DOCKS AND HARBORS OPERATIONS MEETING AGENDA

September 17, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

https://juneau.zoom.us/j/89946313413?pwd=hDTt9MUmByTGFEyGGYIaTGDEEjqam0.1
Passcode:826541 Webinar ID: 899 4631 3413

A. CALL TO ORDER

B. ROLL CALL: James Becker, Tyler Emerson, Clayton Hamilton, Robert Horchover, Matt Leither, Nick Orr, Mark Ridgway, Annette Smith, and Shem Sooter.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed five minutes per person, or twenty minutes total time)

E. APPROVAL OF MINUTES

1. August 21, 2025

F. ITEMS FOR INFORMATION AND DISCUSSION:

2. Seadrome Property Update

Presentation by Port Director
Committee Discussion/Public Comment

3. Update on FY26 Marine Passenger Fee (MPF) Capital Improvement Projects (CIP)

Presentation by Port Engineer
Committee Discussion/Public Comment

4. Stockade Point Condition Update

Presentation by Port Engineer
Committee Discussion/Public Comment

5. Board Strategic Planning Efforts

Presentation by Port Director
Committee Discussion/Public Comment

G. STAFF, COMMITTEE AND MEMBER REPORTS

H. COMMITTEE ADMINISTRATIVE MATTERS

I. ADJOURNMENT

DOCKS AND HARBORS OPERATIONS MEETING

August 21, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

A. CALL TO ORDER – Mr. Orr called the meeting to order at 5:00 PM

B. ROLL CALL: James Becker, Matt Leither, Nick Orr, Mark Ridgway, and Shem Sooter.

Absent: Tyler Emerson, Clayton Hamilton, Robert Horchover, and Annette Smith.

Also in attendance: Carl Uchytil-Port Director, Matthew Cresswell-Harbormaster, Matthew Sill-Port Engineer, Melody Musick-Administrative Officer, Leah Narum-New Administrative Officer, Justin Kanouse – DOWL, Nichole Lynch – CBJ Law, and Elias Hastings – Goldbelt (attend via zoom).

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES – none.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Elias Hastings of Juneau said he was calling on behalf of Goldbelt to inquire about Docks and Harbors' interest in purchasing parcels along the Seadrome property. He recognized that many of the board members were new to the board and that this was maybe the first they had heard of this proposal. Goldbelt was interested in building an area complimentary to downtown Juneau and its waterfront.

E. APPROVAL OF MINUTES

1. **June 11th, 2025 -** Approved unanimously.

F. ITEMS FOR INFORMATION/DISCUSSION

2. **Little Rock Dump Secure Storage – Update**

Mr. Uchytil introduced Justin Kanouse from DOWL Engineering. He said that this has been an ongoing effort between the Board and Docks & Harbor staff to come up with an area that could complement the commercial fishing operators' needs for storage. There is some storage near Aurora Harbor office and that they would be looking at storage near the Rock Dump. Mr. Uchytil said that Docks and Harbors had DOWL do some preliminary work, and they are between 65-95% of completion.

Presentation by Justin Kanouse (DOWL): Mr. Kanouse shared some screen shots of the area off Thane Road, in the Little Rock Dump, (Sheet C-201) and the area currently used for dock storage. He said as Mr. Uchytil indicated that they were a little more than 65% of the plan from what the plan shows. He said they are basically taking the existing roadway and not moving it. He said it's best to keep the roadway intact, helping the grade of the roadway as it needs a bit of resurfacing. Mr. Kanouse said there would be extra traffic in the area (Sheet C-202) and referred to an outline of the pad. There's going to be a little bit of filling and then a flat pad. The pad will drain towards the roadway side and there's existing material that will be moved and organized in an area that is close. The fencing will be like what is used at the airport with some lighting in the corners. There will be a D1 pad to place materials for the fishermen and other users that may want to use the area for storage and a 20 ft. slide gate at the front that will be secured. The fence will have barbed wire at the top, posts every 10 feet and a key card for entry. The pad needs to be built up a little for some drainage, a pipe going across but that the plans were straightforward. He said the size and shape of the area with the filling of the pad needs to be done soon so that the least number of items get moved. He said keeping in mind the costs, they recognized there are some existing items in the area that don't need to be moved or fixed. Sheet C-400 and following sheets show details of the fencing, the electrical details for the lights on timers. Cost estimates (page 27) are around $565K and they are looking at other alternatives for the typical sections of the view from the road.

<u>Committee Discussion/Public Comment:</u>

Mr. Uchytil asked for clarification on how big the storage area was going to be.

Mr. Kanouse showed the Conex boxes that might describe the size of the area. He said initially they were asked to look at around half an acre facility. That size was bigger than what they determined necessary for the project. The fenced area was around a third of an acre as the contours of the ground fit better with the design. He said there's still a little space for snow removal. He said the sizes for the width was approximately 80 feet by 150 feet long. In the area, there are 40-foot Conex boxes, and it would be possible for multiple Conex boxes to be stacked and still have room to turn around.

Mr. Uchytil asked for an explanation of cost estimates for the electrical at approximately $190K. He asked if it's necessary to have electrical to move forward and does the facility have to have power?

Mr. Kanouse said if used during daylight hours that it would not require power. The gate is a sliding gate so it could be manually operated. Electrical is considered in the design so that at dusk in the wintertime, that the area is useable. He said light poles are expensive and that they could be excluded from the project, however it would affect when it could be useable. It could impose safety issues for those using space. Electrical can be excluded from the project; however, he felt that security would be impeded.

Mr. Orr commented that it would exclude someone from damaging property in the middle of the night. Lights coming on in an area would provide security and functionality for the people inside.

Mr. Kanouse said light poles would allow for future security poles to be set up and running a conduit was a low cost. Future expansion into the area with security cameras or other electronics, an extra conduit could be added at low cost.

Mr. Orr asked if this area is a success, do we have room to expand?

Mr. Kanouse said there would be some additional civil work. He explained that to get the topography that they were using at a 4% slope, and there would be some of the edge work that would need to be graded so that it sheds away and drains. With a higher pocket than the ground is now, they'll need it to be higher than the existing ground and there would need to be a pipe to go across. He said in looking at the snow storage space nearby, the area has been capped with Geotech structural fabric with 2-foot fill on top. A pad that isn't paved, allows for some movement that happens over time and is an excellent use of the area.

Mr. Orr asked, according to the photo, "could there be expansion to the south?"

Mr. Kanouse responded yes that it would require more rock filling. He advised that expansion could not take place towards the ocean as that would cause the need for an Army Corps permit. The Alaska Department of Transportation currently has avalanche protection. There are options for expansion to the south and some more structural work. (Sheet C-200) The Little Rock Dump has snow deposited there in the wintertime. He pointed out sludge cells that were capped with 2 feet of fill. There's more real estate that could be used but it would require a lot more filter and more money.

Mr. Uchytil said he wanted the Board to be aware of the design, the costs of the Little Rock Dump's plans. That area is basically being used as a bone yard for cut-off pilings and timbers. The previous Board thought this was a good use of Docks and Harbors efforts. He said the Board would need to weigh in on the project. He indicated that a market analysis had not been done. Initially they thought it would be less than half a million dollars. There is time for the Board to think about the project, and he'd like to see the discussion continue.

Mr. Sooter asked if there was loss of space in the Aurora harbor.

Mr. Uchytil said not necessarily. He said that it was better to use the current space at Little Rock Dump. Docks and Harbors had an opportunity to recapitalize the harbor office to clean things up.

Mr. Sooter said that he thought the use of the Little Rock Dump space was a good idea. He agreed it probably cost more than anticipated but liked the idea of the simple electrical design and the rolling gate with possible key fobs.

Mr. Orr asked what the anticipated ongoing maintenance costs would be.

Mr. Uchytil responded that if Docks and Harbors put in the Conex boxes, we could control it. He anticipated the biggest need would come from commercial fishmen to lay down gill nets. He said they have talked about building racks for gill net storage, etc.

Mr. Creswell said that Docks and Harbors have a well utilized harbor. He said many of those items have been impounded and there have been some ongoing costs for upkeep and maintenance. He said having a storage area is great for users of the harbor. He asked if storage users have a piece of heavy equipment, is that the responsibility of the harbor or the person using the storage. He said, if it's the harbors, then the service is only offered so many hours per day or on appointment. He wanted the Board to know of additional costs, for the equipment, repurposing of equipment and that there should be full transparency. There would be a little bit more costs associated with storage at the Little Rock Dump. He wondered if there was enough demand from the commercial fishing fleet to support this and expressed concern for the daily management of a remote facility.

Mr. Uchytil said he liked the idea of cleaning the space up.

Mr. Leither said that he liked the idea of a space with Conex boxes but was concerned about the not having lights. It seems like a big investment though since we don't know what the market is.

Mr. Becker said there was a need but that each person using the facility needs to be responsible for their area and thought the Conex boxes were a good idea.

Mr. Uchytil said there was a need for making site improvements prior to putting Conex boxes in.

Mr. Creswell added the question does the average gillnetter need a 20-foot or a 40-foot Conex box. He also asked who was responsible for sharing gear in the Conex box.

Mr. Becker asked if you got a Conex box with a little bit of land, could a gillnetter build a shed there?

Mr. Creswell responded that that depends on the type of gear. He assumed the Conex boxes would be stacked close together to maximize space. Some pallets could be stored so that an individual could store crab pots or net reels or sections for bait shacks.

Mr. Sooter asked whether he had got a lot of inquiries about storage space.

Mr. Creswell responded not a lot, but Docks and Harbors currently meet their needs. He said with more space we could meet more of the needs but because there wasn't a market research analysis, he wasn't sure what the exact need was. He said with the usage at Aurora Harbor storage right now, the crane dock and the existing loader would be appealing to more people needing that service.

Mr. Sooter asked Mr. Creswell what the staff's opinion on the project was.

Mr. Creswell said that he understood that staff thought it was remote and that it was going to require staff time and equipment to operate effectively.

Mr. Orr asked if we anticipated DOWL going 100% on the plans moving forward.

Mr. Uchytil responded that DOWL will probably finish up around September 22 with the final plans and specs. At that point, the Board needs to give directions on whether to advertise or not advertise the project. They could advertise, knowing they might not have a contractor that would be awarded the project, but he said that's not the best thing to do. He said in September, they would ask the Board if they wanted to advertise based on the projected cost.

3. Law 101 for Board Members

Presentation by Nicole Lynch: Ms. Lynch referred to the power point slides and said that the Law Dept is here to help answer questions. The Law Department contains on the civil service end, 4 attorneys and 3 administrative staff. There are 2 prosecutors and 2 paralegals on the criminal side. Ms. Lynch said that under CBJ Charter, the municipal attorney is appointed by the Assembly, and then, under code, the attorneys provide legal assistance to any boards, commissions, the assembly and all departments. She said they are housed at the Sealaska building, suite 202. She said that packet contained her phone number and email. The CBJ is defined under Alaska statute, under Title 29, that cities and boroughs are categorized into home rule or general law that includes like first, second, third class borough and then first and second-class cities, homeroom municipalities like Juneau have delegated authority for all aspects of government with a few limited exceptions. By comparison, a general law municipality does not have charters, their powers are specifically conferred by law by the state. Home rule cities have all powers unless it's an exception through the State and then for preemption the state law trumps. State trumps CBJ laws, for example, annexing land the state has reserved that power for them, so the city is preempted by State law. The laws that guide the Board's work on the board are the CBJ charter code and the department regulations. Docks and Harbors have their own Bylaws and those were updated in December 2023. She said the Bylaws include the assembly rules of procedure and Robert's Rules of Order for parliamentary procedure.

Mr. Uchytil asked what the difference was between code and regulation.

Ms. Lynch replied a code is through ordinance passed by the Assembly, and regulations are passed by the department, so they're more like a policy that's been given authority through the code. She said if it's a regulation, it still requires Assembly approval.

Mr. Uchytil added that code dictates the board's behavior and what they are authorized to do, including following the rules in managing the harbors, fees, or all regulations.

Ms. Lynch said of Alaska statutes specifically title 29 relates to the municipal government and the Open Meeting Act. She said the board's authority comes from CBJ Charter 3.21 and was created in 1984. She said Code Title 85, waters and harbors, and the board specific section is 502 general powers. She said that Docks and Harbors is an enterprise board or an empowered board, so they have more authority than an advisory board. She said because they were established in charter, they can make decisions and have broader authority than advisory boards which were created by the Assembly. The Open Meetings Act applies to every member of the board, which is also known as Sunshine Laws. Ms. Lynch said it requires all government meetings to be open to the public, and the public must have notice of meetings, and that includes where the meeting is when, where and why. She said that's why we publish the agendas at least 24 hours in advance. That is a general rule that CBJ follows, but CBJ strives to provide the public with a week's notice for meeting agendas, so that the public has a reasonable opportunity to be heard at all regular and special meetings. Occasionally there's a need for an executive session where the publication is excluded, but that's very limited to specific topics and deliberations so no action can occur during an executive session. The board will confer and then come out of executive session and during the public session, motions can be made and action taken.

Mr. Becker asked if the board could declare all or only executive sessions.

Ms. Lynch replied that you can, but it must be noted on your agenda that you're going to have an executive session. She said that's what a lot of boards do so it's always an option. She said if it's a topic that would affect CBJ finances, like negotiating for your bargaining unit, you could go into an executive session to negotiate on the terms and conditions of that contract. She said another reason could be the reputation and character of a person who may be prejudiced. She said for example, if you are doing the evaluation of the director, you can go into executive session, but the director must receive notice that you are going to be discussing them. She said the director also can say they would prefer the discussion to be made public as that's their prerogative.

Mr. Becker asked if a major financial issue is discussed, such as whether we want to buy something or sell something or we can go into executive session.

Ms. Lynch replied yes, unless it has an adverse impact on CBJ's finances it couldn't be competitive. If you lease land, you can't go into executive session to discuss the amount that you are leasing the land. It would need to be made public. The discussion in executive session would be about what is fair market value. Other issues that may lead to an executive session would be judicial matters, such as appeal decisions, or whether the board is considering a litigation strategy, setting planners, negotiations and trial. Ms. Lynch gave an overview of what qualifies as a meeting. A meeting is when there are three or more present and discussing an issue that the board has the authority to act upon, that qualifies a meeting. She said for subcommittees, where there's a committee made up of fewer members, in that case, there needs to be a majority of members present. An example, like a three-member subcommittee, two people are discussing a topic, that's considered a full board.

Mr. Uchytil said it the Bylaws it is called a standing committee.

Ms. Lynch said that for a nine-member board to have a meeting, a majority had to be present to have a quorum. Ms. Lynch explained the Open Meetings Act (OMA) are best practices. The purpose was to ensure that the deliberations of the board are done in public. It's best to limit private conversations on issues that aren't related to the board. She expressed caution to any conversation that is not board related and that if the public does see discussion of topics in the minutes that would be a violation. She said boards should avoid serial meetings which are going from person to person to person and talking about the same topic. Board members should not "reply all" to emails unless they are related to administrative matters such as setting meeting time, dates, Google Docs, etc. Any actions taken in violation of the OMA, the board would have to review the actions, and they'd need to do them again. She said if there's ever an event such as a ribbon cutting ceremony where all board members are invited, the best practice would be to invite the public. Ms. Lynch said under the Public Records Act, every person has a right to inspect public records unless an exception applies and there's a strong presumption in favor of disclosure. She said Law advises against using non-CBJ emails. She said each Board member has been given a dot gov email address so they should be using that instead of their personal emails. She said if you do use your personal email, board members must cc: their dot gov email address. She said that if there is a public record request, it's much easier to gather the information to provide to the public through dot gov emails.

Mr. Uchytil said the reason why the city wants board members to use the dot gov email address is that IT can mine all that data and collect information to the records request. The downside to board members not checking the dot gov email is that if members of the public come to them directly it is difficult to receive that information.

Ms. Lynch said if a member of the public asks any questions specifically to work on an issue before the board, she advised that the board member respond to the constituent individually then by "reply all". When you send them to the constituent you should also cc the Port Administrative Officer. The Administrative Officer can provide information to the rest of the board, subject to the proper procedures. Conflicts of interest can occur, as board members are municipal officers. Board members are prohibited from using their position to gain a benefit, to secure employment or contracts for themselves, their company or family or act with your personal financial interests. Board members may not deliberate or vote on any matter in which they have a conflict. These conflicts are specifically focused on personal or financial gain and the appearance of inquiry as well. If there is a conflict that members should declare it at a board meeting. The chair will determine whether there is a conflict or not. If any board member objects to what the chair has determined, they can say so and then the board will vote on whether they believe there's a conflict. She said her office was available to seek advice should a conflict come up.

Mr. Uchytil clarified that just because board members are users of the harbor and they pay for the use of the harbor that doesn't mean they need to recuse themselves. He also said it is the Chair that determines whether a board member should recuse themselves from an issue.

Ms. Lynch reiterated that when there's a conflict of interest, if in doubt call the CBJ Law Department. Open meetings are all about public trust, being fair and transparency. Parliamentary Procedure has to do with the order of rules, first is Docks and Harbors Bylaws. If there's nothing on that issue in the Bylaws then you would go by the Assembly rules of procedure. The Assembly rules do not dictate how something is done, then the Board would go by Robert's Rules of Order. Ms. Lynch said that she was working on a packet for the board that has some documents that she thought would be helpful as well as assembly rules. Rules keep the meetings running smoothly. Typically, the Chair or another board member, or the Director is well versed in the rules and can assist if there's any questions that come up during the meeting. The Board usually has an administrator or staff liaison, that person can assist as well as the city attorney's office. The rules are set forth in the Board Bylaws, the Assembly rules of procedure and then when they're not addressed, go to Robert's Rules of Order. The purpose of the motion is to introduce items to the committee for consideration, provide discussion and then vote. For example, a Board member makes the motion to forward these Bylaws to be Assembly. The Board's rules do not require a motion to be seconded. The chair will then state the motion and see if there's an objection and if there's no objection the motion passes. If there is an objection, the person objecting will typically state why they object, such as, "I object for the person's purposes of discussion". She said that person may want to discuss the issue more or object to the purposes of an amendment. Motions are voted by voice, generally, once discussed, once the discussion is ended, if there's an amendment that is stated and voted on, only two amendments can occur at one time. If there is a motion and someone amends it, and then someone else wants to make another amendment, the vote was on the last amendment. The Board would vote in the First Amendment and then vote on the original motion. After a motion has been made with amendments to the original motion and there are more complications to the motion, such as tabling or postponing, this may require discussion with the chair or legal counsel. It's best to state exactly what you want to do. A discussion is typically reserved for when there's an emergency matter that needs to be taken up. Tabling of a motion happens when the board can address the other issue. If the tabled item is not brought up at the next board meeting, then it's dead. That motion can't come before the board again, unless it's slightly changed, or there's new board members added. The motion for the project can now come back for discussion, if that's appropriate. The last page of the packet lists resources, such as Mr. Uchytil is a resource along with the City Clerk, and the Law Department.

<u>Committee Discussion/Public Comment</u> - None

4. Harbor ADA Requirements

Presentation by Port Director: Mr. Uchytil said that Docks and Harbors received an email from Carmen Katasse saying that she had a suggestion that would potentially transform lives. She said her husband was diagnosed with pulmonary fibrosis. Her husband's life has changed dramatically, and he now relies on a walker, wheelchairs and portable oxygen for mobility. Their plan was to leave their boat in Statter Harbor at Floast D, where they pay the monthly fees as her husband loves to fish. The walk to and from the boat had become daunting after returning from a recent fishing trip. Ms. Katasse said that a few adjustments at the docks and harbor facilities could become beacons of inclusivity and compassion. She proposed painting a few reserved parking spaces for 3-4 boats under 30 feet near the ramp, near the transient space and designating them as handicapped parking. She suggested that the boats display a handicapped permit. Mr. Uchytil said that's when they investigated the ADA guidelines attached to the packet.

Mr. Sill added that for both Harris and Statter Harbor, ADA requires having an accessible route and who an individual gets on and off the boats using bull rails. There are several requirements for slopes and grades that allow vertical bumps which in our docks appear fine. He For Statter Harbor, it worked out that six stalls would be defined as ADA accessible stalls. He's looking at an area for those handicapped accessible stalls and he showed a diagram that referenced the area. To be ADA compliant, there can be only 4 feet of obstruction for every 10 feet of bull rail. This is what Aurora Harbor has, but currently Statter Harbor does not. The process is that they're looking into establishing six stalls within Statter and ensuring that the bull rails meet this five-foot opening requirement for a 40-foot stall to meet code. Mr. Sill quoted from the Accessible Boating Facilities handout that "Accessible slips do not need to be marked and are not reserved in the same way as accessible vehicle parking spaces. For example, facilities should hold the accessible spot open for people with disabilities until others, all other slips are filled. At that point, the slip may be made available for general use." He said they are working on the ADA compliance standards.

Mr. Uchytil said Mr. Creswell, the Harbormaster, could address the issues of what Docks and Harbors currently does to accommodate those with special needs.

Mr. Creswell said Statter Harbor has got a lot of requests over the years relating to ADA accessibility. Looking at the launch ramp, there are ADA spots which meet the requirements. As far as boat mortgage is concerned there are a few customers with mobility issues, so there are some areas below the office to the left of the horseshoe. That area had been painted blue, and they had two customers that would frequent the harbors to use that float to moor. The float was also used as a work float, so that if a vessel needed maintenance, then they could use it. He said those two customers have since moved on and it has been some time since there has been a need for ADA accessibility. It is their goal to meet the needs of customers. He felt that they could accommodate the needs of those with mobility issues in this circumstance. They keep wheelchairs at the harbor office for those who may need them.

Mr. Orr asked whether docks and harbors could put the same set up that is at Amalga Harbor at Douglas Harbor with some stanchions. He said it was something that could take place in the future since there's no bull rail there.

Mr. Creswell offered that if a community member backs their boat right to where the pavement goes out and ramp starts, it's an easy step right over the boat. He said that he wanted to publicize this procedure to let others know that it works well.

<u>Committee Discussion/Public Comment</u>- None

5. Board Planning, Retreat Goals, and Organizational Improvements

Presentation by Port Director: Mr. Uchytil said that there even though the Ops agenda was light tonight, that didn't mean that Docks and Harbors weren't hard at work. He wanted to start planning for retreat, goals for the board moving forward. Typically, the board meets on the last Thursday, and the Ops meeting is the third Wednesday of the month. According to the Bylaws, the annual meeting is the last Thursday of the July. It didn't have to be at five o'clock and it didn't have to be the dates selected. He wanted Docks and Harbor staff to work with the board so that they could all be proud of the work. He was not trying to put Mr. Hamilton on the spot but he did get an email from him. Mr. Hamilton said that he regretted informing Mr. Uchytil that he couldn't attend the July meeting due to the ongoing salmon season. Mr. Hamilton said in the email that it was frustrating not to be able to participate in the organization, the new board, and the fact that this happens in July precludes participation by anyone involved in salmon or most other fisheries. Mr. Hamilton said it was frustrating because the fishing fleet is an integral part of the community economy and harbor usage. Mr. Hamilton said the development of the harbor facilities impacts his industry directly. Mr. Hamilton said during his time on the board over the last year, he has seen an impressive amount of coordination and outreach by the harbor staff in other industries. He said he would like to see the fishing fleet similarly supported. Mr. Hamilton said he looked forward to continuing to work with the board on that. Mr. Uchytil asked how the staff can do a better job and outreach the commercial fishing industry.

Mr. Orr asked whether Mr. Hamilton had offered suggestions about when he would rather have the meeting or how he would like to proceed.

Mr. Uchytil said he responded that he was sorry Mr. Hamilton was having difficulty attending the meeting and asked if he had any recommendations to make the meetings more accessible in the summer. He said they did move the Ops meetings to Thursday and asked Mr. Hamilton if there were any other recommendations on how Docks and Harbors could provide better coordination with the commercial fishing fleet.

Mr. Becker said that he thought the fishing closed on Wednesday.

Mr. Sooter asked when the fish openings were. He said, “aren’t Openings normally a Sunday through Wednesday.”

Mr. Becker said yes, typically it’s Sunday through Wednesday.

Mr. Uchytil said that he wanted to emphasize the outreach to commercial fishing industries. He asked how we can do better as a board and staff as a community.

Mr. Becker suggested that Mr. Hamilton could let the board know when he’s at the peak of the fishing season.

Mr. Leither commented that at today’s meeting they had talked about commercial fisherman storage for a half hour, and he wished they’d had Mr. Hamilton’s input.

Mr. Uchytil said that he assumed that the board and members want to continue with the proposed schedule for the rest of the calendar year. He wondered if the Board wanted to do an exercise in project prioritization over the next few months. Although there were only five board members there tonight, he was looking for direction from the Board on what projects they would like to prioritize.

<u>Committee Discussion:</u>

Mr. Orr said he liked the project prioritization exercise that was done last year at the retreat. It was helpful to the extent that members brought their ideas and members found resources to get some projects done.

Mr. Ridgway said the second year he was on board and participated in the retreat, he felt it was a good use of time. It would be good to get an overview of the last couple of years of prioritizations. He asked if Mr. Uchytil and staff got together to discuss new issues that would be helpful as it assists in continuity of what was a priority for the board two years ago and what is relevant now.

Mr. Sooter said he thought the first year, they had skipped the retreat, but they had one the second year. It was good use of time and felt they met their objectives and goals.

Ms. Musick posted on screen a list of 2024 list of prioritizations from staff and board members for CIP projects with a schedule for the fiscal year. She said this schedule could be sent out as they're thinking about project priorities and potential scheduling for the next board retreat with new board members.

Mr. Sooter and Mr. Orr asked that these be sent to all the board members.

Public Comment: None

G. STAFF, COMMITTE, AND MEMBER REPORTS

Mr. Uchytil said because they had no action items for next week, he asked that the Port Engineer and Harbormaster report this week.

MR. SILL REPORTED:

- Aurora Harbor: is demolishing the trestle and they have poured about half of the concrete abutment for the new approach on the north end. Western Marine Construction is working on the float fabricator, building floats quickly, about one float a day. The project is on schedule. Two float fabricators, Matheus Lumber and Transpac Marina, are both building floats for this project. Floats are projected to be done by October 1st so that they can drive pilings.
- Electrical issues in Aurora Harbor: They are working with some electrical engineers/electricians to track down some current leaks on the H float.
- PND Engineering: Has been working on designs for the drive down float at Aurora Harbor. The way the grant works, NEPA, which is the federal permitting, Docks and Harbors needs a 35% plan to complete the process. Before MARAD signs the grant agreement paying for the whole project, Docks and Harbors needs to get the environmental permitting and basic design done.
- Statter Harbor, Phase III: the uplands improvement project is progressing quickly. Dawson requested that they start work early and work around the tour buses using the site. They are pouring sidewalks, pouring curb and gutters, installing catch basins, putting conduits to the ground and doing a tremendous amount of work.
- Taku Harbor: Improvements are quiet right now and we are waiting until Spring 2026. The gangways are being fabricated. Cost estimates are in the works for refurbishing the dock, a cheaper refurbishment and replacement of the dock.

- Reroofing the Statter Harbor office: We are still in the process of tracking down the sheet metal for the roof. They are hoping to have that done before the weather settles in.
- Core Samples at Statter Harbor: Mr. Sill will be meeting with the Army Corps of Engineers soon to discuss the proposal for geotechnical investigation. He said they will be discussing the equipment that will be used for the core drilling.

Mr. Creswell Reported:

- End of Season Meeting: The Yacht Club has been rented for the end of the season meeting with tour and commercial operators. In the afternoon there will be an end of the summer cookout to recognize staff and all the work that they have been doing.
- IPS/Parking system: They have been making progress with the parking meter system error where it says that a customer has paid for parking, but the charge is never charged to their credit card statement. It's a system issue and he has raised the question with IPS about the reimbursement of Docks and Harbors for lost revenue. He is waiting for a response from the organization.
- Crab opening: There is currently a crab opening which appears to be a success.
- Statter Harbor: launch ramp has been busy with the launching and retrieval of boats. Ninety-seven percent of the feedback was amazing, and the flow of the traffic appears to be going well. Staff at Statter Harbor continue to do a lot of concrete repairs at the intersections, especially around the C and D float, with the movement and damage to the floats. Staff are building bridges to get access to the area.
  They have been meeting with Morris Engineering Group to install power pedestal boxes to add two more receptacles for power. This will make it easier for those in the Harbor to access. Morris Engineering Group will be giving Docks and Harbors two proposals. One for inexpensive ways to get power to customers and another for adding more power, if needed, to more customers.
- Harris Harbor: Staff from Aurora Harbor started repairs to railing stairs at the grid in Harris harbor and ran into some technical issues. The current term contractor Carver Construction was able to assist with that. Although Docks and Harbors staff are highly competent, they are not certified carpenters or electricians so that is why they brought in the professionals.
- Douglas Harbor: Docks and Harbors is working with contractors on grating and other projects such as breaks and drainage issues.
- Port Field Office: The flow of traffic is going well, and he's been meeting with Mr. Hinton when concerns arise. There has been less this year. Seasonal staff are heading back to college and school, and they have prepared for that.
- UAS Kayak Ramp and Interns: Mr. Norbryhn met with UAS representative about building a kayak rack at the kayak launch ramp. This is part of the agreement with UAS for the reduced lease rate for the downtown Boat Yard. So far, they have had five interns and that program will continue into the winter.
- New Administrative Officer: Ms. Leah Narum will be stepping in as the new Administrative Officer. Leah worked at Statter Harbor for about 2 years. Ms. Musick's

last day will be next Monday, August 25, 2025. Mr. Uchytil added that Ms. Musick has been an asset to the Department. Mr. Uchytil added that Ms. Narum is very capable and competent.

- Boat Lift: A new boat lift is being shipped from Canada next week.
- Coghlan cut/Whale Watching Fleet issue: Mr. Creswell has been in a consulting compacity to solve the issue of slowing down at the Coghlan cut.
- Live Aboard Vessels: Hot Berthing signup will begin September 2nd.
- Impounding Vessels: Docks and Harbors are moving forward on the process of impounding two vessels that do not meet seaworthiness as of September 12th. They have been working with resources to hook those individuals up with housing and support services to get their boats running. One of the patrons has been offered to have their vessels haul-out so they won't lose the vessel to impound.
- Last Cruise ship date: October 15. The season starts to slow around September 15.
- Salmon Derby: The Salmon Derby was a success thanks to the Territorial Sportsman. Communications went well prior to the derby and staff have a system in place for making it successful despite the weather. The new weigh-in station in Auke Bay appeared to work well.

Mr. Uchytil Reported:

- Boat Lift: We don't know whether Docks and Harbor will be impacted by the tariffs associated with the Boat Lift. The purchase was about $315,000.
- Coghlan Cut: We got a response from CBJ lawyers and the Coast Guard about making that area a no wake zone. It has been suggested the CBJ could regulate a no wake zone in waters outside the harbor. Mr. Uchytil said that is not true. The Coast Guard has indicated that they may be willing to make a rule to regulate certain passes if the city requests it. It takes years, however, for the Coast Guard to make a rule-making change. He said the Harbormaster, Mr. Creswell, was working with the Southeast Alaska Whale Watching Association (SEAWA) to monitor and police themselves.
- AAHPA: The Alaska Association of Harbormasters and Port Administrators conference will be in town the week of October 20 and Docks and Harbor staff have been spending time on it. Docks and Harbors staff are proud of how we execute our operations. We will work with the City Manager and various departments. During one of the sessions, they are proposing to have an Ops Committee Meeting at the Elizabeth Peratrovich Hall so that participants of the conference can see how our Board operates.
- Grants: Alaska Dept. of Transportation awarded a grant that was submitted last year. Docks and Harbors is a recipient of $1.4 million awarded for a drive down so that will cover half of our local match. He said they did not get the $500,000 grant funds for the zinc anodes. He said next year they are ready to apply for future grants.
- STORIS Visit: The Coast Guard cutter STORIS was commissioned in August. Mr. Becker & Mr. Leither had the opportunity to ride from Auke Bay to downtown. The ceremony was well attended by VIP's from the Deputy Secretary of Homeland Security, Senator Dan Sullivan, Representative Nick Begich, Representatives from Florida and Mississippi, and representatives from the Coast Gurd.

Mr. Sooter said he would like to bring up the Goldbelt Seadrome property at the next meeting and before the board gets into budget season.

H. COMMITTEE ADMINISTRATIVE MATTERS:

6. Next Docks and Harbors Board Meeting- August 28th, 2025-Cancelled
Next Docks and Harbors Operations and Planning Committee Meeting- September 17th, 2025

I. ADJOURNMENT BY MR. SOOTER AT 7:00PM

Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: Carl Uchytil
Port Director

To: Docks & Harbor Board

Date: May 29th, 2025

Re: SEADROME PROPERTY APPRAISAL

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1. Goldbelt, Inc has been contemplating redevelopment of the Seadrome Building and adjacent properties since at least 2022. The project has been complicated due to the uplands site of the Seadrome Building (76 Egan Drive) surrounded by quilt work of small parcels owned by Goldbelt (dba Cultural Preservation, Inc.) and by CBJ (managed by Docks & Harbors). Goldbelt's plans appear to be solidified to where business negotiations with Docks & Harbors are appropriate. The following Docks & Harbors' meetings have had discussions pertaining to the Goldbelt's Seadrome property development:

    a. July 20, 2022 (Operations-Planning Committee) – Seadrome Development Plan
    b. November 9, 2022 (Ops-Planning Committee) – Authority for Negotiated Land Sale
    c. November 17, 2022 (Board Meeting) – Authority for Negotiated Land Sale
    d. December 19, 2022 (Assembly LHED Committee) - Authority for Negotiated Land Sale
    e. March 22, 2023 (Ops-Planning Committee) – Seadrome Property Exchange
    f. April 25, 2024 (Board Meeting) - Seadrome Property Swap/Sale
    g. August 21, 2024 (Ops-Planning Committee) – Seadrome Building Land Needs
    h. August 25, 2024 (Board Meeting) – Initiate appraisal & establish process
    i. September 18, 2024 (Ops-Meeting) – Seadrome Property Development Property Request
    j. September 26, 2024 (Board Meeting) – Direct Negotiations for Negotiated Land Sale
    k. December 2, 2024 (Assembly LHED Committee) - Direct Negotiations for Negotiated Land Sale
    l. January 6, 2025 (Assembly Meeting) authorization for Direct Negotiations under Title 53.09.260(a)
    m. March 27, 2025 (Board Meeting) – Board motion for "Goldbelt to submit an offer above fair market value for the consideration of the Board for the purchase and sale of the Seadrome property".
    n. May 21, 2025 (Ops-Planning Committee) – Review of May 12th Appraisal from Ramsey Appraisal Resource
2. The direction provided from the September 2024 Board meeting was to consider sale of the Docks & Harbors managed and CBJ owned property around the Seadrome Building. Our term contract appraiser, Horan & Company, completed its appraisal determining the fair market value of the property requested by Goldbelt to be $630,903. The Board directed Goldbelt to provide an offer above fair market value at the May 27, 2025 Board meeting.
3. If directed by the Docks & Harbors Board, the next step would be to request CBJ Law draft a Purchase & Sales agreement to convey the nearly 15,000 sq feet of CBJ owned property to Goldbelt.

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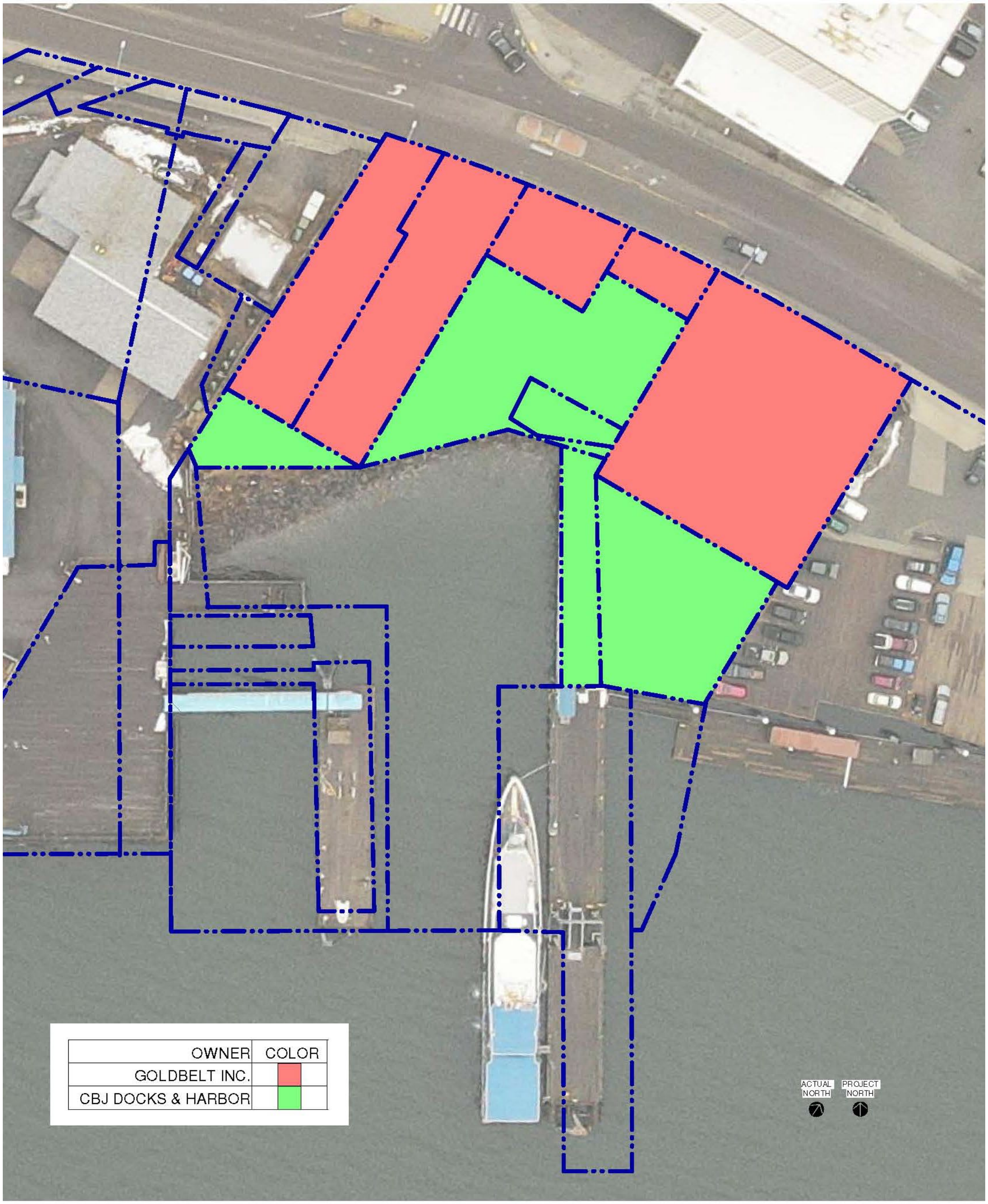
Encl: (1) Seadrome Property map
(2) Conceptual Rendering Proposal for new Goldbelt Seadrome Building
(3) Appraisal dated February 28, 2025 (Horan & Company)
(4) Appraisal dated May 12, 2025 (Ramsey Appraisal Resource)


OWNER
COLOR
GOLDBELT INC.
CBJ DOCKS & HARBOR
ACTUAL NORTH
PROJECT NORTH

Board List New

Aurora Drive Down Float
Marine Services Facility
Secure Storage Little Rock Dump
UAS Property Purchase
Emergency Vessel Loading Float
Shore Power 16B
Statter Ph 3D
Showers/Bathroom - Aurora
Amalga Launch Ramp Float & Dredging
Douglas Uplands
Douglas Security Gate
Small Cruise Ship Infrastructure
Lone Sailor Memorial
Purchase Archipelago Property
Downtown Safety Railing
Aurora Harbor Security Gates
Deck Over People's Wharf/USS Juneau
Statter Harbor Shop/Storage
Statter Harbor Security Gates
Auke Baywalk ABMS to Statter

Staff New

Statter Ph 3D
Aurora Drive Down Float
Downtown Safety Railing
Douglas Uplands
Aurora Harbor Security Gates
Amalga Launch Ramp Float & Dredging
Douglas Security Gate
Secure Storage Little Rock Dump
Echo Cove Launch Ramp Float
Shower/Restroom - Aurora
Secure Storage Little Rock Dump
Purchase Archipelago
Fish Sales Facility Harris
Statter Harbor Shop/Storage
Small Cruise Ship Infrastructure
Lone Sailor Memorial
Shorepower 16B
Deck Over Peoples Wharf/USS Juneau

Board Recapitalization

Statter Harbor Office Roof
Aurora Harbor Phase IV
Aurora Harbor Office
Cost Share with USACE - Statter B/W
Juneau Fisheries Terminal
Douglas Launch Ramp Extension/Lighting
Cruise ship Docks Zinc
N. Douglas Boat Ramp
Aurora Harbor Dredging - Tug Slips
Downtown Piling Inspection

Staff Recapitizaton	**FY25**	**FY26**
Statter Harbor Office Roof	Aurora Drive Down Float - $300K	Aurora Drive Down Float -$2M
Aurora Harbor Office	Aurora Harbor Phase IV -$11.5M	Shore Power - 16B - $30M
Aurora Harbor Phase IV	Cost Share with USACE - Statter B/W - $500K	Cost Share with USACE - Statter B/W - $600K
Cost Share with USACE - Statter B/W	Statter Harbor Office Roof - $250K	Downtown Seawalk Cameras - $1M
Downtown Seawalk Cameras	Wayside Float Dredging - $900K	Downtown Piling Inspection - $300K
Downtown Piling Inspection	Taku Harbor - Repairs - $400K	Echo Cove Launch Ramp Float - $200K
N. Douglas Boat Ramp	Statter Ph 3D -$3.5M	Aurora Harbor Office - $250K for Design
Cruise Ship Docks Zinc		Showers/Bathrooms - Aurora - $250K
Aurora Harbor Dredging - Tug Slips		Secure Storage Little Rock Dump - $300K
Douglas Launch Ramp Extension/Lighting		

DOCK FUNDED PROJECTS

FY27	FY28	FY29
UAS Property Purchase - $8M	Cost Share with USACE - Statter B/W -$20M	Deck Over People's Wharf/USS Juneau -$5M
Aurora Harbor Office - $3.5M	Douglas Uplands - $6M	Statter Harbor Shop/Storage - $1.5M
Cost Share with USACE - Statter B/W - $700K	Cruise ship Docks Zinc - $3M	Aurora Harbor Dredging - Tug Slips - $500K
Douglas Launch Ramp Extension/Lighting - $200I	N. Douglas Boat Ramp - $25M	Douglas Security Gate - $100K
Amalga Launch Ramp Float & Dredging - $250K		
Showers/Bathrooms - Douglas - $250K		
Emergency Vessel Loading Float - $1M		

FY30	FY31
Aurora Harbor Security Gates - $200K	Small Cruise Ship Infrastructure - $15M
Fish Sales Facility Harris - $250K	Purchase Archipelago Property - $10M
Statter Harbor Security Gates - $200K	