

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, May 30th, 2019

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:00 p.m. in the CBJ Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler, Bob Janes, Mark Ridgway (via phone until 7:30pm), James Becker, Bob Wostmann, Budd Simpson and Don Etheridge.

Absent: David McCasland and Christopher Dimond.

Also present were the following: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, and Mary Becker – Assembly Liaison.

III. Approval of Agenda

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

Motion passed with no objection.

III. Approval of April 25th, 2019 Board minutes and May 15th, 2019 Finance Sub-Committee minutes.

MOTION By MR. WOSTMANN: TO APPROVE THE MAY 15TH, 2019 FINANCE SUB-COMMITTEE MINUTES AND ASK UNANIMOUS CONSENT.

MOTION By MR. EILER: TO APPROVE THE APRIL 25TH, 2019 BOARD MINUTES AND ASK UNANIMOUS CONSENT.

Both motions passed with no objection.

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda

- A. Public Requests for Consent Agenda Changes- None
- B. Board Members Requests for Consent Agenda Changes- None
- C. Items for Action

1. Small Cruise Ship Master Planning Contract Award

Mr. Eiler asked if increasing the size of vessel would substantially change PND's scope of work? He is concerned with defining small cruise ships at 275 feet is too small.

Mr. Uchtyl said we decided on 275 feet because that was the maximum size of a small cruise ship that was unable to moor downtown last year and was sent to Gitkov's dock. Anything larger than that could fit on the face of the floats.

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Mr. Eiler stated he thinks 275 feet is on the conservative end, and that up to 300 feet might be a better range of size to consider.

RECOMMENDATION: TO AWARD \$131,103 TO PND ENGINEERS TO CONDUCT SMALL CRUISE SHIP MASTER PLANNING.

2. Removal of Remaining RV Spots at Savikko Park/Montesorri School

RECOMMENDATION: TO REMOVE REMAINING RV SPOTS FROM SAVIKKO PARK/MONTESORRI SCHOOL.

3. Transfer of CIP Funds from Project Close Outs

RECOMMENDATION: TO APPROVE ADMINISTRATIVE TRANSFER AS RECOMMENDED BY THE PORT DIRECTOR MEMO DATED MAY 21TH, 2019.

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

Motion passed with no objection.

VII. Unfinished Business - Public Hearing

1. Amalga Harbor Launch Ramp Safety & Efficiency Improvements

Mr. Uchytel introduced Brandon Ivanowicz and Bre Lambert from PND Engineers. Mr. Uchytel said three years ago we had a public meeting to address concerns about congestion and safety at Amalga Harbor. We had Harold Moeser, a Docks and Harbors Engineer do a study. The study was completed and the Board had approved the direction we were going. We intentionally waited a few years for the completion of the Statter Harbor Launch Ramp Facility to see if it markedly changed the use of Amalga Harbor. Our observations were that there were still enough issues at Amalga Harbor that it was important to move forward with some kind of infrastructure improvement. In October 2018 we held a public meeting at the Mendenhall Library. The Board favored a solution to add a 75' float extension with up to three fish cleaning stations. In December, members of the Huffman Cove Amalga Harbor Association were informed of the plan to go forward. We were in the process of accepting a grant from the Alaska Department of Fish and Game. In January, the Assembly Public Works and Facilities Committee directed Docks and Harbors to pursue more public process. At that point we hired PND to do additional research into the situation at Amalga Harbor. We held a public meeting at the Mendenhall Library on April 2nd and Mr. Ivanowicz presented then. Mr. Ivanowicz and Ms. Lambert have both been collecting comments since then and tonight Mr. Ivanowicz is going to summarize their findings and await direction from the Board.

Mr. Ivanowicz said tonight he would like to show the Board the presentation he showed to the public back in April, the comments PND has received from the public, and some ways that we could address comments received. It will be up to the Board to take action, determine if any of the responses to the public comments hold merit, and decide how the Board would like to move forward.

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Mr. Ivanowicz presented the Powerpoint attached to the end of these minutes.

Board Questions

Mr. Wostmann asked if anyone has looked at whether the unpermitted float should stay or should be removed?

Mr. Uchytel said as we move forward it would not be unreasonable to ask the owner to remove it if it is contributing to an unreasonable amount of fish waste.

Mr. Eiler said the presentation is the most thorough review of options that he has seen for any Docks and Harbors project during his tenure on the Board. Mr. Eiler asked where are the limits of CBJ tidelands in Amalga Harbor.

Mr. Ivanowicz pointed out the survey lines on the map and said the PATON (Private Aid to Navigation) would probably require a land use permit from ADNR.

Mr. Ridgway said it doesn't sound like the mass of fish waste produced at Amalga Harbor would qualify for a grinder permit. He asked if there was any discussion with ADF&G regarding modified permits or something that might allow an outfall without a two inch macerator requirement?

Ms. Lambert said she did not speak with ADF&G but she talked with ADEC, it's one of their permits. They currently do not have an avenue to permit an outfall like that for a smaller amount of fish waste. They are looking into it, but right now there is not an avenue for that.

Mr. Ridgway asked if that will be impactful in the choice of a preferred alternative?

Ms. Lambert said it's definitely something to consider. If the Board wants to do some sort of marine outfall, it might be something you'd want to look at doing on a City-wide basis and having more of a centralized outfall. There are ongoing inspection requirements that are associated with that permit so it's going to be a pretty significant piece of infrastructure to install, maintain, and keep it operating correctly.

Mr. Ridgway asked Mr. Becker if DIPAC is still using their fish grinder in their outfall?

Mr. Becker said no he does not believe they are. They do have a guy who is on site and he takes the dead fish that float up on the beach and throws them back into deep water.

Ms. Lambert said she spoke with DIPAC a week ago and they said they are able to sell a large portion of their fish waste from egg recovery to a processor but they do still have an outfall that they operate. He said that ½ inch grinding size presented numerous problems and they actually have to run their waste through two grinders in order to get the waste small enough. It does sound like they still use it, just not as much as they used to.

Mr. Becker said he is just talking about Amalga Harbor. He is the president of DIPAC and they have had a lot of discussions about what they can do to assist this thing. They are sensitive to the situation and they want it to work for everybody involved so they are willing to do what they can. He was referring to a conversation he had with Eric

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Prestegard, the man that is out there monitoring when the fish are coming back. Fish that die and float up on the beach are thrown back into deep water.

Mr. Eiler asked about fish cleaning stations at other Docks & Harbors facilities.

Mr. Uchytel said we have two fish cleaning stations at Douglas Harbor, one at Harris Harbor, one at Aurora Harbor, and two at Statter Harbor- one on the mainwalk and one on the breakwater.

Mr. Eiler asked if other harbors experience issues with accumulation.

Mr. Uchytel said Douglas Harbor is similar, it's also a dredged basin.

Mr. Eiler asked about future needs to dredge Amalga Harbor.

Mr. Ivanowicz said he would assume. Amalga was dredged to -8'. It does rebound and fill in, he doesn't know the exact depth now but it seems like it might be less than 8'. Most harbors that are dredged do require maintenance dredging.

Mr. Eiler emphasized the narrow footprint Docks & Harbors has to improve access. The project's scope does not have the options of expanding to the north or south.

Mr. Uchytel said this was not a federal project so we can't get Army Corps of Engineers funding to do maintenance dredging.

Mr. Janes asked what users of the Statter Harbor Launch Ramp do with their fish?

Mr. Borg said generally they stop out at the breakwater or along the mainwalk and clean fish there.

Mr. Etheridge asked if we have gotten a legal opinion on the bear ordinance out there?

Mr. Uchytel said he has spoken to the City Attorney but would rather not answer for him without him being present.

Public Comment

Kay Sullivan- Juneau, AK

Ms. Sullivan said her neighborhood has been tracking bear sightings this year from Amalga Harbor Road through the end of their access system to the homes in Amalga and Huffman Harbors. Since May there have been 15 sightings and she just heard of another one last night. She thinks there are 6-8 individual bears frequenting the area so far. Four of these bears have been on her property already. She and her neighbors know there are bears here and have lived with them for decades. They are respectful of the bears, they keep things clean, and they don't feed them. CBJ does feed them, creating the environment for food conditioned bears. CBJ's ordinance prohibits the creation or maintenance of a bear attractive nuisance. They are there and it is a nuisance. The Fish and Game website has guidelines titled "Co-existing with Bears, Managing Bear Attractants." It states that it is against the law to feed bears. It goes on to say that feeding bears is dangerous for both people and bears and that food conditioned bears can be

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aggressive. We've already experienced that. "Leaving out bear attractants such as garbage, bird seed, or fish waste can draw bears into neighborhoods or camp sites. A person who allows bears to feed on improperly stored food or garbage is putting other people at risk." This is already the situation. Now we have people that are not only dumping fish waste at the harbor, but they are dumping deer carcasses during the hunting season. BMPs say to grind the waste to less than 2 inches, but that seems too expensive, so just dump it in the harbor? According to the presentation, removing the fish cleaning station does not meet the needs of the boating public who *want* to clean their fish on site. This is not addressing a need, this is addressing a want. She and her husband moored their boat in Tee Harbor for 10 or 12 years, Betsy Haffner did not allow fish cleaning on her floats and everyone managed fine. Again, the request is to remove the fish cleaning station and not allow dumping in the harbor. Get back to what the ramp was meant for-launch and retrieve. Traffic will move much more quickly and relieve congestion. Assign one side yield to launch and the other side yield to retrieve so people know what the expectation is. Trying to shoe-horn in a dock extension that doesn't fit causes more problems than it solves. Reducing the clearance area converges motorized and non-motorized traffic to possibly unsafe levels. Remove the fish cleaning station and spend the next year observing to see if the congestion is relieved. If it is determined that a dock extension is necessary, do it right. You need to make that basin bigger. You need to remove the rock and go out straight so that it's safer for everyone involved.

Mr. Janes asked if Ms. Sullivan has seen people cleaning fish on the beach when there are too many people at the cleaning station? His concern is if we pull out the cleaning station, people will start cleaning fish at the beach so they don't have to take their fish home and clean it at home.

Ms. Sullivan said she has not seen that and when you remove the fish cleaning station you need to say this is not allowed. You're not supposed to litter, right? There are fines for littering and most people don't do it but there are always a few that do. If people know what the expectation is, then most will follow it. It's a big problem out there and it's just not being addressed. It's really disconcerting, it's putting our property and our lives at risk and that's not fair.

Lynn Schooler- Juneau, AK

Mr. Schooler said his comment is mostly for Mr. Becker. You've heard about the bear issue there. One thing Mr. Schooler hasn't heard in all these discussions is how that's been compounded by DIPAC's activities. DIPAC is great about responding to calls about carcasses on the beach and he appreciates that they come all the way out to Huffman and clean those up. Historically, when we had wild pink and chum runs out there, the bears did their fishing all up and down the creek as far back as the falls along two miles of Peterson Creek. Since the DIPAC operation moved in there, the wild runs have disappeared and we have the weir there, so there are no fish going up the creek for the bears except when some do-gooder thinks they're going to set the fish free and opens up the weir and some escape up there. What you've got is bears that were historically feeding along two miles of creek basically have to come down to the harbor to feed. It's not just that people are cleaning 5,000 halibut a year and throwing the carcasses in the

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water there, it's that the bears don't have their natural range anymore. It's a DIPAC problem in a way.

Mr. Becker said ADF&G is responsible for closing off the fish going up stream, that's not DIPAC.

Steve Bradford- Juneau, AK

Mr. Bradford said he is a launch ramp user, both Amalga Harbor and Auke Bay and he typically cleans his fish before he removes his boat from the water. Who wants to bring a carcass home when you don't need to? He supports the preferred alternative at Amalga. He thinks moving the fish cleaning station further away from the launch ramp will really clean up the issue with the bears. Right now if somebody is using the cleaning station on the end of the ramp and another boat comes in ahead of him, he's going to clean it right on his boat or he's going to clean it on the dock. Right now that's happening. You see blood and guts on the dock all the time. The closer you get to the launch ramp, at low tides those carcasses are sometimes exposed to the air, the tide goes out and leaves them. We see that occasionally at Auke Bay as well where people will clean their fish right at the ramp instead of using the cleaning stations but by and large most people are using the cleaning stations at Auke Bay and it's not too big of a problem. He really thinks if we move the cleaning stations farther out at Amalga, it'll clean it up and remove a lot of the bear attractant. He fully supports the project.

Mr. Janes asked Mr. Bradford if he has seen fish being cleaned on the launch ramp?

Mr. Bradford said sure, and if you take that cleaning station away at Amalga Harbor people are going to clean their fish right on the boat and dump the carcasses off the side of the boat. If there's a sign there, people are going to look around and see if there are any police, and then they're going to dump it. They're not going to haul that stuff home.

Ryan Beason- Vice President of Territorial Sportsmen's Inc (TSI), Juneau, AK

Mr. Beason thanked the Docks & Harbors Board, staff, and PND for doing all this work. TSI met on this issue. It was brought to our attention by a board member and we felt a lot of our users might use this so we as a board met, discussed all the options, reviewed the information we had at the time, and attended the April 2nd meeting. After that meeting we submitted our comments. In short our comment was obviously there is an issue there with congestion and fish carcasses. Something has to be done. What is the main issue? The main use of the facility is to launch and retrieve boats. First maybe remove the fish cleaning station for a summer and see what happens. If it's still congested and there is still an issue, then look at expanding the dock. TSI is not against the dock expansion but the one concern we do have is that rock. There is room there per PND's presentation but it's not an ideal situation. It could be a phased approach, leave the rock there and see how it goes, if it's still an issue look into removing the rock.

Mr. Janes asked if we remove the fish cleaning station, would Mr. Beason recommend putting up signage saying "don't clean fish here, take them home"?

Mr. Beason said yes, he would recommend that for one summer as a trial. They are open to options but that's something Docks & Harbors could try.

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Mr. Eiler asked PND if any other harbors in coastal Alaska employ the “take home option”?

Mr. Ivanowicz said he is not aware of anyone else doing the carcass bag idea. It’s something they talked about with the design team and with Docks & Harbors about but he is not aware of anyone else in Southeast Alaska that operates that way.

Chris Donek- Juneau, AK

Ms. Donek said she has been a sport fisherman and a user of Amalga Harbor for 38 years. She doesn’t want to see the fish cleaning table gone. She has slipped and fallen on that dock where people have cleaned fish before. It’s not good, it’s not safe, and people are going to get hurt. As far as the bears go, she’s had four in her yard and she lives in the valley. Bears are around. She thinks it’s worse because DIPAC has their fish there and restrictions along the creek, that’s all valid. She thinks saying “don’t clean your fish” is not valid. It’s not a good idea. Going to Fish and Game and asking to let people clean their cohos and kings out on their boats again is a very good idea. That way they can clean their fish over the side of the boat and it’s done and gone and there is no problem. She doesn’t think we should do water quality testing because a lot of people will find out there is also sewage in that water and she thinks they might find other mandates on sewer outflows as well as just fish cleaning. It might open a can of worms that most of us would rather not. Ms. Donek has a fish cleaning station at home. She takes her fish home and cleans them. Most people aren’t that prepared. An off-site fish cleaning station might be a good option to consider, but for right now the only cost effective options are to extend it or leave it the way it is.

Steve Byers- Douglas, AK

Mr. Byers said he enjoys sport fishing and he needs somewhere to clean his fish. The closest cleaning station from Amalga is at Auke Bay. If we do not have a cleaning station, there are going to be other concerns in the community and we’re just going to push the problem to other places. He can’t clean fish at his home, it’s very difficult. Can Auke Bay provide a cleaning station where we can stop in have a processing dock where we can clean fish and grind fish? We spent a lot of money out there to re-do that whole area. If we do that, it might relieve some of the problems at Amalga. The reason why people recycle in this town is we get a click every time and if you get 20 clicks you get to go to the dump free. If Amalga had a click system, when I stop and clean my fish on my way back from Amalga if I got a click, maybe we can use that 20 card to go to the dump free and that could be an incentive.

Mr. Janes asked if Mr. Byers sees this fish cleaning station at Auke Bay as being a drive up station that’s close to the highway or does he see it on the dock at Auke Bay?

Mr. Byers said if you have to park your truck and carry the fish over that’s not a big issue, and there could be wheelbarrows. The click card is a good incentive.

Ron Somerville- Juneau, AK

Mr. Somerville said he is a user of Amalga sometimes. He is usually at Fishermen’s Bend so he has the privilege of enjoying all the work that has been done at Statter Harbor. He is on the Board of Directors for TSI but he is speaking for himself. He does support

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improvements at Amalga Harbor. He's been in Juneau since 1979, he is life-long Alaskan, he grew up in Craig. He doesn't totally agree with the preferred alternative. He is really concerned about the fish cleaning station. If you look at the TSI's resolution and what a lot of people have said, the major problem at Amalga is severe congestion. You have people cleaning, holding up being able to get to the float to get out. What you really want at Amalga is people getting in quickly and out of the harbor, and getting out of the harbor quickly and that's not happening. If you want to extend the float and that's doable, then go ahead and do that. We are concerned about whether you're going to have adequate space in there. One other comment he wants to submit is that TSI submitted a resolution during a public comment period, attended a briefing, and the Port Director and Board Member Janes indicated they were offended by the resolution submitted by TSI. He served on commissions and boards as a public servant for 24 years with Fish and Game and he would never, ever be offended when somebody commented during a public comment period, even if he totally disagreed with what they had to say. He finds it inconceivable that a public employee and a member of a citizen board would be offended by a public comment provided during a public comment period even if there is some disagreement on the facts. He is really disappointed. He has served as co-chair of the Derby four different times and has had an excellent working relationship with the Docks and Harbors Board and members of the Assembly. The Derby would not go off very well if they didn't have that support. He hopes there is not an attempt to try to intimidate an organization that consists of 1,600 members.

Sara Hagen- Juneau, AK

Ms. Hagen said she is a 36 year resident of the Amalga Harbor area and a lot of people who are here from Amalga Harbor tonight have lived out there for decades. They are deeply invested in that area and know it well. She does not support the current preferred alternative for reasons that so many people have already said. Amalga Harbor is totally unique. It is a very small constrained harbor. It is shallow, it has very poor flushing, it has had to be dredged in the past and will have to be dredged in the future. She does support improvements at Amalga but she supports something that's going to endure in the long run. She supports the removal of that point and the extension of the dock. She'd like to see the upland alternative and the grinding quantified. Of course they are more expensive, but how much? There's this feeling with this shoe-horning in of this project to put it just within the defined lines and just within the budget of what the City can afford that the other alternatives really haven't been considered. The City has spent a great deal of money on the other harbors. If Amalga Harbor is so critical to the community, maybe it's time to do more homework and put more resources into Amalga Harbor but not this quick fix. The theme she's hearing is we don't have time to do it right but we'll have time to do it over. Why not do it right from the get go? Look at that uplands option. What does it really cost? The location identified by PND is abysmal. You wouldn't put it in that bottleneck, you'd put it at the edge of the parking lot. Is there room to expand the parking lot? Why not a covered station? Why not underground storage with a chute? Why not consider other places? Look at the use there. DIPAC is there six months out of the year now. In July the seiners will come in. There is so much commercial fishing right off the roadside it's unbelievable. There is never going to be any less pressure. While this might seem like a good solution in the short run, she really doesn't think it's the answer in the

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long run. It is a special ecosystem and it is unique because it is a residential area. It deserves special consideration. If it's too expensive, maybe it'll be another five years before we can do anything but maybe we can do it right.

Mr. Etheridge said the City does not fund these projects. It's the harbor users and the ramp users that will be paying for it and that's why we have a shortage of funds.

Mr. Janes asked what Ms. Hagen is asking the Board to do?

Ms. Hagen said because it's so shallow and so poorly flushed she does not support the fish cleaning station there. Put the signage up, test it, and explore these other upland options. When you talk about expense you are preaching to the choir with people that live out the road. Most of them have paid \$30,000 for their septic systems. Most of them have sunk wells for water and that's \$20,000-\$30,000 but that's life out the road. They have no City sewer, water or fire. It should come as no surprise that improvements out there are going to cost more and involve a level of creativity. Just because the example doesn't exist of disposing of larger sized waste doesn't mean we shouldn't work on some of those solutions and find something that's more creative. She is asking for a more thoughtful long term approach. She knows the money is there for the current preferred alternative and how tempting that is, but she doesn't support it as a solution.

Mr. Becker asked if there is anything Ms. Hagen would like DIPAC to do in regards to this issue?

Ms. Hagen said she called DIPAC about the weir last year and said the bears are so hungry. She got the same response she has gotten from other people in the past, that DIPAC is permitted to let 4,000 fish up Peterson Creek. She thinks ADF&G gives DIPAC carte blanche on whatever they do. She would like DIPAC to be more cognizant of the Peterson Creek drainage and letting the fish in there for the bears. They are so hungry, especially last year they didn't have any blueberries. How about just episodically pulling a few teeth on the weir and let some of the fish through. They are a part of that system.

Paul Swanson- Juneau, AK

Mr. Swanson said he is for the preferred alternative. He agrees 100% with what Steve Bradford said.

Kris Ritter- Juneau, AK

Ms. Ritter said there are two things she wants to point out that seem very obvious sitting through the meeting tonight. First of all, you talk about a current disposal system which doesn't exist. It's not disposed of. It's sitting in the harbor and washing up on the shores. The second is, when you do a study you don't come back with one price. The study really should've given us some basis to see and understand what are differences and the cost implications? We can conjecture but we really don't know. She would like to see some time spent coming back with more data so we have something to really base a decision on. She does not support the preferred alternative because the Board has not really explored the other alternatives.

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Dennis Watson- Juneau, AK

Mr. Watson has lived here since 1992 and fished in every Derby since he's been here. The first one he went to was pretty crazy and wild. The last one he went to was ho hum. There are nowhere near as many people out there fishing as there used to be. He recognizes why TSI doesn't have the money that they used to have. What he would like to see TSI do is become part of the solution rather than part of the problem. They just don't want something and that's not part of what an organization does in this community. If you want more study, there were a couple of good suggestions that came up from the Engineers, but Docks & Harbors shouldn't be responsible for footing the bill and doing all the research work. He thinks if TSI wants to maintain their credibility they better get into the 21st century. He does support alternative 2. There are a lot of variables that are affecting the fishing in this community and where people go to fish. The comment about shorting it up, all it does is takes that same number of people that are either disrespectful or don't have the necessary talent to get their skiffs off the dock and don't realize how much congestion they're causing running back and forth with kids, dogs, coolers, etc. That's all part of education. He's seen people throw their fish up on the dock, clean them, and walk off. That's an irresponsible citizen and it's everywhere, he's seen the same thing at Auke Bay and Harris Harbor as well but that's the exception, not the norm. He thinks more signs means less reading. If Amalga is getting that much bigger and busier then it's time for Docks & Harbors to start charging to park out there. There has been some good study put into this. To say that we haven't done enough, he doesn't think there is enough because of the diversity of ideas. He thinks it's time to either do what or get off the boat. He hopes the Board does not disappoint an awful lot of people that do use that harbor, clean their fish respectfully, and use the facility as it should be.

Rob Murphy- Juneau, AK

Mr. Murphy said there seems to be an idea that moving that float further out is going to alleviate some of the problems with the fish carcasses. Even at the end of that float you're still roughly 200 feet from the end of that dredge basin and it's 700 feet before you get out to a depth of 30 feet. The problem isn't with where the fish drop, it's that they have a tendency to float up and end up in the uplands, especially halibut and rockfish carcasses. Those are the fish he sees coming up in front of his house and he sees the bears coming down to eat. Alaska isn't in the Coastal Zone Management program anymore, but Alaska did participate, as well as CBJ's Harbormaster at the time, in drafting the best management practices and they're there for a reason. Just because it's not a requirement doesn't mean they should be ignored. Amalga Harbor could be a poster child for a harbor that requires best management practices. It's got a high fish volume coming in and it has poor flushing capabilities. There seem to be a lot of unknowns too. No one has bothered to quantify how much fish is actually coming in and how much fish is actually being cleaned there. We know a lot of people take their fish home and we know that some people will gut the fish and take the heads home for bait. ADF&G could certainly help in determining what the potential amount of fish crossing that dock are. As he understands it from a brief conversation with Dan Teske, they estimate a little over 5,000 halibut alone. If even a fraction of that are laying at the bottom of the dock, it's going to create issues. He would urge Docks & Harbors to look a little closer at that, maybe a questionnaire for ramp users- how many of you clean your fish at the float and would you clean your fish

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at the float if there were additional facilities? At least that gives you some way of quantifying what the impacts are.

Board Discussion/Action

Mr. Simpson said he appreciates and is impressed by the public comment we got this evening and he appreciates the people that took the time to sit down and write the Board a letter or an email. What we've seen is input on all sides of the issue and some new sides that nobody thought of before. That makes him personally not ready to decide this. There is too much information, it is an important issue, and he would like to think about it some more and hear what the other Board members have to say before deciding anything.

Mr. Wostmann said he is not ready to make a decision. He thinks a lot of issues have been raised. One of the things that came out to him is there is not enough information to make this decision on and we need to consider what more information we might want and commission some additional studies. The one thing that's unresolved in his mind at this point is if we decide to defer action, do we do completely nothing and leave the status quo or do we experiment with one season of no fish cleaning and see how that goes? Either way we need to have some form of survey to get feedback from the public how it's working.

Mr. Becker said he is not ready to vote on this either and the one thing they all agree on is we have some time. He is going to go out to DIPAC and find out what they can do about the weir and get a complete picture about their carcasses and what they do. As far as the fish cleaning situation, the behavior of people compounds the whole issue. We have to be respectful of everybody. He is respectful of the friends of Amalga and their concerns. They have a beautiful little spot out there and they've seen it impacted because of DIPAC's involvement in the area. He wants to see what they can do about it.

Mr. Janes said when we started talking about this a couple years ago we didn't have any idea of the complexity of the issue. It is a complex issue and it is a small space and he's not supportive of the Board moving forward with this tonight. He thinks one of the things we could explore is an upland cleaning station with a macerator and the fish then gets taken somewhere. He thinks we ought to look at something like that at Statter Harbor. Statter Harbor's going to be a lot easier for us to manage, it's going to be a lot easier for us to take care of, we can promote people coming in from Amalga to make a quick stop. It's location would be very important so everyone knows they can get in there under a covered area, do their work, and move on out. We have possible room there at Statter Harbor in our new development to do that. We can make it a really first class operation and at the same time we're going to capture people that come up the dock from Statter Harbor that would use it as well. He is not ready to make a yes or no decision on a cleaning station at Amalga and he is not sure what he thinks about leaving it there this year. He has his questions about that and he doesn't know if the residents are going to be able to give us some enlightenment on that with a letter but that's a question that remains in his mind as well- the existing station.

Mr. Ridgway said he is also not ready to vote on the fish cleaning station but he does want to further the discussion to give staff some better direction of what our expectations

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are. Basically what he's heard is we have gone out and done a very thorough study, though perhaps more narrowly focused than it could have been, and come up with some very well thought and engineered solutions. A lot of folks have described the issues at Amalga, he very much appreciates the broader discussion of the habitat issues with regards to the bears going up Peterson Creek. He's not comfortable saying no to the fish cleaning station. We have some time and the issues described are not at a critical juncture where something very serious is going to happen. It sounds as if we need to continue to look at this issue, but we as a Board probably could give staff some direction of what our expectations are. Do we want them to go back to PND and expand the problem statement to perhaps incorporate a broader spectrum of stuff, do we want them to look for interim measures where we could do a little bit of this and a little bit of that. Maybe you can clean your fish during king season but not during silver season. Direct them to think outside of the box on interim solutions that might lessen the problem without denying the users of Amalga ramp the ability to clean their fish there, and also not impact the people who took their time to be at the meeting tonight. We need to come up with some direction for staff.

Mr. Eiler said he appreciates the residents and stakeholders who participated in this evening's meetings.

He recalled that this project has been studied and reviewed extensively during his four-year tenure on the board. He noted the uniqueness of Amalga Harbor, and that those attributes need to go into any project in this compact area. He commented that this project has been through an extraordinary degree of public process and stakeholder involvement, especially given its comparatively small scope and budget.

He emphasized that there is a very real need to modernize and improve the infrastructure at Amalga Harbor. The increasing use of this area by boaters, commercial and sport fisheries is stretching the harbor's current configuration. He has said that he has often wondered if a more comprehensive project that would expand the harbor and its uplands facilities would be in CBJ's interests, but quickly noted the limited available footprint of public tidelands and the scant funding available to make improvements at this time. He said the issues raised by most of the public testimony highlight several interconnected issues that extend beyond the authority and expertise of the Docks & Harbors Board. Issues regarding bear management, hatchery weirs, a state park, residential uplands, etc. – quickly outspread our Board's mission. He suggested these larger issues would be best addressed by the Assembly, and through a broader community discussion. Given these factors are beyond the board's control, he cautioned not to withhold action waiting for a perfect plan.

He thinks the preferred alternative does a laudable job addressing the issues that are within Docks & Harbors' purview. He stated that refinements need to be made, and options such as rock removal and dredging should be investigated. He looks forward to continued engagement with the public and stakeholders to move forward enhancements that will improve public use at Amalga.

Mr. Etheridge said his recommendation is that the Board take this information we have gathered tonight, they all take a stab at what additional information we think we want, and bring it back to the next Ops Committee Meeting and pass that information on to

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staff. If we have other ideas of things we want to see, give it to staff to look at at the next Ops Committee Meeting and move forward with it from there.

MOTION: None

Mr. Ridgway left the meeting at 7:30pm.

VIII. New Business – None

IX. Items for Information/Discussion – None

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, April 17th, 2019

Mr. Eiler said the Ops/Planning Committee had a productive meeting. Most of the major items were covered in this evening's Consent Agenda. The Committee also discussed issues pertaining to Amalga Harbor.

2. Member Reports- None

3. Assembly Lands Committee Liaison Report

Mr. Eiler said the Assembly Lands Committee met on the 20th. They discussed subdivision issues, Lena Point, and residential land purchases. There were no major issues concerning or affecting Docks & Harbors.

4. Auke Bay Steering Committee Liaison Report

Mr. Janes said there was a meeting last night. It was attended by 12 members of the public. It went well. They were talking about design. The last final meeting is June 26th, he will be attending that so he will be able to give a full report on the wrap up for the last five meetings.

5. Finance Sub-Committee Meeting – Wednesday, May 15th, 2019

Mr. Wostmann said we had a Finance Committee Meeting two weeks back. It was specifically focused and intended to be an orientation meeting for the members to have an opportunity to get together with staff. We met with Mr. Uchytel and Ms. Larson and took a look at some of the reports, spreadsheets and processes that sit behind the numbers that are brought to the Board when budget time comes around. He thought it was very productive. They had a good meeting and went through all the background, looked at the general ledger report, and talked about how credit card use is tracked and audited. These are the kind of things that the Board as a whole typically does not have the time to deal with, and will allow the Finance Committee to be able to say with more assurance that we've looked at what's behind there and we understand it.

XI. Port Engineer's Report

Mr. Gillette said his written report is in the packet. He will highlight a couple of things that might be of interest. For Statter Phase IIIA we are anticipating the final bid

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documents from PND on June 10th. The project will be advertised June 12th. It'll last about a month and we will hopefully have some good bids on that project. Archipelago Property Procurement- the subdivision has been completed and recorded. The final closing documents are awaiting the Assessor to pro-rate the taxes between the new owner and the previous owner so we're hoping that's imminent. It's in the Law Department's purview right now. The Downtown Improvements Project, which is the Archipelago project, as of now we still look like we're on time to have those materials for the retaining wall, the steel, here June 15th. The project is out to bid now, you'll find a link on our website and the information on the Engineering website. There is a pre-bid meeting on June 4th and we hope we'll get some contractor interest in that. At this point June 25th remains the opening date and we'll be bringing it to the Board hopefully with a bid and a good recommendation and then on to the Assembly July 1st. The Statter Breakwater Safety Improvements- as you've seen we have recommended to move that money out. That's still a project that has some interest but we'll be looking for future funding on that. The Visitor Information Kiosk- we've done the final inspection and developed a punch list for the contractor. We'll get those items completed and hopefully close that out. He's going down there tomorrow to help Travel Juneau install some racks. They're anxiously waiting to get in there and staff that building. That should be happening by next week. The Security Check Stations- we were waiting for some Passenger Fee money, that money has been identified and approved with the budget, however we had an opportunity to go out for a security grant for about \$300k. It's a 75%-25% match. So it's well worth it for us to try and leverage that. The application has been submitted and they're planning to make an award by the first part of August. We'll reactivate the bid at that point and hope that we can use less of our own money for that project.

Mr. Becker said he was at a meeting the other night where people were discussing problems relating to tourism in Juneau and one of the issues was between the Archipelago project where they're filling in everything and South Franklin, there's a fence. The fence was way out into the sidewalk and people couldn't get by. He asked if the fence has been moved?

Mr. Gillette said that's not our project but he walked by there today and he thought it was fine. He has never seen it pushed out to the road edge.

Mr. Janes said he looked at it yesterday and it is out in the sidewalk about two feet.

Mr. Gillette said that sidewalk is wider than any other sidewalk in town and he thinks what they've left is consistent with the width of the other sidewalks.

Mr. Janes asked why it even needs to be on the sidewalk?

Mr. Gillette said they needed to excavate right up to the concrete so they had to put their fence at the back side of the existing concrete. There are three feet there that the City bought, so that sidewalk in that section is three feet wider than anywhere else.

XII. Harbormaster's Report

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Mr. Borg said he'd like to give a quick update on the Lumberman. We did the RFI a couple of months ago and we got two responses. We got one from T&T Salvage out of Humble, Texas and one from Global Diving. Both of them provided us with the information we were looking for and asked for a little bit more information such as an environmental impact study and some other things that they really couldn't base prices on until we had that information. He had an extremely successful conversation with two members of the EPA yesterday. There was some discussion about scuttling the vessel. The EPA is responsible for approving that permit. They directed him to a couple of different areas in their CFRs and one in particular is 229.3 which is transportation and disposal of vessels and it basically writes it all out what we would need to do to get permission to do that. It's actually not as difficult as he thought it might have been. However, the USCG would also supervise that disposal step by step with a salvage plan, and they have some requirements that definitely make it a little more difficult than what the EPA standards are. It is doable, but they want you to look at other alternatives first- uplands disposal, recycling, and that sort of thing. We do have an organization here in town that could do some of the studies if we need to. There'll be more to follow on that. We should be getting the damaged pile on the north end of Aurora Harbor pulled sometime after June 3rd when Trucano gets his barge back in town. The gangway at the seaplane dock jammed up during one of our big low tides recently, it's caused some damage and we need to get it back on track on the float.

Mr. Wostmann asked if the seaplane dock is still commonly in use?

Mr. Borg said we had one plane on it last year. Right now it's off-limits just because of the damage.

Mr. Wostmann said we may want to consider better use of that space.

Mr. Borg said yes, he absolutely agrees.

Mr. Uchtyl said we asked the FAA and ADOT about the removal of the seaplane float. Nobody gave any pushback and said it's within our authority to manage it how we want. For awhile we thought we were required in the transfer from the State to maintain it as an airport, but that's not the case. There is one float that is decent and usable. The pilings appear to still be good. We could probably do an in-house demo of four of the floats before the Corps comes in to do maintenance dredging, so they can do a good job dredging. We can keep the one float for seaplanes and do an in-house rebuild for some kind of a net float or other use.

Mr. Borg said it was brought up at one of our other meetings by Mr. Watson to add some more parking to the Statter Harbor parking lot by moving our employee parking over towards the commercial lot and we did that this year, so we freed up an additional nine parking spots. He will also look at adding one or two more ADA spots, there seems to be more demand in the last few years and we'll be able to do that.

XIII. Port Director's Report

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Mr. Uchtyl said the next time the Ops Committee meets will be June 19th, which is pretty late in the season. He will sit down with staff and see what we think are good ideas for moving forward at Amalga Harbor just so we don't miss a whole season. He asked the Board Members to send him ideas as they think of them and not wait until June 19th to have a proclamation by the Board to do something. He thanked everyone who came to the Infrastructure Week events and shared with the Board the brochure we put together for that. He had the opportunity to go down to Ketchikan with the Mayor, the City Manager, and the two Finance Directors for a Southeast Alaska cruise ship summit. They met with the City of Ketchikan, their Port Director, Mayor, and City Manager, as well as Lobbyist John Walsh from Skagway. It was good, the idea is to try and build synergy with the ports in Southeast. We know the cruise ships do that, they have CLIA Alaska where they garner their support under one umbrella, so that's kind of the idea. His take away from going down to Ketchikan is that we are in pretty good shape. It's good to maintain those connections and build those relationships with the other port communities. We also have somewhat of a relationship within the Alaska Association of Harbormasters and Port Administrators. Mr. Uchtyl asked if Mr. Eiler, Mr. Janes, and Mr. Wostmann will be re-applying for the Board next year or would they rather not say? We're looking for applications by June 24th and we need to make sure to get the word out to get the right people.

Mr. Janes said as much as he enjoys this wonderful Board, he will be moving on.

Mr. Wostmann has re-applied, and Mr. Eiler anticipates re-applying.

Mr. Eiler said that if state funding for Aurora Harbor doesn't appear likely for a matter of years, he is intrigued with the idea of demolishing some of the current derelict infrastructure. He would be curious to discuss that concept at a future meeting.

Mr. Uchtyl said that's the next big thing to do. At the end of the day, Amalga Harbor is a relatively minor project. We have ideas for other major projects, but for Docks & Harbors staff, figuring out how to get the rest of Aurora Harbor done is job one.

Mr. Eiler said he agrees with the members of the public who asked for cost estimates for all the project alternatives. Staff might at least get some back-of-the-envelope numbers for the other alternatives. He is specifically wondering what it would take to remove some of the rocks constraining the opening to the harbor.

Mr. Uchtyl said that when Harold Moeser did the feasibility study he put a number of \$300k on the demo of the rock. The thing about studying this to death is it's just going to cost more money. The commitment with ADF&G was they're going to give us \$280k and no more, and we're upwards of \$60k now. Of course we want to have the best information available to make the decisions. If you remember in the document we're agreeing to transfer \$140k from Taku Harbor, which was ADF&G funded, into the Amalga Harbor and some of the Assembly and members of the public are going to ask why we are doing this. It hasn't been decided yet but we have no other money, because we didn't accept the grant, to move forward with more studies.

XIV. Assembly Liaison Report

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Ms. Becker presented the agenda for next Monday night's meeting of the Assembly. She said she and Mr. Uchytel are going to the Ovation of the Seas ship on Sunday to greet them and welcome them to Juneau. Ms. Becker said she attended a very interesting neighborhood meeting. Out of about 25 items that were mentioned, it really boiled down to wanting to limit the ships and limit the people. Meanwhile, Docks & Harbors is trying to add small cruise ships docks for more ships and more people.

XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, June 19th, 2019 at 5:00pm
- b. Board Meeting – Thursday, June 27th, 2019 at 5:00pm

XVI. Adjournment- The meeting was adjourned at 8:02pm.