

DOCKS AND HARBORS BOARD MEETING MINUTES

July 25, 2024 at 5:00 PM

Port Director's Conference Room/Zoom Webinar



<https://juneau.zoom.us/j/82178930493> or (253)215-8782 Webinar ID: 821 7893 0493 Passcode: 026309

A. CALL TO ORDER: (5:00 pm in Port Director's Conference Room & via Zoom)

B. ROLL CALL: The following members attended in person or via zoom: James Becker, Tyler Emerson, Debbie Hart, Clayton Hamilton, Matthew Leither, Nicholas Orr, Annette Smith, Shem Sooter, and Don Etheridge

Also in attendance: Carl Uchtyl – Port Director, Matthew Sill – Port Engineer, Matthew Creswell – Harbormaster, Jeremy Norbryhn- Deputy Harbormaster, and Melody Musick—Administrative Assistant

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES- none.

MOTION BY MR. SOOTER TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

Motion passed without objection.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS- none.

E. APPROVAL OF MINUTES

1. June 27th, 2024 Board Minutes

Hearing no objection, the minutes were approved as presented.

F. BOARD ELECTIONS

2. Election of Board Chair, Vice Chair and other such officers as the Board shall deem necessary.

MOTION BY MS. SMITH TO OPEN NOMINATIONS FOR THE BOARD CHAIR.

Motion passed with unanimous consent.

Ms. Smith nominated Mr. Etheridge for the position as Chairman of the Board.

No other nominations.

Mr. Etheridge accepted the position of Board Chair.

Mr. Becker nominated Ms. Smith for Board Vice-Chair.

No other nominations.

Ms. Smith accepted the position of Board Vice-Chair.

Ms. Smith nominated Ms. Hart for the Chair of the Operations and Planning Committee.

Ms. Hart declined the nomination.

Ms. Smith nominated Mr. Sooter for the position as Chair of the Operations and Planning Committee.

Mr. Sooter accepted the position as Chair of the Operations and Planning Committee.

Ms. Smith nominated Ms. Hart for the position of Vice-Chair of the Operations and Planning Committee.

Ms. Hart accepted the position as Vice-Chair of the Operations and Planning Committee.

Mr. Becker said that he would retain the position as liaison for the Lands Committee.

Ms. Smith said that she would retain her position as liaison for the South Douglas Advisory Committee.

G. UNFINISHED BUSINESS

3. Potential Re-designation of Aurora G Float Boat Shelter to Finger Moorage

Mr. Uchytel said that with the future construction of Aurora Phase IV, he would like to have a plan for the space where the boat shelter sunk this winter on G float. The boat shelter space is now vacant and since the previous board meeting there has not been any interest in installing a new boat shelter. One use of the space, instead of a new boat shelter, would be to install a 42-foot finger or Docks and Harbors could have a boat shelter fabricated for department use. Staff have voiced a need for 42' finger slips.

Board Questions

Mr. Becker said that he would be concerned about the snow from the two boat shelters on either side of the vacant spot dumping snow onto vessels without the protection of a boat shelter.

Ms. Smith asked what it would cost to build a boat shelter and would the cost of building a boat shelter be able to be recovered via renting out the sheltered space?

Mr. Uchytel said that the estimated cost would be \$150,000. The cost would not be recovered from moorage of the space alone. The estimated cost of installing a 42' finger would be \$90,000. The installation of a finger float would incorporate nicely with Aurora Phase IV.

Mr. Creswell said that due to the narrow finger boats should not catch a snow load in the vacant boat shelter space from adjacent boat shelters.

Mr. Orr asked if the two boat shelters on the end could be shifted over to open up the end of the pier for general moorage and if there would be an advantage to this action.

Mr. Uchytel said that during the construction of Aurora Phase II he wanted to reorganize the boat shelters based on length. The response from the owners of the boat shelters expressed that the value of their shelter was associated with the location of the boat shelter on the floats.

Mr. Sooter said that he agreed with Mr. Orr's idea. Would it be possible to install a T-float instead of a finger float in the vacant boat shelter space or at the end of the finger if the boat shelters were shifted toward the head walk to fill in the space of the vacant boat shelter?

Mr. Sill said that the floats were designed to maximize the use of the space and that he would not feel comfortable installing a T-float at the end of the G Float.

Ms. Smith asked for clarification on the possibility of installing a T-float.

Mr. Uchytel said that the installation of a T-float would cork the distance between the waterway and the breakwater.

Mr. Leither asked if the usage of the vacant space can be accommodated by a market for irregularly shaped boats such as a catamaran or trimaran.

Mr. Creswell said that currently the space is being used by a catamaran through the installation of tires on the dock. He said that it is not a long-term solution for the space without modifications. In the lower-48 there has been an increase in stalls to specifically accommodate catamarans.

Mr. Hamilton asked if the staff thinks there is a need for slips of 42' size?

Mr. Uchytel said that this conversation is to establish what to do with the space left by the sunk boat shelter and what usage would make the most sense going forward. Historically the Board has not expressed interest in obtaining a boat shelter as they are generally getting old, and the level of individual boat shelter maintenance overtime is varied. If the Board would like to obtain a boat shelter

this vacant boat shelter spot would be ideal as facility and maintenance could be conducted by the department and the Board.

Ms. Smith asked if there is a need for fishing vessels to work under a boat shelter.

Mr. Hamilton said that he had heard of one individual seeking a sheltered space to sell out of.

Mr. Etheridge said that most of the boat shelters cannot accommodate fishing vessels due to the height of the mast and rigging.

Mr. Becker asked if the space has been advertised for someone to build a boat shelter in the vacant space.

Mr. Uchytel said that the space has not been officially advertised.

Mr. Creswell said that he has not received any official word about building a new boat shelter in space.

Mr. Becker asked if an individual wanted to build a new boat shelter if they would have to comply with building regulations.

Mr. Uchytel said that in regulations it states that the design of the new boat shelter would have to be approved by the Board and Harbormaster.

Public Comment- none.

Board Discussion/Action

Ms. Smith said that by considering the proposed cost and given the fact that the space is currently being used by a vessel that accommodates the width that the space might be perfect for the use of a catamaran.

Mr. Uchytel said that the moorage rate structure is based off of linear feet and does not change for the width of the catamaran even though the width of the vessel takes up moorage space of two vessels.

Mr. Etheridge asked Mr. Creswell to measure the slips to ensure that snow from the adjacent boat shelters would not be dumped on vessels moored in the vacant slip.

Mr. Sooter said that the finger float should be installed at the end of the float and not in the vacant slip.

Ms. Smith said that the best thing to do is to leave the slip as is through the winter to see how the snow load affects the space.

Mr. Orr said that the Board should see if a member of the public would like to build a new boat shelter.

Mr. Etheridge said that he agrees with Mr. Orr and Docks and Harbors should advertise to the public the availability of building a new boat shelter.

Mr. Uchytel asked if there is a request for information for the next board meeting regarding the public interest in building a new boat shelter.

Ms. Smith asked if the boat shelter owner gets a portion of the moorage profit as the shelter encompasses two slips.

Mr. Etheridge said that the owner of the boat shelter pays for moorage on both sides.

Mr. Orr said that ownership of the boat shelter is often split between two patrons to cover costs.

Mr. Sill said that if a finger is installed in the vacant boat shelter space there would be 18 feet on either side of the finger.

Ms. Smith asked if this would be considered at the operations and planning committee meeting.

Mr. Etheridge confirmed that the Aurora G Float Boat Shelter would go to the operations and planning committee meeting and then back to the Board for consideration.

H. NEW BUSINESS

4. ADOT Harbor Facility Grant Resolution – PIDP Match Request

Mr. Uchtyl said that on page 22 of the agenda packet is the resolution from the appropriate body to show support for Docks and Harbors to submit a harbors facility grant for half of the match of the federal grant application for the Aurora Harbor drive down float. The federal grant was submitted to the maritime administration for \$13.9 M which the board has committed 20% of the cost to be more competitive in the federal application. The Alaska Department of Transportation (DOT) has a harbor facility grant in which half of the match cost committed to the federal grant can be covered. This is all predicated on being successful with the PIDP grant. Matthew Sill and Melody Musick have been working on the grant which is due August 9th. Mr. Uchtyl said that there is difficulty since Docks and Harbors just received \$5M for Aurora Phase IV from the State of Alaska. In the harbor facilities grant there is language that says that Docks and Harbors cannot apply for another grant for the same harbor while there is already a grant pending. On page 24 of the agenda packet is the letter drafter to DOT requesting a waiver to the rule, which for previous projects at Aurora Harbor have been accepted. The letter requesting a waiver was denied by DOT. Mr. Uchtyl said that he is in the process of drafting an appeal to DOT asking for reconsideration. The request for the resolution is still helpful toward the grant application process.

Board Questions

Mr. Becker asked if there is a waiting list for all vessels at the harbors currently?

Mr. Creswell said that there is a high demand for all harbors. Phase III helped with the demand for larger slips. Many of the waitlists are several years. Many times, this season all harbors downtown have been completely filled.

Ms. Smith asked if the grant language says that Aurora Phase IV must be completed before applying for another DOT harbor facilities grant?

Mr. Uchtyl said that the language of the grant applications states that you cannot apply for another harbor facilities grant for the same harbor if the previous grant has not been closed out.

Mr. Hamilton asked what happens if DOT does not accept the waiver?

Mr. Uchtyl said that Docks and Harbors will still pursue the PIDP grant as we have already committed to the 20% match. The DOT grant would help Docks and Harbors save \$1.3 M of local costs.

Ms. Smith asked if we should wait to apply for the DOT harbor facilities grant next year?

Mr. Uchtyl said that grant funding on the federal level will change next year due to a new presidential administration. It is in Docks and Harbors' best interest to pursue federal grant funding when available.

Mr. Hamilton asked if the drive down float would replace the crane dock?

Mr. Uchytel said that many options have been considered over the years regarding the crane dock. When the UAS lease came up, Docks and Harbors almost lost access to the crane dock area. Therefore, Docks and Harbors decided to begin the process of applying for grants to create a drive down float where the existing "fuel dock" is located and to install two cranes. The Aurora Harbor drive down float would perform a similar function of crane dock on Docks and Harbors owned land.

Ms. Smith said the UAS lease rate has increased significantly and is unsure what will occur in three years when the UAS lease ends.

Public Comment- none.

Board Discussion/Action

Mr. Etheridge said that signing this resolution can only help the efforts of the Docks and Harbors staff.

MOTION BY MS. SMITH TO APPROVE RESOLUTION 2024-1 SUPPORTING \$1,394,250 FROM THE FY26 ADOT HARBOR FACILITY GRANT PROGRAM AS NON-FEDERAL MATCH FOR THE AURORA HARBOR DRIVE DOWN FLOAT PIDP GRANT APPLICATION.

Motion passed unanimously.

5. ADOT Harbor Facility Grant Resolution – Statter Harbor Zinc Anode Installation

Mr. Uchytel said that in 2012, the A and B floats at Statter Harbor were installed without zinc anodes. Douglas, Harris, and half of Auora Harbor have zinc anodes. Mr. Uchytel said that this grant would commit \$500,000 of local Harbors funding if successful in the DOT grant application. It was approximately \$300,000 to install zinc anodes at Harris Harbor. Mr. Uchytel said that he is unsure of how successful the grant application will be as it is considered major maintenance.

Board Questions

Ms. Smith asked if the anodes installed on pilings are sacrificial.

Mr. Uchytel confirmed that the anodes are sacrificial.

Ms. Smith asked if there has been deterioration without the zincs on A and B floats?

Mr. Uchytel said that there has not been an official inspection of the pilings, but it is good maintenance practice to install zinc anodes to ensure longevity.

Mr. Sooter asked if the zinc project is just for A and B floats or also the passenger for hire floats?

Mr. Uchytel said that the project is primarily for the A and B floats but would extend to passenger for hire floats if funding allows. Mr. Uchytel said research should be conducted to see whether there is more value in installing zinc in the newer floats before the older floats.

Mr. Sooter said that it would be more expensive to have to replace the entire float structure of A and B floats in the future.

Ms. Smith said that given the political environment surrounding tourism in the harbors, the A and B floats should be given priority.

Mr. Uchytel said that the passenger for hire floats is in 16 feet of water and would be easier to install zinc anodes.

Mr. Etheridge asked if Docks funds could be used for this project.

Mr. Uchytel said that our accountant is worried about bringing down the account balance in the Docks fund balance.

Mr. Emerson asked what the process is for installing zinc anodes?

Mr. Sooter said that welding is required, and any installation below 90 feet requires an onsite chamber and a large dive spread.

Mr. Emerson asked if it is more cost effective to install zinc anodes before installing the pilings?

Mr. Uchytel confirmed that it would be more cost effective, however larger project budgets often do not have the funds to accommodate the installation of zinc anodes.

Public Comment- none.

Board Discussion/Action

Mr. Hamilton asked if the resolution is only for A and B floats.

Mr. Uchytel said that the resolution does not specify what floats will have zinc anodes installed.

MOTION BY MS. SMITH TO APPROVE RESOLUTION 2024-2 SUPPORTING \$500,000 FROM THE FY26 ADOT HARBOR FACILITY GRANT PROGRAM FOR ZINC ANODE INSTALLATION AT STATTER HARBOR.

Motion passed unanimously.

I. ITEMS FOR INFORMATION/DISCUSSION

6. Docks & Harbor Board FY25 Planning Efforts

Mr. Uchytel said that Docks and Harbors wants to welcome the new Board members. Staff are available to give tours of the facilities. Additionally, an informational presentation is available if the new Board members would like to participate. The clerk's office has paperwork for the new Board members and documents to create CBJ email accounts. Official correspondence will be sent via CBJ email. Board member retreats can be organized to familiarize Board members with one another. Docks and Harbors staff is currently experiencing some turn over which is something that the Board should be aware of, staff stands ready to support and help the Board.

Board Discussion/Public Comment

Mr. Emerson said that he would be interested in an informational presentation.

Mr. Etheridge asked if there was interest in a retreat after the end of the fishing season.

Mr. Emerson and Mr. Hamilton expressed interest in attending a retreat.

Mr. Uchytel said that the PIDP grant results should become available in November. Docks and Harbors also has a pending EPA grant for the cruise ship dock electrification.

Mr. Etheridge recommended a retreat after fishing season and before moose season. Mr. Etheridge said that the Board should poll interest in the next meeting.

Ms. Smith said that she agrees having a retreat would be a good idea with 3 new Board members.

Mr. Uchytel said that Board meeting days and times are adjustable to accommodate members' schedules. Whatever will be most efficient for the Board members.

7. Harris Harbor Vessel Sinking

Mr. Creswell said that on the 11th of July in Harris Harbor the vessel AHI sunk around 7am. The vessel was uninsured and liveaboard. The owner was on board the vessel when it began sinking and was asleep. The owner made it out alive. The vessel was completely sunk when staff arrived and was being held on by lines to the dock. Staff and patron deployed boom around the vessel. The National Response Center, the local Coast Guard Sector, and ADEC were contacted. The owner did not have the insurance

or means to raise the vessel. The Coast Guard opened the Oil Spill Liability Trust Fund and paid marine services to float the vessel and remove the pollutants. It was hauled to Juneau Marine services and Mr. Creswell declared it to be a nuisance vessel unfit to reenter the harbor, owner signed a letter of no objection to the disposal of the vessel. In the letter he stated his responsibility for the disposal costs. Trucano is the process of disposing of the vessel.

Board Discussion/Public Comment

Ms. Smith asked what Docks and Harbors is responsible for cost in this process.

Mr. Creswell said that he estimates crushing the vessel will be \$8,000, dump fees will be a couple thousand dollars and staff fees will be a couple thousand dollars. Overall, Mr. Creswell estimates that the Docks and Harbors cost of the disposal of the vessel will be \$15,000. That is approximately \$70,000 just this year that Docks and Harbors has spent disposing of sunk uninsured vessels, that is without having to pay for any of the costs associated with raising the vessels.

Mr. Orr asked if liveaboards are required to have insurance?

Mr. Etheridge said that one of the biggest issues is that vessels of this nature cannot get insurance. Mr. Creswell is currently working on a vessel disposal surcharge for uninsured vessels to help mitigate the issue.

Ms. Smith asked if there are harbors that restrict access to patrons on the basis that they must have insurance for entry.

Mr. Etheridge confirmed that Ms. Smith is correct and there are harbors with this rule in Alaska. Mr. Etheridge said that if we enacted that rule for Docks and Harbors facilities there would be an increase in abandoned vessels.

Mr. Hamilton said that the Assembly recognizes that the harbors play a large role in affordable housing in Juneau. Mr. Hamilton asked if there is a way for the City of Juneau to help maintain affordable housing through the assumption of some of the proposed increases in rates.

Mr. Orr said that one solution could be that new patrons are not allowed entry without insurance, as this would not impact existing patrons.

Ms. Smith said that it is scary that the owner was aboard asleep and was able to escape. Safe affordable housing should be a priority.

Mr. Etheridge asked Mr. Creswell when the new vessel disposal surcharge would go into effect.

Mr. Creswell said that he is working with Ms. Wright in CBJ law and would be ready in August.

J. COMMITTEE AND MEMBER REPORTS

1. Operations Committee Meeting Report- none.
2. Assembly Lands Committee Liaison Report

Mr. Becker reported that at the Land meeting there were several topics that mentioned Docks and Harbors properties. The Trucano lease changed to a 35 lease from a 55-year lease which produced complaints. Trucano responded with a letter to confirm that they are aware of the change to the 35-year lease. Telephone hill is being assessed for additional parking options and new high-rises that would incorporate additional parking.

Mr. Uchtyl said that the Trucano lease will go before the Assembly on the 29th of July. The city attorney has said that the tideland lease language of "option to renew" conflicts with city ordinances. The state has historically leased tidelands for 55 years.

3. South Douglas/West Juneau Liaison Report- none.

4. Member Reports- none.

K. PORT ENGINEER'S REPORT

Mr. Sill reported-

- Harris Harbor Gate- This week all the work was wrapped up. Carver Construction helped install the structure. Alaska Electric installed the data cables and lights. Juneau Alarm did the security system. CBJ IT installed cameras. Since the installation of the gate, the door has been in a locked position. A two-week testing period for the locking mechanism has started at the end of which the door will begin a locking schedule. The new lights are a large part of the new security. The new security camera system can identify objects, individuals, bikes, and dogs on a high-resolution feed. The cameras detect movement and take snapshots which are saved on a hard drive. This can help identify lost bikes, dogs, and track other events. The locked schedule will be from 11pm-5am. There are heaters inside the camera to prevent icing over in the winter. The process for patrons receiving fobs has already started, everyone who has reserved moorage will be given a fob and transient boaters will have the ability to purchase a fob. Not all harbor users will be given fobs, only those who are patrons are slip holders of Harris Harbor.

Mr. Uchytel said that locking the gate times can be adjustable and the goal is to minimize burden on compliant community members.

- Aurora Phase III- Mostly complete for several months. Currently waiting on a 12000-amp breaker. Close out is in process.
- Aurora Phase IV- Goal is to have all the documents completed in December. Looking to bid the project in early spring 2025. The North approach dock is being analyzed by contractors to determine whether it can still be used. PND will work on the approach dock, water facilities, and fire suppression systems. R & M consultants are working on permitting. Mr. Sill will be doing the designs for the floats.
- Zinc Anodes- Passenger for hire float could be completed for \$100,000, 17 piles at -15 feet depth. A and B floats are 41 piles at -105 feet. Anodes are installed every 20 feet which means that cost would be more expensive due to depth and quality on A and B floats.

Ms. Smith asked what is the priority in regard depth of the pile when it comes to zinc anode installation?

Mr. Sill said that the deterioration is most noted at the mud line and splash zone. Therefore, in that regard all piles would be impacted equally.

Ms. Smith asked if anodes were installed on one piling in an area of concentrated pilings if the anodes would be able to protect the other pilings?

Mr. Sill said the area of influence of anodes is relatively small, therefore it would not protect pilings in the immediate area.

- Visitor Center Kiosk- Window replacement is in the design stage. The current windows are causing issues for the volunteers.
- Wayside Park Dredging- Permits have been submitted. PND is working on the designs. DIPAC and the Corps of Engineers are helping with the disposal location.
- NOAA Whale Tale- Managers office and NOAA have funded a life size whale tale project to be installed on the Statter Harbor restrooms.
- Taku Harbor Float Replacement- Old floats from Amalga Harbor are currently being used. PND visited the site last week and are providing concept development for new floats.

Mr. Hamilton asked how much replacing the floats at Taku Harbor will cost?

Mr. Sill said that Docks and Harbors has 1% sales tax funds of ¾ million dollars which can be used toward Taku Harbor. Docks and Harbors is seeking grant funding to help with the project.

Mr. Hamilton asked if these projects are within the Harbors budget.

Mr. Sill said that they are.

Mr. Etheridge said that the Wayside project and Taku Harbor project come from the 1% sales tax.

Mr. Hamilton asked what is the scope of the dredging at Wayside Park?

Mr. Sill said that the dredging will be a 20-foot perimeter around the float which will be dredged down to 15 feet. To do the dredging the float will be removed.

Mr. Hamilton asked how effective the dredging would be considering the surrounding area is mud and sand.

Mr. Sill said that the float was installed in 2002 and the area was dredged at the same time. The dredging lasted 20 years and Mr. Sill hopes that this project will last another 20 years.

Mr. Hamilton asked about the cost of the visitor center window.

Mr. Sill says that he does not have a cost estimate for the window replacement, but he does not anticipate it being a major expense. The project funding would come from the Docks Enterprise fund.

Mr. Hamilton asked how much the Harris Harbor gate cost. Mr. Hamilton recalled the estimate to be \$75,000.

Mr. Sill said that so far, the project has cost \$72,000.

Mr. Hamilton asked if the installation of the Harris Harbor gate is going to reduce the security patrol of the area.

Mr. Uchytel said that Docks and Harbors has two security patrol officers who patrol all the harbors 7 days a week. The nighttime watch will not be reduced. Those positions are funded equally by Docks Enterprise and Harbors Enterprise funds.

Mr. Norbryhn said that when the security officers were first hired, he did ride along training, and they were not able to cover all of the facilities in the eight-hour shift. The patrols adapt to theft reports.

L. HARBORMASTER'S REPORT

Mr. Norbryhn reported-

- Operations Supervisor- Mr. Creswell visited Mr. Dugan this week and reports that he is still recovering. Jeremiah Cryts has assumed the position in the interim.
- Aurora Sea Trials- Letters were sent in June. Compliance has been good so far.
- ABMS Dock repairs- Repairs were completed in May. The cost will be covered by the State.
- ABLF Dock crane- Down to one crane at the ABLF Dock. One of the spring brakes exploded inside the motor which parts are now unavailable. Docks and Harbors is sourcing parts, staff is working on finding a replacement shortest lead time is 14 weeks.
- Coast Guard Cutter STRATTON - Anchored at Auke Bay due to lack of dock space. Currently seeking a vessel to help lighter passengers.

Mr. Hamilton asked if Allen Marine taking passengers directly from cruise ships counts as lightering.

Mr. Uchytel said they have been operating in this manner for several years. Customs would be the ones to oversee these operations.

Mr. Hamilton said that his primary concern would be loss of revenue for Docks and Harbors.

Mr. Uchytel said that he would have to look at the ordinance for lighting.

Ms. Musick said that billing occurs for those passengers for the passenger for hire and head tax.

M. PORT DIRECTOR'S REPORT

Mr. Uchytel reported-

- Army Corps of Engineers and Replacement of Statter Harbor Breakwater- Things are going according to schedule. Senator Murkowski's staff has been helping with allocating fiscal year 2025 funds for the feasibility study. The Army Corps is going to come to Juneau for a charette in September for two or three days for planning purposes.
- Ketchikan Float- The work float is installed and open for use. Signage will be installed soon with navigation lighting.

N. ASSEMBLY LIAISON REPORT- none.

O. BOARD ADMINISTRATIVE MATTERS

- a. Ops/Planning Committee Meeting - Wednesday August 21st, 2024
- b. Board Meeting - Thursday August 29th, 2024

P. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.