

# Haines Lutak Dock Project Chamber of Commerce Coordination Meeting Summary

12.16.2016



**Prepared For:**  
Haines Borough  
**Submitted By:**  
R&M Consultants, Inc.

**Chamber of Commerce Coordination Meeting:**

**Planning Assumptions for the Lutak Dock Design and Development**

MEETING INFORMATION

Date: Friday, December 16, 2016

Location:

Time: 12:00 PM

Meeting Attendees

**Haines Borough Staff:**

Brad Ryan, Public Facilities Director

Krista Kielsmeier, Public Facilities Executive Assistant

Shawn Bell, Harbormaster

Jan Hill, Mayor

Jila Stuart, CFO

**R&M Consultants:**

John Daley, PE Project Manager

Van Le, AICP, Planning & Stakeholder Outreach

**Chamber of Commerce Members:**

Mike Ganey, AML

Debra Schnabel, Chamber

Jeremy Stephens, proHNS

Andrew Gray, proHNS

Tony Habra, HBSD

Karen Garcia

Fred Shields

Bill Kugz

Stephanie Pattison, HAL

John Hagen

Pam Long, Haines Real Estate

Roger Schnabel, Southeast Road Builders

Sean Gaffney, Alaska Mountain Guides/Haines

Skagway Ferry

## **Purpose of Chamber of Commerce Meeting**

The Lutak Dock is in need of repair or replacement as it is nearing the end of its useful life. The Lutak Dock Project will outline feasible alternatives for the replacement or refurbishment of the dock. The Haines Chamber of Commerce invited the project team to provide a project update and overview to the Board and members.

To start the meeting, introductions were made by Brad Ryan, Borough Public Facilities Director. Van Le, R&M's Planning and Community Outreach Manager gave an overview of the community involvement to date and how comments have been helpful in the concepts development process. John Daley, R&M Project Manager, provided an overview of the project, the schedule and background on the decision to include refurbish or replace the dock before emergency repairs are needed. John discussed each of the 4 alternative designs being considered, including the pros and cons and cost estimates of each. The presentation included information on the FASTLANE Grant application and an update on its submittal schedule. John's overview was accompanied by a PowerPoint presentation, which is a reference to this summary and is available on the project website: [www.LutakDock.com](http://www.LutakDock.com).

The following is a summary of the topics discussed in the meeting:

**Question:** Where is the interface between the Borough and state at Lutak?

**Answer:** *The original dock Cells #1 through #4 are owned by DOT. These were removed due in part to a failure at cell 4. Cells #5 through #7 are owned by the Borough. The DOT removed the top portion of these and laid the slopes back with armor rock. This was done to stabilize the area near the ferry berth. The property lines are shown on the plan set available on the project web site.*

**Question/Statement:** At the community meeting last night, guests rehashed the RORO and mining discussion. Lutak doesn't work for mining as it is not suitable for ore terminals. POL site is better suited for this activity. It's a good barge facility and we should keep the status quo for Lutak.

**Answer:** *Agree. The Lutak Dock is well situated to provide general cargo support for mining and other resource development projects. It has limited space in the uplands and would need to be expanded significantly to provide an export terminal. There are other nearby sites that might be better suited for an export terminal.*

**Question:** What do the timber sale companies say about the design concepts?

**Answer:** *We have not talked to them about it due to the scope of the project. See previous question and answer. The primary purpose of the dock is to provide general cargo, consumer goods and fuel to the community. The economic aspects have been considered generally and Northern Economics conducted a Benefit-Cost Analysis which is posted on the project website. The takeaway from the analysis is that if goods had to be trucked into Haines instead of being barged through the Lutak Dock, the cost would be seven fold which will have an impact on the cost of consumer goods to Haines residents and businesses.*

**Question:** Is it possible to modify Alternative 1 with a smaller face of the dock with the pass/pass feature?

**Answer:** *Yes, we can mix and match different parts of alternatives, but we need to focus on the overall*



*concept more than the specific details right now.*

**Question:** Alternative 1 has a higher risk with the pile driving that's required. Does Alternative/Option 3 have the same requirement?

**Answer:** *All marine projects carry the risks associated with pile driving. DOT has geotechnical records that are helpful. We acknowledge the risk and will mitigate it with borings as part of the final design effort.*

**Question:** What is the economic feasibility for the current uses at the dock?

**Answer:** *It is difficult to look at all the existing and projected dock uses in detail, but the largest economic impacts will be for change of modes of transporting of goods to Haines from the Lutak Dock to trucking along the Highway. The cost of trucking goods into Haines, based on Northern Economics' Benefit-Cost Analysis Report, is seven times what it costs to barge goods into Haines. This will have a multiplier effect on the cost residents and businesses pay for goods.*

**Question:** Are there other opportunities for the dock to benefit Haines economically? We cannot use the dock space for non-marine uses. We would like to be able to export rock and similar materials. Aggregate is possible but we need to work with the Harbormaster on this. Lutak could not be competitive because of the 2 day window. We need more uplands to provide area for staging of materials.

**Answer:** *There are limited uplands at the Lutak Dock. As mentioned previously the primary focus of the dock is the continued use for general cargo, consumer goods, and fuel. It may help to look at what other communities in Alaska do with expanding uses or accommodating several types of uses at a marine facility. For example, the Port of Anchorage (POA) has a preferential use agreement but has larger uplands and transient yard to accommodate all the different users.*

**Question:** *Can Haines expand the Lutak Dock to improve our positioning for future economic opportunities?*

**Answer:** *Due to the small scope and budget of this project and constrained land area, we could not look at the full range of market and economic analysis of other opportunities. The project did include the possibility of expanding the Dock to accommodate future mining operations and found that it may be best to locate that at the old POL site and not at the Lutak Dock due to the limited uplands. There is also the Benefits-Cost Analysis report for the Lutak Dock that focused primarily on changing the current mode of barging goods through the Lutak Dock to trucking goods. The report is available on the project website: [www.LutakDock.com](http://www.LutakDock.com)*

## REFERENCES

- Meeting Sign-In
- PowerPoint Presentation