

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, December 17th, 2020

Zoom Meeting
<https://bit.ly/3nf1c29>
or via Phone 1-253-215-8782
Meeting ID: 995 6650 6297
Passcode: 475159

- I. Call to Order** – Mr. Etheridge called the Regular Board meeting to order at 5:00 p.m. via Zoom.
- II. Roll Call** - The following members were present via zoom or in person: James Becker, David Larkin, Annette Smith, Bob Wostmann, and Don Etheridge.
- Also present:** Carl Uchytel – Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, and Teena Larson – Administrative Officer.
- Absent:** Chris Dimond, James Houck, and Mark Ridgway.
- III. Approval of Agenda**
Mr. Uchytel said he wanted to point out that he made an earlier change to the agenda on the proposed regulation for the B-Zone regulation change from an action item to a information item because this item is not ready to move forward.
- MOTION By MR. WOSTMANN: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.**
- Motion passed with no objection.
- IV. Approval of November 19th, 2020 Board minutes.**
The November 19th, 2020 Board minutes were approved as presented.
- V. Public Participation on Non-Agenda Items** - None
- VI. Consent Agenda** – None
- VII. Unfinished Business – PUBLIC HEARING**
1. Proposed Change to Regulation 05 CBJAC 20.044 – Active Fishing Vessel Discount at Statter Harbor
Mr. Uchytel said this is a minor change proposed for our regulation. This currently allows commercial fisherman with reserved moorage downtown to have a fishing discount for up to 20 days free moorage when they use Statter Harbor. When this regulation was enacted in 2006, it did not recognize the reverse to allow the commercial fisherman that have reserved moorage at Statter Harbor to use the downtown moorage opportunity for 20 days. The recipical change is on page 10 in the packet. This change has been reviewed by the Operations/Planning Committee and a previous Board meeting. The Board directed staff to move forward with the regulation change. This has been noticed and posted in excess of 21 days and he said he has not received any public

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comments. Tonight's meeting provides the opportunity for public to speak on behalf of the regulation change. Assuming this moves forward, the Assembly will hear this at a January Assembly meeting. It will be introduced at one meeting and the following meeting will be an action item.

Board Questions -

Ms. Smith asked if this was just for fishing vessels or for all vessels?

Mr. Uchytel said when this was started in 2006 it was only for commercial fishing vessels and not recreational fishing vessels. He said a few years ago there were some commercial fisherman not happy with the requirement to sell their fish to a local fish processor. The idea was to reward the commercial fisherman for selling local.

Public Comment –

Dennis Watson, Juneau, AK

Mr. Watson asked if there was any chance someone could game the system because they pay more at Statter Harbor they would get additional days downtown?

Mr. Uchytel said there was a commercial fisherman at Statter Harbor that felt he was left out. He recognizes he pays a higher moorage rate at Statter Harbor but he just thought it would be fairer for him and his colleagues to be able to come downtown. There are no expectations to prorate the moorage rate to equate to an extra amount of days.

Board Discussion/Action

MOTION By MR. WOSTMANN: TO FORWARD A REGULATION CHANGE TO THE ASSEMBLY WHICH WILL PROVIDE ACTIVE FISHING VESSEL DISCOUNT RECIPROCITY TO COMMERCIAL FISHING VESSELS AT THE DOWNTOWN HARBORS.

Motion passed with no objection.

VIII. New Business –

- ~~1. Proposed Change to Regulation 10 CBJAC 10.010 – “B Zone” Vehicle Description –
Presentation by Port Director~~

~~Board Questions~~

~~Public Comment~~

~~Board Discussion/Action~~

~~**MOTION: TO COMMENCE A PUBLIC NOTICE PROCESS CHANGING THE REGULATION DEFINITION OF A “B ZONE” VEHICLE FROM 18 PASSENGERS TO A VEHICLE WITH AN OVERALL LENGTH OF 25 FEET AND LESS.**~~

2. Visitor Industry Task Force DRAFT Recommendations

Mr. Uchytel said this is an opportunity for the Board to review the draft recommendations of the Visitor Industry Task Force efforts that were finished on April 27th. At the July Board meeting Chair Etheridge set up a Special committee to review those recommendations. The Special Committee was made up of Chair Etheridge, Mr.

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Wostmann, and Mr. Houck. That group met four times and came up with approvals or rebutals to the recommendations that were germane to this body. This is a final recommendation that staff will forward to the Assembly in the event the Assembly takes up the Visitor Industry Task Force recommendations. The Chair of the Visitor Industry Task Force, Carole Triem, recommended the comments be sent directly to the Assembly when finished.

Board Questions - None

Public Comment - None

Board Discussion/Action

MOTION By MR. WOSTMANN: TO ACCEPT AND FORWARD COMMENTS DRAFTED BY THE DOCKS & HARBORS SPECIAL COMMITTEE TO THE ASSEMBLY.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Proposed Change to Regulation 10 CBJAC 10.010 – “B Zone” Vehicle Description
Mr. Uchtyl said at the last Operations Committee meeting in an effort to move things along quickly, he proposed language that would change the definition of B-Zone and A-Zone vehicles from a carrying capacity to an overall length. This change was favorable at the meeting but when the transportation companies were asked what they thought of the changes they pointed out some trouble with the proposed changes. Mr. Uchtyl said he will need to verify the overall length the new lot can accommodate and staff does not want to do any harm by adding or changing regulations. It was pointed out that we have B-Zone parking spaces along the Red Dog but not quite sure how many can fit there. He wants to make sure this change will not impact other B-Zone areas. Staff may need to add another Zone designation as to not upset the current descriptions to our zone areas. Mr. Uchtyl said he added to the packet the drive-way permit for the Archipelago parking lot to answer a previous question by Mr. Ridgway who asked what was the carrying capacity at the Archipelago lot. In the drive-way permit, DOT asked how many vehicles will go through this area in a given hour. The answer was, with 12 spots, with turnover every 15 minutes, and carrying approximately 20 per bus, there would be approximately 1,000 people. This estimate is a reasonable high-end of how many people we could see in a given hour. The other question was on the waiting room and restroom area at the Archipelago. The entire building is 2400 sq/ft with 1700 sq/ft being the waiting area and the other 700 feet the bathrooms, so the entire space would hold approximately 150 to 200 people in the pre-covid world.

Board Discussion/Public Comment

Kirby Day, Juneau, AK

Mr. Day said there may be days there is only minimal use based on the size of ships at the Steamship Dock and the Cruise Terminal and the number of vehicle spaces available in each of the lots congruent with the size of the ships at those two docks. There may be days when there are upwards of 1,000 people and there may be days the lot is very

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minimally used. The days will balance out and there should not be concern about over running the facility at this point.

2. Statter Harbor Breakwater Anchor Chain Repair - Update

Mr. Schaal said earlier in the summer, staff put out a request for proposals from marine contractors to repair the Statter Harbor breakwater broken chain that fell to the bottom. The contractors were provided as-builts and the scope of work included finding the chain on the bottom, splicing on new chain with special hardware, then reconnect it. We received two proposals. One was from Trucano Construction for \$48,300 and the other was from Western Marine for \$69,500. Trucano, being the low proposer, arrived on site this week with their crane barge and their sub-contractor Global Diving & Salvage to start the project. They sent a diver off the breakwater down 120' and also a rover and was unable to find the chain. They received more clarification on the location of the chain and sent down another diver and they found the chain and brought it to the surface. Mr. Schaal showed pictures of the chain and the chain repair. The chains are showing wear and corrosion. With seeing the condition of this chain, staff asked the contractor for an hourly rate to be able to check more chains. An hourly rate was negotiated and the contractor pulled up another chain. This chain was in bad shape and ready to break as well. The contractor repaired the second chain also. They pulled up another chain and that was not in as bad shape of the first two but it showed signs of wear also so another weak link was also replaced. The way the facility has aged, it is putting a lot of strain and friction on the chains. These three repairs have greatly increased the strength of the breakwater but there needs to be a plan to address the condition of the other chains. There are 30 chains throughout the site.

Board Discussion/Public Comment

Mr. Etheridge asked if it is the same area on the chain or the same link on each chain that is going bad?

Mr. Schaal said yes. It is the first link at or just inside the hawse pipe. Another reason this repair was needed was due to the broken chain causing a dog-leg in the breakwater. Now the chain is repaired and the dog-leg is gone.

Mr. Wostmann asked if it is the few links at the hawse pipe and the rest of the chain is suitable for additional substantial use.

Mr. Schaal said it is a two fold problem. The wearing links is the most concerning because when we lose section thickness, a storm or an unusual load could snap them. He said the Deputy Port Engineer Matthew Sill and himself will compare the new versus old chains and figure out the strength of the chains if they lost 20 to 30 percent of their material. If they replace a link with a kinter-link, then we don't know where the next weak link is.

Mr. Wostmann asked if the analysis would also come up with a anticipated remaining useful life?

Mr. Schaal said they will do their best to put a timeframe on it.

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Mr. Larkin asked three questions;

1. Is there a plan to physically inspect the full length of all of the chains?
2. Is there a way to inspect the chain in the hawse pipe with a fibre optic camera?
3. If the end of the hawse pipe is wearing with the movement, what is the condition of the bottom of the hawse pipe?

Mr. Schaal answered we had some of the chains inspected with divers, but the problem is the corrosion makes the chains look larger than they are so the divers did not hit it with hammers but that is something we may find valuable to do if we find a section of the chain not uniform. Disrupting the chain causes the water to get muddy and the divers would need to give it time to settle again before the chain can be viewed again.

Regarding your camera in the hawse pipe, Mr. Schaal said he tried that with an inspection camera devise and it is impossible to see in the hawse pipe because it is full of corrosion and debris. During the hawse pipe inspection the growth on the bottom of the breakwater made it impossible to see that as well. The cleaning to be able to determine the condition of the chain and the hawse pipe could be a bigger part of the project planning.

Ms. Smith said looking at the pictures Mr. Schaal provided of the chains, she believes there needs to be work done on these chains as soon as possible. She asked if this work can be done where you replace every other chain one year and then the next year replace the remaining chains or does this need to be completed all at once.

Mr. Schaal said replacing the chain in phases would work by grouping them by efficiency.

Mr. Wostmann asked if the hawse pipe inspection finds that they are compromised, is that a repairable part of the float or are we looking at full replacement?

Mr. Schaal said the hawse pipe is a steel pipe cast into the concrete and he would not classify this as repairable on site. It would be something that needs to be monitored and it would be eating into the reinforced concrete on the float section and he would suspect that the seaward side will have the most wear because of the seaward forces day in and day out. The concrete floats are very hard to repair because they are working with concrete underwater and that gets complicated with the different epoxies. If it is found there is significant wear where the chain has eaten through the hawse pipe and multiple inches into the concrete, he would suspect staff would speed up the interface with the Army Corps where we are trying to get a new breakwater.

Mr. Wostmann commented that failure of the breakwater would be a catastrophic event and this inspection should be completed as soon as possible to get a full picture of the condition of the breakwater.

Mr. Uchytel said August 2019, we had the Army and Coast Guard divers that swam the length of the breakwater and there was no report of concrete falling on that inspection.

Mr. Etheridge wanted to get this on the radar and move forward with the inspection.

Paul Swanson, Juneau, AK

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Mr. Swanson asked when the Coast Guard did the diving, did they report any bad wear on the chains?

Mr. Uchytel said his recollection is that the divers found it in good shape given its age. They helped to replace rods and they were very helpful but they did not provide concerns we needed to look out for.

Dennis Watson, Juneau, AK

Mr. Watson said he recalls a conversation similar to this approximately nine years ago. The former Port Director shared there were several years of life left in the chains on the breakwater. There was Board interest in getting the chains inspected but that did not take place. His concern are the blocks at the bottom that have metal on them. This metal will have the same type wear at the same rate so he believes that some of the posts may be compromised also. This breakwater is a critical part of our Statter Harbor system and we can not put this off and have failure of the breakwater.

Ms Sierra Gadaire, Juneau, AK

Ms. Larson read her question in the chat.

This is a two part question;

About the material construction of the hawse pipe versus the chain, I feel it is safe to assume the hawse pipe and the chain are dissimilar metals, are there zinc anodes in place to protect the chain and hawse pipe from galvanic corrosion? Additionally, what is the maintenance cycle for these chains, are they pitted and gauged, if so, what do you consider to be the acceptable amount of loss or strength before replacement?

Mr. Schaal said the hawse pipe is a galvanized schedule 80 pipe which is generally similar in metal content as the chain and there are no zinc anodes on any of these structures that he is aware of. Everything started out as galvanized and included the amount of zinc they wanted at the time. The maintenance cycle is what he is providing tonight. The chains are very large and he does not know what the design life of the chains were when the State installed them, but staff is currently finding the failure points. As far as the supplemental amount of loss or strength before replacement, that is what we are going to investigate. Staff knows the wear points are happening at the confined angle points so there could be something happening at the anchors that we need to inspect further. It is always complicated because the depth makes diving very expensive and you need the full crew with multiple deep divers and the barometric chamber. With this, there needs to be a plan to make it efficient as possible because it will be very costly. Going back and touching on the recent inspections, there were very talented divers, but they did not bring the equipment to remove growth. Unless the divers are prepared for that it is very hard to see anything. For future dives, we need to have divers with pressure washers and time so the visibility will clear and they can see the exact condition of the chains/structure. Staff was not expecting the amount of scale and debris on an open water exposed chain. The chain is very dirty and looks much thicker than it is because of that.

Mr. Uchytel said he wanted to point out, anytime we have divers we ask them to inspect the breakwater so it is not that we have not looked at this before. The change this time is

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that we had the failure which caused a dog-leg in the breakwater that looked irregular, and that was when we sent a ROV down to verify the chain had broken. This is really to say you do not know where your failure point is until it breaks. Now we have more information than we did last week.

Mr. Etheridge said the failure point is also always in a place you can not see where the wear and tear is. In this case, heavy equipment was needed to lift the chain to see the wear and tear inside the pipe which is unable to be accomplished any other way.

Ms. Smith said these chains are 35 years old. She asked if there is a new technology and new type of chains that are better?

Mr. Schaal said he is unsure if there is an improvement for the chains. The chains have proven to be strong enough but it is probably the coating that maybe could be improved. There may be a double galvanized or extra galvanized chain that can be used. He will look into new technology but replacing the chains is what would be required and he does not know any other method of securing floating breakwaters which he believes is still a chain operation today.

Mr. Uchytel said he believes the way forward is a new wave attenuator. The future Army Corps project to have a new wave attenuator is where Docks & Harbors needs to go. Even if every anchor and chain is replaced, we still have 33 year old concrete float. Concrete built in the late 80's is not the same marine quality concrete we have today. He said we need to be looking to the future and this provides another opportunity to petition the Army Corps that the replacement is needed. Once we have a new wave attenuator it will give us more time to evaluate the future of the existing breakwater.

3. Preparation for Docks & Harbors Joint Meeting

Mr. Uchytel said every year Docks & Harbors is given the opportunity to meet with the Assembly in a joint meeting. The next meeting has not been scheduled but they are typically scheduled for January. He said it would be wise as a Board to think about what meeting topics should be discussed with the Assembly when we are given that opportunity.

Board Discussion/Public Comment

Mr. Becker said he believes it would be appropriate to get an appraisal on the Juneau Marine Services area for a potential purchase from UAS. It would be nice to have a preliminary discussion with the Assembly on this topic.

Mr. Uchytel said he talked with Sam Kito with UAS and he is expecting the appraisal from Horan & Company by the end of the month and he is hoping to see the appraisal in early January.

Mr. Etheridge said if any Board members has a topic they would like discussed with the Assembly to send the request to Mr. Uchytel.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting - December 9th, 2020 – No report

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2. Member Reports – Mr. Etheridge reported that himself and JPD are providing additional patrolling in the Harbors and it is keeping the crime down.
3. Assembly Lands Committee Liaison Report – No report
4. Auke Bay Steering Committee Liaison Report – Mr. Wostmann said the Planning Commission held a public hearing that he attended which re-invigorated the Auke Bay zoning on the upland portion(land side of the road). They are looking at creating a relatively high density mixed use area in the core section of Auke Bay which will be a mix of multi-family dwellings and small commercial and rezoning the area above the core area to multi-family dwellings. There was a lot of opposition at this meeting from the public but this is the beginning of a long process and he will continue to report on this. At this time there is no change anticipated on the water side of the road.
5. South Douglas/West Juneau Area Plan Liaison Report – Ms. Smith said she attended two meetings. Many things were discussed, zoning, commercial development, and controlling tourism. The main thing that will affect Docks & Harbors is there seems to be a common interest in developing the waterfront in Douglas and West Juneau. She is planning to have a meeting to discuss this topic further and this could have an affect on the Board.

XI. Port Engineer's Report

Mr. Schaal reported;

- The substantial completion inspection for the downtown waterfront project was last week. Trucano still needs to install seven or eight glass panels along Pier 49. When everything for installation arrives and the weather cooperates, the glass panels will be installed. The Seawalk is open and the fences have been moved to just block off the Archipelgo areas and the entrance to the driveway.
- The Statter Harbor project phase III (B) pile driving is going to start soon. There are currently two cranes on the site. Piles have been loaded on a barge from shore, they are starting to splash some of the floats that have arrived from AML, and they intend to start driving some of the piles tomorrow. Pile driving will continue through the weekend. All the floats have not arrived yet but they will splash the floats that have arrived and start to connect them. When the headwalk is connected in the water and lined up and surveyors confirm it is square, they will start driving the piles. This will probably not happen until after the first of the year with the delivery schedule for the floats.
- Harris Harbor dredging information is currently up to date on our website so anyone can see the information provided from Western Marine Construction. Western Marine is still working on receiving the clearances and approvals for their vessel, Waldo. They are on break currently until those are received but are actively working with the Coast Guard. They are hopeful to return the first week of January, they will pull the piles used to support the seaplane float and dredge the south half side of the harbor, then they will reset and remove some of the finger floats on one float to access the other side of the harbor. The Army Corps wants Western Marine to be completed dredging by February 15th and not start on Aurora Harbor dredging until April with completion in Aurora on May 1st.

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XII. Harbormaster's Report

Mr. Creswell reported;

- Staff is keeping up with snow removal.
- Harris Harbor water leak was found and repaired.
- One boat is currently in impound status and two more are in the que for lack of payment.
- We were able to work with Park & Recreation and have the four remaining personnel still employed with the Covid Conservation Corps (CCC) program to help with the cleaning up of the foam that made it off the beach from the Aurora Harbor float demolition project. All foam was recovered except for the area by Norway Point which the effort was stopped due to the snow fall.

XIII. Port Director's Report

Mr. Uchytel reported;

- There is a seat on the Docks & Harbors Board that closes January 10th. If any of the members know of colleagues that would want to be on the Board to please encourage them to apply. The application is online to apply through the Clerk's Office.
- The process for the State budget is that the Governor needs to provide a budget by December 15th of each year. The budget was submitted and the Alaska Department of Transportation Municipality Harbor Grant program does not exist in the proposed budget. That does not mean that a legislature could not add it. In the past, Bert Steadman has been very supportive of harbor needs but there is no guarantee that will happen. Mr. Uchytel said in leu of the grant program, the Governor has added a \$350M dollar infrastructure bond package which would include bridges, airports, and ports & harbors. The program is directly led by the Governors office.

XIV. Assembly Liaison Report – No Report

XV. Board Administrative Matters

- a. Finance Sub-Committee Meeting – Wednesday, January 13th at 5:00 pm
- b. Ops/Planning Committee Meeting – Wednesday, January 20th at 5:00 pm
- c. Board Meeting – Thursday, January 28th at 5:00 pm

XVI. Adjournment- The meeting adjourned at 6:18pm.