



City and Borough of Wrangell  
Port Commission  
AGENDA

Thursday, May 07, 2020  
6:00 PM

Location: Borough Assembly Chambers  
City Hall

Below is the **Revised** Zoom Call-in/Log-in Information

To Join by Computer:

<https://zoom.us/j/9078749282>

And Enter the Meeting ID: **907 874 9282**

Then Enter Password: **99929**

OR

To use your phone, call one of the following numbers:

+1 669 900 9128

+1 346 248 7799

+1 301 715 8592

+1 312 626 6799

+1 646 558 8656

+1 253 215 8782

And enter the Meeting ID: **907 874 9282**

Then enter the Password: **99929**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF MINUTES** (*MOTION - Move to approve the Minutes, as presented*)

a. Port Commission Minutes from 2/6/2020

**4. AMENDMENTS TO THE AGENDA**

**5. CORRESPONDENCE**

**6. PERSONS TO BE HEARD**

**7. HARBORMASTER'S REPORT**

a. Harbormaster Report

**8. COMMISSIONER REPORTS**

**9. UNFINISHED BUSINESS**

**10. NEW BUSINESS**

- a. GCI Cable Landing

**11. NEXT AGENDA ITEMS**

**12. ADJOURN**

## Minutes of the Wrangell Port Commission

**Held February 6, 2020**

Chairman John Martin called the Regular Port Commission meeting to order at 6:00 p.m., February 6, 2020 in the Borough Assembly Chambers.

PRESENT: Merritt, Martin, Mitchell

ABSENT: Yeager, Morrison

Harbormaster Greg Meissner was also in attendance.

### APPROVAL OF MINUTES

- a. Meeting Minutes from Regular December 5, 2019

***M/S: Mitchell/Merritt to approve the minutes, as presented. Motion approved unanimously by polled vote.***

AMENDMENTS TO THE AGENDA - None.

### CORRESPONDENCE

From Meissner, Letter of Resignation, effective June 30, 2020.

### PERSONS TO BE HEARD

Caitlin Cardinell stated that she agrees with a passenger head tax, or additional fees, said that the industry is booming.

### HARBORMASTER'S REPORT

Meissner reported on the following items:

- Cruise Industry Rates – to be discussed under Unfinished Business;
- Current activity for Harbor-Verbal report; Work in progress for harbor;
- Show in Seattle;
- Summer float bid for steel with local contractor;
- Shoemaker bay boarding float (aka boat launch float);
- Spot for gill netters to use and options;
- Water lines;
- Local police helping with vehicles left at harbor parking lots.

### COMMISSIONER REPORTS

Merritt questioned the status of the new lighting at Heritage Harbor. Meissner stated that all of the existing lighting will be changed to LED lighting, weather permitting.

Martin asked about Myers Chuck Summer Floats and what other projects are in progress, since Meissner has given his resignation.

Meissner stated that the floats need replacing; getting estimates of costs and time frame. Staff is being kept up to date of all projects.

### UNFINISHED BUSINESS

**10a Discussion Only:** Cruise Industry Rates.

Meissner presented Cruise Ship dockage, Port Development, traffic, head counts and estimated possibility of head tax fee to create more revenue for Wrangell or other options to raise fees for 2021 at earliest.

Item a.

Mitchell requested that Meissner to present a plan of what he would like to have in place.

Martin asked if we have addressed all the harbor fees and rates. Meissner stated that several fees were in place; working on an Ordinance that would take the rates out of the Municipal Code; scheduled for the Assembly to consider at the next Assembly meeting on 2-11-2020 for first reading of Ordinance.

#### NEW BUSINESS

**11a** Tyler Thompson Marine Service Center Lease Lot Size Increase:

***M/S: Merritt/Mitchell to Approve.*** Motion approved.

#### NEXT AGENDA ITEMS

Work Session on Cruise Industry Rates at 5:00 pm on March 5, 2020

Mitchell stated that he will be out of town until 3-9 and will miss this meeting.

The next Regular meeting will be on March 5, 2020 at 6:00 p.m. with the Work Session to be held at 5:00 p.m.

Regular meeting adjourned at 6:55 p.m.

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John Martin, Chair

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Port Secretary

# Harbormaster's Report

## May 2020

**Coronavirus-** As you can imagine things have been a bit crazy in the midst of the covid-19 epidemic. All activities are being handled differently than before and the traffic flow has slowed right down. We are getting boatyard business but it is at a much lower pace. The state mandates come out pretty rapidly and things are changing all the time. Early on the city was very protective and proactive in making sure people and or boats that were out of towners were as low as possible when it came to being a possible threat to the local population. During that time we did turn down 2 boats from Ketchikan because at that time Ketchikan was getting a new covid case daily. Since then mandates have come out and things are different.

We are open for business and taking vessels from anywhere. The traveling vessels must be part of the essential critical businesses and fishing is part of that group. There are guidelines that fishing fleet must follow and are outlined in mandate 17. Out of states vessels or owners who fly into Wrangell from out of state to get on their vessels must quarantine for 14 days as stated in mandate 10.

But with all that said we are open and doing the best we can.

**Cruise ships-** All large ships have been cancelled until July 23<sup>rd</sup>. We are not totally sure what the companies are doing but some have cancelled the season and some say they are coming late in season but again, things change on a regular basis. Smaller ships still want to come when they can but state mandates need to change as they are not essential. We will just play it by ear.

With the fishing season looking bad and Trident not opening, cruise season not looking good and the boatyard slow, I offered to stay employed through September to help with the budget and the whole coronavirus stuff. Figured it was a bad time for a transition.

So you are stuck with me for a little while longer. Sorry !

The crew has been out pressure washing floats and when that gets caught up we will start other maintenance projects. With all the uncertainty I am not sure if I will be staffing up as usual in the spring with the budget being in the tank this year. We will just chug along and do the best we can and keep you all informed.

## CITY & BOROUGH OF WRANGELL, ALASKA PORT COMMISSION AGENDA STATEMENT

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	May 7, 2020
	<u>Agenda Section</u>	<b>10</b>

GCI request to relocate the submarine cable beach access

SUBMITTED BY:

Greg Meissner, Harbormaster



ATTACHMENTS: 1.

### RECOMMENDATION MOTION

Move to approve GCI's request as shown on submittal.

### SUMMARY STATEMENT:

GCI currently has its submarine cable come into the beach next to the old baseball field which is now the community garden area. From there it hits the aerial lines and to its hub building. The submarine line also leaves the beach area and goes towards Petersburg.

The incoming line crosses over the SEAPA power line out towards Five Mile Island. SEAPA will be doing some repairs to its line in that area so GCI is looking to redirect the incoming line to a new location. Their plan is to come through Chichagof Passage and come ashore at the Institute Beach area. From there it would hit the aerial lines and to the hub building.

From a Port and Harbors standpoint I do not see any reason why this could not happen. Because it is a recreational area GCI needs to make every attempt to make as little as impact on the area as possible.

## *City and Borough of Wrangell, Alaska*

Date: May 1, 2020

To: Port Commission

From: Carol Rushmore, Economic Development Director

Re: GCI request for a new submarine cable landing across city tidelands

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The enclosed information was provided by GCI. SEAPA is going to be doing cable repair this summer to the submarine cable. The GCI submarine cable crosses over the SEAPA line and lands at City Park at the KSTK communication tower. The line exits at the same location and continues toward Petersburg. GCI is looking to move the line that comes up from Ketchikan to land on the south end of Shoemaker Bay Park in order to eliminate crossing of the SEAPA line. The north exit from City Park towards Petersburg will remain. The change will keep the lines separate throughout the area.

The Planning and Zoning Commission, Superintendent of Municipal Light and Power and Director of Parks and Recreation will also be reviewing the proposal for impacts to the Park, Electrical poles and community in general.

Bruce Rein of GCI who I have been talking with, did indicate that they are also talking to Alaska Department of Transportation for the upland landing and vault to be located just on the other side of the Park property boundary in the highway right-of-way. Either landing location will need to cross City owned tidelands and require an easement. The Port Commission per Wrangell Municipal Code reviews all request for proposals within the tidelands and makes a recommendation to the Assembly.

Additional questions were asked by staff regarding the cable within the tidelands and Mr. Rein's email response is included.



**From:** Bruce Rein <brein@gci.com>  
**Sent:** Monday, April 20, 2020 12:12 PM  
**To:** ecodev@wrangell.com  
**Subject:** GCI cable relocation  
**Attachments:** new langing site.pdf; Wrangell subfiber.jpg; Cables Wrangell .pdf; Wrangell area.jpg; vaults & trench.pdf

Hello,

I am copying you on letter I sent to City of Wrangell as it appears from the website the coastal planning and economic development fall under this department. Have a physically diverse fiber cable system into Wrangell makes the fiber optic services in and out of Wrangell much more secure. Please let me know if you have any questions on this proposal.

To the City of Wrangell,

RE: Cable Relocation to Avoid Conflict with SEAPA Submarine Cable

I am writing to you to start the discussion and process to obtain a permit to move the landing point of GCI's submarine cable that currently runs between Ketchikan and Wrangell. This move has been under consideration since the 2012 faults of the fiber optic cable just offshore of Wrangell. These damages were apparently caused by sediments slumping off the Stikine River delta causing turbidity flows out through the Stikine Straits. By moving the cable out of the upper reaches of the Stikine Straits to Chichagof Passage it will greatly reduce the likelihood of this cable being damaged from another slumping event. This will provide a much higher level of reliability for the GCI provided services in Wrangell.

Currently one of the SEAPA power cables crossing Stikine Straits is damaged and must be repaired. Since this cable lies under the GCI cable, GCI is attempting to relocate its cable prior to the SEAPA work to remove the conflict at this cable crossing. SEAPA would greatly appreciate the relocation of the GCI facilities to allow them easier access to maintain the cables in the Stikine Straits between Woronkofski Is and Vank Is. SEAPA is pushing to do the cable repair prior to the winter of 2020/2021. This forces GCI into a tight timeline and is requesting fast action on locating and approving a new cable landing location along Chichagof Passage.

GCI identified an acceptable landing as depicted in the attached map which would cross the parcels:

Parcel 03-009-240 Plat 98-14  
Parcel 03-007-499 Plat 99-8

GCI is applying to the State of Alaska DNR for the submarine lands easement to allow this reroute and one of the requirements of the DNR is to show GCI has the permission to land the facility. This makes it very important that GCI obtains the permission from the city or at least an intent to provide GCI permission to land the cable at the earliest date possible.

Please review the attached documents and let me know the process to obtaining the requested approvals to allow the cable to be landed on city property. Your assistance is greatly appreciated and I am truly sorry about the limited time we have to react to meet SEAPA's schedule.

All the Best,



**Bruce Rein**

**Director Submarine Assets – Network Services**

907.229.5920 – Mobile

907.868.5633 - Office

**From:** Bruce Rein <brein@gci.com>  
**Sent:** Monday, April 27, 2020 1:37 PM  
**To:** Carol Rushmore  
**Cc:** Sharee Tserlentakis (Marin)  
**Subject:** RE: GCI cable relocation  
**Attachments:** city information.pdf

Carol,

Tomorrow afternoon I have meetings from 2 to 4 – but open noon to 2 and after 4.

I added more maps – I am currently fairly flexible on route. I will plan to do detail marine survey of the route and once that happens I will be more locked in. The idea is to avoid crossing the SEAPA power cables and use the GCI cable that extends to Shoemaker Cove area currently. Since land cable is much more prone to damage GCI rather not land the cable any further south along the Zimovia highway.

To answer your questions. In general GCI would request a 10 ft wide easement for the cable and vault with a temporary 20 ft wide construction easement to allow for installation equipment and side dumping of trench materials prior to back fill. Once the construction is completed the easement can be used for other compatible purposes as long as GCI could have access in the event there is a cable damage and the repair requires access. All structures will be buried underground including the vault if desired and GCI will only access the vault and or the cable if there is damage to the cable that requires access to repair. No fence is required, we do like to place marker stakes at the vault and at the edge of the Highway ROW to remind people to call for locates before they dig.

The tower at the current landing site existed prior to the landing and we had to get letter of non-objection from local radio station that uses that tower to allow us to co-locate at that site. That tower has nothing to do with the submarine cable landing. There will be no tower placed at the landing site in Shoemaker cove. The easement at the current landing will have to remain and cannot be vacated. There are two cables that land at current site. One cable heads to Petersburg and the other cable goes to Ketchikan. We plan to only relocate the cable going to Ketchikan at this time as that is the only cable that crosses the SEAPA power cables. This separation provides Wrangell with much more fiber security as it is much less likely that a single event can wipe out both cables, like happened in 2012.

We will need to review the pole structure in accordance with the GCI attachment agreement with the powerline and if the nearest pole is not able to handle the addition of a fiber cable GCI will either elect to underground the cable all the way to the pole GCI currently occupies or replace the pole at its cost in accordance to the attachment agreement. This additional undergrounding would be on ADOT ROW. The first pole GCI attaches to will require drop conduit and guide which follows the attachment requirements. GCI will apply for pole attachments once it is determined where the cable can be landed.

Hope I captured your questions.

bruce

**From:** Bruce Rein <brein@gci.com>  
**Sent:** Thursday, April 30, 2020 5:50 PM  
**To:** Carol Rushmore  
**Cc:** Sharee Tserlentakis (Marin); Greg Meissner  
**Subject:** RE: GCI cable relocation

Carol,

These are all good questions and very valid. The plan would be bury the cable in the tidal zone (MHHW to MLLW) the cable is very robust so more of manner of ensuring the cable is out of sight and no possible suspended cable to catch any other activity happening on the beach. We have installed cable across several active tidelands such as the very popular Seward and Homer waterfronts and the dipnet beach front at Kenai river mouth. GCI has yet to experience any conflict with any personal fisheries in Alaska including pot, bottom long line and shore gill nets at any of its over 46 various submarine cable landings within the State of Alaska. GCI wants to keep it that way and will work to ensure Shoemaker cove landing has no long-term impact to current recreation use of the area.

There will be temporary disturbance of the tidelands, the cable is small just over 1 inch in diameter and the target burial is 18 inches so that a small tracked excavator and even hand digging can accomplish the work in a couple tide cycles. GCI can adjust the landing schedule but does need to meet SEAPA's repair schedule. If there is a period of time the area has high useage, GCI will try to avoid the relocation during these periods.

The current cable was initially a concern to the local commercial shrimp fleet as the cable is surface laid below MLLW. I have not received any reports of any commercial gear encounters with the existing cables and the local boats out of Wrangell or Petersburg. Salmon fisheries have no or very limited contact with the seafloor and thus the cable has no interaction with salmon fisheries. Bottom fishing such as pot and long line do not conflict with laid cables, the only concern is to ensure the cable is not laid over any set gear. The lay operations will be well advertised to let fishermen know the schedule and location of the installation, in addition the vessel will be on lookout for set gear during the lay and we may deploy a guard boat to ensure the path is clear for the cable lay. When the cable is laid properly experience shows cables do not interfere with commercial fishing activities.

The cable is carefully paid out to ensure it conforms to the seafloor to avoid cable being suspended of the seafloor. To do this GCI will first conduct a detail marine survey of the proposed route and then engineer the cable installation to determine payout and bottom slack. Finally the CS Cable Innovator which is a DP2 controlled vessel with very accurate cable machinery and laying capabilities will be used to deploy the cable. Due to advances in cable ship capabilities since the original installation the reroute will likely be installed in a better state than the original cable. All that said, GCI is very open to understanding where the highest effort of fishing is located and working to avoid those areas if possible. If someone can mark up any concerned area I will do my best to route the cable to avoid any chances of interferences.

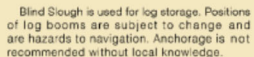
The short answer is the cable will be buried on tide flats but surface laid the rest of the relocation.

Thanks for the review

bruce

**From:** Carol Rushmore <ecodev@wrangell.com>  
**Sent:** Thursday, April 30, 2020 4:09 PM  
**To:** Bruce Rein <brein@gci.com>





**NOTE**  
Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.



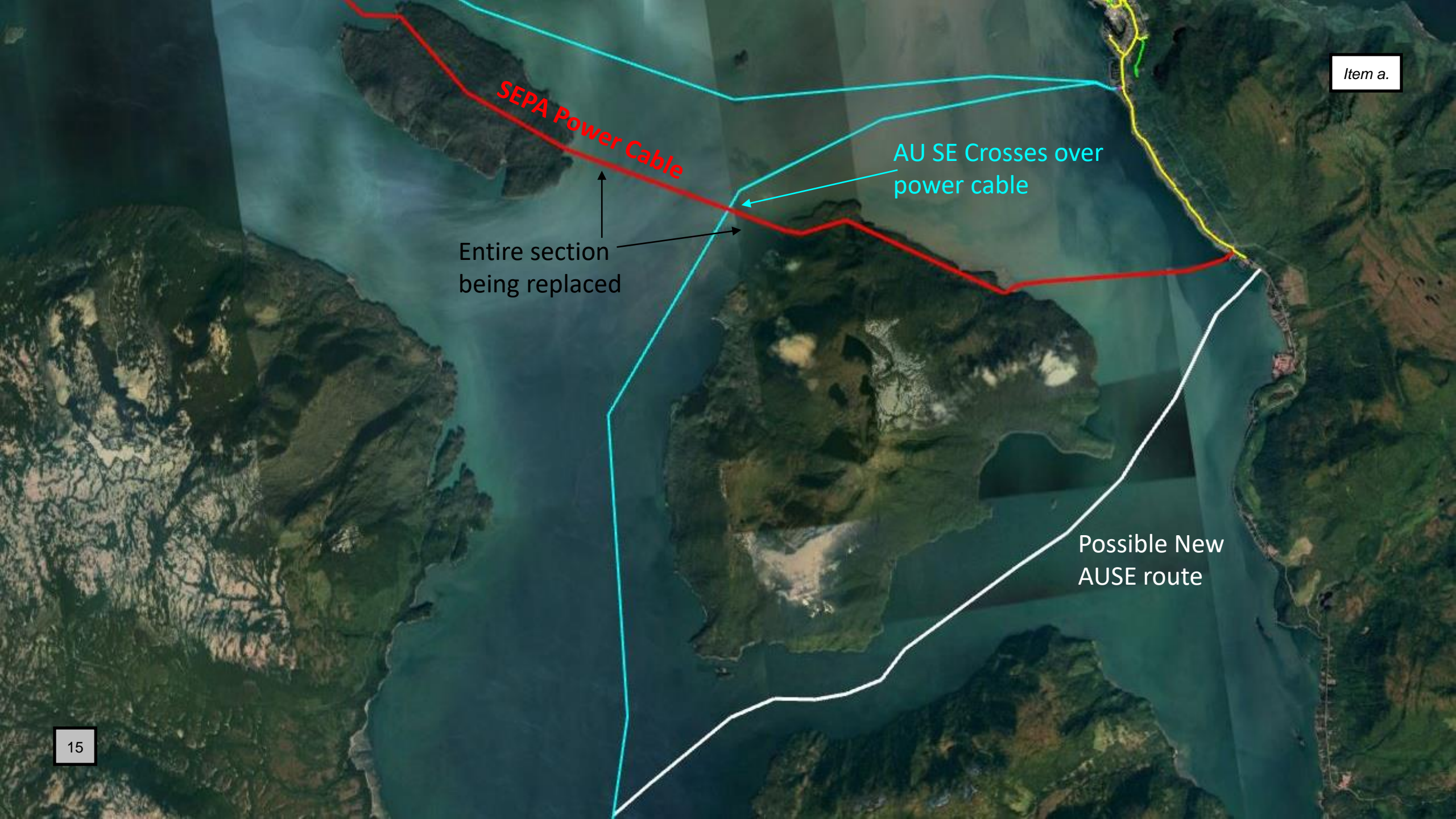
**Wrangell Re-route**

Red stars are locations of previous cable damage

- Fiber Legend
- GCI O/H
  - GCI U/G
  - GCI SubSea
  - AWN
  - By Others







SEPA Power Cable

AU SE Crosses over  
power cable

Entire section  
being replaced

Possible New  
AU SE route



## Shoemaker Cove Area

Land cable as indicated and build short underground segment to closest pole extend fiber to that pole. Set cable vaults at beach landing and near base of pole.

Construction the same as the original build near town, same type pf cable. Installation would hopefully be done in August.





## Shoemaker Cove Landing

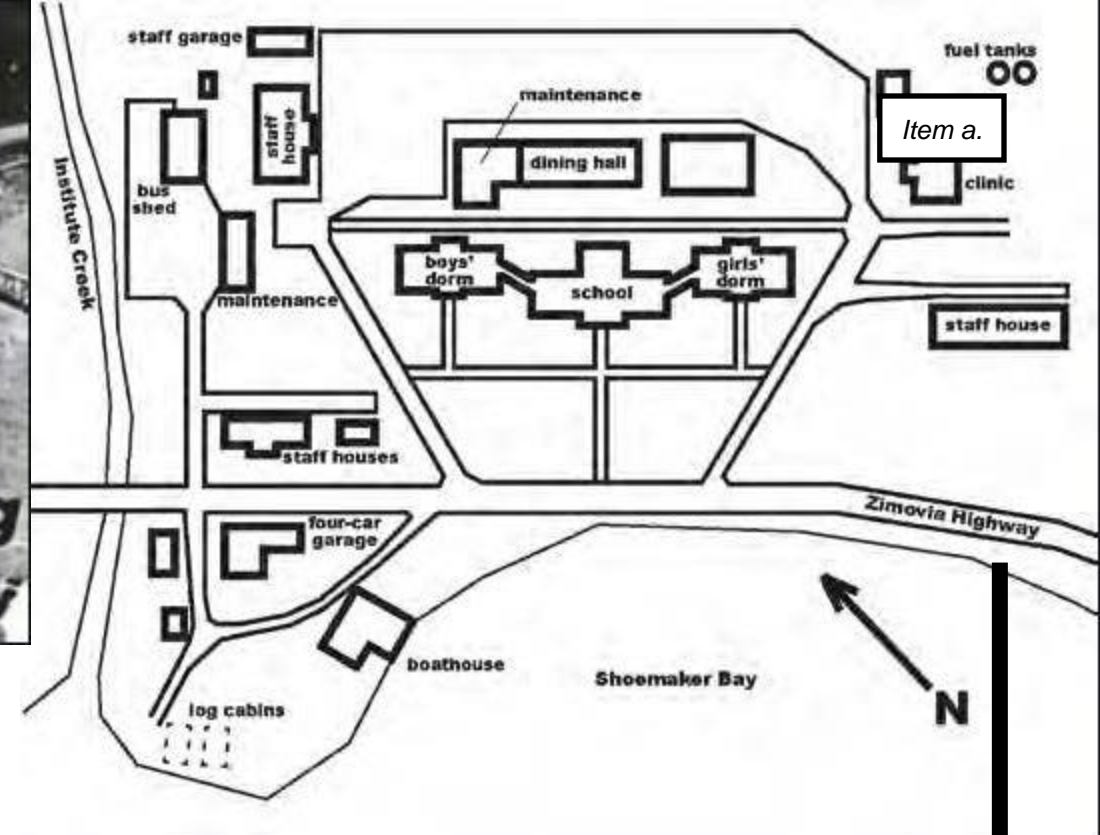
- All underground from vault to pole line
- no above ground structures
- Cable buried in tidelands
- Property lines maybe skewed could possibly land on AK DOT land
- Portion parallel to highway would be placed in AK DOT ROW if possible



Plat 99-8  
Parcel 03-007-499

Plat 98-14  
Parcel 03-009-240





## Wrangell Institute Possible Historic Interest

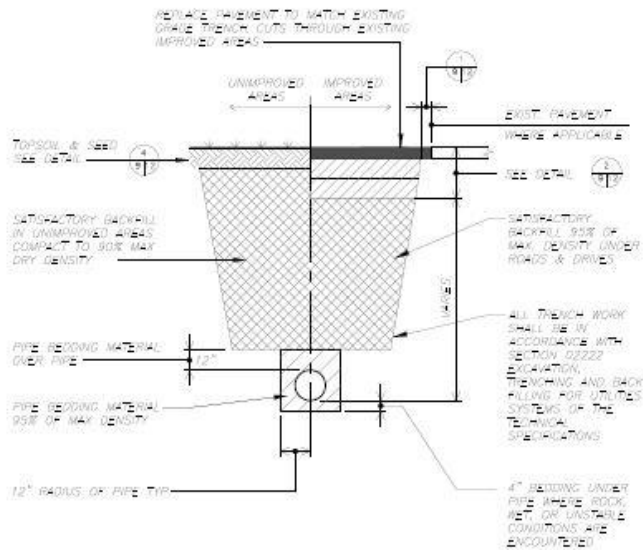
Would like to ensure the cable path is away from any ruins of old pier and well away from the boat house



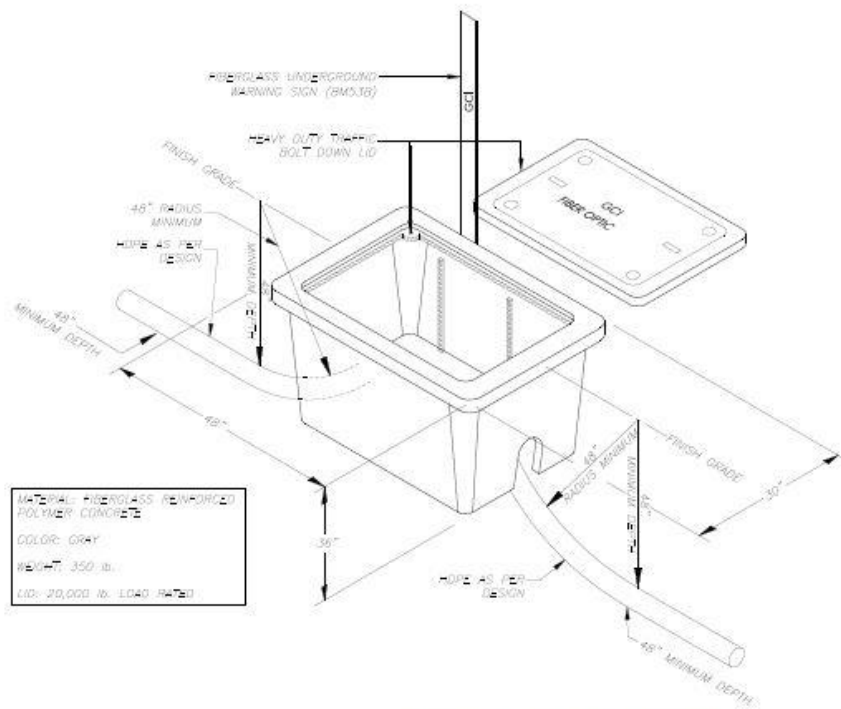
## Shoemaker Cove Area Considerations

- Avoids crossing  
SEAPA Power Cables
- GCI has Fiber cable
- Extension to area
- Protected public shore line





1 TYPICAL TRENCH SECTION  
NTS



② TYPICAL (3048) VAULT DETAIL  
NTS

NOTES:

1. VAULT SHALL BE SET LEVEL WITH JDS FLOSH TO FINISH GRADE. COMPACT ALL MATERIAL AROUND VAULT TO PREVENT SETTLING. (SEE BELOW)
2. ALL BOLTS TO BE TIGHTEN TO MANUFACTURER SPECIFICATIONS.
3. SEE TYPICAL VAULT DUCT/DUCT ENTRANCE AND CABLE RACKING DETAIL SEE SHEET 14 OF 15.
4. ALL SWEEPS INTO AND OUT OF VAULT SHALL HAVE NO LESS THAN A 48" RADIUS, OR HAVE A GREATER THAN 45° (DEGREE) ANGLE
5. VAULT AND 45000-PIED HARDWARE WILL BE PROVIDED BY DCI CONTRACTOR TO COORDINATE PICK UP ARRANGEMENTS WITH DCI
6. CONTRACTOR TO PROVIDE SELECT MATERIAL AND SHALL BE RESPONSIBLE TO THE VAULT PLACEMENT



STEP 1. PREPARE THE EXCAVATION APPROXIMATELY 6" DEEPER THAN THE DEPTH OF THE VAULT THEN ADD 6" TO 8" OF GRAVEL OR CRUSHED ROCK FOR DRAINAGE.



STEP 2 PLACE WALT IN HOLE WITH TOP AT FINISH GRADE LEVEL



STEP 3. BACKFILL AND COMPACT AROUND BOX WITH SELECT MATERIAL TO FINISH GRADE LEVEL.

STEP 4. IF FINISH GRADE LEVEL IS RAISED LATER (THROUGH LANDSCAPING, ETC.), A STRAIGHT SIDED BOX CAN BE PULLED UP AND BRICKED AT THE BOTTOM ON ONE OR FOUR SIDES TO CONFORM TO THE LANDSCAPE.