

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, January 30th, 2020

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 6:00 pm in the Assembly Chambers.

II. Roll Call

The following members were present: James Becker, Chris Dimond, Steven Guignon, Mark Ridgway, Bob Wostmann and Don Etheridge.

Absent: James Houck, Budd Simpson, and Annette Smith.

Also present were the following: Carl Uchytel-Port Director(via telephone), Erich Schaal-Port Engineer, Matt Creswell - Deputy Harbormaster, and Teena Larson – Administrative Officer.

III. Approval of Agenda –

MOTION BY Mr RIDGWAY: TO APPROVE THE AGENDA AS PRESENTED AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Approval of December 19th, 2019 Board Minutes.

Hearing no objection the December 19th, 2019 minutes are approved as presented.

V. Public Participation on Non-Agenda Items –

Mark Halstead, Douglas, AK

Mr. Halstead handed out a packet for the Board members with his written testimony and it is attached to the end of these minutes.

Mr. Ridgway asked if Mr. Halstead received model and design numbers of the lighting from the manufacturers for the solar power lights?

Mr. Halstead said he did not because the solar lights did not seem practical due to the hours of darkness. AEL&P said they would provide the light itself depending on what is needed. Mr. Halstead said when he asked about the North Douglas Launch Ramp area, AEL&P suggested that installation of a light on the uphill side of the highway may get DOT involved because it is also highway lighting.

VI. Consent Agenda- None

VII. Unfinished Business –

1. FY2020 Adjusted and FY2021/FY2022 Biennial Budgets

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Ms. Larson said this was discussed in detail at the Finance Sub-Committee meeting and also discussed at the last Operations meeting. On page 11 is the Harbors overview with supporting numbers on pages 12-16.

Board Questions

Mr. Wostmann asked if there has been a change in the Harbors?

Ms. Larson said yes, the Harbor revenue has an increase due to the addition of the Docks permit revenues.

Ms. Larson said the Docks revenue is on page 17, and pages 18 through 21 are the supporting numbers. The permit revenues line item is now moved to Harbors. Another change is the support from marine passenger fees are updated for FY21 and FY22.

MOTION By MR. RIDGWAY: TO APPROVE THE FY2020 ADJUSTED BUDGET AND THE FY2021/FY2022 BIENNIAL BUDGETS AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. New Business –

1. Assembly Resolution of Support for ADNR to transfer tidelands to the City & Borough of Juneau.

Mr. Schaal said this resolution of support is required by ADNR to continue to process Docks & Harbors application for the control and lease of land that is illustrated on page 24 in the packet. At the last Operations meeting, the Committee was informed about the Franklin Dock owner, Reed Stoops approaching Docks & Harbors to apply for the tidelands that is needed to build a new 500' x 50' dock expansion project. This will provide more efficiency for guests entering or leaving the cruise ships without having to have gangway changes throughout their stay. The red dashed line area illustration on page 24 in the packet is the area that Docks & Harbors has requested from ADNR. If these tideland are conveyed to Docks & Harbors, it will allow for several projects. It will help in the construction of the General Engineering seawalk project in the corner by the National Guard dock, it will allow for the Franklin Dock expansion, and it will also encompass the space out in front of the Crowley Dock. If this is approved by this Board tonight it would move forward for Assembly for approval tonight.

Board Questions-

Mr. Wostmann said this makes a great deal on sense for CBJ to pursue so Franklin Dock only has to deal with one land owner and also generate revenue for Harbors.

Public Comment – None

Board Discussion/Action

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MOTION By MR. RIDGWAY: TO RECOMMEND THE ASSEMBLY APPROVE A RESOLUTION TO ACQUIRE TIDELANDS FROM ALASKA DEPARTMENT OF NATURAL RESOURCES AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information/Discussion

1. Proposed 2020 TBMP Ideas

<https://drive.google.com/file/d/1MMtI4LLFpL8NshJ1sHyp7vQqHJsJZTb/view>

Mr Creswell said on page 25 in the packet is what relates to Docks & Harbors and is a result of the Visitor Industry Task Force meetings and local input about the wake in Auke Bay. Docks & Harbors has been asked to move the “no wake” buoy out which is currently 1000 feet from the breakwater. Staff believes it is already on DNR tidelands and Docks & Harbors does not have jurisdiction to move it out. Staff believes TBMP would be the best way to control the wake issues in Auke Bay.

Board Discussion/Public Comment –

Mr. Becker commented this is a serious issue and he is glad it is being brought forward to find a solution.

Mr. Ridgway said he has heard a lot of problems with the wake in Auke Bay and he would like to see staff engage with TBMP to make it better.

Mr. Wostmann asked if the North end of Coghland Island is under Docks & Harbors to control speed?

Mr. Creswell said not to his knowledge.

Mr. Guignon said as a tour operator coming in and out of Auke Bay, he is willing to work with anyone who has an issue with this. There is a captains meeting held at the beginning of every season. He said he has invited members of the public to attend and articulate what they want the tour operators to do. He said he believes other captains would be willing to work together to make the community a little happier.

Mr. Etheridge said he would like to know the date and time of the captains meeting so it could be passed on for people to attend.

Mr. Dimond asked if there were specific operators that are being more problematic and would TBMP be able to rein them in?

Mr. Creswell said he is not able to tell exactly which operators are being problematic.

Mr. Ridgway asked if TBMP socializes the captains meeting?

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Kirby Day, Juneau, Alaska

Mr. Day said he manages the TBMP program. He said they do attend the captains meeting and helps coordinate the meeting as well as an all operator TBMP meeting in mid-March or April. The meetings include whale watching boats, fishing boats, flight seeing, guided hikes on trails, bus companies, and everyone in tourism. TBMP started having a separate captain/whale watching/watercraft meeting about four or five years ago because of issues. The concern is on how the whales are being viewed, how big the wakes are in the whale watching grounds, and the wakes in Auke Bay/Statter Harbor. There is a plan to have a whale watching/watercraft TBMP meeting the end of February. The reason for this meeting is to come up with a plan for issues brought forward at the Industry Task Force meeting. Mr. Day said there may be support from the tour operators to move the speed limit buoy out 1,000 feet to see if that will help. He said he is unsure how the locals will react to the change and he does not know what has to happen to get the buoy moved out.

Mr. Etheridge asked Mr. Creswell to keep the Board informed of the TBMP meeting times and locations.

Mr. Schaal recommended to have a TBMP information item at another meeting to help the Board members understand TBMP more and how to answer questions when approached by a member of the public not happy with tourism issues.

Mr. Etheridge recommended adding this item to the next Operations meeting.

Mr. Ridgway recommended staff look to increase the “no wake” zone area.

2. LUMBERMAN

Mr. Creswell said the Lumberman is tied up to the inside of the CT Dock. Impound paperwork was put on it last Monday, and Friday the Lumberman will be under Docks & Harbors control. He said Mr. Borg has been working very hard to find a solution for this vessel. Mr. Borg had a teleconference on Monday with the EPA, Coast Guard, DEC, and various other partners about options for the Lumberman but mainly deep water scuttling. The EPA said the process for scuttling is fairly easy but they rely on the Coast Guard Sector Juneau to monitor the disposal plan and determine what is the appropriate level of cleanliness with a big part of that being the tow plan. There were many different ideas floating around, but in the end, they will tell staff if a specific plan is approved once staff gives them the specific disposal plan. However, staff wanted to know all the options before a decision on a specific disposal plan was made but it does not work that way. There is more discussion to come on this topic.

Mr. Uchytel said part of the conversation was the vessel needs to be clean for an in water disposal. The question was asked, “what does clean mean”? There is no real standard for what needs to be done to make the Lumberman “clean”. He said the cleanliness could be a moving target with regards to petroleum products. Lead paint and asbestos is not an issue, it is the fuel tanks and hydraulic lines that are the interest of the Coast Guard. DEC

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would have no statutory oversight in this because the deep-water disposal would be 12 miles off the Alaska coast and DEC has no authority there.
Board Discussion/Public Comment –

Mr. Dimond said there was a boat scuttled in Auke Rec years ago and he was wondering if the standards used then could be used for this.

Mr. Creswell said he could look into that.

Mr. Uchytel said if there is a dive community that wants to come forward as we dispose of the Lumberman, they could make themselves known at that time. He does not want to manage this vessel in perpetuity.

Mr. Wostmann said he remembers the boat that was scuttled and it was completely stripped before it was allowed to go down. That boat would not be a good comparable.

Mr. Ridgway asked at the meeting with the DEC, EPA and the Coast Guard, was the Coast Guard represented by the Captain of the Port?

Mr. Uchytel said yes, it was Sector Personnel. He said the highest ranking was Lieutenant Commander. This will be an EPA call for cleanliness but they rely heavily on the Coast Guard being the eyes of the EPA.

Mr. Ridgway asked if in the quote the removal of the fuel tank and hydraulic lines were sectioned out?

Mr. Creswell said the quote was not that specific.

3. Financial data trends – harbor rates & personnel costs

Ms. Larson said the data trends were put in the packet at the request of Mr. Ridgway. They are on page 26 and 27 in the packet and would be happy to answer any questions.

Board Discussion/Public Comment – None

4. CPI Adjusted Moorage and Passenger-for-hire rates

Ms. Larson said the proposed moorage rates are on pages 28 and 29 in the packet. The regulation pertaining to the rates are on page 30. The Anchorage CPI is 1.4%. The daily rate in regulation is rounded to the nearest \$.01 and the monthly is to nearest \$.05. The proposed increase is \$.01 cent for the daily rate going from \$.57 to \$.58 and \$.05 for the monthly downtown rate going from \$4.40 to \$4.45 and Statter Harbor monthly rate from \$7.30 to \$7.35. The other rate adjusted by CPI in regulation is the passenger for hire fees. The proposed rate change is on page 31 in the packet and the regulation is on page 32. With the CPI increase at 1.4% it will raise the Inspected vessel fee from \$518 to \$525 and the Uninspected vessel fee from \$156 to \$158. The \$1.50 per passenger fee did not change.

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Board Discussion/Public Comment -

Mr. Etheridge asked if this needed to be approved by the Board?

Ms. Larson said it would only need action from the Board if the Board does not approve of the proposed changes shown here tonight.

Mr. Wostmann commented with the Board's previous discussions on rate changes, he suggests that the rate changes go through as proposed with the CPI adjustment and do a more thorough review of our rates to see if there is justification for other fee increases.

5. Preparation for Joint Meeting with the Assembly

Mr. Uchytel said this would be a good opportunity to talk amongst the Board members to see if there are things to carry over to the Joint meeting. Are there needs or wants that the Board has that they want to ask the Assembly? He suggested putting together a game plan from the Boards perspective.

Board Discussion/Public Comment –

Mr. Ridgway suggested discussing the City Museum being placed in the area that was going to be open space in the Archipelago project.

Mr. Etheridge said that topic is on the Joint Assembly meeting agenda already.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting Wednesday, January 21st, 2020.

Mr. Ridgway said the primary item on the Agenda was the budget and the Committee moved that forward to the Board for approval.

2. Member Reports - None

3. Assembly Lands Committee Liaison Report – None.

4. Auke Bay Steering Committee Liaison Report –

Mr. Wostmann said there will be a presentation for proposed zoning changes at the February 6th meeting. He reviewed the documents for this change and it does not look like it will affect any of the shore side lands. He said he will attend that meeting and provide a report at the next meeting.

XI. Port Engineer's Report

Mr. Schaal said his report is in the packet and provided a quick update on the following.

- DWI Project- There was another pour for the concrete wall. Pile driving is going well but the seals are causing a slight delay of about 20 minutes per day.

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- Statter Harbor Improvements project- Preparations for the first blast is underway. It is going a little slow so the contractor is shipping up a second drill. They hope to be able to blast the third week of February.

XII. Harbormaster's Report

Mr. Creswell reported

- He wanted to thank Mr. Etheridge for his continued efforts for the Juneau Citizens Community Patrol. Crime in the Harbors has dropped drastically which is a direct result of the extensive time Mr. Etheridge has spent in the Harbors.
- He had a meeting with the City Public Affairs Officer about setting up Docks & Harbors social media and Facebook account. There is a team of five staff members that will manage those accounts. Staff hopes to have this up and running in the next one to two weeks.
- Auke Bay got about 12 inches of snow in a six-hour period and downtown had about seven inches of snow. Staff worked hard today to clear the snow and will be in early tomorrow to finish it.
- The Harbormaster is at the Boat Show. He said he was there earlier in the week. There seems to be a really good turn out this year and there was a lot of interest for Juneau.

XIII. Port Director's Report - None

XIV. Assembly Liaison Report – None

XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, February 19th at 5:00 pm
- b. Board Meeting – Thursday, February 27th at 5:00 pm
- c. Finance Sub-Committee Meeting scheduling-
Mr. Wostmann wanted to remind members of the Committee to fill out the doodle poll that Mr. Uchytel sent out to find the best date for the meeting.

XVI. Adjournment - The meeting was adjourned at 6:57 pm.

Mark L. Halsted

Douglas, AK 99824

1/29/2020

I have casually brought up the issue of lighting at the N. Douglas and Douglas launch ramps several times. Usually when I am buying my launch permit in January. This year I decided that maybe it was time to follow up on it a bit myself. The conversations about priorities, enterprise boards, money, etc. were just getting a little old. Especially when discussing the Douglas ramp because I have always felt that the lack of suitable lighting was simply an oversight during the design phase of the harbor improvements or maybe it was part of a plan that has yet to come to fruition. In either case, it should have a simple, low cost solution.

NORTH DOUGLAS RAMP

I initially thought that lighting at N. Douglas was a no brainer. Given the existence of power lines on the uphill side of the highway. It turns out that it isn't quite so simple. The high energy lines along the highway are not suitable for this purpose. The engineers at A.E.L. & P advise me that a new primary line would have to be run from the last residence on the road. However, even at that, the cost estimate is still less than the numbers suggested to me down at the harbormaster's office.

The current estimate I received from A.E.L. & P is for \$43,000 and some change. As I understand it, this would get a new primary line down the highway from the last residence and across the highway to a pole in the vicinity of the launch ramp. It was suggested during my phone calls that perhaps the State D.O.T. would get on board with this as well.

It should be noted that this current estimate is \$12,000 more than when this work was first proposed back in 2013. I have provided copies of the estimate and follow up from A.E.L. & P.

What I would like to suggest is that the work to run a new primary line along the highway be completed, however DO NOT run a line across the highway. A suitable light could be installed on a pole on the uphill side of the road where it would have adequate elevation for good area light. This primary line should be large enough that it could be integrated into the future upgrades to the N. Douglas ramp that I understand are in the planning stages now. By not crossing the highway it should lower the initial cost to some degree and an uphill placement of the light would help with the immediate need. This would also keep the light tucked back onto the hillside and behind the trees where it

would not be quite as objectionable to the NIMBY's that feel so strongly about the cell tower light on Sphun Island and light pollution in general.

When it is seriously dark, finding and utilizing the N. Douglas launch facility can be quite an adventure. From either the water or the road. Even pulling off the highway down into the parking lot can be quite exciting and dangerous. I have jack knifed my trailer against the log barriers before, simply because I couldn't tell what condition the parking lot was in. I get out and walk it with a flashlight now. Approaching from the water can also get interesting, there are no navigation lights in the immediate area and even after you locate the ramp area it is next to impossible to tell where land and sea meet.

One simple streetlight could alleviate many of these concerns and improve safety, it might even help curb some thefts and vandalism. There is also money to be saved in the long run because this part of the work would be completed ahead of any future upgrades, avoiding any further cost increases due to inflation, etc. Keep in mind that the cost has already risen by \$12,000 since first proposed.

DOUGLAS RAMP

The Douglas ramp ranges from dark to damn dark. It is difficult to prepare your boat to launch and maneuvering to the ramp almost always requires the use of some light source to simply get lined up and avoid the concrete abutment at the top. It can get even more interesting when trying to launch alone. Walking the ramp itself can be a treacherous experience. It is impossible to see what the hell you might be getting into, whether it be dog crap, iced over bull rail to bull rail, or simply untouched since the last snowstorm. The feeble little light at the end of the ramp helps very little. It is a very low intensity down light that might help keep you from hitting the dock upon your return or walking off the end when you launch, but it does nothing for the ramp in general because of its design and the fact that it is strategically positioned behind the last piling.

For the sake of clarity, I provided a few photos.

Photos A & B

These two photos were taken from my house and gives you an idea of just how dark this area is even with spill over lighting from surrounding properties. In some ways the adjacent lighting makes things even more difficult because your eyes can never really get fully adjusted to the dark. I would also like to point out that it is impossible to tell what goes on down there in the parking lots. I see people amongst the vehicles with cell phones or flashlights, but I can't tell what they might be up to. Depending on the time of day the chances are pretty good that something is amiss, but I can't provide enough information to call the police and report it. They turn off the light and they are gone, can't even tell dispatch where they went, nothing. It doesn't work, I've tried it and it's a waste of time, theirs and mine.

Photo C & D

Here you can see the only light currently provided. Right now, it is inoperative, despite having been replaced a few weeks ago. It would help a little bit if this lamp was turned 90 degrees and extended out from its mounting, so it wasn't behind the piling. Ideally it would be elevated more, extended to the side, and replaced with something that provides a broader area light.

Photo E

This gives a view of the entire ramp and provides a perspective of how far out the current light is and why it is so ineffective. Given the style of light and its position it does nothing to safely light the ramp area in general and does nothing for the parking lot. It also rises and falls with the tides, which is another reason a second light for the parking area is needed.

Photo F

If you want a visual of what I am talking about then look at the old ramp. It had two (2) simple streetlights that were more than adequate. One of these is still working after all these years. Perhaps something of this nature could be implemented over at the new ramp, they provided plenty of light, and they are a simple design that has withstood the test of time.

I'm told that there is power inside the ramp and it should not be prohibitively expensive to make these improvements. One (1) proper area light at the top of the ramp combined with better placement and design of the existing light would be plenty good enough for the purpose of launching and retrieving a boat safely. I don't think the board needs to consider anything like the 11 fancy LED lights in the parking lot of the Treadwell Arena, or the 7 lights provided at Savikko Park, even the 5 lights that run off into the bushes on the Sandy Beach bike path would be overkill. Just some form of simple, efficient area lighting is all that is needed and would be a substantial improvement. I did talk with a couple companies down south that build custom solar powered lights and got verbal estimates in the \$2500.00 to \$3,000.00 range per light however both companies were very non-committal about this kind of application though. High winds, snow and extended hours of darkness would seem to make this alternative impractical.

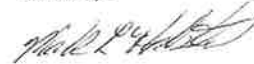
On a little different note. I would also ask that the board consider some basic, inexpensive lighting for the general parking area used by the Douglas harbor patrons. It would make the area less appealing to the thieves and vandals and it would make it possible for the people that reside in the surrounding area to help keep an eye on things as well.

I would like to thank the knowledgeable folks at A.E.L. & P. They were extremely helpful and very willing to answer my many questions.

Thank You for your time and I hope you will consider these improvements. Not only from the safety and convenience aspect, but to also help curb the thefts and vandalism.

I would like to submit my notes and my photo originals for the record.

Sincerely:



Mark L. Halsted

GCI Webmail

mhinak@gci.net

Re: estimate for the new light at N. Douglas boat launch

From : Yana White <yana.white@aelp.com> Wed, Jan 22, 2020 10:44 AM
Subject : Re: estimate for the new light at N. Douglas boat launch 2 attachments
To : mhinak@gci.net
Cc : Mike Laudert <Mike.Laudert@aelp.com>

Mark,

I wanted to follow up with you on your request for an estimate for a new light at North Douglas boat launch. As it turns out, we have received a similar request back in 2013, and the line extension to the pole that will have a new light, was estimated to cost \$31K. Labor and materials cost has been updated since then, so the estimated price for this project is right around \$40K.

Those poles on North Douglas are high-voltage transmission poles and they are not designed to carry small loads that are required for street lights (typically between 120 to 240 volts). We will have to install a line extension and a distribution transformer to feed the street light on the transmission pole – a quite expensive project that no one has agreed to pay for so far.

I am including Mike Laudert, our General Foreman, in this email. Please let us know if you have any questions or concerns.
Kindly,

Yana White
AEL&P
T&D Administrative Assistant
(907) 463-6324 direct
(907) 780-2222 main
www.aelp.com



AEL&P
Alaska Electric Light & Power Company
5601 Tongard Court
Juneau, Alaska 99801-7201
FAX: (907) 463 - 4833

Facsimile Cover Sheet

Date:	20-Jan-20
Work Order Number:	EB20XXX
PROJECT NAME:	NORTH DOUGLAS LAUNCH RAMP LIGHTING
LOCATION:	NORTH DOUGLAS LAUNCH RAMP
CBJ Building Permit # or Exempt	
DOT Permit Required (Yes or No)	Yes
CBJ Easement Required (Yes or No)	No
ESTIMATED BY:	ML
Description:	INSTALL LINE EXTENSION TO LAUNCH RAMP
Starting Date:	1-Jul-20
Completion Date:	1-Dec-20
Is project billable:	YES
Billable Party Name:	
Billing Party PHONE NUMBER:	
Billing Address:	
Billing City, State Zip Code	

Cost of Project	\$43,013.66
Prepaid Engineering Advance	
Company Contribution	
Customer Cost Share Contribution	
Customer Contribution	\$43,013.66
CBJ Sales Tax	
Amount Subject to Refund	

In accordance with section 7.4a of
AEL&P tariff.

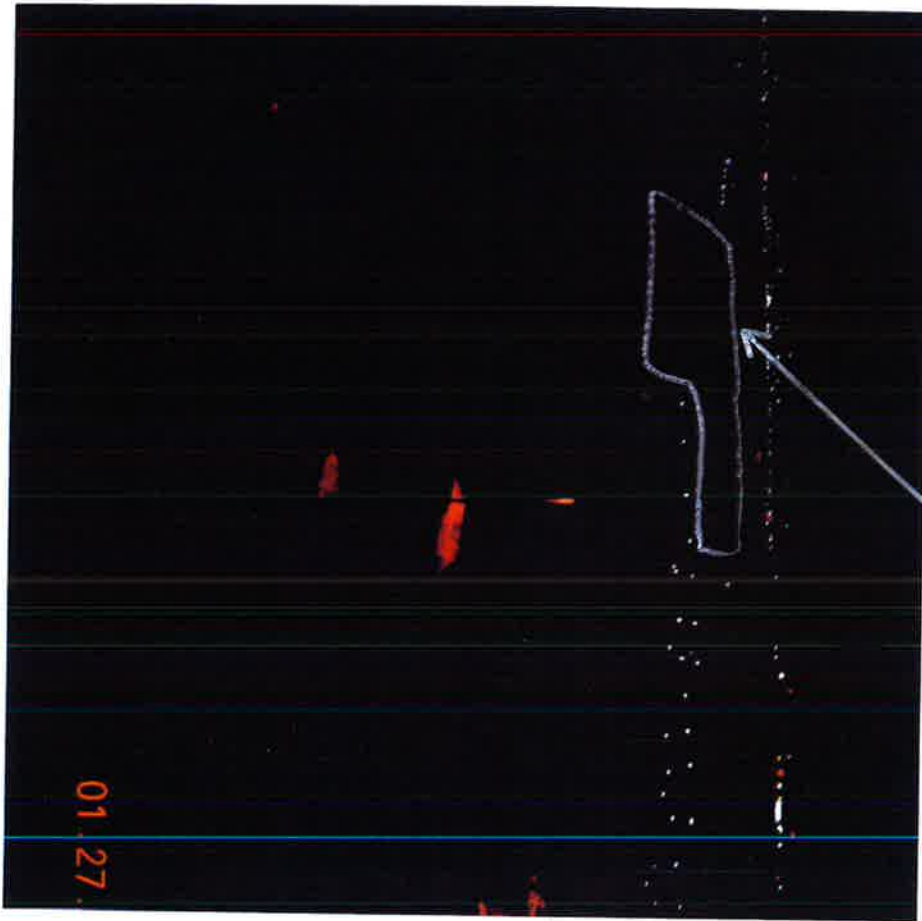
All customer contributions must be

Total amount due* \$43,013.66 made in advance of construction.

*AEL&P can only accept payment in the form of cash or check. We cannot accept credit cards at this time.

NORTH DOUGLAS LAUNCH RAMP LIGHTING

Printed Date 1/20/2020
Time 10:37 AM

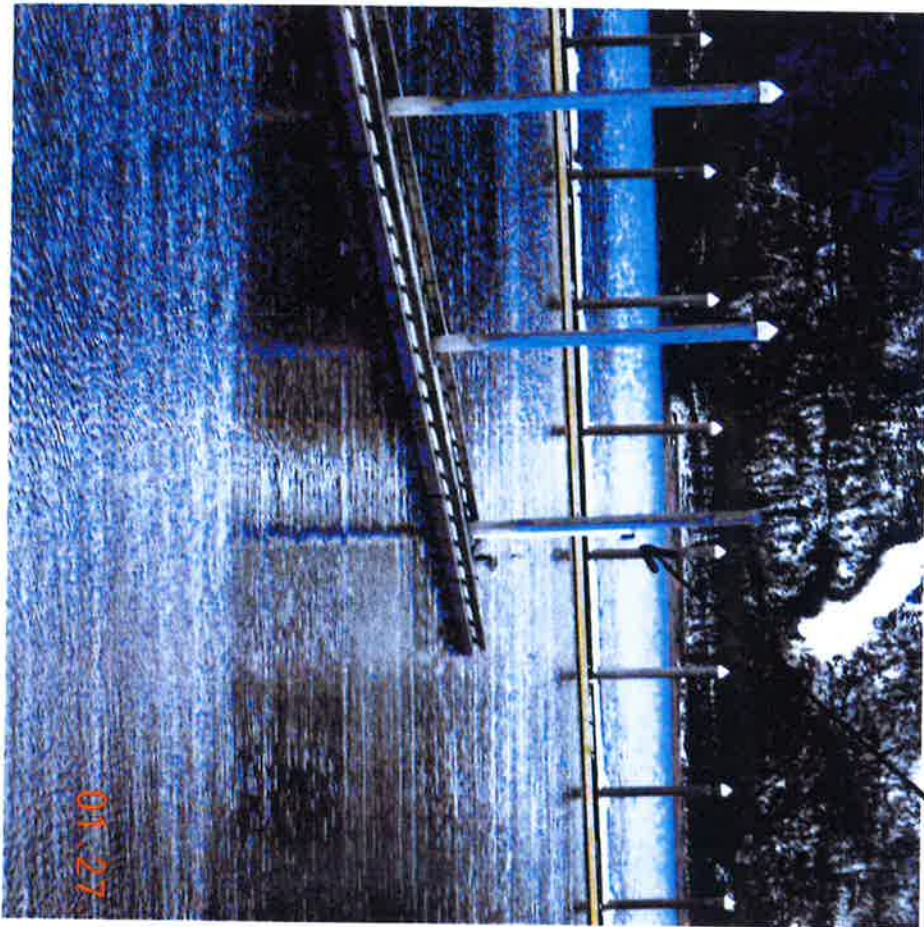


AP



B

DAVE LIGHT CREEKVIEW
PROVIDED - NOT FASHION
BEHIND PILING

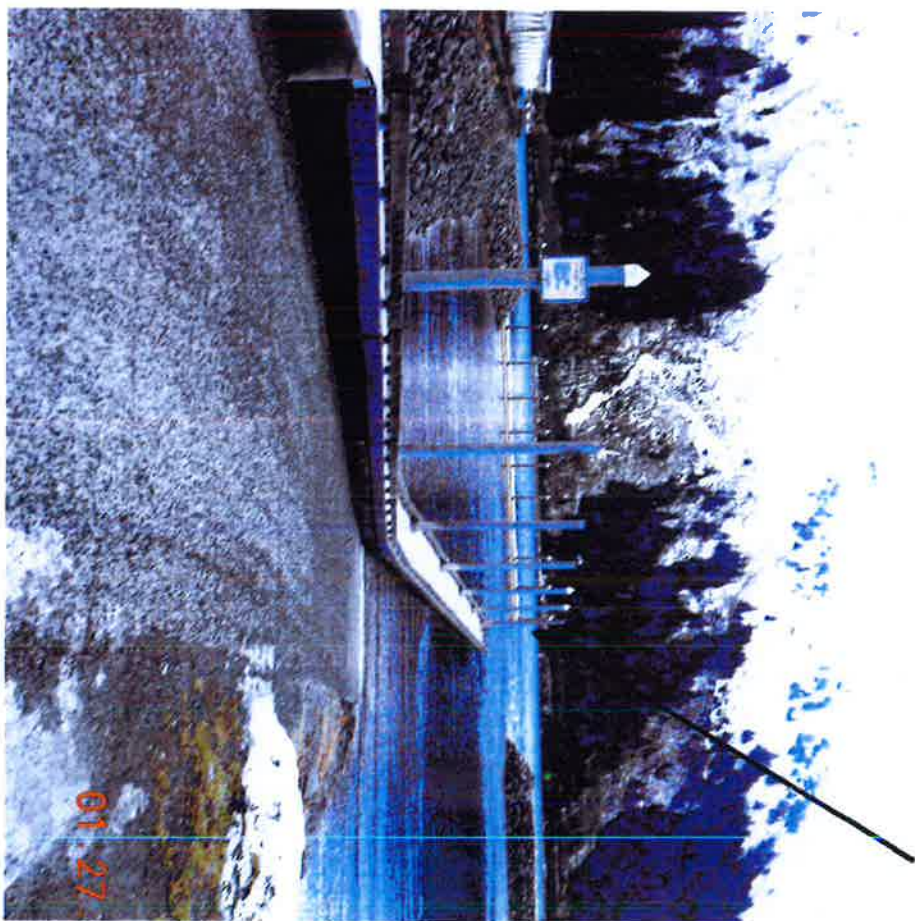


C

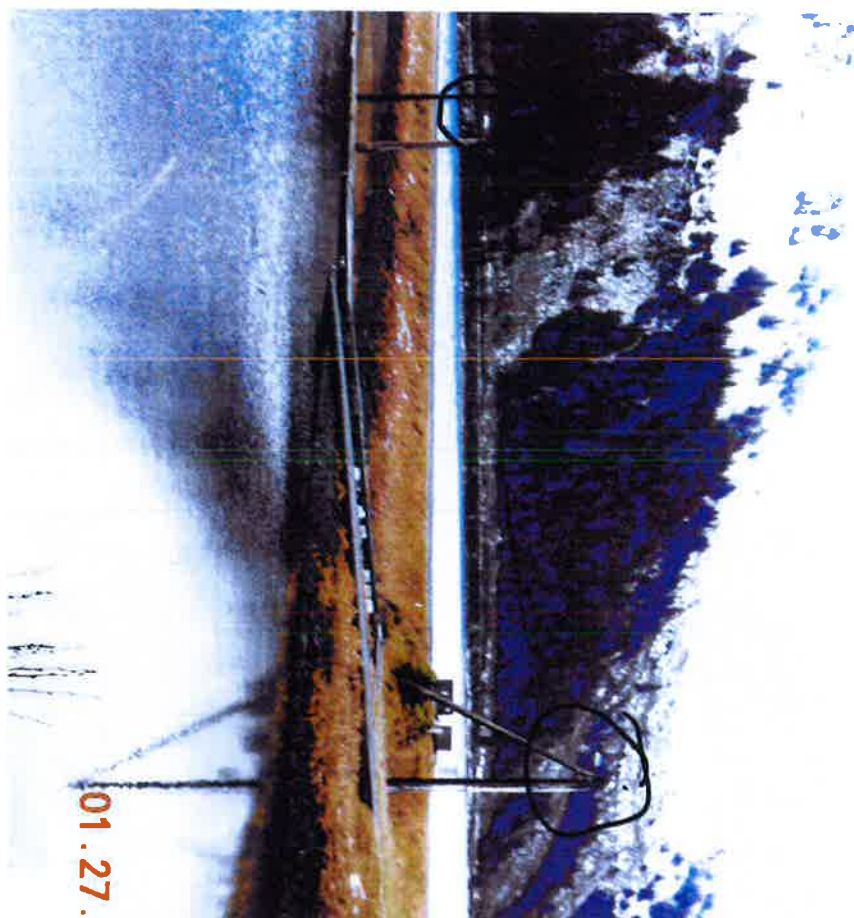


D

LOCATION OF
CURRENT LIGHT



E



F