



DRAFT DOCKS AND HARBORS BOARD MEETING MINUTES

March 26, 2026 at 5:00 PM

Port Office Conference Room/Zoom Webinar

A. CALL TO ORDER AT 5:00 PM

- B. ROLL CALL:** James Becker (via zoom), Tyler Emerson, Clayton Hamilton, Robert Horchover (via zoom), Nick Orr, Annette Smith, Mark Ridgway (left at 6:53), and Shem Sooter.

Absent: Matthew Leither

Also in attendance: Carl Uchytel-Port Director, Matthew Sill-Port Engineer, Matthew Creswell-Harbormaster, Leah Narum-Administrative Officer, Jeremy Norbryhn-Deputy Harbormaster, Jeremy Cryts-Harbor Officer(via zoom), Maureen Hall-Assembly Liaison, and Nicole Lynch-CBJ Law Department (via zoom).

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES-NONE

MR. ORR MADE THE MOTION TO APPROVE THE AGENDA WITH NO CHANGES AND ASKED FOR UNANIMOUS CONSENT.

Motion passed.

D. SPECIAL ORDER OF BUSINESS - Employee of the Quarter Recognition

Mr. Creswell said that Patrick Davis was recognized as Employee of the Quarter for his exceptional leadership, institutional knowledge, and unwavering dedication. With over 15 years of service Patrick's knowledge of harbor operations was second to none. He possesses a deep understanding of both daily operations and unexpected challenges that require the harbor enterprise to rapidly shift priorities. His ability to anticipate needs, adapt to changing conditions and guide others through complex situations has made him an invaluable resource to the entire team. During the extreme winter conditions experienced this season, Patrick played a critical role in the enterprise's response and recovery efforts. Following significant snowfall and severe cold temperatures, Docks and Harbors faced widespread impacts, including approximately 10 sunken vessels and extensive snow accumulation across their facilities. Patrick was instrumental in ensuring critical access points remained open to emergency responders and patron access. His leadership and hands-on involvement ensured that work was completed safely, efficiently and with a high level of coordination across crews. His experience and attention to detail were also evident in his proactive approach to equipment operational during peak demand. Patrick consistently demonstrated a strong commitment to his team. He remained highly attuned to the well-being of his coworkers, regularly checking in to ensure fatigue levels were managed and that staff were getting the rest they needed during prolonged operations. He was always available to answer questions, provide guidance and share his expertise, fostering a supportive and highly effective work environment. As Patrick

prepares for his retirement this spring, he has gone above and beyond to ensure a smooth transition for Docks and Harbors. He is highly deserving of the Employee of the quarter for the first quarter of 2026. Patrick's last day will be April 7th and then he will be back in July for an official handover, and he will be dearly missed.

E. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

F. APPROVAL OF MINUTES

- 1. Minutes from February 26, 2026**-Minutes approved unanimously.

G. PUBLIC HEARING

2. Proposed Omnibus Regulation Changes to 05 CBJ Administrative Code

Presentation by Harbormaster

Mr. Creswell said that the proposed omnibus regulations to the Title 05 changes were recommended to provide greater clarity to patrons, update definitions and align current procedures. The regulations were broken into two different agenda items to address the amphibious vessel part of the changes into its own hearing. Mr. Creswell reviewed the changes.

a. Board Questions

Ms. Smith asked about the change from houseboat to floathouse. Does that mean the removal of the vessel must move.

Mr. Creswell answered that the floathouses are constructed within their dimensions are non-moving vessels. They can then be placed on the inside of the main floats

Mr. Sooter asked if those floathouses were only allowed in the downtown harbors.

Mr. Creswell said that they have non-moving vessel areas that are on the insides of the main floats in Aurora, Harris and Douglas so that was the only designated place for non-moving vessels.

Mr. Orr asked about the construction guidelines.

Mr. Creswell said that on page 20 (g) (3) of the packet addressed that "The floathouse is constructed and maintained in a seaworthy and structurally sound condition with adequate flotation and stability, such that it does not pose a risk to life, property, and harbor infrastructure, as determined by the Harbormaster."

b. Public Comment-None

c. Board Discussion/Action-None

MS. SMITH MADE THE MOTION TO RECOMMEND THAT THE ASSEMBLY APPROVE THE PROPOSED TITLE 05 OMNIBUS CHANGES AND ASKED FOR UNANIMOUS CONSENT.

Motion passed unanimously.

3. Proposed Regulation Change to 05 CBJAC 45.055 Parking Management - (k) Amphibious Vessels

Presentation by Harbormaster

Mr. Creswell said that the proposed change to 05 CBJAC 45.055 parking management near Section K, Amphibious Vessels was an effort put together by staff as they noticed more use of amphibious vessels at the Statter Harbor facility and the potential for future conflicts between user groups. They wanted to address potential management concerns as they applied to amphibious vessels. The new language was proposed and in addition to being required to possess a valid launch ramp permit, any un-trailerred amphibious vessel parked in Statter Harbor parking lot will be required to pay the daily moorage fee that was required under 05 CBJAC 20.030. The fee is in lieu of the parking fees under 05 CBJAC 20.160. He and Deputy Harbormaster Norbryhn spent months thinking and watching the use and thought that they came up with a good regulation. At Statter Harbor they have 184 parking spaces, and it is not uncommon on the weekend for that lot to be full. They looked at this as the harbor was for mooring vessels and they have a launch ramp parking lot for vehicles launching and recovering boats. They don't allow boat storage in their lots but occasionally have people that park there with boats on trailers. They highly discourage that and help patrons find alternative areas to park their vessels. They thought that they have a harbor where vessels can moor so they thought that might be a solution to the parking of amphibious vessels.

a. Board Questions

Mr. Hamilton asked what the difference was in the amount of parking versus the daily moorage rate.

Mr. Creswell said for example, if you take a 20-foot boat at \$16 a daily moorage rate versus \$5 a day for parking. Or a monthly moorage rate on the 20-foot boat would be converted to about \$7 a day at Statter Harbor. On the monthly rate, once you pay for 12 days of the daily rate, it's cheaper to pay for the monthly rate.

Mr. Hamilton asked if the people commenting through letters were the main patrons using the parking facility with their amphibious boats. He asked if they were commercial or private users.

Mr. Creswell said they were all private users.

Ms. Smith asked what problems they were solving with this regulation.

Mr. Creswell answered that they weren't solving a problem right now that they were trying to look ahead to what could potentially be a conflict, with trailer boats versus on trailer boats leaving boats in the lot overnight.

Ms. Smith said she saw vessels, particularly at Statter who leave their boats on trailers at Statter.

Mr. Creswell said that those vessels are receiving tickets as that space was designated for trucks and trailers.

Mr. Ridgway said that he felt that Docks and Harbors was addressing the issue with boats left overnight in parking lots. He said that amphibious boats are boats and moorage was available to them.

Ms. Smith said that the regulations should say that any boat or amphibious vessel left in the parking lot would need to pay for daily moorage.

Mr. Creswell said that if that is will of the board, then staff would take that direction. They are not trying to disenfranchise any user group. They are trying to make sure that people still can use the Harbors or parking lots if they want to without being punitive.

Mr. Ridgway asked that since they had been working on this for several months, they would have the clear ability to say they don't want boats overnight.

Mr. Creswell said that they have that ability now as they don't allow vessel storage in the parking lot. He said if the Board wishes to specify no overnight parking that could be done.

Mr. Sooter said that this was a gray issue and that there's a change in the status quo. Traditionally, a truck and trailer come in and unload a boat. The boat goes out and spends the night, and comes back, loads up and frees up the space from the parking lot. He appreciated that staff are out front and looking at the concern and thought that they could spend more time discussing this.

Mr. Ridgway said that as far as Mr. Creswell knew there were currently 5 amphibious vessels that use Docks and Harbors.

Mr. Creswell said that he thought there were four in total.

Mr. Emerson made the comment that he would discourage singling out one group as opposed to long-term storage on all user groups.

b. Public Comment

Brad Dawson of Spuhn Island said that they pay for the permit and that it takes them less than a minute to launch. Their boat doesn't require time for loading and unloading. Noteworthy, he said amphibious boats spend less time in the parking lot. Most people spend their time getting supplies and then they go back to their outer island place. When Statter harbor gets full, there are boats that are side tied. He said they were relieving that pressure. He said during the derby and crab openers when parking is constrained then they don't go to town then. He believed they were like any other parking vehicle and they

didn't happen to have a trailer attached. The fee argument would probably take care of itself in that Amphibious vessels pay like everyone else. The larger concern was long-term parking. He felt his amphibious boat fit well in a 10-foot trailer space and that the only issue would be from mid-April to mid-October. In the winter, they park to allow for snow plowing. He felt that they should have the ability to park like a small truck and boat trailer, yet some of them park in 50-ft space. He advised that maybe they could design spaces for amphibious vessels. He said the fee was not the biggest issue and they are minority user group.

Mr. Ridgway asked where they left their vehicle overnight and how they got there.

Mr. Dawson said that they park their boat overnight at their house and that the boat deploys landing gear like an airplane. He said it was refreshing to see that Docks and Harbors was being proactive as he didn't know how many boats would show up. He said that he would be surprised if there would be more amphibious boats added to the area as there is a limited user base. They're not cheap and they solve a problem for those who have problems with access to their property.

Mr. Emerson asked how long he leaves his boat at Statter.

Mr. Dawson said generally he said the trip takes 5-6 hours. One night they left it overnight as they had a breakdown in a pump when their bilge froze. Generally, their time was ranged in hours not in days.

Greg Chaney introduced himself and wife, Bonnie (via zoom). They have a home on 6th Street in Juneau and have a cabin out on Shelter Island where they spend a couple of nights but then come back to town. He said that he wanted to talk about Section J, which is right before Section K, regarding the vehicle size regulations. That section gives the Harbor Department broad discretion over which vehicles can park where. He said they have had their amphibious vehicle for 2 years and that they were the first one on in North America. They looked for an alternative location to Statter Harbor, and it was important to them to figure out a solution. The fee change is not a big deal; they can pay that fee but want to talk about fairness. They have found that the harbor staff are helpful and friendly and always professional. He said he understood that if a boat was in the harbor, it would make sense to charge a moorage fee but an amphibious boat in the parking lot that doesn't make sense. When their boat is in the Harbor parking lot, it may look like a boat there, but it also was a vehicle. He said he felt that they should be treated and charged the same as any other vehicle. He said he would support an area for "preferred" amphibious vessels.

Ms. Smith asked Mr. Chaney when he comes to town, where he keeps his car. She asked whether he was taking two parking spaces.

Mr. Chaney said that when he gets into town, they park their boat and get in their car and drive home. They take one parking space.

Mr. Ridgway asked what the longest period they have parked their vehicle at Statter.

Mr. Chaney responded that they have parked there for 2-5 days.

Mr. Sooter asked if Mr. Chaney had a trailer for his amphibious boat.

Mr. Chaney said they do have a trailer for it but it's challenging to put it on the trailer. He said he lives on 6th St. and doesn't have a place for his boat.

Mr. Sooter said his concern was that the parking lot would become a storage lot which he perceived as an issue in the future.

Mr. Chaney said they do have another place for their boat if they need a long-term solution.

Ms. Smith asked if there was a time limit for vehicles and trailers to sit in the parking lot.

Mr. Creswell said that it depends. If it's Statter Harbor in the summertime, they use it as a revenue generating tool. In the winter, there's a 3, 7 or 14-day areas depending on which lots of patron's park in. Like vessels in the harbor, there's an issue of moving the vehicle within a specific time. In Aurora, near the gangway, there's a 3-day max limit. Further away from the gangway there's 7- and 14-day parking. It's similar, if not the same throughout the different harbors and different facilities. In the summertime at Statter, the paid parking signs go up.

Ms. Chaney added that if they leave town, they pull the boat and their intent is to never use the parking lot as storage.

c. Board Discussion/Action

Mr. Hamilton said that he'd like to change the wording to say on page 30 Section K on the second line that they add the word "commercial" to "...amphibious vessel parked in the Statter Harbor parking".

Mr. Orr said that as a trailer owner, that would make the parking lot a boat storage area. He said that he wasn't sure that it would be a good solution.

Mr. Ridgway said that there are frequent harbor users that are going out to their cabins and before amphibious boats they would leave their truck and trailer at the parking lot. He said he thought most people would be leaving their truck and trailer for weeks while they were in their cabin. He said that he wanted to provide harbor staff with every tool they may need to access the varying rates for different parking spaces. Amphibious vessels should not be treated separately from a vehicle with a truck and trailer because they are different. Regarding regulations, he said he felt they could adjust the rate that they would be paying as boats that go in and out to park in the parking lot.

Ms. Smith said that she didn't have a problem with private versus commercial terminology, but she did have an issue with separating out a 22-foot boat and trailer versus a 22-foot amphibious vessel. She said that a way to address this would be to raise the parking rates as they haven't increased since the 80's. She thought that parking was about \$20 a day.

Mr. Orr asked if the Board wanted to dedicate some of the spaces to boat storage. This would be for a truck and trailer of an amphibious vessel.

Mr. Sooter said they were all boat users, and everyone has a little different way to use the launch ramp and parking areas. His biggest concern was long-term storage. He felt that the Board could work on the regulations further after some more discussion.

Mr. Hamilton said he sees that development and amphibious boat use is increasing and that they shouldn't be punishing one type of boat user because they are using harbor facilities.

Mr. Ridgway asked what longest period they have seen a patron leave their truck and trailer in the Statter Harbor parking lot.

Mr. Creswell said he did not know but thought it was weeks.

Mr. Ridgway recommended that they table the discussion and send it back to an Ops Meeting after hearing the public comment.

Ms. Smith said that they do allow storage in Statter Harbor during the winter. She has seen cars parked in the lots. She has asked if they only allow this in the winter or do they also allow storage in the summer.

Mr. Creswell said that in the winter they have some Shelter Island residents that have a designated spot where they are allowed to put their stuff. In the summertime, they don't allow storage and people pay for parking. Mr. Creswell responded to Mr. Ridgway and asked that they have another 6 months to see how the season goes before bringing this back to the Ops Committee.

Mr. Uchytel added that in the wintertime it is not a problem as users register their vessels with the Deputy Harbormaster. They manage the parking lot for removal of snow and so that it benefits the community. The way they ensured turnover was to have the pay as they use parking lot.

Mr. Ridgway asked that as they table this topic for discussion next Fall, did Mr. Creswell see any consequences in for summertime use.

Mr. Creswell said no.

Mr. Sooter said that it would be tabled for next Fall and thanked the public participants for attending.

H. UNFINISHED BUSINESS

4. Board Policy - Launch Ramp Permit Donations

Presentation by Port Director

Mr. Uchytel said that on page 37 there was a draft resolution that the Board directed that it should be a policy specific to non-profits. Ms. Lynch, their Municipal Attorney, on page 37 wrote a Memorandum on some research she did on 501 (c) organizations. Ms. Lynch

addressed the concerns for whether non-profits have a local address and provide benefits to Juneau residence or Southeast Alaska. The Board may want to consider no commercial use with the permit. Ms. Lynch also talked about the application process that the Board can give staff direction on. She mentioned a limit on the number of permits and how the organizations would be selected. When he drafted the resolution, that in the event they had more applicants than permits then the Board would convene a selection committee to determine more ease on a fiscal year cycle. He asked for the Board's direction.

a. Board Questions

Ms. Smith asked if there was a reason to have a selection committee as opposed to doing a random drawing if there are more than 5 applicants.

Mr. Uchytel said that he thought it would be a fairer way of having a committee select awardees as he felt not all non-profits are created equal.

Mr. Orr said that he would like to see applicants indicate how they spend money in Juneau and how they charitably give back to the community.

Mr. Ridgway asked Mr. Uchytel if his DRAFT was re-edited by the municipal attorney.

Mr. Uchytel said no, the DRAFT resolution has been edited once. Personally, he was not sure they wanted to go down the 501(c)(3) route. He said that this was the Board's policy and up to them as to how they wanted it to play out.

Mr. Ridgway said that he thought they should have a paragraph on the good that they do for their community and the connection they have to our harbors. If that looks legit, then he could award them a permit.

Ms. Smith asked the Board if there were thoughts are adding language that requires applicants to be associated with the harbors.

Mr. Sooter said if there was a nexus to the community then they would be connected.

Mr. Ridgway said that that was in there, (2) that the non-profit "has a nexus to the Juneau waterfront or harbors tin support of their mission of Docks and Harbors".

Mr. Sooter said he was the one who brought the 501(c)(3) and that if they took out the 501 parts that would be fine. He was trying to find out that the non-profit has a nexus in the community.

Mr. Hamilton asked why they couldn't just say that they would give out 5 permits every December or January or June 30th.

Mr. Orr said that was what (5) says and added that he'd like to know how they spend the money in Juneau.

Ms. Smith said that she didn't have an issue with limiting to 501(c)(3)s. She said she felt that they may be inundated with applications because there's a lot of non-profits in town.

Mr. Ridgway said that it didn't need to be complex but that if they said they had a connection to the harbor and that they were doing good work for the community then that falls within the nexus of the community.

Mr. Sooter said that they could strike (1) so that it would read: (1) the applicant must be a non-profit organization with an address in the City and Borough of Juneau.

Mr. Hamilton said what if they simplified by saying the Board would give 5 permits at the June meeting. He would like to advocate for a one-line motion.

Mr. Orr said that the reason they would give 5 permits is so they can weed out some people.

Mr. Ridgway agreed and said the non-profit should have an address in Juneau.

Ms. Smith said that if they leave it wide open, they may have 200 applications. Does the Board want to deal with that?

Mr. Horchover said that he was in favor of keeping it simple with an address in Juneau. He recommended they try this process for one year and then adjust as necessary.

b. Public Comment-None

c. Board Discussion/Action

Mr. Orr said he would like to see how they have spent money over the past fiscal or calendar year in Juneau.

Mr. Hamilton said they could put that in the application, and they don't have to make a policy about it.

Mr. Orr said that what they didn't want to do was give it to an organization that was going to throw a party and have prizes. He felt that it needed to be a charitable organization and that they were giving back to the community.

Mr. Sooter said then that there should be a line item on the application.

Mr. Orr said they are working on a resolution for the application process.

Mr. Ridgway said that the resolution could be made into an application which would be standardized for staff to go to interested non-profits. He advised removing the 501 criteria and leaving them in the address so that staff could come back in the future with a matching application to the resolution's directions.

Mr. Sooter said that he thought that staff could do that and then they could bring the application and resolution back before the Board for approval.

Ms. Smith said that the problem she had was that laying out the application and making it part of the resolution would tie the staff's hands and would be flexible enough to adapt and change without coming back through the Board and having a resolution.

Mr. Sooter asked Mr. Uchytel if that would tie his hands.

Mr. Uchytel said that whatever the Board wanted they could do.

Mr. Sooter said to axe the 501 and whether organization was registered as a 501(c) and come up with a draft application based on the resolution. He'd said that the organization should tell the Board what they would spend the money on in Juneau and then they could look at it at the next Ops Meeting.

Mr. Uchytel asked if they had more than 5 applications whether they wanted staff to create a committee and rank them, for example, 1-12, and bring them to the Board in July. Or do they want the Board to be involved in the ranking process?

Mr. Hamilton said that July was the busiest time of the fishing season.

Mr. Orr said that they could change the date but the question for him was does the Board wants to be involved in the decision or should staff make the decision if they get more than 5 applications.

Mr. Ridgway said he felt the Board should leave it up to staff.

Ms. Smith said she had full faith and confidence in the Docks and Harbors staff.

Mr. Sooter said that even though the Board changes every year, the staff can capture the temperature of the Board. He told Mr. Uchytel that what he heard from the Board that they could leave the decision in the staff's hands if they get more than 5 applications.

I. NEW BUSINESS

5. Transfer \$1,000,000 from Statter Wave Attenuator to North Douglas Launch Ramp Expansion CIP

Presentation by Port Director

Mr. Uchytel said that he didn't have an attachment in the packet, but in the CIP for the Statter Breakwater Recapitalization Project, they have \$2.55 million of local matched funds for the feasibility cost analysis. He reported last month that the Army Corps changed their position and using the term, more projects, less red tape. At one time, Docks and Harbors proposed using the \$2.5 million for the study and the Army Corp said no. Now they have an excess of \$2.5 million in feasibility cost analysis and that is \$1 million more than they need for the project for that portion of the project. He was asking the Board to approve the \$1 million transfer of funds from the CIP to the North Douglas Launch Ramp Expansion CIP. As part of the CIP, they would also be moving \$225,000 from their harbor fund balance into this account effectively for the next fiscal year. That would put \$1.25 million int the North Douglas Launch Ramp Facility. The question before the Board is do they want to make that transfer.

a. Board Questions

Ms. Smith asked given the miscommunication between the Army Corp of Engineers and CBJ regarding the Mendenhall Valley flooding, was this project in writing and how comfortable was he with this project or was it subject to change.

Mr. Uchytel answered that even if the Army Corps came back and changed their minds again then they wouldn't be doing any harm by moving this money into account now if they don't think they will need it in the CIP. They are gaining momentum with this project.

Mr. Hamilton asked when the public outreach meeting would be.

Mr. Uchytel said they haven't started public outreach yet. He said they are trying to take advantage of the momentum they have. They have a drilling company coming down from Anchorage. The original plan was for the CIP to start on July 1st, 2026, in fiscal year 27, with \$225,000. They need the money for an RFP to get an engineering consultant to help with the design. Once the soil boring is done, then they could pay for the soil boring. Then it would be several months before they could go out to the RFP to select an engineering consultant and then that would be part of the public outreach process.

Mr. Hamilton asked why they were not asking for \$225,000.

Mr. Uchytel said that the Board approved to move \$225,000 into the CIP for the North Douglas launch ramp starting in FY27 at a previous Board meeting.

Mr. Hamilton asked then why they are asking for \$1 million.

Mr. Uchytel said that they have \$1 million in excess for the Stater Harbor feasibility cost analysis match with the Army Corps. It would be easy to move that \$1 million into a project that they are going to need like the North Douglas ramp project.

b. Public Comment-None

c. Board Discussion/Action

MS. SMITH MADE THE MOTION TO RECOMMEND THE ASSEMBLY APPROVE A \$1,000,000 TRANSFER FROM THE STATTER HARBOR WAVE ATTENUATOR CIP TO THE NORTH DOUGLAS LAUNCH RAMP EXPANSION CIP AND ASKED FOR UNANIMOUS CONSENT.

Mr. Hamilton objected and said they were committing a bunch of money to a project before they jumped through the hoops. He did not feel there was a compelling need to run with the momentum.

Mr. Ridgway asked Mr. Hamilton to expand on "jumped through the hoops".

Mr. Hamilton said they were supposed to have a bidding process for a project and then they could have a project that they take to the public. They then need to get feedback from the public and refine the project then, they could spend the money.

Mr. Ridgway said that the North Douglas Launch Ramp Expansion CIP has been on their project list, it's been discussed at public meetings. It was not a \$1 million dollars going to a contractor. It's going into a fund to do a project. They have a public process for establishing what their needs are and projects to do them.

Mr. Hamilton said that he thought there was only a concept picture and, in his mind, it was not a project. He would be voting no.

Mr. Orr said if it doesn't come to fruition to make the money, it's just an accounting transfer. If it doesn't happen it can be transferred into another account, so he would be voting yes.

Mr. Ridgway said he agreed with Mr. Orr. This was the accounting phase of what money may be available and moving it over. He said he would vote no if this were a half-baked project.

Mr. Hamilton said that the last drive down dock ended up being a million dollars more expensive because they didn't get the public input in a timely manner.

Mr. Horchover said last meeting they agreed to take money that was going to be for core drilling at Statter Harbor that wasn't happening due to the change in in the Army Corp of Engineers. That money was going to be moved to the North Douglas Project. He said that he was confused about the sum of the money that was needed to complete the whole process.

Mr. Uchytel said that at the last meeting he put together a document anticipating the Army Corps not wanting to spend money on Geotech work for Statter. They already had a \$455,000 contract signed with Discovery Drilling using money from the CIP that was designated for the Statter Harbor breakwater recapitalization feasibility cost analysis. He had created the document working with Law that said they had signed a contract and wanted to negotiate with Discovery Drilling to do geotech work in advance of the North Douglas Boat Ramp. The direction from the Board last month was to re-negotiate with Discovery for the extra work for this extra work. Currently, there is no money for the North Douglas expansion period except for \$225,000 as of July 1st. The requested item for tonight was to move money from the Statter Harbor Breakwater Recapitalization CIP, \$1 million for North Douglas CIP for the future study, design and advancement of the project.

Mr. Horchover said that he understood that the \$455,000 would be used for the precursor drilling, the core samples and all the stuff would be moved over. He asked if the fees would be two different fees.

Mr. Uchytel said no.

Mr. Ridgway for the record, noted that they did approve staff to move towards the North Douglas Boat Ramp Project. He said he felt that the staff was appropriate in requesting the money be brought to an account.

MS. SMITH MADE THE MOTION TO RECOMMEND THE ASSEMBLY APPROVE A \$1,000,000 TRANSFER FROM THE STATTER HARBOR WAVE ATTENUATOR CIP TO THE NORTH DOUGLAS LAUNCH RAMP EXPANSION CIP AND ASKED FOR UNANIMOUS CONSENT.

All in favor: James Becker, Annette, Smith, Mark Ridgway, Nick Orr, Shem Sooter.

Not in favor: Clayton Hamilton and Robert Horchover.

Tyler Emerson signed off zoom at 6:12 p.m.

Motion passed.

6. Bid Award - Design Services for Dock Structural Inspection (RFP DH26-045)

Presentation by Port Engineer

Mr. Sill said last year they received \$200,000 dollars in marine passenger fees for the structural inspection of the Steamship Dock and the Juneau Cold Storage Dock. These are the oldest parts of the waterfront and are in rough shape. They advertised an RFP to perform the inspection work and received two responses, one from PND Engineers and another from Marine Solutions, Inc. They were close, but PND was selected as the winning respondent. They have expedited the process to that the inspections begin before the cruise ship season. The cost proposal from PND was \$194,012. They have been inspecting the underwater area, swimming pilings, and been doing an above-water inspection looking at the pilings and the pile caps. They are doing some limited, non-destructive testing and have been focused on some troublesome-looking elements and a basic, low-level cost estimate for recommending repairs for each discrete area.

a. Board Questions

Mr. Hamilton asked who evaluates the bids.

Mr. Sill said the reviewers of the proposals were himself, Mr. Uchytel, Mr. Creswell and Ms. Philips. Board Members are always welcome in the review process.

Mr. Uchytel said that on Page 45, Attachment 3 lays out the area.

Mr. Sill said essentially that everything was north of the library, which is the old Alaska Steamship Dock and what was south of the library known as the Juneau Cold Storage Dock.

Mr. Ridgway asked if that was the old timber pilings or the steel pilings.

Mr. Sill said that the pilings were timber. The new deck over was steel and what the library sits on is steel. It's intermixed, however the highlighted area in Attachment 3 was where there were mostly timber piles, timber caps and timber stringers.

Ms. Smith asked if part of the study would involve looking at marine life.

Mr. Sill said that was not typically a consideration.

Ms. Smith said in the future it may be a consideration that should be.

Mr. Sill said that there may be sunflower sea stars which are endangered. If they are there then they would need to mitigate that and follow the procedures.

Mr. Ridgway said he could offer some expertise in the mitigation process.

b. Public Comment-None

c. Board Discussion/Action

MS. SMITH MADE THE MOTION TO RECOMMEND THE ASSEMBLY APPROVE CONTRACT AWARD DH26-045 FOR \$194,012.00 TO PND ENGINEERS AND ASKED FOR UNANIMOUS CONSENT.

Motion passed unanimously.

J. ITEMS FOR INFORMATION/DISCUSSION

7. Downtown Restroom - Update

Presentation by Port Engineer

Mr. Sill said that this would be a status update on the project at the last meeting in terms of a recap of funding and progress. The downtown Waterfront Improvements Project's first phase was the deck over and the parking, which was paid for by passenger fees. Phase 2 was envisioned back in 2017 or 2018 with a restroom, the covered shelter, landscaping and a covered walkway down the middle of the parking lot. The infrastructure also included electric buses. In the past month, they have brought back an engineer-architect team from Phase 1 to see if the original assumptions are valid. The primary effort was to look at the footprint of the restroom building and make sure that they provided appropriate services. Originally, they planned for 4 stalls on each side and have upped that to 8, based on their experience with Statter Harbor, and the need in the downtown area. Mr. Sill reviewed slides of the architect's drawings. Drawings included a family restroom, a men's side and a women's side with a total of 8 stalls on each side with a utility, and a maintenance area in between the two and half the building would be dedicated to a waiting room. They are thinking about the waiting room and are looking at how Statter Harbor on rainy days packs a lot of people into that area. Year-round use was still being evaluated. Heating and ventilation of the building was being worked on, and they were

not thinking about keeping it warm during the winter months. They would like the area to look nicer but also don't want to fill it with landscaping. The other plan was to include the Lone Sailor Memorial. The Assembly approved placing the statue at this location. There will be an open house on April 7th at Northwind Architects, and they are still working through the invitations for that, but the intent will be to give a short presentation about the project and make public comments. They are thinking about how tourists, locals and others will benefit from the facility. They have about \$500,000 left over from phase one of the CIP. This would be a marine passenger funded project. They have requested a total of \$3.5 million for the remainder of this project.

a. Board Discussion

Ms. Smith asked what engineering was being done to alleviate drug paraphernalia that has shown up in our facilities in the past.

Mr. Sill said that they are not looking at having the facility open in the winter. It will be a controlled facility, and they are looking at it meeting the needs of the community. It will be locked at night. They have some grinder pumps that are meant to handle some of the stuff to some extent. He said it was hard to control what people are doing behind closed doors.

Ms. Smith said that she visited the Lone Sailor Memorial while she was in Guam. She missed the meetings that were held in Juneau and said she would send photos to the Board to see pictures of the memorial.

b. Public Comment

Mr. Day of Juneau said that this was a great project. His recollection was that it would be an enclosed area on the waiting side and there would be a possibility of small functions for the space. He asked Mr. Sill where the bathroom waiting area opens towards the small minibus parking lot.

Mr. Sill said that in terms of the use of the space, they were keeping their options open. They would like the space to be sufficiently heated, well-lit and functional. As to how the building opens, they were looking at costs and the possibility of large barn-style sliding doors. There will be an entrance on the Seawalk side and on the library side, there will be a set of doors that lead to an entryway which leads to the restrooms.

8. Echo Cove Grant Application

Presentation by Port Engineer

Mr. Sill said that on page 46 there was a Hunter Access Grant that is available currently. It's funded by Pittman-Robertson Act funding, federal funding, based on taxes imposed, excise taxes imposed on firearms and ammunition. It's a good source for funding. They have brought in DOWL to help them with the application and are working on some concept drawings. The project was to put a boarding float at the Echo Cove launch ramp. At Echo

Cove, there is a launch ramp with a concrete surface although beach sand tends to flow over the concrete surface. The long-term grant would look at building a boarding float that would allow access for anyone using Echo Cove. This boarding float would make access to people's boats easier.

a. Board Discussion

Ms. Smith asked whether this would lead to an increase in usage. She asked if there were plans to increase the parking lot for people with boats and trailers to accommodate usage.

Mr. Sill said they don't at this point have a plan.

Mr. Orr said that with the Kensington mine there may be rockfill for an extension of the parking lot. He thought that this would be a good idea as it would take some of the pressure off Amalga Harbor.

b. Public Comment-None

9. Little Rock Dump - Secure Storage Update

Presentation by Port Engineer

Mr. Sill reviewed slides not in the packet. They advertised the project and Island Contractors was the low bidder. They received the notice to proceed with the project. Their vision for the project was to put 10x25 shipping containers on the side of the road. This would provide secure storage with a fence around the facility for users to rent out. The area would have lights and cameras as well. Mr. Sill says that at the top of the storage area, DOT has a drone launching facility and sensors for their avalanche warning system. They have a good relationship with ADOT and they share the space through an agreement. When they were putting together the project, they realized that one of their sensors was within the footprint of this area. He said the way he understood it; it's an array of three microphones that are listening very carefully to the mountain and using that information to pinpoint where avalanches are starting and happening on the mountain. It's a valuable tool. When they designed this project, they didn't know that they would be sitting on so much snow and avalanches were still coming down. They want to offer to Island Contractors to extend the project schedule to allow ADOT to maintain their avalanche warning system through the end of the avalanche season. While they are excited about having the project done, there is not a critical deadline. Initially they proposed July as the deadline, but they don't want to disrupt ADOT's schedule.

a. Board Questions

Mr. Orr asked where DOT's system would be going after avalanche season.

Mr. Sill said that it's 3 microphones and those form a vague triangle. They could relocate one of them outside of the fence. Taking it out is no big deal, DOT needs to have a precise location.

Mr. Hamilton asked if they have gotten any input from potential users.

Mr. Sill said that they are always soliciting input from potential users.

Mr. Hamilton asked if this was all Conex boxes or are they anticipating crab pot storage.

Mr. Sill said that Mr. Creswell had some ideas. He said one side would be Connex boxes and that leaves the other side for Costco shelving for pallets to lay upon. He said it was their intention to put a pallet for gillnetters to use. They are still working on the storage layout.

Mr. Creswell said that he was leaning on downtown staff to see what they have envisioned for the set up and operation of the space so that it has the least amount of impact on downtown Harbor staff. He said it will take some time to put something on paper to see how it will be operated.

Mr. Hamilton asked if the completion date would be pushed out to the fall of this year.

Mr. Orr said that it may be necessary to have a forklift there. He'd heard from a commercial fisherman that he thought a forklift would be a good idea.

Mr. Sill will email the drawings to Board members.

Mr. Uchytel said that DOT said in matter-of-fact way that they wanted us to know that Docks and Harbor would be building this in an active slide zone. They do know that they will mitigate it, and that the area would be shut down if there was an avalanche warning. More than likely, they won't have petroleum products stored there. There will be certain limitations based on the advice from DOT and their avalanche staff that Docks and Harbors understand that the storage would be low risk. There has not been a slide there in decades.

b. Public Comment-None

10. MOA with Kensington/Coeur Alaska

Presentation by Port Director

Mr. Uchytel said that on page 49, this was a memorandum of understanding for use of waste rock from the Kensington mine. It was vetted by a Coeur Alaska lawyer and their CBJ Law Department that was non-binding. They would like to explore the options of using the Kensington Mine waste rock for 335,000 cubic yards of fill for the North Douglas Launch Ramp. The current general manager and law said they have no problems and there would be no charge. With the agreement, it moved the project forward to have the engineers record the measurement of the rock, look for any contaminants and how much they will need. He suspected that DNR and Fish and Game would need permits for use of the waste rock. He will be moving forward with signing the agreement and wants the Board to know.

a. Board Discussion

Ms. Smith asked if 335,000 cubic yards were going to be enough for the project.

Mr. Uchytel said that was based on a rough, raw magnitude estimate. Kensington has more than that.

b. Public Comment-None

11. [USE26-02: West Douglas Cruise Port](#) - Agency Comment

Presentation by Port Director

Mr. Uchytel said that on page 52, the CBJ was working on a conditional use permit for the backside of Douglas. What was in the packet is a link to a SharePoint for a 200-page conditional use permit that Goldbelt has submitted. The question before the Board was to ask if they wanted to comment on their conditional use permit.

a. Board Discussion

Mr. Hamilton asked if there was anything the staff would like to have expressed.

Mr. Uchytel said that the only thing that he would speculate on was that he had heard from concerned citizens that they were going to want to go to the glacier. So, there was a potential of ferries running from West Douglas to Statter to get bused to the glacier. If that happens, Docks and Harbors were set up for loading and unloading at Statter Harbor. He thought that Goldbelt could figure out what would work for them.

b. Public Comment-None

K. STAFF, COMMITTEE, AND MEMBER REPORTS

12. Visitor Industry Task Force Liaison

Mr. Sooter said that they have dedicated the last two meetings to flight seeing. People who attended were from the Forest Service, the airport, the FAA and two out of the three helicopter companies had representatives there. They talked about the amount of landing on the glacier, about 20,000. There was a lot of discussion about mitigating the noise around town to lower the level of complaints in the areas of town that people were calling into TBMP regarding noise complaints. Upcoming meetings will focus on whale watching and it may affect Docks and Harbors.

Mr. Hamilton asked if Taku and Wings representative were there.

Mr. Sooter said they didn't get a chance to say anything. He said the temperature of the room had more to do with the helicopter noise than the float plane noise. A lot of the TBMP complaints came from Fritz Cove and airport homeowners. The next two meetings will be dedicated to whale watching.

Ms. Smith asked if these meetings were open to the public.

Mr. Sooter said it's open to the public but they don't make comments until the June meetings.

13. Assembly Liaison

Ms. Hall reported:

On Monday, March 16th as a Committee and that their recommendation would move to the Assembly to discuss extending the emergency shelter year-round. Instead of shutting down in April and starting back up in mid-October, staff had to enforce no camping areas, and they hoped to avoid having the same situation of camping on Teal Street. The sale of City Hall will be moved to the Assembly and the tax on peer-to-peer ride sharing, vehicle sharing, in certain areas of downtown to prevent clogging up the parking structures. On Wednesday they met with the Finance Committee and most of the Board was there as well as the School District. On April 1st they will have a Special Assembly meeting to introduce the budget and on the 6th they will have their normal Assembly meeting.

14. Harbormaster

Mr. Creswell reported:

Seasonal staff are coming back at different start times. Harbors will start getting their seasonal staff back on the 31st so that they remove snow and pressure as soon as they know the water won't freeze and they have some carpentry projects that still need to be done. They are already feeling the pinch that they are behind, but they have staff that are ready to get back to work.

Three weeks ago, they had a strong southwesterly windstorm about 3 weeks ago that caused some damage, but they didn't lose any boats. They had 4-5 staff out there on a Saturday afternoon and they were able to save boats. The damage was to the rods and D-float, but they won't be able to assess it until the snow is completely off the floats. There was a little bit of damage at the Auke Bay Marine Station, and they have already submitted a claim with Risk Management. As soon as he gets a full assessment, they will send them their findings and potential costs for repairs. They are mobilizing Global Diving and Salvage into areas of the breakwater to make sure there isn't any damage. They lost some bullrails but luckily there were some that were slated for replacement. Deputy Harbormaster Norbryhn's staff at Statter has replaced the worst of the bullrails.

The impounding of vessels and vehicles was going well. They thought they had taken care of it but then some people that like to abandon vehicles became snowed in, so they have a new batch showing up. Ms. Thrower and Mr. Collins, their night-time security officer, have been notifying owners. Kudos go to them for how they have been cleaning up our harbors of vessels and derelict vehicles.

Mr. Hamilton asked if there was a plan for the Douglas Parking lot.

Mr. Creswell said there was movement on that this week and that he got some quotes back for another phase of the work. He has been working with CBJ Streets and Fleets and they have agreed to provide them with approximately 360-400 yards of recycled asphalt pavement that they need for the project. They will be working with Coogan Construction to have their truck approximately 35 truckloads of material and stockpile it in Douglas Harbor. He has a quote from Coogan, but he needs a couple more quotes to meet the requirements of the purchasing code to do the grading, leveling and placement of material and finish the work. If Coogan was slated as the sole contractor, they could do it in June. He said the project was important to him and that he gets frustrated when he can't get quotes from other contactors.

15. Port Engineer

Mr. Sill reported:

Snow was the theme as Aurora Harbor was close to completion. The biggest issue was the plumbers were having issues trying to test the system when there was still freezing going on. They were at a standstill and there was plenty of work left to do. They were looking to move the project out until the end of April.

Trucano Construction will be mobilizing for the Taku Harbor Improvements Project. They asked for a couple of weeks' delay, but they will start work on April 1st. He anticipated that they would be down there for 2 weeks, but they are waiting for the weather to improve.

Docks and Harbors will oversee the logistics for fireworks for the 4th of July event this year. They will be taking care of storage and barges.

16. Port Director

Mr. Uchytel reported:

The Army Corps of Engineers said that they wanted to do limited geotech work. They came back and said they want to do some of the work, so they are not canceling the contract but are modifying it for the North Douglas Launch Ramp. Now they will be doing less than \$255,000, probably more like \$200,000 of Geotech work for the Statter Breakwater project as directed by the Army Corps of Engineers.

Mr. Uchytel said that he wanted to highlight the meeting Mr. Sill spoke of on Tuesday, April 7th from 5:30-7:30. He asked the Board to get the word out that it will be at Northwind Architects and there will be a briefing on the downtown bathroom project. He said that he would like to have them work with Ms. Pierce to present at the Tourism Industry Task Force. He said he could schedule that meeting.

The fishing vessel Julie Ann, that sank in Aurora Harbor was raised by Hanson Maritime Company from Sitka and sat for 10 days due to weather but was towed to Sitka. They were in the process of demolishing it.

For future planning, the week of May 18th is National Infrastructure Week. They will be doing a ribbon-cutting event that week, at least 3, including the north end of Aurora Harbor, Statter Harbor Phase 3D and Taku Harbor. He'll be doing a presentation on another day on American Society of Civil Engineers report card from 2025. It will be a national event. They will have a contract with Allen Marine for the ribbon cutting ceremony down in Taku Harbor. They have federal, state, and DNR all involved in that project so it will be a good opportunity on the 18th of May.

For the Assembly meeting on the 6th of April, they will make a resolution to support DNR to transfer tidelands of approximately 6 acres of land to the City for the North Douglas expansion. They have the transfer of 1 million dollars discussed tonight and the Title 85 which the Assembly has bailiwick.

Last week, he was in Washington DC for the American Studies of Civil Engineers fly-in for some lobbying on infrastructure nationally. He went at no cost to Docks and Harbors and while he was there, he met with MERAD, US Navy Memorial, Federal maritime Commission, US Navy League and the American Studies of Civil Engineers. He met with Senator Sullivan on two separate occasions and Senator Murkowski on one occasion and her staff on another. He met with Congressman Begich's staff on another occasion. This was to advocate for both, the national talking points for American Studies Civil Engineers as well as CBJ Docks and Harbors specific issues such as the support of the federal government for federal grants.

Ms. Smith asked whether he had heard anything about the development of Cascade Point.

Mr. Uchytel said that he hasn't been tracking it other than he's heard it's an unpopular development.

L. COMMITTEE ADMINISTRATIVE MATTERS

**NEXT OPS MEETING WILL BE APRIL 22ND AND THE NEXT BOARD MEETING WILL BE APRIL 30TH.
APRIL 7TH THE OPEN HOUSE WILL BE HELD AT NORTHWIND ARCHITECTS FROM 5:30-7:30 PM.**

M. ADJOURNMENT BY 7:45 PM.