

Manager's Update – March 16, 2023

Waterfront Lease Ordinance Amendments: A list of proposed amendments to the waterfront lease ordinances (23-03, 23-04, 23-05, and 23-06) is included in the Assembly's meeting packet. These proposed amendments have the following effects: 1) the most current appraisals will be attached to and referenced in each of the ordinances; and 2) the lease ordinances will reflect the current proposed terms of the leases, based on negotiations that continue this week. The negotiations have been extensive, but all parties have worked hard to come to agreements; thank you to representatives of Petro 49, TEMSCO, Cruise Line Agencies Alaska, and Alaska Marine Lines (AML) for your time and effort.

Solid Waste Transfer Station: Due to complications with the Municipality's requirements related to the bid schedule for this Request for Bids (RFB), Administrative staff recommends that the Borough Assembly reject all bids for the Solid Waste Transfer Station project and reissue the RFB after more work is done to provide clarity on the Municipality's requirements for the project. If all bids are rejected, the proposal in the Assembly meeting packet for Construction Administration/Management will need to be updated; therefore, staff recommends removing item 9C from the agenda. Item 9D related to AP&T's line extension agreement for the project is still valid and can be considered by the Assembly.

Rockfall Protection Plan Letter: Last week, Shannon and Wilson issued a letter to the community of Skagway and its cruise industry partners, co-signed by management of the Municipality of Skagway and White Pass & Yukon Route, regarding its Railroad Dock Rockfall Protection Plan (see attached). The letter details the rockfall protection plan, and it also includes a peer review memo from Haley & Aldrich and preliminary dock protection schematics. I am very appreciative to Shannon & Wilson, White Pass & Yukon Route, Haley & Aldrich, and KPPF for working together to develop and finalize these plans.

Update on AP&T Submarine Cable Project: I met last week with representatives of AP&T regarding its project to install a submarine power cable that terminates in Smuggler's Cove. One of the benefits of this project to the Municipality is that once the new cable is installed, the old, degraded submarine cable in the Port of Skagway was to be decommissioned, which would remove obstructions to port development. In our meeting, AP&T indicated that it would now like to keep the old submarine cable in place indefinitely so there is power grid redundancy when needed; however, this would mean that the obstruction in the port would remain, and the port redevelopment project will need to account for the submarine cable's presence. I suggested that the old submarine cable could still be in commission for one to two months instead of indefinitely, as long as it does not interfere with the Ore Peninsula Redevelopment project. This would provide redundancy while AP&T tests and commissions the new submarine cable.

Skagway Public Library Director Update:

The Library has been working on reorganizing some of our book collection, making the sections easier to navigate and browse. Visitors will notice that the Children's Room now has designated sections for "Early Readers," "Kids Chapter Books," and "Kids Graphic Novels," along with the usual shelves of picture books. Among the fiction shelves, a new section of "Classic Literature" has been added for those titles that never go out of style!

The final round of the Tournament of Books is currently happening and will wrap up on Sunday, April 2nd. Between then and now, everyone in Skagway is encouraged to read the two finalists (Hernan Diaz's Trust and Douglas Stuart's Young Mungo) and cast their vote for the Tournament winner.

Finally, in the office, the Director is currently working on the application for our annual Public Library Assistance grant which, if awarded, will start in July of this year to help fund the library's collection.

March 7, 2023

The Community of Skagway
and Their Cruise Industry Partners
PO Box 415
700 Spring Street
Skagway, Alaska 99840

RE: RAILROAD DOCK ROCKFALL PROTECTION PLAN, SKAGWAY, ALASKA

To the Community of Skagway and Their Cruise Industry Partners:

Since July, 2022, Shannon & Wilson has been providing geotechnical and design services related to the natural slope along the White Pass & Yukon Route Railway (WPYR) Dock in your community. We have come to appreciate how important the cruise industry is to your community and continued, full capacity use of the WPYR Dock is an important part of the economic viability of your community.

In order to allow for full mooring at the WPYR Dock in 2023, we have developed a plan that includes improved on-slope rockfall mitigation, rockfall barriers on the dock, controlled use of the dock, and continued monitoring of the unstable rock mass. These measures address the primary source of risk which is continued rockfall from the slide feature on the north end of the dock as well as other risks associated with rockfall similar to that experienced south of the main slide. Our mitigation approach includes:

- On-slope protection consisting of heavy scaling which has already been completed and also including draped mesh and two mesh attenuators on the main slide feature at the north end of the dock.
- Dock surface barriers consisting of interconnected concrete blocks and rockfall fencing to block falling rocks, as well as sand on the dock surface to dissipate energy of falling rocks on impact.
- Controlled use of the docks such that only bus traffic will be allowed on the dock. Spotters will also be used to control bus traffic under the high-risk zone at the north end of the dock.
- Redundant monitoring with instrumentation installed by WPYR and a new, automated total station monitoring system at the base of the slope.

- System testing will occur after mitigation is constructed to ensure that the mitigation measures are performing to the designed level of protection.

The rockfall mitigation plan we have developed has been designed to provide a minimum protection level of 99 percent catchment at the west edge of the dock along the full length of the dock. Total catchment behind new barriers on the dock are 99 percent of all rocks in the high-risk zone at the north end of the dock. Design protection levels behind barriers to be installed on other portions of the dock are in general conformance to guidelines established by Departments of Transportation in Washington and Oregon. These levels of protection are consistent with requirements for transportation infrastructure in areas of similar risk. We believe that such a high standard of protection is important to show you and your cruise industry partners that passenger/user safety is of the utmost importance when it comes to protecting the viability of Skagway.

The Municipality of Skagway and WPYR will be following up in the coming weeks with a comprehensive passenger transportation plan that will operate within the protections outlined above. That plan, in concert with these mitigation measures, will provide a high level of protection and efficient transportation for guests to and from the ships on the Railroad Dock.

CLOSURE

To indicate that the various entities involved with this project are in agreement with and endorse the above-described plan, we have included several co-signers of this report. Additionally, attached is a review memorandum from Haley & Aldrich who are the geotechnical engineers reviewing the plan for WPYR. Should you have questions or comments regarding the information contained herein, please contact the undersigned. We look forward to continuing to work with you on this project and appreciate the opportunity to be of service to your community.

Sincerely,


SHANNON & WILSON



Kyle Brennan, PE
Vice President



Rex Whistler, PE
Geotechnical Engineer



Brad Ryan
Municipal Manager, Municipality of Skagway



Tyler Rose
Executive Director, WP&YR

Enc. Haley & Aldrich Memo re: WPYR Skagway Rockslide
 On-Dock Rockfall Barrier Plan Sheet Drawings



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206.324.9530

MEMORANDUM

28 February 2023

File No. 0202442-000 (154099003)

TO: White Pass & Yukon Route Railway
Tyler Rose

C: SSA Marine
Ari Steinberg

FROM: Haley & Aldrich, Inc.
Rolf Hyllseth, Senior Project Manager
Garry Horvitz, P.E., Senior Principal
Pali Consulting, Inc.
Tim Blackwood, Principal

SUBJECT: WP&YR Skagway Rockslide - Rockfall Risk Evaluation and Peer Review Modeling
S&W Railroad Dock Rockfall Protection Plan
Skagway, Alaska

This memorandum summarizes our rockfall risk evaluation and peer review for the Railroad Dock Rockfall Protection Plan proposed by Shannon & Wilson, Inc. (S&W) on behalf of the Municipality of Skagway (MOS). This dock protection/risk mitigation plan is based on rockfall analysis of the South Chute of the main Skagway Rockslide near the north end of the Railroad Dock in Skagway, Alaska (hereinafter referred to as South Chute).

Haley & Aldrich, Inc. and their subconsultant, Pali Consulting Inc., have been monitoring the Rockslide movement and providing rockfall risk reduction mitigation recommendations to White Pass & Yukon Route Railway (WP&YR) for the North and South Chutes of the main Rockslide since 2018. In July 2022, the MOS contracted with S&W to consult on rockfall hazard from another portion of the slope where a new rockfall event occurred on 23 June 2022, approximately 500 feet south of the South Chute. Their scope was later expanded to include rockfall hazard evaluation/mitigation for the South Chute and elsewhere on the slope above the dock.

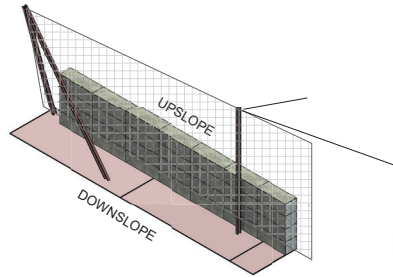
Our evaluation/peer review included the following two tasks:

- A quantitative assessment of risk to dock users from South Chute rockfall; and
- An independent analysis of the rockfall modeling completed by S&W to support their proposed Rockfall Protection plan.

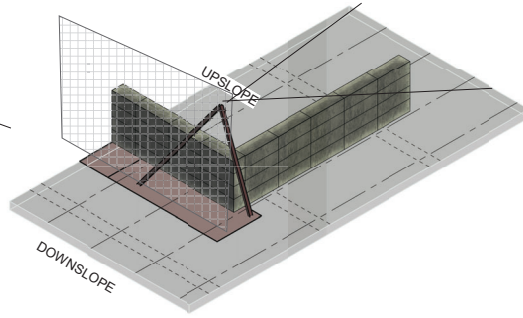
Following our rockfall risk evaluation and independent analysis of the rockfall modeling completed by S&W, we offer the following conclusions:

- The S&W rockfall mitigation design approach appears to be reasonable based on our understanding of site conditions and generally accepted rockfall design practice in the United States, although it is not a risk-based analysis (likely conservative based on our risk evaluation);
- Depending on what risk level is considered acceptable for the Skagway Railroad Dock facility, the currently proposed S&W Railroad Dock Rockfall Protection Plan may be conservative; and
- Based on the above, we conclude that the proposed S&W rockfall mitigation design and dock protection plan supports the proposed 2023 dock operations.

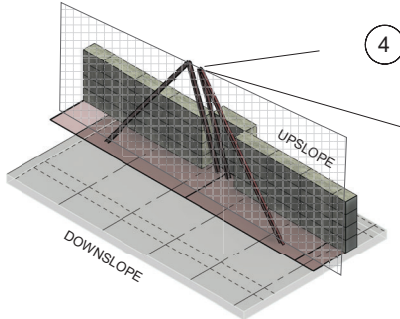
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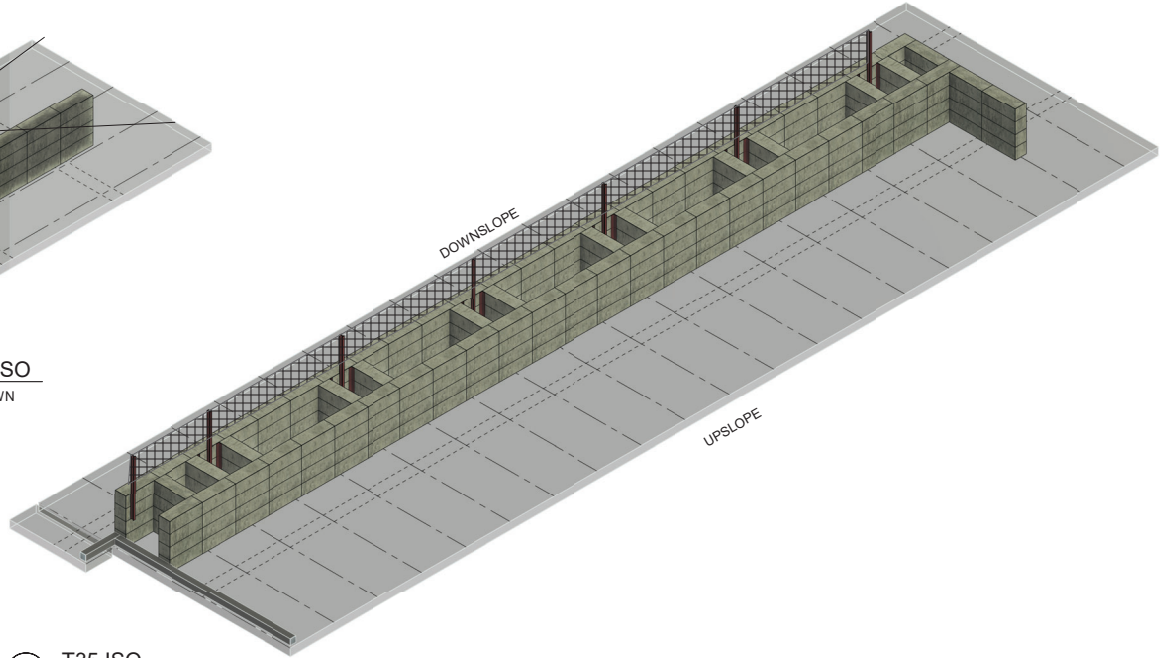
2 GBE-500 NORTH END ISO
*NETTING AND CABLES NOT SHOWN



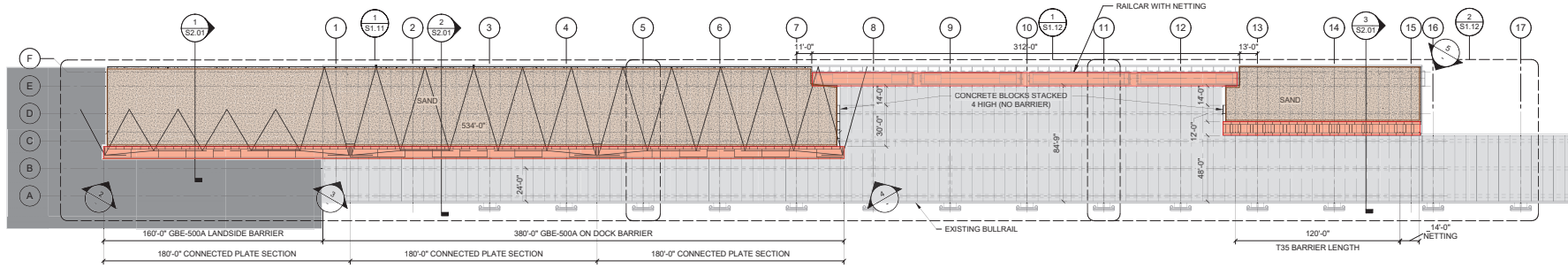
4 GBE-500 SOUTH END ISO
*NETTING AND CABLES NOT SHOWN



3 GBE-500 INTERMEDIATE ISO
*NETTING AND CABLES NOT SHOWN



5 T35 ISO
*NETTING AND CABLES NOT SHOWN



1 ROCK BARRIER OVERALL PLAN
1" = 40'-0"



NOTES:
1. RAILCAR DIMENSIONS AND LOCATION APPROXIMATE.
2. TOTAL NUMBER OF CONCRETE BLOCKS: 637

PRELIMINARY - NOT FOR CONSTRUCTION



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SKAGWAY RAILROAD DOCK PROTECTION
ROCK BARRIER OVERALL PLAN AND ISO VIEWS

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| DRAWN: | PROJECT NO.: | 1800156 |
| DESIGN: | SCALE: | 1" = 40'-0" |
| CHECKED: | DATE: | 02-14-2023 |
| DRAWING NO.: | S1.01 | |
| SHEET NO.: | OF | |

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