



# DOCKS & HARBORS OPERATIONS & PLANNING COMMITTEE MEETING AGENDA

April 22, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

---

<https://juneau.zoom.us/j/81646254635> or Dial: 1-833-548-0276 Meeting ID: 816 4625 4635

**A. CALL TO ORDER**

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

**C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES**

**D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**E. APPROVAL OF MINUTES**

**1. February 18th Minutes**

**F. UNFINISHED BUSINESS**

**2. Launch Ramp Permit Donation Application**

**Presentation by Port Director**

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

**MOTION: TO RECOMMEND THE BOARD ADOPT DISCUSSED PROCESS TO OFFER FIVE DONATED LAUNCH RAMP PERMITS ON AN ANUAL BASIS.**

**G. NEW BUSINESS**

**3. National Guard Dock Gangway**

**Presentation by Port Director**

- a. Committee Questions
- b. Public Comment
- c. Committee Discussion/Action

**MOTION: TO RECOMMEND THE BOARD APPROVED THE DONATION OF THE NATIONAL GUARD GANGWAY TO MARINE EXCHANGE OF ALASKA FOR USE AT ELDRED ROCK LIGHTHOUSE**

**H. ITEMS FOR INFORMATION/DISCUSSION**

**4. Lone Sailor Statue Placement**

**Presentation by Port Director**

- a. Committee Questions
- b. Public Comment

**5. Aurora Harbor Boat Shelter G22 & G23 Update**

**Presentation by Port Director**

- a. Committee Questions
- b. Public Comment

**6. Infrastructure Week — May 18th - 22nd**

**Presentation by Port Director**

- a. Committee Discussion
- b. Public Comment

**I. STAFF, COMMITTEE, AND MEMBER REPORTS**

**7. Assembly Liaison**

**8. Visitor Industry Task Force Liaison**

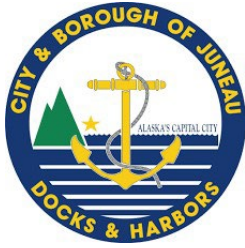
**9. Harbormaster**

**10. Port Engineer**

**11. Port Director**

**J. COMMITTEE ADMINISTRATIVE MATTERS**

**K. ADJOURNMENT**



# DRAFT - DOCKS AND HARBORS OPERATIONS & PLANNING COMMITTEE MEETING MINUTES

February 18, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

---

**A. CALL TO ORDER by Mr. Orr at 5:00 P.M.**

**B. ROLL CALL:** James Becker, Tyler Emerson (via zoom), Matthew Leither (arrived at 5:07 pm), Mark Ridgway, Shem Sooter and Nick Orr.

Absent: Clayton Hamilton, Robert Horchover and Annette Smith.

Also, in attendance: Carl Uchytel-Port Director, Matthew Sill-Port Engineer, Matthew Creswell-Harbormaster, Jeremy Norbryn-Deputy Harbormaster, Angela Thrower-Operations Supervisor (via zoom), Jeremia Cryts-Harbor Officer (via zoom), Leah Narum-Administrative Officer, Maureen Hall-Assembly Liaison

**C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED**

**MR. RIDGWAY MADE THE MOTION TO APPROVE THE AGENDA AND ASKED FOR UNANIMOUS CONSENT.**

Motion passed.

**D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS:**

Lacy Derr of Juneau, residing in the Mendenhall Valley, presented concerning her vessel moored in Harris Harbor. She thanked Board members for their service. She stated that Harris Harbor has become unsafe in the evenings and has not been a place where she and her family can walk. She cited Regulation 85.20.020 which addresses vessel conditions in that every boat must clear the harbor under its own power at least on 3 occasions each year. She asked that this regulation be enforced and that vessels be kept in a reasonable condition.

Mr. Ridgway said he had thought the gates and key fobs had remedied some of the problems. He asked if there were safety measures, they could pursue to maintain a safer harbor.

Ms. Derr said that she thought about the safety measures and that they have improved but there are a few bad actors at the harbor that have propped open the gates. She said she thought when the regulation was enforced, it would provide a positive change.

## **APPROVAL OF MINUTES**

1. **January 21, 2026, Minutes** - Minutes approved unanimously.

**E. UNFINISHED BUSINESS - NONE**

**F. NEW BUSINESS**

2. **Proposed Regulations Changes to 05 CBJ Administrative Code**

### **Presentation by Harbormaster**

Mr. Creswell said that he would be reviewing pages 23-35 of the packet to look at their Regulations. The biggest change will be regarding the 05 “reserved” moorage regarding the verbiage to “preferred” moorage. The current regulations refer to reserved moorage as stallholders. When Docks and Harbors look at reserved moorage was customers making reservations.

#### **a. Committee Questions**

Mr. Orr asked what the difference was between preferred and reserved.

He said that “reserved” applies to yachts and small cruise ships and reservations whereas “preferred” moorage assignment backed up by a preferential moorage agreement and applies to small boat harbors. He would be assigning the owner a preferential use for berthing the assigned vessel. Mr. Creswell continued to review changes in the Regulations.

Mr. Leither asked whether there was any regulation regarding the number of float houses that could be built.

Mr. Creswell replied that anyone could build a float house, but they must come to Docks and Harbors with the dimensions, plans to build and moored in G1 in a non-moving vessel zone.

Mr. Leither asked if someone came to them with a float house than they are subject to the harbor requirements and that they do a movement test.

Mr. Creswell responded that they would be subject to the power motor requirements or they would be ineligible for moorage.

Mr. Ridgway asked that since they do a safety check on vessels, and the float house fits the required dimensions, do they have any liability regarding whether it floats or not.

Mr. Creswell said he didn’t have any assurances that a float house would float as they don’t do an official safety check on any boat in the harbor. They do look at their marine sanitation devices and ensure that the vessel is seaworthy as they move in and around the harbor. If they see a vessel that is in danger of sinking, due to snow or weight then they would address that with the vessel owner and deny moorage.

Mr. Ridgway asked if they had a liability for allowing home-build float houses in the harbor. Mr. Creswell said absolutely. He said he has more liability with some vessels as they can contain petrochemicals.

Mr. Uchytel added that most vessels that are sold have some type of Coast Guard inspection. Float houses do not and the Coast Guard has not elected to assert their authorities on homemade float houses in Alaska. He thought the liability would be more on the Coast Guard. They got a letter from one float house owner who said they couldn't get it insured and they thought that it wasn't fair for them to pay the uninsured surcharge as they didn't think they had any liability for sinking.

Mr. Creswell continued to read the edited regulations.

Mr. Ridgway said the last edited item regarding Stabi X boats that were amphibious and were parked in the parking lot. The new regulation says they are now going to need to pay moorage fees vs. parking. He wondered if the five current vessel owners have been approached about paying the moorage fees.

Mr. Creswell said that he thought Mr. Norbryn had approached the subject with owners.

Mr. Norbryn said that he had not spoken with anyone about the new regulation but had emailed them saying that changes were coming and he would get back to them.

Mr. Ridgway asked for the estimated costs.

Mr. Creswell said that in Statter a 25-foot amphibious boat would cost about \$200 a month or \$20 a day.

Mr. Sooter asked if these boats were taking up space where other people could be parking their boats and trailers.

Mr. Creswell was hoping that they could start small with the current 5 vessels and see how it works out. He thought it would be only a problem when it's a busy day in the summer.

Mr. Leither asked how many people are unaffiliated with the harbor but are still parking there.

Mr. Creswell said that these Stabi X boats don't fit the single parking spaces. They must go into a truck and trailer parking space.

Mr. Leither asked how often the trailer parking fills up at Statter.

Mr. Creswell said that he thought most Saturday's and Sundays from mid-May to mid-September, if the sun's out then it fills up. There's space for 100 trucks and trailers.

Mr. Emerson asked if there was a different rate for a truck and trailer rate verses a vehicle. He asked if there was an increased rate above the \$5 single vehicle.

Mr. Creswell said that parking was available for \$1 an hour and after goes up after 5 hours and switches to the \$5 daily rate. That's the rate for a vehicle or a truck-trailer combo.

Mr. Emerson commented that he didn't understand why they would need to pay for more than a truck and trailer than for a 25-foot amphibious boat park in the same spot.

Mr. Sooter asked if they were staying more than a day or overnight.

Mr. Creswell said that they stayed longer and often for a month. He felt that people using these parking areas were taking up spaces where trucks with trailers no longer had spots to park. He said they have an adequate harbor facility where boats should be parking their vessels.

Mr. Leither asked if people buy a launch permit with a trailer, do they still have to pay for the \$5 a day parking permit.

Mr. Creswell said that only at Statter do they need pay the \$5 a day parking fee.

Mr. Emerson asked if they may want to consider a long-term parking rate for those spots.

Mr. Creswell said many of the customers are summer day trip users, however, they have people who use the spots Thursday or Friday and will be gone for the weekend. They can buy up to 30 days at a time at the parking kiosks. Some people from Shelter Island come and do and leave their boat in the harbor and use their vehicle when they're in town to run errands.

Mr. Sooter asked if they had anyone left their truck and boat on the trailer overnight.

Mr. Creswell said confirmed that the trailers were empty of the boat.

**a. Public Comments-None**

**b. Committee Discussion/Action**

Mr. Uchytel reminded the Board that they are setting the stage for a public hearing about the regulation changes. The Board holds the public hearing and makes a recommendation to the Assembly that they want to see these changes move forward. The public is given 21 days' notice where the changes go online and are posted to the website and at the libraries. The public hearing is where anyone can comment on the changes. After that the recommendations go before the Assembly to approve the regulation changes. Ordinance changes are a little different in that the changes go before the Assembly who hold a public comment before approval of adoption.

**MR. RIDGWAY MADE A MOTION TO RECOMMEND THE BOARD ACCEPT THE PROPOSED CHANGES AND SET A PUBLIC HEARING DATE TO REVIEW COMMENTS AND ASKED FOR UNANIMOUS CONSENT.**

Motion passed unanimously.

### **3. Proposed CBJ Code Changes to Title 85**

#### **Presentation by Harbormaster**

Mr. Creswell referenced pages 37-43 regarding Ordinance Amending Title 85 Relating to the Board, Definitions, Harbor Administration and Boat Harbor Regulations.

#### **4. Committee Questions**

Mr. Ridgway asked regarding the definition of a floathouse, are they creating their own definition of a floathouse. He wondered if there was something that would allow them to approve of the floathouse that floats and that looks professional rather than just giving the dimensions and definition of a floathouse.

Mr. Leither asked what Mr. Ridgway was asking in the way of “professional”.

Mr. Ridgway said that floathouses shouldn't be covered in blue tarps and duct tape and whether it can float.

Mr. Creswell said that he has that authority currently granted as a nuisance vessel designation. He said that vessel would then be designated as ineligible for storage in the harbor under 85.25.180. The language was written beneficial to the Docks and Harbor staff and gave them different options so that they can declare a vessel a nuisance.

Mr. Creswell continued to read the ordinances.

Mr. Orr asked that under 85.25.180 if someone had on their boat biological materials, like explosives or drugs then they would want to get rid of that.

Mr. Creswell went on to read 85.25.210 Overtime Penalties.

Mr. Leither thought that if you left your boat in Statter Harbor more than 14 days, a patron would begin paying a daily rate rather than the monthly rate.

Mr. Creswell said that Mr. Leither was correct that at Statter Harbor they have the 10-day move rule and in Aurora/Harris Harbor it's a 14-day transient rule. Within Statter, the biggest part was the turnover of space, and the penalty was not being able to offer the monthly rate if a boat stayed more than 10 days. In the downtown harbors, it was not as big of an issue but was a means of enforcement for the downtown harbors to handle overtime moorage.

Mr. Leither asked if the language could reflect the downtown moorage and the Statter Harbor as that was why he asked the question. He was confused.

Mr. Creswell said that the language applied to all harbors, however, Statter also had additional language for the 10-day rule, whereas they are not eligible for the monthly rate.

Mr. Orr asked if that was also in the ordinance somewhere.

Mr. Creswell replied that yes, that was changed two years ago.

Mr. Leither asked if he left his boat in Statter Harbor for a month, if he would be paying \$30 a day additionally.

Mr. Creswell said that in Statter and downtown, they would charge the daily rate over monthly rate versa the overtime moorage penalty.

Mr. Ridgway asked that Docks and Harbors staff look at the language. He asked if other members had water in their boat and said that was not a reason to immediately destroy a vessel.

Mr. Creswell clarified that they would never impound a boat for standing water. They would impound a boat for excessive standing water in the companionway. Mr. Creswell asked if the Board would like to recommend how they would like the language to be read.

Mr. Ridgway said that vessels that pose hazards to staff, whether they are biological, explosive, chemical, they would be impounded.

a. **Public Comment -None**

b. **Committee Discussion/Action**

**MR. SOOTER MOVED THE BOARD ACCEPT THE PROPOSED CHANGES TO TITLE 85 AND ASKED FOR UNANIMOUS CONSENT.**

## **5. Boat Launch Permit Donation Requests – Board Policy Discussion**

### **Presentation by Port Director**

Mr. Uchtyl said he didn't have anything to present other than from the last Board meeting, the Board approved a launch ramp permit for the American Society of Civil Engineers week banquet. There was a discussion requesting that a policy be developed for launch ramp permits. This has recently gained some attention as these entities haven't asked to donate launch ramp permits in the past. Taku River Recreation Association has now asked for a donation. He asked that the Board consider a policy to direct staff for future donation requests.

a. **Committee Questions-None**

b. **Public Comment- None**

c. **Committee Discussion/Action**

Mr. Orr said that his criteria 1) Is the organization charitable? Are they going to use this to raise money and put it back into the community? 2) Are they directly tied to the launch ramp system? 3) He said that he would prefer to see the Association in person to ask for the permit: 4) If staff feel that this was a professional organization to Docks and Harbors who may be perceived as gaining grants in the future like from the professional society of engineers, than he felt the request for a launch permit would be granted.

**February 18, 2026, DOCKS AND HARBORS OPERATIONS & PLANNING COMMITTEE MEETING**

Mr. Ridgway said that he liked the idea of staff drafting application forms that discuss the benefits that the organization provides to Juneau and Docks and Harbors so that the Board can guide that decision.

Mr. Sooter agreed and added that the amount of launch permits given annually was stipulated so that the Board would decide to give out 3-5 permits annually.

Mr. Ridgway agreed with Mr. Sooter but said that he didn't agree with giving the permits based on whether the Board feels the organization serves Juneau, as he felt this could alienate some people.

Mr. Orr asked if the Board could come up with some language to direct staff.

Mr. Leither asked who all had asked for permits this year. Territorial Sportsman, Backcountry Anglers, the engineering group and Taku River Rats, that was four organizations.

Mr. Sooter said he would say that a maximum of 3 permits would be a good, budgeted amount to start with. He said he would like to see that every application was a 501c3 non-profit organization.

Mr. Ridgway said that he thought it was a good way to get Docks and Harbors name out there and he would be in favor of more than 3 permits. He liked the idea of an application, based on non-profits in Juneau, community-based and harbor users. He said 5 permits at less than a \$1000 seemed reasonable.

Mr. Orr said criteria or organizations should connect to launching a boat.

Mr. Leither said that the Board should implement an application end date so that those that we have given launch permits in the past don't miss out on the opportunity.

Mr. Uchytel said that Taku River Rats, which was next to the agenda, is not 501c3 and the cost of a launch permit is \$117 for this year.

Mr. Ridgway said that he didn't see it as a choice for the Board but rather an opportunity.

Mr. Orr said that the Board had the following recommendations: 1) They would like an application process, 2) A limit on the amount of permits given, 3) They would like the permit to be given to charitable organizations based in Juneau and they would like to see an application date or period of time when the application process would end.

Mr. Leither said he would like to limit permits to five and a deadline date for applications as June 1<sup>st</sup>.

**MR. RIDGWAY MOVED TO DIRECT STAFF TO COME BACK TO THE BOARD WITH A PROPOSED PROCESS FOR APPLICANTS WANTING CHARITABLE DONATION FROM DOCKS AND HARBORS AND ASKED FOR UNANIMOUS CONSENT.**

**5. Boat Launch Permit Donation Request – Taku River Recreation Association  
Presentation by Port Director**

Mr. Uchytel said that on page 44 there was a letter from Taku River Rats who requested a donation of a boat launch permit. They have an event on March 7<sup>th</sup>, at the Juneau Yacht Club and directions by the Board would be appreciated so that staff could let them know.

**a. Committee Questions-None**

**b. Public Comment-None**

**c. Committee Discussion/Action:**

Mr. Orr said he was torn based on the last discussion.

Mr. Ridgway said that in lieu of the established rules he would approve since they were not aware of the before mentioned rules so that the Board could move on.

Mr. Leither said that the request sounded like a group of people who own cabins on the Taku River and he didn't see that it was helping Juneau. He said it was a sticky situation.

Mr. Orr agreed and wanted to know what they would do with the money that they raised.

Mr. Ridgway said he didn't know how they would use the monies but said that it was charitable contribution and this would be for people who use Docks and Harbors.

Mr. Sooter, that the people who own property up the Taku River pay property taxes on their cabins and land and basically, they receive no services for paying property taxes.

**MR. RIDGWAY MADE A MOTION TO DONATE A LAUNCH PERMIT FOR 2026 TO THE TAKU RIVER RATS AND ASKED FOR UNANIMOUS CONSENT.**

Motion passed unanimously.

## **6. Docks & Harbors Board Resolution in support of North Douglas Boat Launch Uplands Property Transfer**

### **Presentation by Port Director**

a. Mr. Uchytel said that they have two back-to-back resolutions and he had reported with the Board positive advancement with Alaska Department of Transportation (DOT) in acquiring the right-of-way property that would expand the North Douglas launch ramp. DOT requested the trade of the property under the Juneau Douglas Bridge for the right-away property at the North Douglas launch ramp. Docks and Harbors doesn't manage the property underneath the Juneau Douglas bridge. Pages 45 and 46 show that they are supportive of making the land swap. At the next Lands, Housing and Economic Development Committee Meeting, the Land Manager, Dan Bleidorn will be bringing this before the Assembly. Resolution No 2026-1 says the Board's committees looked and this

and approved it so that they will start the process with the Assembly's approval to trade the property. **Committee Questions**

Mr. Ridgway asked if this was the first time that the Board has discussed the land swap.

Mr. Uchytal said that he drafted a letter to ADOT that was shared in January that said that we were interested in acquiring property at North Douglas. ADOT South Coast Director Chris Gonings, the Harbormaster, Port Engineer and he met and discussed the swap. They also met with the CBJ Public Works and Engineering Director, as well as the Lands Manager and they were more than willing to trade the right-of-way property at North Douglas and asked in exchange for the property under the bridge. ADOT has air rights under the bridge right now. They manage the property under the bridge leftover from when the CBJ street division had their building there. Docks and Harbors manage it because it is adjacent to their facility but it's really a CBJ lands property area. Having the Board approve the land swap allows the Land's Manager to advance it with the Assembly.

Mr. Ridgway asked if they were required under their ordinance guidance to evaluate the equity of the property.

Mr. Uchytal said the short answer was they will ask the Assembly to make the exchange. Every time they do an exchange with the private sector it is done at fair market value. For this government-to-government type transaction, he was not recommending an appraisal or developing any type of fair market value. ADOT is willing to provide easements for the city so that they have access under the bridge.

Mr. Ridgway asked if the state has given us land in the past and listed the Thane Ore House. He asked why ADOT won't dispose of the 8 acres at North Douglas.

Mr. Uchytal said that Mr. Ridgway referring to 8 acres on page 49 and was land that was owned by CBJ. He described the area that is used for truck-trailer parking and used by tourism companies.

Mr. Leither asked about whether DOT had items stored underneath the bridge.

Mr. Uchytal said that ADOT does not have items stored under the Juneau Douglas Bridge.

**b. Public Comment:**

Heather Marlow said that as a member of the public she thought this North Douglas area was ripe for visitor industry expansion and had thought about a seawalk along the right-of-way. She thought the seawalk would give them a trail where there's commercial activity and that it would give visitors exposure to the channel. She asked that the Board not limit themselves and think about a future discussion with DOT for a seawalk expansion, fjord interpretation, coordinating with Eaglecrest so that visitors have a nice experience out there.

**c. Committee Discussion/Action-None**

**MR. RIDGWAY MADE THE MOTION TO RECOMMEND THE BOARD ADOPT RESOLUTION IN SUPPORT OF ADVANCING EFFORTS TO ACQUIRE THE UPLANDS PROPERTY NECESSARY TO EXPAND NORTH DOUGLAS BOAT LAUNCH AREA AND ASKED FOR UNANIMOUS CONSENT.**

Motion passed unanimously.

**7. Resolution of Support for Alaska Department of Natural Resources (DNR) to Convey Tidelands to CBJ Necessary for the North Doulgas Boat Launch Expansion**

**Presentation by Port Director**

Mr. Uchytel said that at the meeting that they had with DOT, DNR was also there. In the past DNR and DOT have been difficult to work with in the process. DNR has asked that they expedite the request for the tidelands, however, usually they are cautious and say they need more information. They did encourage and asked that Docks and Harbors expedite Resolution 2026-2 (page 47). DNR wants to see in the resolution sections 1, 2 and 3, so that it moves to the Assembly. On Page 49, they are asking for the red square outside of the 4.56 acres that is already owned by CBJ.

**a. Committee Questions**

Mr. Leither asked what DNR was getting out of the deal and why they are asking Docks and Harbors to expedite something that doesn't really benefit them.

Mr. Uchytel said that DNR has developed a rapport and a relationship with Docks and Harbors, and he thought they wanted to help them. He saw this as an opportunity.

**b. Public Comment**

Heather Marlow of Auke Bay spoke to the Board reiterating the comments she had for item 6. She encouraged the Board to investigate doing more than just the launch ramp with DNR and DOT, and working with the visitor industry, with the bus turnaround and some staging. She asked that Docks and Harbors be proactive in their actions and do some outreach.

**c. Committee Discussion/Action**

**MR. RIDGWAY MADE THE MOTION TO RECOMMEND THE BOARD FORWARD TO A RESOLUTION TO THE REQUESTING CONVEYANCE OF TIDELANDS FROM ADNOR TO CBJ NECESSARY TO EXPAND THE NORTH DOUGLAS BOAT LAUNCH AND ASKED FOR UNANIMOUS CONSENT.**

Motion passed with unanimous consent.

**H. ITEMS FOR INFORMATION/DISCUSSION**

**8. Potential Commercial Winter Activity at Norway Point Float**

**February 18, 2026, DOCKS AND HARBORS OPERATIONS & PLANNING COMMITTEE MEETING**

## **Presentation by Mr. Calahan Dillon**

Mr. Dillon introduced himself as originally from Juneau. He has operated fishing boats out of Aurora Harbor for a long time and is familiar with the harbor. Mr. Dillon asked the Board to consider his proposal, given in a handout to the Board, to use the Norway Point Dock during the winter from September-May. He would like the business to go year-round. This would be a stationary vessel, essentially a square box on a steel barge with a building that he would be constructing. Pictures of the vessel were part of the handouts. During the summer months, ten to twenty customers would be able to come down to the dock and use the sauna. A staff member would always be present. In the summer, he would like to operate using the IVF float and doing multiple tours a day.

Mr. Uchytel said that Mr. Dillon came to him and asked him to be put on the agenda. Mr. Dillon wanted the Board to be aware of his plans to put his commercial vessel in the harbor. In the past the Board has taken up a certain position on commercial use in their harbors. Mr. Dillon was planning a summer operation using Docks and Harbors facilities consistent with all the other operations in their harbors. The question was, would this be compatible with Docks and Harbors during the summer/winter months.

### **a. Committee Discussion**

Mr. Orr asked if they were just looking at the September to May portion of the tour operations.

Mr. Uchytel answered that the commercial use of this sauna boat is inconsistent with how they have managed their harbors in the past. He said tonight there was an information item to expose to the board this request and to have Mr. Dillon answer the Board's questions.

Mr. Leither said that he thought there was a floathouse there and asked Mr. Uchytel how they would anticipate whether there could be a positive or negative interaction there.

Mr. Uchytel said he thought they could manage the floathouse and Mr. Dillon's vessel being moored there if it was consistent with the Board's vision.

Mr. Ridgway said he appreciated Mr. Dillon coming in as he loves saunas. He would like to follow-up with staff on how tour operations were operated in the past and why they did manage it differently for other commercial operations. He wondered about collecting passenger fees and what the financial outlook would look like for Docks and Harbors.

Mr. Leither asked if Board members remembered the person who wanted to make a coffee shop in Statter Harbor and whether he could review those minutes.

Mr. Uchytel said he would send out the link.

Mr. Emerson asked what the sewage plan would be for guests using the sauna/boat facility. They will also be using self-contained electricity.

Mr. Dillon said that the boat would be self-contained and in keeping with gray and black water on board. They would be using pump stations per the Coast Guard-certified passenger vessel regulations.

Mr. Leither asked if they would be using a generator of the vessel.

Mr. Dillon replied that they will be using a self-contained generator and are in the process of getting permission from the USCG for a wood-fired sauna. The size of the diesel generator will be dependent on getting wood-fired sauna approval as they want to have the least amount of impact and have a low impact on the noise level.

#### **b. Public Comment-None**

### **9. Request for Proposal Alaska Steamship Dock Piling Inspection - Update**

#### **Presentation by Port Engineer**

Mr. Sill said that they have an RFP for a piling/deck inspection for the seawalk portion north of the library, what was originally the Alaska Steamship Dock from 1960 and south of the library which used to be the Cold Storage dock. They would like an inspection of the waterfront to address the past waterfront of what used to be there and how they were built and how they tied them all together to make the cruise ship docks. The timbers look old and the RFP will allow some engineering firms to come up with some ideas for repairs or replacement of the timber dock and costs associated with that.

#### **a. Committee Discussion**

Mr. Sooter asked if Mr. Sill had an idea of what the inspections would look like.

Mr. Sill said that it would be a mixture of visual inspections, a dive inspection and then inspectors would do some hands-on tests. He didn't know if it would be ultrasonic or resistance drilling.

Mr. Leither asked if there were any previous inspections on file.

Mr. Sill said, sure. They did waterfront engineering inspections around 2005 which led to several concepts which eventually became the 16B ship floating pontoon project. Out of that report there were several projects including the deck-over, floating pontoon projects they have done.

Mr. Leither asked how much they were anticipating the cost to be.

Mr. Sill said they received marine passenger fees to the sum of \$200,000 and that's what they budgeted.

Mr. Uchytal said that in the past when they did RFP's they had bought this process before the Board or asked a Board members to participate in the decision so that there is transparency on what they are doing. They want the Board to participate and can be put on the committee. After it's been reviewed by staff and board member committee it would be brought before the Board to approve and either April or May the Board would approve the RFP, then it would go to the Assembly to approve. Anything over \$100,000 would need Board and Assembly approval. If anyone on the Board was interested, Mr. Uchytal said he should be contacted.

**b. Public Comment-None**

**10. Preparation for Joint Meeting with Assembly on March 18th**

**Presentation by Port Director**

Mr. Uchytal said their Assembly Liaison; Ms. Hall was online so she may be adding her thoughts. The joint meeting with the Assembly is scheduled for March 18<sup>th</sup>, which was also the date of their scheduled Ops meeting. He asked the Board to discuss whether they would forego the Ops meeting or have a shorter meeting ahead of time. The main reason for the meeting with the Assembly would be that they'd like to hear from the Board regarding their budget. If there are items the Board would like to bring before the Assembly, they may do so and Mr. Uchytal will get those items added to the agenda. He produced an annual report from Docks and Harbors and will be sending this to the Assembly.

**a. Committee Discussion-None**

**b. Public Comment-None**

**11. Douglas Harbor Snow Removal Operations**

**Presentation by Board Member Clayton Hamilton**

Mr. Hamilton did not attend so this item was omitted.

**12. Letter to Assembly Public Works & Facilities Committee – Downtown Bathrooms**

**Presentation by Port Director**

Mr. Uchytal said that on page 50 there was a letter to Public Works & Facilities Committee. He met with the City Manager to advance the plans for the restrooms along the Seawalk. Using the marine passenger fees, they requested \$3.5 million to install new bathrooms. This meeting was postponed for a month and the City Manager said she would like him to prepare a memo for the Public Facilities Committee that met on February 23, 2026. The letter explains that they have had this vision to

design and build a bathroom facility. Paragraph 2 talks about the costs involved in Phase I of the Downtown Waterfront Improvement Plan. In paragraph 3, he talked about the award given to Trucano Construction for \$12.3 million for the deck over project. In 2019, the City Manager, at that time, put in abeyance for the Phase 2 portion of the Downtown Waterfront Improvement Project which was the bathrooms. This included the conduits and plumbing to get ready for the bathrooms. Then the City Manager asked us to hold off and explore the opportunity to bring the museum down to the waterfront. The memo said it was paused and now Docks and Harbors would now like to move forward in finalizing the design and going to a construction contract this fall for the bathrooms. The City Manager intended to write another memo referring to the letter to say the museum is dead on arrival, but the City still wants to move forward with the bathrooms.

Mr. Uchtyl said that at the Planning Commission meeting next Tuesday, there would be a proposal from Fly and Dive, a business owned by Ruben Willis. There was a PowerPoint that was submitted that outlined the request for variances to height and a zero-lot line. This was talked about during the Board meeting last month. CBJ CDD asked the Board if they wanted to weigh in on the proposal. He said the zero-lot line doesn't affect the property line between the Docks and Harbors deck over. They would be adhering to the 10-foot setback, and they are asking to be able to build right up to the property line.

**a. Committee Discussion:**

Mr. Ridgway asked if the Board was supposed to provide community development input.

Mr. Uchtyl said that they are not required to, but he could give any feedback the Board wanted.

Mr. Ridgway asked if Mr. Uchtyl had any reason why Fly and Dive should operate their business.

Mr. Uchtyl said no, it would be a big building, and he thought Docks and Harbors would be able to operate fine.

Mr. Leither asked who would be talking about the Morris Museum of Art.

Mr. Uchtyl said that attachments 52-67 were part of the City Manager's argument back in 2019 that they were stopping the Phase 1 project until they could figure out if the museum could fit. The art was in the old Juneau Empire building that Morris owned and now is in the Auke Bay Marine Station. At one time, the City thought that they could make the museum work on the waterfront, and they thought it could be a revenue generator.

**a. Public Comment-None**

**13. Seadrome Property Conveyance – Close Out**

**Presentation by Port Director**

Mr. Uchytel said last month at the Board Meeting there was a motion to sell 1,500 square feet of property to Goldbelt. On page 70, there is a letter in response to that motion by the Board saying that Goldbelt is not interested in moving forward with the purchase of the CBJ owned parcels at the Seadrome Marina.

**a. Committee Discussion-None**

**b. Public Comment:**

Heather Marlow of Auke Bay said that the Board had spent quite a bit of time over the years on this topic. She said that she was disappointed that there was no forward progress on this property. She had asked in the past that the Board spend time with the Community Development Department staff and come up with a drawing or a draft of what property could look like if they vacated the interior property lines to expand the seawalk. With so much time invested, she thought the Board could come up with a response to Goldbelt to address the future of the seawalk and not to leave it empty in what it could be.

Mr. Leither commented that the Board did bring up land swaps and it sounded like Goldbelt had said they were definitively not interested in a land swap.

**I. STAFF, COMMITTEE, AND MEMBER REPORTS**

**13. Assembly Liaison**

Ms. Hall said that a few Assembly members went up to the CLIA Conference, the Pacific Northwest Symposium, and were taken with marine passenger funds to make sure they rotate through the Assembly to make sure they are exposed to issues. Last week was the Southeast Conference, mid-session summit which was held in Juneau. This week they are wrapping up the Alaska Municipal League Conference, their legislative Winter Conference and next week will be the Juneau Economic Development Innovation Summit. She encouraged Board members to attend if they have time as they have some high-level speakers that will be coming to town to discuss migration, in and out of Juneau, as it is a concern for all of Alaska and the lack of workforce. The Assembly has been busy with the budget survey, and they have one more public meeting or workshop to discuss the budget.

**14. Visitor Industry Task Force Liaison Report**

Mr. Sooter said that he couldn't attend the last meeting but read the literature and said that they will be looking at whale watching regulations options, scheduling and deployment, functional ports, public and private docks, the revolving loan program structure, infrastructure needs, court fees and revisiting helicopter discussion with presentations on constraints. He said they would be having a meeting the following evening.

**15. Harbormaster**

Mr. Creswell presented:

- Snow event: They are recovering from 10 boats sinking and many of them are up and floating. Most of those have been destroyed or made seaworthy. They still have a 58' sailing seiner

vessel, the Julie Anne, Aurora Harbor H2O that sank. That is open for bids and Hanson Maritime gave a bid for approximately \$146,000 to raise and dispose of the vessel. Today they received their additional insurance documents, and their Hanson was ready to start at any time, however, they are cautiously optimistic about getting started this week, but the weather kept them from doing that.

- Harbor positions: they closed their first round of job applications for seasonal hiring and have some open Harbor Officers positions. They have some qualified applicants for the Officer and Technician positions. Return of some of the seasonal employees will be back the Monday after next and shortly after they will begin to get their 7-month employees back.
- Cruise Ship Season: First ship gets in on April 27<sup>th</sup>.

## 16. Port Engineer

Mr. Sill reported:

- Little Rock Dump Storage: has been advertised and they have had a few good questions that have cropped up. The pre-bid conference was well attended. They are hoping for some good bids.
- Dock Inspections: The Board was notified earlier of the design services for the dock inspection. The proposals are due on March 12<sup>th</sup>. Board members are welcome to assist with proposal reviews.
- Big Construction projects: The Statter roof is done, and they are trying to pay and close out the invoices from that project. Statter Harbor uplands, next to the restroom, they are working on railings. Aurora Harbor, the electricians and plumbers are working a little bit.
- Camera project: They are coordinating with port to get some cameras installed down by the IVF float this spring.

## 17. Port Director

Mr. Uchytel reported:

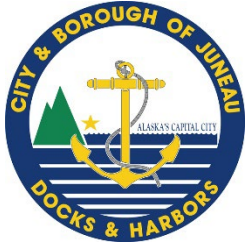
- Legislative Fly-In: Guests were introduced as, Tony Seminsky-Harbormaster in Seward and James Wilson-Harbormaster in Ketchikan. They were here as part of the Alaska Association of Harbormasters and Port Administrators Legislative fly-in this week. Matt Cresswell, Juneau Harbormaster is the President of the AAHPA and they have worked to get appointments with elected officials this week. He said he appreciates the Harbormasters for coming to a public meeting. Their message to the legislature was that they want all their six Alaska Harbor grant applications fully matched. Docks and Harbors doesn't have an application this year; however, they are pushing to increase the cap from \$5 million to 7.5 million to help them when they work towards the Statter Harbor breakwater project, as well as the North Douglas Boat Launch.
- He reminded the Board that they are working with the Army Corps of Engineer to do the geotechnical engineering work and are doing soil sampling for the North Douglas boat ramp. He will be bringing to the next meeting an MOA with Kensington to use their waste rock for that project.

- Public Works and Facilities Committee Meeting will be held at noon on February 23, 2026, to assess whether they will be moving forward with the downtown bathrooms.
- Lands, Housing and Economic Development is at 5 pm on Tuesday, February 24, 2026, and Mr. Becker will be attending that. They will be talking about the land swap with the Planning Commission for the variances for the Fly and Dive business.
- Next Board meeting they should be approving a bid for the Little Rock Dump secure storage.
- March 13<sup>th</sup> is the deadline for the bids for building a new boat shelter in Aurora, G22/23.
- Port staff are working to bring the next Board Meeting to the Assembly chambers as they have had some audio-visual work done.
- Docks and Harbors is in the fireworks business and are working with the fireworks crew to secure a barge for the 4<sup>th</sup> of July fireworks show, which is funded by the City and Borough of Juneau. The Conex box may be stored at the Little Rock Dump. Constraints are that fireworks/explosives must be 150 feet from a road and in a locked secure area.

**J. COMMITTEE ADMINISTRATIVE MATTERS**

**18. Next Operations/Planning Committee Meeting - Wednesday, April 22nd, 2026**

**K. ADJOURNMENT BY MR. ORR AT 7:25 PM.**



# Port of Juneau

2026

## Application for Donation Request of One (1) Annual CBJ Docks & Harbors Launch Ramp Permit

Applicants must complete this application and provide all required attachments. Incomplete applications will not be considered. Submit applications to [harbormaster@juneau.gov](mailto:harbormaster@juneau.gov) or in person at the Port Director's Office, 76 Egan Drive, Juneau AK, 99801.

### I. Applicant Information

Legal Business Name: \_\_\_\_\_

Form of Business Organization: \_\_\_\_\_  
(Sole proprietorship/partnership/corporation)

Business Address: \_\_\_\_\_

Local Contact/Title: \_\_\_\_\_

Local Mailing Address: \_\_\_\_\_

Local Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

### Eligibility Requirements

To be considered for a donated Annual Launch Ramp Permit, applicants must:

- Maintain a **physical address within the City and Borough of Juneau**
- Show how the organization **benefits the Juneau or Southeast Alaska Community**
- Agree that the permit will be used for **non-commercial purposes only**

**Provide a brief description of why your organization deserves to receive a gifted Docks & Harbors Launch Ramp Permit:**

---

---

---

---

---

---

---

---

---

---

## CBJ Docks and Harbors Commercial Use Application (Continued)

### Acknowledgment

By signing below, the applicant certifies that:

---

- The organization meets all eligibility requirements
  - The permit will not be used for commercial purposes
  - All information provided is accurate and complete
- 

**Owner Signature/Date:**

---

### Port Staff Use Only

CBJ Sales Tax Status \_\_\_\_\_

Received by \_\_\_\_\_

CBJ Property Tax Status \_\_\_\_\_

Approved \_\_\_\_\_

---

---

**MARINE EXCHANGE OF ALASKA  
AND  
ELDRED ROCK LIGHTHOUSE ASSOCIATION**

---

---

**To:** Juneau Docks and Harbors Board

**From:** Captain Ed Page, Founder and Senior Advisor Marine Exchange of Alaska (MXAK) and President, Eldred Lighthouse Preservation Association (ERLPA)

**Subject:** Donation of Port of Juneau's Excess Dock Ramp to MXAK and ERLPA for Improving Safe Access to Eldred Rock Lighthouse

**Date:** 15 April 2026

---

I respectfully request the Port of Juneau donate its unused metal boat ramp at the Alaska National Guard dock to the Marine Exchange (MXAK) and Eldred Rock Lighthouse Preservation Association (ERLPA) to be used to safely transport persons and supplies to the shoreline of the Eldred Rock Lighthouse from a seasonally deployed floating dock. The Port's ramp will play a major role in making an Alaskan historical maritime treasure safer and more reliable for our volunteer lighthouse keepers and workers, tourists and other visitors to access the island.

Eldred Rock Lighthouse is one of Alaska's most historically significant maritime treasures. Recognized by the Alaska Association of Historic Properties (AAHP) as one of the **top 10 most historically significant structures** in the state, it is the only historic lighthouse in Alaska that has never been rebuilt since its original construction. Located in the scenic Lynn Canal on the line between the Haines and Juneau Boroughs, the lighthouse has stood largely abandoned since the Coast Guard removed personnel in 1973. Through the dedicated efforts of ERLPA and MXAK, this unique piece of Alaska's maritime heritage is now being carefully restored and prepared for safe public access.

Both MXAK and ERLPA are nonprofit organizations working collaboratively to preserve, protect, and share this irreplaceable historic site. Over the past decade, MXAK has installed critical Marine Safety Site equipment (weather and vessel tracking systems) at Eldred Rock and seven other Alaska lighthouses. ERLPA has secured a lease from the U.S. Coast Guard, obtained all necessary permits, removed hazardous materials (lead paint and asbestos), installed safety railings, and is now finalizing plans for a seasonal floating dock. Generous support from the State of Alaska Office of History and Archaeology (OHA), the Alaska Marine Highway System, the Rasmusson Foundation, AAHP, the U.S. Lighthouse Society, and many other organizations has made this ambitious restoration possible.

MXAK's vessel CLEAT has made over 100 trips to the Rock during which it has been challenging to safely transfer supplies and people to Eldred Rock via a beach landing or by

nosing up to a rock face on the island and climbing over slippery rocks. This past year we have been working with a vessel operator ordering anchoring systems, a dock float and other materials to be transported and positioned on the island in late May. However, we have been challenged by locating a ramp that could bridge the opening between the shore and the vessel dock float and were exploring getting one from Valdez but the logistics and costs of transporting of it were very high and the ramp less suited. We learned the Port's dock could be available, which would better meet our needs. The vessel LITEWEIGHT has been contracted to transport supplies for installing the floating dock and is able to transport the Port's ramp from its current location to the lighthouse.

Donating this excess ramp represents an outstanding opportunity for the Port of Juneau to directly support historic preservation, public access to Alaska's maritime heritage, and safe marine recreation in the Lynn Canal. In recognition of the Port's generous contribution, the Port of Juneau will be prominently featured on the donor plaque at the lighthouse and ERLPA Website alongside with other supporting organizations and individuals who have helped bring this project to fruition.

We are grateful for your consideration of this request and would welcome the opportunity to answer any questions or provide additional details. Thank you for helping preserve and share one of Alaska's most unique historic lighthouses with the public



Captain Ed Page, USCG (ret)







