



DOCKS AND HARBORS BOARD MEETINGS

July 31, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

A. CALL TO ORDER AT 5:00 PM

- B. ROLL CALL:** James Becker, Nick Orr, Mark Ridgway, Annette Smith, and Shem Sooter. Robert Horchover (attended 5:02-5:52 pm) and Matt Leither attended via zoom.

Absent: Tyler Emerson and Clayton Hamilton

Also in Attendance: Carl Uchytel-Port Director, Melody Musick-Administrative Officer, Matt Creswell-Harbormaster, Matthew Sill-Port Engineer, and Greg Smith (Deputy Mayor)-via zoom. Deanna Darnell and Robert Janes attended as members of the public. Tim Moore attended as a Deputy Engineer applicant.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES-NONE.

- D. BOARD ELECTIONS:** Election of Board Chair, Vice Chair and other such officers as the Board shall deem necessary.

Mr. Becker nominated Mr. Shem Sooter as Board president. Ms. Smith seconded. There were no objections.

Mr. Ridgway nominated Mr. Becker as Vice-Chair. Ms. Smith seconded. There were no objections.

Ms. Smith nominated Mr. Orr for Ops Chair. There were no objections.

Mr. Orr nominated Mr. Ridgway for Ops Vice Chair. There were no objections.

Mr. Becker will continue being on the Lands Housing & Economic Development Committee for another year.

Ms. Smith agreed to be on the South Douglas Committee, however their work is almost done. Ms. Smith asked if the Auke Bay Area Committee was still working. Mr. Uchytel reported that the Auke Bay Area plan was completed. He said there is not currently anything pending now, except for a Lemon Creek plan.

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

Deana Darnell of Douglas testified at the Assembly and sent out an email this afternoon. She thanked the Board for being public servants for three years and helping our community. She reported that she had been sent to the Assembly by the Coast Guard about a week before regarding a concern that she had. She had been camping and kayaking with her grandchildren and stopped at the Coghlan Island cut for a break at a 1.7 low tide. The red buoy was visible. After about 45 minutes, as the tide was coming in, the first child launched into his single boat, and she was working to place the second child in front of the double kayak. A huge double-decker silver-hulled came barreling through the cut at full

speed inbound towards the harbor. This caused a wake large enough to go over our heads, over our faces and over our chests. This really scared the children. As soon as she had calmed the children with “you’re okay” a second boat came along and had seen them and slowed down. The wake wasn’t as bad; however, it did still rock the kayaks. She said although they weren’t hurt, it was a frightening experience. She said that she had kayaked enough and worked in emergency rooms that if it had happened two seconds earlier, the child wouldn’t have been seated, and the second boat would have knocked us both out. She wouldn’t have been there to help the child. She called TBMP the next day and that organization has been very helpful to help companies do the right thing. She went to the Coast Guard because she has a sailor’s license and she knows that bigger, faster boats are supposed to be kinder to smaller, less fast boats. As far as the Coghlan Island cut, the Coast Guard said that the only way to make that safe was to have a city ordinance where it was no wake zone. Both the Coast Guard directed her to the Marine Exchange, and they were very helpful in saying this was not okay. She had called Gastineau Guiding and they had tried to assist her with finding out whose boat this was. She said she called all the boat owners and said only the Sentinel Lighthouse Tour owner admitted that it was his boat that was the second boat that had gone through the cut. She said their captain had said days later that he was following the first boat and assumed they had seen the kayakers on the beach, and when he saw them, he slowed down. No one admitted to being the boat captain that swamped their kayaks. She said in her investigation, the city tourism woman, Alexandra Pierce said, “everybody has to be a member of TBMP if they’re a commercial boat” and that she thought they had to belong to Automatic Identification System (AIS), however, she said that is not true. She said that she would be recommending that all captains have AIS for next season. She said she wanted to acknowledge Jeremy Norbryn who was very useful. She asked that the Board read her email to them and get back to her. She also said that numerous community members have stated that they are concerned enough that they are willing to fund a sign and put it up themselves if this process takes a long time.

Questions: Mr. Leither asked to hear the perspective from Mr. Uchytel. It was his understanding that this was a CG issue for deciding wake area.

Mr. Uchytel said that if the CG said the municipality must act on a resolution, that would be odd. If Ms. Darnell spoke with CG legal or the waterways command center who has control maybe whoever she spoke wouldn’t be fully versed in maritime law.

Ms. Darnell said that she had spoken with the waterways department.

Mr. Leither appreciated Ms. Darnell’s testimony but was surprised by her findings.

Ms. Darnell said she’d heard from various people, from the Assembly and the tourism department, that the Coast Guard says it’s a city issue and that Docks and Harbors says that it’s a Coast Guard issue. The Assembly made it very clear that they would get involved if there were severe injuries or deaths.

Mr. Ridgway appreciated Ms. Darnell’s comments and was pleased that she and her family were okay. In speaking with the Marine Exchange, they said that boats are supposed to slow. He asked Ms. Darnell if they gave a reason why that boat is supposed to slow down.

Ms. Darnell said the Marine Exchange just acknowledged that it's dangerous when people don't slow down. She said it was Tourism Best Management Practices (TBMP) and Southeast Whale Watching Association (SEAWWA) that said they have policies to slow down when there's somebody on the beach. She said they don't ever go through outbound because of the rock cropping. A lot of companies don't use that. Some of them do however, and they're supposed to slow down if they come inbound there. They're not doing it because it's not regulated.

Mr. Horchover shared that it is not regulated. He said the Coast Guard probably pushed it back to the city. He said Docks and Harbors could include it as part of Auke Bay and therefore designate that as a no wake zone would be a ticketing offense. He was not sure if Docks and Harbor wanted to take responsibility. As far as navigable waterways, he said boats are supposed to use prudent caution. He said CBJ legal could look at that approach into Auke Bay Harbor, the enforcement and whether that could be planned.

Ms. Smith said it was her understanding that the whale watching companies frequently meet to discuss issues. She asked whether they were policing themselves.

Mr. Uchytel said the organization is called SEAWWA and it's basically a self-regulated, coalition of whale watching companies. He said because this incident happened approximately 2 weeks ago, that he'd be surprised if they had met in July and August due to this being their busiest time of the year. He said that this would be something that they would want to review and make recommendations.

Ms. Darnell said that at the bottom of her e-mails sent to the Board there were texts messages from Lewis from Sentinel Lighthouse Tours. He said he's been talking to all the captains, and they are very much in favor of regulation, because they know it works when it's regulated.

Mr. Bob Janes of Juneau, the owner of Gastineau Guiding, spoke about what he's been talking about with the Harbormaster over the last few days. He said that this is a critical issue and that they have done their best through SEAWWA and TBMP to self-regulate. He said it wasn't quite working and agreed that it is a dangerous situation. He said the next step in his opinion is regulation. He said how to regulate and how to police is a tough decision. He's been talking to Mr. Creswell about a five-knot regulated speed through the Coghlan cut, both in and out. He said his company could accommodate that and felt that every other company could also. He said he wondered how it can be regulated. He shared his thoughts with Mr. Creswell that all boats in Auke Bay are required to have AIS so that every boat that goes through there has an AIS tracking and will track their speed at five knots. He said that he thought that any boat traveling over five knots can throw up a flag and that the harbor department can deal with that through permitting. Permitting would be key and that's how TBMP works to adhere to regulations of five knots through the Coghlan cut both in and out. He was supportive of this regulation as an operator and a member of SEAWWA. He said they have not had a meeting since this incident but felt that it is something they could address through SEAWWA. Mr. Janes said that he felt that it was a practical solution to a big problem.

Ms. Smith stated that if all boats have AIS, they must be able to send and receive. She asked whether SEAWWA is watching if boats don't make the Coghlan cut, can they go around Coghlan? She said that boats like Allen Marine boats can kick up a lot of wakes.

Mr. Janes clarified that most boats have AIS but not all company's boats. Mr. Janes said Allen Marine runs their AIS consistently. He said the requirement would be for all boats to have AIS although he has not discussed that proposal with any of his SEAWWA membership. He said he felt that having AIS operated would be a little bit of haul but that's something they would work on. Secondly, he said it's a possibility that whale watching boats could go around Coghlan Island but it's not a regulation. He said without it being a regulation, it wouldn't happen. He said that it was a good solution would be a five-knot wake going through the cut but that's up to the SEAWWA group to talk about.

Mr. Becker appreciated Mr. Janes' efforts. He said some of the boats coming through the cut are not whale watch boats but are bigger boats.

Mr. Horchover said that Docks and Harbors could make a No Wake Zone all the way through the Coghlan cut area. Establish traffic lanes and there are a lot of things we could do within our borough; however, he was the last one that wanted more regulation. He said that he felt the wake scenario with the whale watching boats and self-monitoring was ridiculous. He said the Board would look at a no wake zone that goes out past Coghlan Island.

Mr. Ridgway asked when Mr. Janes spoke with Mr. Creswell how the AIS would get monitored and by whom. He asked what the responsibility of the Harbormaster's office would be to watch this activity.

Mr. Janes asked that Mr. Ridgway follow up his question up with Mr. Creswell.

Ms. Smith asked Mr. Uchytel whether the Harbors would be monitoring this activity around Coghlan or whether the Tourism manager would monitor. Secondly, she asked if the city capable of saying no boat over 25 feet can pass through the Coghlan cut, whether commercial or not.

Mr. Uchytel said he thought it was dubious that the city could regulate navigable waters of the US. He said Docks and Harbors don't have that wide range of authority. He said the authority is limited and has got to protect their infrastructure. He cautioned the Board to consider their authority for wide-spread carte blanche no wake zone. Mr. Creswell has been looking at a no-wake zone with the Marine Exchange and the ability to monitor that area. He said that what the Board may be talking about is a stoplight camera type situation for vessels. He said he wasn't sure that is something that they wanted to do as they didn't have the staff or manpower to have people on site 24/7 to capture boats that are operating in an unsafe manner. He said that is the Coast Guards responsibility.

Mr. Orr said that he had a comment for Mr. Janes. Step one is to go back to see what everybody says at SEAWWA before coming to Docks and Harbors. He said once they have responded, he suggested that SEAWWA go to the city vs. the Docks and Harbor Board. If the city kicks the solution to docks and harbors, then the Board will deal with it.

Mr. Janes agreed that the next step is to go to SEAWWA to get membership approval for lowering the wake zone to 5 knots.

F. APPROVAL OF MINUTES

1. May 29th, 2025

Ms. Smith said that they had a previous discussion about the reason for the tabling of May 29th minutes. She said she noticed that there were no changes made to the minutes and wondered why.

Mr. Sooter said he listened to the minutes, and it was his opinion that Mr. Hamilton's comment was made during the voting session. It was a roll call vote, so the only thing that he should have been saying was a yes or no. He said Mr. Hamilton made his objections for the vote. Mr. Sooter said that it should stand the way the minutes are written.

Ms. Musick made a comment that the minutes did get updated with direct quotes and dialog of what Mr. Hamilton said at the May 29 meeting. She said it did not get published but that it was up on the screen and that it should be in everyone's packet.

Mr. Ridgway asked when the minutes said motion approved, does that mean motion by Mr. Sooter or does that mean the motion by Mr. Hamilton that the motion failed.

Mr. Sooter said his motion failed and Mr. Hamilton's motion prevailed, which means the motion was tabled.

No other objections, May 29, 2025, minutes approved unanimously.

2. June 29th, 2025

Approved unanimously.

G. SPECIAL ORDER OF BUSINESS: Recognition of Employee of the Quarter -

Mr. Uchtyl said that Docks and Harbors recognized Lily Thomas as the employee of the quarter. He said Lily works down at the port office and she is an Administrative Assistant, who has been working with Docks and Harbor for one year. She was not available today as she was in Seattle receiving treatment. He said Lily has been a team-minded individual and has brought a lot of new processes to the administrative team. Mr. Uchtyl said Lily is often the first to volunteer. He presented her with a citation and plaque and a check before she left for Seattle.

H. NEW BUSINESS

3. Taku Harbor- Stockade Point Float Damage

Presentation by Port Engineer: Mr. Sill reported at Taku harbor, by the entrance and Stockade Point float, Docks and Harbors have a 10-foot-wide by 110-foot-long float that is not connected to the shore. The history of that float is, it was built in either 1976 or 1979 by the state. It was the old T float from Taku harbor. When the Taku harbor float was rebuilt in 2005 Department of Transportation (DOT) took the old T float, moved it over to stockade point, drove some new pilings and got some more years out of it. He said when he requested the plans from DOT, and they said, our plans are contaminated with asbestos, so we're not allowed to touch them. Mr. Sill said there's a break 25 feet from the end of the float where the internal structure has failed. Mr. Sill and Mr. Cresswell and Ms. Angie Thrower, the Harbor Operation Supervisor, went down and looked at the damage to the float. Mr. Sill said the way these floats begin deteriorating, all the joints inside are pretty much gone. Mr. Sill said the floats could patch it or scab it back together but that's the end. As part of the assessments, he said they went down to gather a cost estimate of what it would take to completely scrap it and to put in a new float.

Mr. Sill said because Docks and Harbors have the Aurora harbor float going, they could get some additional 10-foot modules coming from that project. He said there is a contractor mobilizing at Taku Harbor in the spring to fix the float. He estimated that using the costs for floats Aurora harbor and the piling costs, and additional funds for surveying and demolition and protected species observers, he thought the cost would be around \$330,000 for a 10 by 150 float delivered to Juneau. Mr. Sill also reached out to Transpac Marinas and asked them for a 10 foot by 150-foot float quote. Transpac responded with a \$330,000 quote to Seattle. Mr. Sill included a 10% contingency with the cost of new pilings, driving pilings, surveying and protecting species observers. He said he estimated that it would be a half million-dollar project to replace the Taku Harbor float. Mr. Sill asked the questions before the Board were, how important is this float? He wondered do we pursue a replacement for the float? He said that Docks and Harbors could scab it together, buy some bull rails, rub strips and screw it all back together. He said, however, that it's not going to be a long-lived solution.

Board Questions/Public Comment:

Ms. Smith said that the US Coast Guard breakwater float was brought up here and was for sale. She asked if the Board could look at purchasing the float to move down to Taku harbor instead.

Mr. Sill responded that old Coast Guard float is sitting off Aurora Harbor right now. Currently it is being used as a net repair float. We have an agreement with Western Marine Construction that they can store it on tidelands, if we can use it. The Coast Guard has told us that they have not found a buyer. Mr. Sill said he did not know if they could get it for less than \$300,000 dollars.

Mr. Uchytel stated that in his discussion with the Western Marine Construction about bringing up the Ketchikan breakwater, they thought the float was worth more than \$300,000. He said the dock is 180 by 24-foot breakwater new would be about \$3-\$5 million so that is why he thought they had been looking at selling it for \$300,000 or more.

Mr. Ridgway said looking at the overall project list of prioritizations that come before the Board, what are the priorities within Docks and Harbors.

Mr. Sill said that Docks and Harbors don't always pursue the best projects, rather they pursue the projects that they can get funding for. Docks and Harbors has requested that Fish and Game roll this float into the current Taku Harbor project they have and are working towards funding. They, however, have said they are not going to do that. Docks and Harbors would be paying 100%, which he felt is a hard pill to swallow. Docks and Harbors has a contractor who is intending to barge a crane down to Taku Harbor in the spring. He said the cost of paying for mobilization could be reduced to do this work. He said in terms of priorities, this was not on his plate as of two weeks ago.

Mr. Uchytel said that Mr. Sill's estimates were accurate. He said when he put this on the agenda last week, he was hoping that the question before the Board today was if Fish and Game is willing to expand their grant to allow us to leverage a 75/25% grant for all of Taku Harbor, would the Board prioritize the replacement. He said that Fish and Game said no, they don't consider it the same project and said we could compete for another grant called a BIG grant, boating infrastructure grant. He said the urgency of having a decision right now is less than what it was two days ago, because we don't get this grant. If this grant was lining up, he said it would have to happen quickly. He said Docks and Harbors would have to make that order to Western Marine Construction to order the float. He said the urgency is no longer there but it's probably still a good debate for the Board to think about how important and at what the costs would be for this piece of infrastructure. He asked whether the Board would spend \$300,000 on it? He asked maybe if Docks and Harbors had a 75/25 match with Fish and Game, would it be worth 125,000 for the Board to do so? He said that's kind of a weighty decision for the Board to give us direction.

Mr. Orr asked Mr. Sill if the Taku Harbor float was usable right now.

Mr. Sill responded yes.

Mr. Orr asked how important this was and that he thought they could wait for a decision.

Ms. Smith commented that the float wasn't dangerous.

Ms. Sill requested a picture come up on screen, page 35 of the packet. He said, "Correct, the last 25 feet doesn't look great." He said the next thing that's going to happen is that the end is going to start working loose. He said the worst-case scenario is that 25 feet will eventually let go.

Ms. Smith asked if this isn't a priority project, what is the cost of demolishing the project?

Mr. Sill responded it would probably depend on whether Docks and Harbors got someone down there. He said they could probably spend \$20,000 just to get a crane and barge down before they could get the float demolished in one to two days. He said the highest cost would be the dump fees for getting rid of the float and the mobilization of the demolition crew.

Mr. Becker said there are projects going on in the spring so that it may be good to piggyback off those and negotiate a price.

Mr. Ridgway asked one, based on the award in the last document from Fish and Game, what was their award? Secondly, he asked if the concern might be that the end of the dock breaks off, could we shorten the dock? He said he thought he could remove the damaged piece and leave the rest. Thirdly, he asked if we could also utilize the existing contract with the contractor to have them address more than duct tape repairs, such as reinforcing the dock?

Mr. Sill responded that the work that Trucano Construction has is to pull out the old Amalga Harbor Boarding floats, demolish them, pull up the pilings and install the aluminum gangways to shore. He said that it is a \$900,000 contract. He thought that if they took a \$900,000 contract and put a half million dollar change order on it, that it would be a large addition. He said he thought that that might raise a few eyebrows with that kind of additional funding. He said the contract with Trucano to rebuild Taku harbor is relatively small. Mr. Sill said removing those state floats can be cut off with a chainsaw to remove. Regarding the question of having the contractor refurbish the float, he said there could be some repairs, replace the bull rails, and put some stout rub strips on it. He said it could be screwed back together and that could extend its life and those are all options.

Mr. Ridgway asked if Mr. Sill recalled the mobilization cost for the Fish and Game to do their work on Taku Harbor.

Mr. Sill thought that, he'd guessed, \$90,000. He said he made up that number as the contract allows us to pay out 10% for the mobilization of the contract amount of \$900,000.

Mr. Orr asked for a follow-up question from Ms. Smith's question. He asked how much it would cost to repair the dock.

Mr. Sill said he didn't have a good cost estimate. He said that docks and harbors would have to buy some more rails, and it would not be an extraordinary amount. He said he thought it could be patched back together for under \$50,000 between contract labor and materials. He said it would be more than our Docks and Harbor staff could handle so we would have to have a contractor do the work. That would be a change to the initial \$900,000 contract.

Mr. Leither said he would like to get some prospective proposals from Harbor staff and Board members who may have some experience with Taku Harbor. He said he has used the harbor 3-4 times a year over the past 5 years and he's never had to anchor in the bay. He said he uses the harbor more in the spring and fall and not at the height of the season. He asked how often they are full there on our two floats and do we need two floats.

Mr. Creswell said that the main float attached to landfills up on the weekends, especially on holiday weekends. He said the other main use of that harbor is through closures of gillnet fisheries in Taku Harbor and Snettisham area. He said he used to frequent the harbor but doesn't much anymore. He said he sees the harbor primarily used for crab pot storage, net storage, and net repair. He said the State Troopers like to stop there because they don't like to be on the docks with everyone else. He said when the trooper stops there everyone usually leaves. Mr. Creswell said that the troopers prefer to distance themselves so that everyone gets a better night's sleep. He said he didn't have a number

available for how much that harbor was used but said that it was much less used than the primary float in Taku Harbor because you can get out and stretch your legs on the shore.

Ms. Smith said that that float is the most protected area from the weather. She has used Taku Harbor many times because that's the only place that you're not getting hit with the weather.

Mr. Ridgway said he is new on the Board, and he said it was difficult to decide on harbor repairs without first looking at a list of the important projects that it might take money away from. He said he would not recommend we replace the Stockade float without considering Mr. Sill's proposal that we take advantage of the contractor that knows what they're doing. He said in the meantime, he advised that we stave off further damage and recommended that the Board consider either shortening the dock, leaving it as it is, or throwing another \$50,000 into it.

Ms. Smith asked if the limit is a \$50,000 contract.

Mr. Sill responded that docks and harbors can do a non-term contract based on an initial contract. He said for over non-term contractors, over \$5,000 triggers a three quotes process and over \$50,000 triggers and Request for Proposal (RFP) process.

Ms. Smith commented that this was not a big priority.

Mr. Orr pointed out that the Trucano contractor is not going down to Taku Harbor until next spring. He advised the Board that they have a little bit of time to think this over.

Mr. Sooter said that his opinion was that docks and harbor should chop 25 feet off and put a new cap on the end.

Mr. Ridgway asked for clarification that 25 feet be taken off the 150-foot float. He agreed with that suggestion. He said that he'd like to let Mr. Sill move forward with some of the repairs.

Mr. Sooter said that if Mr. Sill gets some time to assess the repairs, the Board can prioritize the Taku Harbor as Mr. Sill sees fit.

Mr. Ridgway said he'd like to direct Docks and Harbors staff to work on an idea of how to repair the float and a cost estimate.

Ms. Smith requested there be more than one option.

Mr. Ridgway suggested that he would speak to the amendment. He said he would like two options, one that allows the float to last past 20 years and one temporary fix. He said he thought the Board should give Docks and Harbors some direction such as cut it off and cap it as the quickest and cheapest fix or replacement that may last past 20 years.

Mr. Sooter said that the Board would direct staff to investigate this further. He requested that the Port Engineer come back with three options (cap it off, repairs or replacement) to the Ops committee.

Mr. Uchytel asked if there was another grant that came open, is the Board wanting a 25/75 type calculation.

Mr. Sooter said that Docks and Harbors should pursue this funding if available.

MOTION BY MR. RIDGEWAY: TO INVESTIGATE THE REPAIR OR REPLACEMENT OF THE TAKU HARBOR INCLUDING AT LEAST THREE OPTIONS WITH ESTIMATES.

Motion passed unanimously.

5. Proposed Modification to Aurora Harbor Improvement Project Phase IV

Presentation by Port Director: Mr. Uchytel reported that Docks and Harbors has been strategizing on the need for EV chargers in our harbors. He said Statter Harbor has one in the parking lot which was installed by CBJ engineering. He said basically, those that use the chargers must pay for the parking spot and Docks and Harbors pay for the electricity. He said that's a standard mode for charges for EV charging stations around the city. Mr. Uchytel said that if we have an electrician that is working on the north end of Aurora harbor, now is a good time to install a fast charger. He said the fast charger is paid with the use of a credit card. He said Docks and Harbors has consulted with the city's engineering company, Morris Engineering Group. He reported that Morris said we need about \$10,000 for a new transformer for the EV charging station. He said he's been in communication with Morris regarding the car companies, like Leaf and Tesla, which have versatile fast chargers that use a credit card payment system. Mr. Uchytel said that he wanted to let the Board know that Docks and Harbors has been looking at this, but they don't have a cost estimate. He said if there was opposition from the Board that we shouldn't be installing these; we could stop proceedings. He said he thought it would be a good time to bring it up as they have been talking about modifications for the Phase IV of Aurora Harbor Improvements.

Board Questions/Public Comment:

Ms. Smith asked if a paid fast charging system is installed will Docks and Harbor be able to make the money invested in the installation back.

Mr. Uchytel responded it's unlikely that Docks and Harbors would recapitalize their investment over 10-20 years. He said he was not sure if recouping of the initial investment could be determined as he was not sure how long charging stations last. He said previous city managers have encouraged Docks and Harbors to install charging stations in our harbors. He said that due to the Douglas location, they have received some pushbacks, and the charging station was put in the Douglas library parking garage area. He said with Aurora being their largest harbor he thought that now would be the time to execute such a project.

Mr. Sooter asked whether AEL&P had been consulted about a utility transformer.

Mr. Sill responded that the utility transformer would be installed by AEL&P who has them in stock. He said none of our contractors would be doing the installation.

Board Discussion/ Action

Mr. Ridgway asked if the decision was needed.

Mr. Uchytel said he would have liked a commitment from the Board to go forward and get things moving with a modification to Aurora Harbor. He said he wanted the Board to be aware that an EV Charging station is another aspect they are thinking about. He said if the Board has no objections, then Docks and Harbors will continue to see what the design looks like and have our Morris Electrical Group find a product that is suitable.

Mr. Ridgway asked to follow up with Ms. Smith question that if the charging is installed, do we have a way of recouping our costs in the money we invest.

Ms. Smith said she didn't see many electrical vehicles in our harbor parking areas and said it is a waste of money and time.

Mr. Sooter said he would like to see more information on how much use it would get.

Mr. Orr asked how much the Douglas library charge gets, even though it's not in an ideal spot.

Mr. Uchytel said Docks and Harbors also has a charging station at Harris Harbor.

Mr. Creswell said there are cars parked there but it is subjective.

Mr. Orr asked if there was a way to monitor to get a breakdown on the information to see the usage.

Mr. Ridgway asked if staff could give quantitative or qualitative information on usage or is the reason we don't see a lot of electric vehicles in the harbor branches because we don't have a lot of chargers.

Mr. Uchytel said he was not selling the topic of the need for chargers to the Board. He said he was not an EV expert, but that his understanding was that many of the public charging stations are not fast charging. He said that if someone has a need for a fast-charging station and is willing to pay, then that's what would benefit Docks and Harbors. He said that it's a unique service that could pay for itself.

Mr. Leither said he thought that this topic came up in a prior Board meeting and that it would be paid for rather quickly. He thought that the discussion wasn't financially viable and that the decision had been made.

Mr. Uchytel said that they had been talking about charging stations and the funding has been free in the past. He said that Docks and Harbors has paid the bill for what has been installed. He said with the new construction in Aurora, he said that this may be the right thing to do.

Mr. Ridgway said he agreed with Mr. Sooter saying he'd like to see the numbers to see what the returns on the investment would be.

Mr. Sooter said we don't need a motion. We just need more information.

6. Launch Ramp Donation Request to "Backcountry Hunters & Anglers" Non-profit Organization

Presentation by Harbormaster: Mr. Creswell reported: Ms. Mary Graves with Back Country Hunters and Anglers approached Docks and Harbors as 501(c)(3) non-profit organization that focuses on total ecosystem conservation. He said they're having their annual Juneau fundraiser event at Forbidden Peaks in November. She has requested, as part of their giveaway, that Docks and Harbors donate a 2026 long-term launch permit.

Board Questions/ Public Comment:

Mr. Ridgway asked if we had precedent on donating 501(c)(3)'s.

Mr. Creswell responded that in the past we've donated to the Territorial Sportsman. He said he likes to see that if the organization directly ties into their operations, then it's a way of giving back to those in Juneau.

Mr. Orr said that he'd like to see how 501(c)(3) spend money in Juneau. He said he's not saying no to this organization but that he'd like to see how they give back to the community. He thought this would be a good discussion for the retreat. Mr. Orr asked in the future, perhaps those requesting donations could show up at a Board Meeting.

Ms. Smith said a concern she had was that we started making a request from everyone for a donation.

Board Discussion/ Action:

Mr. Ridgway said that he agreed with Mr. Orr and Ms. Smith's sentiment that this topic be discussed at the Board retreat.

MOTION MADE BY MR. RIDGWAY MOVED TO APPROVE THE DONATION OF ONE 2026 CBJ LAUNCH RAMP PERMIT TO "BACKCOUNTRY HUNTERS & ANGLERS".

Motion passed unanimously.

7. De-appropriating \$924,374 from the ADOT Harbor Facility Grant for Aurora Harbor Phase IV Project

Presentation by Port Director: Mr. Uchytel said that this was a housekeeping measure. He said Docks and Harbors has accepted a \$5 million grant from DOT for the Aurora Harbor grant Phase IV project. He said the bids came in so favorably that we don't need the entire \$5 million. The finance department has advised that we need \$5 million less the \$924,000 as we don't need this amount at this point. He said the caveat is that if we have changes or amendments to our contracts, then we can go back and amend the DOT grant and give that money back. Mr. Uchytel said that the accountants requested we return this \$924,000 to keep the books clean.

Board Question/Public Comment:

Mr. Ridgway asked Mr. Uchytel whether there was any danger that we might not get that amount back.

Mr. Uchytel responded that there is always a little bit of risk.

Mr. Sill explained that the original construction contract was \$7,589,700. Docks and Harbors added to that with Morris Engineers, CA costs \$20,020 and PND CA costs \$541,032 for a total cost of \$8,561,052.

Mr. Uchytel said that \$8 million was a 50:50 match. We have the zinc anodes for Phase IV. Phases II and III didn't have zinc anodes so we are taking that out of our fund backlog. We have already made the request to DOT saying we'd like to have cost sharing the, I think, \$120,000 zinc anodes for Phase II and III. The risk is \$60,000 as we close out the project.

Mr. Sill clarified that this de-appropriating fund has to do with a rule at the City that you can't request bids until there's money in the bank. DOT says they won't sign the grant agreement until you have a bid. He said what we do is take the letter from the State that says you can have \$5 million that's been awarded for the grant. We take that to the finance department, so they have appropriated that \$5 million. The de-appropriated amount has nothing to do with the state agreement, it's simply taking CBJ books from the half million-dollar overall grant down to the actual amount that was agreed to with DOT.

Ms. Smith said she doesn't trust the city's accounting based on past experiences. She asked will these funds stay with the city accountants.

Mr. Sill said that when DOT announces their grant list, Docks and Harbors gets a letter saying congratulations, you are eligible for a \$5 million dollar grant. Our accountant makes a mark in our ledger saying we have \$5 million dollars coming from the State DOT. We, then, bid our project. The actual numbers come in and usually our numbers come in higher but this time they came in lower. So, the State matches 50% of a little over a \$9 million dollar project. We are now adjusting that \$5 million down to the actual number. When you asked, where's the money was going, the \$5 million dollars was not real. It's a place holder and so this is an accounting exercise. When we get invoices, we get reimbursed for those. The way this works is the contractor does some work and asks for money, after we've paid those invoices. The State DOT gives up 50% of those bills. The money that's in there is state money that we get paid out for as money gets reimbursed. This is not moving money; this is just changing the marker in our ledger from \$5 million dollars to the actual amount.

Mr. Orr said the State is just going to do 50% so this is adjusting the amount we were expecting based on the bid.

Ms. Smith said the State originally said they would give \$5 million dollars. She asked if we end up with cost overruns, we may need that money. She asked if we could request additional funds but that those could be refused.

Mr. Sill said it's possible, but they have already allocated \$5 million to the project. They will match our funds. Let's say we do add another million dollars' worth of work, and we go back to them and say we'd like to add this work, then they will readjust our agreement. We have an agreement for \$9

million dollars. This is just changing the ledger from \$5 million dollars that we thought we could use to the smaller number that they're going to give us.

Mr. Sooter said we are not giving any money back.

Ms. Smith said she realized that, but she said if we need that extra \$500,000, can we get it.

Mr. Sill responded yes, we can amend the agreement with DOT.

Mr. Sooter said we are not changing DOT's books; we are just changing ours.

Mr. Sill said that we can go back to DOT and say that the project is now a \$10 million dollar project and we need them to match their fully awarded \$5 million dollars. We would go to DOT and ask for an amendment to our agreement and we would do this again. We would appropriate the money to the CIP.

Board Discussion/Action-None

MOTION: MR. RIDGWAY MOVED TO RECOMMEND DEAPPROPRIATION OF \$924,374 OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES GRANT FROM THE AURORA HARBOR IMPROVEMENTS CIP.

All those in favor: Mr. Becker, Mr. Leither, Mr. Orr, Mr. Ridgway, Mr. Sooter. (Mr. Horchover departed at 5:52pm)

Ms. Smith objected.

Motion passed 5:1.

I. ITEMS FOR INFORMATION/DISCUSSION

8. Update on the Postponed Bid for Statter Harbor Breakwater Geotechnical Investigation

Presentation by Port Engineer: Mr. Sill reported that the work in cooperation with the Army Corps of Engineers to take core samples of the sea floor outside of the breakwater. The engineer consultants called us back and said drilling 150-foot core sample in 150 feet of water is not affordable and not something they can commit to quickly. Docks and Harbors withdrew the bid based on that feedback from both the geotechnical engineers and from the discussion with drillers active in Alaska.

Board Discussion/Public Comment:

Ms. Smith said that it sounds like Docks and Harbors has gone through a formal process but asked if they could look at mining companies that do extraordinary drilling around here. Is it possible to partner with them to get this accomplished?

Mr. Sill said this was kind of an interesting project in that we wanted geotechnical services. With these services, the engineer hires a drilling company, and they go out and drill. What the Army Corps of Engineers wanted was to be on the barge and collect all the samples and to the geotechnical investigation using drillers that were procured through a contract with Docks and Harbors. He said the difficulty is the water depth and having a platform that doesn't move. He said the Army Corps of

Engineers laid out a prescriptive drilling process and there are ways to investigate geotechnical at depths that were not included in the bid. Mr. Sill thought that if this goes out to bid again, there may be different ways to investigate seaport conditions.

Mr. Ridgway asked if there are any other large-scale waterfront projects that probably don't match up with the depth. He asked Mr. Sill if he knew anybody else who was bringing any equipment for Geotech investigation.

Mr. Sill said there are two issues. One is the depth, which is outside of what most drillers will work, at about 150 feet of water. Mr. Sill said that his investigation with private entities that are working on docks are drilling closer to shore. Secondly, he said based on the people he's talked to it is a capability that exists in the world but doesn't exist locally or on the west coast.

Mr. Uchytel that Docks and Harbors, was asked by the Army Corps of Engineers to take on this procurement because they didn't have the capacity to do it. The Army Corps of Engineers wants these six soil samples, 100 feet depth in 150 feet of water at six locations in Auke Bay. The project manager for the Army Corps has said that he'd like Docks and Harbors to manage the contractors. The plan is to get bids out in September to mobilize a team in April/May 2026.

Mr. Sill said our agreement with the Army Corps of Engineers is to split costs. He said he thought our contribution to the project this year was going to be about \$600,000. He said from what he's hearing it's more like a \$1.6 million project.

9. Deputy Port Engineer Position – Hiring Process

Presentation by Port Engineer-Mr. Sill said that Docks and Harbors has been operating without a deputy engineer for some time and they are currently going through the process of evaluating applicants. He said today, Mr. Tim Moore is here as an applicant. He asked Mr. Moore to come up and introduce himself.

Mr. Moore said he was from the great state of Mississippi, and this was his first trip to Alaska. He said he has been spending time with Docks and Harbor crew today and meeting the personnel and personalities. He said they had been evaluating him. Mr. Moore said they had discussed some of the challenges that engineers have got to solve. He said he had a career prior to teaching that he saw some extremely tough problems that didn't have answers. He said this is a position he felt he was well suited for.

Board Discussion/ Public Comment:

Mr. Ridgway said the weather was like this all the time in Alaska.

Ms. Smith asked Mr. Moore what size tides they get in Mississippi.

Mr. Moore said he had no idea. He said he lives in East Central Mississippi about 70 miles from Alabama in a small town called Ware in a house his grandparents had built. He said he was unfamiliar with tides and that in Mississippi they are quite as drastic as the tides in Juneau.

Mr. Sooter asked what he had been doing for the past few years.

Mr. Moore said he has been teaching but has retired from the Missile Defense Agency. He said he started his career in the Navy on into submarine and ship warfare. He said he has a Bachelor's and master's in aerospace engineering. He said he had a master's in system engineering. He said he's been working on his dissertation for a PhD for a degree in structural engineering. He has had classes in seismic engineering, explosive engineering, and the structural response of structures to blast. He said with the Navy, he worked on tidal effects, wave effects, and wave loading on structures. He said after the Navy he went to the Army and worked on five fielded missiles and one torpedo system. He said it's very unusual for someone who works in the Defense department to have one field system but felt fortunate that he worked on six. In the Army, he said he was the liaison officer between the Army and the Navy. He said he was on a black program, that doesn't exist and while on that program he drew attention from the CIA. He said he became a CIA contractor and worked with them for 13 years. He said he traveled the world and did a lot of structural engineering. Mr. Moore said he worked on the USS Cole and did free attack intelligence. He said he worked on the World Trade Center collapse, tower seven, specifically what caused the collapse of towers one and two. He said he never worked on the same projects two days in a row. He said he watched TV to find out what went on due to his counter terrorism work. He said this terrorist had a PDF document that he had written as a mechanical engineer. Mr. Moore said that the document outlined what it takes to bring down buildings, parking garages and those types of buildings. He said it was up to him to find out what the veracity of this document was. He said that this man was sharp, and he know what he was doing and exactly how to place rear cutting charges to make a building collapse down on itself. He said he was perfectionist which is character defect. He said he works and gives it everything. He said he's looking at this as his retirement gig. He's been teaching for the last 11 years at Mississippi State University, and he teaches structural engineering, geo mechanics, statics, dynamics, and mechanics and materials. He said he's slated to teach exposure to structural analysis I and II this fall. He said that he has been doing that for the past 11 years and has burned himself out helping students. He said he was looking for a change and that this was a dream job that he had conceived in his mind to move to Alaska her since he was about 8 years old.

Mr. Ridgway asked whether Mr. Moore was excited about the job. He said that it looked like the job was something he was qualified for but asked whether Mr. Moore could sink his teeth into the job. He also said he wanted to make sure Mr. Moore knew what he was getting into before moving to Juneau.

Mr. Moore said the job is something he could sink his teeth into. He said he loved the challenge of the job because it's not the same thing day after day. He said he hates monotony. He said he has spent time reading about Alaska, researched Juneau and Anchorage. He said he's applied in the upper areas of Alaska because he has wanted to be on the coast. He said he understands that it rains a lot here, it's cold and wind blows in a wonderful way. He said his heart has been here for months and he made the decision back in March to set the wheels in motion to pack up his house. He said he lives a minimalist lifestyle. He said he likes the idea of living off land, eating wild games, fish and hopefully having a greenhouse or a garden. He said he wanted to keep it simple.

Mr. Becker said right now it is daylight but in six months, in winter, it's horrible weather.

10. 2025 Alaska Association of Harbormasters & Port Administrators (AAHPA) Annual Conference in Juneau

Presentation by Port Director-Mr. Uchytel reported that Docks and Harbors is a member of AAHPA, which is the Harbormaster trade group. He said he is the past president. Mr. Creswell is also on the Board. He said this year the annual conference was supposed to be in Dutch Harbor. He said the Port director was dismissed in Dutch Harbor about three weeks ago and that left no one to take on the annual conference. Mr. Uchytel said that Docks and Harbors has volunteered to take on the annual conference for the week of October 20-24. He wanted to make the Board aware that there is a lot going on. He said there was not another harbor in the state that could pick up the annual conference on such short notice.

Board Discussion/Public Comment

Mr. Ridgway asked if there was anything the Board could do to support Docks and Harbor.

Mr. Uchytel said that an agenda is being put together. He said the Board will be invited to the dinner and if the Board wants to participate in a session on effective Boards that would pencil them in. He said that if the Board members want to volunteer for part of the conference that would be helpful. He said that they are talking about their vision, so that the first day will be Harbors 101 bringing it back to basics. He said the second day will be planning successful harbor projects and bringing in some of our consultants to help with that. He said the third day will be building coalitions and what good customer service looks like. He said we'll be working to employ elected officials and how to interact with Boards. He said he would welcome the Board to participate.

Ms. Smith asked if there were plans for effective grant writing which she felt was something Docks and Harbors is good at.

Mr. Uchytel said that there will be a grant panel with DOT, MARAD and other experts that we will be bringing in. He said he appreciated the compliment that since he's been port director, they only have received 3 in 17 applications.

Mr. Ridgway commented that he was willing to help and that the AAHPA was a good group to support.

J. BOARD MEMBER AND LAISON REPORTS:

11. Port Engineer's Report

Mr. Sill Reported:

- Aurora Harbor – Western Marine Construction is going to mobilize next Monday, August 4, 2025. He said they'll start with demolition of the old timber dock and move toward the aluminum gangway. He said they'll cordon off the area and put up a chain link fence for work purposes.
- Statter Harbor - Dawson is making great progress with their pavement project. He said the parking lot where the restroom is and where the main trailer area was all paved yesterday. He said they had been putting in concrete curbs and that they were hoping to get the parking area

striped before the Derby. He said that they are putting up scaffolding along the sea walk as an overhang, and a cantilever. He said the electricians are putting conduits in the ground. Mr. Sill said the kayak ramp is mostly done and just needs a few tweaks. He said the old kayak ramp has been resurfaced.

- Taku Harbor-Mr. Sill is taking a little bit longer as they are mobilizing in the spring.
- Statter Harbor-Mr. Sill said the Statter Harbor roof project hasn't been replaced in 20 years. He said they are currently choosing colors for the metal roof. He said the project is moving slowly.

Ms. Smith asked whether there was discussion about putting a dock out of the launch ramp at Echo Cove.

Mr. Sill responded saying they had hoped to get Pitman Robertson funds from Fish and Game. He said that grant has not been advertised but would be a match project and that they are working through the process.

Mr. Ridgeway asked whether Docks and Harbors had color manuals for any sort of design standards. He said, for example, the US Coast Guard has the same color of roof depending on the building anywhere you go.

Mr. Sill responded, not formally. He said there's a few colors that we tend to reuse. He said we try to stick to the same colors we've used in the past.

12. Harbormaster's Report

Mr. Creswell reported:

- Summertime report - Mr. Creswell said that it's July and they've been spending time on dealing with operations. He said the downtown harbors primarily have assigned moorage, so we don't have as much transient moorage. He said if boats leave their assigned moorage, they are gone more than 96 hours they are required to let the harbor office know so that they can reassign that stall. Mr. Creswell said Ms. Angela Thrower, as Operations Supervisor, has brought administrative processes with her to successfully getting our visiting fleet, i.e. gill netters and cruisers, into the stalls in Aurora and Harris harbors.
- Administrative Staff - Mr. Creswell, said that we are fully staffed for the first time in a long time. Ms. McKeown has moved into her Administrative Supervisor position. He said we are bringing the final position in another week and a half.
- Stater Harbor- Mr. Creswell said that crews have been working hard on the 40-year-old concrete floats. He said they still have a lot of work to do cutting and patching at the intersections, especially on the D float. He said that they have a good, trained crew which has done repairs over the past month on the breakwater. He said that the breakwater is getting high use this year with yachts. He said revenue wise we are up compared to last year. He said last week they had probably 100-115% at full capacity. He said he called Mr. Sill, and they flew a drone up to fly the harbor and get snapshots of the various fleets in our harbors. Mr. Creswell said that he anticipated the gillnetting fleet to move out towards Sitka for an

opening. He said that alleviates some of the pressure off the harbor before the fishing derby, August 9-10. He said they are prepared for that with equipment for ice and loaders for the fish. Mr. Creswell said that as part of the downtown replacement, they will need to replace the downtown cat, 906 loader. He said there was a competitive process that will take place in September or October to get a new loader before the snow season starts.

- Sea Lifts – Mr. Creswell said that the Auke Bay loading facility leased by Karl's Marine needs a new lift. He said that we have ordered a new lift which is scheduled to ship in early September.
- Security Enforcement – the nighttime security staff is doing a great job. He said that there's been compliance with parking and removal of derelict vehicles.
- Sea Ranger – Mr. Creswell said that the Sea Ranger has left the dock and was headed across the Gulf of Alaska toward Seldovia.

Mr. Sooter asked how the derelict boats looked.

Mr. Creswell said that there were two boats that they thought they would have to impound, but they got them started and they both demonstrated seaworthiness. Ms. Thrower continues to work with her list and extensions have been given where needed.

13. Assembly Liaison Report:

Deputy Mayor Mr. Smith Reported:

- Enterprise funds - At the finance meeting in July, the Assembly directed staff to look at ways to use the increased dockage fees for appropriate funding opportunities. Mr. Smith said Mr. Uchtyl shared the memo with the assembly. He said there are restrictions in city code and accounting standards about limiting the use of enterprise funds. He said the Assembly asked whether there are appropriate ways to use those additional funds for the impacts of visitors to Juneau. He said there would be more information to come regarding those additional funds.
- Voting Initiatives - Mr. Smith said the voting ballot is set for two citizens' initiatives. The seasonal sales taxes would be estimated to cover the exemptions on food and residential utilities. He said that during the winter there would possibly be a 3% sales tax and a 7.5% tax in the summer. He said the overall savings expected from that are about \$1100 with the sales tax exemptions to a family of four. He said this would be a good way to reduce the cost of living in Juneau. He said having those exemptions on sales tax during the winter reduces the revenue by \$8-9 million.
- The Assembly announced an ordinance regarding the Petro Marine Sea Walk lease, the Goldbelt Tram lease and CIP transfer from the sea walk to the Marine Park. The CIP for three and a half million.
- Assembly meetings – The times for Assembly meeting has changed. Assembly meetings now start at 6 pm and end by 10 pm. The Assembly did approve of the Aurora Harbor Drive Down float, the professional services for PND Engineers for \$700,000.

Ms. Smith asked if the seasonal sales tax initiative passes and if there is no tax on food items, will the tax apply to food ordered through Amazon?

Mr. Smith responded that that was a good question. He said he didn't know the answer to that question. He said that he would suspect that it does not apply to those food purchases though an online because normally there's no remote sale tax on those items. Mr. Smith said he would investigate that though.

14. Port Director's Report

Mr. Uchtyl reported:

- Icebreaker Storis – is coming to Juneau. They will be arriving at the ferry terminal at noon on August 7th and will remain there until the 9th. They will come downtown and tie up at the Alaska Steamship wharf. On the evening of the 9th, after the cruise ship leaves, they'll tie up. They will have a commissioning ceremony at the AS dock on Sunday morning at 9:30 a.m. The Storis will remain overnight in Juneau and leave by 10 o'clock on Monday the 11th when the cruise ships come into town. Mr. Uchtyl said that this is a big event. They'll be some VIPs in town supporting Docks and Harbors. The ceremony will be held on the Peratrovich plaza timber deck, and they have been working on security. They have also been working with Alaska Concrete for concrete blocks for the tent so that the Coast Guard doesn't drill screws into our deck. He said it should be well attended.
- Melody Musick – Mr. Uchtyl said that Ms. Melody Musick, our loyal and effervescent Administrative Officer will be leaving Docks and Harbors this month. He said we are negotiating her departure. He said she'll be leaving for another job with a non-profit in town with upward mobility and the ability to pursue the LSAT. Mr. Uchtyl said that she'd like to go back to school and asked that as people are leaving to please thank her for her dedicated service for the last 14 months. Mr. Uchtyl said that she would be assisting with finding her replacement.

Mr. Ridgway asked what the traditional turnover rate was for the Administrative Officers position.

Mr. Uchtyl said that Teena Larson was in the position for 12 years. He said there was another woman who was there for three days. He said Melody stepped up from an Administrative Assistant to an Officer. He said she's been in the position for exactly one year. He acknowledged that it was a demanding job.

K. COMMITTEE ADMINISTRATIVE MATTERS:

- 15. A. Next Operations and Planning Committee Meeting- August 21st, 2025**
B. Next Regular Board Meeting- August 28th, 2025

L. ADJOURNMENT AT 7:19 PM