

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, April 17th, 2019

I. Call to Order Mr. Eiler called the meeting to order at 5:00pm in the Port Field Office Conference Room.

II. Roll Call

The following members were present: Don Etheridge, Bob Janes (arrived at 5:05pm), Budd Simpson, David McCasland, James Becker, Bob Wostmann, Christopher Dimond, Mark Ridgway, and Weston Eiler.

Also present: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, David Borg – Harbormaster, and Matthew Creswell – Deputy Harbormaster.

III. Approval of Agenda

MOTION BY MR. RIDGWAY: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT

Motion passed with no objection

IV. Public Participation on Non-Agenda Items –

Allen Grinalds, Director of Real Estate for Morris Communications

Mr. Grinalds said they are moving forward with the Purchase and Sales Agreement on the Archipelago Property and have been working with Docks & Harbors Staff. He said Morris Communications is excited about the direction of the project and the opportunity. He wanted to articulate to the Board that if there was anything they could do on their end as it relates to the upcoming project that they are ready willing and able to participate. He said Morris Communications believes there is a lot of value in the public interest. They are very excited to start their part of the project and finally see it come to reality. The digging out of the old cold storage foundation on the uplands has started which will provide a good laydown area for the commencement of the construction for the public portion of this project which is the decking and the permit parking.

Mr. Eiler asked about the timeline for the project.

Mr. Grinalds said the plan is to open the private portion of the uplands for the 2021 season. Morris Communications plans to go out for bid in November.

V. Approval of Wednesday, March 20th, 2019 Operations/Planning Meetings Minutes

Hearing no objection, the minutes from March 20th, 2019 were approved as presented.

VI. Consent Agenda - None

VII. Unfinished Business - None

VIII. New Business

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1. Transfer \$35K to H51-110 Visitor Information Kiosk Replacement Project

Mr. Gillette said on page 19 in the packet is a memo from the Port Director on this topic. With the start of this project the contractor has run into issues. There were unknown underground utilities including phone, data, and electrical vaults and cabling that were not on any as-built drawings. This did take extra time and minor changes so staff is estimating an additional \$35,000 is needed to finish this project. In terms of schedule, the floor around the building was poured today, the building frame is up with the windows and the roof is on. The siding and other material just arrived. Right now completion is still estimated to be May 1st. If this is approved tonight it will be introduced at the April 22nd Assembly meeting and heard at their first meeting in May.

Committee Questions

Mr. Wostmann asked if the City has a GIS system that keeps track of underground utilities?

Mr. Gillette said yes but when there was a project several years ago Engineering and MIS were involved in, the Engineering portion was mapped but the MIS portion was not mapped. This was even more complicated because it was a fiber optic cable. Now that it is found, Engineering came out and marked it with GIS.

Mr. Ridgway asked what the total for this project is now with this additional amount of money?

Mr. Gillette said \$275K with design and construction.

Public Comment - None

Committee Discussion/Action

MOTION By MR. SIMPSON: TO TRANSFER \$35,000 FROM THE DOCKS FUND BALANCE TO H51-110 VISITOR INFORMATION KIOSK REPLACEMENT PROJECT AND ASK UNANIMOUS CONSENT.

Mr. Janes requested to say something for the record.

Mr. Eiler objected to allow for Mr. Janes to comment.

Mr. Janes said it is important for the Board members to drive by this Visitor Information Kiosk and realize what \$275,000 will buy. It is very small.

Mr. Eiler removed his objection.

Motion passed.

IX. Items for Information/Discussion

1. Territorial Sportsmen Inc. - Resolution

Mr. Uchtyl said in the eight years he has been Port Director, it is easy to become jaded when dealing with the public. This past week staff had an impound hearing scheduled for

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which the vessel owner did not show. Later the owner made untrue allegations regarding having secretly recorded a conversation with the Harbormaster in which the owner was given the wrong time for the hearing. The owner also went as far to create domain addresses to spoof the City that money would soon be transferred from Washington DC offices. The scheme was uncovered when addresses provided from the DC funding sources were researched and validated to be fraudulent. He said he will not profess that Docks & Harbors is a perfect organization. He said he thinks for the most part Board & staff have thick skin as we give deference to members of the public who wish to make their opinion known to staff and Board. Pick your topic: Douglas Harbor beautification, safety ladders, security cameras, crime, picking one user group over another, etc. He said when he receives comments from citizens he addresses them in a thoughtful and respectful manner. When appropriate or requested by the citizen author, the Board will be copied. We are an organization of infinite requests and finite resources. The Board meets often to discuss priorities and staff executes the directions. He said he is very proud to work for a Board which is transparent and is willing to listen to all sides of an issue. He said in his eight years, he cannot think of a single case where a Board member placed personal motive above the mission of Docks & Harbors. Last week he received a resolution from the Board of Directors of the Territorial Sportsmen, Incorporated which cannot be described as anything except as a public rebuke. The cover letter explains that after speaking with ADFG, DEC and Alaska Glacier Seafoods, two TSI Board members attended the Amalga Harbor meeting on April 2nd to learn more about the issues. The TSI Board was willing to submit a resolution at a meeting six days later, without so much as consulting with Docks & Harbors. As the cover letter accurately states, TSI does much good for the community. He said previously he thought Docks & Harbors' relationship with TSI and other notable and respected civic organizations – Rotary, Chamber of Commerce, and Lions Club have been solid - mutually benefiting one another. Thus, he said he was stunned to receive the TSI Board of Director's resolution without advance notice. Without mentioning Docks & Harbors by name, the TSI Board castigates by inference our actions and inactions to deal with the fish waste at Amalga. He said his intentions today are not to address the project but rather to respond to inaccuracies which the TSI Board makes in the resolution which are at best misleading...at best.

Page 22 in the packet -

- First: ADFG has not indicated that up to 40% of the Juneau-area sport-caught ground fish come through Amalga Harbor is not true. ADFG has said “with regards to Marine Creel Harvest Study up to 45% of all the bottom fish and 20% of all salmon **samples** collected at the Juneau harbors during the last 5 years”. Big difference than all the ground fish.
- The reference to Moeser's May 21st, 2015 Amalga Fish Cleaning Station Project Feasibility report indicated that, “by measurement and observation at low tide, there was not sufficient area to either extend the existing float or locate a separate float for the fish cleaning activity within the basin” these comments were a draft, which we provided to be fully transparent and didn't make it into the final report by Harold Moeser. To cherry pick that comment into a resolution is misleading at best.

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- To quote guidelines for Alaska Clean Harbors suggesting fish waste removal is mandatory is misleading. Alaska Clean Harbors, which CBJ achieved recognition last year, does not apply to boat launch facilities – only marinas.
- To quote guidelines from the Alaska Association of Harbormasters & Port Administrators is misleading at best. He said he is the president and he can say the organization supports the Alaska Clean Harbor program but AAHPA does not adopt guidelines to fish cleaning facilities.
- To suggest we must, pursuant to the Coastal Zone Act Reauthorization Amendments, adhere to EPA standards to the State's Coastal Zone Management Plan is misleading, at best. Alaska withdrew from the voluntary National Coastal Zone Management program in 2011.

There are numerous other clauses which would be worthy of debate as to the accuracy – but he said he will state under no uncertain terms – that up until four months ago...he had never heard a single complaint of fish carcass waste in Amalga and a call to have the cleaning station removed. It is disappointing that the TSI Board of Directors – after stating in the cover letter strongly supporting outdoor recreational activities and construction of cabins for public use and enjoyment - would “further resolve that we access development of land-based fish cleaning stations in Statter Harbor” but would not offer any financial consideration to the endeavor. Obviously, this public servant believes the TSI Board of Directors, whether intentional or not, has cast aspersions upon the reputation of Docks & Harbors. TSI is not a member of the public, with words having consequences, they should be held to a higher standard of conduct. He said he believe it merits a Board discussion of what, if any actions should be taken?

Mr. Uchytel said he can go over all the activities Docks & Harbors provides for the Golden North Salmon Derby every year if the Board wants.

Committee Discussion/Public Comment

Mr. Ridgway asked why the letter was addressed to PND?

Mr. Uchytel said because they provided the presentation for the meeting on April 2nd.

Mr. Ridgway asked if TSI resolution was going to the Assembly because it talked about CBJ making fish cleaning facilities at Amalga illegal?

Mr. Uchytel said Docks & Harbors was committed to do a more public process and that was accomplished with the meeting on April 2nd. PND is still receiving comments and maybe next month staff will have PND come back and give their presentation and talk about the various comments they received.

Mr. Janes said his understanding is that Docks & Harbors is still under the fact finding process on this project and still working on the decision for what is best for the community.

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Mr. Uchytel said he wanted this resolution brought forward because everything in this will be taken as factual and it is not.

Mr. Wostmann suggested that given all the new issues in the resolution the Board can look it over and consider this along with all the other comments.

Public comment –

Dennis Watson, Juneau, AK

Mr. Watson said he was very disappointed in the Resolution presented to Docks & Harbors. As a member of the Territorial Sportsmen, this Resolution does not speak for him. As a member of the public he believes there was a lot of bias put in this Resolution and very little common sense. His opinion is this is an abuse of authority that the Territorial Sportsmen Board was given. He believes they should stay out of some of this stuff. It is not in their best interest to falsify information.

Ryan Beason, Juneau, AK

Mr. Beason said this letter was not to ruffle any feathers and TSI wants to work with Docks & Harbors. He said this was not meant to be misleading and they want to sit down with Docks & Harbors and discuss this to resolve issues. The TSI Board felt moving the fish cleaning station was a good start and to see how that works. The main purpose of the Amalga Harbor facility is to launch and retrieve boats. It is the other issues causing problems that need to be addressed. He said there was a draft report by Mr. Moeser that said there wasn't enough room for a dock, but now there is. Whether there is or isn't enough space is not a concern for us. We attended the meeting with PND and thought that was very helpful and there was a lot of public input. By no means is TSI trying to go behind people's back to do anything shady. We are willing to sit down and meet with anyone who is concerned with what TSI is doing here. First and foremost we want to resolve the issue at Amalga. The congestion and carcass issue is a big thing. It is a small area and something needs to be done with more and more people using the facility in the summertime. He said if Mr. Uchytel wants to sit down and discuss this, TSI would be happy to do that but we are not trying to attack anyone here. He said he apologizes if the Resolution came across that way.

Ron Somerville, Juneau, AK

Mr. Somerville said he has been with TSI since 1979. He really appreciates Docks & Harbors helping with the Golden North Salmon Derby for many years and he does not want to jeopardize that. He said he is offended by the connotation that TSI is out to demean people or chastise Docks & Harbors. Most of our members were not even aware of this project. He said he hopes this doesn't jeopardize the relationship between TSI and Docks & Harbors because we have a difference in opinion on this one project. He said he believes TSI has a responsibility because there are 1200 members and each individual member can say what they want but the Board is still responsible for implementing and developing policies to represent Juneau in a lot of activities. He said he is offended by the characterization that this was intentional.

Mr. Becker said there are statements in this Resolution about other possibilities for developing Amalga Harbor area as far as removing rocks. He asked if Mr. Beason

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discussed having the whole area developed or if he wants to eliminate the fish cleaning stations? He asked if he was in favor of extending the dock?

Mr. Beason said yes, TSI did have a meeting on this issue and we are not against extending the dock but there is a rock pile that could be in the way. PND believes there is enough room but TSI's concern is dealing with tides if there was enough room to maneuver at low tides. If the dock was extended, we feel there should be no fish cleaning stations there at all. That is what causes the issue with the carcasses.

Mr. Becker asked if there was a way fish carcasses could be handled in a way that they are not scattered around for the bear.

Mr. Beason said we are not against that.

Mr. Janes suggested putting together a working group to work with TSI. He questioned where the hostility in the Resolution came from when Docks & Harbors has not even made a decision yet on what the final plan is for Amalga Harbor. He said we should be working together and not be given a completed Resolution. He said this Resolution is offensive to him.

2. Launch Ramp Regulations

Mr. Uchytel said as a result of the April 2nd meeting, Mr. Etheridge asked for research on the boat launch rules. He stated there are seine skiffs that come in and overstay their welcome at Amalga Harbor. There is nothing in regulation to not allow an overnight at the launch ramp. There are seiners that like their spot for fishing so they will take their skiff to come in and load groceries and sometimes will spend the night in town. The Harbormaster and Deputy Harbormaster have contacted the fisheries to try to get better compliance. The only thing that really applies to the Commercial Fishermen's power skiffs is in 85.20.030 (a) in the last sentence ...for any type of commercial use, must pay the applicable fee as provided by regulation and must display the launch ramp permit provided by Docks & Harbors upon payment of the fee. However, typically the seiners are not launch ramp users. They just come in and use the facility and leave.

Mr. Creswell said the Harbormaster started the conversation with Susan Dougherty who is the Executive Director of the Southeast Seiner's Association who makes the contact with the fishermen to let them know this is not allowed. Last year the seiners being in Amalga Harbor got worse. He started talking with Susan in April and will contact her again next month. She attends seiner meetings and she is passing on the information to the Fishermen that just camping out in Amalga is not allowed, no trash allowed to be left at the top of the ramp, we put another dumpster at Amalga in July and the seiner's Association pays for it. The biggest problem is the seiner's skiffs being tied up at the dock. About 95% of this group is great with the rules, but 5% are the ones that tie up to the launch ramp, go to Costco, and when they end up being four and five deep it causes trouble for launch ramp users trying to launch or retrieve their boat. July is the worst month for this problem. He said he will work with Susan to try to correct this problem before it is an issue again. The same repeat offenders are the problem.

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Committee Discussion/Public Comment

Mr. Ridgway asked if he needed the boat name on the vessel or the hull number would be good enough to look up information.

Mr. Creswell said there are supposed to be hull numbers but they don't have them or some only have half the numbers.

Mr. Ridgway asked if Docks & Harbors can impound the boat if there are no numbers on the boat.

Mr. Creswell said we can do that. He said he will need signage and there is a process.

Mr. Ridgway asked Mr. Creswell to suggest something that would give staff the ability to put a ticket on the non-compliance vessels.

Mr. Creswell said to create a regulation and have signage for that. This would then be in the fine schedule and have enforcement for it.

Mr. Borg said without the AK numbers from a vessel JPD will void the ticket.

Mr. Becker said this happens in Sitka too with all kinds of behavior and fishermen in front of people's cabins. He suggested inviting Susan Dougherty to one of our meetings.

Mr. Creswell said he will offer the invitation to come or call into one of our meetings. She is responsive and great to work with.

Mr. Etheridge said the seiner's skiffs were a big topic at the April 2nd meeting. Their skiffs go dry and they block the ramps. There was a seiner at this meeting and he was trying to get someone to do something about this behavior. He believes there needs to be a regulation that says they cannot moor boats at the boat launch ramp float. The area is active loading and unloading only. The Board needs to give staff the tools they need be able to stop this activity. Put up signage with no moorage.

Mr. Wostmann agrees that we need something in regulation giving staff the authority to fine a vessel that is left unattended. Some of the seine skiffs do have identifying marks and some of the captain's start paying hundreds of dollars in fines there will start to be a lot of pressure in the fleet to talk to the offenders that are getting away with it when their boat just had to pay a fine. This won't totally cure the problem but will help.

Mr. Ridgway asked if a vessel is blocking an entrance do you have the right in the current regulation to remove that vessel?

Mr. Creswell said yes it would be moorage management.

Mr. Ridgway said if he was a seiner captain and someone took his skiff because it was blocking an entrance, he didn't believe that would need to be done very many times.

Mr. Becker recommended to start working with Susan Dougherty and have the teeth Mr. Ridgway is talking about should fix the problem.

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Mr. Uchytal said we don't want to impound vessels. We want to support efficient use of the Harbor.

Mr. Dimond recommended sending a letter saying shape up or staff will implement the \$60 fee for loading groceries and let them police themselves to stop that.

Mr. Becker suggested a solution would be two guys come in drop one off to go shopping and the other goes back to the boat.

Mr. Wostmann suggested adding to the language in the regulation that repeat offenders will have their boat impounded.

3. Lumberman - Update

Mr. Uchytal said he has a pre-submittal meeting tomorrow for the RFI/SI. The concept for this RFI/SI is for marine salvage companies or marine professionals to provide their best ideas on how to address the Lumberman if the City decides to impound it.

Committee Discussion/Public Comment

Mr. Eiler asked the timeline for gathering this information?

Mr. Uchytal said the first RFI that went out said we would not consider any in-water disposal. However, after some people wanting that option it was put in so the in-water disposal is an option. He doesn't know what it will take to have it cleaned to EPA standards. He said he has always stated that we will only do the most cost effective removal. He did talk with DNR yesterday and they are supportive of looking at end of year funds to add to the Lumberman removal. He said the RFI/SI ideas are due on May 3rd.

Mr. Etheridge said he gets about 30 to 40 emails a week on ideas to get rid of the Lumberman.

Mr. McCasland asked if staff is still waiting to take possession?

Mr. Eiler asked staff to confirm that the current status of the vessel that is trespassing on DNR Tidelands, but not a hindrance to navigation.

Mr. Uchytal said the Coast Guard said the Lumberman is not in the Federal Navigation Channel.

Mr. McCasland asked if the paperwork has been started to take possession of the Lumberman?

Mr. Uchytal said no. He sent a letter to the Attorney General saying that under the new SB92, he was asking the Attorney General to take action to enforce the new rules. He said he received a letter back saying thank you for your comments and the state intends to monitor the situation. There is a process that the State could impose legal action against the responsible party.

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Mr. Becker said there was active talk about towing the Lumberman to Hoonah to have it hauled out and cut up but he talked to the Harbor Board member and they were not sure they could lift it. He asked if anyone has contacted Hoonah?

Mr. Uchytel said that is why we went out with the RFI is to hear from the professionals.

Mr. Ridgway asked what will the submittal review and approval selection process be?

Mr. Uchytel said he is hoping it will be a firm fixed price.

Mr. Ridgway asked if the selection criteria is based solely on cost and elimination of liability?

Mr. Uchytel asked what he meant by elimination of liability?

Mr. Ridgway said that Docks & Harbors cannot be held accountable for their disposal methods.

Mr. Uchytel said he doesn't want a simple statement that it will be removed from Gastineau Channel because they will probably just take it out and sink it.

Mr. Wostmann asked would Docks & Harbors require a performance bond in case they take it out of the water and start cutting on it and decide it's more work than they want and walk away and we then have an abandoned vessel again on our land.

Mr. Uchytel we don't typically ask for a performance bond for demolition but we could. We may need to hire a third party company to write the specs and oversee the demolition.

Mr. Eiler inquired whether there was incremental work staff or volunteers could be doing to expedite disposal of the derelict vessel such as paint removal or other abatement work.

4. Waterfront Policy Working Group - Update

Mr. Uchytel said he was directed to put this on this meeting's agenda but he is unsure if there is anything to report. He forwarded last year's work on this topic to the Board members. He sent an email out to the AAHPA harbors asking if anyone has a policy on use of their managed lands and he has not heard anything back.

Committee Discussion/Public Comment

Mr. Ridgway said he does not see this being completed in a month's time but rather three months.

Mr. Eiler said that he has encouraged business owners and stakeholders to articulate what sort of guidance they feel they need from the Board that would go into a established policy.

Mr. Etheridge said it is on the Agenda tonight because he promised Mr. Janes it would be but if the Policy Committee is not ready to have an update at the Board meeting than it doesn't have to be.

Mr. Janes said he would like to hear a report in a month from now but off the table by the end of June.

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Mr. Eiler suggested Board members think about the principles they would like to see form the basis of this policy, as a starting point for their discussions.

5. Harris/Aurora Harbors Historic Determination

Mr. Gillette said on page 28 in the packet is a letter followed by a report from the Army Corps of Engineers. The Corps is looking at dredging Aurora and Harris Harbors. Because they are a federal agencies with federal monies, they are required under the National Historic Preservation Act to consider the impacts on historic structures by their actions. Harris and Aurora Harbors meet the threshold for this being 50 years old so are categorized as historic. Once they are categorized as historic then kicks in the requirement to do what's called a determination of eligibility. This is when it is determined if they are eligible to be listed on the National Registry of Historic Places. They don't have to be listed but for federal projects they are required to determine if they are eligible if they are determined to be eligible under federal law they are required to be treated as if they are listed and go forth with the rest of the process. He said the first thing they do is write the determination of eligibility and if it is determined to be eligible then they go through consultation where they look at if there are actions being proposed detrimental to the historic facility and are there irretrievable actions that would impact the facility. He said in the Army Corps of Engineers report, it tells about the role the two Harbors played in the history of Juneau. In their letter, it says they have determined the two Harbors are not eligible and asks for our concurrence. This report also goes to the State Historic Preservation Office asking for their concurrence. Mr. Gillette said he does not concur with their findings. On page 40 in the packet lists the four criteria's for a Harbor to be eligible which are (A) Events, (B)Persons, (C)Design or Construction, and (D)Information potential, and Mr. Gillette talked about all four and described why (A) and (C) make these harbors eligible in his opinion. The type of rubble mound with a wall on top breakwater in Aurora has been around forever and is unique. He said in his opinion this would make Aurora Harbor eligible. Harris would be eligible based on the harbor being used in WWII. He believes they make the case they are eligible.

Committee Discussion/Public Comment

Mr. Eiler asked what is in the best interest of Docks & Harbors for this determination?

Mr. Gillette said it is the Corps of Engineers project and ultimately it will be up to the State Historic Preservation Office to make the call.

Mr. Wostmann asked if this was labeled as historic will it have more constraints on what you can do in the Harbors?

Mr. Gillette said being determined to be on the National Register does not come with any strings attached unless you accept money from the federal government to do historic preservation and when that is completed, you have requirements to maintain those historic improvements. If you own property and you have not accepted federal government money for historic preservation you can do whatever you want to that property.

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Mr. Wostmann asked if there was an advantage to being labeled historic in terms of funding.

Mr. Gillette said not in this case.

Mr. Ridgway asked who the disagreement with these findings would be communicated with?

Mr. Gillette said the comments would go to the State Historic Preservation Office.

Mr. Janes asked why it matters if it is not eligible?

Mr. Gillette said if it is not eligible it is better for Docks & Harbors and it ends the process. He suspects the SHPO might not agree with the Corps. All the Board is asked is if we concur with the determination.

Mr. Eiler inquired whether a response from the Board is necessary. He further inquired whether Mr. Gillette was speaking in his capacity as Port Engineer or in his role for a local non-profit?

Mr. Gillette said as a professional he does not believe they fully considered what they said in their document.

Mr. Eiler asked what implications the Corps' findings would have for the Board's long term plans for Aurora and Harris Harbors, especially the upland areas.

Mr. Uchtyl said this is an information item. Staff is just sharing the Corps recommendation to SHPO.

Mr. Etheridge said Mr. Uchtyl and Mr. Gillette need to discuss this further and bring to the Board next week with the determination if the Board needs to act on this topic.

Mr. Wostmann said he suggests to not just look at the current repairs but also in light of the longer range plan and make sure if we oppose this it will have no impact or alternatively might have impact to oppose their recommendation.

Mr. Ridgway said it will be worth looking into further to make sure how this is determined does not impact our future.

Mr. Gillette said the Board was cc'd in on this letter and there is no requirement the Board needs to comment.

Mr. Eiler requested staff bring this issue to the next Board meeting, and present any implications the Corps' work could have for development plans adopted by the Board.

X. Staff & Member Reports

Mr. Janes said tomorrow night the Committee on Sustainability has a session in the Assembly Chambers at 5:30pm. This meeting is about tourism and what its thresholds are and sustainability of tourism in Juneau.

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Mr. Uchytel reported;

- Next Tuesday, April 23rd from 5:30pm to 7:00pm at the Elizabeth Peratrovich hall is JEDC's tourism gathering on capacity.
- Docks & Harbors is also hosting the pre-season meetings in the Chambers for Vendor permit holders, Loading Zone permit holders, and Statter Harbor users.
- Last year staff applied for three BUILD grants and they just announced notice of financial opportunity for the next fiscal year BUILD grant and is not very favorable for Docks & Harbors. Last year the BUILD grants had \$1.5B and were limited to certain specifications. This year's BUILD grants due July 15th only has \$900M and increased the size of a rural community to 200,000 which means it is going to be much more competitive than it was last year.

Mr. Ridgway asked if there is anything more Docks & Harbors can do to improve our chances?

Mr. Uchytel said the feedback he received is the project needs to be more transportation oriented.

Mr. Ridgway asked how much has been spent on proposals for this?

Mr. Uchytel said approximately \$20,000.

Mr. Ridgway recommended finding room in the budget to make the BUILD grant application as robust as possible.

Mr. Uchytel continued;

- He presented the budget to the Assembly on April 10.
- The Planning Commission approved Tracy's Crab Shack lease agreement.

Mr. Borg reported;

- Mr. Creswell is going to spend the next two low tides at Echo Cove with the loader digging out the launch ramp.

XI. Committee Administrative Matters

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

Mr. Eiler asked Mr. Borg to provide a short briefing on the question of installing security cameras at Docks & Harbors facilities at the next Committee meeting.

XII. Adjournment: Meeting adjourned at 6:47pm.