

MUNICIPALITY OF SKAGWAY

Brief History: Skagway was originally known by the Tlingits as Skagua, meaning “windy place;” it was used by the Chilkoot and Chilkat Tlingit for hunting and fishing. In 1896, Skagway acted as a key departure point for the Klondike Gold Rush and later became the first incorporated city in Alaska. It served as a major staging area again during the construction of the Alcan Highway during WWII. State ferry traffic, Klondike Gold Rush Historical Park, and White Pass and Yukon Railroad bring tourism to Skagway. In addition to tourism, Skagway continues its heritage as a link to the interior and the Yukon, as a transshipment terminal for mineral ore, timber, and other goods. During the Gold Rush era the Yukon Railroad was built. After the prosperous Gold Rush years had passed for Skagway, the population and economy stabilized around the railroad industry. Today, the tourism industry is Skagway’s economic mainstay.



Photo by: Jed Greenstreet

Pronunciation:	(SKAG-way)
Population (2007):	846
Shoreline:	63 miles
Coastal Area:	154 square miles
Annual Precipitation:	26"
Annual Snowfall:	39"
Hours of Daylight Summer:	18 hours, 40 min
Hours of Daylight Winter:	6 hours, 7 min
Regional Native Corporation:	Sealaska Corporation
Legislative District:	5 C



Division of Coastal & Ocean Management



**STATE OF ALASKA
COASTAL IMPACT ASSISTANCE PROGRAM**

Municipality of Skagway

The Municipality will be conducting this project as a legislatively named CIAP recipient
on behalf of the State of Alaska

PROJECT TITLE: Skagway Small Boat Harbor Improvement – Phase B

PROJECT CONTACT

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PROJECT LOCATION

Skagway is located 90 miles northeast of Juneau at the northernmost end of Lynn Canal, at the head of Taiya Inlet. It lies 108 road miles south of Whitehorse and is just west of the Canadian border with British Columbia. It lies at approximately 59.458330° North Latitude and - 135.313890° West Longitude (Sec. 11, T028S, R059E, Copper River Meridian).

PROJECT DURATION

2

ESTIMATED COST:

Spending Estimate (\$11,000,000)				
TOTAL	Year 1	Year 2	Year 3	Year 3.5
\$85,693	\$57,128	\$28,565		

Funding per Allocation Year of CIAP (\$)				
TOTAL	FY 07	FY 08	FY 09	FY 10
\$85,693				\$85,693

PROJECT DESCRIPTION:

This project, Phase B of the Skagway Small Boat Harbor Improvement Project, seeks CIAP funds to support the replacement of the Skagway Harbor floats and docks. This project will directly protect Skagway's coastal area by replacing a deteriorating float and dock system that is decaying into the surrounding coastal waters and posing a significant threat to the nearshore environment by releasing pollutants such as creosote, pentachlorophenol and chromated copper

arsenate into the coastal water. This project seeks to stop the decaying and deterioration of the dock and other areas of the small boat harbor into coastal water that could have a negative effect on the wildlife, sea life, and coastal land in the area. The project will have the indirect benefits of improving access to the Skagway Harbor, allowing a larger number of people access to the coastal facility, and increasing the safety of harbor users by replacing a structurally-unsafe float and dock system with a structurally-sound system.

A companion project being funded by the Municipality of Skagway includes dredging the harbor entrance and the area directly north of the entrance. The severe tide fluctuations and past wave activity has caused a tremendous silt build up within the harbor itself, causing boats to bottom out. To alleviate most of the wave activity the facility has experienced in the past, the Municipality recently constructed a harbor surge control, which has nearly eliminated the wave activity and the buildup of silt in the harbor. The severe high tides also cause steep inclines on public access ramps, severe gaps between floats, and unbalanced floats, all which are a safety issue to patrons.

Background

The Skagway Small Boat Harbor, a facility used both commercially and by recreational users alike, has been in serious disrepair for many years, creating dangerous conditions and deteriorating infrastructure. The facility's is decaying into the surrounding waters; causing potential harm to sea life, wildlife and other natural resources.

Sinking floats, rotting docks, vessels bottoming out because the harbor basin is uneven and not to a suitable depth for a commercial harbor facility; these are just a few of the issues the Municipality has encountered over the last couple of years. But the issues are becoming more prevalent as time passes.

Because of Skagway's silt-filled waters, the basin level is rising, causing dangerous situations for commercial and private boaters. Attached are several pictures of the Skagway Small Boat Harbor Facility during low tide. Apparent in the pictures is the destruction that low tides have on our floats and docks. The uneven docks cause such a broad gap between sections that it becomes almost unusable for patrons of the facility. The concrete has excessive chipping, and the access docks from the parking lots have severe inclines, making it difficult for many patrons to access the facility.

The floating dock used to load and unload commercial tourism vessels is a danger to patrons, as is evidenced by the attached e-mail sent by a representative of a fast ferry business.

The combination of these deficiencies is more than enough to warrant replacement and improvement of the current facility. The Municipality cannot and will not risk the safety of its patrons, therefore this project must move forward. The Municipality feels it has exhausted all possible options for keeping the current facility safe and open to the public. The Municipality believes that by improving and expanding the current small boat harbor, we will be able to provide safe use to our patrons, and prevent any further harm to the coastal waters and land in the area.

The conditions of the Skagway Small Boat Harbor facility have moved it far beyond preventative maintenance procedures. Floats must be replaced and expanded to help accommodate the vessels using the facility.

The Municipality has nominated this project to the State of Alaska's 2009 STIP project list (attached) and has dedicated \$400,000 for engineering services for Phase IB in the Municipality's FY10 Budget under Capital Improvements (attached).

The Municipality has been working on this for several years with our Harbor Committee, Assembly, and public input. The project will be advertised for bid for engineering services for construction ready documents. Engineers will meet several times with applicable committees and other interested parties, including members of the community to develop a safe usable harbor that meets the needs of the community as a whole.

The Municipality currently has a Master Design of the improved small boat harbor that must be developed into construction ready documents. Public input and many hours of committee meetings have helped the Municipality of Skagway come to the determination that some changes to the Master plan are necessary. Those concerns from the public will be addressed in meetings with the engineer. Skagway is well prepared to move forward with this project.

MEASUREABLE GOALS AND OBJECTIVES:

Project Goal 1: Stop the decaying and deterioration of the facility into coastal water that could have a negative effect on the wildlife, sea life, and coastal land in the area.

Measurable Outcome 1-1: Healthy coastal waters and habitat not subjected to possible pollutants from the deteriorating facility.

Project Goal 2: Repair sinking floats, rotting dock, and other decaying areas of the small boat harbor that have become a safety issue, often impeding use of some of the floats to both recreational and commercial users.

Measurable Outcome 2-1: The Skagway Small Boat Harbor has been in serious disrepair since the Municipality took ownership from the State of Alaska in 2004. This project would provide a safe and efficient moorage area for the Skagway community, visiting and transient vessels, tourists, and commercial companies.

Measurable Outcome 2-2: A safe harbor that can be used by locals, visitors, and commercial users alike.

PROJECT CONSISTENCY WITH CIAP AUTHORIZED USE:

This project meets CIAP Authorized Use #1 - Project and activities for the conservation, protection, or restoration of coastal areas. This project will directly protect Skagway's coastal area by replacing deteriorating float and dock system that is decaying into the surrounding coastal waters and posing a significant threat to the nearshore environment by releasing pollutants such as creosote, pentachlorophenol and chromated copper arsenate into the coastal water. This project seeks to stop the decaying and deterioration of the dock and other areas of the small boat harbor into coastal water that could have a negative effect on the wildlife, sea life, and coastal land in the area. The project will have the indirect benefits of improving access to the Skagway Harbor, allowing a larger number of people access to the coastal facility, and increasing the safety of harbor users by replacing a structurally-unsafe float and dock system with a structurally-sound system. By having a safe harbor, the Municipality can provide unlimited access to the surrounding coastal areas for recreational users. The failure to correct the deficiencies of our small boat harbor will create not only unsafe access to our recreational and commercial boat users, but could have a negative effect on the surrounding coastal life.

COORDINATION WITH FEDERAL RESOURCES OR PROGRAMS:

The Municipality of Skagway is currently working on acquiring all state and federal permits for the Small Boat Harbor plan.

COST SHARING OR MATCHING OF FUNDS:

This project has been a top priority for several years now and was included on the Municipality's 2009 State Transportation Improvement Program nomination list (Resolution and Nomination Sheet Attached). The Municipality also passed a resolution supporting the submittal of the Municipal Harbor Facility Grant Application (attached) and dedicating the 50% local match for this project.

Because this is a priority project, it will be the number one concern when preparing the FY2011 and FY2012 budgets. By construction time of approximately September 2011, the Municipality of Skagway will have all other major capital projects completed, allowing the Municipality to dedicate any necessary funds from local sales tax proceeds to this project. A significant portion of the match will come from Skagway's allocation of the Commercial Passenger Vessel Tax.

The Skagway Municipal Assembly has pledged the necessary matching funds for this project and unanimously approved applying for the Municipal Harbor Facility Grant Fund, with the intention of completing this project within 18-months.

Local Sales Tax	\$2 million
Cruise Ship Passenger Vessel Tax Regional Funds	\$4 million
State of Alaska Harbor Matching Grant Funds	\$5 million

CIAP funds may be used for cost sharing or matching purposes required by another grant. If they are used in this manner, a letter will be included with the CIAP grant application from the other Federal agency (the agency charged with administering the program that includes the cost sharing or matching requirement) indicating that the other agency's program allows the use of Federal funds to meet cost sharing or matching requirements