaplane takes up the space of three (3) slips, it will be charged accordingly.

SECTION II. UPLAND STORAGE

A. Upland storage of vessels, vessels on trailers, trailers, or cradles during winter months (October 1 - April 30) shall be charged at a minimum rate of sixty-dollars (\$60.00) per vessel, vessel on trailer, trailer, or cradle per month, up to thirty feet (30') in length. For all storage over thirty feet (30') in length, an additional two dollars (\$2.00) per foot per month shall be charged.

B. Upland storage of vessels, vessels on trailers, trailers, or cradles during the summer months (May 1- September 30) shall be six dollars and twenty-five cents (\$6.25) per day per vessel, vessel on trailer, trailer, or cradle.

C. Upland storage of vessels, vessels on trailers, trailers, or cradles during the summer months (May 15-September 15) stored in the truck/trailer area of the yard shall be charged twelve dollars and fifty cents (\$12.50) per day.

D. Upland storage of vessels, vessels on trailers, trailers, or cradles staying past the nine (9) month allotted time shall be charged a fee that doubles each additional nine (9) months.

C.E. Fisherman's Dock storage of gear shall be charged at a rate of thirty cents (\$0.30) per square foot per month with a minimum charge of thirty dollars (\$30.00) per month.

~~D. Upland storage at the end of the spit shall be charged at a rate of twenty dollars (\$20.00) per space per month for the winter months (September 15 — May 15).~~

SECTION III. BOAT LIFT

A. The following charges shall be made for use of the 75-ton Travelift.

1. The minimum fee for a lift shall be ~~one hundred eighty dollars (\$180.00)~~ two hundred twenty dollars (\$220.00) for the first hour of use or any portion of time less than one (1) hour.
2. For use of the lift in excess of one (1) hour, a fee of ~~one hundred eighty dollars (\$180.00)~~ three hundred thirty dollars (\$330.00) per hour shall be charged. This charge shall be assessed in no less than fifteen (15) minute increments of ~~forty-five dollars (\$45.00)~~ eighty-two dollars and fifty cents (\$82.50).
3. For use of the lift after normal working hours, a fee of ~~three hundred sixty dollars (\$360.00)~~ four hundred forty dollars (\$440.00) shall be assessed for the first hour and ~~one hundred eighty dollars (\$180.00)~~ two hundred twenty dollars (\$220.00) per hour for each consecutive hour.
4. For use of the lift to hang overnight, a fee of ~~three hundred sixty dollars (\$360.00)~~ four hundred forty dollars (\$440.00) shall be assessed. Hanging overnight consists of two separate lifts, one in the evening and one in the morning. The last lift of the day must be scheduled with Harbor staff and no longer than one hour shall be taken or overtime rates will apply as described in item #3 above. Vessel must be in the water by 9:00 a.m. the following morning, as tide allows, or additional charges will be incurred according to item #2 above. All vessels must be supported while hanging in the slings.

SECTION IV. GRID, CRANE, AND FISH PUMP FEES

A. Grid rental rates shall be one dollar and twenty-five cents (\$1.25) per foot per tide for vessels up to seventy (70) feet and one dollar and seventy-five cents (\$1.75) per foot per tide for vessels seventy-one (71) feet and over, based on the overall length of the vessel (including all hull attachments, such as bowsprits, davits, dinghies, etc.) Once the grid is scheduled and the boat owner fails to show or cancel at least one tide prior to the scheduled grid time, the minimum of one tide will be charged.

B. The Harbormaster shall issue permission for use of the grid and no boat shall be moored onto the grid until such permission has been granted and a Grid Use Agreement has been filed. The grid use shall be on a first come, first serve basis.

C. The fee for use of the cranes on the Fisherman's Dock shall be ~~forty dollars (\$40.00)~~ eighty dollars (\$80.00) per hour. This fee shall be billable in 15-minute increments. Once the crane has been activated, failure to deactivate the crane at the end of use will result in a one hour minimum charge of ~~forty dollars (\$40.00)~~ eighty dollars (\$80.00).

D. The fee for use of the fish pump on the Fisherman's Dock shall be one hundred fifty dollars (\$150.00) per hour.

E. Replacement of crane and fish pump cards shall be charged a rate of twenty dollars (\$20.00) per card.

SECTION V. LABOR AND SERVICES

A. Service and labor performed by the Harbormaster or any City employee working in the Small Boat Harbor shall be charged at the flat rate of sixty dollars (\$60.00) per hour for labor during normal business hours. All labor performed after normal business hours shall be charged at the flat overtime rate of ninety dollars (\$90.00) per hour. These fees shall be billable in 15-minute increments.

1. The above labor fee includes, but is not limited to, snow removal from vessels, spill clean-up, etc.
2. Boat moves shall be charged at a flat rate of thirty dollars (\$30.00) plus labor.
3. Pumping of vessels shall be charged at a flat rate of fifty dollars (\$50.00) plus labor.

B. All materials and/or supplies shall be charged at cost to the City.

SECTION VI. WAIT LIST

A fifty dollar (\$50.00) per year non-refundable fee shall be charged per listing to each customer placing his/her name on the waiting list for a reserved slip.

SECTION VII. ELECTRICAL SERVICE IN THE HARBOR

A. Slip holders will be charged a twenty dollar (\$20.00) installation fee, a ~~minimum~~ monthly service charge of ~~ten~~ twelve dollars (~~\$10.00~~ \$12.00) ~~or~~ and the actual cost of

power per kilowatt hour as charged by the utility plus (\$0.025) per kilowatt hour whichever is greater.

B. Daily flat rate for power on the water is ten dollars ~~\$20.00~~ (\$10.00)/day for 30amp and fifteen dollars (\$15.00)/day for 50amp ~~per day~~.

C. Vessel owners needing the use of an electrical adapter will be required to put down a deposit of one hundred dollars (\$100.00) which will be refunded with the return of the adapter, pending condition of the adapter.

SECTION VIII. LAUNCH RAMP

Launch ramp fees will be charged at ten dollars (\$10.00) per day or seventy-five dollars (\$75.00) per year for use of the launch ramp. This fee excludes vessels propelled solely by human power, which shall pay five dollars (\$5.00) per day or thirty-seven dollars and fifty cents (\$37.50) per year for use of the launch ramp. Vessels paying annual moorage fees will be exempt from this fee.

SECTION IX. MISCELLANEOUS HARBOR FEES/FINES

The following fees/fines will be assessed for Small Boat Harbor infractions:

- | | |
|---|---|
| 1. \$ 50.00 | Speeding/violation of "No Wake" speed |
| 2. \$ 75.00 | Operating a vessel in a reckless manner |
| 3. \$ 75.00 | Operating a vessel in a negligent manner |
| 4. \$ 75.00 | Trolling or fishing from a vessel in the Small Boat Harbor or breakwater |
| 5. \$ 75.00 | Impeding safe navigation |
| 6. \$100.00 | Disposing of trash, garbage, human refuse or animal waste, or any similar substance in the water of the harbor or upon the harbor grounds |
| 7. \$100.00 | Releasing any fuel, oil, or their derivatives into the water or onto the lands of the harbor |
| 8. \$ 75.00 | Failure to register with the Harbormaster any vessel on which stall or space rental is not currently being paid and occupying any of the Small Boat <u>Valdez</u> Harbors |
| 9. \$ 50.00 | Creating a nuisance or conducting unlawful business |
| 10. \$ 50.00 | Failure to properly control dog or other animal |
| 11. \$ 50.00 | Improper storage on any float, ramp, decline, walk or other public place in the Small Boat Harbor, except at designated loading/unloading spaces |
| 12. \$ 50.00 <u>\$250.00</u> | Tampering or unauthorized use of utilities |
| 13. \$ 25.00 | Posting on bulletin board without proper consent |

14. \$ 25.00	Improper posting of advertisement
15. \$100.00	Tampering or removing any sign or notice
16. \$ 50.00	Subleasing a slip to another user
17. \$100.00	Impoundment of vessel due to lack of payment or dereliction
18. \$100.00	Failure to pay fees owed and requiring use of collection agency
19. \$ 50.00	Parking in a fire zone
<u>20. \$100.00</u>	<u>Failure to provide 24-hour notice for slip clearance</u>
<u>21. \$ 40.00</u>	<u>Failure to pay launch fee</u>

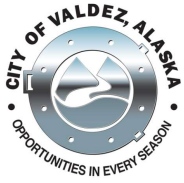
SECTION X. **SHOWERS**

A fee of four dollars (\$4.00) per shower will be charged for use of public showers in the restrooms located below the Small Boat Harbor office.

SECTION XI. **MAINTENANCE AND WASHDOWN PADS**

Use of the Maintenance Pads shall be charged a fee of fifteen dollars (\$15.00) per day for fourteen days or less; twenty dollars (\$20.00) per day for fifteen to thirty days; thirty dollars (\$30.00) per day for thirty-one days or more and includes use of power and water.

Use of Washdown Pads are free. Power is available at the Washdown Pads and in the uplands for fifteen dollars (\$15.00) per day.



Legislation Text

File #: RES 17-0036, **Version:** 1

ITEM TITLE: #17-36 - Establishing Sublease Rates at the Valdez Pioneer Field Airport Terminal Building and Repealing Resolution No. 10-60 Formerly Naming Sublease Rates and Fees

SUBMITTED BY: Jenessa Ables, Port Operations Manager

FISCAL NOTES:

Expenditure Required: N/A
Unencumbered Balance: N/A
Funding Source: N/A

RECOMMENDATION:

Approve the recommendation to increase Rental Rates and Fees at the Valdez Pioneer Field Airport terminal building.

SUMMARY STATEMENT:

This item was unanimously approved by the Ports & Harbor Commission on August 21st, 2017.

In 2010 City Council approved Resolution No. 10-60, increasing the Airport rental rate 5% per year for the 3-year period of 2011, 2012, and 2013. There has not been a rate increase since 2013. The Ports & Harbor Commission has continued to review the Airport rental rate each year and elected to hold rates due to ongoing construction projects, and most recently, City wide space use analysis and long-term planning efforts.

Proposal: *See attached Resolution*

Determining factors of recommended Airport rental rate increases:

- Proposed incremental increases remain within or above local per square foot rental range, non-compete.
- Increased State of Alaska rental rate, effective September 1, 2017.
- Increased utility costs.
- Substantial upgrades completed at the Airport since last rate increase:
 - Airport Roof Replacement
 - Airport Door Replacement
 - Airport ADA Restroom and Waterline Upgrades*
 - Addition of free public wireless internet throughout terminal building**

Addition of standard television service in waiting areas**

Installation of upgraded Public Announcement System for aviation use tenants**

**completion by December 2017*

***installation scheduled for September 2017*

Other Notes: We have typically tried to keep the rental rate at the Airport above the rental rates in town so the City is not competing against private enterprise. Although it is difficult to get building owners to share the information on their rental rates, the data we have collected shows in-town rates at \$1.60 - \$2.00/sq. ft. with one owner reporting a \$2.00 - \$2.50 range. The building across the street from the Airport has a rental rate of \$0.75 sq. ft., but is missing key communications and technology infrastructure and would require a sizeable investment for upgrades. It is also undetermined whether these rates include utilities and snow removal, which are included in the Sublease rate at the Airport.

Timeline for Consideration: The Federal Aviation Administration, a critical tenant of the Valdez Pioneer Field Airport, has suggested rates be approved prior to September 30, 2017. If this deadline is not met, the FAA will be required to issue a new Sublease with the City of Valdez rather than amending their current agreement. Reviewing and implementing a new federal lease agreement will cause the City to incur additional legal fees and staffing costs that could be reasonably avoided by adhering to the below timeline:

8/21/17: Ports & Harbor Commission Meeting, Recommendation of Approval

9/5/17: City Council Meeting, Resolution naming Airport Rates & Fees

9/8/17 - 9/29/17: Distribution for FAA and City signatures

CITY OF VALDEZ, ALASKA

RESOLUTION NO. 17-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, ESTABLISHING SUBLEASE RATES AT THE VALDEZ PIONEER FIELD AIRPORT TERMINAL BUILDING AND REPEALING RESOLUTION NO. 10-60 FORMERLY NAMING SUBLEASE RATES AND FEES

WHEREAS, the City of Valdez does own and operate the airport terminal; and

WHEREAS, Resolution No. 10-60 adopted lease rates of \$1.64 per square foot per month in 2011, \$1.72 per square foot per month in 2012, and \$1.81 per square foot per month beginning in 2013; and

WHEREAS, Resolution No. 10-60 added a daily rental rate of \$130.00 per day for subleases less than 30 days; and

WHEREAS, Resolution No. 00-18 renamed the Valdez Airport to Valdez Pioneer Field; and

WHEREAS, the daily rental rate has not been adjusted since 2010; and

WHEREAS, the monthly sublease rate has not been adjusted since 2013.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that

Section 1. The sublease rate for 2018 shall be \$1.90 per square foot per month. The sublease rate for 2019 shall be \$1.99 per square foot per month. The sublease rate for 2020 shall be \$2.08 per square foot per month.

Section 2. A daily rental rate for office, event or meeting space shall be \$65 per hour.

Section 3. A short term rental of 30 days or less shall be \$2.25 per square foot per month.

Section 4. An administrative fee shall be applied to all new Subleases in the amount of \$50.00. An administrative fee shall be applied to all amended Subleases in the amount of \$25.00.

Section 5. Key and key core replacements shall be \$50.00 per core and \$10.00 per key.

Section 6. Public announcement system radio replacements shall be \$100.00 per radio.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this _____ day of _____, 2017

CITY OF VALDEZ, ALASKA

Ruth E. Knight, Mayor

ATTEST:

Sheri L. Pierce, MMC, City Clerk

**Airport Rates Worksheet
2017-2018**

LESSEE	SQUARE FOOTAGE	2017 MONTHLY RENTAL CHARGE	2017 BUDGETED RENTAL REVENUE	2017 ANTICIPATED RENTAL REVENUE	2017 CITY USE OFFICES NOT BILLED	2017 ANTICIPATE D RENTAL REVENUE @ \$1.81/sq. ft.	REVENUE AT \$1.90/sq. ft. 5% increase (\$0.09/sq. ft. increase)	REVENUE AT \$1.99/sq. ft. 10% increase (\$0.18/sq. ft. increase)	REVENUE AT \$2.08/sq. ft. 15% increase (\$0.27/sq. ft. increase)
City of Valdez Finance Dept.	1,778.0	\$3,218.18			\$38,618.16				
City of Valdez Fire Dept.	2,048.0	\$3,706.88			\$44,482.56				
City of Valdez Engineering Dept.	2,326.0	\$4,210.06			\$50,520.72				
City of Valdez Port Dept.	768.0	\$1,390.08			\$16,680.96				
Civil Air Patrol	1,029.6		\$1.00	\$1.00		\$1.00	\$1.00	\$1.00	\$1.00
Dean Cummings' H2O Guides	615.0	\$1,113.15	\$13,357.80	\$13,357.80		\$13,357.80	\$14,022.00	\$14,686.20	\$15,350.40
ERA Aviation, Inc.	2,912.0	\$5,270.72	\$63,248.64	\$63,248.64		\$63,248.64	\$66,393.60	\$69,538.56	\$72,683.52
Federal Aviation Administration	21.2	\$38.33	\$459.96	\$459.96		\$459.96	\$482.90	\$505.78	\$528.65
Federal Aviation Administration	271.0	\$490.51	\$5,886.12	\$5,886.12		\$5,886.12	\$6,178.80	\$6,471.48	\$6,764.16
Jeff Johnson & Linda Brandenburg	184.0	\$333.04	\$3,996.48	\$3,996.48		\$3,996.48	\$4,195.20	\$4,393.92	\$4,592.64
The Landing Lights	568.0	\$1,028.08	\$19,873.80	\$12,965.03		\$12,336.96	\$12,950.40	\$13,563.84	\$14,177.28
Valdez Expediting, Inc.	176.0	\$318.56	\$3,822.72	\$3,822.72		\$3,822.72	\$4,012.80	\$4,202.88	\$4,392.96
Valdez U-Drive	184.0	\$333.04	\$3,996.48	\$3,996.48		\$3,996.48	\$4,195.20	\$4,393.92	\$4,592.64
Vertical Solutions LLC	265.0	\$479.65	\$5,755.80	\$5,755.80		\$5,755.80	\$6,042.00	\$6,328.20	\$6,614.40
Vertical Solutions LLC	456.0	\$825.36	\$9,904.32	\$9,904.32		\$9,904.32	\$10,396.80	\$10,889.28	\$11,381.76
Wrangell Mountain Technical Services	10.0	\$18.10	\$0.00	\$162.90		\$217.20	\$228.00	\$238.80	\$249.60
TOTAL ALL PROPERTY SUBLEASES	13,611.8	\$22,773.74	\$130,303.12	\$123,557.25	\$150,302.40	\$122,983.48	\$129,098.70	\$135,213.86	\$141,329.01
Vending Subleases:									
<i>Kodiak Inn, Inc/Best Western Harbor Inn</i>	10.0	\$18.10	\$217.20	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Seed Media	30.0	\$54.30	\$651.60	\$651.60		\$651.60	\$684.00	\$716.40	\$748.80
TOTAL ALL VENDING SUBLEASES	40.0	\$72.40	\$868.80	\$651.60		\$651.60	\$684.00	\$716.40	\$748.80
TOTAL ALL SUBLEASES	13,651.78	\$22,846.14	\$131,171.92	\$124,208.85	\$150,302.40	\$123,635.08	\$129,782.70	\$135,930.26	\$142,077.81
Interest Income			\$2,000.00	\$1,500.00		\$2,000.00			
Interest Charges on A/R and Ci				\$1,500.00					
TOTAL PROJECTED REVENUE		\$22,846.14	\$133,171.92	\$127,208.85	\$150,302.40	\$125,635.08	\$129,782.70	\$135,930.26	\$142,077.81
TOTAL PROJECTED EXPENSES*			\$321,183.00	\$321,183.00		\$321,183.00	\$333,994.50	\$333,994.50	\$333,994.50
Projected Transfer from General Fund			(\$188,011.08)	(\$193,974.15)		(\$195,547.92)	(\$204,211.80)	(\$198,064.24)	(\$191,916.69)
Projected Utility Expenses*			\$140,000.00	\$140,000.00		\$140,000.00	\$170,000.00	\$170,000.00	\$170,000.00

Resolution No. 10-60 Rates - 2011 - \$1.64, 2012 - \$1.72, 2013 - \$1.81, 2014-2017 - \$1.81

*2018 columns contain placeholder estimates based on 2017 projected expenses and utilities.

VALDEZ PIONEER FIELD SUBLEASES
Building Use Comparison
August, 2017

LESSEE	SQUARE FOOTAGE	POTENTIAL MONTHLY RENT	POTENTIAL ANNUAL RENT	2017 ANTICIPATED RENTAL REVENUE @ \$1.81/sq. ft.	AVIATION RENT	AVIATION SQ. FOOTAGE	NON- AVIATION RENT	NON- AVIATION SQ. FOOTAGE	2016 CITY USE OFFICES NOT BILLED	CITY SQ. FOOTAGE	UNCOLLECTED RENT FROM VACANT OFFICE SPACE	VACANT OFFICE SPACE SQ. FOOTAGE
City of Valdez Finance Dept.	1,778.0	\$3,218.18	\$38,618.16						\$12,872.72	1,778.0		
City of Valdez Fire Dept.	2,048.0	\$3,706.88	\$44,482.56						\$44,482.56	2,048.0		
City of Valdez Engineering Dept.	2,326.0	\$4,210.06	\$50,520.72						\$50,520.72	2,326.0		
City of Valdez Port Dept.	768.0	\$1,390.08	\$16,680.96						\$16,680.96	768.0		
Civil Air Patrol	1,029.6	\$1,863.58	\$22,362.96	\$1.00	\$1.00	1,029.6						
Dean Cummings' H2O Guides	615.0	\$1,113.15	\$13,357.80	\$13,357.80	\$13,357.80	615.0						
ERA Aviation, Inc./Ravn	2,912.0	\$5,270.72	\$63,248.64	\$63,248.64	\$63,248.64	2,912.0						
Federal Aviation Administration	21.2	\$38.33	\$459.96	\$459.96	\$459.96	21.2						
Federal Aviation Administration	271.0	\$490.51	\$5,886.12	\$5,886.12	\$5,886.12	271.0						
Jeff Johnson & Linda Brandenburg	184.0	\$333.04	\$3,996.48	\$3,996.48			\$3,996.48	184.0				
The Landing Lights	568.0	\$1,028.08	\$12,336.96	\$12,336.96			\$12,336.96	568.0				
Seed Media	30.0	\$54.30	\$651.60	\$651.60			\$651.60	30.0				
Valdez Expediting, Inc.	176.0	\$318.56	\$3,822.72	\$3,822.72			\$3,822.72	176.0				
Valdez U-Drive	184.0	\$333.04	\$3,996.48	\$3,996.48			\$3,996.48	184.0				
Vertical Solutions LLC	265.0	\$479.65	\$5,755.80	\$5,755.80	\$5,755.80	265.0						
Vertical Solutions LLC	456.0	\$825.36	\$9,904.32	\$9,904.32	\$9,904.32	456.0						
Wrangell Mountain Technical Services	10.0	\$18.10	\$217.20	\$217.20			\$217.20	10.0				
Vacant Office Space - Room 120	347.0	\$628.07	\$7,536.84								\$7,536.84	347.0
Vacant Office Space - Old Whitney Museum	6,000.0	\$10,860.00	\$130,320.00								\$130,320.00	6,000.0
TOTAL ALL SUBLEASES	19,988.8	\$36,179.69	\$434,156.28	\$123,635.08	\$98,613.64	5,569.8	\$25,021.44	1,152.0	\$124,556.96	6,920.0	\$137,856.84	6,347.0

CITY OF VALDEZ, ALASKA

RESOLUTION NO. 10-60

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, NAMING SUBLEASE RATES AT THE VALDEZ PIONEER FIELD AIRPORT TERMINAL BUILDING AND REPEALING RESOLUTIONS NO. 97-33 AND 98-10 FORMERLY NAMING SUBLEASE RATES

WHEREAS, the City of Valdez does own and operate the airport terminal; and,

WHEREAS, Resolution No. 97-33 adopted a lease rate of \$1.56 per square foot per month at the airport terminal; and,

WHEREAS, Resolution No. 98-10 amended Resolution No. 97-33 adding a daily rental rate of \$110.00 per day for subleases less than 30 days; and,

WHEREAS, Resolution No. 00-18 renamed the Valdez Airport to Valdez Pioneer Field; and,

WHEREAS, the monthly sublease rate has not been adjusted since 1997.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that:

Section 1: The sublease rate at the Valdez Pioneer Field airport terminal building shall be increased for the three year period of 2011, 2012, and 2013 in an amount not to exceed five percent (5%) per year.

Section 2: The sublease rate for 2011 shall be \$1.64 per square foot per month. The sublease rate for 2012 shall be \$1.72 per square foot per month. The sublease rate for 2013 shall be \$1.81 per square foot per month.

Section 3: A daily rental rate for an office shall be \$130.00 per day for subleases less than 30 days.

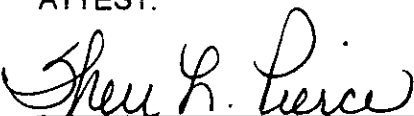
Section 4: This resolution shall become effective upon approval.

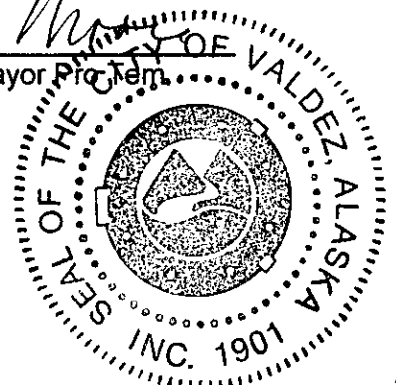
PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 22nd day of November, 2010.

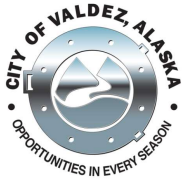
CITY OF VALDEZ, ALASKA


Dorothy M. Moore, Mayor Pro Tem

ATTEST:


Sheri L. Pierce, CMC/AEE, City Clerk





Legislation Text

File #: 17-0433, **Version:** 1

ITEM TITLE:

Discussion Item: Air National Guard Memorial

SUBMITTED BY: Sheri Pierce, MMC, City Clerk

FISCAL NOTES:

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

RECOMMENDATION:

Receive and file.

SUMMARY STATEMENT:

The Valdez City Council provided \$35,000 in the Capital Projects budget toward the construction and placement of the Air National Guard Memorial. The total cost to construct the monument is \$68,000. Several locations for the monument have been discussed with the most recent suggestion that the statue be located at the entrance to the new harbor on the raised mound. It is unknown at this time if there is funding in the new harbor uplands budget for public art, etc. The remaining funds needed for the memorial statue is \$33,000.

I would like to speak with the Ports and Harbor Commission to receive their input on this topic. I have attached the initial letter from Mr. Chuck Volanti to the Governor which provides the history and plea for the memorial. The State of Alaska is unable to provide funding to complete the project and Mr. Volanti and several surviving family members who live in Alaska continue to hope that the city will assist with this memorial in honor of the Air National Guard members who lost their lives in response to the 1964 Earthquake.

Since the airmen perished in the Port of Valdez almost directly in front of the new harbor, the knoll at the entrance to the new harbor would be a proper site. I have attached a picture and description of the statue.

Valdez City Council Meeting February 7, 2017.

Good Evening Honorable Mayor, Ruth Knight, and Valdez City Council Members.

Lacking the privilege and opportunity to appear before you in person, it is an honor and my hope, that you will accept this writing; which expresses my extreme gratitude for your compassion, commitment and dedication for **all** you have done in support of the “National Guard Memorial” project.

Please accept these humble thanks, while I recognize the importance of the \$35,000 funding, which has been dedicated by the Valdez City Council, and supported by the Honorable Mayor Ruth Knight.

I am emotionally moved and honored by the actions this council and mayor have committed toward the commemoration of my flight crew and the State of Alaska National Guard Adjutant General. All who were tragically lost, Saturday, April 25, 1964, as their aircraft crashed into the Bay of Valdez following a quake related humanitarian relief mission.

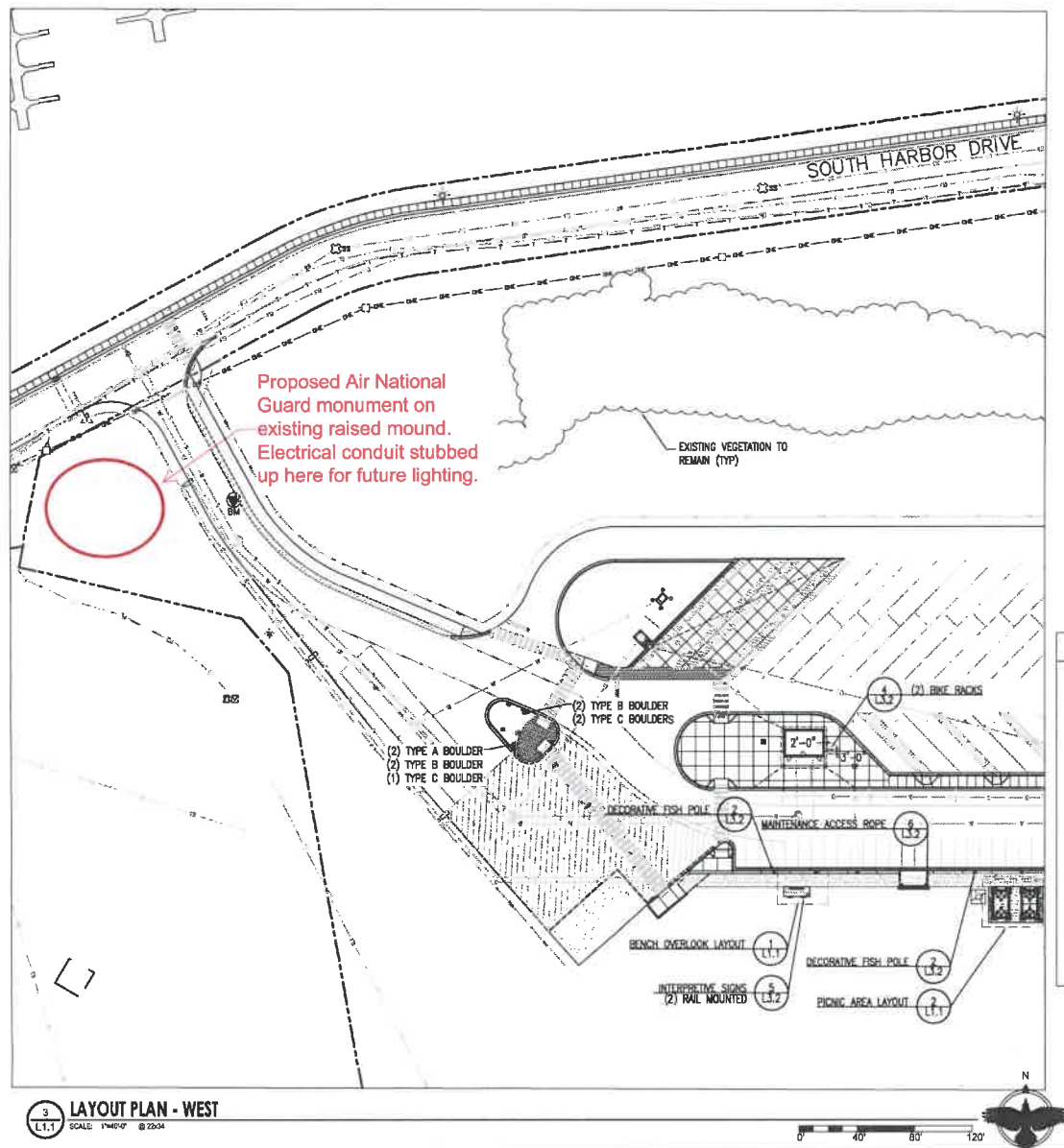
These men were decorated veterans, selfless in their service to the citizens of Alaska, and worthy of the highest personal recognition for their ultimate sacrifice.

It was an honor and privilege to have been able to serve with men of this caliber. In the days, weeks, and early months following the “Good Friday Alaska Earthquake of March 27, 1964,” I dispatched these flight crews who conducted countless support missions, thereby mitigating the suffering of thousands of Alaskans. They took to the skies oftentimes in situations that were detrimental to their own safety; without hesitation and always considering “others before self.”

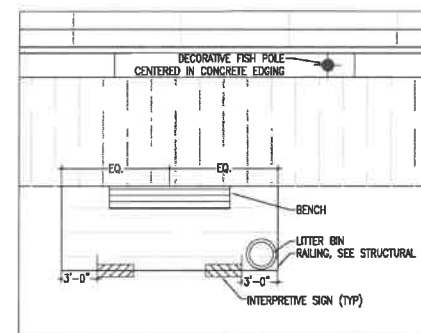
The Air National Guard, their families, relatives, and friends will be forever grateful for the compassion and dedication that has been shown in these chambers. No matter what the ultimate conclusion of your efforts may be, please know that all of you, by your selfless conduct, have shown honor and respect for a deserving people; and for that I am eternally grateful to all of you.

Mayor and Council Members, you have my deepest respect, gratitude, honor and humility,

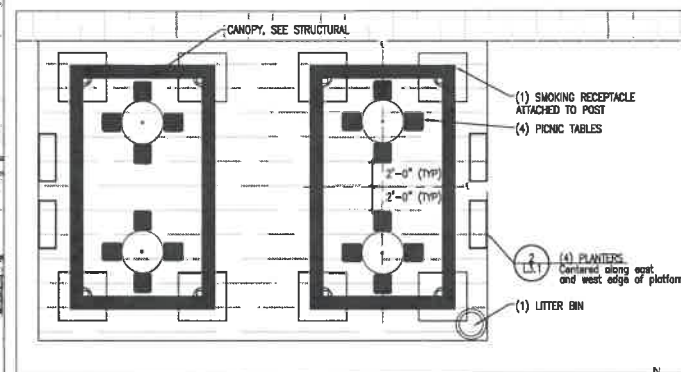
Chuck Volanti, former Alaska Air National Guard 1964



(C) TYPE A
 (S) TYPE B
 (•) TYPE C



1 BENCH OVERLOOK LAYOUT (TYP)



2 PICNIC AREA LAYOUT (TYP)

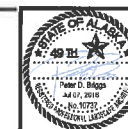
[illegible]

Drawn By: SB	Checked By: PB
Date: JULY 8, 2016	
Project: 100% DESIGN	
Project No: 1894.01	

LAYOUT PLAN
WEST

SHEET NO:
28 OF 100

L1.1



Landscape Architecture
www.corvus-design.com
Anchorage - 907.222.2859
2906-B Fairbanks St. 99503
Juneau - 907.988.9000
119 Seeward St. 99801



City of Valdez
HARBOR FACILITIES
UPLANDS FACILITIES



CELESTIAL VANGUARD

Air National Guard Memorial
Valdez, Alaska
Dock Point

10'-0" x 6'-0"



Salvage Divas
Rhonda Green

Alaska Air National Guard Memorial

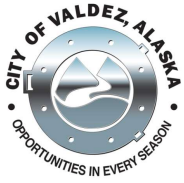
Celestial Vanguard-

The art piece Celestial Vanguard was inspired by its name. My interpretation of the art piece reflects the brave soldiers soaring through the heavenly skies. The celestial fighting force shown as a squadron of geese valiantly carry the Alaskan flag. Four stars below the flag represent the fallen men who lost their lives on April 27, 1964. The geese fly in formation as they carry the servicemen home.

The artwork will be created using Stainless steel and will be on a concrete base.

Site Name : Valdez Air National Guard Memorial	Revision 9-30-16
Artist Name: Salvage Divas	
Material and Supplies	10,000.00
Artist Fee	5,000.00
Contractual Labor (including all assistants and vendors)	13,000.00
Studio Cost or Rental (including utilities)	5,000.00
Fabrication	14,000.00
Insurance on work until Installation	2,500.00
Tools and equipment	
Purchase	5,000.00
Rental	1,000.00
Depreciation	
Travel	4,000.00
Lodging	3,000.00
Car Rental	1,000.00
Pre-installation/Site Preparation	15,000.00
Installation (Including Contractors fees, equipment, etc)	2,500.00
Identification Plaques plus shipping installation	1,900.00
Miscellaneous Expenses (phone, copying, etc)	100.00
Electrical Components	0.00
Engineer Fees	2,500.00
Shipping	2,500.00
Contingency 10%	8,800.00
TOTAL	88,000.00

68,000



Legislation Text

File #: 17-0434, **Version:** 1

ITEM TITLE:

Discussion Item: True North Services Conceptual Ideas for Waterfront Planning

SUBMITTED BY:

Jeremy M. Talbott, Ports & Harbor Director

FISCAL NOTES:

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

RECOMMENDATION:

Receive and file.

SUMMARY STATEMENT:

Joe Sanders from True North Services will be presenting several concepts for consideration in the waterfront planning effort. Attached are eight concept designs for the commission's consideration. Additional information is available in the YouTube link provided below and attached to this agenda item.

<https://www.youtube.com/watch?v=zZftYayXlXg>

PONTOONS

Shipyard Expansion

Offshore Storage

Marine Offloading Facilities

Green Solutions to Complex Problems

www.truenorthamerica.com

TrueNorth Operations Group



Our team is dedicated to providing environmentally responsible, cost effective, innovative and forward thinking solutions to complex logistical and operational problems.

We acquire assets and technology for deployment worldwide to facilitate remote project operations & cargo delivery.

Products and services we provide include the following:

- Marine Offloading Facilities
- Temporary or Permanent offshore storage capacity
- Port Expansion
- Energy systems designed to maximize remote power utilization through energy management and storage
 - utilized by the US Military in remote field operations
- Rapidly deployable modular infrastructure systems for temporary laydown and roadway
- Vessel Management - Operations & Technical
- Door-to-Door Logistics Services
- Engineering Services
- Project Consultancy Services

Pontoon Use – Melville Island Marine Terminal Australia

Our group purchased a decommissioned floating bridge on the US West Coast, retrofit the pontoons, and delivered them to Melville Island in Tiwi Island, Northern Territories, Australia, where we transformed the bridge pontoons into a deep water marine supply base in partnership with the Tiwi Islanders.

The Melville Supply Base offers laydown area, fuel, accommodations, and resupply to vessels operating in the Oil & Gas Industry. The port operates heavy lift cranes and has RoRo capacity.



TrueNorth Floating Pontoon Solution

Because of the success of the Melville Island Marine Terminal, TrueNorth recently purchased 31 bridge pontoons built by the Washington State Department of Transport.

These pontoons are US built and therefore qualify for US Export Import Bank project financing.

The pontoons can be retrofit and re-inspected to meet operational and capability needs to ensure safety standard compliance prior to deployment.

Utilizing a similar wharf concept that was employed at Melville Island, TrueNorth can provide temporary or permanent offloading facilities or offshore platforms for cargo storage (moored by either pilings or an anchoring system, depending on water depth).



TrueNorth Floating Pontoon Solution - General Advantages

- Millions of Dollars saved in capital costs
- Can be engineered to meet project specifications
- Can be rapidly deployed and demobilized
- Simple in Structure
- Heavy lifting capacity
- Reuseable
- Rapid assembly and disassembly
- Limit of water velocity
- Modular hybrid pier
- Easy installation
- Green – Rethink. Reuse.

TrueNorth Floating Pontoon Solutions - Rethink - Reuse

- Reuse – Can be used on multiple projects
- Materials are environmentally friendly
- Environment and sustainability are key words within our floating developments
- Because of the minimum impact of floating developments to the environment these are “scarless developments” which DO NOT require EIS (Environment Impact Studies) because the pontoons do not touch bottom
- No reclamation or remediation (no causeway needed)

TrueNorth Floating Pontoon Solutions - Versatility of Application



Pontoon Piers:

- Can provide berthing for vessels up to Panamax size
- Can accommodate pedestrian and vehicle traffic

Pontoon Breakwaters:

- Provide substantial wave attenuation
- Are especially well suited for deep water breakwater locations
- Are environmentally friendly - flushing bays (as opposed to rip rap breakwaters which create stagnant bays)
- Rise and fall with the tide (as opposed to breakwaters which inhibit views at low tide)

Pontoon Floating Platforms:

- Can handle significant loads such as heavy equipment and buildings
- Can be resurfaced to meet clients' needs
- Can be ballasted to achieve the required freeboard and draft
- Can be structurally enhanced, as necessary, to carry additional deck loads
- Can be secured by anchors and/or piles

Reusable:

- Pontoons can be utilized as a rental fleet
- Pontoons can be moved as needed and repositioned globally to meet company project requirements

TrueNorth Floating Pontoon Solutions - Logistics Advantages

- Flexible, lightweight and rapidly constructed infrastructure that is safe, robust and able to be used long-term
- Low environmental impact
- Simplified and expedited permitting
- Significantly reduced remediation & reclamation
- Fast construction times
- Client specific solutions
- Ease of construction
- Heritage protection
- Ability for rapid expansion
- Operational and technical adaptability
- Ease of maintenance
- Easy adaptability to port services

Pontoon Applications - Overview



The following slides show actual current pontoon usage worldwide as well as conceptualized applications envisioned by major design and construction companies around the world.

Melville Island Marine Terminal Northern Territory Australia – Pontoon Application

We built the Melville Supply Base using decommissioned bridge pontoons from the Hood Canal Bridge in Washington State.

The Melville Supply Base offers laydown area, fuel, accommodations, and resupply to vessels operating in the Oil & Gas Industry. The port operates heavy lift cranes and has RoRo capacity.



Melville Island Marine Terminal Northern Territory Australia – Pontoon Application

The bridge pontoon was loaded on a semi submersible barge and transported from Puget Sound (Washington State) to Northern Australia and then towed by tug to the final destination at Tiwi Island.



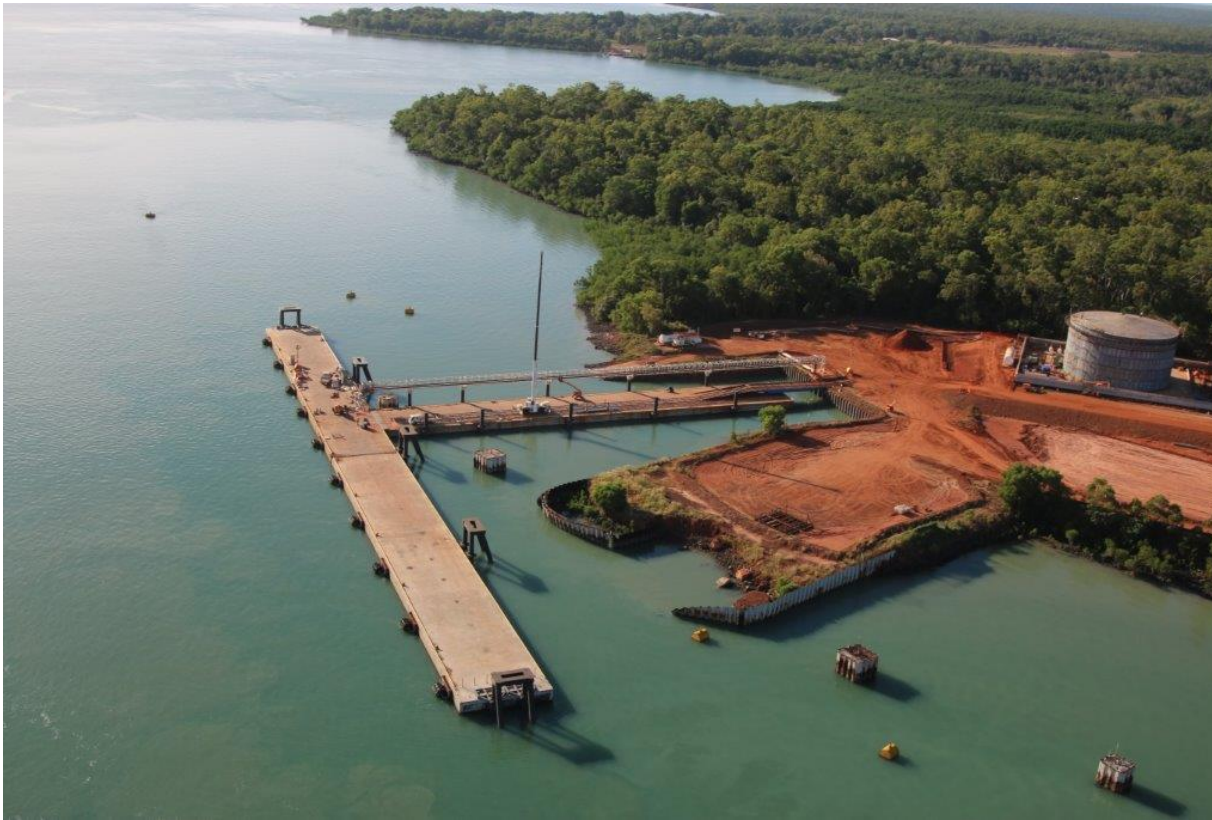
Melville Island Marine Terminal Northern Territory Australia – Pontoon Application

The bridge pontoons were quickly transformed into a floating deep water pier secured by pilings and able to transition with the changing tides.



Melville Island Marine Terminal Northern Territory Australia – Pontoon Application

Within six weeks the pontoons were ready to use and incoming vessels were offloading.



Floating Container Wharf – Valdez Alaska Pontoon Application

BergerABAM

Floating concrete container wharf to overcome potential liquefaction and unstable sea floor soils present in a high seismic area.

The modular/on-site assembly concept used in the design substantially aided the overall construction at this site, which is typically burdened by heavy snowstorms and 6.7 meter (22 foot) daily tidal variation conditions.

To meet the project schedule required, the floating elements and access ramps for the project were constructed off site in an industrialized location in Tacoma, Washington and wet towed to the final deployment site in Valdez for installation. (1980-1983)



Floating Double-Deck Pier (Navy) - San Diego, CA

Pontoon Application

BergerABAM

A double-decked prestressed marine concrete floating pier, also referred to as the modular hybrid pier, with a maintenance-free service life of 100 years and flexible in both function and location.

This flexibility allows the capability to berth a range of Navy surface combatants with differing utility and access demands, and enables the Navy to move or reconfigure a pier as a naval base mission changes.

Additionally, the pier's mobility, unique to the floating concept, allows off-site pier construction, lowering the costs by accessing a larger, less geographically constrained construction market and minimizing the construction disruptions to naval station operations.



Juneau Cruise Berths – Juneau, Alaska

Pontoon Application

PND Engineers / BergerABAM

Two concrete pontoons were completed in February 2016 for installation as cruise ship berths in Juneau, Alaska. The pontoons are 122 and 92 meters (400 and 300 feet) long and each 15 meters (50 feet) wide. They will be moored using only vertical pile dolphins in water up to 29 meters (95 feet) deep. Vehicle bridges will connect the floats to shore.

As Alaska's busiest cruise port, Juneau's new versatile berths will accommodate two different large cruise ships each day for the entire summer cruise season.



ARCO Floating Liquefied Petroleum Gas Terminal Pontoon Application

BergerABAM

Floating concrete liquefied petroleum gas (LPG) terminal saved the client millions of dollars in capital costs while providing a facility that is much more serviceable and cost-effective than traditional bulk liquid terminal construction.

Although floating terminals are not an uncommon solution to LPG production in remote areas, the unique pre-stressed marine concrete construction means that the ARCO facility can remain on station in continuous operation to produce continuous cash flow over the life of the project.

The periodic removal from service for dry docking for hull maintenance, typical for traditional steel hulls, is not required.



Nanaimo Cruise Ship Terminal - BC, Canada Pontoon Application

PND Engineers, Inc.

A floating concrete pier was built to accommodate the largest cruise ships operating. The pier consisted of two concrete pontoons that created a structure 106 meters (350 feet) long, 15 meters (50 feet) wide and 6 meters (20 feet) deep, moored to a number of pilings.

A new pedestrian bridge from the pier to a new bulkhead was constructed to move passengers from the float to land.

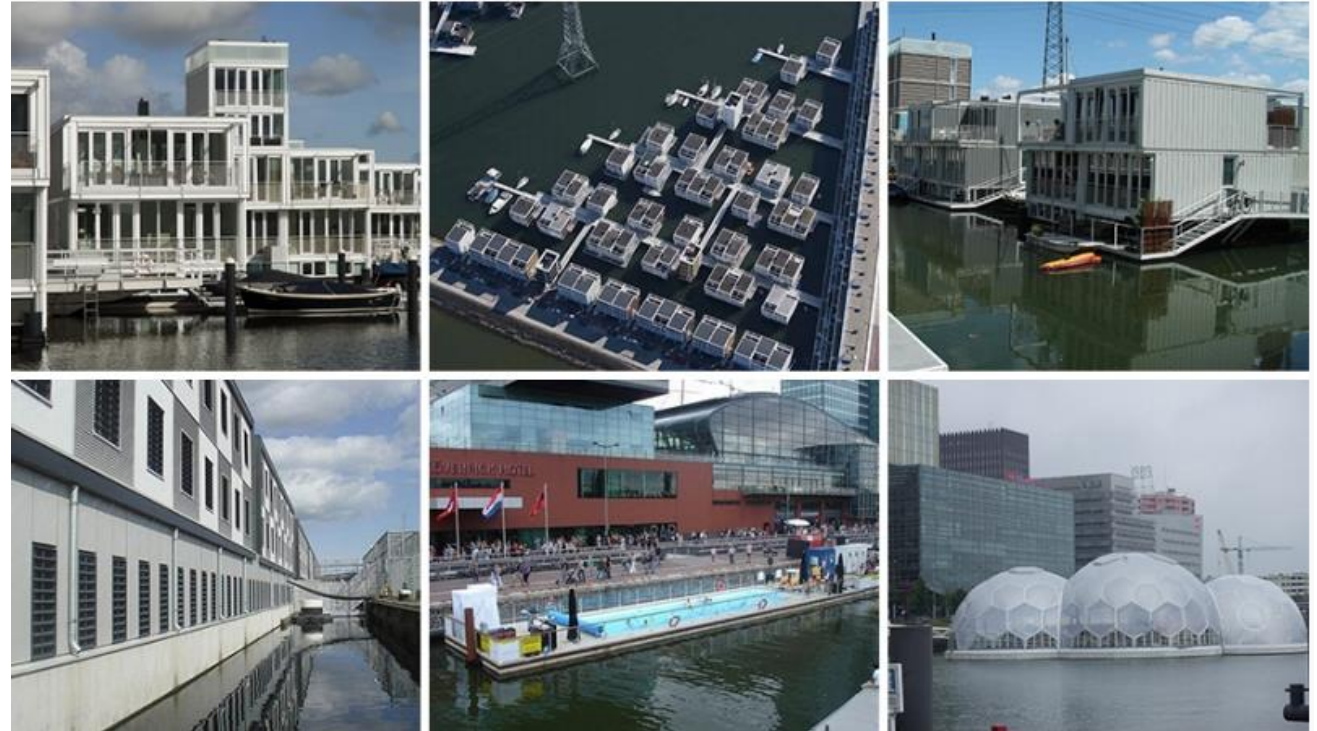


Residential Housing on Water Pontoon Application

Dutch Docklands

Scarless development that moves the context of a static city to one that is dynamic, environmentally friendly and recyclable.

Many Floating structures have already been constructed in the Netherlands.



Floating Deck - TransShipment Model (FDTS) Pontoon Application

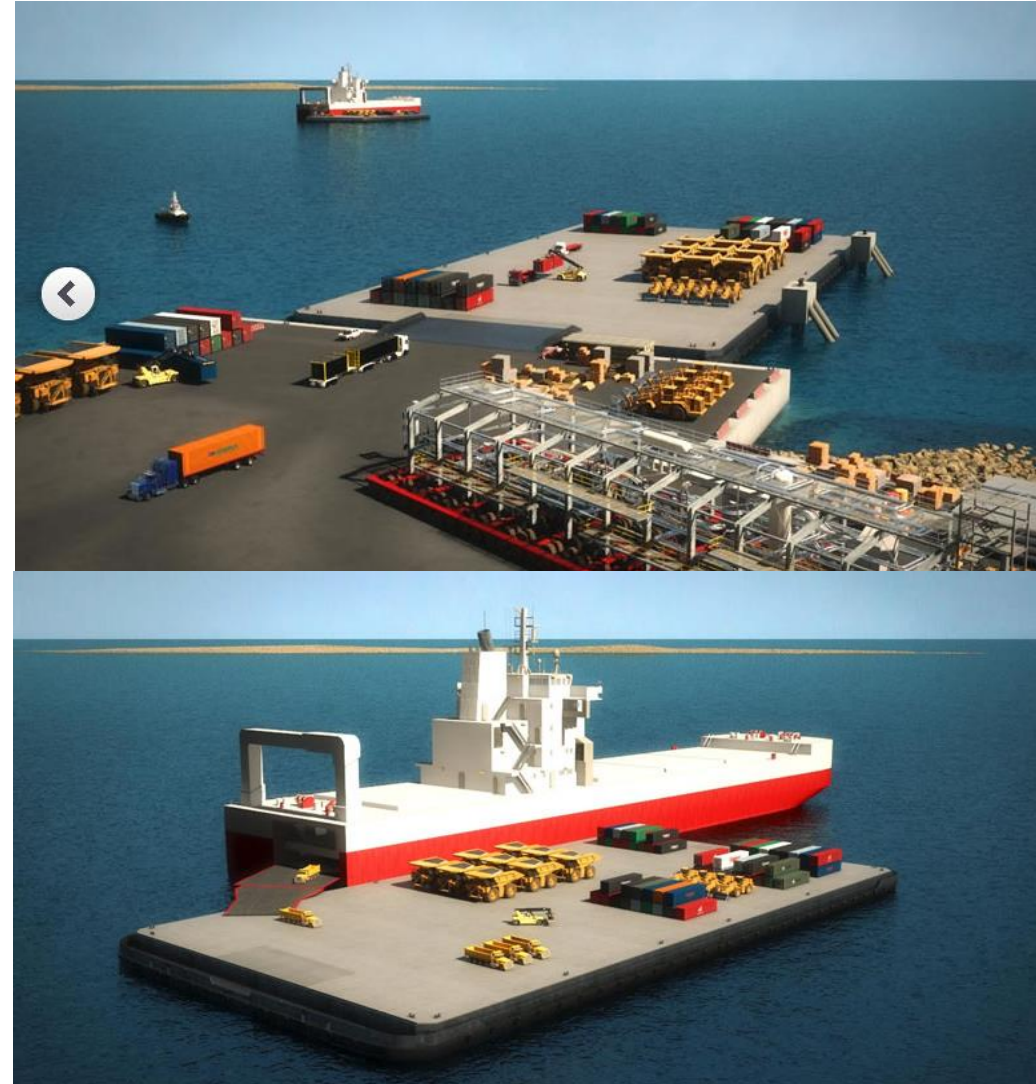
Australian Floating Decks

The floating deck transshipment model uses a moving floating deck that provides a transshipment platform for access by large vessels that otherwise could not access the site.

This model allows for cargo exchange by either RORO or LOLO ships and can rapidly shift multi-thousand MT cargo shipments. It is supported by shore infrastructure that can include quarantine wash-down facilities and customs licensed premises to facilitate international cargo.

Each floating deck has the capacity to handle routine break-bulk or unitized shipments or giant pre-assembled modules weighing thousands of MT.

The FDTS is being installed by a consortium of leading companies in Western Australia to facilitate remote area project cargo logistics.



Floating Deck Model - (FD) Pontoon Application

Australian Floating Decks

The floating deck is designed to remain in a single location with minimum movement to allow large crane operations. The design allows for 3500 to 4000 square meter decks and the ability to modularize the installation.

The installation has a high deck strength allowing for cargo stacking and high point loads. It can be entirely hydraulic allowing for fast disconnection times.

The installation has a whole range of applications such as a forward supply base with serviced berths, fuel installation, general cargo stevedoring and bulk handling. The floating deck can be bridged to infrastructure such as a wharf or land-backed facility with a vehicular ramp adjusting to tidal ranges.

The FD model is highly robust and safe and can be very quickly demobilized making it suitable for operations in cyclone prone areas.



Floating Car Park Pontoon Application

Dutch Docklands

Finding locations for car parks is becoming increasingly difficult as they require large amounts of (expensive) building areas, especially in crowded city centers.

Other obstacles for potential locations include financial viability, planning procedures, environmental considerations, and infrastructure implications.

Floating structures offer a new possible location - the nearby water.

Where additional parking is required for temporary events or as a long term solution where real estate land prices make car parks not economically viable, the move onto water is a feasible option.



Floating Boulevard Pontoon Application

Dutch Docklands

This product shows very clearly how more space can be created at the waterfront of any densely populated city.

By creating these most wanted extra square meters, the space can be developed for retail, hotels, restaurants and/or public places.

Even the creation of green areas is possible on a floating pontoon.



Floating Container Port Pontoon Application

Scapa Flow, Scotland (design by Napier University)

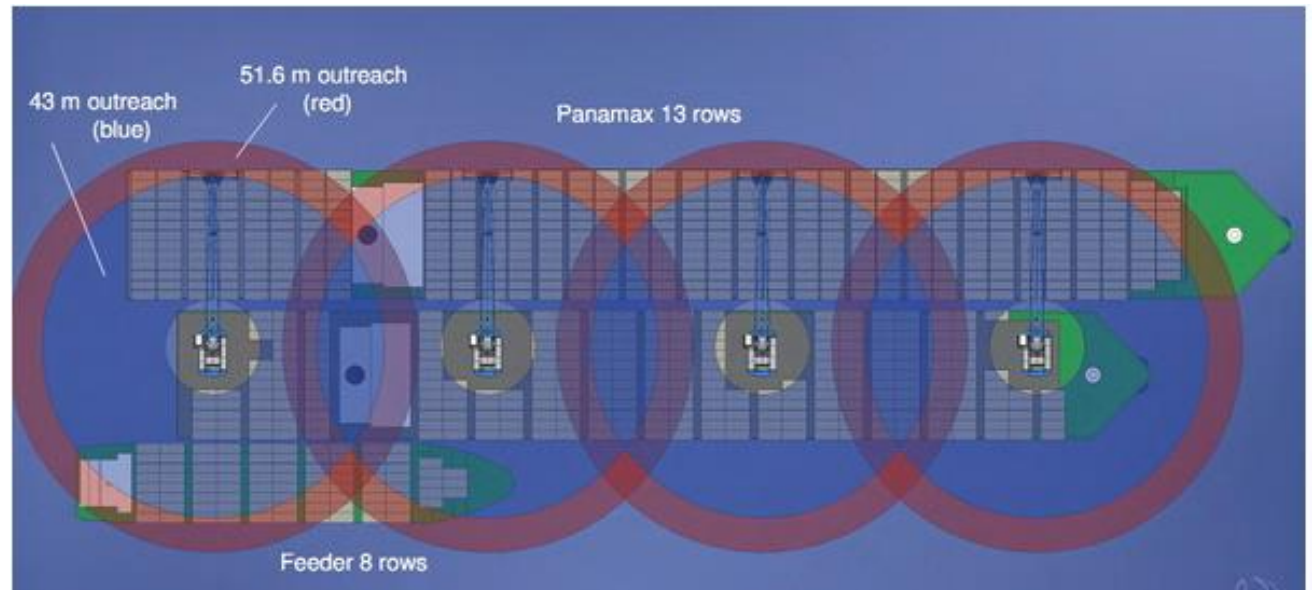
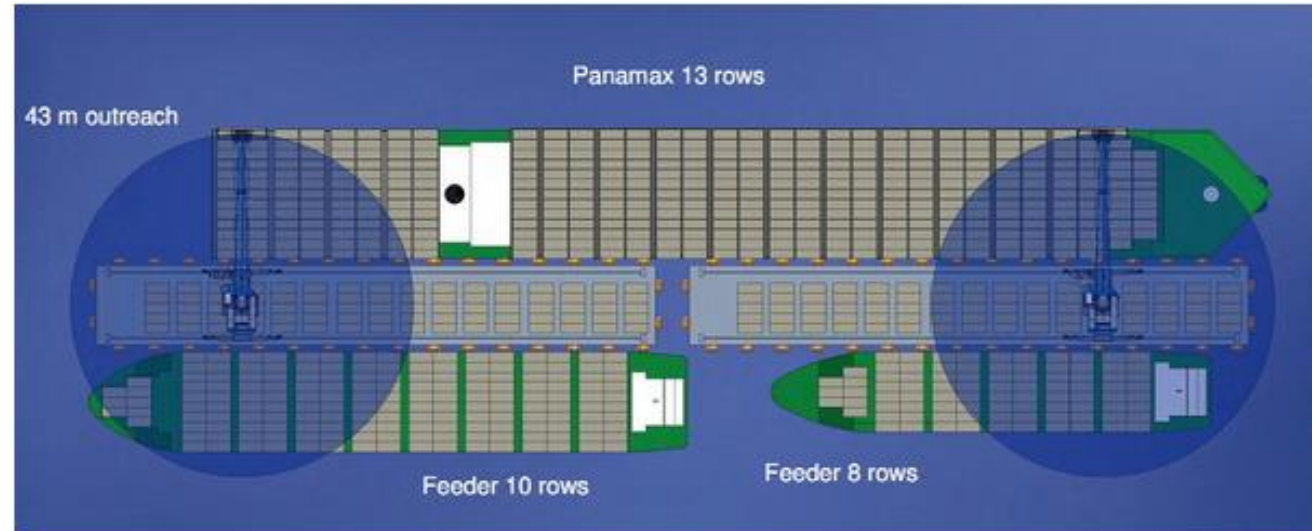
Floating container storage and transshipment terminal

Concept 1 **Narrow Bridge**

Concept 2 **Panamax Conversion**

The system makes the assumption that high capacity, deep draft port facilities are not available due to hostile action, natural disaster, or lack of shore-based infrastructure.

The FCSTT would be located offshore or some distance from hazardous areas.



TrueNorth Pontoons



*The following slides show the
TrueNorth 520 Bridge Pontoons*



520 Bridge - Pontoons during construction

TrueNorth Floating Pontoon Solution



Many of the pontoon sections are ready for immediate use as floating roadways. They include the following additional assets which make them perfect for a “plug-and-play” scenario in the field:

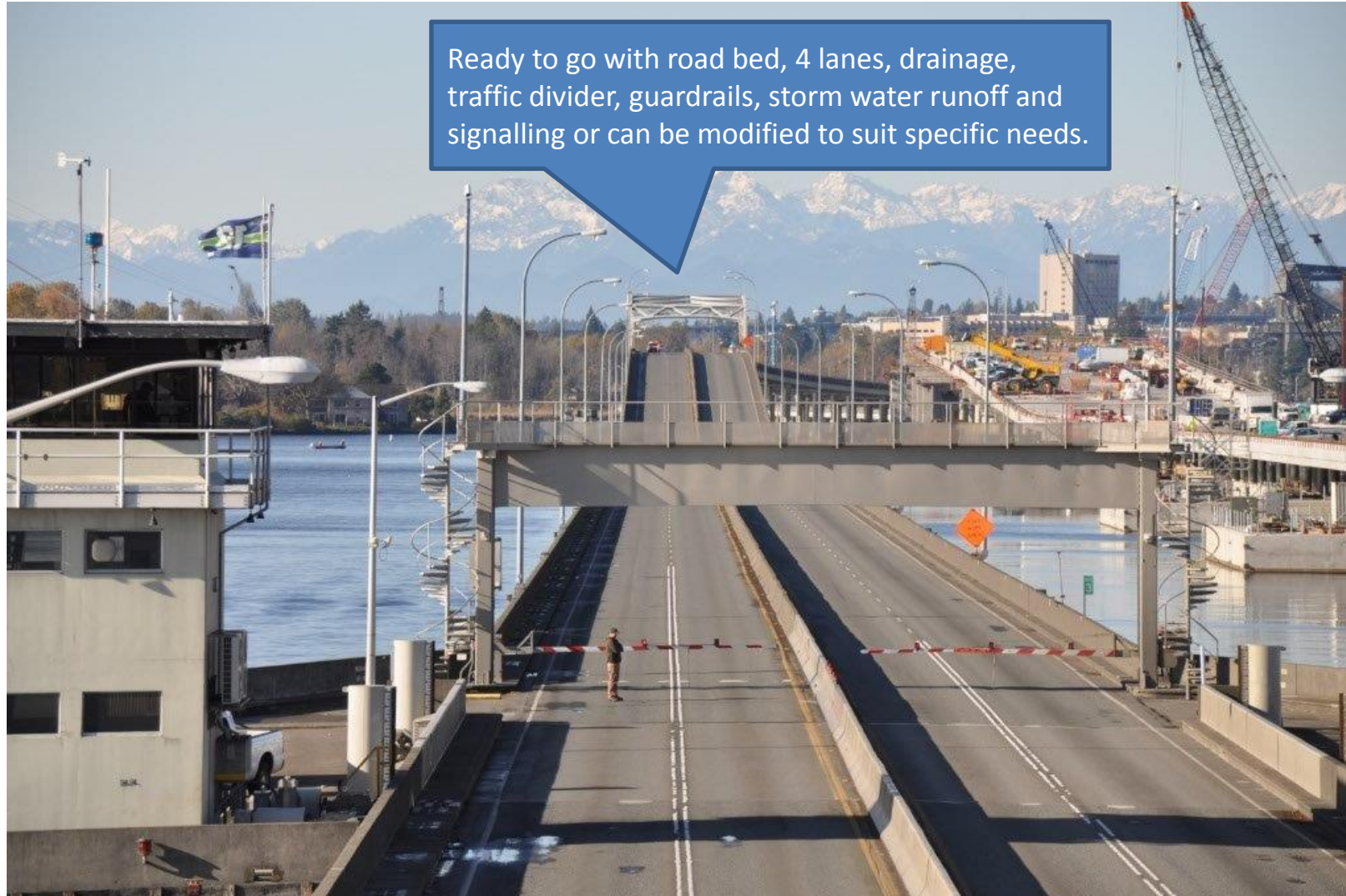
Exterior

- Paved roadway rated for heavy loads
- Barriers & walkways along external edge
- Traffic directional barriers
- Lighting fixtures
- Signal lights
- Drainage
- Storm Water Runoff
- Observation tower

Interior

- Segregated, dry ballastable sections
- Access to each pontoon section
- Wired for electrical
- Hydraulic systems

520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



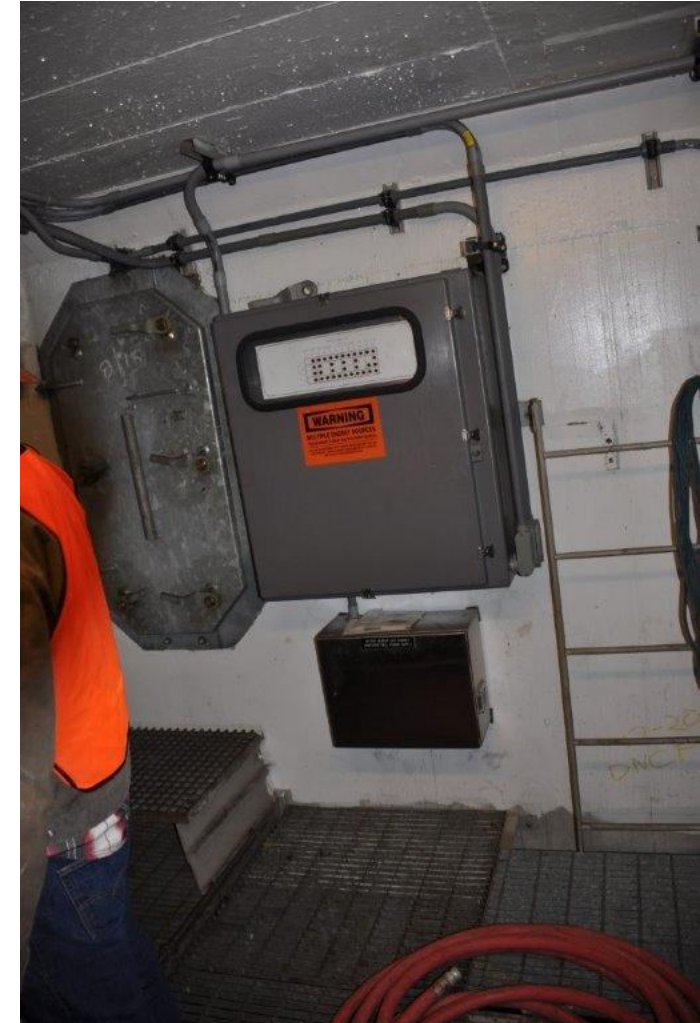
520 Floating Bridge - Ready for Use



520 Floating Bridge - Ready for Use



Each watertight isolated cell has an independent ballast manifold for adding and removing ballast.



520 Floating Bridge - Ready for Use



Watertight compartments



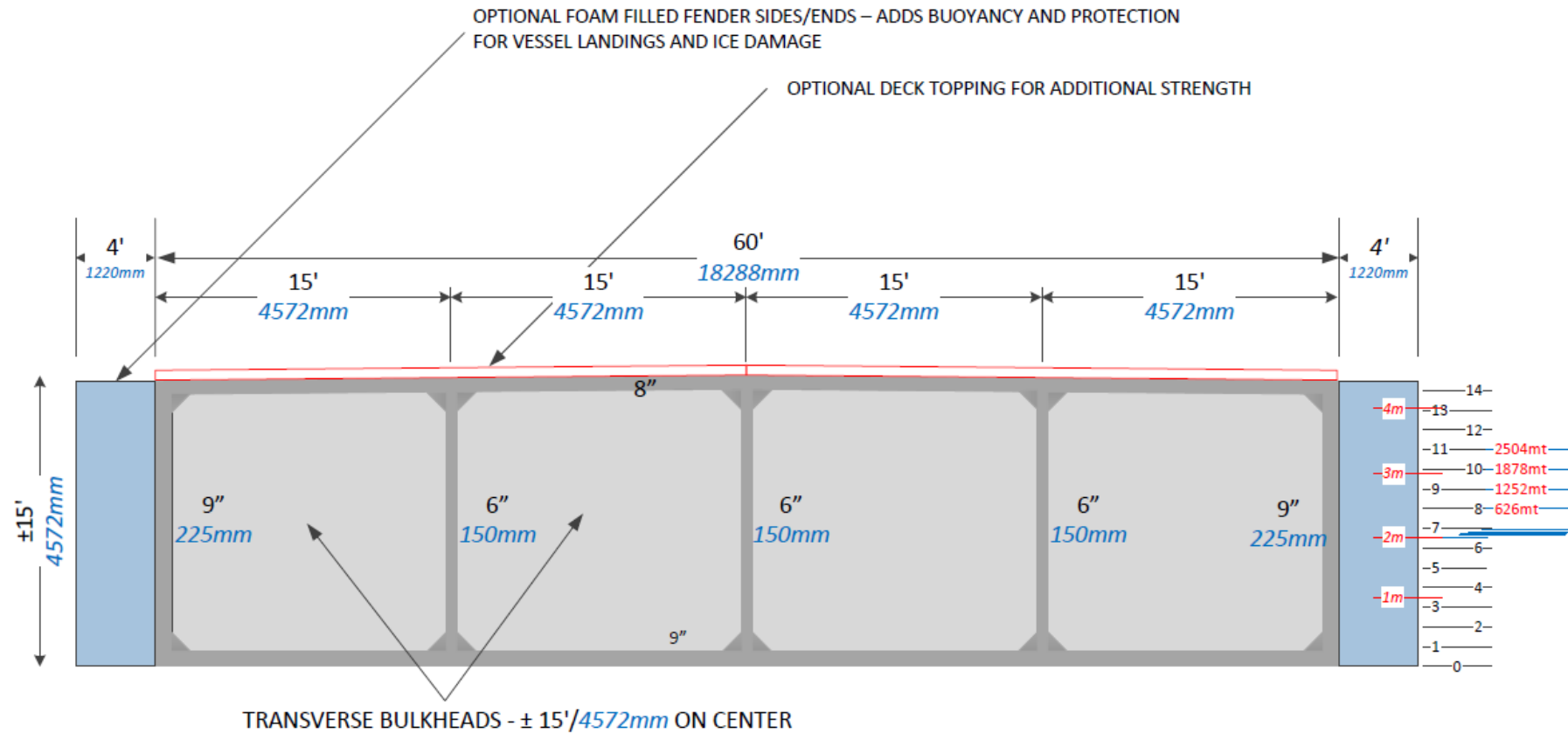
520 Floating Bridge - Ready for Use



45 MT & 63 MT Bollards -
Readily available for placement on
pontoons as needed.



520 Bridge Pontoon Specifications



TYPICAL PONTON SECTION

360' LONG x 60' WIDE x ±15' DEEP
109.73 X 18.288 4.572 meter

520 Bridge Pontoons - Stability



Pontoon Stability:

The pontoons are extremely stable due to their weight and draft.

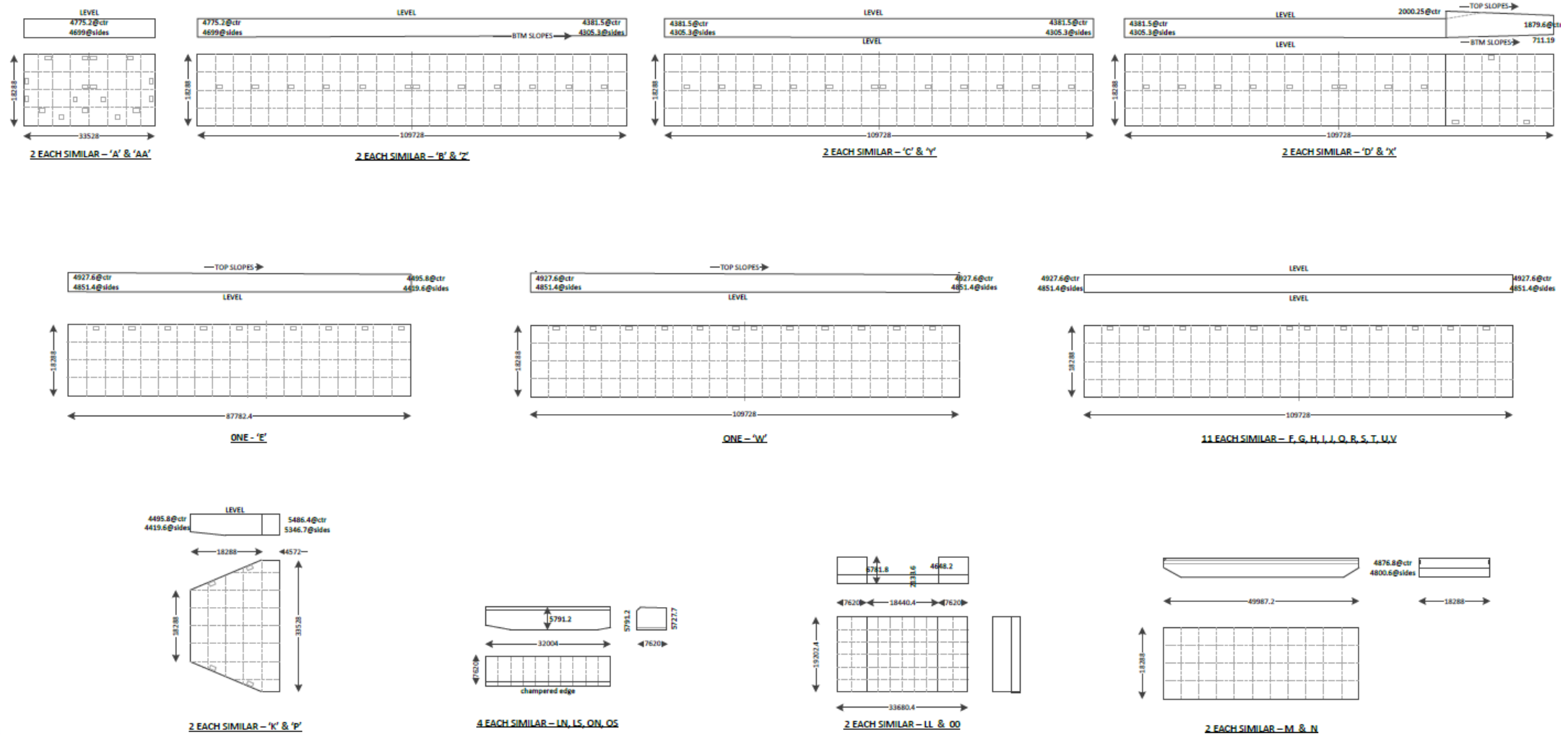
Each 109.73 meter x 18.29 meter (360 ft x 60 ft) pontoon in present application (with bridge superstructure) has a draft of 2.13 meters (7.0 ft) and a displacement of 4,128 MT (4,550 tons).

Additional Stability & Draft Measurements for the 109.73 meter x 18.29 meter (360 ft x 60 ft) pontoons:

Area of Pontoon:	2,007 square meters / 21,600 square feet
Weight of Pontoon:	± 4,128 MT / ± 4,550 tons
Light Draft in Fresh Water:	2.0 - 2.13 meters / 6.5 - 7.0 feet
Immersion in Fresh Water:	± 2,007 MT per meter draft / ± 675 tons per foot draft
Light Draft in Salt Water:	± 1.93 meters / ± 6.33 feet
Immersion in Salt Water:	± 2,060 MT per meter draft / ± 692 tons per foot draft

Stability will be influenced by the center of gravity and location of the load or equipment on top of the pontoon.

520 Bridge pontoons GA & Dimensions

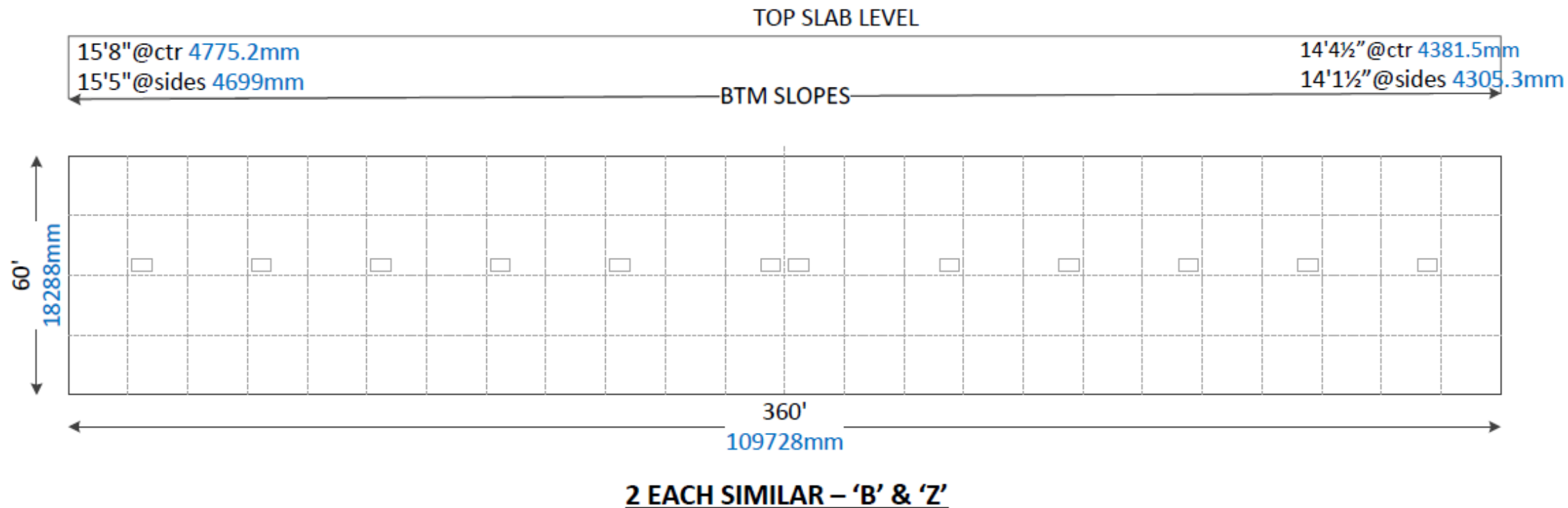


Pontoon Specifications – Sections A & AA

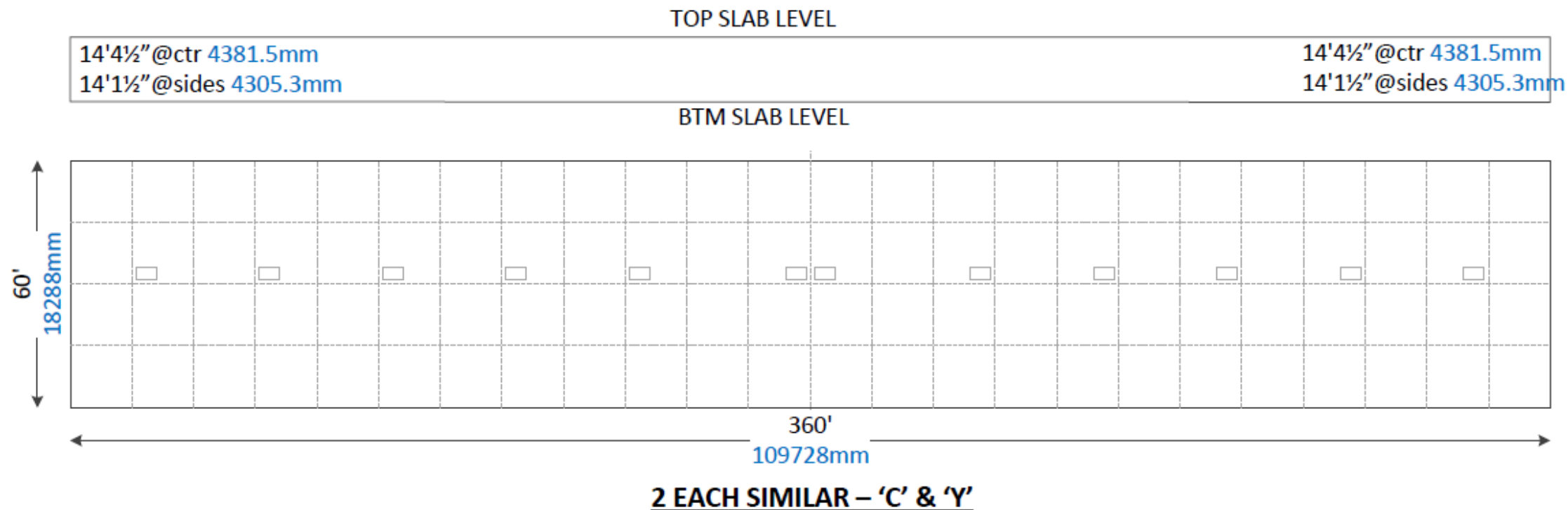


2 EACH SIMILAR – 'A' & 'AA'

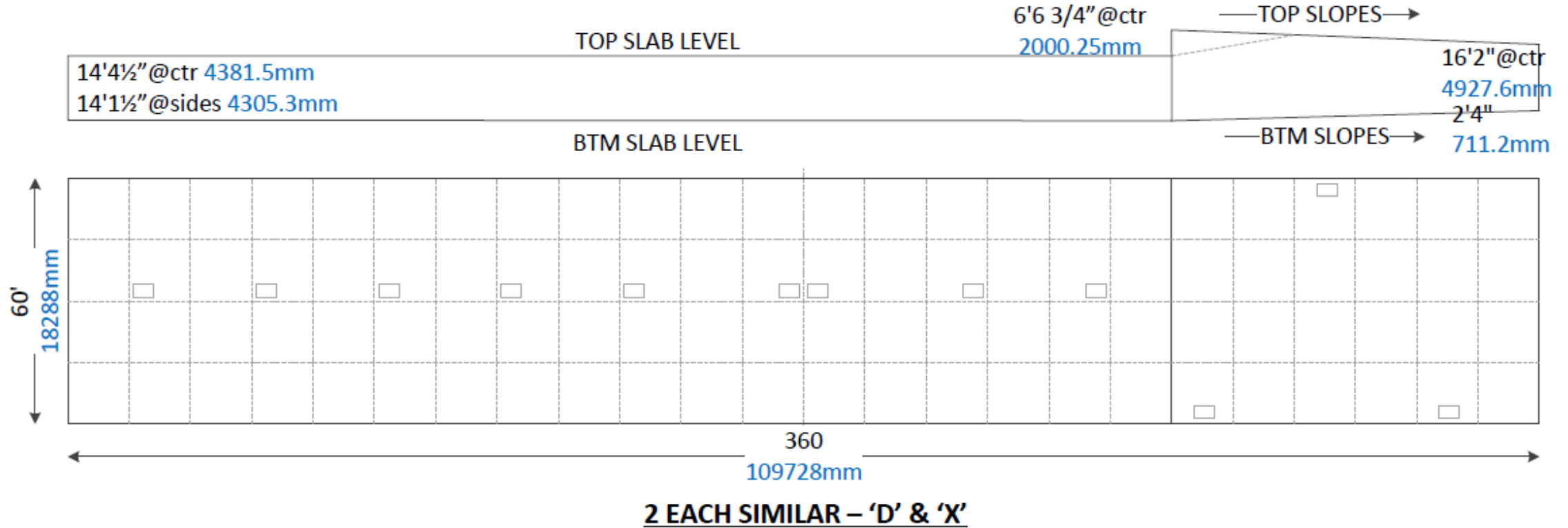
Pontoon Specifications – Sections B & Z



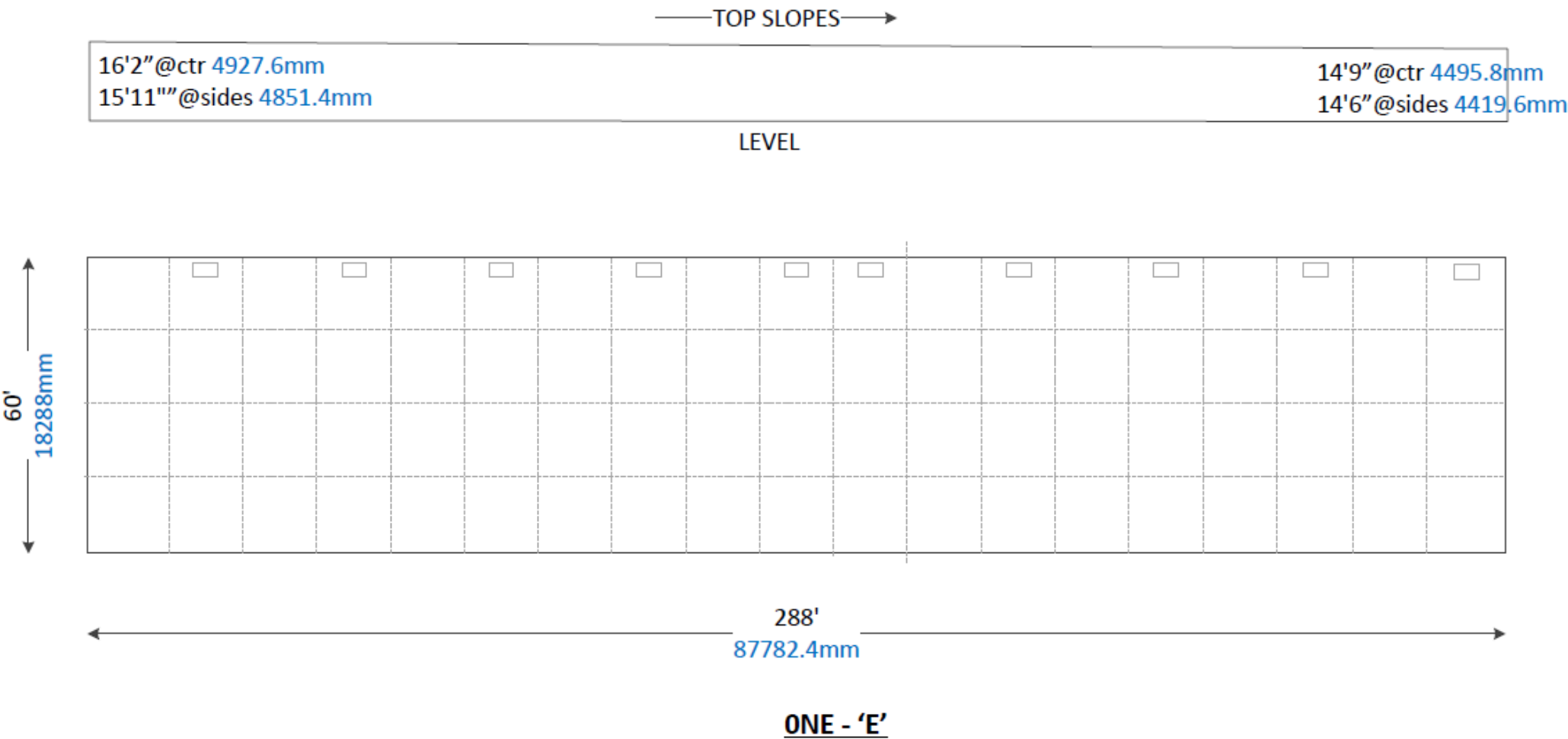
Pontoon Specifications – Sections C & Y



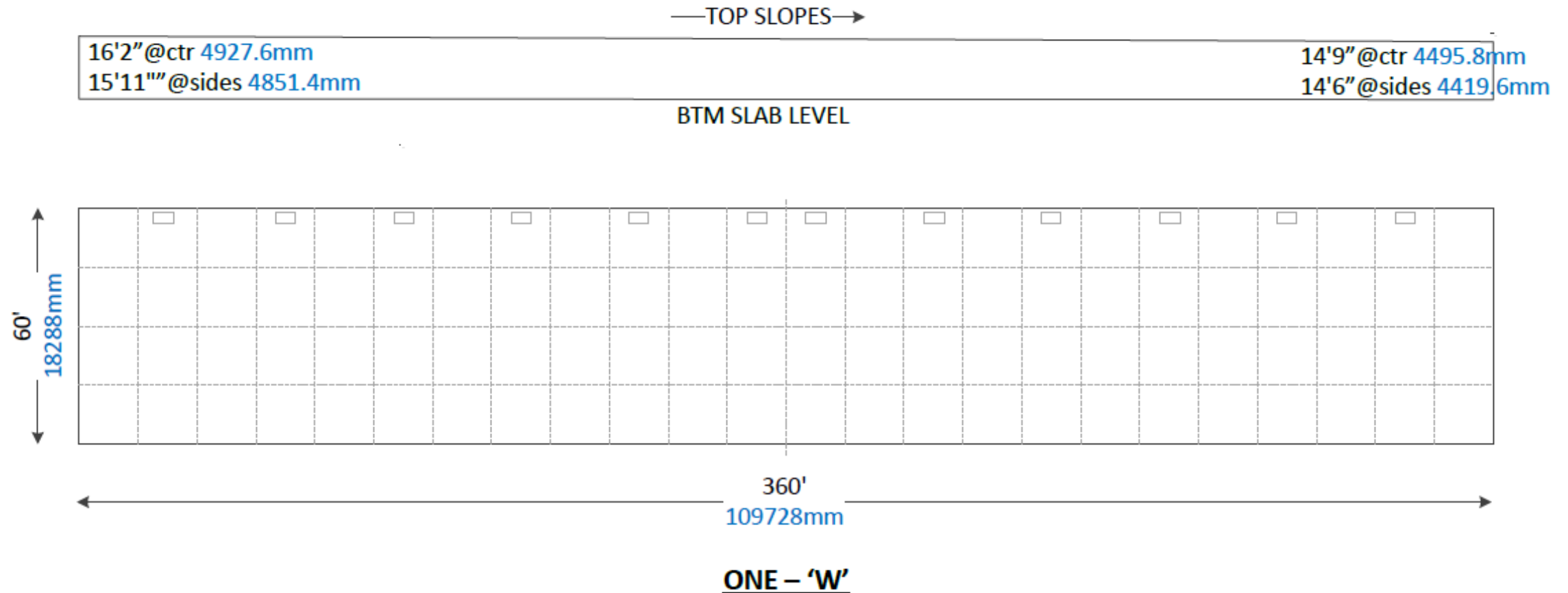
Pontoon Specifications – Sections D & X



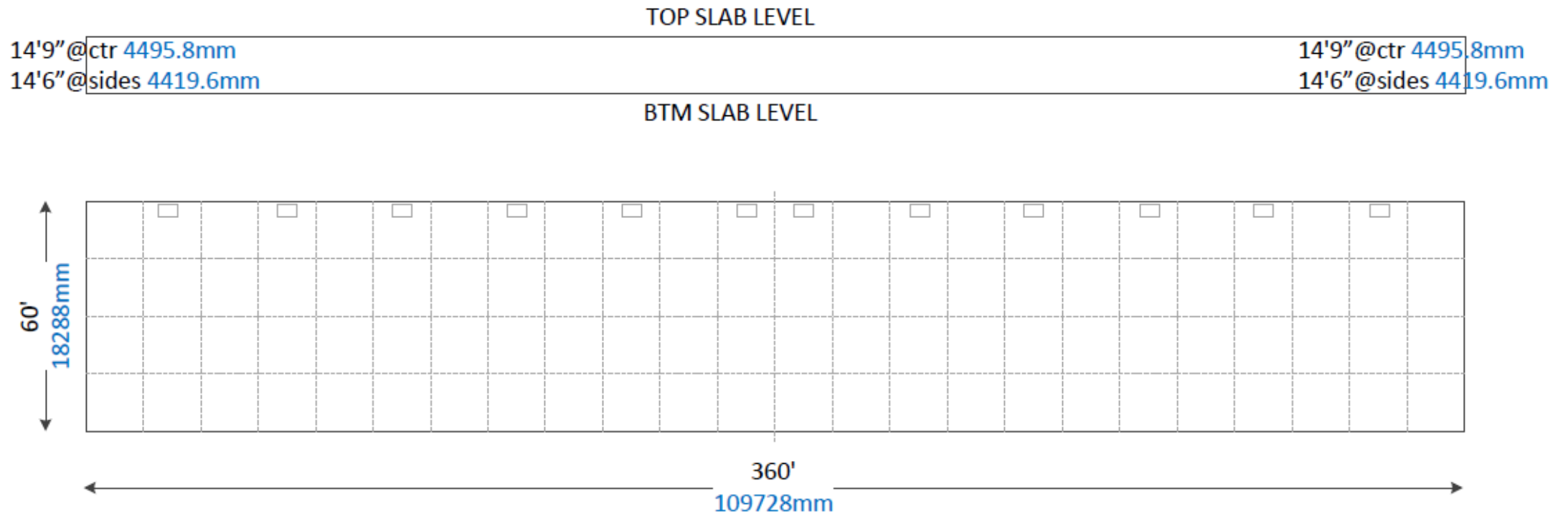
Pontoon Specifications – Section E



Pontoon Specifications – Section W

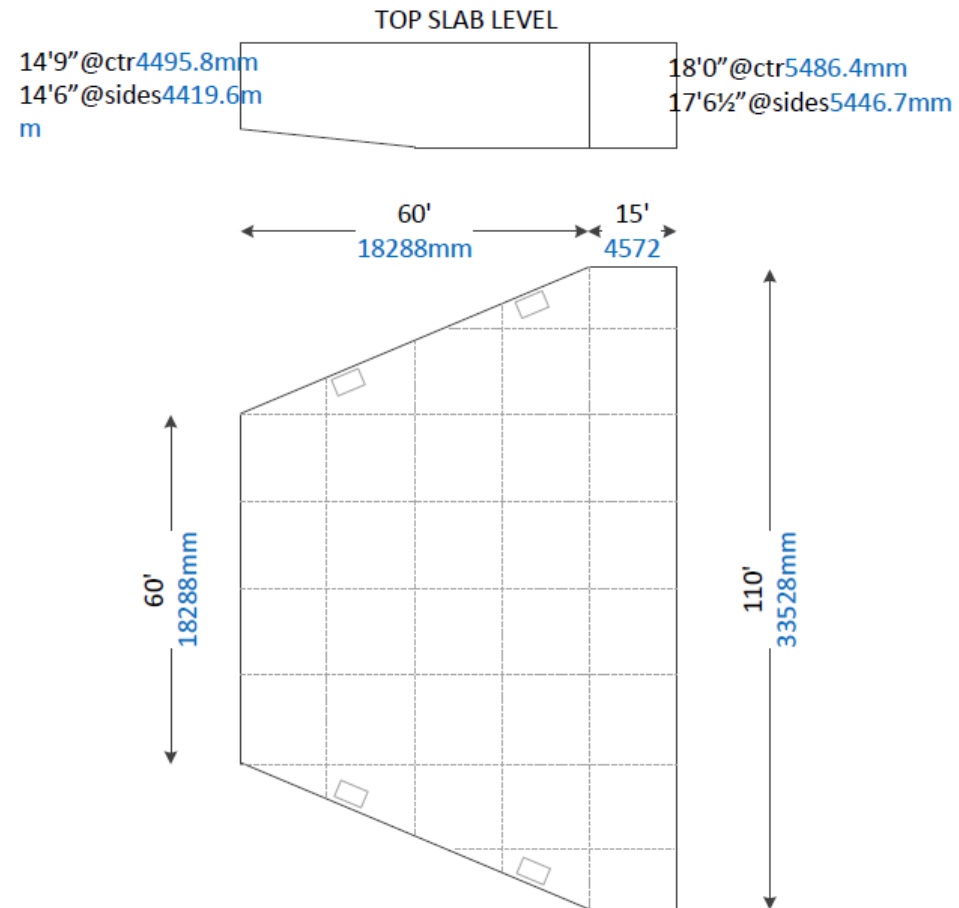


Pontoon Specifications – Sections F,G,H,I,J,Q,R,S,T,U,V

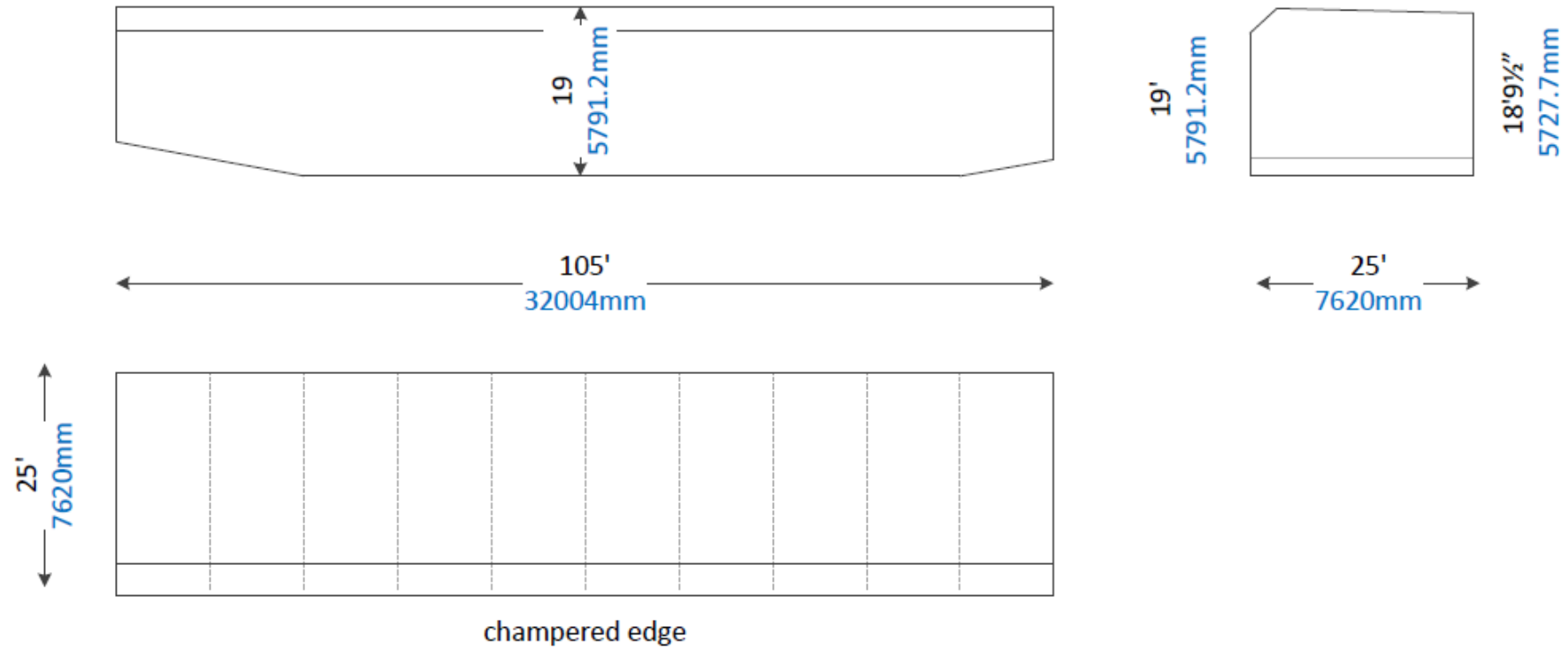


11 EACH SIMILAR – F, G, H, I, J, Q, R, S, T, U, V

Pontoon Specifications – Sections K & P

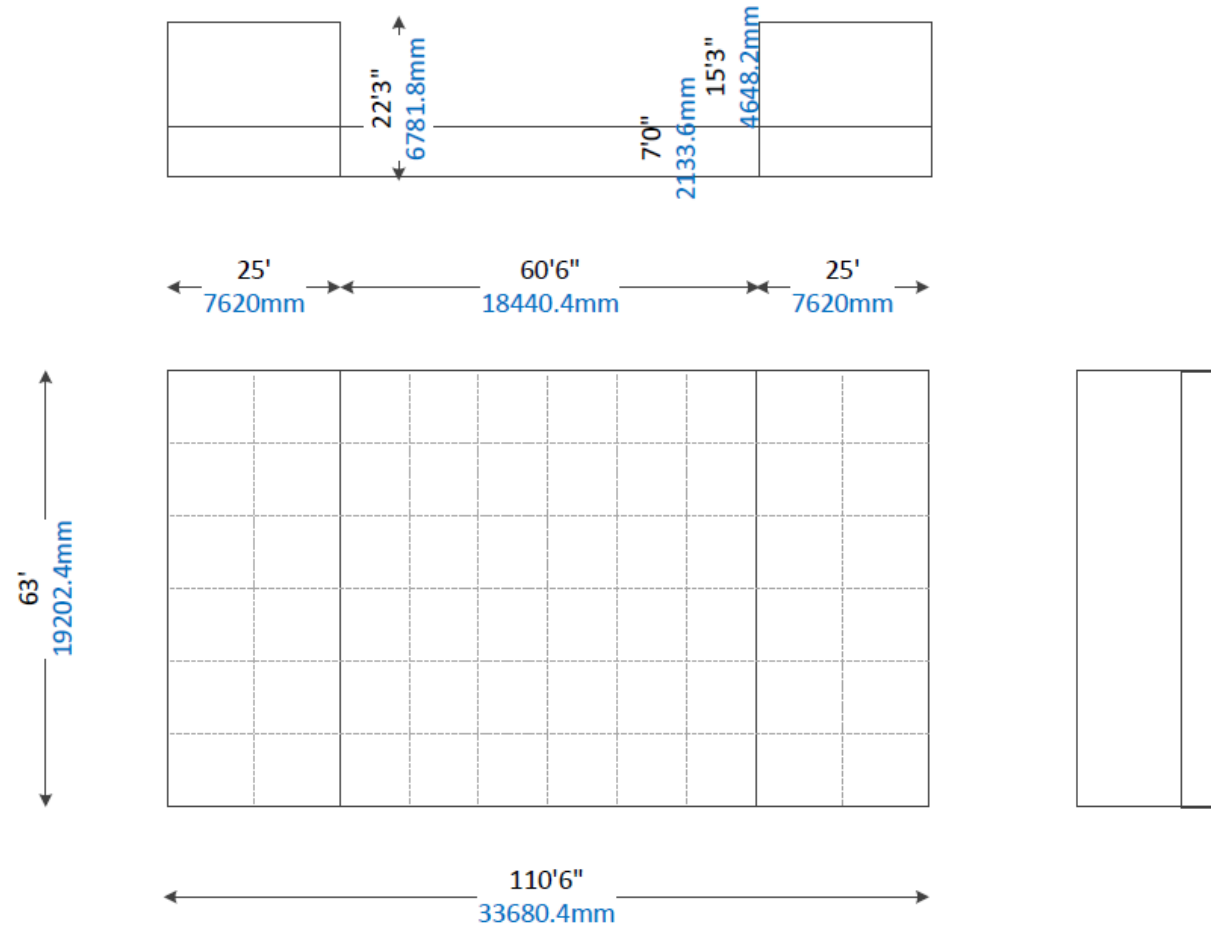


Pontoon Specifications – Sections LN,LS,ON,OS



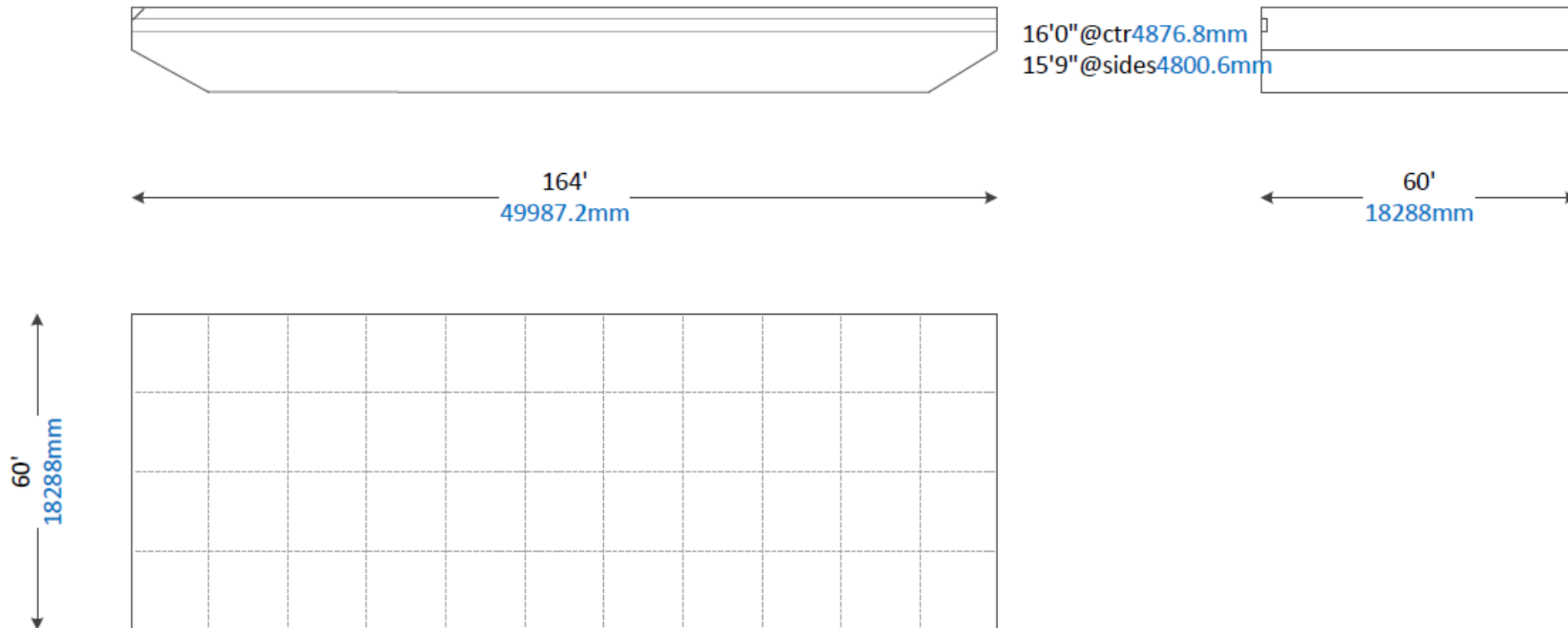
4 EACH SIMILAR – LN, LS, ON, OS

Pontoon Specifications – Sections LL,00



2 EACH SIMILAR – LL & 00

Pontoon Specifications – Sections M,N



2 EACH SIMILAR – M & N

Frequently Asked Questions

Are the pontoons available for sale or lease?

- Sale and Lease opportunities are currently available, but will be dependent upon future availability and project duration.
- Lease-to-Purchase options are also available to qualified buyers.

Are there financing options available for the pontoons?

- Yes. Because the pontoons are USA built, US Export Import Bank financing options may be available to the purchaser/lessee.
- Because the pontoons are considered “green” in their reuse and application, other financing and grant options may be available to purchaser/lessee.

What are the delivery times for the Pontoons?

- Pontoons are available for 2016 projects (and beyond) based on availability.
- Delivery times are dependent upon location of deployment.

What is the estimated installation time frame?

- 1 week to 2 months, depending on application.

How are the Pontoons Installed?

- End to end, side by side, and “T” configurations can be designed to suit needs.

Frequently Asked Questions



What are the pontoons Maximum Loads?

- Pontoons can be structurally enhanced to meet client loading needs.

What is the Pontoon stability?

- The pontoons are extremely stable due to their weight and draft.
- *(For stability details, please see page 39 of this presentation.)*

What is required to maintain the Pontoons during operations?

- As the pontoons are reinforced cured concrete, maintenance is minimal.
- Fendering should be employed if landing vessels alongside.
- If pontoons are grounded, the bottom should be sandy and groomed.

What equipment is required to install the Pontoons?

- Prior projects have required:
 - small tugs for handling
 - ballast pumps/hoses (to aid connection line-up)
 - power-pack + tools / accessories
 - portable gen set
 - lighting
 - small fork lift

What are the survey requirements for the Pontoons regarding vessel class/registration?

- Pontoons are not vessels and as such there are no vessel regulatory or manning requirements.



TrueNorth Projects
EXPERIENCE | KNOWLEDGE | EXPERTISE

TrueNorth Projects

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Phone: +1 206 650 1287

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Enclosures:

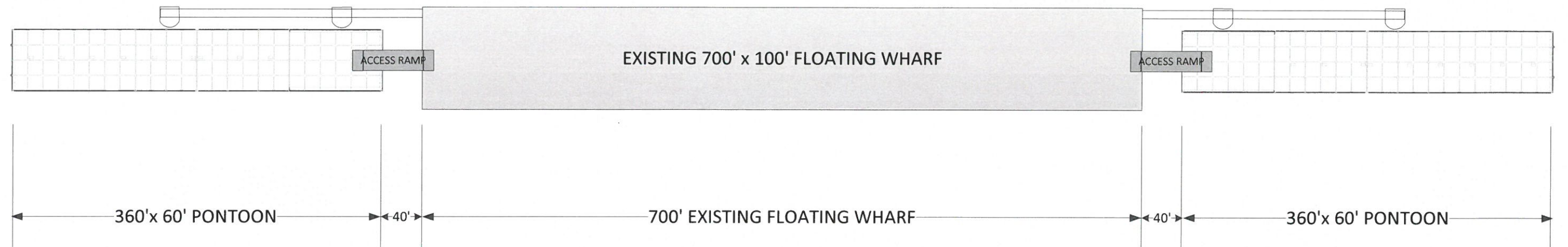
- Enclosure A - 2 pontoons – Standard Pontoon (360ft x 60ft) & Beveled Pontoon (360ft x 60ft)**
- Enclosure B - 2 pontoons – Standard Pontoon (360ft x 60ft) & Smaller Beveled Pontoon (110ft x 60ft)**
- Enclosure C - Travel Lift with 2 Platforms**
- Enclosure D - Travel Lift with 3 Platforms**
- Enclosure E - Old Town Dock with 1 Platform**
- Enclosure F - Old Town Dock with 2 Platforms**
- Enclosure G - Coast Guard & Large Vessel Mooring**



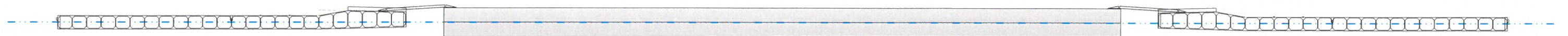
True North Services, LLC
EXPERIENCE | KNOWLEDGE | EXPERTISE

Enclosure A

**2 pontoons –
Standard Pontoon
(360ft x 60ft) &
Beveled Pontoon
(360ft x 60ft)**



PLAN VIEW



ELEVATION VIEW



TrueNorth America

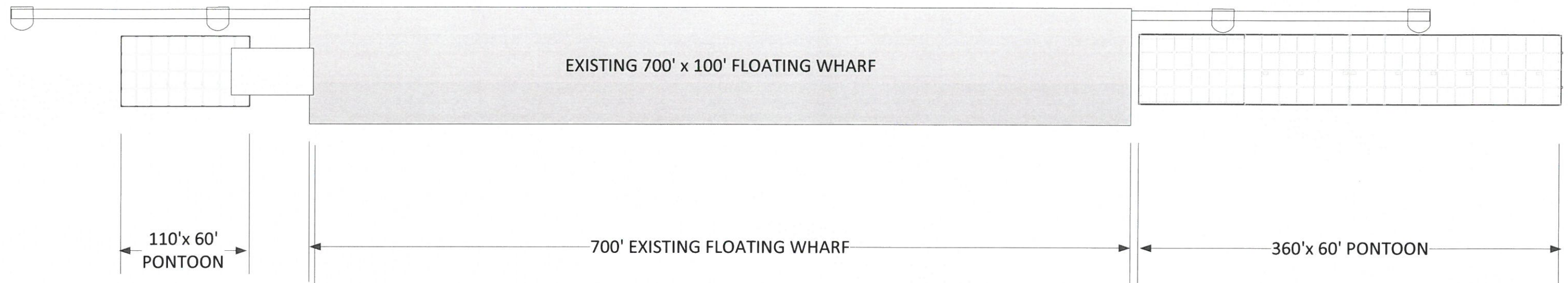
**VALDEZ CONTAINER WHARF
EXTENSION CONCEPT WITH 360' x 60' CONCRETE PONTOONS**



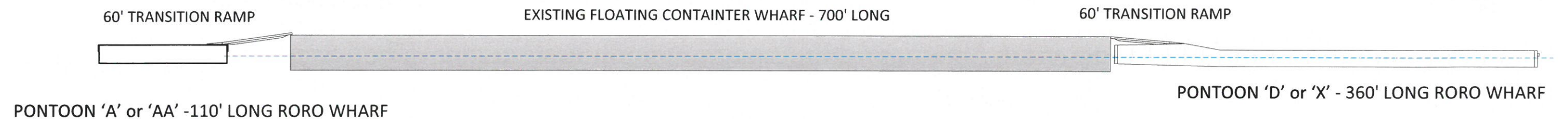
True North Services, LLC
EXPERIENCE | KNOWLEDGE | EXPERTISE

Enclosure B

**2 pontoons –
Standard Pontoon
(360ft x 60ft) &
Smaller Beveled Pontoon
(110ft x 60ft)**



PLAN VIEW



ELEVATION VIEW



True North Services, LLC
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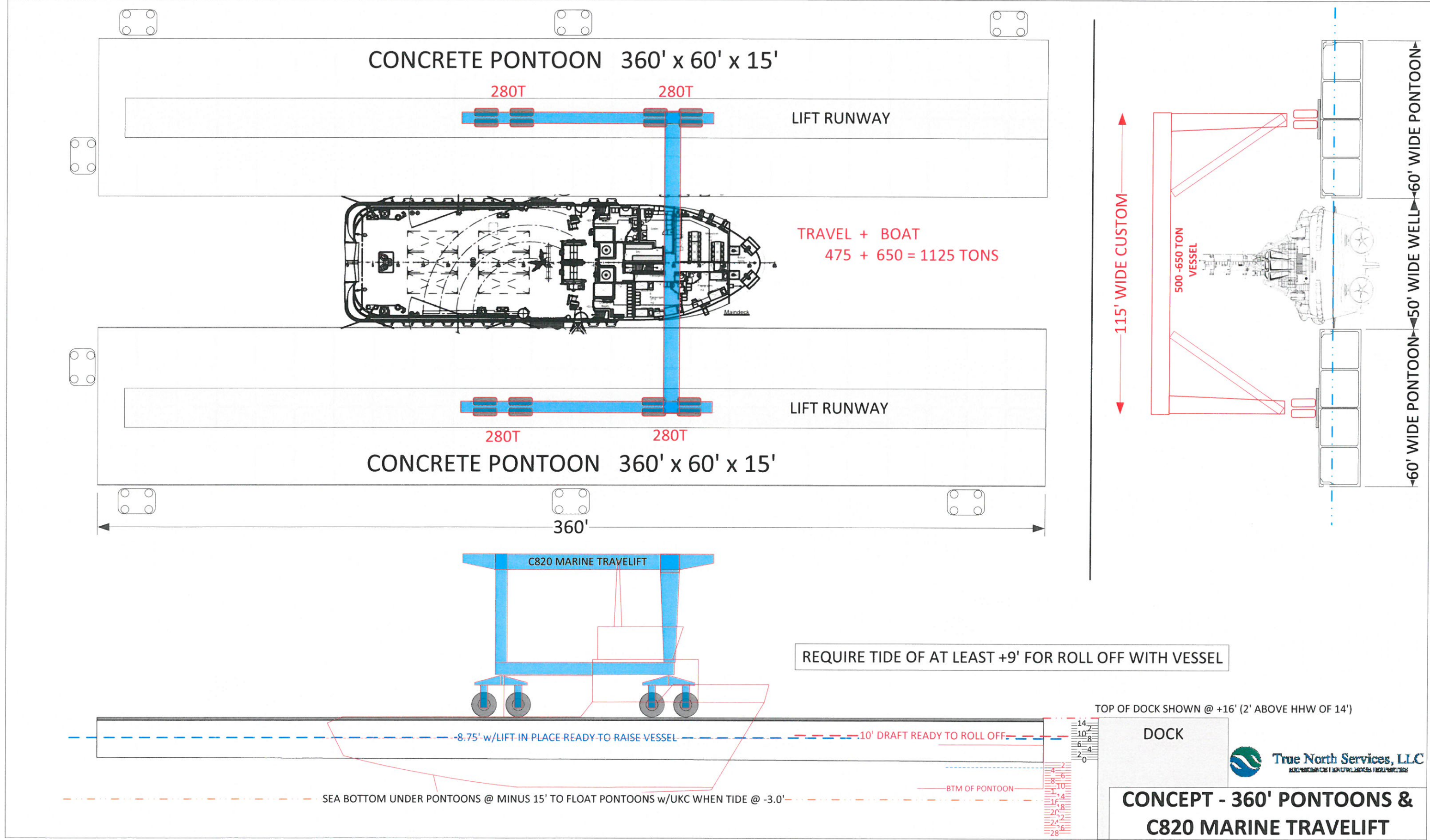
**VALDEZ CONTAINER WHARF
EXTENSION CONCEPT WITH 360'x 60' & 110'x60' CONCRETE PONTOONS**

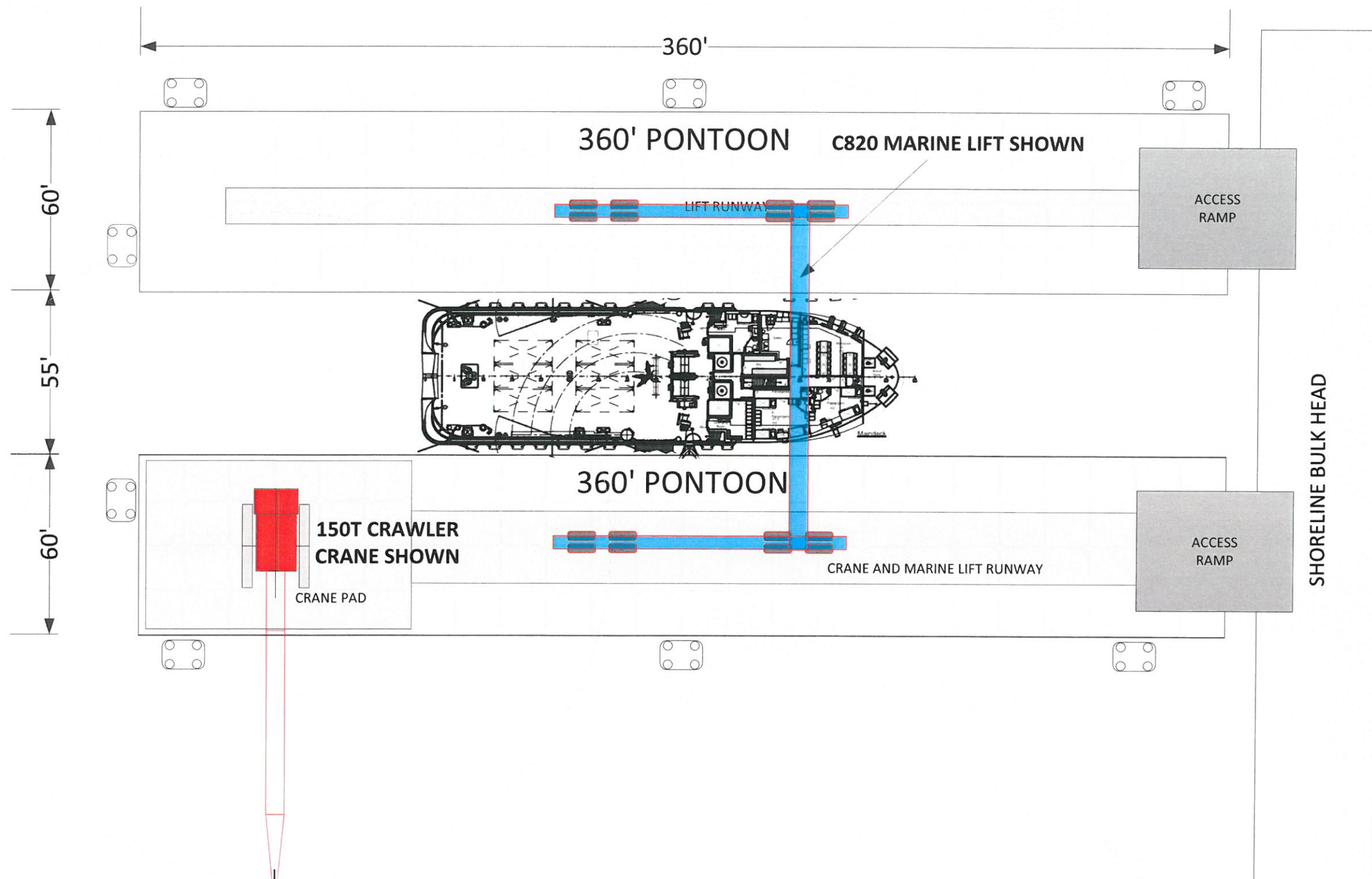


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Enclosure C

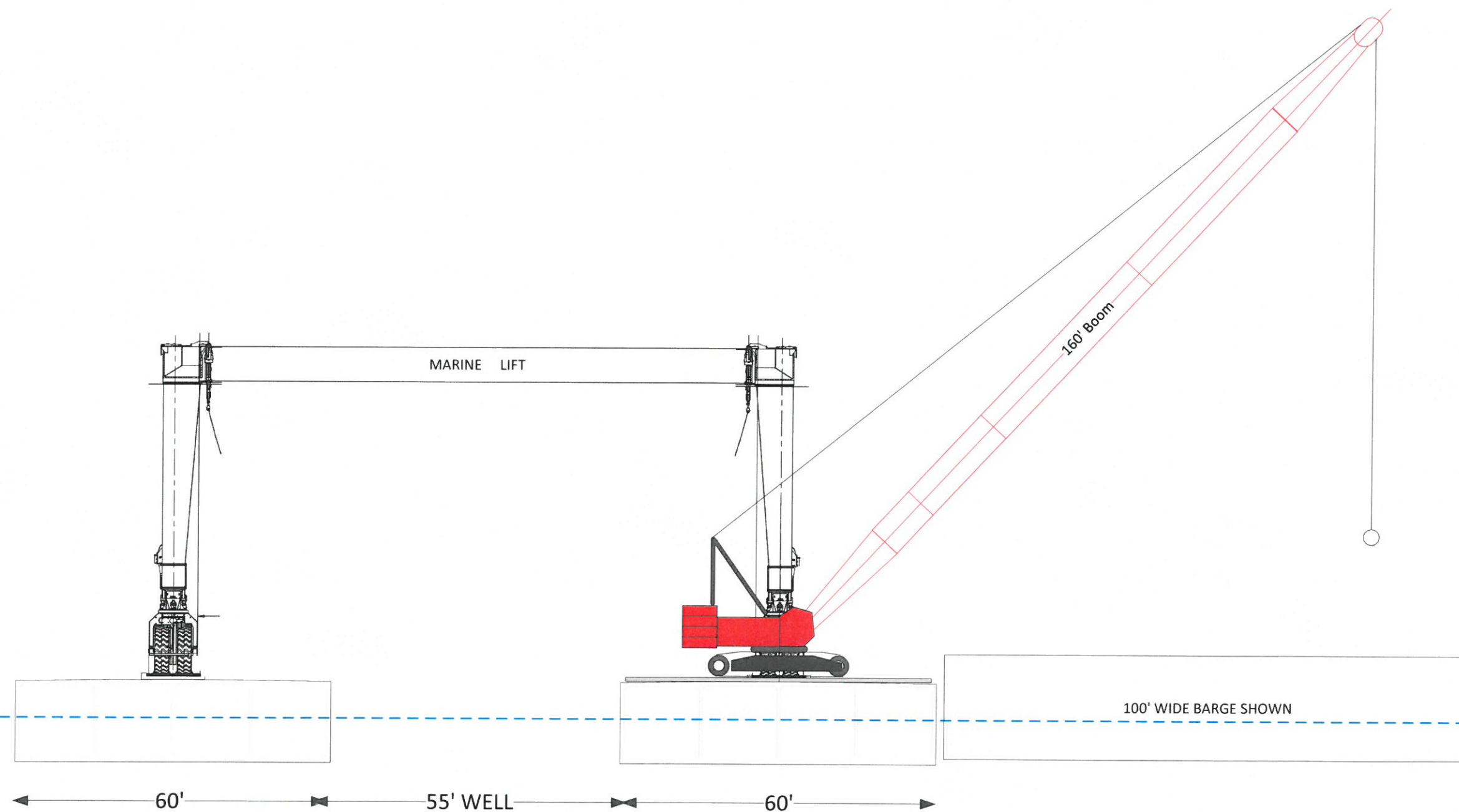
Travel Lift with 2 Platforms





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**CONCEPT – MARINE LIFT & CRAWLER CRANE ON PONTOONS
GENERAL ARRANGEMENT VIEW**



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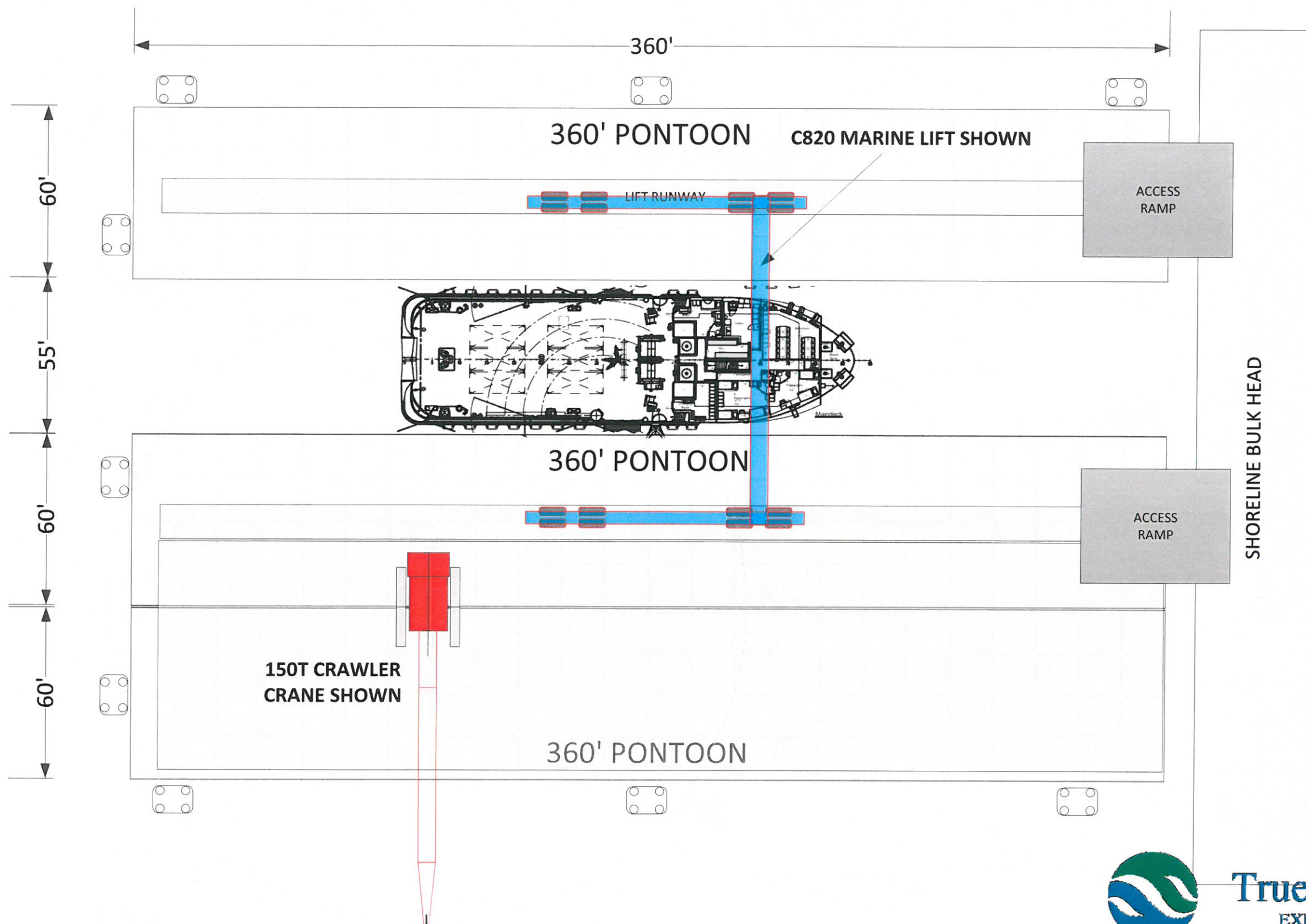
**CONCEPT – MARINE LIFT & CRAWLER CRANE ON PONTOONS
END VIEW**



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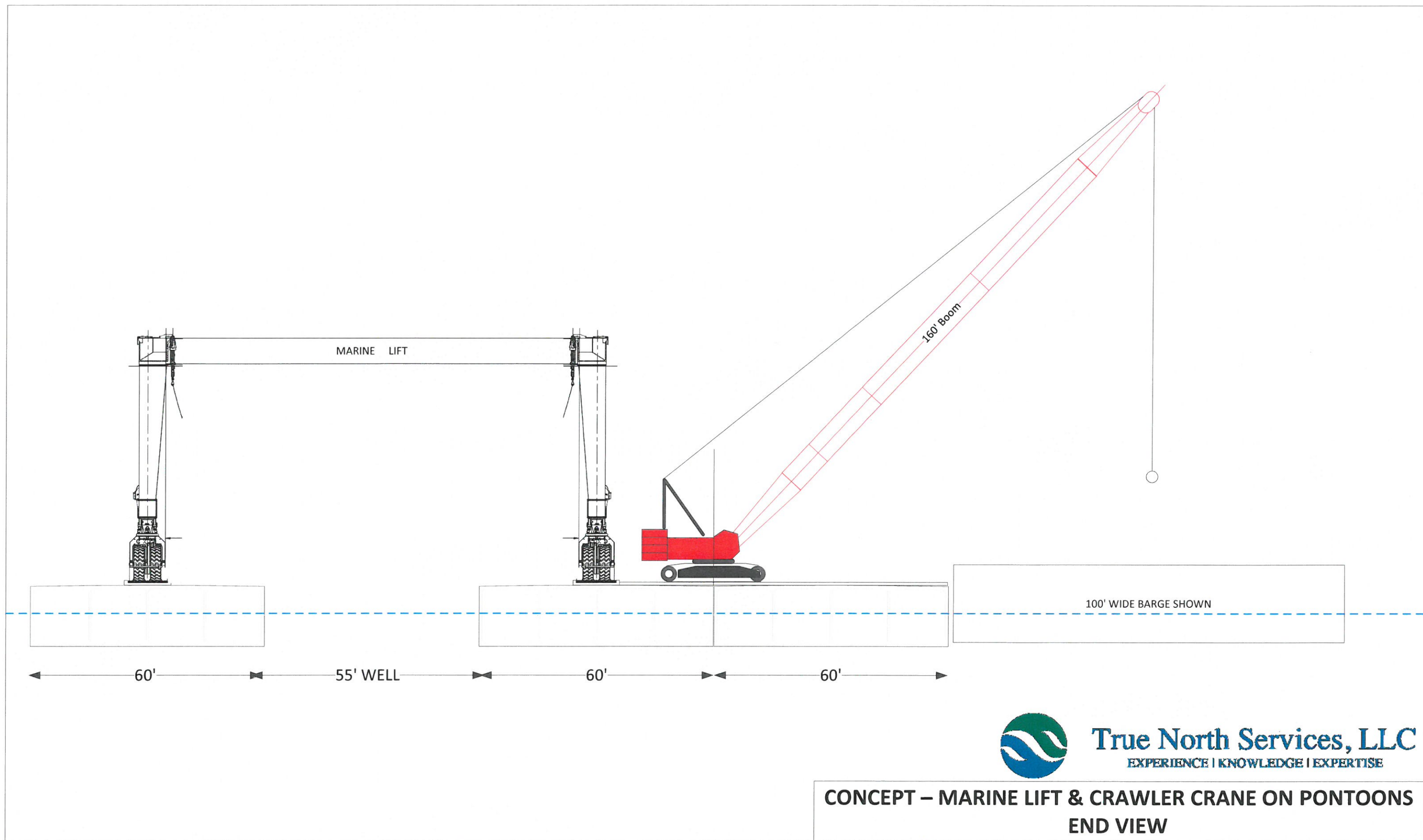
Enclosure D

Travel Lift with 3 Platforms



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CONCEPT – MARINE LIFT & CRAWLER CRANE ON PONTOONS
GENERAL ARRANGEMENT VIEW

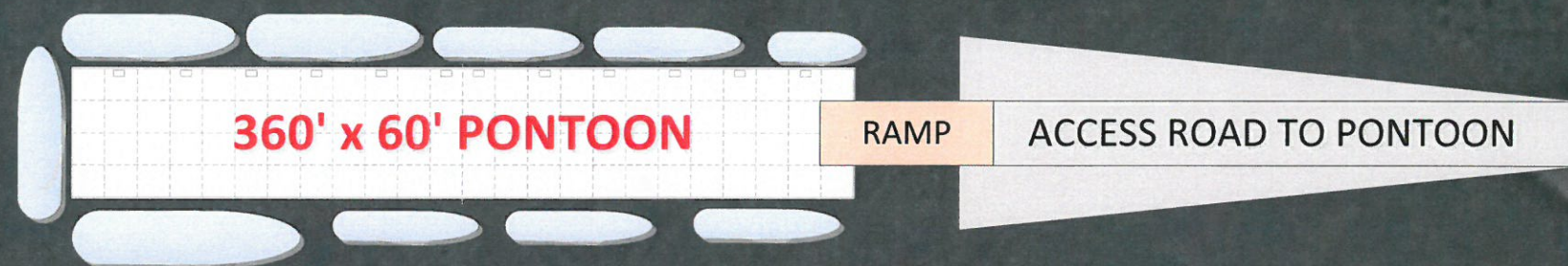




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Enclosure E

Old Town Dock with 1 Platform



(1) PONTOON BOAT WHARF @ HEAD OF BAY



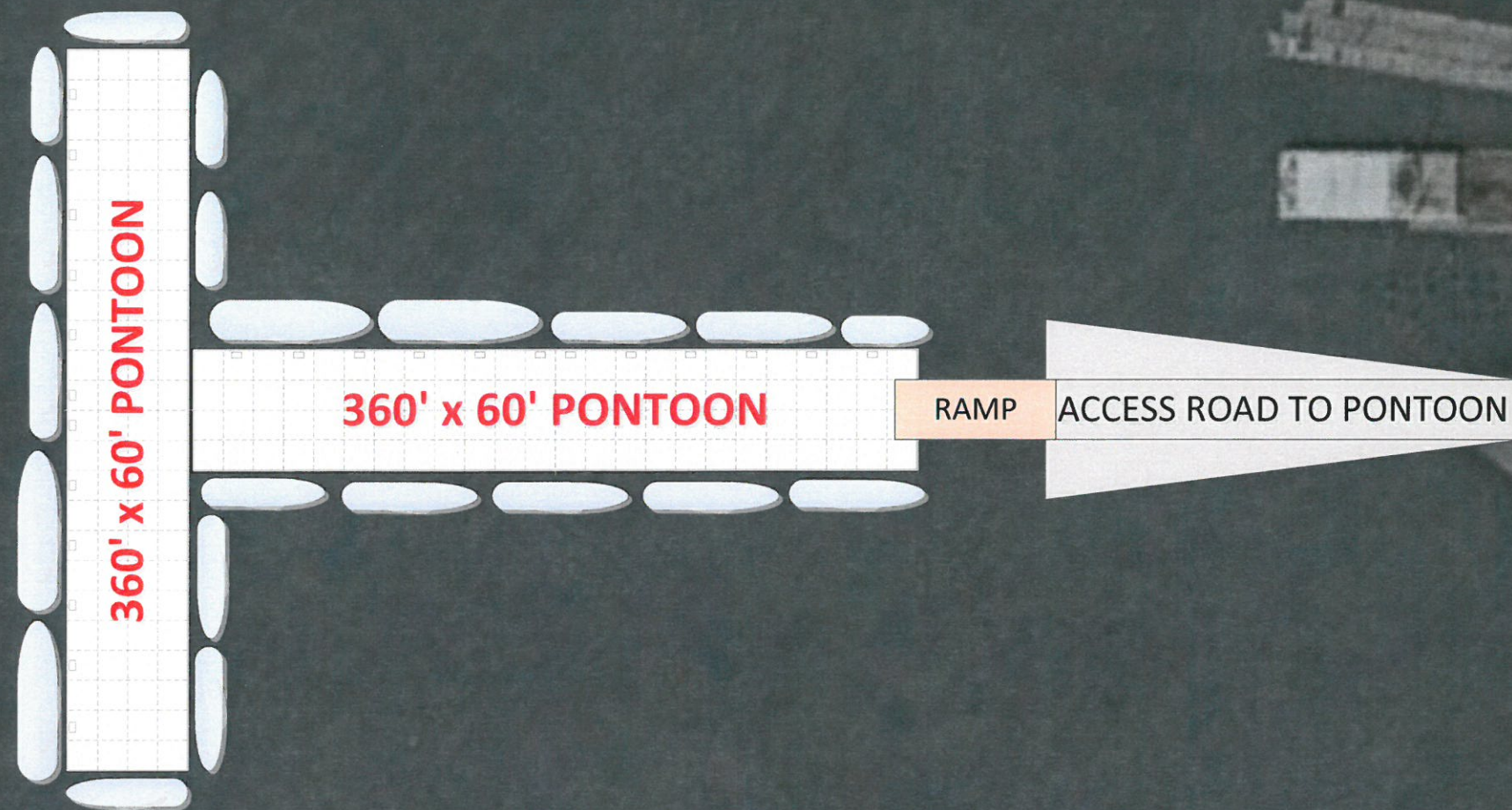
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Enclosure F

Old Town Dock with 2 Platforms



(2) PONTOON BOAT WHARF @ HEAD OF BAY



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Enclosure G

Coast Guard & Large Vessel Mooring

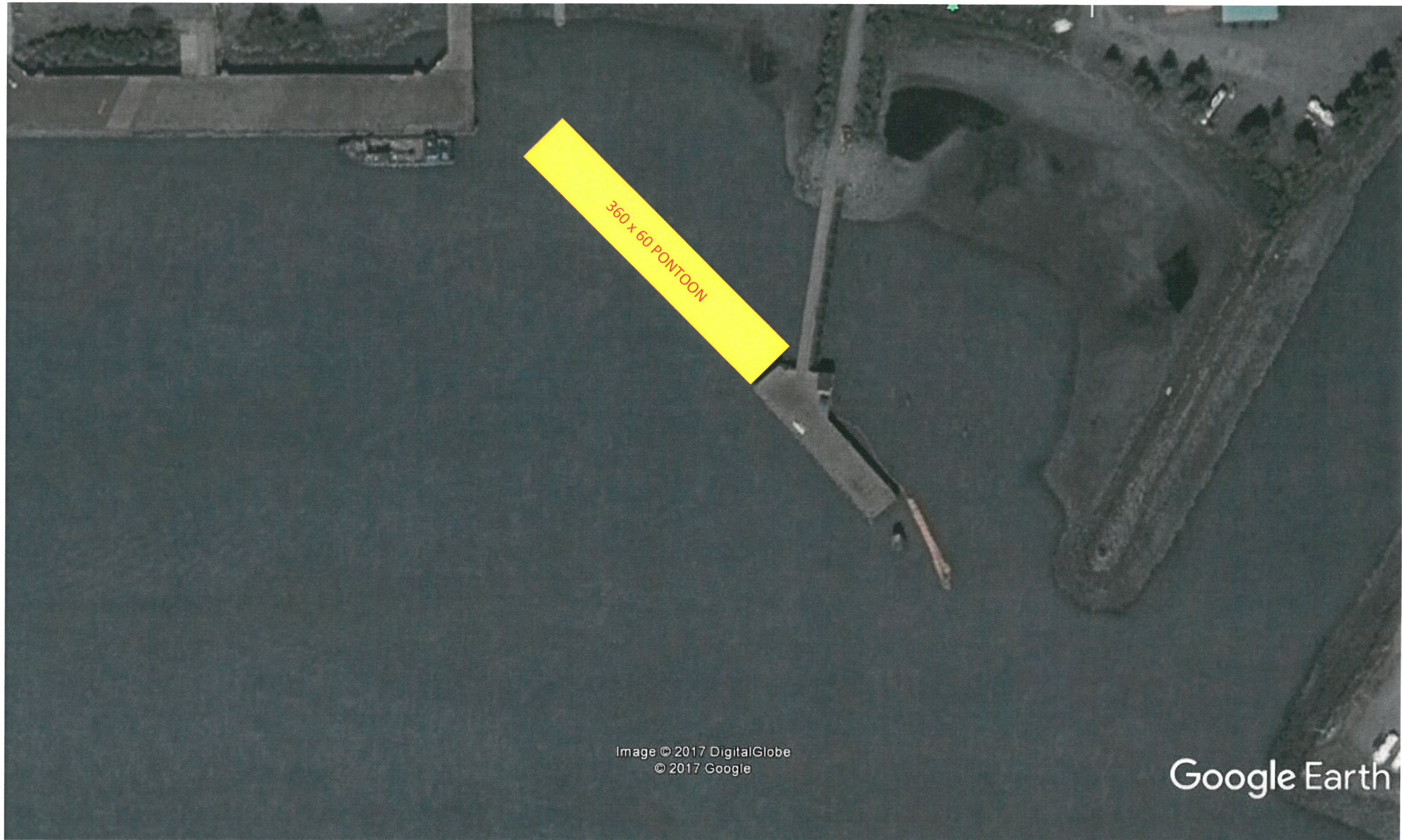


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