

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR MEETING AGENDA**  
**For Thursday, July 25th, 2019**

- I. Call to Order** (5:00 p.m. in the CBJ Assembly Chambers)
- II. Roll** (Steven Guignon, Annette Smith, Mark Ridgway, David McCasland, James Becker, Bob Westmann, Christopher Dimond, Budd Simpson and Don Etheridge)

**III. Approval of Agenda**

**MOTION: TO APPROVE THE AGENDA AS PRESENTED.**

**IV. Approval of Minutes:**

- a. June 27<sup>th</sup>, 2019 Board minutes; and;
- b. July 17<sup>th</sup> Special Board Minutes

**V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).

**VI. Board Elections and Committee Assignments**

**VII. Consent Agenda –**

- A. Public Requests for Consent Agenda Changes
- B. Board Members Requests for Consent Agenda Changes
- C. Items for Action

- 1. New Ordinance: CBJ 85.20.040 – Unattended Vessels at Boat launch Prohibited  
Presentation by the Port Director

**RECOMMENDATION: TO APPROVE LANGUAGE FOR A NEW ORDINANCE WHICH WOULD PROHIBIT UNATTENDED VESSELS AT LAUNCH RAMP FACILITIES AND BEGIN THE PUBLIC PROCESS NOTIFICATION.**

**MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.**

**VIII. Unfinished Business - None**

**IX. New Business**

- 1. Committee Assignments  
Presentation by the Port Director

Board Questions

Public Comment

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Board Discussion/Action

**X. Items for Information/Discussion**

1. Amalga Harbor Letter to Assembly Public Works & Facilities Committee  
Discussion by Port Director

Board Discussion/Public Comment

2. FY2020 Board Goals  
Discussion by Board Chair

Board Discussion/Public Comment

**XI. Committee and Member Reports**

1. Operations/Planning Committee Meeting- Wednesday, June 19th, 2019
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Steering Committee Liaison Report

**XII. Port Engineer's Report**

**XIII. Harbormaster's Report**

**XIV. Port Director's Report**

**XV. Assembly Liaison Report**

**XVI. Board Administrative Matters**

- a. Ops/Planning Committee Meeting – Wednesday, August 21st, 2019 at 5:00pm
- b. Board Meeting – Thursday, August 29th, 2019 at 5:00pm

**XVII. Adjournment**

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR BOARD MEETING MINUTES**  
**For Thursday, June 27th, 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: Bob Janes, David McCasland, James Becker, Bob Wostmann, Christopher Dimond(via telephone), Budd Simpson and Don Etheridge.

Absent: Weston Eiler, and Mark Ridgway.

Also present were the following: Carl Uchytel – Port Director, Dave Borg – Harbormaster, and Gary Gillette – Port Engineer.

**III. Approval of Agenda**

**Hearing no objection, the agenda was approved as presented.**

**IV. Approval of May 30<sup>th</sup>, 2019 Board Minutes**

**Hearing no objection the minutes of May 30<sup>th</sup> are approved as presented.**

**V. Public Participation on Non-Agenda Items – None**

**VI. Consent Agenda - None**

**VII. Unfinished Business -**

1. Amalga Harbor Float Extension – Next Steps

Mr. Uchytel said he sent the May 30<sup>th</sup> power point presentation that was shown to the Board, all background information, and comments on the Amalga Harbor project to the Board members. The motion that was moved from the last OPS/Planning Committee meeting is in your packet. On pages 20 and 21 in the packet is an Amalga Harbor questionnaire that he put together. He asked the Board if this is what they want to send out this summer or in the future?

Board Questions

Mr. Wostmann asked if there has been input on how things are going this season.

Mr. Borg said staff has recently started recording when they go to Amalga Harbor, the time, how long they are there, what they see, the tide, number of boats, and halibut carcasses. However, because this collection of information is so new, there is nothing really to report right now.

Mr. Uchytel said staff is also counting number of vehicles in the lot, halibut carcasses, salmon carcasses and tidal range at that time.

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Public Comment

Rick Driscoll, Juneau, AK

Mr. Driscoll said he has been following the process for the Amalga Harbor plan since he became aware of the plan last December. For the past several months, he has attended meetings, listened to presentations and public testimony, reviewed literature, and read through public comments. He said he is surprised and troubled by the response to the public input that he has observed by the Docks & Harbor Port Director. The public planning and feasibility process are meant to be open, transparent, unbiased, and fair. He said from his perspective the process associated with the proposed Amalga Harbor improvements has not been fair, open, or transparent. At the April 2<sup>nd</sup> and again at the May 30<sup>th</sup> presentations by PND Engineers, the project purpose slide stated that the purpose of the project was to address recreational needs of the community by improving safety and efficiency of the existing boat launch facility through installation of fish cleaning stations and private aids to navigation at Amalga Harbor. As someone who has been involved in the public planning efforts, he said he finds this to be alarming that it stated a decided upon plan of action at the same time that CBJ Docks & Harbors is supposedly seeking input about issues and solutions from the public. Beginning with a predetermined outcome is counter to public process and can affect public trust. Beyond this, he said he was greatly surprised to read among the comments submitted by members of the public emails written by the Port Director to local individuals admonishing them to attend public meetings to counter any claims made by Amalga Harbor residents. He said it has been his experience that fair, open, transparent, and professional public processes are designed to allow the public to offer their insights on issues and options in a neutral environment. Having the Port Director lobby for an outcome.....

Mr. Etheridge interrupted Mr. Driscoll and told him to stop attacking the Port Director and talk about the issue of Amalga Harbor.

Mr. Driscoll said during the May 30<sup>th</sup> PND presentation, a very general reference was offered about the comments received by PND, and CBJ Docks & Harbors and no effort was made to quantify the comments even though this would seem like a reasonable thing to do after requesting feedback. As it turns out, based on the documents available to him, 34 individuals submitted written comments on the proposed Amalga Harbor project. He read the names. Additionally, eight Territorial Sportsman (TSI) Board members submitted a letter and resolution regarding the Amalga Harbor project. A letter was also submitted from the Amalga Huffman Community Association. In reading through the comments, he said he discovered the following sentiments from the individuals. The sentiments do not include TSI or Amalga Huffman Community Association letter.

- 19 support removing the existing fish cleaning station
- 2 support retaining the fish cleaning station
- 3 favor the proposed plan
- 11 object to the proposed plan
- 2 support the dock extension
- 3 oppose the dock extension
- 6 feel there is adequate parking with occasional congestion
- 8 prefer the rock removal over the aid to navigation

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- 20 recognize there is a fish waste problem.
- 19 recognize there is a bear issue
- 9 support education on ramp use
- 5 support signage on the dock
- 9 support no action because no data
- 9 support relocating the fish cleaning stations to Statter Harbor
- 3 believe Docks & Harbors is not implementing the Clean Harbors Initiative at Amalga Harbor

Mr. Driscoll said in addition to these written comments was also public testimony received at both April 2<sup>nd</sup> and May 30<sup>th</sup> meetings. The records show the oral testimony was consistent with what was received in writing. He said amazingly, despite repeated public concerns about bears and carcasses in Amalga, no steps have been taken nor discussion given to address those concerns. At the April and May PND presentations, they showed slides, discussed possible mechanisms to remove fish carcasses from the Harbor, and gave examples of where this is successfully happening. Despite this, there has been no acknowledgement that this remains an unresolved issue and plans appear to be moving ahead to make modification at Amalga with not so much as considering those implications. It is as if the promise of State funding is overriding good judgement. The latest plan he has heard is to extend the dock and move the single fish cleaning station to the end of the new extension. This, despite the fact that the water depth in the entirety of Amalga is five feet at a zero tide. There is no data showing that fish carcasses will be flushed if they are dumped further out on the dock. The fact of the matter is that the water depth remains at five to six feet at a zero tide all the way to the junction between the three islands and the peninsula at the entrance to Amalga Harbor. Given the uncertainty of flushing, and the majority of public comment supporting the removal of the fish cleaning station, as a way to curb congestion it would seem much more prudent and cost effective to begin with removing the cleaning station and then monitoring the Harbor to assess its success. This approach would allow data to be collected prior to spending any money. If further steps are later deemed necessary, funding then could be obtained to implement appropriate measures on collected data and information rather than unfounded speculation. He said he sincerely hopes the promise of State funding will not trump careful consideration and the ultimate decision for Amalga is based on solicited information, credible data, and good judgement.

**Board Discussion/Action**

Mr. McCasland said he spoke with Ryan Beason about the matter and he said there is a matter of congestions that the float extension could help. He asked Mr. Driscoll his thoughts on adding the extension and getting rid of the fish cleaning station, put up signs for no cleaning fish, and see where it goes from there.

Mr. Driscoll said he would prefer Docks & Harbors do their homework and get the data they need to put the extension in. If the data is there, then let's talk about it.

Mr. McCasland said Mr. Beason was in favor of the float extension without the fish cleaning station.

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Rob Murphy, Juneau, AK

Mr. Murphy said this project has been labeled since the beginning as the Amalga Harbor fish cleaning project. The rest of the proposal before the Board right now for the extension of the dock will just move the fish cleaning station out to the end of the dock and will encourage fish cleaning at Amalga. The existing situation is somewhat self-regulating and the boaters are considerate enough to not tie up the float and wait for fish cleaning or taking up dock space on the dock. With an extended float and one fish cleaning station, fish cleaning on the new float will occur and create a mess as many of the commenters predicted. He said the Harbor Department indicated this is something they are trying to prevent. It is only logical that if this extension takes place within a year or so there will be more fish cleaning stations located on the extension and will be without the benefit of the public process like the last one that was put out there. The cost is minimal and there will not be a chance for the public to weigh in at that point. This appears to be clearly an attempt to move forward on this project while avoiding talking about fish waste in the Harbor. At the Ops/Planning Committee meeting last week, the Port Director said that by removing the private fish cleaning stations there would be half the fish cleaning stations and implied that would be half the fish waste or least minimize fish waste. This could not be further from the truth. Since Fish & Game asked the owner to put a private sign on the float several years ago, so they would not miss sampling fish, together with the most recent Christmas tree on it there is very little use of that float for fish cleaning. Failure to recognize this represents either a lack of understanding of what is actually happening in the harbor or a disingenuous attempt to claim actions that are being taken to relieve fish waste that are actually not going to happen. He said he moved to Amalga Harbor in 1986 when there was a single ramp and no float next to the City dock. During this entire time, the private float and mooring buoy has been in the general vicinity. He said he sited in between the upland boundary line of the City and the private property down through the monument delineating the Tideland survey and the float drifts back and forth across the line and is not entirely within the City tidelands. The float is outside of the dredge basin and no practical reason this needs to be removed. The timing seems like a punitive action and unnecessary to press an issue with the neighborhood. He said the float is also partially on DNR land and DNR has a generally allowable use that says no permit is required when it is on State lands. He said some of the public comments including some that supported the project said they do not clean their fish at Amalga because of the poor water quality due to poor flushing action. By late July, the water is smelly with decaying fish waste, outboard motor exhaust, and bilge water from Seine skiffs. It is unsanitary and irresponsible for Docks & Harbors to be promoting fish cleaning when the only water available for rinsing fish and cleaning tables is with the water taken directly above Amalga decaying fish carcasses. Comments suggested a drive up cleaning station in Auke Bay. If Auke Bay is not feasible what about the vacant CBJ lot at Tee Harbor. It is level, has water, lighting, and already a multi-use facility. There is also the stretch of CBJ land between North and South Lena on the waterside of the road. This could serve Amalga, Echo Cove, Tee Harbor, and shore fisheries up and down the road and serve the private marina in Tee Harbor. It isn't the residence of Amalga that are trying to eliminate fish cleaning at Amalga Harbor it is the Docks & Harbors unwillingness to seriously consider options that provide amenities for Sports Fisherman like communities around southeast and the State have done.

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Mr. Simpson said he is interested with the idea of a fish cleaning station at Tee Harbor and asked what would happen with the fish waste at that location?

Mr. Murphy said a similar idea of an option for Amalga Harbor. A holding tank for the solids permitted by DEC. The solids would still have to be disposed of.

Mr. Becker asked if he had the ability to clean the fish on his boat when he catches them before he gets to Amalga?

Mr. Murphy said he guts and gills his salmon and brings his halibut home and takes the waste out the next evening in his boat to deep water to dispose.

Mr. Becker said he encourages more people to clean their fish out on their boat. There was a misconception that Fish & Game had to have ground fish creel sampling and that is not true.

Mr. John Cooper, Juneau, AK

Mr. Cooper said he is normally an Amalga user but last Saturday he went to Statter Harbor about 10:00 am. He had to circle around to make sure there was a parking space available for when he launched his boat and found three on the gravel. He said Amalga was probably just as bad. He said he encourages Docks & Harbors to install the dock extension and he does not care about the cleaning station because he does not clean fish at Amalga. There is a safety and usability problem at Amalga that needs to be resolved. He likes the proposal of the rock removal better than the aide to navigation and that would be a definite improvement. Solving the fish waste problem is going to be another whole episode, which will include land transfers and other things to do the things that were suggested a few minutes ago. There needs to be a study for different options and a study for what happens if we ban fish cleaning at Amalga Harbor. Will it get rid of all the fish carcasses? He said that with some of the things he has seen in the past, he doubts it. If people take their fish home to clean them and Amalga is the easiest place to dump the waste than that is where they will dump them. He said he supports the extension and removing the fish cleaning station.

Ms. Denise Chase, Juneau, AK

Ms. Chase said the Amalga Harbor neighbors are good neighbors to Amalga Harbor users. She said we have helped people with dead batteries, flat tires, towed boats, towed vehicles out of the water, let people use their phones when they have a problem, picked up garbage, dog poop (she requested a poop bag station), and have been supportive of many of the projects at Amalga. She said Docks & Harbors is trying to solve a problem with this project that does not exist. An angled dock extension will impede the kayak launch ramp, which is used by paddle boarders, canoers, kayakers, and is heavily used. She said adding more cleaning stations will add more fish waste and moving the existing cleaning station to the end of the extension with all the same depth and still in the inner harbor is still not going to go out to deep water. This will encourage more fish cleaning. She said it was her dog that was killed last year by a food-conditioned bear. That bear was one of eight bears in the area last year and it was on her property for three weeks. It was seen fishing at the weir and eating fish carcasses in the tide flats. It attacked her dog in the front yard. This year so far we have six bears and bears are unpredictable. She

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asked to please not make the bear problem any worse. There are many issues to this bear problem and one of the issues is the fish carcasses.

Mr. Becker asked if the carcasses are chum salmon or a variety of fish?

Ms. Chase said it is the halibut carcasses that bloat and float. Salmon carcasses sink and DIPAC has done a good job of clean up on the salmon so there are no salmon on the beach. However, there are no salmon getting up Peterson Creek that normally concentrates the bears on this side of the weir. That is a small fishing area and public use with people casting from shore. What we noticed with the bears is that when they were fishing at the weir there was a family of bears there but the rest of the bears were in the other area. She said she has to walk a trail to her house and she can't tell you how many times she has encountered bears.

Mr. Becker said he is on the DIPAC Board and he talked to Fish & Game about removing the weir and they said that is not an option because they don't want chum salmon to get up Peterson Creek because the small run of steelhead that get up there.

Ms. Chase said she understands that and has been to every meeting. The steelhead has been decreasing every year.

Mr. Becker said it is not an easy solution.

Ms. Chase said the bear problem is not an easy solution and there are several different issues. She said she is asking to not make this any worse.

**Mr. Ron Somerville Juneau, AK**

Mr. Somerville said he has been in Juneau since 1979 and a lifelong Alaskan. He said he uses Amalga Harbor occasionally. He said this whole process has been confusing to him. He works in various capacities in regulatory processes that include, Fish & Game for 24 years. He is here on behalf of Ryan Beason with Territorial Sportsman and has been a member since 1980. He said the Territorial Sportsman has had a good relationship with Docks & Harbors staff with our Derby. The Derby would not be successful without the assistance from the City. He was upset when he heard that it was suggested to charge TSI for support from Docks & Harbors. If that happens, we will probably cancel the derby, depending on the charge. Another thing is the money will come from the scholarship program. If that is the case, we would like to know soon so we can tell our 1600 members that CBJ is intending to put some sort of cost associated with the derby support. He said he did send a copy of the TSI response to the Board members yesterday.

Mr. Etheridge said the Board members received it.

Mr. Somerville said the project is moving forward with the bulk of the testimony opposed to the project. Some people have vested interest but TSI does not have a vested interest except that our membership use Amalga Harbor. The comments submitted by TSI were not to disrupt anything but to say they were in favor of improving the uses at Amalga Harbors. He said his concern is the bears that are being attracted to the chum salmon and halibut carcasses even though he has never seen a bear at Amalga Harbor. The strange thing is the carcass disposal at Amalga Harbor does not have to happen. People can file



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halibut on the ground as long as you keep the hide on and throw the carcass overboard in the pass. You can also clean your salmon out there and not bring it into Amalga Harbor to clean. You will still have to take them home and remove the hide but he said he even does this occasionally at Fishermen's Bend. He does not see a big issue with the City prohibiting fish cleaning at Amalga Harbor. The main issue TSI noticed was the congestion and the delay in launching and retrieving boats. That is exasperated right now at peak times because of the fish cleaning. People stop and wait to clean their fish before they get in line and some people really get mad because they cannot get their boat out of the water. He said he also wanted to point out that Ryan Beason made it clear that TSI supports the dock extension but questions if it will be successful, but we do not oppose it. The fish cleaning even farther out will cause more disruption in the launching and retrieving of boats. He said Doug Larsen is the President of TSI and from the very beginning has withdrawn himself from the process because of his association with the Amalga Harbor Neighborhood Association.

Mr. Paul Swanson, Juneau, AK

Mr. Swanson said he is here to support the project as proposed. Extending the dock has to help the congestion and fish cleaning on the end will also help. If it does not help, then take the fish cleaning out.

Mr. John Gitkov, Juneau, AK

Mr. Gitkov said he goes to Amalga often. The private float out there is a true encouragement. In the wintertime it brightens everyone up and it goes dry on a -2' tide. He said he likes finding solutions. He suggested putting the float in when DIPAC takes the pens out. That area is in deep water and the anchors are already in place. The people that want to clean their fish will go there first and then go pull their boat out. No garbage in the water and it will be a win/win.

Mr. Etheridge said Fish & Game would not allow that. It is illegal to clean fish before they are docked. You can clean on your boat but you need to bring the heads in.

Mr. Gitkov said they could be cleaned like on your boat and get rid of the majority of the waste.

Ms. Kaye Sullivan, Juneau, AK

Ms. Sullivan said she appreciated the expanded public process directed from the Assembly. The public comments received both orally and written from the April 2<sup>nd</sup> meeting is overwhelmingly in support of removing the fish cleaning station and not extending the dock to resolve the waste and congestion problems. The motion tonight is to extend the float at an angle and move the existing fish cleaning station to the end of the extension. She said this does not make sense. It does not meet best management practices (BMP) for fish waste disposal. The basin size has not changed so the carcasses will still be dumped in a small non-flushing Harbor. BMP say to dump fish carcasses in swift water/deep water. If you are not able to do this, the suggestion is to grind it to ½ inch and dump in deep water. So far this year, 100% of the fish cleaning is taking place on CBJ dock. This also does not meet City or State laws regarding bear attractants. We know this is a problem and Ms. Chase talked about this in her comments. The angle dock

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does not fit in Amalga Harbor. This puts the motorized and non-motorized traffic together, and will also provide more space for people to clean on the dock even without fish cleaning stations and make the problem worse. At the last OPS/Planning meeting there was a comment that if this did not work the fish cleaning station could be removed in a couple of year. As far as she can tell, there is no base line as to compare so there is no accountability. She said she has been actively counting the trailer counts in the Harbor and the bear sightings since May 1<sup>st</sup> of this year. To date, on Monday May 27<sup>th</sup> there was 57 trailers. She said they timed a boat coming in at 3pm, which was shortly after low tide, and there was four boats on both sides of the dock with a total of eight boats. There was one person cleaning crab at the dock. The boat they were tracking had to wait two minutes to get to the dock. Nine minutes to get his trailer and retrieve his boat with a total of 11 minutes from the time he came around the corner of the Harbor to removing his boat from the water. There was 47 trailers in the parking lot at that time. The bears are also back as expected. This neighborhood has helped to take care of this Harbor for years. We pick up trash in the parking lots and fill in potholes for the last 15 years. In the old days, John Stone would provide the D1 and we provided the labor but now we provide both. Because this Harbor has no services, people who need help, jump, water, need to use the phone, come to the neighbors for help. She said she is okay with this because it is the right thing to do. Now, we will also have to clean the fish carcasses up if we want a safe clean harbor. She said Docks & Harbors is not grasping the reality of the problem. This is not okay. If we are not provided a safe clean harbor we are forced to do it ourselves and we can clean up carcasses from the tide flats however picking up a slimy halibut carcass out of the tall grass is not so easy. She said she does not know how to clean up the slime on the top of the water that is created by the pile of rotting fish under the dock. The halibut floaters are already starting and she said she sent a photo to Mr. Simpson yesterday to show him this is happening and it is only June. She said the Port Director might have been right back in December when we first got wind of the change in this project. He told us we could make all the comments we want but it is too late, the Board already made its decision. He did say we could come to the December 12<sup>th</sup> OPS/Planning meeting and speak on a non-agenda item which we did. Now looking through the public comments, there were emails asking members of the public to come and speak with an expectation that some of the Amalga residents were coming to oppose the project. Keep in mind this was not even on the agenda. The Board had not even heard our concerns and there was active lobbying against us. This is not a fair and unbiased process. There are huge concerns and no one is really listening. The request is to remove the fish cleaning station and not allow dumping in the harbor. Stick with the existing dock and get back to what the ramp was meant for, launch and retrieve.

Mr. Janes asked Ms. Sullivan, if we go the direction she is advocating, how does she see the fish cleaning enforcement taking place on a tight budget without a Docks & Harbor staff at Amalga at all times? He asked if she believed that if there was no fish cleaning station, and the dock was still short, people would not want to clean fish there?

Ms. Sullivan said staff needs to start with education and educate people as to why it is unacceptable. Post signs and when staff is out there tell people. She does not believe it is

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right to put the neighborhood in the position to clean it up because Docks & Harbors does not want to.

Mr. Janes said he heard in the public testimony that most of the support was against the dock extension, the statistics were two opposed to the dock extension, and three in support of the dock extension, is that correct.

Mr. Driscoll said this was based on the comments included in the packet.

Mr. Janes was just trying to understand those statistics and Ms. Sullivan's comments that most people were opposed to the dock extension.

Ms. Sullivan said many of the comments were that if you remove the fish cleaning station you remove the congestion so you do not need the extension. The two things to accomplish was to remove the fish waste and relieve the congestion. If you remove the fish cleaning station from the end of the dock you remove the congestion. Therefore, the dock does not need to be extended. The other thing is if after removing the fish cleaning station and there is still congestion, you need to do it right and blast the rock and go straight out so it is safe. She said she knows this will cost more but she suggests to do it right.

Mr. Ryan Kegler, Juneau, AK

Mr. Kegler said he probably uses Amalga Harbor more than anyone does in town. In just the last three nights, there was hardly anyone there but the issues were not because of the dock length but because of the launch ramp etiquette on launching and retrieving boats.

Mr. Dennis Watson, Juneau, AK

Mr. Watson said he has been coming to the Harbor Board meetings since 2005 and he has heard approximately 500 different items that have come before the Board. On occasion, he said he might have felt a bit of bias on a project or two by an individual of the Board. He said, as been there, and been the subject of some of the projects that rolled out of here, he appreciates the respect that comes forth from the Board. He said he supports this project and sees no reason it cannot work. He has fished in several Harbors around Southeast and most of them do not have cleaning tables. You clean them on the dock between the dog poop and eagle poop, take a bucket, and wash it off the dock. You always run into someone that is not respectful and other people clean up after them. You cannot rule or regulate anything if someone is not there full time. He does not know how anyone can issue a citation for cleaning a fish on a dock. Bottom line is that it needs to happen. If this goes forward, they will appeal this to the Assembly and that is their right but it is a foolish waste of time. He said, "Not in my back yard" is ringing pretty clear.

Mr. Becker asked Mr. Uchtyl if the \$300,000 for the rock removal is an accurate amount and if the Corps of Engineers will fund it or remove it?

Mr. Uchtyl said the Corps of Engineers would not remove it. He said he talked to Fish & Game and they said they would not fund the removal of the rock. They like to see projects built with the Dingell Johnson grant money. Mr. Love is in the audience and can speak to this item if there are any questions. Mr. Uchtyl said Mr. Gitkov commented to

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have the fish cleaning off shore and that is where Docks & Harbors wanted the fish cleaning station from day one. However, we have received written correspondence from Fish & Game confirming they will not fund a project that would have an offshore fish cleaning station because it would jeopardize their creel sampling.

Mr. Wostmann said he could not support the motion as written. He would like in the record that Docks & Harbors acknowledges there is a fish problem at Amalga Harbor. He has been hearing the Board members do not care about the problem but we do. If the Board does decide on the extension and fish cleaning station he wants it clear that this is for one year only during which time staff would collect data and revisit this issue in the fall.

Mr. McCasland recommended moving forward with construction of the dock extension for the purpose of alleviating the crowding, removing the fish cleaning station there currently, providing signage, enforcing fines for unauthorized fish cleaning, and providing biodegradable dog bags.

Mr. Dimond said the way the motion is in the packet he would not support it. With the issues the carcasses are bringing and without a solid plan how to dispose of the carcasses and get them off site, he will not support it. He is in favor of the dock extension but not to add additional fish cleaning stations to the end of it. He suggested looking into a gangway out to a dock at the south end or the north side of Amalga Harbor and Fish & Game can walk out to do their samples. People can clean their fish and then come into the Harbor.

Mr. Janes said he is not in favor of the fish cleaning station because of the public comments. He said he would entertain suggestions from the Harbormaster but does not feel the Board is ready for a decision. Moving forward with a dock extension may just mean more cleaning on the dock and that is not safe.

Mr. Simpson said he was the maker of the motion last week, which was made to move forward for discussion. He said he believes the extension is a good thing overall and will support that but would hold off on the fish cleaning station.

Mr. Becker said Juneau is a boating community and we need more facility, area, and more comprehensive operation. If we do not have money to remove the rock currently, we continue to look. He supports the dock extension but he knows this is not the end of the Boards responsibility for Amalga Harbor.

Mr. Janes asked Mr. Borg how much congestion is there at Amalga Harbor?

Mr. Borg said it ebbs and flows depending on the weather, tides, and holiday.

**MOTION BY MR. MCCASLAND: TO MOVE FORWARD WITH THE CONSTRUCTION OF THE DOCK EXTENSION FOR THE PURPOSE OF ALLEVIATING THE CROWDING AND REMOVE THE FISH CLEANING STATION THERE CURRENTLY AND PROVIDE SIGNAGE AND WORK ON CREATING AN ENFORCEMENT FOR THE ABILITY TO FINE PEOPLE FOR UNAUTHORIZED FISH CLEANING.**

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR BOARD MEETING MINUTES (CONTINUED)**  
**For Thursday, June 27th, 2019**

**Mr. Janes objected**

**Mr. Becker – Yes**

**Mr. Dimond – Yes**

**Mr. Wostmann – Yes**

**Mr. Janes - No**

**Mr. McCasland – Yes**

**Mr. Simpson – Yes**

**Mr. Etheridge – Yes**

**Motion passed**

**VIII. New Business –**

1. Gitkov Dock Partial Lease Assignment to Delta Western

Mr. Uchytel said on page 26 and 27 in the packet shows the partial areas of the two leases, ATS 1525 and ATS1170, with Jane Hawkins and John Gitkov that will be assigned to Delta Western. This will allow Delta Western to provide better fuel service to their clients in Southeast Alaska. It has been vetted through CBJ Law and they approved the partial assignment. This does not require Assembly approval only Docks & Harbors Board approval. Lease ATS1525 was recently renegotiated and expires in 2047 and ATS1170 is still under the State lease expiring in 2030. The Ops/Planning Committee recommend approval of the partial assignment.

Board Questions - None

Public Comment - None

Board Discussion/Action

**MOTION By MR. SIMPSON: TO APPROVE THE PARTIAL ASSIGNMENT OF THE GITKOV DOCK LEASES (ATS 1170 & ATS 1525) TO DELTA WESTERN, LLC. AND AS UNANIMOUS CONSENT.**

**Motion passed with no objection**

2. Proposed Improvement to ATS 1170 by Delta Western

Mr. Uchytel read areas in both leases that allow Delta Western to move forward with their proposed improvements with the Boards approval and with all required permits. The area is zoned waterfront industrial.

Mr. Gillette said in a waterfront industrial zone the use proposed is called an allowable use permit, which is approved by staff and does not need to go to the planning commission.

Board Questions

Mr. Wostmann asked if additional tanks have been added from last week?

Mr. Gillette said according to CDD, the allowable use criteria is not based on the gallons but based on the area. If the area is less than an acre it is an allowable use permit, greater than an acre it is a conditional use permit. The proposed area is less than an acre.

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR BOARD MEETING MINUTES (CONTINUED)**  
**For Thursday, June 27th, 2019**

Mr. Wostmann asked what point would a containment dam be needed?

Mr. Truk Sederholm with Great Northern Engineering working with Delta Western explained the proposed project. Phase I would be two 12,000 gallon double wall fire guard tanks rated for dispensing and then there will be one 30,000 gallon double wall diesel storage tank as well.

Mr. Wostmann asked if the double wall is the only requirement from a safety perspective?

Mr. Sederholm said the double wall is the containment. The tank itself is contained. He said the project would meet all the regulatory requirements and have everyone that needs to approve this.

Mr. Dimond asked for clarification on the plan where it has small boat dispensary, is that open for public use?

Mr. Sederholm said the public use dispensary is still part of the plan.

Public Comment

Board Discussion/Action

**MOTION By MR. SIMPSON: TO APPROVE CONSTRUCTION PLANS CONTEMPLATED AT ATS 1170 BY DELTA WESTERN LLC. AND ASK UNANIMOUS CONSENT.**

**Motion passed with no objection**

**IX. Items for Information/Discussion – None**

**X. Committee and Member Reports**

1. Operations/Planning Committee Meeting- Wednesday, May 22nd, 2019

Mr. Etheridge said the Committee discussed Amalga Harbor and the partial assignment to Delta Western.

2. Member Reports-

Mr. McCasland had a request from the public to add a light at the Douglas Harbor floating breakwater to see at night. He said he would like to see the entire downtown public library wrapped in a mural.

Mr. Etheridge recommended taking the mural suggestion to the Assembly.

3. Assembly Lands Committee Liaison Report - None

4. Auke Bay Steering Committee Liaison Report - None

**XI. Port Engineer's Report**

Mr. Gillette said his written report is in the packet and added the following;

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR BOARD MEETING MINUTES (CONTINUED)**  
**For Thursday, June 27th, 2019**

- Statter Harbor Phase III (A) is out to bid. Bids will be opened on July 16<sup>th</sup> with the plan the Board approval on July 17 and go to the Assembly for their approval on July 22<sup>nd</sup>.
- The Downtown Waterfront material procurement – the materials are in town at the rock dump awaiting the next contractor. The bid opening currently is July 2<sup>nd</sup>. We will need to hold a Special Board meeting on July 3<sup>rd</sup> and go to the Assembly on July 8<sup>th</sup>.
- The Small cruise ship infrastructure study, which was approved by the Board and passed to the Assembly, was approved by the Assembly and staff is now finalizing a contract with PND.

**XII. Harbormaster's Report**

Mr. Borg reported;

- Staff did meet with the Territorial Sportsman about the upcoming Golden North Salmon Derby. All basses are covered and free of charge.
- Staff is supporting JPD as well as the fireworks committee this July 4<sup>th</sup>.
- The broken pile was removed from the North end of Aurora last Friday.
- The gangway at the floatplane dock was removed because it was unrepairable and now sitting in Douglas next to our other ramp. Staff put a fence up on the entrance to the floatplane dock.
- Working with SECON on their downtown work. Very impressed on the great job of keeping the traffic flowing.
- Filling up quickly in the Harbor and the season is early.

**XIII. Port Director's Report**

Mr. Uchytel reported;

- At Monday's Assembly meeting, Docks & Harbors consent agenda item for action closing out of projects and transfer of money was pulled by an assembly member because the transfer was from the Taku Harbor CIP to the Amalga Fish Cleaning project CIP. After discussion and an error on an amount in the managers' report to be transferred, this item was not approved and will be brought up again at the July 22<sup>nd</sup> Assembly meeting.
- July 1<sup>st</sup> is the Public Works and Facilities Committee Assembly meeting at noon. Staff has been asked to come and give an update on the Downtown Waterfront Improvements project and will be asked to defend the position of why we do not have bus charging stations in this project. Morris Engineering is doing research on the costs associated with the charging stations. Other than Gastineau Guiding hybrid bus, no other companies have electric airporter size busses and with the poling of companies, no one intends to purchase electric busses in the near future.

Mr. Janes said he has been doing research on this and no US manufacturers plan to introduce airporter size electric busses within the next two years.

- Board application are due July 8<sup>th</sup> with interviews on July 17<sup>th</sup>.

**CBJ DOCKS AND HARBORS BOARD**  
**REGULAR BOARD MEETING MINUTES (CONTINUED)**  
**For Thursday, June 27th, 2019**

- He said he met with our lobbyists in DC and just returned from that trip. The trip meetings included;
  - Admiral Silah with NOAA making a pitch to have two NOAA vessel come to Juneau and also a future NOAA vessel.
  - A director from the office of Management and Budget to make a pitch for NOAA assets.
  - A Deputy NOAA administrator Admiral Gallaudet asking for homeporting NOAA vessels.
  - Senator Sullivan, and Senator Murkowski for a few minutes and then with her staff.
  - He said he attended an event honoring Congressman Don Young and met with Don Young's staff transportation person talking about BUILD and MARAD, Port Development grant opportunities.
  - MARAD and the Department of Transportation Office of the Secretary. He said both people he met with are coming to the AAHPA conference held here in Juneau and they will be presenting grant opportunities at our conference.
  - The Army Corps of Engineers Headquarter Division asking for support for the wave attenuator at Auke Bay. There is continued encouragement to fight for the attenuator.
  - Susan Monteverde from the American Association of Port Authorities, which Docks & Harbors is a new member. Juneau is in the mix with several large ports, LA, New York, and Houston. She encourages continuing to participate.
  - Kip Knudson who is with the Governor's Office. Mr. Uchytel shared our recapitalization goals and plans in Juneau and encouraged him to stop by for a tour when he is in town.

Mr. Uchytel said he did not come back with a promise for money but he believes these meetings are beneficial for future funding opportunities.

- Mr. Uchytel announced Mr. Gillette's retirement of July 31st, 2019.

**XIV. Assembly Liaison Report - None**

**XV. Board Administrative Matters**

- a. Special Board Meeting – Wednesday, July 3rd, 2019 at Noon
- b. Ops/Planning Committee Meeting – Wednesday July 17<sup>th</sup>, 2019 at 5:00 pm
- c. Board Meeting – Thursday, July 25th, 2019 at 5:00pm

**XVI. Adjournment-** The meeting was adjourned at 6:55pm.



**CBJ Docks and Harbors Board**  
**SPECIAL BOARD MEETING MINUTES**  
**For Wednesday, July 17<sup>th</sup>, 2019**

I. Call to Order.

Mr. Etheridge called the Special Board Meeting to order at 5:00 pm in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: Don Etheridge, Christopher Dimond, Bob Janes, Budd Simpson, James Becker, Bob Wostmann, Mark Ridgway, and Weston Eiler.

Absent: David McCasland

Also present were the following: Carl Uchtyl - Port Director, Gary Gillette - Port Engineer, Erich Schaal - Deputy Port Engineer, Dave Borg - Harbormaster, and Matthew Creswell - Deputy Harbormaster.

III. Approval of Agenda

**Hearing no objection, the agenda is approved as presented.**

IV. Public Participation on Non-Agenda Items - None

V. New Business

1. Bid Award for the Downtown Waterfront Improvements - Phase I (DH 19-014)

Mr. Gillette said the posting notice is in the packet from the bid opening on July 16<sup>th</sup>. Docks & Harbors received three bids and Trucano Construction is the low bidder at \$12,376,699. The bid came in over \$1M less than the Engineer's estimate was for the project. We do have the funds available and if you approve this tonight, it will go to the Assembly for approval on Monday night.

Board Questions -

Mr. Janes asked with the bid being \$1M under, do we have the ability to transfer the money to another project?

Mr. Gillette said this is only phase I, we still need money for phase II and the construction administration inspection of the project as it moves forward.

Mr. Dimond said as a representative of one of the labor organization, he wants the Board members to know he will be signing on the PLA for this project. He wanted to make sure there is no conflict of interest if he votes on this topic.

Mr. Etheridge said he did not believe there was a conflict because Mr. Dimond will not benefit from this topic.

Mr. Simpson said he has represented the owners of the Archipelago project. He spoke with the CBJ attorney to see if he still has a conflict because the project is in the public portion. He was told to disclose the potential conflict and if no one objects than he is okay to participate on this item.

**CBJ Docks and Harbors Board**  
**SPECIAL BOARD MEETING MINUTES**  
**For Wednesday, July 17th, 2019**

Mr. Etheridge asked if any of the Board members objected to Mr. Dimond and Mr. Simpson voting on this topic?

There was no objection from the Board members.

Public Comment - None

Board Discussion/Action

**MOTION By MR. WOSTMANN: TO RECOMMEND THE BID FOR THE DOWNTOWN WATERFRONT IMPROVEMENTS - PHASE I BE AWARDED TO TRUCANO CONSTRUCTION FOR \$12,376,699 AND FORWARD TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT.**

Motion passed with no objection

2. Bid Award for Statter harbor Improvements - Phase IIIA (DH 19-013)

Mr. Gillette said bids were opened today. The posting notice will be signed tomorrow and Pacific Pile and Marine (PPM) is the low bidder at \$4,061,000, but it is much higher than the Engineer's estimate. Staff reviewed the bids to see where the differences are and one bid had a higher amount on the blasting than the other bidders. At this point, this is the number that stands. Even though it is higher than the estimate, we do currently have funds. We have more funds coming into the project, which will be for phase II. Options at this point would be cancel the bid, re-scope the project (maybe don't blast the rock, or dredge so deep), however, that will impact the project that we worked on for so long and feel it is necessary for a facility to last for 30 to 50 years. Staff recommendation is to move forward with the bid knowing we will have more money coming into the project. With the two bidders that were close, it does give indication that they were reading it correctly. We feel we have a decent bid and we can fund it.

Board Questions -

Mr. Ridgway asked if Mr. Gillette has had conversations with the contractor about their bid on the dredging and disposal?

Mr. Gillette said it is inappropriate at this time. After they are under contract, we can ask them how they interpreted the scope and negotiate at that time.

Mr. Ridgway asked if the scope included engineer's estimate on volume total, how many cubic yards?

Mr. Uchytel said the volume amount is the estimated dredging amount and we end up paying the actual contractor amounts of how much material that is removed. He asked Mr. Schaal to talk about the dredging line item.

Mr. Schaal said if you look at Alaska controls line item and the rock dredging and disposal line item, they are two halves of that process. If you look at what the three bidders have done, we see lopsided amount in PPM and an opposite amount in Kiewit. Talking with Dick Somerville at PND, it looks like the apparent low bidder placed the risk shown as a cost in the blasting controls which then means the actual cost for the dredging is much less. There are limits for over dredging

**CBJ Docks and Harbors Board**  
**SPECIAL BOARD MEETING MINUTES**  
**For Wednesday, July 17th, 2019**

and there are requirements for under dredging. If they over dredge we do not bear the cost and if the under dredge they need to go fix it at their expense.

Mr. Uchytal said we award on a firm fixed price. Our options are to award to this contractor, re-scope it by making significant changes and re-advertise it. The risk is that we will lose another year and then we will need to go back and start the process all over for the National Marine Fisheries Service (NMFS) permit that took 19 months to receive. The bids came in 37% higher than what the engineer's estimate was and this is not the best situation. There is money in the project. The biggest risk to Docks & Harbor is the 75/25 match where 75% of head tax can be used but the other 25% has to be Harbor funds. That will be an additional \$250,000 for phase I and \$1M for phase II.

Public Comment -

Mr. Dennis Watson, Juneau, AK

Mr. Watson said he remembers when business was slow in the Northwest and jobs were hard to get because there was not any and bid prices were coming in at a good price. Now, when you are looking at work in the lower 48 you have companies begging for workers. He looks at it that the bids are high because they really do not need the business.

Board Discussion/Action

Mr. Janes said passenger fees are a bit of a touchy subject and he does not want to automatically assume it is a good thing for Juneau to defer to more passenger fee funding on a project that came in a lot higher than expected. Approving this will send a negative message to CLIA and to our passenger fee funding of this project and also place the 25% on the burden of the community. He would like more discussion and would like to put the award of the bid off to do more research. He does not want to go in this quickly with the thought that passenger fees are inexhaustible and we take them for granted.

Mr. Etheridge said the passenger fees are for the next phase of this project.

Mr. Uchytal said they are and we will be receiving \$5M in this current Fiscal Year for phase II. This bid is 37% higher than the estimate and more than we are used to. The unique thing about this project is the blasting and the risk for the contractor because of the in-water blasting. He said he agrees we need to be frugal with everything we do, but there is nothing more to reduce in our bidding process. If we do go out again for bids, it needs to be re-scoped significantly to be fair to the next round of bidders.

Mr. Janes said another concern is the discrepancies in the blasting from two different bidders. Can the blasting be pulled out and be called a separate phase? He said \$1M is worth talking about.

Mr. Schaal said the specification section for blasting controls was put together by a blasting specialist. They are very prescriptive and protective because this is a very unique situation. The specs are very descriptive on what they need to do to protect the community and Docks & Harbors interest. He said he is not concerned about the line item differences but if you add up the two items together, they are not that far off between all three bidders. It depends on the contractor where they put their money to come up with the overall bid because we pay based on a lump sum. They are higher than the engineer's estimate but not too different from each other's bids.

**CBJ Docks and Harbors Board**  
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**For Wednesday, July 17th, 2019**

Mr. Dimond said any blasting is dangerous and adds a lot of cost. Engineers may not understand the OSHA regulation and compounded with working over the water, there are many added costs to any project. He said it is reasonable with the blasting to expect bids to come in higher than the engineer's estimate.

Mr. Wostmann asked what the consequence would be to not accept this bid and to guesstimate the cost for a delay.

Mr. Uchytel said the reason the bids were open today and have approval from the Board today so the Assembly could act on it on Monday. Any delay will delay the Assembly approval until August 19<sup>th</sup>. The timeline would be the contractor would mobilize as early as October 1<sup>st</sup>, start the work, and the project has to be finished by mid-March because of the eagle permits and the Fish & Wildlife permits. Any delay will put the contractor in a bind to get all the work completed following the boundary conditions of the Corps of Engineer, Fish & Wildlife, and the National Marine Fisheries Service permits.

Mr. Ridgway asked if we had a Marine Mammal Protection Act permit LOA?

Mr. Uchytel said no, we have an IHA, Incidental Harassment Authorization Permit, which allows us to have "takes" of marine mammals. The blasting is very complicated and part of this permit is they will blast at the end of the day whether there are marine mammals or not. This is because the explosives place the workers at risk.

Mr. Ridgway asked who is liable for non-compliant of the IHA?

Mr. Uchytel said he is not sure.

Mr. Ridgway said he would prefer a contractor who puts more cash in the blasting rather than mobilization because that could provide additional protection for Docks & Harbors.

Mr. Wostmann asked if the permits are all date specific for use?

Mr. Uchytel said that is correct.

Mr. Dimond asked if there are portions of this project, if delayed, that could be removed to cut back on the cost to get a lower bid?

Mr. Uchytel said the only areas to change would be to not dredge as deep and not blast all the rock that tour operators said will be a problem if left in.

Mr. Janes said he questions dredging to negative eight but he is tending to support this bid. He wants to make sure the Assembly is clear why we made the decision we made.

Mr. Becker asked if sea lions come into the harbor during this project, would the contractor have to stop working until they leave?

Mr. Schaal said we have an in depth permit from the National Marine Fisheries that talks about protection for the marine mammals and we intend to cooperate with the local NOAA officer as we get closer to the blasting phase and all local resources to set ourselves up for success. We will watch for marine mammals several weeks in advance of the project and know the ebb and flow of

**CBJ Docks and Harbors Board**  
**SPECIAL BOARD MEETING MINUTES**  
**For Wednesday, July 17th, 2019**

the mammals and meet with the contractor to discuss go or no go blasting in regards to the marine mammals.

Mr. Janes asked if there was a reason we could not come in years from now to do the blasting after the floats are in place?

Mr. Schaal said it would be very damaging to the existing floats.

Mr. Janes said unless they are pulled prior to the blasting.

Mr. Schaal said it becomes a different project once the new floats are installed. The projects best trajectory is to blast prior to installation of the floats.

Mr. Janes said personally being involved in Statter Harbor and the commercial boats that use that harbor, he was not sure where the facts or input came from for dredging to negative eight.

Mr. Creswell said he would hate to have this new facility built and not be able to use it with certain tides.

Mr. Janes said he wants to know where the line is with low tides where a certain portion of the floats would not be able to be used. He understands Docks & Harbors wants to do this right but this is \$1M of passenger fees funds and 25% of local funds.

Mr. Uchytel said the meeting was with you and Doug Ward looking at dredge material and whether the rocks could be marked with a buoy and both you and Mr. Ward said the rocks need to go.

Mr. Janes said he did not know it was going to be \$1M until today.

**MOTION By MR. DIMOND: TO RECOMMEND THE BID FOR STATTER HARBOR IMPROVEMETNS PHASE IIIA BE AWARDED TO PACIFIC PILE & MARINE FOR \$4,061,000 AND FORWARD TO THE ASSEMBLY FOR APPROVAL AND ASK UNANIMOUS CONSENT .**

Motion passed with no objection

VI. Adjournment - The Special Board Meeting adjourned at 5:38p.m.

**Proposed New Ordinance**

**CBJ 85.20.040 – Unattended Vessels at Boat launch Prohibited**

- (a) Boat launches are intended only for loading and unloading vessels. No person operating or in charge of a vessel may leave the vessel unattended at the Douglas Harbor Boat Launches, the Harris Harbor Boat Launch, the North Douglas Boat Launch, the Statter Harbor Boat Launch, the Amalga Harbor Boat Launch, the Echo Cove Boat Launch, or the Auke Bay Landing Craft Freight Ramp. A person or persons attending a vessel must monitor and be able to maneuver the vessel as necessary for safe and efficient use of launches. For the purposes of this section, a vessel includes a boat, kayak, seine skiff or other similar watercraft.
- (b) The prohibition in section (a) does not apply to temporary durations when the operator or person in charge of the vessel leaves the boat launch to dispatch a vehicle and trailer necessary in the recovery of the vessel.
- (c) Violation of this section is a violation subject to a civil fine.

**Title 85**

**Boat Harbor**

<a href="#">85.10.050(k)</a>	Violate posted parking	25.00
<a href="#">85.20.030(a)</a>	Boat launch ramp fee and permit required	75.00
<b>CBJ 85.20.040(a)</b>	Unattended Vessels at Boat Launch Prohibited	75.00
<a href="#">85.25.010</a>	Fail to register	25.00



# Port of Juneau

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**From:** *Carl J. Uchytel*  
Carl Uchytel, P.E.  
Port Director

**To:** Public Works & Facilities Committee

**Via:** Docks & Harbor Board

**Date:** July 24<sup>th</sup>, 2019

**Re:** Amalga Harbor Fish Cleaning Float – ADFG Grant Agreement

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1. The Docks & Harbor Board has completed additional public outreach consistent with the direction of the Public Works & Facility Committee, outlined herein, and requests authority to accept additional ADFG grant funding.

2. At its December 20<sup>th</sup> meeting, the Docks & Harbors Board referred approval of accepting a \$230K ADFG grant and recommends the Assembly adopt Ordinance 2018-11(Y). At the January 7<sup>th</sup> Assembly meeting, the City Manager referred Ordinance 2018-11(Y) to the PWFC. This ordinance would appropriate Alaska Department of Fish and Game grant funding to the Manager up to \$230,000 as Funding for Phase II of the Amalga Fish Cleaning Station Project. At the January 14<sup>th</sup> PWFC meeting, after hearing testimony:

“Ms. Hale moved to advise the Assembly to postpone the Ordinance until after Docks and Harbors has had a chance to have a public meeting to discuss this further both with the public and Fish and Game.”

3. The City and Borough of Juneau owns and operates the Amalga Harbor Launch Ramp facility constructed with local match funds and Alaska Department of Fish and Game, Division of Sport Fish, Sport Fish Access funds. The facility is a high use area and users have identified a conflict at the facility between fish cleaning and launch/retrieve activities. To address this issue, an agreement was executed November 21, 2014 between the Alaska Department of Fish and Game, Division of Sport Fish and the City and Borough of Juneau. The goal of the agreement was:

“To determine the most appropriate and feasible floating fish cleaning station that would service boaters at Amalga Harbor, and construct the station, if feasible. Traffic flow and boat/vehicle congestion in the area of the load and lunch ramps may also be reviewed to determine if there are any other feasible solutions that may help. This agreement covers the feasibility study, preliminary design and permitting, if applicable (Phase I) of the Amalga Harbor Fish Cleaning Float project. This agreement will be amended to add funds in order to complete Phase II, construction if a feasible solution is vetted through the Phase I process.”

4. In November 2014, ADF&G provided \$50K for preliminary feasibility and planning purposes. The additional \$230K proposed under amendment #1 to the original grant agreement would cover the final design, permitting, bidding, and construction of improvements at Amalga Harbor.

5. A public input meeting was held on June 22<sup>nd</sup>, 2015 and Feasibility Study was completed by Docks & Harbors staff on December 16, 2015. Upon review of the Feasibility Study, the Board elected to evaluate the usage at Amalga Harbor following the 2017 completion of the Statter Harbor Launch Ramp to determine if improvements at Amalga Harbor were still warranted. A public meeting, held on October 22<sup>nd</sup>, 2018, yielded a recommendation that an extension to the existing Amalga Harbor boarding float was desired as well as support for a navigation aid marking a boat hazard.

6. Following the direction from the January 14<sup>th</sup> PWFC, Docks & Harbors contracted with its civil engineering term consultant to conduct additional public outreach and review the previous efforts conducted by in-house Docks & Harbors staff. The ADFG grant coordinator also concurred with this direction and indicated new grant money would be provided for the additional work. The consultant engineers completed their review and led a public meeting at the Mendenhall Valley Library on April 2<sup>nd</sup>. Over 30 members of the public attended that meeting with the vast majority supporting the “no improvement option” with many recommending removal of the existing fish cleaning station.

7. Following the April 2<sup>nd</sup> meeting, the Docks & Harbors Board evaluated the question of infrastructure improvement at Amalga Harbor for the public good at practically all of its Operations-Planning Committee and Regular Board meetings in April, May and June. The Board heard testimony from residents of the Huffman Cove/Amalga Harbor community as well as from harbor patrons who regularly use the facility.

8. At the June 27<sup>th</sup> Regular Docks & Harbors Board, the following motion was approved:

**TO MOVE FORWARD WITH THE CONSTRUCTION OF THE DOCK EXTENSION FOR THE PURPOSE OF ALLEVIATING THE CROWDING AND REMOVE THE FISH CLEANING STATION THERE CURRENTLY AND PROVIDE SIGNAGE AND WORK ON CREATING AN ENFORCEMENT FOR THE ABILITY TO FINE PEOPLE FOR UNAUTHORIZED FISH CLEANING.**

9. It is recommended that the PWFC approve the request to accept the \$230K in ADFG grant funding to pay for the additional study completed and to advance the design as reviewed by the Docks & Harbors Board.

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Copy: Alaska Department of Fish & Game - Division of Sport Fish



# PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Project	Status	Schedule	Contractor	Notes
<b>Auke Bay Loading Facility - Phase II</b>				
TIGER Grant Reporting - Annual	On-Going	Sept. 2019	Staff	Report for Boom Truck til 2033; SeaLift til 2044
<b>Statter Master Plan Phase III</b>				
Phase III A - Blasting, Dredging, Soil Compaction				
Army Corps of Engineers Permit	Complete		PND	
Incidental Harrasment Authorization	Complete		PND	
Eagle Permit	Complete		PND	
Construction Bid	Complete	July 17, 2019	TBB	
D&H Board Approval of Bid	Complete	July 17, 2019		
Assembly Approval of Bid	Hold	July 22 2019		
Construction	Hold	October 1, 2019	TBD	
Substantial Completion	Hold	April 27, 2020		
Final Completion	Hold	May 29, 2020		
Phase III B - Retaining Wall, Float Installation				
Army Corps of Engineers Permit	In Progress		PND	
Incidental Harrasment Authorization	In Progress		PND	
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			
Assembly Approval of Bid	Hold			
Construction	Hold	Fall 2020	TBD	Pending ACOE Permit
Substantial Completion	Hold	Spring 2021		
Final Completion	Hold	Spring 2021		
Phase III C - Uplands, Restrooms				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Construction	Hold	Fall 2021	TBD	
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			
Assembly Approval of Bid	Hold			

# PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

Substantial Completion	Hold	Spring 2022		
Final Completion	Hold	Spring 2022		
<b>Downtown Waterfront Improvements</b>				
Geotech Report	In Progress		PND	Reviewing Final Report
Materials Procurement	In Progress	June 15, 2019	Island Const.	Materials in town
Army Corps of Engineers Permit	Complete		PND	
Incidental Harrasment Authorization	Complete		PND	Seals only
Bid Opening	Complete		Staff	Trucano apparent low bidder
D&H Board Approval	Complete	July 17, 2019		
Assembly Approval	Hold	July 22, 2019		
On-Site Construction	Hold	Aug 15, 2019	TBD	
Early Entry by Archipelago Property LLC	Hold	May 1, 2020		Allow APLLC start of their building foundations
Substantial Completion	Hold	July 31, 2020		
Final Completion	Hold	August 28, 2020		
<b>Amalga Harbor Improvements</b>				
Public Hearing at Board Meeting	Complete	June 27, 2019	PND	
Permitting	Hold		PND	Awaiting Assembly funding approval
Design	Hold		PND	Awaiting Assembly funding approval
Construction	Hold		TBD	Awaiting Assembly funding approval
<b>Aurora - Harris Harbors Dredging</b>				
Breakwater Repairs	Hold	Fall 2019	ACOE	Awaiting final dates for work
Dredging Activity	Hold	Fall 2020	ACOE	Awaiting final dates for work
<b>Auke Bay Marine Station</b>				
Annual Report	Complete		Staff	Awaiting MARAD review
Subdivision	In Progress		Staff	In review by Community Development Dept.
Shared Costs with UAS	In Progress		Staff	Awaiting UA response to Amendment #1
<b>Marine Park Sheet Wall Coating</b>				
Construction	Complete		Purcell	Contract Closure in Process
Contract Administration & Inspection	Complete		Tinnea	Contract Closure in Process
<b>ADOT Grant Application - Harris Anodes</b>				
Anode Installation	Hold		Staff	Grant Application due Aug 1
<b>Douglas Harbor Anodes</b>				
Anode Design	Hold		PND	Awaiting match funding
Anode Bid	Hold		PND	Awaiting match funding
<b>Statter Breakwater Safety Improvements</b>				
Phase II	Hold			Awaiting funding
<b>Sewage Pump-Out Improvements</b>				
Statter Winterization	Hold		Staff	ADF&G Grant Received
Harris Winterization	Hold		Staff	ADF&G Grant Received
<b>D&amp;H Managed Lands - Surveys</b>				

# PORT ENGINEER'S PROJECT STATUS REPORT

Gary Gillette, Port Engineer

ASLS 2013-15 - Uplands at Tee Harbor	Hold	2020	TBD	Submit to ADNR by June 30, 2020
ATS 1682 -DIPAC-Channel Construction	Hold	2020	TBD	Submit to ADNR by June 30, 2020
ATS 1693-DIPAC Wayside Park	Hold	2019	TBD	Coordinating extension
ATS 1694-Tee Harbor Submerged Lands	Hold	2020	TBD	Submit to ADNR by June 30, 2020
ATS 1691 - Adjacent to ABMS	In Progress		PDC	Awaiting ADNR Review
ATS 1692 - N Douglas Boat Ramp	In Progress		PDC	Awaiting ADNR Review
ATS 1707 - Cruise Berths	In Progress		DOWL	Awaiting Recordation
ATS 1690-Indian Cove	In Progress		PDC	Awaiting ADNR Review
<b>Visitor Information Kiosk</b>				
Construction	In Progress		Island Const.	Completing punch list
Construction Admin and Inspection	In Progress		JYL	Completing punch list
<b>Wayside Park Float</b>				
Dredging as Float Grounds Out	Hold			Awaiting Funding
<b>N. Douglas Boat Launch Expansion Study</b>				
Conceptual Design	Complete		PND	Awaiting Board direction
<b>Aurora Harbor Re-Build - Phase III</b>				
Phase IIIA - Demolition				
Design and Bid Documents	Hold		PND	Awaiting funding
Phase IIIB - Dredging				
Army Corps of Engineers	Hold	Fall 2020	ACOE	Awaiting final dates for work
Phase IIIC - Float Installation				
ADOT Grant Application	Hold		Staff	Grant Application due Aug 1
<b>Small Cruise Ship Infrastructure Study</b>				
Kick-Off Session	Hold		PND	Awaiting schedule
<b>Security Check Stations</b>				
Security Grant	In Progress			Awaiting security grant notice - Aug 3, 2109
Complete Bid Package	In Progress		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold			
Pre-Bid Conference	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold		TBB	
Substantial Completion	Hold	Spring 2020		
Final Completion	Hold	Spring 2020		
<b>Dockside Safety Guardrail</b>				
Design	Hold			Awaiting funding - Passenger Fees FY21
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
<b>BUILD Grant Applications</b>				

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Marine Services Center	Complete		Staff	Awaiting Grant Award
Auke Bay Non-Motorized Coastal Link	Complete		Staff	Awaiting Grant Award
Fisheries Terminal Completion	Complete		Staff	Awaiting Grant Award
<b>Statter Harbor New Breakwater</b>				
Application for Feasibility Study	Complete		Staff	Awaiting Grant Award
<b>Weather Monitoring Maintenance</b>				
Annual Inspection, Maintenance, Web Hosting	In Progress		MXAK	
<b>Tug Assist for Franklin Dock</b>				
As Needed	On-Going			
<b>Downtown Dock Restrooms</b>				
Planning	Hold			Awaiting Direction
Design	Hold			
Construction	Hold			
<b>Aquilean Signs</b>				
Design	In Progress		Comm Signs	
Manufacture	Hold		iZone	Awaiting Artwork
Install	Hold		Staff	Awaiting Signs and Posts
<b>Aurora Harbor Anodes</b>				
Reinstall Anodes Removed	Hold			Awaiting direction from PND
<b>Cruise Ship Electrification Sesign</b>				
Seeking Consultant	Hold		Staff	Preparing RFP