

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, September 26th, 2019

- I. Call to Order** (5:00 p.m. at Conference Room 224)
- II. Roll** (James Becker, Chris Dimond, Steven Guignon, David McCasland, Mark Ridgway, Annette Smith, Bob Wostmann, Budd Simpson and Don Etheridge).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of August 29th, 2019 Regular Board minutes; and, September 11th, 2019 Special Board minutes**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda –**
 - A. Public Requests for Consent Agenda Changes
 - B. Board Members Requests for Consent Agenda Changes
 - C. Items for Action

- 1. ADOT Harbor Facility Grant Acceptance - Harris Harbor Zinc Anode
Presentation by the Port Director

RECOMMENDATION: TO RECOMMEND THAT THE ASSEMBLY APPROVE
ACCEPTING A \$125K ADOT HARBOR FACILITY GRANT FOR HARRIS HARBOR PILE
ANODES.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED

VII. Unfinished Business – PUBLIC HEARING

- 1. New Regulation: Unattended Vessels at Boat Launch Prohibited
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

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MOTION: TO RECOMMEND THE ASSEMBLY ADOPT NEW REGULATION LANGUAGE TO PROHIBIT UNATTENDED VESSELS AT LAUNCH RAMP FACILITIES.

VIII. New Business - None

IX. Items for Information/Discussion

1. General Tourism Discussion
Presentation by Port Director

Board Discussion/Public Comment
2. BUILD Grant – Letter of Support from Federal Delegation
Presentation by Port Director

Board Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, August 21st, 2019
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Steering Committee Liaison Report

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, October 23, 2019 at 5:00pm
- b. Board Meeting – Thursday, October 31st, 2019 at 5:00pm
- c. Board Retreat – Tuesday, November 12th, 2019 at 5:00 pm

XVI. Adjournment

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, August 29th, 2019

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:01 p.m. in the CBJ Assembly Chambers.

II. Roll Call

The following members were present: James Becker, Christopher Dimond, Steven Guignon(arrived at 5:06pm), Mark Ridgway, Annette Smith, Bob Wostmann, and Don Etheridge.

Absent: David McCasland and Budd Simpson.

Also present were the following: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Matt Creswell – Deputy Harbormaster, Erich Schaal – Deputy Port Engineer, John Osborn – Harbors Operations Supervisor.

III. Approval of Agenda – The agenda was approved as presented

IV. Approval of July 25th, 2019 Board Minutes -

Hearing no objection the minutes of July 25th were approved as presented.

V. Public Participation on Non-Agenda Items –

Kirby Day, Juneau, AK

Mr. Day wanted to take the opportunity to publically thank Docks & Harbors for support of the TBMP program over the years.

VI. Special Order of Business

Mr. Uchtyl read his recognition letter to Docks & Harbors employee Mr. John Forchemer who was recognized as employee of the quarter.

VII. New Business –

1. Relocation of Quonset Hut onto Downtown Boatyard Lease Area

Mr. Uchtyl said this sublease area is the Boatyard near the Aurora Harbor Office. Mr. Duvernay with Harri Commercial Marine subleases this property from Docks & Harbors. His request is to relocate a Quonset hut from his other business location. He is working with CDD for the permits to relocate this building but the request from the Board is to approve the Quonset hut relocation to the Boatyard sublease area near Aurora Harbor.

Committee Discussion -

Mr. Ridgway asked what CDD requirements are for the relocation?

Mr. Jeff Duvernay, Juneau, AK

Mr. Duvernay said the issue he is having with the relocation of this building is the property subleased is comprised of two lots and any location of the building would either

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be in the set back area or placed over the two lots and CDD says buildings are not allowed to straddle lot lines regardless if the lots are owned by the same people. One way to get around this problem is to vacate the lot line. This could be a simple process but when reviewing this area, the planner noticed there are other inconsistencies with the plat. Because of the inconsistencies, this area is required to be resurveyed and it will be a three to nine month process. With this timeline, it will shut down the whole request. Another idea he has is to not do a foundation and just have it as a temporary building using jersey barriers. However, according to CDD that is not allowed either. You can't put a temporary building straddling lot lines. Another option is to apply for a variance to allow the temporary building to be put up and then go through the lengthier process. He said he is on a time constraint to move this building within a certain amount of time. The relocation of this building will be for the fabrication portion of his business and it will substantially increase his ability to provide services at the Boatyard.

Mr. Becker said this would be a great thing and asked how the Board could help?

Mr. Duvernay said he is unsure and he is just working through the process.

Public Comment –

Dennis Watson, Juneau, AK

Mr. Watson said he believes the Board could help. The Board could write a letter to CDD in support of this request. The length of time for a survey should not take three to nine months.

Committee Discussion/Action –

Mr. Wostmann said he believes what Mr. Duvernay is planning will be an asset to the boating community and he likes the suggestion to send a letter from the Board to try to help to move this request forward.

Mr. Ridgway asked staff to draft a letter for the Board to sign at their earliest convenience.

MOTION By MR. RIDGWAY: TO APPROVE HARRI COMMERCIAL MARINE REQUEST TO RELOCATE A 30 FT BY 50 FT QUONSET HUT TO THE DOWNTOWN BOATYARD LEASE AREA SUBJECT TO RECEIVING APPROPRIATE BUILDING PERMITS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

2. Transfer of Funds from Archipelago Project to Dock Security Stations

Mr. Uchytel said on page 14 in the packet is a memo. Staff is in the process of advertising for the security checkpoints for the two approach docks for the City owned docks downtown. There needs to be a better entry for passengers to go through this checkpoint before getting back on the cruise ship. In December of last year staff worked on the design. Staff was very motivated to get this moving this year but due to lack of funds to move forward with both we needed to wait for additional funding. In the waiting process, the City Manager added \$270,000 in additional Marine Passenger fees

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and staff applied for a FEMA Port Security Grant, but we were unsuccessful on the FEMA grant. Now staff will be at a point to open bids on September 10th. PND updated the engineer estimate and they believe that with some of the steel estimates the project has been increased. The estimate per structure is now at \$275,000 and we now have a need to bring more money to the project. The draft memo was sent to the Board earlier this week requesting to take the money from the Dock fund balance and this will take two Assembly meeting to do this. However, if we transfer money from an existing CIP project, this will only take one Assembly meeting. By moving the money from the Archipelago project, staff will be able to open bids on the 10th. Mr. Uchytel said he scheduled a Special Board meeting at noon on the 11th. There is an Assembly meeting on September 16th, and the process could move forward a little quicker. There is \$3M in the Archipelago project currently which is more than enough for phase I and close to what is needed for phase II but staff is still in the design phase for the covered shelter and will know more in early October what the cost will be and the need to go back and refresh more money for phase II. The Assembly should know the money in the Archipelago project currently is not all in for both phase I and phase II. The estimate has been always \$22.5M for both. We currently have \$20M. The transfer of money from this project will expedite the process for the security booths and get a contractor on site sooner.

Mr. Etheridge asked staff to show the design for the buildings for the new members.

Mr. Schaal said the buildings are 20' x 40' and are a glass structure with steel frames with a shed roof that sheds water out towards the cruise berth. They have sliding doors on both ends that allow passengers to enter and exit and allows the Port staff to have the flexibility to receive the passengers as they are trying to return to their ship. Because of different influx in passengers at times this design will help with this influx (everyone trying to get on at the last minute). This is built on the entire end of the approach dock. It will be an open floor plan for crowd control stations and provide a space to be out of the rain.

Committee Discussion

Mr. Wostmann asked why this bare building is costing \$275,000.

Mr. Schaal said the cost per square foot for this commercial building is a little higher than expected. However, some of the design feature that raised the cost is the wind loading at the end of the pier. The glass allows light in so this doesn't require extension internal lighting. There is electrical for light and heating but it won't require a lot of electricity. The material chosen for this building will last 20 years or more with little maintenance.

Mr. Becker asked if this was something that wasn't thought about when building the docks?

Mr. Uchytel said when 16B was being built, he thought Docks & Harbors would be at a point that staff would have less responsibilities. However, the Coast Guard increased the requirements for more security and more bag checks than ever before. This was a surprise to staff when we received the FSP back from the Coast Guard.

Mr. Ridgway asked if there is plumbing and if the open floor plan was using the decking?

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Mr. Schaal said there is no plumbing and we are using the decking.

Mr. Wostmann asked if it makes sense to put up a 20 year structure if there is a risk the Coast Guard will come back in two years and say we need something different? Has there been consideration for a temporary structure?

Mr. Uchytel said this started with the thought that we needed a biometric twic card reader. It was decided this wasn't needed in Juneau. Moving forward there are no guarantees that some other rule won't come up. He said he believes this shows the Coast Guard we are planning our facilities to better manage entrance into the secure facility.

Ms. Smith asked why money is being taken from the Archipelago project and not from the head tax? What is Docks & Harbors going to give up if this money is taken from the Archipelago project?

Mr. Uchytel said we are not giving anything up from the Archipelago project because there is still \$3M in that CIP which is a contingency for the project and will not use all the contingency for phase I. There is almost enough to pay for phase II which is the covered shelter and plantings which are the nice amenities with the expansion of the seawalk. The City Manager is also talking about taking money from the Archipelgo project to fund another project as well. The Archipelgo project funds consist of 85% State marine passenger fees, City marine passenger fees, and \$2.2M from Docks fund balance.

Mr. Wostmann asked if it is possible to come up with how much we would save if we put up a temporary building instead of a permanent one?

Mr. Borg said for the last two seasons we have had 3,000 people returning to the ship at one time. The first challenge was to try to have them funnel through the security check point. The Coast Guard then said staff needed to look at every ship card and verify the passenger is going to the correct ship. This new change gave us the first indication staff needed something more at the check point. Staff spent \$20,000 on a specialized version of a vendor booth and has been used as a temporary check point for the last two seasons at both locations. They are not appropriate for this security checkpoint. There needs to be a redesign of the access to ensure it makes it better for staff and the customers we serve. There is a possibility in the near future staff will actually ID check with the ship card. What we are trying to accomplish is like TSA does in Seattle but in the rain and this is not appropriate. We are not doing right by our employees by sticking them at the end of the dock in the wind, rain, and dark. Added on is the tourist that doesn't understand why we are checking bags when they are going to have the same thing happen on the ship. There needs to be a shelter and something appropriate for not only our staff but the tourists. For the last two seasons different scenarios has been drawn on the dock to get a good idea of exactly what staff needs and the proposed buildings is what staff needs. This project has to move forward.

Mr. Wostmann asked if this design will still be satisfactory if the Coast Guard changes the requirements to check every ID?

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Mr. Borg said he can't guarantee what the Coast Guard is going to do tomorrow? For the last three years our Facility Security Plan has changed. He said he is constantly chasing the new requirements.

Mr. Becker asked if the money is approved, will the Board get to see the structure before final approval?

Mr. Uchytel said he believes this was brought to the Board before tonight.

Mr. Becker said something temporary will have to stand up to the north winds unless you take it down in the winter.

Mr. Borg said we have had tents set up but it still does not meet staff needs.

Mr. Ridgway said he does not remember seeing any renderings. He also wants it known that he has talked to several people that have invested in the waterfront that want their view protected.

Mr. Uchytel said this is a galvanized steel structure with a lot of glass. The estimate is \$275,000 per structure. The electrical portion is \$45,000. The glass is visually appealing.

Ms. Smith asked if Docks people are required to check passengers before they get on the ship?

Mr. Borg said yes.

Ms. Smith asked who that is required by?

Mr. Borg said the US Coast Guard.

Mr. Guignon asked if this structure will be adequate for the cruise ship growth in 10 years from now?

Mr. Schaal said this is a semi modular building that can be added onto if needed. This is a bolted structure with glass and a roof.

Mr. Dimond asked if the \$100,000 increase was due to the steel tariff increase?

Mr. Uchytel said the increase was due to the uncertainty with steel tariffs.

Public Comment

Mr. Dennis Watson, Juneau, AK

Mr. Watson said he worked on some calculation in the audience. If an employee works seven days a week at 12 hours a day it works out to be 84 hours for the week. This calculates out with a salary cost of \$2,900 per week which is for one booth and you need two booths. What about the vessels that lighter?

Mr. Borg said they lighter to the PFO float which is below the Port Field Office. There is a tent structure at that point that passengers are checked from our security and ship security.

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Mr. Watson said he had the opportunity to go on a cruise ship through the new security process last night and he agrees that it gets congested. It was cold last night and he witnessed the security people shivering and he is sure the passengers go through that as well. Now there is a third location that security is required. If you take the wages out a little further, it adds up to \$117,000 in salary costs which ends up to be about half of the building cost. The \$117,000 doesn't go away and that is every year. He suggested to get the cruise ships involved in cost sharing or raising the price of water. As a member of the public he would like to see ways to offset these expenses.

Committee Discussion/Action

Ms. Becker asked if the design of the building is required from the Coast Guard?

Mr. Uchytel said he wants Docks and Harbors employees to be comfortable as well as the passengers and the building to look professional and be able to manage thousands of people embarking in a short time. Staff is trying to be forward thinking and provide facilities that are safer and more efficient for means of embarkation.

Mr. Borg said a lot of times there are 20 to 30 people meeting the ship. These people need to be kept separate from the people disembarking the ship and they are standing in the rain which is not a professional way to do business. There are many facets to this need for the security shelters.

Mr. Wostmann said he will support this motion. He believes staff should have a reasonable work environment and with the nature of the structure bolting together which can be expanded if needed in future years.

Mr. Uchytel said staff has been doing the security for the ships. The Dock mission statement is to provide security to the ships. We are collecting money from the cruise ships for wharfage charges, and we get about \$300,000 in head tax for operating costs. The revenue generated from cruise ships does not affect what goes on at the Harbors.

Ms. Smith asked if the building could be taken down in the winter or is it a permanent structure that could be added to?

Mr. Uchytel said it is a permanent structure that can be added to.

Mr. Ridgway suggested to have a discussion at our Board retreat about larger security issues.

MOTION By MR. RIDGWAY: TO RECOMMEND THE ASSEMBLY TRANSFER \$200K FROM THE ARCHIPELAGO PROJECT (H51-116) TO DOCK SECURITY STATIONS PROJECT (H51-122) AND ASK UNANIMOUS CONSENT.

Ms. Smith objected

Roll Call Vote

Jim Becker – Yes

Christopher Dimond – Yes

Steven Guignon – Yes

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Bob Wostman – Yes
Mark Ridgway – Yes
Annette Smith - No
Don Etheridge – Yes

6 yes, 1 no

Motion Passed

VIII. Items for Information/Discussion

1. Army & Coast Guard Dive Operations

Mr. Osborn showed a power point presentation on the dive operations that the Army and Coast Guard provided for Docks & Harbors needs. Several needed dive operations were completed including setting a new anchor for the Lumberman.

Mr. Uchytel presented the Army representative and Coast Guard representative with Alaska Plaques thanking them for all their work.

Board Discussion/Public Comment

2. Proposed Topics for Board Retreat

Mr. Uchytel said on page 15 in the packet is a list of topics that can be discussed in some format at the strategic retreat. He went over the list.

Board Discussion/Public Comment

Mr. Etheridge recommended having Board members tour the ABMS to see what is available at that location.

Mr. Creswell said he is available at any time and can take anyone through when they have time.

Mr. Ridgway said he does not see the Board being able to get through even four things on the list and would like staff recommendations on managing multiple issues moving forward so the Board can go back and revisit them.

Mr. Etheridge said at a previous retreat, the Board would discuss the list provided and come up with another list that the Board wanted to review deeper and put that list through a committee process. There is not enough time to sort through the list and determine what is going to be done with all the items on the list. This is a time to talk about the items, provide ideas, and prioritize projects.

Mr. Uchytel said this retreat is a way to help the Board participate in a meaningful way and tease out the goals of the Board and help staff figure out what the Board feels is important. This is an opportunity for the Board to get together and think big thoughts for what are those things that can be worked on that will advance Docks & Harbors mission for the community.

Mr. Ridgway asked how he can obtain information on the items on the list.

Mr. Etheridge recommended talking to Mr. Uchytel, Mr. Borg, or Mr. Creswell.

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Mr. Wostmann wanted to add two more items to the list. One is public outreach and the other is a quick review of our mission statement. At some point when we have our list finalized, it would be a good opportunity for every member to score the items and bring it all together to come up with a consensus priority.

Mr. Uchytel said he will send out a doodle poll and let Mila know the list in the packet are the ideas the Board wants to work with. He verified that the Board is comfortable working with a list like on page 15 in the packet and prioritizing the list and working out what will be subcommittee type work.

The Board agreed.

Mr. Ridgway said the last retreat he attended was prioritizing projects and this retreat sounds like it will be prioritization of issues and that is significantly different from the last retreat.

Mr. Uchytel said the direction he heard from the last Operation Committee was to have more broader issues on the list and not just projects.

3. Derelict Vessels – KOMO TV

<https://komonews.com/news/project-seattle/homeless-camp-sinks-possibly-a-first-for-seattle>

Mr. Uchytel showed the above news link to show the Board that this is similar to what the Harbor deals with and gave kudos to Dave Borg, Matt Creswell, and John Osborn for what they do everyday.

Ms. Smith asked if the Harbor has a homeless population on semi derelict vessels?

Mr. Borg said there are people who come to the harbor at night to try door knobs. When he comes across individuals like this he asks the owner to press charges for breaking and entering and then he can trespass that individual from the harbor.

IX. Committee and Member Reports

1. Operations/Planning Committee Meeting- Mr. Etheridge said the committee discussed the retreat and the items for action discussed here tonight.
2. Member Reports- Mr. Etheridge said he would like to acknowledge the excellent job the Harbors did with the Salmon Derby.
3. Assembly Lands Committee Liaison Report – Nothing to report involving Harbors.
4. Auke Bay Steering Committee Liaison Report – No report.

X. Port Engineer's Report

Mr. Schaal highlighted specific projects:

- The Archipelago project construction is under way. Trucano Construction has driven six piles. They started using the diesel hammer today and it went well. They are doing well with their schedule and happy with the project so far.

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- Pacific Pile & Marine has started the submittal process for the Statter Harbor phase III project so we are starting to see what their plan is. They are expected to arrive mid October.

XI. Harbormaster's Report

Mr. Borg said everything was covered under the dive report.

XII. Port Director's Report

Mr. Uchytel reported Docks & Harbors was successful in receiving the matching grant for the Harris Harbor zinc anodes in the amount of \$125,000. We received the grant for the Douglas Harbor zinc anodes last year. We may try to go out with one contract for all the zinc anode work.

XIV. Assembly Liaison Report –

Ms. Becker provided information on Assembly actions but nothing directly related to Docks & Harbors.

XV. Board Administrative Matter -

- a. Special Board Meeting (to approve bid award) – Wednesday, September 11th at noon
- b. Ops/Planning Committee Meeting – Wednesday September 18th, 2019 at 5:00 pm
- c. Board Meeting – Thursday, September 26th, 2019 at 5:00pm

XVI. Adjournment- The meeting was adjourned at 7:05pm.

CBJ Docks and Harbors Board
SPECIAL BOARD MEETING MINUTES
For Wednesday, September 11, 2019

I. Call to Order.

Mr. Etheridge called the Special Board Meeting to order at 12:00 pm in the Conference Room 224.

II. Roll Call.

The following members were present: James Becker, Christopher Dimond, Steven Guignon, Budd Simpson, Mr. Wostmann, Don Etheridge and Mark Ridgway arrived at 12:28 pm.

Absent: David McCasland and Annette Smith

Also present were the following: Carl Uchtyl – Port Director, Erich Schaal - Port Engineer, Dave Borg – Harbormaster, Matthew Creswell – Deputy Harbormaster, John Osborne, Harbor Operations Supervisor and Scott Hinton, Port Operations Supervisor.

III. Approval of Agenda

Hearing no objection, the agenda is approved as presented.

IV. Public Participation on Non-Agenda Items – None

V. New Business

1. Bid Award for the Cruise Ship Security Checkpoints (DH19-050)

Mr. Uchtyl said it is important the Board take through look to whether you approve or not approve the request. Mr. Schaal, Port Engineer and Mr. Borg, Harbormaster will both be talking about the bid and the project. Southeast Earth Movers were the low bidders at \$596,600.00. The bid amount works out to be \$574.00 per square foot. Each structure is 520 square feet. As you hear the presentation from Mr. Schaal, it works out to be about 55% in materials, 20% is shipping and 25-30% in labor costs. We understand there may only be one steel fabricator in Seattle willing to provide bids. We are designing something for the life of the cruise ship docks – 50 plus years. \$6,000 per structure per year or about two cents per passenger coming to Juneau. Mr. Schaal will talk about the structures and their designs. The structures are maintenance free; will be made of steel and glass and will be secure in the offseason from unauthorized users. The Board can approve, disapprove, or ask for a stay for more information. We do have some leeway in the design and construction that we could wait for a month to bring it to the Assembly.

Mr. Schaal displayed a Power Point presentation on the two structures at the Cruise Terminal and Alaska Steamship Docks. We are talking about the two structures that we designed and hope to build. How we got to this design, the problems that they solve and the forward thinking issues that we rolled into the design. The general premise is that increased passenger numbers increase security mandates that requires staff to provide additional screening, which creates delays and creates security concerns, according to the US Coast Guard.

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Mr. Borg said that we have identified several problems. About four years ago when we built the docks, staff was hired and one of the things we realized that the lack of a queue area for passengers returning to the ship and seeing where their needed to go. At that time our requirements were pretty lax and basically we had ship security on the docks checking ID's, all we did was make sure that they were doing their job. The Coast Guard came along and said no that is not going to work, you are going to have to prescreen before they get on the ship. It was very difficult to queue them up and get them in the area and into a small area. Therefore, we built these little shacks and the tents came a few years later to try to get people out of the weather. They were never really the fix that we needed. The main thing is getting people in an area identified as a security checkpoint. A place that is clearly visible and says this is a checkpoint. We also have many folks to come visit and we have no place to queue them up. The larger the ships the more people we have. Sometimes they are waiting 45 – 90 minutes to get on the ship. We need to identify better areas for folks to gather.

Mr. Schaal explained in more detail what Mr. Borg was pointing out. His talking points included:

Problem Statement:

- D & H Staff exposed to rain, wind, cold and sun, straining vigilance at times.
- Lack of security lighting impact efficiency of screening.
- Lack of structures creates confusion for returning passengers, visitors, and crew to the ships.
- Lack of staging for contractors, service providers, crew and visitors waiting for ship arrival creates congestion.

New structures will show improved flexibility with changing Facilities Security Plans. The slides showed the security flow of the structures and how it will direct people into the secured area and moves people more efficiently through security to gain access to the ships. It allows only one security person to manage the security check station. It protects everyone from weather. The bag counter helps people when getting into their bags to access ID etc. and it helps the flow. We worked closely with staff to maximize the space available to plan for increases in requirements both from the number of passenger and regulatory groups like the Coast Guard. Mr. Schaal showed a slide of the approach dock and the section for the security shelters. We have allowed for room for vehicles so they can continue to drive down to the pontoon below without problems. We chose the line to show that is as wide as we can go so we can allow access by vehicles to the pontoon. We chose a roof that sheds water, snow, and we picked a group line elevation so there is no conflicts with panel trucks. The general premise is that it fills the end of the approach dock with a sliding door that roughly six feet wide at one end and two sliding doors at the other end. The security operations will take place at this door. This will allow that person to manage security at both of the other doors. This will allow quick access to respond to needs quickly or to direct passengers back into the area they want so that they are very fluid in their moments in that area. Internally we will have some sort of table that best suits their needs so that people being screened and will route to a podium like at a TSA location at an airport. It will have heat when needed and the sliding gate will allow them to close the facility in the event of a lock down.

The layout shows the walls on all sides and the security entrance is at the north end of both structures where passengers enter the checkpoint and the sides are open so that tables and/or sanctions is used to

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maximize efficiency depending on the number of passengers entering. It keeps an orderly line. We have a provision for a bag tabletop, it is not wide but it allows people to set their personal belongings on it. It for convenience. It should help the flow. The dimensions are 13 feet x 40 feet. The width is so that it does not affect vehicles going to the pontoons. It is made of glass and HPR panels, which are resistant to water, and corrosion comes in many colors. The backside towards the water will allow lots of natural light, and allows people see in and out.

We had three bids. Southeast Earth Movers	\$596,000.00
Island Contractors	\$647,674.00
Alaska Commercial Contractors	\$779,395.00
Engineers estimate	\$550,000.00.

Board Questions -

Mr. Simpson asked are people disembarking through the same doors facing down the ramp and out the first door?

Mr. Schaal said that all the gates are open to maximize flow during disembarkation. The vehicle gate would also be open.

Mr. Simpson asked if a security person would be standing there so that no one can go down illegally?

Mr. Schaal said yes, someone is always standing there when a ship is disembarking.

Mr. Becker asked if the crowds in bad weather would also be standing under tents for extra capacity.

Mr. Guignon asked about sunny and hot weather. How is the buildings cooled down? How many people can the structure hold?

Mr. Schaal said that it is not an enclosed structure, so it has levers at the top, vents and outlets for fans. Cooling and heating would be spot specific. The structures can hold at least one hundred people based on square footage.

Mr. Creswell said that the ships also provide shade for the structures.

Mr. Wostmann is worried that the cost is high. Have variables been compared locally in what their costs have been in the past?

Mr. Schaal said that citywide there is not a comparable structure. We did talk to talk to contracts about the cost of bus shelters the number he recalls is \$15,000 to \$20,000 per shelter. Also very expensive.

Mrs. Becker asked if the cost is for one or both shelters. Are the shelters permanent or temporary?

Mr. Schaal said they are permanent, and will serve as storage in the offseason, and would help in keeping equipment and amenities out of the elements in the winter.

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For Wednesday, September 11th, 2019

Mr. Guignon asked how they if they would be secure in the off-season and times when not in use.

Mr. Borg said they would manage the building the same way they currently manage other facilities.

Mr. Wostmann asked how many bags are staff required to check with the regulations.

Mr. Borg said the bag shelf is required for checking but it is also very convenient for passengers.

Mrs. Becker asked what the two other private docks have as far as security checkpoints. Are they this elaborate?

Mr. Schaal said that the Franklin dock has three separate structures. Ours would be an enhanced version. The AJ Docks has similar structure but is quite small.

Mr. Etheridge asked Mr. Schaal to discuss maintenance costs.

Mr. Schaal said it is a galvanized steel bolted structure. The windows will be rated for wind load that the dock experiences. We placed it where it is for our Facility Security Plan- security demarcation -we are turning them into a secured zone. It would be beneficial to have it further away from the dock. The structure requires heavy load calculations, the roof will be a long life painted steel roof. The design is an unheated structure to resist corrosion. Maintenance for the structure would be minimal.

Mr. Guignon asked about vandalism. Broken window panels specifically.

Mr. Schaal said that the glass is expensive and the glass selected is quite resistant to vandalism, but there is always that risk. I do not have a cost estimate for the window panels at this time.

Mr. Ridgway asked Mr. Schaal to explain how they came to this design.

Mr. Schaal we chose darker not expressive colors to blend into the background similar to the Port Field Office. The shed roof to prevent maintenance issues. We will selective finishes that minimize the visual impact. From across from doubles it should not be noticeable.

Mr. Ridgway asked about the lighting scheme in the evenings.

Mr. Schaal said under the eaves will be lighting that shines down to reduce glare. We will use lower wattages. Internally there are five lighting fixtures for best security lighting. The rest is to meet reasonable needs.

Mr. Dimond was curious if takes more staff to manage the security booths that what we currently use?

Mr. Borg said 10 x 20 is the current tent size.

Mr. Dimond asked about the bid documents. There is usually a coastal type of grouping on the products. Are we following those guidelines?

Mr. Schaal said this is the same type of roofing material was used on other structures on the waterfront, so yes.

CBJ Docks and Harbors Board
SPECIAL BOARD MEETING MINUTES
For Wednesday, September 11th, 2019

Public Comment - None

Board Discussion/Action

Mr. Simpson supports approval of the bid award. He still has concerns the bid award is higher than the engineers estimate, but he does not have a problem with it being over.

Mr. Wostmann supports the notion that we need to create a structure that meets the needs of staff and the US Coast Guard standards. He continues to have a hard time with the price and finds it substantially higher than the cost of other commercial structures in Juneau. He supports this, as he does not have a reasonable alternative.

Mr. Dimond with his construction experience is concerned that a dirt company, roadwork is the low bid on this project. He has looked on DOL website for construction experience and he did not see any experience on the DOL website. He is hesitant that the low bid is going to someone who has no experience in this type of construction. This is a highly visible building and he wants to be certain that the details are correct and that the roofing panels etc. installed correctly for warranty reasons.

Mr. Uchytel said Mr. Mitch McGraw is in the room and they quarried Mr. John McGraw. Mr. Uchytel had the same initial concerns. He read a reply from him outlining building projects that Southeast Earth Movers has done recently including a remodel of the Petersburg Ferry Terminal; they built an airplane hangar in Sitka this past winter and built a large concrete vault for the Juneau airport this winter. The steel cost was over \$240,000 in their bid to us.

Mr. Etheridge asked what our protections are if it does not go right.

Mr. Uchytel said the PND design and drafts contractual language that protects the owner. We have the contract. We will hold Southeast Earth Movers to the standard that they bid.

Mr. Dimond did not see either of the projects in Petersburg or Sitka on the certified payroll website. Were they public or private projects?

Mr. Uchytel said we are required to award to the lowest qualified bidder. If they can provide a performance bond for a construction project. We are fair and transparent. If they say they can do the work then we are reasonably obligated to that award.

MOTION BY MR. SIMPSON: TO RECOMMEND THE BID AWARD FOR THE CRUISE SHIP SECURITY CHECKPOINTS (DH19-050) TO BE AWARDED TO SOUTHEAST EARTH MOVERS FOR \$596,600.00 AND FORWARD TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT.

Motion had an objection. Vote was taken and passed 6 - 1 with Christopher Dimond – objecting.

MOTION BY MR. SIMPSON: TO ADJOURN THE MEETING.

VI. Adjournment - The Special Board Meeting adjourned at 12:47p.m.

Proposed New Ordinance

CBJ 85.20.040 – Unattended Vessels at Boat launch Prohibited

- (a) Boat launches are intended only for loading and unloading vessels. No person operating or in charge of a vessel may leave the vessel unattended at the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, the Echo Cove Boat Launch, or the Auke Bay Landing Craft Freight Ramp. A person or persons attending a vessel must monitor and be able to maneuver the vessel as necessary for safe and efficient use of launches. For the purposes of this section, a vessel includes a boat, kayak, seine skiff or other similar watercraft.
- (b) The prohibition in section (a) does not apply to temporary durations when the operator or person in charge of the vessel leaves the boat launch to dispatch a vehicle and trailer necessary in the recovery of the vessel.
- (c) Violation of this section is a violation subject to a civil fine.

Title 85

Boat Harbor

85.10.050(k)	Violate posted parking	25.00
85.20.030(a)	Boat launch ramp fee and permit required	75.00
CBJ 85.20.040(a)	Unattended Vessels at Boat Launch Prohibited	75.00
85.25.010	Fail to register	25.00

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NOTICE OF PROPOSED CHANGES TO REGULATION Amendment of Title 85, Chapter 20 UNATTENDED VESSELS AT BOAT LAUNCH PROHIBITED

DOCKS & HARBORS BOARD IS PROPOSING TO ADOPT AN AMENDMENT TO THE FOLLOWING REGULATION.

CBJ 85.20.040 – Unattended Vessels at Boat launch Prohibited

(a) Boat launches are intended only for loading and unloading vessels. No person operating or in charge of a vessel may leave the vessel unattended at the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, the Echo Cove Boat Launch, or the Auke Bay Landing Craft Freight Ramp. A person or persons attending a vessel must monitor and be able to maneuver the vessel as necessary for safe and efficient use of launches. For the purposes of this section, a vessel includes a boat, kayak, seine skiff or other similar watercraft.

(b) The prohibition in section (a) does not apply to temporary durations when the operator or person in charge of a vessel leaves the boat launch to dispatch a vehicle and trailer necessary in the recovery of the vessel.

(c) Violation of this section is a violation subject to a civil fine.

The above regulation is proposed for adoption pursuant to CBJ's 01.60 and

Title 85

Boat Harbor

85.10.050(k)	Violate posted parking	25.00
85.20.030(a)	Boat launch ramp fee and permit required	75.00
CBJ 85.20.040(a)	Unattended Vessels at Boat Launch Prohibited	75.00
85.25.010	Fail to register	25.00

CBJ 85.02.060, and CBJ 85.02.100. Interested persons may obtain a full copy of the proposed regulation at any of the harbor offices, at the CBJ libraries, at the CBJ Clerk's Office, online at <https://beta.juneau.org/harbors/public-notices-newsletter> or obtain more information by calling the Harbormaster at 907-586-5255.

The Board is holding a public hearing and intends to take final action on the proposed changes on September 26th 2019 at 5 pm in CBJ Room 224. Written comments may also be submitted to the Port Director's Office by fax at (907) 586-0295, by hard copy at 76 Egan Drive, and online by web form at the above web address until 4:30 p.m. on September 25th, 2019.

Pub: August 25, September 5, 13 & 22, 2019

871082

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rules can be found online at
JuneauEmpire.com/Bingo

From: [Bob Clauder](#)
To: [Carl Uchytel](#)
Subject: CBJ 85.20.040
Date: Sunday, September 22, 2019 10:13:47 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Just read the new regulation proposal for unattended vessels at launch ramps, in the past we have had aircraft tie up at the Auke Bay ramp and also the Amalga ramp if caused both sides of the ramp to be unusable. You may want to revise the proposal to include aircraft.

Bob

Sent from my iPad



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation
and Public Facilities**

Program Development and Statewide Planning
Juneau Field Office

3132 Channel Drive
Juneau, Alaska 99811-2500
Main: 907-465-8864
Fax: 907-465-2016

September 9, 2019

Mr. Carl Uchytel
Port Director
City and Borough of Juneau
155 S. Seward St.
Juneau, AK 99801

Subject: Letter of Award of the FY 2020 Harbor Facility Grant Funds – Harris Harbor Pile Anodes

Dear Mr. Uchytel:

Congratulations on successful funding of your application for the Department of Transportation and Public Facilities' Harbor Facility Grant Program for FY 2020. Upon execution of a harbor grant agreement with the department, the City and Borough of Juneau will receive a Tier II 50/50 matching harbor grant in the amount of \$125,000 for construction of the Harris Harbor Pile Anodes project. These funds are 100% state general funds.

As a reminder, and as explained in the harbor grant instructions, the municipality will have six months from the date of this Letter of Award to properly ratify and execute a mutually agreeable grant agreement with the department. Note if there is a change in your harbor project that affects the nature of the municipality's original application, then that could prevent us from executing a harbor grant agreement. If a grant agreement cannot be completed within that six month period, the department may deny the award and select the next highest scoring proposal or award the funds in subsequent years. After the grant agreement is signed, the City and Borough of Juneau will have 18 months to complete the construction phase of the project.

Your point of contact is Jim Potdevin in the Juneau Field Office. Please contact him at your earliest convenience to discuss the grant agreement and the timing for your harbor project. We look forward to working with you on this important municipal harbor project. If you have any questions, please contact Mr. Potdevin at (907) 465-8864.

Sincerely,

A handwritten signature in cursive script, reading "Benjamin M. White".

Benjamin M. White
Director

Congress of the United States
Washington, DC 20515

September 10, 2019

The Honorable Elaine Chao
Secretary of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary Chao:

It has been brought to our attention that the City & Borough of Juneau (the City) in Alaska has submitted an application to the United States Department of Transportation (USDOT) for funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program to support the Fisheries Terminal project. As such, we would like to offer our support for the City's proposal and highlight the project application.

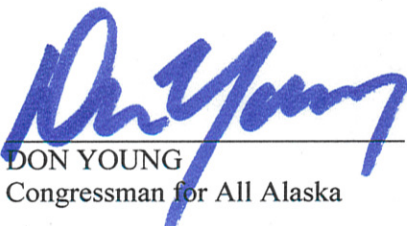
The City has applied for BUILD grants for the Fisheries Terminal project in previous cycles and was informed that the project has been "highly recommended" by the USDOT review team. The repeated "highly recommended" determination by USDOT illustrates the project's importance to the City, competitiveness and strength of the application and project.

The City's harbor and port have been used for decades as a gateway of economic activity for the region. The Fisheries Terminal project would facilitate the recapitalization of half-century old port and harbor facilities and provide an exponential boost in local marine-related economic activity, thereby putting the City's seafood industry on par with foreign-owned seafood businesses. Since 2012, the City has invested nearly \$120 million (92% local, 8% federal) into its harbor and port infrastructure to modernize operations, facilitate economic diversity and establish better management practices.

Though much has been accomplished, the vision to create and to leverage economic diversity through smart, sustainable and expanded marine infrastructure requires funding sources outside of what Juneau, with its 33,000 residents, can provide. A rural BUILD grant for the Fisheries Terminal Completion project will dramatically move the needle for Juneau and secure its future as an incubator for local marine-related businesses. Indeed, a small investment in Juneau's port infrastructure and associated transportation mobility will create an exponential economic boost to a region trying to grow its seafood industry to compete with larger, often foreign-owned seafood companies.

Consistent with applicable law, policy and guidance, we respectfully ask that you give due consideration to the City and Borough of Juneau's FY19 BUILD application and all Alaskan grant applications. We ask that you keep our offices apprised on the outcome of this application.

Sincerely,


DON YOUNG
Congressman for All Alaska


LISA MURKOWSKI
United States Senator


DAN SULLIVAN
United States Senator