

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, April 28th, 2016

I. Call to Order.

Mr. Donek called the Regular Board Meeting to order at 5:04p.m. in the CBJ Assembly Chambers.

II. Roll Call.

The following members were present: John Bush, David Lowell, Bob Janes, Budd Simpson, and Tom Donek.

Absent: Weston Eiler, Robert Mosher, David Summers, and Tom Zaruba.

Also present were the following: Carl Uchtyl - Port Director, David Borg- Harbormaster, Matthew Creswell - Senior Harbor Officer, and Jerry Nankervis - Assembly Liaison.

III. Approval of Agenda.

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

Motion passed with no objection

IV. Approval of March 31st, 2016 Regular Board Meeting Minutes and April 13th, 2016 Special Board Meeting Minutes.

Hearing no objection, the March 31st, 2016 Regular Board Meeting Minutes and the April 13th, 2016 Special Board Meeting Minutes were approved as presented.

V. Public Participation on Non-Agenda Items - None

VI. Special Order of Business

Mr. Uchtyl said Mr. Robert Clauder is retiring after 33 years tomorrow and he asked to not have any ceremony recognition. Mr. Uchtyl read the letter of appreciation he will give to Mr. Clauder tomorrow.

VII. Consent Agenda

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

- 1. Notice of Intended Sale of Boat Shelters E28 & E29 by Barbara Keller

RECOMMENDATION: TO WAIVE DOCKS & HARBORS' RIGHT OF FIRST REFUSAL ALLOWING BARBARA KELLER TO SELL HER BOAT SHELTERS ON THE OPEN MARKET.

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2. Notice of Intended Sale of Boat Shelter F27 by Gary Hedges

RECOMMENDATION: TO WAIVE DOCKS & HARBORS' RIGHT OF FIRST REFUSAL ALLOWING GARY HEDGES TO SELL HIS BOAT SHELTER ON THE OPEN MARKET.

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

Motion passed with no objection.

VIII. Unfinished Business - None

IX. New Business

1. Alaska Clean Harbors

Mr. Uchytel introduced Matthew Creswell who is Docks & Harbors new Senior Harbor Officer managing the port field office this summer and will give the Alaska Clean Harbors presentation.

Mr. Creswell said he will present Docks & Harbors initiative to gain Alaska Clean Harbors certification. This program is run through Cook Inlet Keeper by Rachel Lord in Homer. There is currently four harbors that already have clean harbor certification which are Homer, Sitka, Valdez and Seward. This is a program that primarily focuses on best management practices and is not regulatory in nature. Cook Inlet Keeper and ADEC got together to come up with a plan which is Alaska Clean Harbors. If this took off, this would let Industry police itself within Alaska, and ADEC wouldn't need to get involved to make regulatory exams and visits to these facilities. He showed a video explaining clean harbors. This is a good way for Docks & Harbors to educate our users and patrons to protect our important resource and be good stewards of the maritime environment. Starting now is a great time because Jim Penor with solid waste management is making a big push to expand the recycling program which will be a big part of this program. The City is buying new 20 yard recycling containers that are compartmentalized for different type of recyclables. Staff has already contacted Mr. Penor for being a test site for some of these containers to help cut down on our solid waste leaving our facility. There is also going to be a lot of education on sewage and pet waste management. Another recycle item we have been working on is old fishing nets. Staff will receive more education on what needs to be reported for spills within our harbors and immediate clean up. We want to educate the Grid users to be better with catchment methods so nothing enters the water when they are working on their boats, more education on sewage and pump out, and help Docks & Harbors staff better their skills within harbor management. There is a whole section of classes through UAS that staff will be able to take. Tonight we are asking for approval from the Board and with your approval this will be forwarded to the Assembly to gain their approval to proceed with clean harbors certification. Once we make the pledge, Docks & Harbors needs to have certification within a year. There may be some things that can't happen within a year, but we would be well under way. To receive certification, we need to implement 100% of the mandatory regulatory requirements for the best management

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practices. Mr. Creswell said he completed a UAS class with clean harbors where he did preliminary check list on Docks & Harbors which gave him an idea where we stand. We are looking good, but there are 13 to 17 of the mandatory requirements out of 80 or 90 line items that we still need to do. We are doing a vast majority of these items already, but how can we do them better. That is how Alaska Clean Harbors comes into play with providing the resources we need that will be of no cost to users. They will provide free signs for our Grid, dump sites, recycling, and brochures. The Alaska Clean Harbors is only for Harbors and not Ports. However, anything implemented in the Harbors will also be throughout our system. For certification, we only to have to meet the requirements for our boat basins. Upon receiving the Board and Assembly support, he will begin implementing the mandatory requirements for best management practices hopeful certification.

Board Questions

Mr. Janes said he supports this, but has a concern with the waste issue which is a mandatory requirement.

Mr. Creswell said the waste water plan is mandatory.

Mr. Janes asked if the solid waste being dumped in the water is the issue?

Mr. Creswell said the plan would be to educate our users and prohibit the discharge of treated or untreated human or pet waste inside the Harbor basin.

Mr. Janes said that is his concern with the live-aboards in the Harbor. Will this be able to be cleaned up with the high density of live-aboards? He wants to be able to succeed if this is taken on.

Mr. Uchytel said part of the Alaska Clean Harbors is a huge education process. There are vessels that think there is no issue with discharging their waste in the Harbor. Our goal is to stop that from happening, but we don't have to police it, we just have to ban it. Discharging waste in the Harbor is federally regulated and people don't know that. Signage and education will go a long way with making our harbors cleaner. The law that is being broken is the Clean Waters Act.

Mr. Creswell said at a slack tide, you can see on top of the water where people have been dumping sewage into our harbors.

Mr. Janes asked if this program is really going to help?

Mr. Simpson said one of the things Mr. Creswell talked about was the big dumpsters with the different compartments for different recyclables. Other places, everything can be recycled into one container. He finds it strange that can't be done here and it be sorted with a machine.

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Mr. Creswell said that would be single stream recycling. This type of recycling is not accepted because the price is down and contamination rates are too high. With the compartmentalized dumpsters, it is cardboard, paper, plastic, and there will still be some contamination. The people that really want to recycle won't have a problem separating their items. Mr. Penor has locked in the contract price for the CBJ containers and CBJ can design them however we want them.

Public Comment -

Dennis Watson, Juneau, AK

He said he was recently in Seward and noticed the sign with Clean Harbors. He said he also noticed there was a big catchment where the charter boats cleaned their boats. He understands that is a requirement for the Clean Harbor certification. He wanted to know if this is a requirement and what that will cost?

Mr. Creswell said the regulatory requirement is to have a fish waste management plan. The plan has to address how Docks & Harbors handles the fish waste and is it in a place good enough to disburse throughout the system.

Mr. Watson said if you are going to have a plan, you have to have an action for that plan. He doesn't want to commit to something without making sure this won't incur a lot of expenses and then have to start eliminating the places and locations people can clean fish. He said this is a great idea, he just doesn't want to face unintended consequences as a result of this quest.

Mr. Uchytel said part of the issue with the management plan in Seward was they have sea lions that they needed to keep at bay so they need a garbage scow to take the fish waste out to deep water and dump. We don't have this problem in Statter Harbor because the fish cleaning stations are in deep water. This is non regulatory and isn't going to require us to remove all the fish cleaning stations. This program allows us to think, plan, and educate.

Board Discussion/Action

MOTION By MR. JANES: TO PURSUE THE ALASKA CLEAN HARBOR CERTIFICATION AND RECOMMEND THE ASSEMBLY ADOPT THE REQUISITE RESOLUTION AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

2. Auke Bay Marine Station Property Conveyance

Mr. Uchytel said when the federal government has no need for use of land, they are required under federal code to surplus it. When NOAA moved out of the Lab, the plan was for the Coast Guard Sector to move in, but for a variety of reasons, it didn't meet the CG needs and the federal government had indicated they have no use for the property. GSA is asking if the Port of Juneau would be interested in pursuing a land conveyance. On March 31st they sent a 30 day notice looking for letters of interest. Some staff, and Board members did a site visit to look at the property and buildings. It would be beneficial for

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Docks & Harbors to pursue acquisition of the title of the land. We are at a point that we are not committing to anything but expressing interest. This is the protocol that GSA sent out in their public notice. Mr. Uchytel said in his letter he states that Docks & Harbors will evaluate over a course of one year how to best manage or utilize this property. Docks & Harbors does not want to close any doors on moving forward with this opportunity. This will be no cost to the City and we will have in perpetuity we just won't be able to sell it without congressional action. The property is about four acres with nine buildings and a dock. Mr. Uchytel said he recommends sending the letter keeping Docks & Harbors in position for future acquisition.

Board Questions

Mr. Donek said three of the Board members went out today to look at the property.

Mr. Lowell asked if the conditions are as is where is?

Mr. Donek said the dock does need some work. Most of the buildings are used as office space currently. This is a facility that has seen better days but has been kept up.

Mr. Uchytel said he consulted with the facility engineer with UAS and last week he indicated that the university was not interested, however, he has now heard through the City Manager that the Chancellor is now interested in the property. He is not sure how the final decision will be made. He was also instructed by the City Manager to take this before the Assembly whatever decision is made by the Board.

Mr. Donek said the Coast Guard will still be at this location for another year. He said he is anticipating this to be similar to the process for the Norway Point to Bridge Park area. We would need to hire a consultant to look at this for different options to make sure we are getting into what we want to be getting into. Tonight the Board is only giving Mr. Uchytel authority to move forward with sending out the letter of interest.

Mr. Simpson said with being on the tour today of the facility, he thought the property was very interesting and certainly worth pursuing at least through the study phase to consider what the possibilities for our use could be and ways to generate revenue. He said the buildings were in good shape and well maintained. He supports the study and not commit to owning it until we know exactly what we are going to do with it.

Mr. Lowell confirmed that this is just for the study.

Mr. Uchytel said he is corresponding with MARAD. He gave them a draft of what he was thinking on Docks & Harbors contemplated use. Looking at page 27 in the packet in his letter he writes his contemplated use would include leveraging the close proximity of the CBJ Docks & Harbors Don D. Statter Harbor facility to prove safe, efficient capabilities which provide opportunities for commercial and recreational fishing vessels. They asked me to expand on what I meant by, "potential uses that could include expansion of the existing harbor, upland storage, maritime dependent office space, marine dependent trade shops, and opportunities for additional marine related retail". The best way to move forward would be trying to keep the linkage between water dependent and economic development.

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Mr. Janes said he had a chance to talk to the downtown heating district and they are interested in space for a heat recovery system which would be feasible in potentially providing heat to the university, buildings in the Auke Bay area, and even further out the road. They would be looking at a long term lease.

Mr. Uchytel said if we were to secure this property, he recommends taking a very capitalistic view in the best interest of Docks & Harbors to maximize our return on investments to fix Docks & Harbors related infrastructure.

Public Comment - None

Board Discussion/Action

MOTION By MR. JANES: TO PURSUE PROPERTY ACQUISITION OF THE FORMER -AUKE BAY MARINE STATION UNDER THE MARITIME ADMINISTRATION (MARAD) PORT CONVENYANCE PROGRAM AND ASK FOR UNANIMOUS CONSENT.

Motion Passed with no objection

3. Statter Harbor Improvements Ph. III - Engineering Services for surveying, geotechnical and environmental site investigations, schematic design and permitting.

Mr. Uchytel said this is to move forward with phase III at Statter Harbor which is the Passenger For Hire Float. The work would be for soil samplings, survey, and preliminary design work up to 15%. This is moving into the next phase of the overall master plan.

Board Questions

Mr. Donek asked the delivery date for this project?

Mr. Uchytel said we have to get through the permitting first. If the sediments are clean enough we will be able to discharge dredge material in between the floats in Statter and not have to take it out to deep water to dump.

Public Comment - None

Board Discussion/Action

Mr. Uchytel said the money would not be coming from Harbor money but from a legislative grant and 1% sales tax. The plan would be to go after State head tax money to fund construction of this project as early as this winter to start on the dredging project.

Mr. Janes asked if the \$296,103 would tell us what is in the soil?

Mr. Uchytel said this would be also part of the permitting process and geotech work for the pilings.

MOTION By MR. JANES: TO ACCEPT PND ENGINEERS PROPOSAL FOR \$296,103 TO PROVIDE GEOTECHNICAL ENGINEERING AND ENGINEERING

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SERVICES FOR THE STATTER HARBOR PHASE III PROJECT AND RECOMMEND THE ASSEMBLY APPROVE THE CONTRACT AMENDMENT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

4. Douglas Harbor Renovation - Contract Administration and Inspection Services

Mr. Uchytel said Docks & Harbor signed a contract for rehabilitation of Douglas Harbor back in 2007. This contract is for the construction administrative services for Douglas Harbor, and has been awarded to Trucano Construction for about \$5M. This will be for float inspections, site inspector, submittal review, and project manager. Staff thinks we have enough money to outsource the inspection and allow Mr. Gillette and Mr. Schaal to work on project management for the 16B project, the next phase of Statter Harbor and staff time is better spent following the public process. This is a reasonable fee PND is proposing for the contract administration and inspection services.

Board Questions

Mr. Donek asked what percentage is this of the total project cost?

Mr. Uchytel said 6%.

Mr. Simpson asked if these funds were allocated for this purpose and source?

Mr. Uchytel said this would be from the Harbors fund balance.

Public Comment - None

Board Discussion/Action

Mr. Lowell said this is a fairly low percentage for contract administration. He asked if the 16 weeks of onsite construction aligned well with Trucano's schedule for completing the work?

Mr. Uchytel said he has not received the schedule yet. This has been awarded, but haven't conducted the pre-construction conference. We have talked to Mr. Trucano. The floats are ready to be fabricated at Mathews lumber in Seattle area and completed in September. Trucano is planning on mobilizing in September and be finished by Christmas.

Mr. Donek said this is part of an RFP process that happened eight years ago.

MOTION By MR. BUSH: TO ACCEPT PND ENGINEERS PROPOSAL FOR \$303,570 TO PROVIDE CONSTRUCTION ADMINISTRATION AND INSPECTION SERVICES FOR THE DOUGLAS HARBOR RENOVATION PROJECT AND RECOMMEND THE ASSEMBLY APPROVE THE CONTRACT AMENDMENT AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection

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5 MINUTE BREAK

Back in session at 6:08

X. Items for Information/Discussion -

1. Offer to Pursue old SR 520 Floating Bridge pontoons

Mr. Uchytel said he received a call from the company that has the rights to the 520 floating bridge pontoons. There are dozens of pontoon floats available with the largest being 360' long by 60' wide with a 12' draft for \$2M. They also have floats as small as 125', but he didn't have the price on that. This could be an opportunity (ie: North Douglas launch ramp breakwater, net float, or Statter Harbor breakwater). This could be a low cost alternative to building new.

Board Discussion/Public Comment -

Mr. Donek asked if this was a mooring float or a breakwater?

Mr. Uchytel said more like a breakwater.

Mr. Lowell said this cost is about 1/3 of the cost for a brand new pontoon.

2. Letter Ordering Anchored Vessels off CBJ Submerged Lands

Mr. Uchytel said he drafted a letter that was sent to vessels that are anchored out on Docks & Harbors CBJ owned submerged lands seaward of the Aurora Harbor breakwater. He showed pictures of both vessels. One letter was sent to Mr. Drake, who is in attendance, the owner of the vessel the Lumberman. The other one was sent to Mr. Hamilton. The letter is directing them to find safe moorage off Docks & Harbors managed property. Docks & Harbors has a commitment to Manson Construction who is in the process of towing up the North Pontoon for the cruise ship dock project. The pontoon will be moored there as well as their two derrick barges for the summer. Mr. Uchytel said he met with Mr. Hamilton and he will remove the vessels he has anchored out. The Drakes have their vessel anchored out also. The State DNR does have provisions for mooring balls on State submerged lands, but CBJ does not allow that and he does not recommend to pursue that. This letter was sent on behalf of the Board because the Board has the authority to regulate on submerged tidelands. At this time we have a higher and better use for the area to support the contractor for the Cruise Ship dock project.

Board Discussion/Public Comment -

Lucas Drake, Juneau, Alaska

He said he is the owner of the Lumberman which is currently anchored outside of Aurora Basin. He said he was notified by the Port Director by registered mail that he was to

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relocate all vessels anchored or moored seaward of the Aurora Harbor Breakwater. The Port Director stated in his letter that his authority to direct vessels off CBJ submerged land properties rests within the general powers provided by CBJ ordinance and delegated through the CBJ Assembly. Mr. Drake said after extensive research, he found his vessel is located in a state designated anchorage which is protected under the federal navigable waters act. Any action control or enforcement over his vessel is outside the authority and jurisdiction of the Port Director. If the Port Director can show any further information contrary to what I presented please provide this information in writing.

Mr. Simpson asked Mr. Drake what the line represented on the map he provided with his letter.

Mr. Drake said this is a representation based on the land plat he was sent from DNR to give a representation of his actual physical location on CBJ and State property.

Mr. Simpson asked if he was on State Property?

Mr. Drake said yes. The second map he attached to his letter is an illustration he pulled from the DNR's website showing the area he is currently located in as a designated anchorage.

Mr. Simpson asked if he was properly permitted being on State land?

Mr. Drake said DNR contested that he was on their property based on a map that was presented in an inquiry to them.

Mr. Simpson asked Mr. Uchytel if the location he wanted the Manson equipment to be placed was on CBJ tidelands but between the breakwater and the State tidelands?

Mr. Uchytel said correct. The State has indicated they don't think the Lumberman is on their property.

Mr. Drake said the State saying they didn't think it was on their property was based off a map that he sent to them as part of the inquiry as to alternative anchorages. This was an illustrated map and not accurate.

Mr. Janes asked if there was enough room from the CBJ tidelands out to the State Tidelands to allow for a safe moorage?

Mr. Drake said there is a designated anchorage, but the further you move out the closer you become an impedance on navigable waters. The area the Lumberman is in now is outside of CBJ property without being an impedance on navigable waters.

Mr. Donek said if this is accurate and the boat is outside the red area on the map, he would assume there is room to anchor the Manson barges within the red area which is in CBJ tidelands.

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Mr. Uchytel said perhaps.

Mr. Simpson said this all depends on if the Lumberman is inside or outside the CBJ property. He asked Mr. Drake how hard it would be to move the Lumberman if he found out his vessel was 100' inside CBJ's property?

Mr. Drake said he would have to have Trucano Construction move his anchors, and the equipment needed to move this is out of town.

Mr. Simpson asked what Mr. Drake did to make sure the anchors were in the correct location?

Mr. Drake said he reviewed the region six map. The area he is in currently is the only area designated as anchorage in Juneau.

Mr. Simpson asked how hard it would be to have a survey done to determine the actual location.

Mr. Uchytel asked Mr. Drake if his contention is that he is on State tidelands.

Mr. Drake said yes.

Mr. Bush asked how deep of water he was in?

Mr. Drake said average depth is 45 to 50 feet.

Mr. Bush asked about his anchor?

Mr. Drake said his boat has two anchors set in a way to minimize side to side movement.

Mr. Borg asked Mr. Drake when the last time he had his mooring system inspected?

Mr. Drake said he just had to put this new system in last year because of issues with his original anchors.

Mr. Janes said this is close one way or the other. If we don't know exactly where the Lumberman is located, do we have room to place the Manson barge on our submerged tideland?

Mr. Simpson said from the facebook pictures, it appears the owners have done a lot of work and this vessel is not like the Challenger that sank. This is a totally different issue and less risk. He recommends to not force them to move until someone can show they are parked illegally.

Mr. Donek said he needs to know the exact location.

Mr. Uchytel asked Mr. Drake what the plan for the vessel is, and what are the other vessels doing that are tied to it?

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Mr. Drake said the plan for his vessel is refit and restoration. Turn it into a yacht and it is his home. He wants to preserve the vessel. The other vessels he uses to go back and forth to shore.

Mr. Donek asked if Docks & Harbors has a term contract for a surveyor?

Mr. Uchytel said the City does.

Mr. Donek wants a survey done to determine the lines and figure out the location of these boats. The google earth map is nice, but not the same thing as an actual survey.

Mr. Uchytel asked Mr. Drake why he didn't dispute the state when they said the Lumberman was on CBJ tidelands. This is new information that he said was not shared until tonight.

Gaylan Drake, Juneau, AK

He said he is a third generation boat building/shipwright. In WWII, this vessel towed in our support of repulsion of the Japanese from the Aleutian Islands. The Lumberman does have Alaska history. Where the vessel is now is set with two 30,000 lb anchors. When it was put in that position, he contacted the Coast Guard and reviewed the maps. The Coast Guard came down and he asked where would be the best place to locate the Lumberman and not impede traffic. The Coast Guard recommended their current location, and is why the new anchorage is in this location. He said he needed to be in as close as possible, and still be in the designated anchorage area as advised by the Coast Guard. He told the Coast Guard he wanted to be legal. The google earth picture in the packet is an old picture before the new anchors were replaced last year. Mr. Gaylan Drake said he told the Harbormaster that they have the two 30,000 lb anchors and their dock could be shifted to the other side of the tug. They are willing to cooperate, and if Manson needed to raft alongside all they would need to do is pull alongside and tie off. If they did this, they wouldn't need to set anchors. He said he works with Trucano Construction a lot, and he has trouble bringing fuel barges up the channel to his barge landing if the tide is out. One of the reasons for setting the 30,000 lb anchor was to facilitate Trucano tying off the barge alongside the Lumberman waiting for the tide to be able to bring it in. If we were forced to move from the time we received the letter from the Port Director, we were only given 13 days notice that we had to be out of that location. To be able to lift the anchors, we needed the big barge and the tug which is in Elfin Cove. We did contact Doug and upon return from Elfin Cove, if they were forced to move, they would lift their anchors and move.

Mr. Donek said it sound like the Lumberman is legally anchored. He said the question is, "are you where you think you are"?

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Mr. Janes said the only thing that concerns him is what side of the line he is on is Docks & Harbors liability.

Mr. Gaylan Drake said the issue with the Challenger was that the owner abandoned the vessel. Our boat is totally licensed and registered and Coast Guard inspected and do not dispute ownership of the vessel. Just in the last couple of years he has put \$75,000 into the vessel not counting labor.

Mr. Donek said he understands the Drake's have good intentions, but that is not the concern here. The actual location of the Lumberman is.

Mr. Gaylan Drake said this wouldn't require a survey but just a handheld GPS which has an accuracy of two meters.

Mr. Donek said he needs to have a survey done by a professional surveyor who has a license. He said if the Lumberman is located inside the red square area on the map (CBJ tidelands) he has to move, but if you are outside the red square (State tidelands) we will leave you alone.

Mr. Uchtyl said he was unaware the Lumberman was 500' off the breakwater, and he assumed the map on page 51 in the packet was more accurate. He said he will work with Manson and if the Lumberman is where he says he is, they should be able to make this work.

Mr. Donek said he still wants to know the location of this boat. This isn't just taking the GPS on a boat to get a GPS reading but establishing where the lines are that separate CBJ tidelands and State tidelands.

Mr. Lucas Drake asked what action is required from the Port Director's letter?

Mr. Simpson asked if the letter could be put on hold until the survey is completed?

Mr. Uchtyl said he would follow up with another letter stating Docks & Harbors needs to review the facts of this case.

Mr. Janes suggested to approach this with compassion and understanding if he is in the CBJ tideland area because it would be very close to being in the correct area.

Mr. Bush asked what the anchors are made of?

Mr. Gaylan Drake said they are counterweights off old cranes.

Mr. Lowell asked if Manson has expressed concern about their ability to stage in this area as a result of the boat?

Mr. Borg said they are concerned that the float will have a little swing, and this float is a substantial piece of concrete.

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Mr. Lowell asked if the place to locate the float is in the contract with the City? Would this cause any delay claims?

Mr. Uchytel said no.

3. Legislative Audit Report for Head Tax

Mr. Uchytel said below is the link to the head tax audit report. This was based on last year's disbursement of funds. This is different than the lawsuit.

<http://legaudit.akleg.gov/docs/audits/special/dor/30083rpt-2016.pdf>

Board Discussion/Public Comments- None

XI. Committee and Member Reports

1. Harbor Fee Review Committee Meeting- Wednesday, April 13th & Thursday April 28th, 2016.

Mr. Simpson reported the Committee has been focusing on the raw fish tax credit for free moorage at Statter Harbor. At today's meeting this was moved forward to the OPS/Planning Committee.

2. Operations/Planning Committee Meeting- Wednesday, April 20th - Cancelled

3. Finance Committee Meeting- Thursday, April 21st - Cancelled

4. Docks Fee Review Committee Meeting- Thursday, April 21st - Cancelled

5. Member Reports - None

XII. Port Engineers Report- Mr. Gillette was not present.

Mr. Uchytel said things are going well.

- The retaining wall at Statter Harbor is in. There is a challenge with one portion of the bid contract. He said he reads the contract that Miller Construction uses Seacon as their paving subcontractor and Miller's lawyer takes objection to his interpretation of the contract.
- 16B South Berth - Manson Construction will be completed on May 1st.
- Aurora Harbor Phase II land use masterplan - May 18th will be the first public meeting.

Mr. Janes asked if the paving portion would be inferior if this was done by the general contractor rather than the Sub-contractor?

Mr. Uchytel said there is a signed contract listing Secon as the subcontractor. In the bid schedule they have \$750,000 from a quote from Secon. There is no financial benefit to us. Miller does not have a conditional use permit for the asphalt plant at this time. They said

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they can have it in place in the next month or two and have this completed for substantial completion on July 8th.

XIII. Harbormaster's Report -

Mr. Borg reported

- Staff is doing spring cleaning and pressure washing.
- Mr. Clauder retires tomorrow.
- There will be a seasonal kick off barbecue at the Port Field Office from noon to 1:30 tomorrow.
- Working on recycling.

XIV. Port Director's Report

Mr. Uchytel reported

- Saturday is the first cruise ship.
- Manson Construction will demobilize on May 1st.
- May 6th is the Maritime Festival Port to starboard dinner which is a fundraiser for the festival on Saturday May 7th.
- The Fisherman's Memorial has been pressure washed, but continues to subside. He will send a letter to the executive Director of the Alaska State Fisherman's Memorial to let him know that it was determined from the vibration monitoring there was no damage to the Tram or the Fisherman's memorial based on Manson Construction project. He is anticipating during the blessing of the fleet people will blame the settling of the fisherman's memorial on Docks & Harbors project. Blessing of the Fleet will be at 10:00 am on May 7th.

XV. Assembly Liaison Report

Mr. Nankervis reported -

- On April 4th there was a special Assembly meeting to introduce the budget. This was referred to Finance.
- On April 11th, we had our regular Assembly meeting where we moved money from the unexpended passenger fee to budget - \$30,000 for tug assist and \$57,000 went to the open space waterfront land acquisition CIP for FY16.
- The Assembly approved the Small Boat Harbor fee changes.
- April 25th the Assembly met with the Planning Commission.
- April 27th, the Assembly had a public hearing regarding our General Government unit funding for FY17 which was \$97M. This passed and was forwarded to the Finance Committee.

CBJ Docks and Harbors Board
REGULAR BOARD MEETING MINUTES
For Thursday, April 28th, 2016

- The Assembly had a public hearing for the school district FY17 budget \$25M. This passed. The amount funded over the cap went back to the Finance Committee.
- Introduced the proposed mill rate levy of 10.51 which was the Manager's recommendation, and down from 10.66. This went back to the Finance Committee to be worked on again as well as the capital improvement program.

XVI. Board Administrative Matters

- a. Harbor Fee Review Meeting - No meeting until fall.
- b. Ops/Planning Committee Meeting - Wednesday, May 18th, 2016 at 5:00pm
- c. Finance Committee Meeting - Thursday, May 19th, 2016 at 5:00pm
- d. Docks Fee Review Meeting - No meeting until fall
- e. Board Meeting - Thursday, May 26th, 2016 at 5:00pm

XVII. Adjournment - The regular Board Meeting adjourned at 7:13 p.m.