

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, February 23rd, 2023
CBJ Room 224 and via Zoom Meeting

A. **Call to Order:** Mr. Etheridge called the meeting to order at 5:00 p.m. in City Hall Room 224 & Zoom.

B. **Roll Call:** James Becker, Debbie Hart, Matthew Leither, Mark Ridgway, and Don Etheridge

Absent: Paul Grant, David Larkin, and Annette Smith.

Also in Attendance: Carl Uchytel - Port Director, Matthew Sill – Port Engineer, Matthew Creswell – Harbormaster, and Teena Larson – Administrative Officer.

C. **Approval of Agenda** – Mr. Uchytel said he removed the ABLF action item from the agenda posted on Friday due to waiting for more information. Another item pulled from Friday’s agenda is the bid award for the electrical procurement and as the purchasing officer, he labeled the two bids received as non-responsive. No changes to the re-posted agenda presented for tonight.

MOTION By Mr. RIDGWAY : TO APPROVE THE AGENDA AS PRESENTED. AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

D. **Public Participation on Non-Agenda Items**

Robert Mosher, Auke Bay, AK

Mr. Mosher expressed need for a drive down dock in the downtown harbors. He also expressed concern of theft, homelessness and cleanliness in the downtown harbors. He said Juneau Harbor is very dirty and is an embarrassment for the capital city. He suggested the idea of designating one of the downtown harbors as a premium harbor which would be with more security and restrictions for users. It would have a different code of conduct, cost more money, and have cameras and gates. He believes something like that would make it so if someone was not adhering to the code of conduct they would not be allowed to stay. It is very hard trying to conduct a commercial fishing business in the Harbor. He said he knows the Harbor Department is trying very hard to clean up the harbor but it does not seem to be getting better. He said there is drug dealing, derelict vessels, and dog poop all over the docks.

E. **Approval of January 26th, 2023 Board minutes.**

1. Hearing no objection the January 26th, 2023 Board minutes were approved as presented.

F. **Consent Agenda**

A. Public Requests for Consent Agenda Changes - None

B. Board Members Requests for Consent Agenda Changes - None

C. Items for Action

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2. Aurora Harbor Phase III Funds Transfer Request

RECOMMENDATION: TO APPROVE THE FUND TRANSFER REQUEST FOR AURORA HARBOR PHASE III IN MEMO DATED FEBRUARY 10TH, 2023

3. ADOT Harbor Facility Grant Acceptance – Aurora Harbor Phase III

RECOMMENDATION: TO ACCEPT A \$2M ADOT HARBOR FACILITY GRANT FOR AURORA HARBOR.

MOTION By MS HART: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

G. Unfinished Business –

4. UAS Property & Potential Lease Extension

Mr. Etheridge commented, his understanding from the last meeting when this was voted down, was that the Board did not want a short term lease and we did not want all patrons to pay for this. He suggested using the funds from fish tax, which is usually over \$400K annually and already part of our budget, to pay for either a long-term lease or the short-term four year lease that was proposed last week.

Board Questions –

Mr. Becker asked what the average fish tax funds received.

Mr. Uchytel said \$350,000 is baseline average, last year was approximately \$436,000. This goes into our general fund and expenditure are disbursed from there. We do not separate revenue and put in one fund. Using the raw fish tax for the UAS lease merits discussion.

Mr. Becker commented that he is in favor of using the raw fish tax to pay for the UAS lease but it is uncertain how much we receive from year to year. There are many unknowns with the fishing industry.

Mr. Leither said that we can say the fish tax money can be used for the UAS lease but it goes into our general fund and really used for everything.

Mr. Etheridge asked if the Board would like to go with a long-term lease and pay more money or enter into the short-term lease and see what the future brings.

Mr. Ridgway suggested a short term lease as an interim approach. In that time, the Board develop a long term solution for the UAS area. He asked if the short term lease would allow Docks & Harbors to continue the relationship with the sub-leases without further competition, and would the preference privilege for those sub-leases affect our ability to re-evaluate those sub-leases?

Mr. Brown said the preference privilege would allow for a ten year maximum sub-lease,

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and we would not be under any obligation to have the sub-leases as long as our 30 year term offer. The Sub-leases can be re-leased under the preferential privilege and they do not need to go out to bid again but you can do a re-evaluation of the rent and hopefully they would be adjusted up to help with what Docks & Harbors pays. Mr. Brown commented that if the goal in the long run is to convince UAS to sell to the City, the four year lease could be a strategic negotiating tactic and furtherance to that goal because there is a new Chancellor coming onboard.

Mr. Leither asked if the question before the Board is to accept the four year lease at \$100k or the 33 year lease at \$230k? Mr. Leither suggests doing the four year lease.

Mr. Becker supports the four year interim lease. The new Chancellor could have a whole different view on this topic. We are not able to build a drive down dock because it is tied to the lease.

Mr. Ridgway said with either the short term or long term lease, it does not alleviate staff from evaluating the downtown boat yard. That is still the Board obligation.

Mr. Uchytel commented that one difficulty with a four year lease is it will be hard to secure federal funds to expand the infrastructure at that area. Staff can apply, but the odds are not good with a short term lease.

Mr. Etheridge asked if staff could find a different location for the drive down on our property. Would we have a better chance to secure federal funds?

Mr. Uchytel said we could probably find a location for the drive down float on our property but it will be roughly \$8M.

Mr. Etheridge recommended staff look for a different location for the drive down float.

Ms. Hart commented that it is a great idea to use the fish tax toward the UAS lease and she is in support of the short term lease.

Public Comment –

Dennis Watson, Juneau AK

Mr. Watson commented that doing improvements on a short-term lease may not be a good decision. He supports the 30 year lease and suggests to sharpen your pencils for Docks & Harbors plans to be goals and not dreams.

Board Discussion/Action

MOTION By MS HART: TO ACCEPT THE UNIVERSITY OF ALASKA OFFER TO ENTER INTO A SHORT TERM LEASE AGREEMENT FOR \$100,000 PER YEAR COMING FROM THE DOCKS & HARBORS STATE FISH TAX REVENUE FOR THE EXISTING 2.77 ACRE LEASED PROPERTY AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

5. Harbor Rate Study – Next Steps

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Mr. Uchytel said he provided two items at the meeting tonight, a memo when certain fees will be adjusted, and a regulation that he will speak to. He said on page 18 shows the 8.1% CPI for calendar year 2022 from the Bureau of Labor and Statistics. The CPI will affect roughly 25 fees for both Docks & Harbors enterprise. The Moorage fees have been linked to CPI since 2007 so this will be nothing new for those fees. On page 19 shows how the Docks & Harbors fees will be affected adjusted by the 8.1% increase. He read the Board language about the CPI adjustment after each fee – *“Each year starting with calendar year 2022, the fee assessed in this section will be equal to the previous fiscal year fee adjusted by the consumer price index urban Alaska CPI as reported by the Department of Labor workforce development for the calendar year preceding the start of the seasonal cruise ship year April 1st through November 1st, the Docks & Harbors Board may by motion take action to keep the fee the same as the previous year or increase the fee in an amount less than the CPI adjustment.* He said this is being talked about now because it is separate from the Harbor Rate Study. If the Board does nothing, these fees will be increased by 8.1%. He asked the Chair if he wants this on the next Board agenda as an action item?

Mr. Etheridge said to add this item to the Board agenda in March.

Mr. Uchytel said in the packet on page 21 is the white paper for the rate study that was seen by the Operations Committee last week. There were some minor corrections after that meeting pertaining to some numbers, but they have now been fact checked. In the packet on page 22 are suggestions on how to tackle the proposed increase. He went over the background for the rate study and discussed the recommendation to raise fees by 9% and what that will look like. At the January meeting there was consensus to move forward with the 9% for both Docks & Harbors Enterprise fees. Staff is asking tonight to affirm 9% is the direction the Board wants to go. After that discussion, how do we want to roll this out in a transparent manner and show that we are acting in the best interest of the maritime community in Juneau? He would like to get the outreach complete before the summer. This fee is in addition to the CPI adjustment. How does the Board want to implement the increase, all at once or smaller increments? Between May and August there would be no meetings but then start again in the fall. Staff would then start the legislative process to advertise for 21 days and hold a public hearing. Based on the public input, the Board acts and sends to the Assembly for action.

Board Questions

Ms. Hart asked to provide more detail on the advertising and adoption process.

Mr. Uchytel said any regulation change requires a public notice. The advertisement will tell what the proposed changes are and staff posts at the harbor offices, libraries, city clerk, Facebook, and newspaper. The regulation changes need to be posted for 21 days. After minimum 21 days, a public hearing is held and there is a motion and direction from the Board. Next it will go to the Assembly for adoption or rejection.

Mr. Ridgway asked as a Board, do we need to accept the HDR report in some manner or can we just raise the fees 9%?

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Mr. Uchytel said he does not think the Board has to accept the HDR report. The Board talked about it but never endorsed the HDR report. The suggested motion in the packet can be modified as you see fit. HDR has completed their contractual obligation to date. Ms. Hart commented in terms of process, the Board is deciding on a final proposed rate and also how to engage with the public.

Mr. Etheridge said that is correct.

Ms. Hart asked why there will be a break from May to August in the proposed process? Is that because the summertime is so busy and staff does not have time to work on this?

Mr. Uchytel said his thought was to prep everything before the season and bring back for final action after the season. He believes that would be the best to have the public attend meetings.

Mr. Etheridge also commented that would probably be the best time.

Public Comment

Dennis Watson, Juneau, AK

Mr. Watson commented that he has an issue with not raising fees based on CPI. He said years ago the Board was always trying to raise fees but did not have a good process to do that and the Board opted to add the CPI. Not raising fees based on CPI can be a dangerous thing for a business. If cost of living is going up, you need to follow that because all of a sudden you will get behind and be in the same hole as now with not enough money to do everything you need to do.

Kirby Day, Juneau, AK

Mr. Day said he wanted to verify that the Dockage rates will go up by CPI 8.1% on April 1, 2023 for cruise ship fees. This motion will be accepting the Harbor Rate Study and a process by which an increase of 9% will happen across the board for 2024. He wanted to know if the process starts in August, when will it conclude?

Mr. Uchytel said on page 22 of the packet is the outline for the process. Today is basically codifying that the Board wants to move forward with the 9% increase. In March, the Board and Staff would start the public outreach. In May, the Board would give direction to staff to proceed in a certain way. Staff would work with Law to get the regulation changes in draft. No final action for the 9% increase would take place until August or September to give more opportunity for people to hear about the proposed change. It will be outreach in the spring, and Board and Assembly approval in early fall. The summer would not have any outreach because people are busy. August & September people can show up to voice their concerns and that would be the last opportunity to make comments known.

Mr. Day said the cruise ships start budgeting mid-summer. He will suggest to his budget people a number that he believes where the fees will end up in January.

Mr. Uchytel said the fee increase can be a one-time increase or several smaller ones spread over several years.

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Board Discussion/Action

Mr. Leither commented the timeline proposed looks good to him.

Mr. Ridgway commented the implementation of this is the tricky part. Deciding on how much and when.

MOTION By MS HART: TO ACCEPT THE FINDINGS OF THE HDR REPORT AND DIRECT STAFF TO BEGIN A PROCESS, WITH BOARD ENGAGEMENT, TO RAISE FEES 9% ACROSS THE DOCKS ENTERPRISES AND HARBOR ENTERPRISES AND ASK UNANIMOUS CONSENT.

Mr. Ridgway objected for the purposed of a question. He wanted to know if the motion needs to clarify the specific fees being increased?

Mr. Uchytel said it is known what fees the Board indicated would be adjusted by CPI and what is implied in the motion.

Mr. Ridgway withdrew his objection.

Motion passed.

H. New Business - None

I. Items for Information/Discussion

6. Vessel Insurance

Mr. Uchytel said Mr. Shattuck talked about insurance at the Operations Meeting last week and on page 23 in the packet is what he provided at that meeting. The question regarding insurance is interesting in Alaska. Whittier and Seward require insurance, but other harbors in Southeast Alaska do not require insurance. Requiring insurance is something staff can pursue but have not. On page 30 in the packet is a description of a fee called vessel salvage and disposal. Juneau does kind of have a requirement for insurance for vessels with reserved moorage, but if someone does not have it, we charge the vessel salvage and disposal fee. In 2020, the question was “should we raise the vessel salvage fee”? More recently it was brought to staff attention that if Harbors is collecting this vessel surcharge fee, there may be an implied consent that Harbors needs to deal with a vessel after it reaches its useful life. Mr. Brown, with CBJ Law, is looking into whether CBJ is liable if charging this fee. Staff is wanting to know if this fee should be increased? Harbors collects approximately \$17,000 per year. Insurable vessels are probably paying ten times what we charge for the vessel surcharge fee. This is an information item tonight but Mr. Uchytel wants to know the direction the Board wants staff to go in regards to insurance.

Board Discussion

Mr. Leither said he moved from Seward and had to have insurance at that Harbor. He was surprised that Juneau Harbors did not ask for his insurance. His concern is we are going to raise fees the 8.1%, then a potential 9%, and also require insurance. It is a worthy cause, but he is not sure now is a good time to require insurance.

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Ms. Hart commented that this could be a disincentive for people to acquire insurance with the vessel surcharge fee option. She would like to continue Board discussion on this topic. The vessels are continuing to age so this should be on our radar and continue to come up with staff guidance.

Mr. Becker commented that we do not want to lose sight of the fact that someday we may want to require insurance. Some of the liveboards are the ones doing all the damage in the Harbors. He would like to continue discussion on this topic.

Mr. Ridgway said he appreciates Mr. Brown is looking into this and also have some kind of an indemnification would be great for an implied contract for insurance. He would like staff to find out from other Harbors that require insurance to see how well it works and what does not work. He asked the question, how many boats has Docks & Harbors had to dispose of in the last five years, and how many of those did we pay for? He would like to see a presentation on this issue so the Board can make a better decision. He said he believes eventually insurance is going to have to be required to protect our enterprise.

Mr. Leither said he is in favor of insurance, but some boats are not insurable and some boats need to be pulled out every few years and be surveyed. Those are additional costs and things to be considered.

Mr. Etheridge said he has a boat that is uninsurable and he would be willing to pay more for the vessel disposal fee. He does not want people run out of the Harbor because their vessel is uninsurable.

Mr. Bryson said people have to get home insurance, car insurance, and any large purchases in a bank requires insurance. It would take a lot of convincing on why Harbors would not want to encourage and work toward people having insurance. One of the problems in Juneau is logistics, and not having some level of rules in place has caused a large number of abandoned vehicles. To some degree, the same effect of abandoned boats is happening. He said he is sympathetic to the 9% increase, and he has some ideas on how to soften that blow, but to try to absolve the citizens of their responsibility because they cannot afford something is not a fiscally responsible direction to move in. He can see the Assembly supporting requiring insurance or even steps in that direction. Juneau has a problem because we have tried to make every level of economics work for every vehicle and every boat and the rest of the citizens pay the price for it. He believes if someone has a boat, they need to be responsible for that purchase. This may help with not having another Lumberman on our hands.

Public Comment

Mr. Tim Mosher, Juneau, AK

Mr. Mosher said he thinks the Harbors is crazy not to make people insure their boats. That is one of the problems we have currently. Harbors is going to end up owning all these derelict boats and will have to dispose of them. Requiring insurance or a bond to at least cover the cost of disposal is not asking much of anyone, but a responsibility as a citizen.

Mr. Dennis Watson, Juneau, AK

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Mr. Watson said he also agrees insurance should be required. It may need to take a year to implement, but he suggests to not wait much longer than that. He believes if you can afford a boat, you can afford insurance. If you cannot afford insurance, you should get out of the boat business.

J. Committee and Member Reports

1. Operations Committee Meeting Report –
Mr. Etheridge reported the Committee discussed insurance, and the rate increase next steps.
Ms. Hart said the other topic discussed was the ABLF challenges and this will be brought back to our next operations meeting.
2. Assembly Lands Committee Liaison Report –
Mr. Etheridge reported the discussion was focused on the housing shortfalls in Juneau and nothing related to Harbors.
3. Auke Bay Neighborhood Association Liaison Report –There has not been a meeting in two years and this will not be a topic to report on in future agenda's.
4. South Douglas/West Juneau Liaison Report - None
5. Member Reports - None

K. Port Engineer's Report –

Mr. Sill reported –

- Statter Harbor Phase III restroom building – The building footings have been poured. The cold temperatures have been an issue, but when it warms up again the contractor will be back to making good progress. There has been some building permit issues but Mr. Sill said he is working through the process and it is not holding up the project moving forward.
- Aurora Harbor Project – This was broken up into an electrical procurement and a construction project. Staff did this because of the electrical lead times and the difficulty of getting some of these components. The bids were opened last week on the 15th and they were labeled as non-responsive due to the bids indicating that they were not able to provide what was asked for in the RFB. The electrical procurement was now combined back into the construction bid. The construction bid went out on the 21st and bid opening will be on the 15th. He said he is working on the Army Corps of Engineers permits for that project and will be issued to the General Contractor bid winner. He will also work on getting a building permit. Final completion will be October 15th for the floats. There are long lead times for receiving the material. The electrical final completion will be installed within 30 days after being received.
Mr. Uchytel said staff will need to have a special Board meeting on the 16th or 17th so it can go to the Assembly meeting on March 20th. To be able to apply for another grant this project needed to be completed by August. Due to the long lead times for materials, he will be asking for a waiver to be able to apply for another grant.
- Proposals from the RFP for surveying services were reviewed to acquire the state tidelands area outside the Franklin Dock. He is working on a contract now.

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- Marine Park Deckover – All the piles have been driven. The vast majority of the decks are in place. There is a little bit of concrete work still to do once it warms up. It all looks great and we are charging forward toward a completion date.

Mr. Ridgway asked, before Mr. Schaal left CBJ he was looking into security gates, what was found on that topic?

Mr. Uchytel said in the CBJ Comprehensive Plan, it is noted that Docks & Harbors shall not lock public access to facilities. With that information, staff has not taken any action on the gates.

Mr. Ridgway said that would be worthy for further discussion with Mr. Brown. Does it specify what docks?

Mr. Etheridge suggested to add this topic to the Operations Committee agenda.

Mr. Leither said last year he asked a police officer what could Docks & Harbors do to cut down on the crime and the officer's response was to put up gates and cameras. He also asked if the problem is with the people who live in the Harbor or people just wandering the docks. The officer said it is mostly people wandering the docks. He would be interested in more discussion on gates.

L. Harbormaster's Report

Mr. Creswell reported -

- Staff is getting ready for the summer season. Started interviews today and there are approximately 18 open positions.
- The Harris Harbor restrooms received modifications to try to prevent break ins, vandalism, and theft. With the changes, there has not been vandalism for over three weeks now. There was a bar added so people could not jimmy the lock, new cameras were added, and the showers were changed to be operated with tokens instead of coins.
- Crime – there has been a significant decrease in crime reports to staff. He said he has not been getting the crime report from JPD and will reach out to Chief Mercer to get those again.
- Operations – Looks like Juneau is going to be getting snow so staff will be doing a lot of snow removal in the next few days.
- The first seasonal hire will return March 13th.
- Mr. Scott Hinton will be returning to Docks & Harbors and will be the Port Operations Supervisor again.

Mr. Ridgway commented that in the past, the logic for liveaboard was to spread them around throughout the Harbor and the thought was that they were the eyes and ears of the Harbor. He asked Mr. Creswell if it would be beneficial to consolidate the liveaboards in one area?

Mr. Creswell said he has spent a lot of time thinking about that. He can list off pro's and con's. One big issue is, the Harbor does not have one single size liveaboard vessel and

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there are not different size slips in a single area. We do not have the space to accommodate the different size liveaboard vessels in one area.

Mr. Ridgway asked if the eyes and ears throughout the Harbor works good as is?

Mr. Creswell said there are good liveaboard that are extremely beneficial to the Harbor system and are helpful and then we also have general harbor patrons that attract other people to enter the Harbor that should not be there. He said he does not have a good answer to the question.

Mr. Leither asked if the decrease in crime is specific to a group that is no longer in the Harbor or is it unknown why the crime is decreasing?

Mr. Creswell said he believes it has to do with the removal of the derelict vessels.

M. Port Director's Report –

Mr. Uchtyl reported

- Mr. Creswell and himself have been hosting the AAHPA legislative fly-in with Harbormasters around the state advocating for Ports and Harbors throughout the state this week. The group advocates for the Harbor matching Grant program which is really the only grant opportunity for small boat harbors. It was well received and he would call it a win.
- On Monday he had a meeting with the Mayor, City Manager, and Senator Sullivan. Senator Sullivan wanted to speak about the chances of an icebreaker coming to Juneau and he is confident that it will be in the FY24 Presidential budget. He suggested to reach out to Admiral Moore, who is the 17th District Commander so he is aware of all the amenities Juneau has to offer, including plans to provide housing. Mr. Uchtyl is working to set up that meeting.
- At the next Assembly meeting on Monday there are several items for action.
 1. By-law changes
 2. Accepting the ADOT Harbor Grant for Aurora Harbor Phase III
 3. Close out of the Pile Anode projects for Harris & Douglas Harbors and the remainder of the funds transferred to the Statter Harbor CIP.

In March, there will be a temporary transfer of \$1.5M from the Statter Harbor CIP to the Aurora Harbor phase III project which will allow staff to open bids, and award. There will then be another transfer to repay the \$1.5M back to the Statter Harbor CIP once we get the allotment from the CBJ treasury from the 2017 1% sales tax in July.

- There is also a \$5M revenue bond for Docks Electrification that is to purchase the Load Tap Changer Transformer necessary for the CBJ owned Dock electrifications.
- Tagish Update – The Contractor to do the demolition is nearly complete with removing all the debris from the vessel. By tomorrow the hull will be removed from the water and onboard the barge. The barge will take the wreckage to the Puget Sound area for demolition. DEC and the Coast Guard are working on the oils removed from the tanks on the vessel and will be shipped to Oregon for final disposition.

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N. Assembly Liaison Report –

Mr. Bryson asked if the Harbor wheel barrows have been being taken from the Harbors? He noticed two guys way far away from the Harbors that had a Harbors wheel barrow. He asked how he should respond to the public when they see this, do they call JPD? It is not right that these people just take Harbors property.

Mr. Bryson reported -

- The Juneau North Douglas Crossing PEL Study meeting is on the 28th of this month where they will provide the latest update and then go into the preferred alternatives.
- He is hosting, with the Public Works and Facilities a town hall meeting on March 2nd, regarding the Juneau North Douglas Crossing. This will be to discuss the results of the PEL Study.
- The Marine Passenger Fees that came to Public Works and Facilities were slowed down to get more public input.
- He said he also met with Senator Sullivan regarding the icebreaker and the Senator commented that the one thing that Juneau needs to do to get ready for the icebreaker is to provide more housing.
- There was a two hour work session that also included all of the mechanisms Juneau has put in place to increase housing and looked at other possibilities and ways to help increase housing.
- At Public Works & Facilities, we are doing a similar style work session that will be covering trash. The land fill just changed their minimum. They went from a pickup minimum to a 1,000# minimum. With the minimum change the fee went from approximately \$48 to \$140.

Mr. Etheridge said to let people know to call the Harbor office if they see our Harbor wheel barrows and staff will go pick them up. He said when sees any wheel barrows not in the Harbor, he would take them away from individuals and take back to the Harbor.

Mr. Becker commented that previous discussions on a machine that would eliminate garbage was a Plasma Arc but there was not one small enough for Juneau.

Mr. Bryson commented that is what he heard also. He has staff looking into what is the latest Incineration and Plasma technology. He believes the volume of trash was the issue for the Plasma Arc Incineration which is the only technology that could consume our existing landfill. An incinerator will keep the land fill from growing but will not eat the existing landfill. He said he wants to solve the trash problem for all of Southeast. An idea would be to bring all of Southeast trash to Juneau and buy an incinerator. It is a complicated problem, but he will continue to work on it.

Mr. Uchytel asked if Docks & Harbors needs to comment on the North Douglas second crossing?

Mr. Bryson commented that the time for the second crossing is now. The momentum is there, and the governmental will is there. If Docks & Harbors comments, you are now part of the process and could provide influence for a more reasonable project.

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Mr. Uchytel asked what the comment should be?

Mr. Etheridge said that the second crossing may add more use of the North Douglas Launch ramp.

Mr. Bryson said that a deep water port is of interest in that area.

Mr. Ridgway said he was in favor of the Board supporting the decisions that come out of the group making the decision.

Mr. Uchytel clarified that he was writing a letter on behalf of the Board supporting the second crossing and agnostic to the design.

Mr. Bryson said he will continue to keep the Board up to date on the second crossing progress.

The Board members continued discussion on the second crossing letter content.

Mr. Uchytel said he will draft a letter and let the Board review.

O. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday March 22nd, 2023
- b. Board Meeting – Thursday March 30th, 2023

Mr. Uchytel said he is planning a Special Board meeting for March 17th assuming the bids come in favorable.

P. Adjournment – The Meeting adjourned at 7:01pm.