

**CBJ Docks and Harbors Board  
Strategic Retreat Minutes  
Wednesday May 30<sup>th</sup> 2018**

**I. Call to Order** – Mr. Simpson called the meeting to order at 4:09pm in CBJ Room 224.

**II. Roll Call -**

The following members were present: Don Etheridge, Bob Janes, David Seng, Mark Ridgway, and Budd Simpson)

**Absent** – Weston Eiler, David Lowell, Robert Mosher, and Tom Donek

Also Present were the following: Carl Uchtyl – Port Director, Gary Gillette – Port Engineer, David Borg – Harbormaster, Matt Creswell – Deputy Harbormaster, Erich Schaal – Deputy Port Engineer, John Osborn – Harbor Operations Manager, Teena Larson – Administrative Officer, Bob Bartholomew – Finance Director, and Mila Cosgrove – Deputy City Manager.

**III. Approval of Agenda**

MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

**IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time) - None

**V. Review of Select Previous Studies and Recently Completed Efforts**

Mr. Uchtyl asked what the Board is looking for from him and Ms. Cosgrove for these efforts and what do you want to achieve?

Mr. Etheridge asked to look over the items on the agenda and hear staff recommendations.

Mr. Seng said he thought breaking down the projects into short term and long term wants and short term and long term needs was effective last year and would like to do that this year as well.

Mr. Janes said he would like to take time to think of projects that may not be on this Agenda. What are opportunities the Board should consider getting involved in?

Mr. Simpson said this is the time for thinking of new projects.

Mr. Ridgway suggested going over the project list for an hour and then Segue into something more open ended. He would also like to know from staff how important a project is and how they prioritize projects.

Mr. Uchtyl said Docks & Harbors is operated out of two enterprise funds. Currently Harbors fund balance is \$1.1M and that is expected to grow a little next fiscal year but we

have been drawing on that fund balance. We try to be resourceful on how we move money around;

- The Taku Harbor CIP project has \$200K which was moved from the Statter Harbor Breakwater project because staff was unsure if we were going to receive a Fish & Game grant but we did get the Fish & Game grant which is a 25% match for \$115K.
- The Harris Harbor Restroom CIP estimate was \$200K but this project ended up being \$125K.
- The Aurora Harbor Phase II CIP after final inspection ended with \$200K left from the 50/50 matching grant. They allowed us to maximize the amount of match so we went forward with the zinc anodes at Aurora also. This was a huge win.
- The Statter Harbor Breakwater covers CIP came in lower than originally estimated.
- We opened a CIP for the Auke Bay Marine Station improvements and used \$200,000 from Harbor funds. We had the bid opening for the float extension at the ABMS and the Engineers estimate is \$158K and Trucano was the low bidder at \$202K. This is 22% above the estimate. He will ask the Board to move \$50K from the Harris Harbor Restroom project to the ABMS float extension project so the bid can be awarded.

Mr. Uchytel said staff is always chasing opportunities via Fish & Game grants, and DOT grants. Staff moves forward with best projects that Docks and Harbors can afford based on available funds and grant opportunities. The Dock fund balance is \$3.8M and that will grow. Projects identified for the use of Docks funds are;

- The Archipelago bus upland staging project
- Statter Harbor Phase III (a) which we have already transferred the \$690K of Harbors funds for that part of the project.

We will know more if the Corps is going to build the wave attenuator at Statter Harbor in mid June. He also submitted a Corps application for beneficial use of uplands to build a wall to put the dredged material from Harris and Aurora at the south end of the Yacht Club. With a little bit of money and pulling the right levers Docks & Harbor has a large benefit. We are also being more deliberate on our maintenance. We are building new facilities and we want them to be kept nice. Mr. Uchytel believes the Wave Attenuator is going to be a huge benefit to the community. The Corps needs to evaluate the project on its merits and say if it's viable and recommend that the Federal Government invest in the project. That is the initial planning stage and once that goes through, Docks & Harbors will need to contribute 20% of the total cost. Staff chases opportunities to do good things for the community.

Mr. Gillette went over the previous studies and recently completed efforts.

Marine Park to Taku Dock Urban Design Plan – He said this was completed November 2017. We are moving forward on some of the components of this plan. One of the things moving forward is the Visitor Information Kiosk which we were able to use passenger fee funds to complete the design. Another component is the Archipelago lot. We are working with Morris Group to develop this lot jointly, but separately, and in the end everything will work together. Docks & Harbors portion will have more bus parking,

open space, and covered pavilion to meet our needs and the private sector will have more commercial retail facility space.

Mr. Janes said he sees the Assembly's lack of confidence that the private developer can develop the property so our section and their section works together seamlessly. Is there a plan to stay in connectivity with the Morris Group?

Mr. Gillette said he and Mr. Uchytel meet telephonically once a week to make sure we are all working toward the same goal. We hired PND to answer questions on the project and costs, and Morris also hired PND for their work. Morris representatives will be here next week to meet with Assembly members and Board members. Staff feels they are talking in good faith and trust the Morris group will follow through. They have to trust us to follow through also and there has been no commitment from the Assembly to do that.

Mr. Janes asked if there is a timeline for our commitment to move forward?

Mr. Gillette said because staff was limited to the \$200,000 we had some geotech work that we were planning on doing but we decided to not do that because it would have put us over the \$200,000. PND is reviewing the bus staging lot again to make sure it will all work and gathered geotech information that was existing for the surrounding projects. Using that information they are developing their preliminary design to get good solid cost estimates. We will then take those cost estimates to the Assembly for approval.

Mr. Etheridge asked if Marine Passenger Funds could be used for this project?

Mr. Gillette said yes.

Mr. Ridgway suggested that it may be beneficial to come up with an alternate transportation idea because this is the last parking available in the downtown area. With this lot being the last transportation available, what will be the transportation planning be in the future? Can the ships be phased so there is not a large group of people coming off at once, or is there some other transportation option?

Mr. Uchytel said there is approximately \$3.5M in Port Development fees left over from 16B. There is \$4.6M in State marine passenger fees. There is also Docks fund balance that can be used.

Mr. Bartholomew said the funding plan recommendation for this project would be a combination of primarily passenger fees with a local match of docks fund balance or sales tax which will put us in a better position of the overall challenge of the use of passenger fees that there is some local use and there should be some local contribution.

#### Bridge Park to Norway Point Master Plan -

Mr. Gillette said on the Norway Point end of this plan was the improved boat services haulout and it created five or six more acres of uplands for boat repair. There was a connecting road added to the Harbormasters office to get rid of some of the safety concerns along Egan. There was a bike and pedestrian path added. The Harris Harbor Boat grid would move to the boat services area and free up space for small commercial retail for marine related sales or restaurants. On the park side there would be a community oriented building. The idea was to move the Yacht Club to that location but

they indicated they were not in favor of that. From the comments from the Yacht Club not wanting to move is why staff starting looking at the Little Rock Dump location. The implemented parts of this project is applying for the TIGER Grants last year for the Marine Services Center at Norway Point and the Fisheries Terminal expansion with another float. We were not successful in receiving the TIGER Grants. This year we will apply for the new BUILD Grants for both of these projects. Staff hired a consultant to look over the applications and they thought the Fisheries Terminal project could be successful to receive the funds. The grant applications are due July 19<sup>th</sup>. The Aurora Harbor beneficial upland use with the Corps of Engineers is that they are planning to do dredging at Aurora and Harris Harbors and staff has been in discussions with them to build a sheet pile wall at Norway Point and back fill it with the dredged material to build the uplands and move the grid.

Mr. Uchytel said if we want to be competitive we need to spend money for a consultant to determine the financial justification for the projects. The time is ticking away to be competitive. The BUILD Grant in the OmniBus that was passed tripled the amount of TIGER Grant available from last year.

Mr. Simpson asked what is the criteria they are looking for?

Mr. Uchytel said the projects that have a high rate of return and have a high economic benefit from doing that project. We are asking for \$25M and that is the maximum amount to ask for without a match. Even if you have a match, it doesn't make you a higher project in the evaluation. However, when they get to the final score and they see which application has the match, they will choose the one with the match.

Mr. Janes asked with the completion of the Overstreet Park is there still an opportunity for the Yacht Club to move to this location and have enough parking?

Mr. Gillette said yes there is still space for the Yacht Club or a facility similar and have appropriate parking.

Mr. Janes said he would like the Yacht Club to reconsider moving to the Overstreet Park area now the whale project is complete.

Mr. Simpson said he agreed it should be revisited.

Mr. Ridgway said it seemed the Little Rock Dump location for the boat services yard priced out better than the Norway Point location. Is that correct? If we do decide to move forward with the Little Rock Dump what would the Norway Point area be used for?

Mr. Gillette said it appeared the Little Rock Dump would be cheaper. The big question for this area is the winds and currents. We did receive a proposal for \$10,000 from PND to review existing information to analyze the impacts of winds and currents at both locations.

#### Amalga Harbor Fish Cleaning Float-

Mr. Gillette said Docks & Harbors received a grant to study this area. Our part-time-limited employee Harold Moeser did a study. The preferred float was one that was anchored out where people could go clean their fish and then come to the dock but Fish

& Game did not like that plan. Staff looked at adding on to the existing float. One problem is there is a large mound of bedrock which would make it harder to maneuver and we would need to do some underwater blasting to get rid of it. We do have money to do the construction but we just need to make a decision where to have it.

Mr. Janes asked if the fish cleaning float addition would increase our maintenance costs?

Mr. Creswell said he does not see maintenance an issue for the first couple of years but maybe 10 years from now.

#### Little Rock Dump –

Mr. Gillette said he already talked about this and we basically just need to decide if we should move forward with the wind and current study.

#### N. Douglas Boat Ramp –

Mr. Gillette said Mr. Moeser looked at this area to see if there was a better way to organize parking and expand the area. The biggest issue here is that it drops off very deep very fast.

Mr. Simpson said we are also constrained on the uphill side by DOT and the North Douglas Highway.

Mr. Gillette said many years ago there was discussion to move the highway over but there is a rock cliff so that has never moved forward.

Mr. Simpson asked if there has been any research to move the launch ramp to an alternate site in North or West Douglas?

Mr. Gillette said not that he is aware of.

Mr. Ridgway said he always launches from the beach. Is there a way to build a sheet pile wall about 100' up or down the beach? Can we change the angle of the ramp?

Mr. Gillette said everything out there is very difficult because of the depth. We could look at this.

Mr. Etheridge said when we looked into this years ago, ADOT was against the suggested changes at that time because of the access to the highway so that could be an issue again.

Mr. Schaal said the facility was built by ADOT and we are currently in the process of applying for an Alaska Tideland Survey for North Douglas boat launch. One thing that has changed is that when ADOT built this they worked through their right of ways and worked internally but Docks & Harbors is an outside applicant and all changes or improvements will be stringently reviewed by ADOT. They would not have let Docks & Harbors build the North Douglas Launch ramp as it is now but they let themselves build it.

Mr. Simpson said the North Douglas Launch ramp has continuing interest.

#### Douglas Harbor –

Mr. Gillette said this would be completing the original Douglas Harbor plan which is paving the parking lot and adding landscaping. It was never completed because there was no funding. There would need to be more review, but to complete this it would be approximately \$750K to \$1M.

Mr. Janes asked if some basic landscaping could be done without cutting out the existing parking. Is there an intermediate stage of landscaping that could be looked at to satisfy the commitment to complete this project?

Mr. Gillette said one issue is the roadway would probably need some grade changes. We could look at breaking this up into phases and just do something along Savikko road to create the edge and landscape. This could be looked at again.

Mr. Ridgway asked if the City was going to be paving near Sandy Beach soon would it save Docks & Harbor money if we were able to add our paving project?

Mr. Gillette said if the City is doing paving near Douglas Harbor that would make sense to do our paving at the same time.

Ms. Cosgrove provided the Board with definitions for a need or want and short term or long term time length.

Needs are identified as projects that are critical to keeping existing facilities operational.

Wants are identified as good for moving a program forward or creating additional economic opportunities.

Short Term – Within two years

Long Term – Over two years

Ms. Cosgrove said the needs will not be prioritized, but the wants will.

The Board discussed and decided the wants/needs and long term/short term from the staff recommendation projects list in the packet.

Downtown Harbors Zinc Anodes – Mr. Uchtyl said we were able to leverage the remaining funds from the Aurora Harbor phase II project to do zinc anodes in all of Aurora so the only sites left is Douglas, Harris and Statter Harbor. (Short Term Need)

Downtown Marine Services Expansion – We are asking for the \$25M BUILD grant for this project. This is the highest need for commercial fisherman. (Short Term Want)

Juneau Marine Fisheries Terminal – We are also asking for the \$25M BUILD grant for this project also. (Short Term Want)

Harbor Wide Pump out Improvements – Mr. Schaal said the sewage needs have been addressed at all the Harbors. Staff came up with a plan at Douglas Harbor because the sewage connection is very difficult and having the pump out on the boarding float is very difficult with the weather. We also want to address some mechanical issues at Statter and Harris Harbors. These are lumped together to better our facilities for Clean

Harbors to provide all season pump outs at Douglas, Harris and Statter. Currently Aurora is the only all season pump out, Harris is at risk of freezing and the pump out is failing, Statter is only a summer system, and we don't have anything functional at Douglas. (Short Term Need)

Cathodic Protection Ph3 – Mr. Schaal said this would protect the sheet pile wall at Marine Park which would be removing the corrosion and applying the high grade long lasting coating to extend the life of the wall. (Short Term Need)

Downtown Bus Staging & Deckover- Mr. Gillette said this is our portion of the Archipelago lot. This would include the bus staging area, the deckover to create the open space, a pavilion/staging area to get out of the rain, and restrooms. Part of the \$15M ask for this project is acquiring the Archipelago property also. Mr. Bartholomew talked about funding sources/opportunities for this project. (Short Term Want)

### **10 Minute Break 6:08**

### **Back in session 6:19**

New Visitor's Center Kiosk – Mr. Gillette said this is currently under design. This will resolve ADA safety issues. (Short Term Need)

Aurora Harbor Phase III – Mr. Uchtyl said this is a \$7M project. We have \$1.5M from sales tax, and we should have another \$500K from harbors funds. If we are able to close out Aurora Harbor Phase II project we could have an opportunity to double the \$2M for Phase III. The Corps is planning on dredging the fall of 2019, winter 2020. He said staff is concerned about safety in this area of the harbor. He recommends to move forward with the project with what funds are available at the time of dredging even if we don't have enough to complete the entire project. Mr. Bartholomew talked about revenue sources for this project. (Short Term Need)

Auke Bay Wave Attenuator (FCSA) – Mr. Uchtyl said there is a potential for partnerships with some local agencies, \$500K would be our part. If the project moves forward, it could be a 80/20 split of a \$40M project. (Short Term Want)

Auke Bay Marine Station UAS Cost Sharing Agreement – Mr. Gillette said this is a commitment made with UAS when dividing the property. This will be the subdivision of the property. (Short Term Need)

Statter/ABMS elevated BayWalk – Mr. Gillette said this is part of the long term want at the ABMS. This was part of the plan for getting the property that would connect Statter Harbor by extending the baywalk and it is transportation oriented. We will apply for a BUILD grant for this project. (Long Term Want)

Add – ABMS Planning to the Potential Planning Efforts list.

Beneficial use Aurora/Harris Harbor Maintenance Dredging – (Short Term Want)

Statter Harbor Phase III – (Short Term Need)

3A –The dredging and the wall - \$3.5M (funded)

3B - The floats (under \$4M)

3C - Uplands (under \$3.5M)

Amalga Harbor Fish Cleaning Station – Mr. Uchytel said he is not confident extending the boarding float will improve the facility much. (Short Term Want)

**Short Term Project Need**

Downtown Harbors Zinc Anodes

Harbor-wide Pump-Out Improvements

Cathodic Protection Ph3

New Visitor's Center Kiosk

Aurora Harbor Phase III

ABMS UAS Cost Sharing Agreement

Statter Harbor Phase III

**Short Term Project Want**

Downtown Marine Services Expansion

Juneau Marine Fisheries Terminal

Downtown Bus Staging & Deckover

Auke Bay Wave Attenuator (FCSA)

Beneficial Use Aurora/Harris Harbor Maintenance Dredging

Aurora Harbor Fish Cleaning Station

**Long Term Project Need**

**Long Term Project Want**

Statter/ABMS elevated BayWalk

**VI. Prioritization of Docks & Harbors Capitalization Projects and Focused Efforts** – The projects will be prioritized at the Board meeting May 31st.

**VII. Adjournment** – The Strategic Retreat meeting adjourned at 7:09pm.