

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, February 10th, 2016

- I. Call to Order** (5:00 p.m. in the Port/Customs Building Conference Room)
- II. Roll Call** (John Bush, Tom Donek, David Summers, Bob Janes, and Budd Simpson)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)
- V. Approval of Wednesday, January 20th, 2016 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - None**
- VII. Unfinished Business – None**
- VIII. New Business**

- 1. Auke Bay Loading Facility Fees
Presentation by Paul Weltzin

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

- 2. Amalga Harbor Fish Cleaning Float Feasibility Study
Presentation by the Port Engineer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

- 3. Auke Bay Loading Facility Minor Maintenance
Presentation by the Harbormaster

Committee Questions

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Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

4. Andrew's Marina New Lease Application
Presentation by the Administrative Officer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

5. Enforcement Regulation for User Fee Collection
Presentation by the Administrative Officer

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO BE DETERMINED AT THE MEETING

IX. Items for Information/Discussion

1. Marine Power Cord Safety Replacement Program
Presentation by the Harbormaster

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- **Wednesday, March 23rd, 2016.**

XII. Adjournment

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I. Call to Order

Mr. Simpson called the meeting to order at 5:00 p.m. in City Hall Room 224.

II. Roll Call

The following members were in attendance: Tom Donek, Robert Janes, and Budd Simpson.

Also in attendance were: Carl Uchtyl – Port Director, Dave Borg – Harbormaster, Gary Gillette – Port Engineer, and Bob Bartholomew – Finance Director.

Absent: John Bush and David Summers

III. Approval of Agenda

Mr. Uchtyl said I propose we move the Loading Zone Permit from number five to number 2 under VIII. New Business.

MOTION By MR. DONEK TO APPROVE THE AGENDA AS AMENDED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Public Participation on Non-Agenda Items

Paul Weltzin of Juneau, AK

Mr. Weltzin said I am the owner and operator of the landing craft Lite Weight. There are changes happening at the Auke Bay Loading Facility (ABLF) that are having a negative impact and are going to have a negative impact. I don't think many of the commercial users are aware of these changes. There are proposed changes that I hope to give some insight on and maybe make people rethink the issues. Perhaps they will find them to be unnecessary or less effective than the result that was originally intended. I was invited a year ago to a meeting in this room. The meeting was about the ABLF and concerns that the facility was not making the revenues that people thought it should. I have been researching other communities that have similar facilities, namely Petersburg and Ketchikan. I was interested in how they administer and implement rules, policies, regulations, and fees at those facilities. I will put together some information to handout as it is a lot of information to cover. I foresee a lot more conflict with the user groups because more fishermen will turn away from the ABLF due to the higher rates and instead use Statter Harbor. The ABLF was intended to ease the congestion. I know is it congested when all the fisheries are open in the summer. There is a distinct off season from November 1st to January 30th. The dock has been sitting empty recently, exempt for 1 boat. I do not speak for them. They had to repair an engine and they had a mechanic with a service truck there daily

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and up to 4 crew members that I saw. The boat was there for 22 days and their bill was \$4,000.00. They were the only vessel at the dock. I am starting to get feedback from other tradesmen. There are mechanics, welders, and shipwrights who are starting to find out about the fees and they will not use the facility. This hurts our infrastructure that supports the commercial users because it is too expensive. I did hear about a gate that will be installed at the top of the ramp and users will be charged \$5.00 per use. People do not like the idea of being charged each time they drive down the ramp. Comparatively speaking, in Petersburg their annual fee for their drive-down float is \$150.00 and you can come and go as often as you like. In Ketchikan Stall Holders do not pay extra to use the drive-down float. My invoices for 2015 totaled \$23,462.00. I know that some of my rates are going to come down, and I appreciate the consideration. The gate, with the cost to install and repair, and the congestion it will cause for traffic, is the wrong way to generate revenue from the users. It decreases the efficiency of work being done by the user groups. We will encounter more congestion at Statter Harbor and the revenues from the ABLF will decrease as less people will use the facility.

Mr. Simpson said your comments are noted and if you put it in a written memo we will consider putting it on as an agenda item at next month's meeting.

Mr. Uchtyl said I send out newsletters, put notices in the newspaper, items go to the Assembly, and I inform the community of information over the radio. Do you have any suggestions on how we can reach out to the people who claim they don't know about what's going on?

Mr. Weltzin said I am not sure. I interact with that facility more than anyone I know, and I didn't know about the new rates until I paid my bill. The posted sign at the ABLF neglects to inform the users about the tiered rates. Leaving out the \$3.00 per foot per day, which for my vessel is \$225.00. I didn't know about it until I received my first bill. The communication is ineffective. I have seen some horrific use of the cranes at the ABLF and it is wearing them down quickly.

V. Approval of December 2nd, 2015 Operations-Planning Meeting Minutes

MOTION By MR. JANES TO APPROVE THE December 2nd, 2015 Operations-Planning Meeting Minutes AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VI. Consent Agenda - None

VII. Unfinished Business - None

VIII. New Business

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1. Appropriation Ordinance – Cruise Ship Berths Improvement Project

Mr. Gillette said I refer you to page 10 in your pamphlets. You'll see the spreadsheet and memo regarding the appropriation. We intend to move money from the Port Development Fees and the Dock Funds to the Cruise Berth Project. When this project was approved the intent was to add \$6 million to the project in revenue bonds, and that was delayed. We need a total of \$7.2 million, and we have \$4 million identified. The total needed includes a 10% contingency. The \$4 million should carry us through this season. Then at the start of next year we will have a better sense of what funds will be needed to finish the project, and we can ask for those funds at that time.

Mr. Bartholomew said the Assembly put together funding in 2012 for a package of projects. The new cruise ship docks were included in that package. The original cost that was approved has been funded and that cost has not been exceeded. If we need more money there is enough revenue to support that and it will be funded by the Port Development Fees. Currently the Port Development Fund is paying off the bonds we have sold.

Committee Questions

Mr. Donek asked are we going to spend the \$4 million that is being appropriated.

Mr. Bartholomew said it is there for the contingency. If we spend the contingency there are more funds available for further costs.

Public Discussion - None

Committee Discussion/Action

MOTION By MR. JANES THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.5 MILLION FROM THE DOCKS FUND BALANCE AND \$2.5 MILLION OF PORT DEVELOPMENT FEES FOR THE CRUISE SHIP BERTHS IMPROVEMENT PROJECT.

2. Loading Zone Permit Proposed Changes under 05 CBJAC 15.080

Mr. Uchytel said currently the Loading Zone permits are \$300.00 per company and \$7.00 per seat at the Port and \$15.00 per seat at Statter Harbor. The fees are paid once annually. The Dock Fee Review Committee met in December and there was a motion that we do away with the \$300.00 company fee and come up with one rate to charge for the seat fees instead of the two different rates. The recommended seat fee is \$11.50. The reason behind the motion was the fees staff provided for operating the Downtown Cruise Ship Parking Lot. The number staff provided was based on 1 Harbor Officer and 1 Harbor Technician per day and sticker costs. The estimate came

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to \$107,000.00, whereas the revenue totals \$81,000.00. The motion was made to cover the deficit of \$26,000.00. However, the costs were based on an estimate, and it is difficult to estimate what it costs to manage the Downtown Cruise Ship Parking Lot.

Committee Questions

Mr. Janes asked would the \$11.50 per seat fee be applied separately to each loading zone.

Mr. Uchytel said that is correct.

Mr. Janes asked is the per passenger fee compatible with the dock loading fees. The idea of a per passenger fee makes sense to me. It's easier to budget for and figure out.

Mrs. Teena Larson said we have to do a lot of tracking now for the passenger for hire fees. We continually ask for the reports and payment. We need a regulation in place to tell users that if they are in bad standing at the end of the season then they can't operate the following season.

Mrs. Jennifer Mejia said I would like there to be a late fee or a penalty in place for when Passenger-for-hire companies are late. Currently there are no options to charge a late fee or a penalty fee. Staff has to wait for the companies to provide their reports stating the number of passengers for each month before they can generate an invoice. Without an invoice posted on the company's account no late fees can be generated. Passenger-for-hire companies are months late and there are no penalties to discourage them from being late.

Mr. Janes said it seems like Docks and Harbors should be able to come up with a system to allow for the per passenger fees. Do you believe we have the ability, power and enforcement to put a system together so we can switch to a per passenger fee? You already have it at Statter Harbor in the form of Passenger-for-hire fees.

Mrs. Larson said it's not currently working. People are not reporting and paying when they are supposed to. We are constantly contacting them requesting reports and payment. The loading zone permits consist of more companies than the Passenger-for-hire. I'm not sure it can happen.

Public Discussion

Bill Hagevig, Division Manager HAP Alaska-Yukon (Royal Highway), of Juneau, AK

Mr. Hagevig said I think the United States Forest Service (U.S.F.S) is going to find out this summer the per passenger fees is a much wider umbrella then they are used to. When you start asking individual cab drivers for their numbers, and they are not

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used to tracking that information, it will prove to be difficult information to gather. The letter I sent you discusses how the per company and seat fee formula is already established within the City and Borough of Juneau. Companies already have to pay Juneau Police Department (JPD) a company fee and a seat fee. At JPD, regardless of your company size, you have to pay \$1,500.00 for a company endorsement, and we also pay a per vehicle fee. If you do away with the \$300.00 company fee and charge \$11.50 per seat, our company will pay an additional \$15,000.00. It would not be cost effective for HAP/Royal Highway to permit our 71 vehicles.

Mr. Borg asked if you permit fewer vehicles would that mean more cruise ship passengers would be waiting longer.

Mr. Hagevig said potentially yes. Actually that has already happened. The airport has a per vehicle fee structure. HAP/Royal Highway is not at the airport often. We came to an agreement with airport staff that instead of paying for 80 vehicles to have a sticker and permit for airport use, we would only pay for the maximum number of vehicles we would typically have at the airport at any given time. The fee we agreed on was \$4,000.00. After that the airport decided to go to a flat fee of \$10,000.00 for all companies. Since we weren't generating more revenue to match the new expense we decided against getting permitting at the airport. This created a problem because we do transport for Wings Downtown. If the weather is bad they have to land at the airport. They called us on several occasions to ask us to do a pickup at the airport. We were not able to do that because of the cost.

Dawn Wolfe of Juneau, AK

Mrs. Wolfe said if you want to charge what's fair then you have to charge per passenger or nothing. Charging per passenger seems to be an issue with Docks and Harbors. All the companies that are using the buses have Glacier permits and are already reporting and paying the U.S.F.S. on a per passenger basis. Also, it would not make sense for Bill not to be able to use an asset because he doesn't have a sticker on said asset. In addition, he should not have to pay for all of his busses to get a sticker if he won't have them all at the dock at the same time. You could cap that to the 34 spaces that are available or you could charge based on a per passenger fee. A cab might be down there several times doing 15 minute trips. Gastineau Guiding might be at the dock twice in one vehicle in one day because we do 5 hour tours. It's all variable and it's all in and out. I do think there needs to be an application fee, but I don't know what that fee should be. An application takes staff time to process. There could be a \$5.00 decal fee per vehicle and a per passenger fee. We are already paying a per passenger fee monthly to Docks and Harbors. This is all auditable. The U.S.F.S. has the right to go back 5 years with an audit. We prepay for the U.S.F.S. permit. We give them an estimate on how many passengers we think we will have and make a payment based on that amount in three payments. Every month on the 25th we have to give them a report stating how many passenger we took out. Our permit officer will occasionally count how many passengers we took out that day and check it against

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the report we submit. I don't think any rate increases should be implemented this summer. Our prices are set early. The change should be for the 2017 summer.

Mr. Donek said it sounds like the U.S.F.S. is spending more on enforcement then they receive in revenue.

Brenna Asper-Smith with Alaska Independent Coach Tours, of Juneau, AK

Ms. Asper-Smith said if you are going to implement this fee increase do it over a period of time so we are prepared. Increase it gradually.

Mr. Hagevig said I don't think you have to wait until 2017 to increase the rate because people have known about this rate review since last spring. A jump from \$7.00 to \$11.50 is steep though.

Committee Discussion/Action

Mr. Donek said per passenger fees do not make sense to me. When a company uses a 40 passenger bus, even if they don't fill all of their seats, the bus is taking up the same amount of space. The administrative hardship of dealing with that is not worth it. Plus, it's easier to count buses than passengers. This brings up the other point of whether or not we should be charging per passenger for the boats. Boats take up the same amount of space regardless of how many passengers they carry. I would like to revisit the Passenger-for-hire fees. The number of people might be a bigger impact at Statter Harbor by using the restrooms and going on the docks. We should consider adjusting this based on the Consumer Price Index (CPI). I think we're trying to fix something that is not broken.

Mr. Simpson said I cannot justify a rate increase that puts a \$15,000.00 increase on a particular operator and drops the cost significantly for other operators. I see trying to keep track of the per passenger fees as being difficult. Many of these companies are already paying Head Tax and other fees that are subsidizing our funds too. We're collecting a lot of money from these operators currently.

Mr. Janes said I like the idea of increasing the Loading Zone Permit Fees by 5% this year and attaching it to the Anchorage CPI for future rates. It's not the public's problem that we haven't done anything about this since 2004. So raising the rates significantly does not make sense, but raising it modestly does make sense.

Mr. Donek said I move that this be referred back to the Dock Fee Committee for more work.

3. Statter Harbor Master Plan Update

Mr. Gillette gave a PowerPoint Presentation and provided images of designs in the packets regarding the Statter Harbor Master Plan. We're trying to reduce congestion

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and increase efficiency for the public. The plan is focused on providing more: parking, launch ramp space, and moorage. There are two options for how we can utilize the parking lot with regards to bus management. We can have the bus parking at an angle and the buses will need to back out, or we can have pull-through parking spaces for the buses. Also, we could build a building that has outdoor space on the bottom for patrons to use as a viewing area and the top could be leased to pay for the building.

Committee Questions

Mr. Donek asked would this be built in phases.

Mr. Gillette said we can build it in phases if we find we are lacking the funds to build the entire area at one time.

Public Comment

Paul Swanson of Juneau, AK

Mr. Swanson said the people who said this was too tight a space may not have considered the opening at a mean tide.

Committee Discussion/Action

Mr. Janes said I suggest we put the building design out for proposals for private developers to pay for the entire building in exchange for use of the top floor.

Mr. Simpson said a developer might want to build this building while the float is under construction.

Mr. Janes said having a fueling station at the new float would help with the gridlock that is experienced at the current fueling dock in Statter Harbor.

Mr. Donek said with regards to the bus parking lot management, the bus drop off route is mostly paint. We can try one way out and if we don't like it we can change it and try another way.

4. Appropriation Ordinance – Douglas Harbor – ADOT Municipal Harbor Grant

Mr. Gillette said we received a letter of award in 2008 for just over \$2 million. This is brought before this committee for approval then it will go to the Assembly for approval.

Committee Questions – None.

Public Comment – None.

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Committee Discussion/Action

MOTION By MR. DONEK THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE ACCEPTING THE ADOT MUNICIPAL HARBOR GRANT IN THE AMOUNT OF \$2,044,230.00 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5. Appropriation Ordinance – Douglas Harbor – Transfer of \$1.3M from Harbor Fund Balance to CIP

Mr. Gillette said this appropriation is in the amount of \$1.3 million. This is brought before this committee for approval then it will go to the Assembly for approval.

Committee Questions

Mr. Donek asked can we wait for the bids before we appropriate this money.

Mr. Gillette said we have to have funding before we go out for bid.

Public Comment – None.

Committee Discussion/Action

MOTION By MR. JONES THAT THE BOARD RECOMMEND THE ASSEMBLY APPROVE AN APPROPRIATION ORDINANCE TRANSFERRING \$1.3M FROM THE HARBOR FUND BALANCE TO THE DOUGLAS HARBOR PHASE III PROJECT AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IX. Items for Information

1. RFP – Land Use & Strategic Financial Planning For Downtown Harbor Facilities

Mr. Gillette said we will receive the proposals on January 26th and set up a selection committee to review the proposals.

Committee Discussion/Public Comment – None.

2. Statter Harbor Moorage Incentive – Subleasing Opportunity

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Mr. Borg said turn to page 30 in your packet. Here you will find the memo from Mr. Uchytel describing how we might proceed with subleasing at Statter Harbor. My main concern is how much we will get involved. There will be disputes between the lessee and the lessor and Harbor Staff will be the first people they contact. I am open to trying this out, but I do not want to make it a regulation. I recommend setting a limit as to how many days the Stallholder can sub-lease so that the system is not abused.

Committee Discussion/Public Comment

Mr. Simpson said we need to be reserving some of the sublet revenue for Docks and Harbors because we're bound to get involved in the management. Currently we can use the stall when the Stallholder is not using the slip, but the Stallholder does not receive compensation. This would help us by opening more moorage that we can assign. We could set it up for 50/50 where the Stallholder receives 50% and Docks and Harbors receive 50% of what the stall was subleased for. This would be an incentive to the Stallholder to inform us when they are not using the slip and to fill the empty space.

Mr. Borg said we have maybe 3 stalls empty at any given time.

Mrs. Jennifer Mejia of Juneau, AK

Mrs. Mejia said a Stallholder could prepay for the year and moor out of their slip while sub-leasing; in which case that would not open up a space. That could happen as our system is not set up to catch this situation. The accounts are set up under the boat's information and not the slips. If the boat account is paid for the month at Statter Harbor the system notes the boat is paid and does not notify staff the boat has moved. You can generate a report showing if the slips are empty, but you would have to run a report per boat to see if that boat moved.

Mr. Simpson said I am talking about people who take their boats out of the Harbor and clear up space. I think we should be the ones to handle the management.

Mr. Janes said no commercial operator is going to double pay. The people who would utilize this would be from out of town. The failure of this system is that people from out of town don't know any of the Stallholders.

Mr. Borg said patrons would have to prepay the monthly rate and pay the sub-lease fee.

Paul Swanson of Juneau, AK

Mr. Swanson said I do not want to have to find someone to use my slip when I am out. I would tell you when I'm going to be gone if I received a percentage of the revenue you received from hot berthing my slip. I do not want to be involved in leasing my slip. I do not like that I have to pay all winter for my slip when my slip is

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empty because I hauled my boat out. I would like a break in my moorage fees during the winter time.

Mr. Donek said this started off as an incentive for hot berthing.

Mrs. Mejia said Harbor Staff is able to generate reports showing which slips have been empty for a few days. So, when a Stallholder forgets to inform Harbor Staff their stall will be vacant, we can look at the report and see the Stallholder's stall has been vacant a few days and hot berth the stall.

Mr. Donek said I think this is going in a direction we don't intend it to.

Mr. Janes said this is getting complicated and may create more problems than solve. Staff knows the goal is to fill up every space in the harbor.

Mr. Simpson said we don't have consensus on how to proceed. I suggest we leave it alone.

3. Fritz Cove Road – Update

Mr. Borg said I put some barricades up at Fritz Cove Road. They've been knocked over. The motion was to put a gate in, but the Jersey barrier was cheaper. We still need to put up some signs.

Committee Discussion/Public Comment

Mr. Simpson said Jersey barriers are still in line with what the Docks & Harbor Operations Committee recommended.

4. Notice of Intended Sale of Boathouse

Mr. Borg said on the last page of your packet you will find the information regarding the boathouse that is for sale.

Committee Discussion/Public Comment

Mr. Janes said the big for sale sign that is hanging on a boathouse in Aurora Harbor is not professional. We should limit the for sale signs to a smaller size.

Mr. Simpson asked are we tracking what the boathouses are selling for.

Mr. Borg said yes, this one is for sale for \$70,000.00 for both sides, and one side of a boathouse sold for \$30,000.00 recently.

X. Staff, Committee and Member Reports – None.

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XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting – To Be Determined.

XII. Adjournment

The Operations-Planning Committee Meeting adjourned at 7:21 p.m.



Sea Level Transport, LLC
PO Box 210253
Auke Bay, AK 99821-0253
Phone: 907-790-3450
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Dear Juneau Harbor Operations Board Members,

Recently I have been made aware of proposed changes in fees and the proposed installation of an access gate with key card entry at the approach to the ABLF drive down dock. I am very concerned about the impact to the various user groups and their overall ability to interact with the loading facility in an efficient and effective manner. Additionally, it appears as though CBJ Harbors is struggling to find the proper mechanisms to collect revenues that will support and maintain the facility in good working order over the long term.

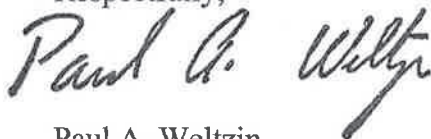
The following, as one of the most frequent users of the ABLF, represent some of my concerns that I feel need further scrutiny before implementation.

- CBJ Harbors needs one full calendar year of definitive accounting that details revenue specific to the ABLF.
- An analysis of the useful life of the physical components that make up the ABLF, including routine maintenance as well as replacement, needs to be conducted.
- What factors are driving the sweeping changes in rules, regulations, and fees at the ABLF?
- What is the long term financial and administrative vision for the ABLF?
- Drastic increases in the daily moorage rates for the ABLF dock will likely result in the decrease of use of the facility and increase the use of Auke Bay Harbor. This will mean increased congestion and conflicts between the user groups that the ABLF was constructed to mitigate.
- Administrative man power costs VS. Positive revenue generation.

- There is a distinct part of the calendar year (approx. November 1 to February 1) in which there is little to no commercial fishing activity and the ABLF dock sits virtually empty. An empty dock does not generate revenue. Off season vessel maintenance should be encouraged during this time frame to help generate revenue and minimize peak season user group conflict. The ABLF dock is unique in Juneau and is absolutely necessary for proper commercial vessel repairs/maintenance/upgrades. This commercial vessel interaction represents a very healthy dynamic for not only CBJ Harbors, but for the economy of Juneau as a whole and inherently holds significant value.
- During this off season time period in 2015, a 65' commercial vessel used the ABLF dock while rebuilding one main engine. Twenty two days of continuous effort by mechanics and crew resulted in a moorage bill, with the new ABLF rate fee structure, of \$4,000.00. During this mechanical repair this vessel was the only commercial vessel at the ABLF. My own vessel, which is 10' longer, could have secured moorage in the Hoonah harbor system for over 2 years for \$4,000.00.
- It is my understanding that essential vendor groups in Juneau (welders, mechanics, refrigeration technicians, shipwrights, electricians, hydraulic technicians, as well as other specialty service vendors) are losing valuable business due to the decline in use of the ABLF by the commercial vessel industry. The commercial vessel industry as a whole seems to be moving away from Juneau to other communities that are more supportive of their needs.
- Just three years ago I was invited by CBJ Harbors to attend a tele-conference regarding the Juneau planning commissions concern that the ABLF represented a city facility that was underutilized. Since then, there has been a shift from the harbor department encouraging use, to one of discouraging use.
- I was recently told that to counteract the increased rates at the ABLF, I simply need to raise my own rates to my customers. I however represent only one user group at this commercial facility. The majority of the users are commercial fishermen who do not have the luxury of asking for higher prices for their catch. Commercial fishermen already pay a raw fish tax to the city for fish landings.
- The proposed security gate at the ABLF dock approach, with \$5.00 per visit key fob access, is a poor way for CBJ Harbors to generate revenue, is counterproductive, and will ultimately decrease utilization of the facility.
 - Will daily access fees be billed out by CBJ daily to allow ABLF users to be able to bill their customers accordingly?
 - This access gate will cause continuous vehicle congestion with traffic driving on and off the dock.
 - This gate will encourage dishonesty and manipulation at the ABLF.
 - Upland parking, because of this gate will cause congestion.
 - Installation of the gate will be expensive.
 - Maintenance and malfunctions of the gate will be costly and confusing.
 - Will a separate key fob be required for access through this second gate?

My overall intent to be involved in this process/discussion is to help create a commercial facility that is beneficial to all users, CBJ Harbor Department, and the community of Juneau.

Respectfully,

A handwritten signature in cursive script that reads "Paul A. Weltzin". The signature is written in dark ink and is positioned to the right of the word "Respectfully,".

Paul A. Weltzin



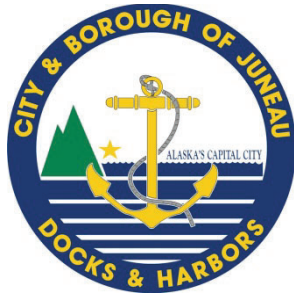
AMALGA HARBOR FISH CLEANING FLOAT FEASIBILITY STUDY

-DRAFT-



ACKNOWLEDGEMENTS

AMALGA HARBOR FISH CLEANING FLOAT COOPERATIVE AGREEMENT NUMBER 15-049



FUNDED IN PART BY ALASKA DEPARTMENT OF FISH AND GAME

PREPARED BY DOCKS AND HARBORS STAFF

DECEMBER 16, 2015

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EXECUTIVE SUMMARY

This feasibility study examines options to improve the users experience at Amalga Harbor by reducing conflicts with fish cleaning activity at the end of the float. Three nearby remote sites were examined for a remote cleaning float to remove the activity from the immediate float area. Numerous options were examined:

- Do Nothing
- Provide Remote Site
- Add Floats to Existing Boarding Float
- Remove Fish Cleaning Table

Three options are presented to extend the existing float and one option adds a second ramp and float. An upland cleaning station option is discussed along with removal of the cleaning table on the float or just do nothing and wait for new Auke Bay Launch facility to come on line and perhaps reevaluate later. All options presented could include widening the entrance channel to increase the basin size by rock excavation or this could be as standalone project.

All the remote sites create new problems for harbor staff and creel census takers for the two agencies involved and would likely require a new Environmental Assessment, Submerged Land Use Permits from the Department of Natural Resources and new Corps of Engineers Permit. The upland cleaning alternative is the most complex and expensive far exceeding the complexity of the problem to be addressed requiring similar permits to the remote sites. Adding another launch ramp would require land and development of approximately 50 parking spaces and does not appear to be needed or desired by the public or harbor management.

Extending the float by adopting Alternative 4c does appear to be the best option. Improving the existing facility by constructing a 12'x75' float at the end of the existing float, moving the cleaning activity to the end of the new float with not less than two tables significantly addresses the problem. By more than doubling the available length of boarding float available at low tide will significantly enhance the cleaning station availability, improve access to the ramp without significant impact to the environment. An amended or new Corps of Engineers Navigation permit will be required. The proposed float is over submerged tidelands currently under management of CBJ, Docks and Harbors.

Construction estimates for all waterborne alternatives are found in APPENDIX F, it is anticipated that without unusual permitting costs, the existing project agreement for this feasibility study, permits and design is sufficient to provide a bid package for the described project.

INTRODUCTION TO THE PROJECT

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.”

DESCRIPTION OF SITE

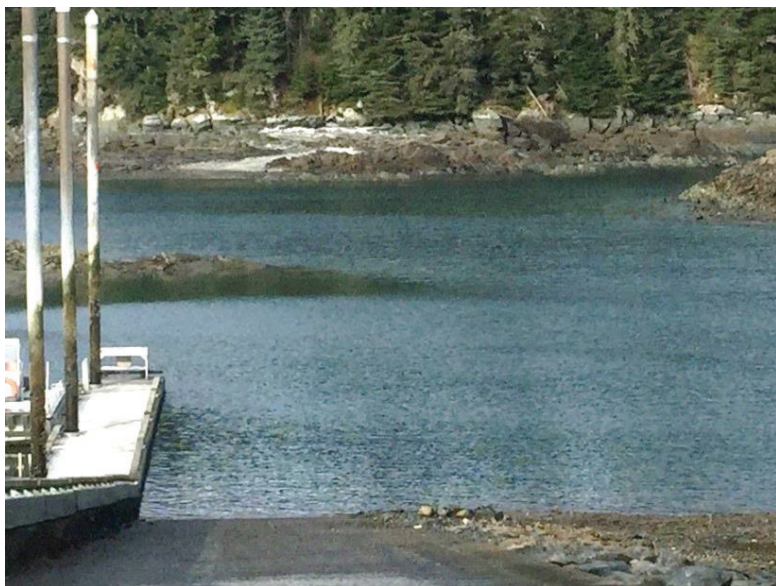


FIGURE 1

Adjacent to the Earnest Gruening State Park is the Amalga Harbor Launch Ramp, a popular and heavily used facility to access the waters of north end of Stephens Passage, south end of Lynn Canal and Icy Strait. Use is primarily seasonal, spring through late fall, but winter use occurs for hunting, crabbing and fishing. Chinook and Silver Salmon, Halibut and Dungeness crab are the preferred species readily caught in season. ADF&G conduct creel census activity at the float and at times take samples from landed salmon species. Amalga Harbor Road, connecting the facility to Glacier Highway, was recently reconstructed with new bridges, paving and improved drainage. Upon arrival at the facility there is room for a smooth flow to the lower parking lot and into the two ramp approach lanes. Traffic flows is quite smooth through the facility and the 107 car/trailer and 43 car spaces appear adequate but as predicted in the 2003 Environmental Assessment for the existing layout there is still some overflow on the approach road on Salmon Derby days and a few days when the weather is so magnificent demand is high.

The most common size boats using the facility are under 19' with 40% between 19 and 24 feet¹ and few larger. An adjacent kayak ramp is available for manual launching kayak, canoe and inflatables.

The facility, located at the end of Amalga Harbor Road, consists of several acres of parking with a double lane concrete launch ramp divided by an on grade boarding float. The end of ramp water depth is at approximately -4' MLLW (Mean Lower Low Water) and -7' MLLW at the end float. The entire basin is dredged to -7' MLLW. The extreme tide range is approximately 25' with a mean tide



FIGURE 2

range of approximately 13.7'. Electricity is available and provides area lighting in the ramp area and upland parking. A step down transformer is located at the intersection Amalga Harbor Drive and the driveway to the State Park. There is no developed water source on site and sewer service is a permanent stall vault with scheduled pumping service. The 268' long boarding float lies between two lanes of concrete surfaced ramp beginning at the edge of the staging area and extending out into the basin past the end of the ramp lanes. There is one fish cleaning table at the end of the float. There is no water service available on the float. At times the end of the float gathers fish waste and requires cleaning.

Fish waste is disposed directly into the water where it eventually is consumed or decayed into the water column and bottom sediment. Crab shells take considerably longer to break down and are visible at low tide year

¹ CBJ Launch Ramp User Survey and Demand Forecast, November 2010

around. Biodegradation of flesh is rapid. Occasionally a fish carcass will appear on the ramp but critters, from birds to enzymes consume entrails and there is little visible evidence of accumulation over time. Also, a few naturally returning chum salmon will accumulate, spawn, die and decay in the basin.



FIGURE 3 - PRIVATE FLOAT

The approach into the basin and float is from the north behind Kishbrock Island and an unnamed islet on the east. The islet is isolated on most high tides but a short isthmus bares at approximately +11' tide connecting it to mainland. Low tide reveal within the sheltered basin exposes considerable tide flats and rock outcroppings around the perimeter that significantly reduce the effective basin area. After entering from the north, a ninety degree left turn leads to the small basin containing the float. Protruding more than halfway into the basin and baring at low tide is a peninsular reef defining the entrance on the port shore on entering and the approach to the float that favors the starboard shore at the ramp end. The inner basin is small relative to the amount of use but most days is adequate. Seasonally sunny days when the ramp is heavily used ramp activity is limited to about 120' (from two sides) of boarding float length with depth at tides below 0.0 MLLW.

There is a private permitted float south of the public float which goes dry at lower tides. There are private parcels with cabins and residences shore side in Amalga Harbor. In addition, Huffman Harbor, immediately adjacent to Amalga Harbor is lined with shore side residences and mooring buoys. Eagle Harbor, a larger bight just north of Amalga Harbor fronted by the State Park offers less natural protection than Amalga and is seasonally occupied by fish rearing pens and frequented seasonally by gillnetters, seiners and packers working or waiting for openings.



FIGURE 4 - ISTHMUS REVEALED AT TIDE LEVEL BELOW 11' MLLW

The islands and rock outcrops surrounding Amalga Harbor offer considerable protection inside the basin proper at lower tides. Exposure to the SE and Westerly direction is blocked, however from the NW, when the tide rises and the isthmus is submerged, a significant gap exposes the float to incident waves. Wind driven wave conditions in Lynn Canal are notorious. The conditions immediately outside the entrance can be extreme in strong northerly gales. Using a sustained wind speed of 65 knots from 336 degree (true) in Lynn Canal with consideration of the reduced exposure from the Eagle Beach delta, the site will likely experience waves of 5-6' at the entrance and the gap to the north at high tide. Summer winds tend to be considerably less intense, but sustained winds of 20 knots would be reasonable threshold for boating activity for small craft using the cleaning facility. Waves inside the basin are negligible except for winds from the NW at high tide, but the lee side of the float makes boarding conditions acceptable in these conditions.

PROBLEM STATEMENT

Amalga Harbor is a busy and congested launch facility. The navigational approach to the float is narrow with a right angle turn and a protruding reef defining the channel into the small basin. The physical constraints imposed by the small basin, reef protrusion, and the fish cleaning activity at the end of the float creates congestion that hinders launch and retrieving activity. This is exacerbated at lower tides as the perceived available maneuvering basin decreases significantly and the floating length of the boarding float is reduced for load/unloading of trailered vessels.

The objectives of this project are to mitigate the impact of fish cleaning on launch and retrieval activity by increasing the available space on the boarding float for launch and retrieve activity, or separating the activity if possible by providing for increased fish cleaning capacity at a location with acceptable wave climate, standby maneuvering area and unobstructed water depths.

LOCATION STUDY SITES AND FINDINGS

For this location study a 16'x28' fish cleaning float was determined to be the optimal functional size, but public comments recommended float size be increased to 20'x28' minimum with some preference for even larger. The increased length of one side to 20' can better accommodate the majority of the under 19' users. Consideration for extending the existing float was incorporated from public comments.

Turning diameter for small boats is approximately one and one half to three boat lengths. The 100' radius around the float is shown on sketches to indicate scale on otherwise hard to discern scale on aerial photos in addition to maneuvering room around the float required to be void of underwater obstructions. This footprint provides sufficient space for clear navigation around the float assuming one maneuvering to leave plus one circling outboard for an approach. Amenities provided can be as simple as tables and user provided buckets for water to a more sophisticated off grid solar/battery powered electric pump wash down capability. Depending on depth of water, bottom conditions and exposure specific design elements are not directly addressed beyond limited discussion. Schematics will show piling as the preferred securing method, but site conditions may dictate anchoring.

Extending the existing boarding float and relocating the fish cleaning activity to the end was not immediately considered as informal scoping discussions suggested looking at remote sites as better suited to meeting the project objectives. However, after serious comments from the funding agency, land use issues and possibly environmental assessments required at a more remote location, the extended float alternative was added to the study for further consideration. Though approach maneuvering area is limited and already visibly congested at times as returning craft enter the basin and wait for space to clear on either side of the boarding float, further consideration in later drafts is given to extending the float with the cleaning activity at the end float. The extend float option is discussed as Site 4 and includes four alternatives.

Though the funding agreement provides for feasibility of a floating cleaning station, a shore side station and do nothing alternatives are also discussed. Also, though access, traffic flow and parking could be included in the scope, no significant issues were identified in the public meeting or by harbor management. Other than on a few extremely high use days the parking overflows to the approach road. There are about 105 car/trailer and 47 cars spaces which is in line with standard design criteria for a two lane launch ramp.



FIGURE 5 - REMOTE SITES OUTSIDE BASIN

Each remote study location was examined for wind wave conditions, water depths with bottom profile, and other parameters. Winter or extreme wind/wave conditions are 65 knot winds (one minute sustained) from the Northwest and Southeast for each location. Summer operating limits for the fish cleaning activity is 20 knot winds from Northwest, Southeast and Southwest directions. The 20 knot threshold is examined as a reasonable upper limit on conditions where small skiffs might still be operating. It must be noted that the wind/wave estimations are reasonable for comparison purposes for each site but waves in and around obstructions through refraction and diffraction create their own unique characteristics that are far beyond the scope of this analysis.

LOCATION STUDY SITE 1

- a) Relocated fish cleaning activity to a remote 20'x28' float within the protected basin behind Kishbrock Island and near the connecting entrance to Huffman Harbor.
- b) Removes cleaning activity from float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Waste disposal into deeper water, relatively open water way improves dispersal of entrails and carcasses.
- e) Secured with anchors or piling bottom depth approx. -12' MLLW.
- f) Location most secure and safe for activity and winter survival. Summer wind/wave conditions would be good at less than 6" and winter 1-2'.
- g) Bottom is muddy sand overburden of unknown depth and generally flat across the site, rock shoreline is steep.
- h) Likely the cost for construction and annual maintenance.
- i) DNR Submerged Land Use Permit required.
- j) Corps of Engineers Navigation Permit required.

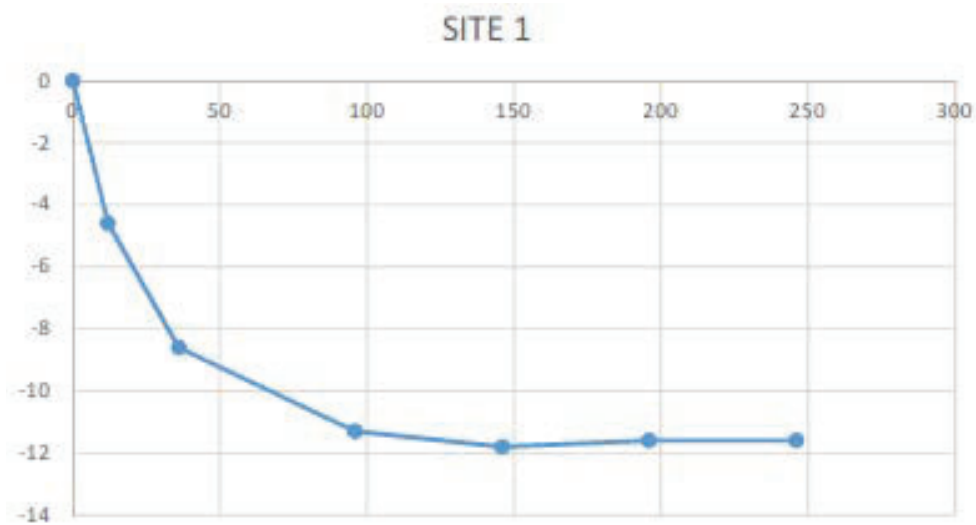


FIGURE 6 - BOTTOM PROFILE SITE 1

LOCATION STUDY SITE 2

- a) Relocate fish cleaning to a remote 20'x28' float within Eagle Harbor on the East shoreline.
- b) Effectively removes congestion from fish cleaning activity and dedicates 100% of boarding float for intended purpose.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Remove biomass waste overload from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- e) Float would have to be designed for endurance for Northwest exposure over the winter, and exposed in summer Northwest and Southwest winds offering less than ideal conditions for small skiffs.
- f) Exposure is predominantly NW with summer wind/wave conditions of 1.5-3' and winter waves of 5-9'.
- g) Frequent summer southwest winds would create waves of 0.7 to 1.3'. Exposure would limit safe use by smaller skiffs.
- h) DNR Submerged Land Use Permit required.
- i) Corps of Engineers Navigation Permit required.

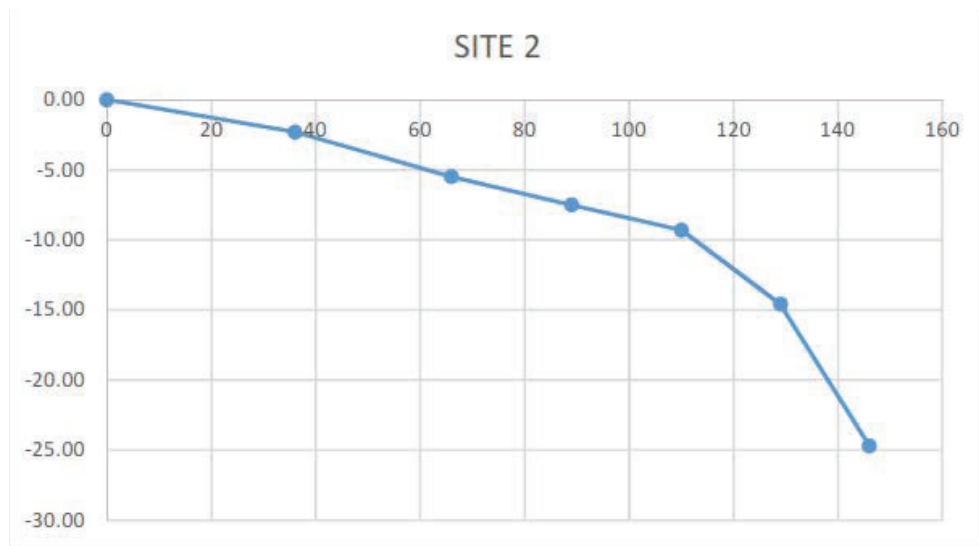


FIGURE 7 - BOTTOM PROFILE SITE 2

LOCATION STUDY SITE 3 from 0.0' MLLW

- a) Relocate fish cleaning to a remote 20'x28' float within Eagle Harbor in the small bight on the northeast shore.
- b) Float would have to be designed for endurance for exposure over the winter, but would also be more exposed in summer winds and less than ideal conditions for small skiffs.
- c) Remote location may negatively impact creel count activity at ramp.
- d) Effectively removes congestion from fish cleaning activity and dedicates 100% of boarding float for intended purpose.
- e) Remove biomass waste overload from shallow water minimal dispersion to deeper water, higher circulation broader dispersal of entrails and carcasses and reduced bottom biological load directly under float.
- f) Location is exposed to Southwest and Westerly directions but more protected from Northerlies. Summer wind wave conditions of 2-4' and winter considerably more.
- g) More exposed to Summer SW winds at 20 knots would experience waves of 1.3 to 2.1'.
- h) Bottom drops fast at depths below -6'. Shallow waters has a layer sand/gravels with underlying rock at unknown depth, but steep slopes at depth suggest rock slopes making piling difficult to hold in place while driving.
- i) Higher cost for construction and more annual maintenance than Study Location 1.
- j) DNR Submerged Land Use Permit required.
- k) Corps of Engineers Navigation Permit required.

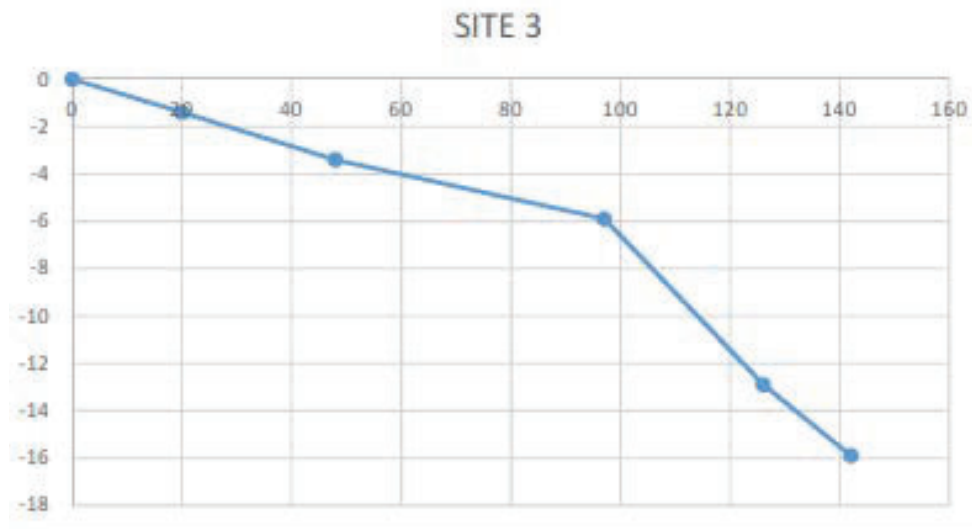


FIGURE 8 - BOTTOM PROFILE SITE 3 BELOW 0.0' MLLW

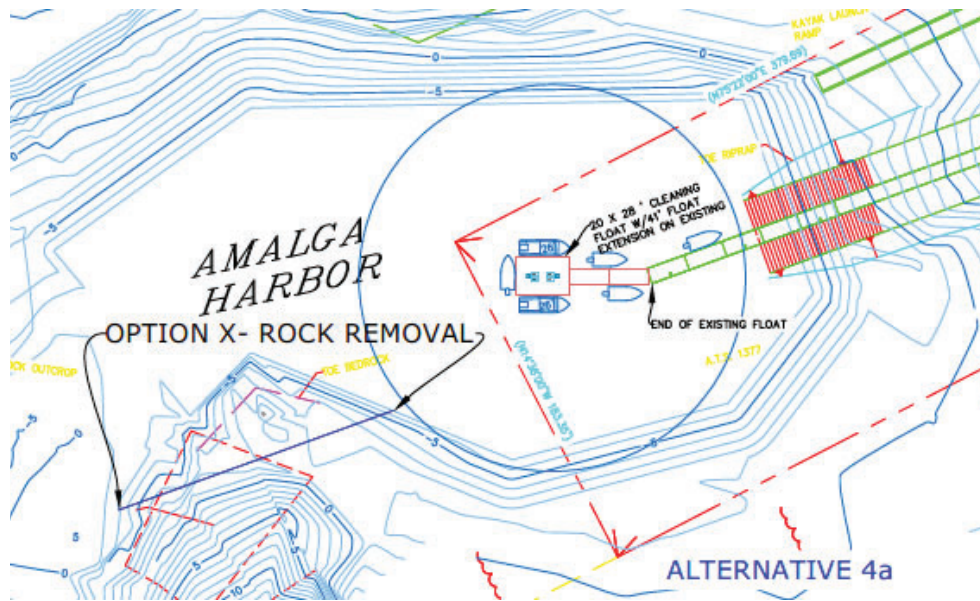


FIGURE 9 – ALTERNATIVE 4a

Extend existing float by two 20.5' sectional floats with 20'x28' fish cleaning float at end, angled to center the cleaning 120' additional boarding moorage at end of existing float.

- a) Basin limits encroach within the desired 100' radius clear zone.
- b) Wind and wave conditions same as existing.
- c) Connected float will not hinder active creel census activity.
- d) Angling the float will improve the clearance to the south shore line at lower tides and balance access between the two sides.
- e) Same water depth for dispersion of waste as existing but further from ramp.
- f) Within existing CBJ management area.
- g) Consistent environmental conditions with existing permitted facility.
- h) Corps of Engineers Navigation and 404 Permit required.

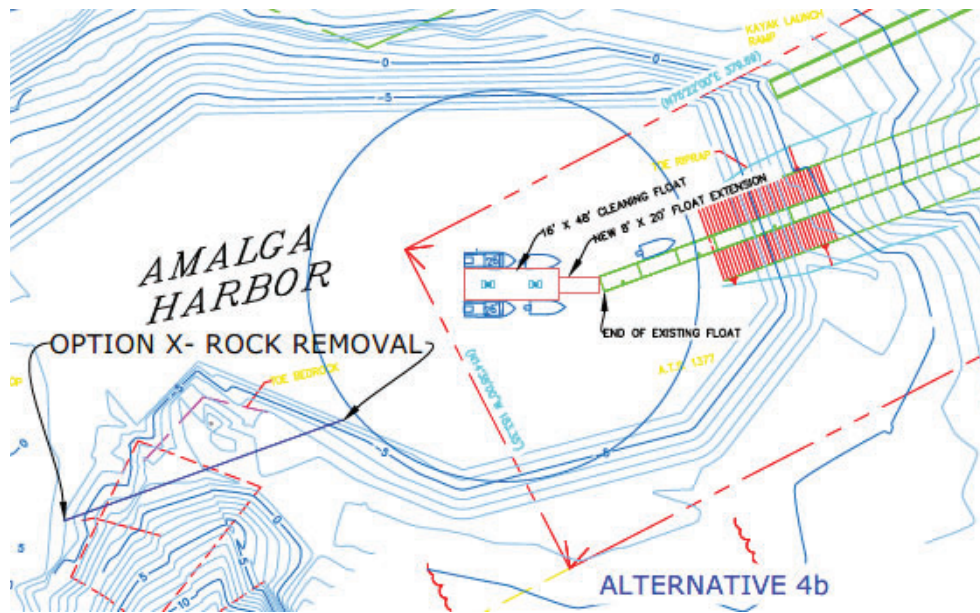


FIGURE 10 – ALTERNATIVE 4b

- a) Extend existing float by one 20.5' sectional float with 16'x48' fish cleaning float at end, angled to center the cleaning float in basin.
- b) Relocating cleaning from existing float provides 80' of boarding moorage at end of existing float.
- c) The basin width is less than the desired 100' clear zone around the float.
- d) Good sheltering from wind and wave conditions.
- e) Creel census activity unaffected with connected float.
- f) Angling the float will improve the clearance to the south shore line at lower tides and perhaps balance the ease of access to both sides.
- g) Rock excavation at entrance would improve access.
- h) Same water depth for dispersion of waste as existing, but further from ramp.
- i) Within CBJ management area.
- j) Minimal impact to environmental conditions with existing permitted facility.
- k) Corps of Engineers Navigation Permit required.

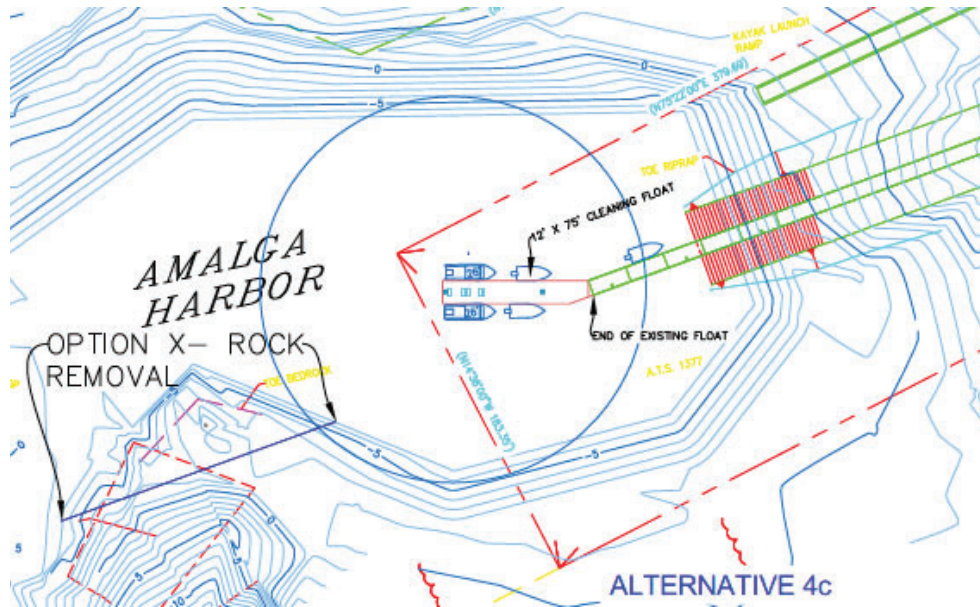


FIGURE 11

- a) Provides Extend existing float with a 12'x75' fish cleaning float at end, angled to center the cleaning float in basin.
- b) 40' of boarding moorage included on new float extension.
- c) The basin width is less than the optimum lapping into the desired 100' clear zone around the float.
- d) Wind and wave conditions at this site are similar to current condition.
- e) Connected float will maintain routine creel census activity.
- f) Angling the float will improve the clearance to the south shore line at lower tides and balance a preferred float side bias to the south.
- g) Same water depth for dispersal of waste as existing, but further from ramp.
- h) Within CBJ management area.
- i) Minimal impact to environmental conditions within existing permitted activity.
- j) Corps of Engineers Navigation Permit required.

ALTERNATIVE 4d

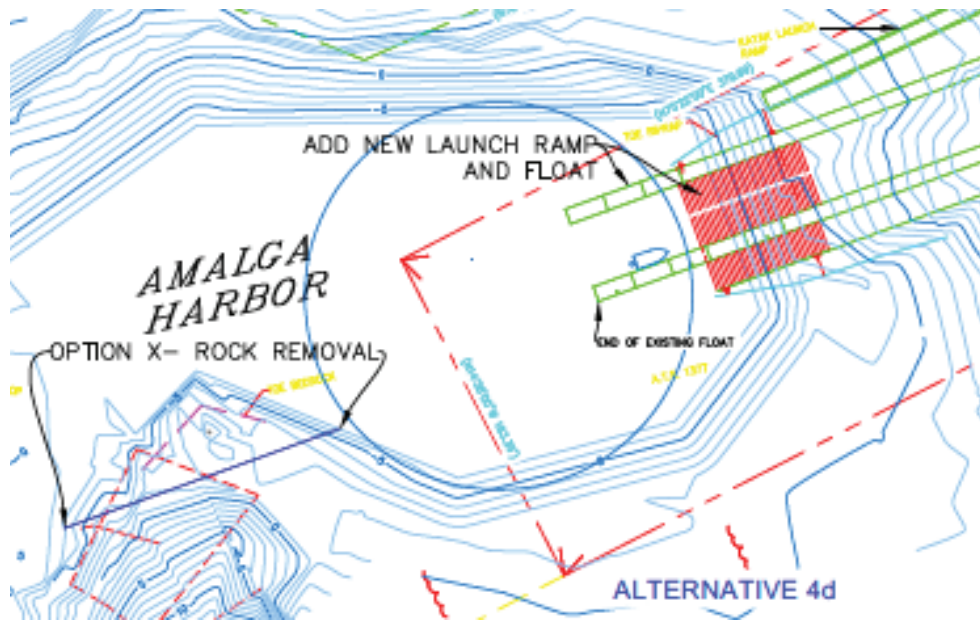


FIGURE 12

- a) Add a third launch ramp and a second boarding float.
- b) Significantly adds throughput capacity.
- c) Would require significant modifications to traffic flow in uplands and require approximately 50 more parking spaces which would require new land acquisition or lease.
- d) Added capacity of this magnitude is not identified as an important need.
- e) Provides more options for launching and retrieving.
- f) Some impact to existing kayak ramp.
- g) Only one side of the float would be usable for launch and retrieval activity.
- h) Minimal impact to environmental conditions with existing permitted facility.
- i) Within CBJ management area.
- j) Corps of Engineers Navigation and 404 Permit required.



- a) Relocate fish cleaning activity to an upland shore side facility in the adjacent parking lot.
- b) Removes cleaning activity from the float effectively expanding holding capacity for launch/retrieve-load/unload activity.
- c) Requires substantial upland facility development. Develop water source by drilling well or salt water intake, pumping and pipeline. Disposal system would require considerable grinding, pumping, pipeline and outfall construction to get waste to acceptable deep water disposal location. The distance and predominance of rock between the upland area and deep water of the site are not ideal for such a construction in addition to the increase operating cost to maintain it.
- d) Traffic flow through the Amalga Facility would be modified to accommodate several car-boat trailer combinations to stop, unload fish to cleaning tables then reload fish and out Amalga Harbor Road.
- e) Introducing this activity upland would reduce the car/trailer and car parking spaces unless additional upland area was incorporated into the facility.
- f) Uplands under Docks and Harbors management.
- g) NPDES Storm water Permit.
- h) Corps of Engineers Navigation and 404 Permit required for intake and outfall construction.
- i) DNR water use permit for potable water if provided by a well.

LOCATION STUDY SITE 6

- a) Remove the fish cleaning table from the existing boarding float and provide no alternate nearby.
- b) Simplest solution to resolve congestion but removes convenient high demand function from site.
- c) May eliminate some congestion but users may still hold up retrieval activity to clean fish on the float leaving a bigger mess.
- d) Some may take fish to Auke Bay to use cleaning tables.
- e) There may be some continued requests to replace table.
- f) Facility management option, No permits required.

LOCATION STUDY OPTION DO NOTHING

- a) No action is taken on the problem statement with this alternative.
- b) No further costs will be incurred by Docks and Harbors or Alaska Department of Fish and Game.
- c) Higher use of Amalga by users avoiding Statter Harbor is mentioned but not quantified in 2010 CBJ User Study². Congestion and conflicts may be reduced by completion of Auke Bay Launching Ramp Project in 2016/17 as users make higher use of that expansion and improvement.

EVALUATION OF ALTERNATIVES

In addition to addressing the functional aspects of fish cleaning and boarding float congestion and efficiency, the proposed project must provide a reasonably tranquil shelter for the small water craft stopping to clean fish before approaching the Amalga Basin. This means alternatives must provide a wind wave climate similar to those experienced within the existing basin and suitable for the smaller skiffs. Standard inner harbor criteria for wave height expected is less than 1' for marinas and less than 6" for small skiffs. A recommended design wave criteria for reasonably safe operating experience at the proposed facility is less than 6" in summer conditions.

The effectiveness and suitability of alternative sites are measured against the following criteria formulated as project objectives:

- Relieve congestion in the basin and at the end of the existing boarding float in Amalga Harbor.
- Eliminated or substantially reduce conflict between fish cleaning activity and boarding float activity.
- Locate so disposal of entails and carcasses have a chance of greater dispersion with water depth and tidal exchange rates under and around the float site.
- Location must provide wave conditions less than 6" in summer wind conditions in any direction up to 20 knots, an upper bound on most small craft for venturing out in higher wave conditions.

Site 1, located within the naturally occurring protective barriers yields very favorable water born solution to the problem statement and project objectives. The wave climate will always be better here than Site 2 or 3. The proximity to the basin and limited exposure in all directions with adequate water depth offer improved circulation to reasonably satisfy all the project objectives. Water depth is almost twice the existing location and tidal currents should be significantly stronger providing enhance flushing as the tide changes twice each day. The initial cost of the float will be lower than Site 2 or 3 and debris collection on the deck over winter will significantly less than other more exposed sites.

Sites 2 and 3 are located outside the relatively tranquil and natural enclave provided by sheltering island and rock outcroppings inside of Kishbrock and other islands near the entrance to the Amalga Basin. Each has exposure either from the SE, SW or NW that in particular winds, conditions would not be satisfactory for tie up, transferring fish and coolers before returning to the dock. Each generally satisfy other project objectives. Cost differences would result from longer piling or anchor gear and robust float construction to survive the exposure. Preparation for summer use will likely include removing debris collected on the deck over the

² CBJ Launch Ramp User Survey and Demand Forecast, November 2010

winter and potential damage repair. However, the exposure factor eliminates Site 2 and 3 from further serious consideration for the intended purpose.

The major challenges for Site 1 are Submerged Land Use Permit from the Department of Natural Resources and overcoming issues associated with the Department of Fish and Game creel census. Also, a new Environmental Assessment associated with a new remote location and the expanded scope of responsibility for harbor staff to access, inspect, operate and maintain the facility. Nevertheless, Site 1 is the only remote location examined offering a protected location with adequate area in close proximity to the launch ramp.

Site 4, generally described as extending the existing float system, is presented with four alternative layouts for consideration. The extended float would be angled to more evenly divide traffic each side of the float. Each alternative includes cleaning stations and additional length for boarding activity. Alternative 4d, the addition of a new ramp and boarding float was briefly investigate but there is no indication from public comments or harbor management that this option is need or desirable. It would require approximately 50 new car trailer parking places and land acquisitions and likely have wetland impacts.

The Table below, Figure 13 provides a comparison Alternatives 4a, 4b and 4c. The somewhat arbitrary allocation of space to cleaning is for comparative consideration only. If no cleaning activity is taking place all dock sides are available for boarding activity. If allocated space is used for cleaning the net new moorage remains available. On any given day, demand for cleaning tables may reduce the available boarding float by like amount. In every case the added length is substantial which should allow most new arrivals to find a space in the line waiting retrieval.

There may be some risk that the added length will become a nuisance if long term and overnight moorage is tolerated. Signage and consistent enforcement will be required to manage that risk.

SITE 4 Alternative		TOTAL LENGTH/ NEW	COMMENT
4a		196	
New cleaning	76		two sides and end
New moorage	80	120	two sectional floats plus converted float
converted to moorage	40		last float unit with table removed become moorage
4b		176	
New cleaning	96		two sides without end use
New moorage	40	80	one sectional float plus converted float
converted to moorage	40		last float unit with table removed become moorage
4c		190	
New cleaning	96		allocate 48' on two sides
New moorage	54	94	allocate 27' on two sides plus converted float
converted to moorage	40		last float unit with table removed become moorage

FIGURE 13

To some degree, the introduction of additional boarding float into the basin area reduces maneuvering area in the basin, but the added float would provide more available dock space requiring less wait time maneuvering. The distance to the basin dredge limits is less than the desired 100 feet but represents approximately 80-85% of the desired value. On high volume days, the shortened clear basin after passing narrow entrance at low tide may cause some to hold outside the basin before proceeding.

Observing activity at Amalga during low tide during the 2015 Golden North Salmon Derby, the tide at 7:30 am was about -1.3' and there were 5 boats on one side, two deep with one one more launching without sufficient water to float before derby validation began. With this level of use, an additional holding float would have been a welcome addition. It's difficult to quantify the value and impacts of adding float to the existing but it would likely improve the overall utility of the facility, and relieve some wait time for moorage during launch and retrieval. It can be argued that adding more float will only shift the congestion outboard to toward the new end. This is true to some degree, however, having additional float length will mitigate low tide congestion by adding lineal feet of the boarding float. Adding as much as 75 feet on two sides would significantly improve the que line situation arriving and departing. However, since launching ramps are generally managed by the users themselves, at times, the process is not always efficient and orderly. Signage on ramp etiquet was highly suggested at the public meeting and is being implemented along with management outreach to customers regarding ramp etiquet.

It would not be unreasonable to assume some users currently cleaning fish offshore would bring the catch dockside with some increase in waste volume. Tables separated along the float will distribute debris zones under the float in the same water depth of 7' but no real improvement in waste dispersion is expected.

All options could include removing the rock outcropping at the entrance to the basin. The rock excavation volume is approximately 300 cubic yards, a very small volume relative to the expense and time of permitting and mobilizing men and equipment to accomplish the task of drilling, underwater blasting, dredging and disposal. While removal of the rock would open the basin approach, the channel width currently at approximately 100' is sufficient for two way traffic for small craft using the ramps when directional separation is observed. A channel marker on the rock would enhance channel definition at the narrowest section but signage at the information board at the top of the ramp make users aware of the hazaard and basin limits.

Appendix F contains cost estimates for the floating Alternatives 4a, 4b, 4c and Option X ("X" for excavation)

Site 5, is the alternative that would move the cleaning activity to the upland area. The launch and retrieval preparation areas provide space to prepare the boat for launch or the boat trailer and vehicle for the highway and occurs near the top of the ramp. Introducing a cleaning station to the uplands requires separation further along the exit corridor after the retrieval lane and before the exit point. Assumed are two cleaning stations before the final exit lane and a bypass lane. This alternative inserts the fish cleaning activity into the exit flow after retrieval and trailering preparations but would displace the current congestion to the upland area, requiring the loss of car/trailer parking to provide room for structures, lanes and bypasses and offering no significant improvement to the experience at the Amalga site. The necessary water supply and disposal system is achievable, subject to obtaining appropriate permits; however it is clear the permitting and expense of the upland solution is multiple times higher than any waterborne solution.

FLOAT DESIGN

Multifunction floats require rational allocation of space and are a balancing exercise. No hard date exists on the optimum number of cleaning tables for this facility. One seems two few and general consensus suggests not more than four. Not less than two tables are recommended initially but more tables are easy additions. Too few tables will create a collection of boats waiting near the tables while other arrivals will migrate toward the ramps; too many stations will go underutilized but the lineal feet of moorage available will be put to use by arriving boats getting in line for retrieval. On departure, assuming no demand for cleaning, the entire float is available for boarding and clearing the ramp area for active launches.

Minimum float width is rationalized by assigning areas to activities expected at a fish cleaning float. The minimum float width was determined to be 16' for a remote, dedicated cleaning float. Appendix B contains the allocated space parameters for this float. At the center of the float are piling and cleaning tables including 30" clear space on three sides of the tables. On the perimeter of the tables and clear area are a 30" circulation width and a 12" cleat/tie down area at the float edge. Tables aligned either perpendicular or parallel with the floats long axis doesn't significantly change the overall float requirements. Tables can be paired sets of cleaning tables facing in opposite directions with fish waste deposited at the back of the table or standalone stations with the prescribed clearances. The table tops can be sloped toward the back splash to contain and control water and waste to be carried to the chute through the deck. Again, because no water source exists at the facility, no new water sources are proposed for this facility.

The proposed float construction for remote locations is a 20 x 28 Timber float with 18" freeboard. The 20' dimension would offer end space tie up for craft 19' and under, a majority of users according to previous studies. This would provide moorage for 4 or more boats and up to four cleaning tables if warranted. Flotation pontoons would be coated polystyrene billets, polyethylene tub pontoons or pipe sections depending on final design decisions. Recent study by PND indicates that there is a premium on poly tub pontoons. The major benefit of poly tubs that floats can be constructed with no wood members in the water; however, other designs can provide that feature. The most economical pontoon still appears to be coated polystyrene billets, customizable to provide almost any freeboard and reserve buoyancy required by the application.

Alternative floats sizes are suggested for extending the existing float system with the cleaning float at the end. Three sizes are considered, 20'x28' with two sectional floats, 16'x48' with one sectional float, or a single 12'x75'. Two or more sectional floats could be added to 4a and 4b and the single 12' wide float could be longer or shorter, if desired. The narrower float would provide more clearance to the basin limits and a smoother transition to the existing 8' wide boarding float. A 42" wide table centered on the 12' wide float offers 3'-3" common use space (cleaning and circulation) on each side of the tables plus 12" for tie up zone for cleats at the edge of the dock. Unless the cleaning activity has a big audience, the shared space is generally accepted on each end of the tables for cleaning and normal circulation.

Wood, steel and concrete are the principle base materials with wood often preferred for smaller floats. Though steel and concrete are sometimes used in larger structures and large scale marina developments, wood is often more competitive than concrete and smaller one off kinds of floats tend to be less expensive in wood. Concrete requires a high standard of quality control, is heavier and more costly to ship and the building blocks of assembly are equipment intensive but wood ships on a flat with timbers precut and predrilled and generally handled by hand labor with much smaller equipment requirements except for the launch and pile driving. Floats of 12'x48' or less can be sub-assembled and shipped as wide loads over the highway on flatbed trailers and barged to Juneau saving man-hours of onsite labor costs.

Wood is often preferred for its satisfactory performance, maintainability, and predictable life in most locations and generally less costly to construct. Wood floats in Southeast Alaska have a long history of satisfactory performance. The wood floats removed from Aurora Harbor this season were mid-1960's vintage construction with at least one re-deck in the 80's. A wood float is recommended as the most cost effective, simplest to maintain and consistent with other facilities in the Juneau Harbor System. The float would be fixed in place with two steel piling driven and or, if necessary placed in drilled pile sockets in sound rock.

Construction estimates for all waterborne alternatives are found in APPENDIX F, it is anticipated that without unusual permitting costs, the existing project agreement for this feasibility study, permits and design is sufficient to provide a bid package for the described project. .

Harold Moeser P.E.

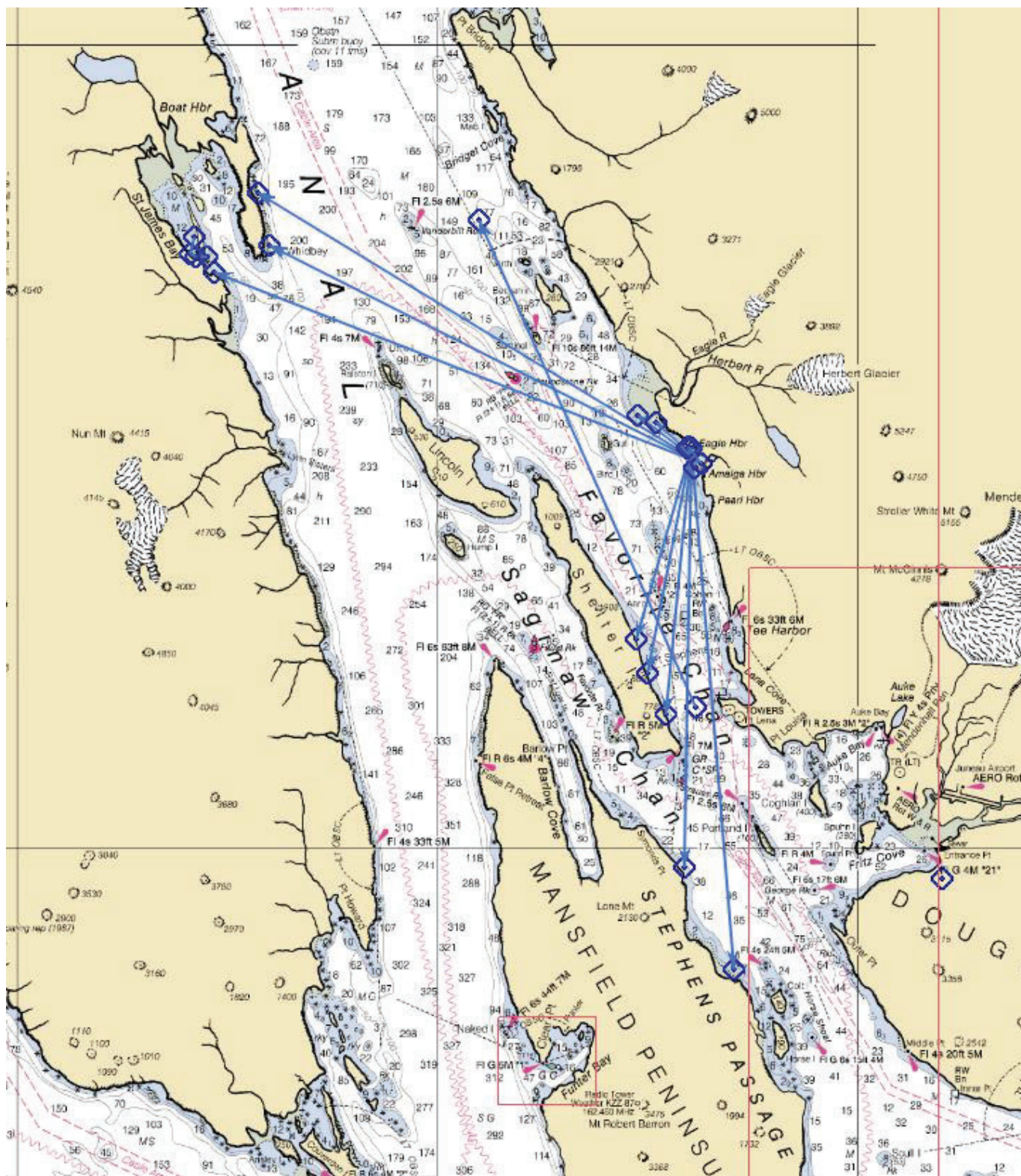
NOTES

FROM: *CBJ Launch Ramp User Survey and Demand Forecast, November 2010*

- Survey responses represented a good cross-section of launch ramp users. The majority were recreational power boaters, many owned second vessels such as skiffs, canoes, kayaks and jet skis. About half were owners of vessels under 19 feet, and 40 percent owned vessels 19 to 24 feet. Most respondents launch their vessel each time they go out (rather than keep it moored). With an average of 30 annual launches per respondent, these CBJ launch facility users were very familiar with CBJ launch ramps.
- It is likely that some portion of launches at other facilities (especially at Amalga Harbor) would have taken place at Statter Harbor if not for issues such as crowding and low tides. Nearly half of all Amalga Harbor launch ramp users reported that the primary reason they used that harbor was that it was less crowded.

APPENDIX A- WIND WAVE ANALYSIS

STEPHENS PASSAGE AND LYNN CANAL WIND VECTORS SITE 2 AND 3



STUDY LOCATION 1, 2, 3 EXTREME

		LOCATION		
		2	3	1
BEGIN INPUT:				
Recurrence Interval	years	50.0	50.0	50.0
Fetch	naut. miles	2.8	5.7	0.1
Wind Speed (1-min average)	kn	65.0	65.0	65.0
Wind Direction (true north)	deg.	336.0	150.0	0
Height of Anemometer	ft	33.0	33.0	33.0
Location of Anemometer:				
Ship				
Land (windward shore)		X	X	X
Land (inland)				
Temp. of air - Temp. of Water	Deg C	0.0	0.0	0.0

END INPUT:

Min. duration for fetch limited wave	min.	47.0	76.3	4.9
Wind Speed (1-hr. average)	kn	52.3	52.3	52.3
Adjusted fetch limited wind speed	kn	52.4	51.4	57.0
Adjusted fetch limited wind stress	kn	76.8	75.0	85.1

ADJUSTMENTS

Fetch	kn	1.00	1.00	1.00
Height of Anemometer	ft	1.00	1.00	1.00
Location of Anemometer:		1.00	1.00	1.00
Temp. of air - Temp. of Water	Deg C	1.00	1.00	1.00
Min. duration for fetch limited wave	min.	1.003	0.984	1.091

This program is intended as a guide for Coastal Engineering design and planning, and is not intended to replace the knowledge of a qualified Coastal Engineer on a particular project. The State of Alaska and Department of Transportation and Public Facilities assume no Liability for interpretations or implementations made by users of this program.

Any redistribution of this program must be approved by Harvey Smith, Department of Transportation and Public Facilities (ADOT) 360 2330

Fetch is averaged by 90 degree Fcos(i) calculation for island and peninsula intrusion into open fetch wind path.

SUMMARY

STUDY LOCATION 1, 2, 3 EXTREME

MAXIMUM FETCH LIMITED CONDITION		UNITS		
Return Interval	years	50.0	50.0	50.0
Adjusted Wind Stress	kn	76.8	75.0	85.1
Fetch	naut. miles	2.0	2.0	2.0
Deepwater Wave Height (Hmo)	ft	4.8	6.6	1.0
Wave Period	sec.	3.7	4.6	1.3
Deepwater Wave Length	ft	69.0	109.5	8.0
Min. duration for fetch limited wave	min.	47.0	76.3	4.9
Min. duration for fetch limited wave	hrs.	0.8	1.3	0.1
Design Wave Heights				
H 1/3	ft	4.8	6.6	1.0
H10	ft	6.0	8.4	1.3
H1	ft	8.9	12.4	1.9

radial	5	336	150	INSIDE	
DEGREE	FETCH	COS(i)	FCOS(i)	FETCH	FCOS(i)
45		0.70711		5	3.5
40		0.76604		5.7	4.4
35		0.81915		6.7	5.5
30		0.86602		10.0	8.7
25		0.90631		13.1	11.9
20		0.93969		0.5	0.4
15		0.96593			
10		0.98481			
5		0.99619			
0		1			
0		1			
0		1			
0		1			
0		1			
0		1			
331		1.00000		0.1	0.1
326		0.87463			
321	0.5	0.77715	0.4		
316	0.53	0.71935	0.4		
311	1.5	0.65607	1.0		
306	2.0	0.5878	1.2		
301	12.9	0.51505	6.6		
296	12.0	0.43838	5.3		
291	13.0	0.35838	4.7		
286	0.0	0.27565			
281	0.0	0.19082			
276	0.0	0.10454			
0.0		1			
0.0		1			
0.0		1			
EFF. FETCH=		2.8		5.7	0.1

Use sustained winds

STUDY LOCATION 1, 2, 3 SUMMER ONLY

		LOCATION		
		2	3	1
BEGIN INPUT:				
Recurrence Interval	years	50.0	50.0	50.0
Fetch	naut. miles	2.8	5.7	0.5
Wind Speed (1-min average)	kn	25.0	25.0	25.0
Wind Direction (true north)	deg.	336.0	150.0	360
Height of Anemometer	ft	33.0	33.0	33.0
Location of Anemometer:				
Ship				
Land (windward shore)		X	X	X
Land (inland)				
Temp. of air - Temp. of Water	Deg C	0.0	0.0	0.0

END INPUT:

Min. duration for fetch limited wave	min.	69.8	114.6	22.0
Wind Speed (1-hr. average)	kn	20.1	20.1	20.1
Adjusted fetch limited wind speed	kn	19.9	19.2	20.5
Adjusted fetch limited wind stress	kn	23.3	22.4	24.2

ADJUSTMENTS

Fetch	kn	1.00	1.00	1.00
Height of Anemometer	ft	1.00	1.00	1.00
Location of Anemometer:				
Temp. of air - Temp. of Water	Deg C	1.00	1.00	1.00
Min. duration for fetch limited wave	min.	0.990	0.958	1.020

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Any redistribution of this program must be approved by Harvey Smith, President of Transportation and Public Facilities, (907) 526-6556.

Fetch is averaged by 90 degree Fcos(i) calculation for island and peninsula intrusion into open fetch wind path.

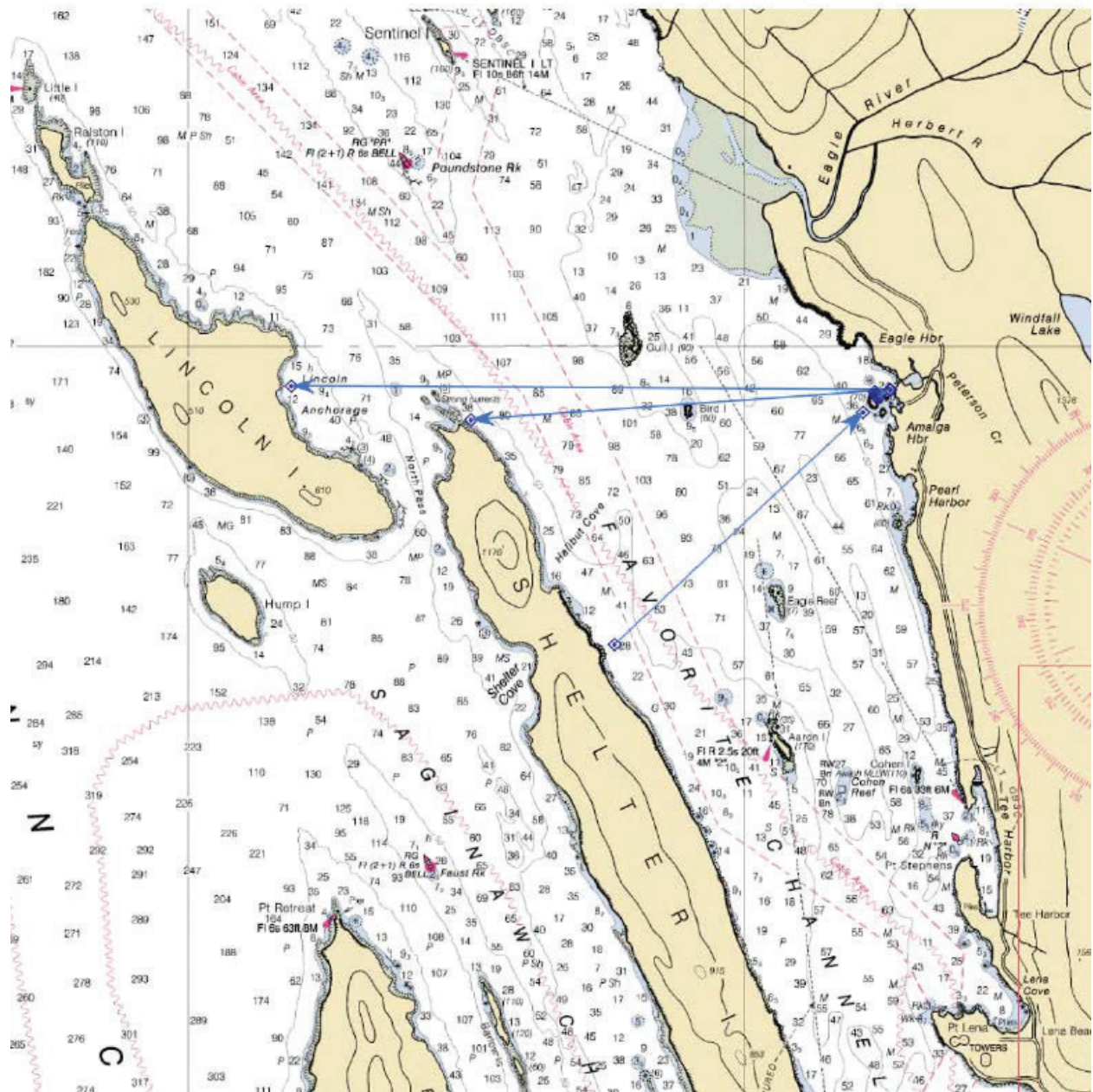
SUMMARY

STUDY LOCATION 1, 2, 3 SUMMER ONLY

MAXIMUM FETCH LIMITED CONDITION		UNITS		
Return Interval	years	50.0	50.0	50.0
Adjusted Wind Stress	kn	23.3	22.4	24.2
Fetch	naut. miles	2.0	2.0	2.0
Deepwater Wave Height (Hmo)	ft	1.4	2.0	0.6
Wave Period	sec.	2.5	3.1	1.4
Deepwater Wave Length	ft	31.2	49.1	10.2
Min. duration for fetch limited wave	min.	69.8	114.6	22.0
Min. duration for fetch limited wave	hrs.	1.2	1.9	0.4
Design Wave Heights				
H 1/3	ft	1.4	2.0	0.6
H10	ft	1.8	2.5	0.8
H1	ft	2.7	3.7	1.2

radial	5	336	150	INSIDE	
DEGREE	FETCH	COS(i)	FCOS(i)	FETCH	FCOS(i)
45		0.70711		5	3.5
40		0.76604		5.7	4.4
35		0.81915		6.7	5.5
30		0.86602		10.0	8.7
25		0.90631		13.1	11.9
20		0.93969		0.5	0.5
15		0.96593			
10		0.98481			
5		0.99619			
0		1			
15		0.96593			
12		0.97815			
9		0.98769			
6		0.99452			
3		0.99863			
0		1.00000		0.5	0.5
331		0.87463			
326		0.82905			
321	0.5	0.77715	0.4		
316	0.5	0.71935	0.4		
311	1.5	0.65607	1.0		
306	2.0	0.5878	1.2		
301	12.9	0.51505	6.6		
296	12.0	0.43838	5.3		
291	13.0	0.35838	4.7		
286	0.0	0.27565			
281	0.0	0.19082			
276	0.0	0.10454			
	0.0	1			
	0.0	1			
	0.0	1			
	EFF. FETCH=	2.8		5.7	0.5

Use sustained winds



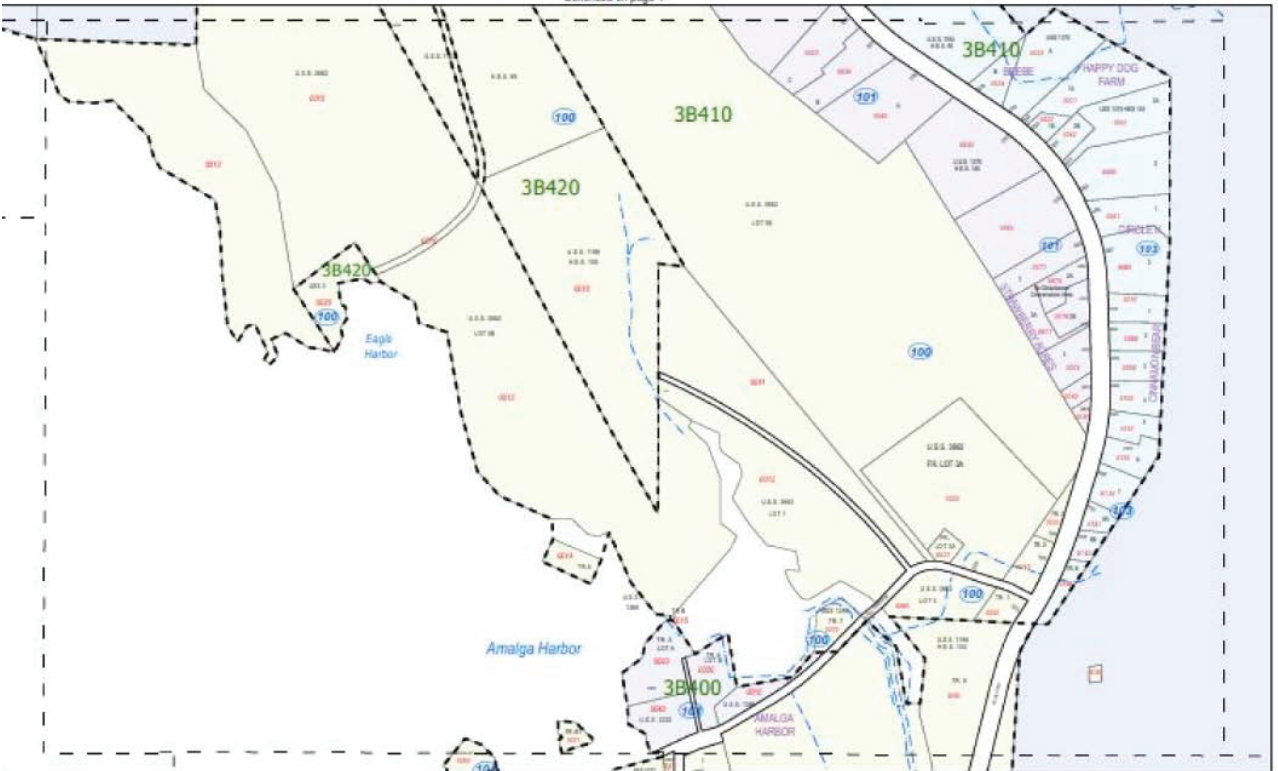
WIND VECTORS SOUTHWEST 225 FOR SITE 2

1 of 1

Return Interval	years	50.0	50.0	50.0
Adjusted Wind Stress	kn	17.3	18.0	19.3
Fetch	naut. miles	3.9	1.3	0.1
Deepwater Wave Height (Hmo)	ft	1.3	0.7	0.2
Wave Period	sec.	2.5	1.7	0.8
Deepwater Wave Length	ft	31.9	15.5	3.0
Min. duration for fetch limited wave	min.	96.5	44.8	8.1
Min. duration for fetch limited wave	hrs.	1.6	0.7	0.1
Design Wave Heights				
H 1/3	ft	1.3	0.7	0.2
H10	ft	1.6	1.0	0.3
H1	ft	2.1	1.3	0.4

Use sustained winds

APPENDIX B - ADJACENT PROPERTY OWNERS



Continued on page 6



Continued on page 7

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0 500 1,000 2,000 Feet

Property Information			
155	7	B	EAST VALLEY
Address Number	Lot	Block	Subdivision

Assessor Tax Code		
6D090	102	0030
Parcel Code Prefix	Block Number	Lot Number

Parcel	Legal Description	Street and House Number	Current Owner
3B4201000010	USS 1163	24600 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4201000020	USS 0	0	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES

Parcel	Legal Description	Street and House Number	Current Owner
3B4001020011	HUFFMAN HARBOR LT 1A	25390 AMALGA HARBOR RD	FARIS TAYLOR LIVING TRUST & GORDON TAYLOR; TAMRA FARIS TRUSTEES
3B4001020021	HUFFMAN HARBOR LT 2A	25380 AMALGA HARBOR RD	JOHN R TABER & SHARON A TABER
3B4001020031	HUFFMAN HARBOR LT 3A	25342 AMALGA HARBOR RD	GEORGE HAROLD HOUSTON & HEATHER LOUISE DRAPEAUX; JAY STUART HOUSTON
3B4001020041	HUFFMAN HARBOR LT 4A	25356 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020051	HUFFMAN HARBOR LT 5A	25360 AMALGA HARBOR RD	FRANK M HOMAN & DONNA JANE HOMAN
3B4001020061	HUFFMAN HARBOR LT 6A	25344 AMALGA HARBOR RD	NICHOLE ANN TERWILLIGER
3B4001020071	HUFFMAN HARBOR LT 7B	25280 AMALGA HARBOR RD	HUIZER BYPASS TRUST & EDGAR J HUIZER TRUSTEE
3B4001020080	USS 3288 LT 7A	25240 AMALGA HARBOR RD	LYNN SCHOOLER
3B4001020090	USS 3288 LT 8	25200 AMALGA HARBOR RD	JAMES A REHFELDT & KATHY A STEPIEN
3B4001020100	USS 3288 LT 9	25120 AMALGA HARBOR RD	DEBBIE F DRISCOLL & EDMUND R. DRISCOLL
3B4001020110	USS 2387 LT F TR B	25148 AMALGA HARBOR RD	KRISTINE RITTER & DOUG LARSEN; ELIZABETH M HIXSON
3B4001020120	USS 3288 LT 11	25400 AMALGA HARBOR RD	ROBERT W FRAMPTON & DENISE J CHASE

Parcel	Legal Description	Street and House Number	Current Owner
3B4001040014	MATHENY LT 4	25095 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040015	MATHENY LT 1A	25100 AMALGA HARBOR RD	ROBERT B MURPHY & CATHERINE M SULLIVAN
3B4001040020	USS 2179 TR 2	25025 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040041	AMALGA HARBOR LT 1	24899 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040042	AMALGA HARBOR LT 2	24995 AMALGA HARBOR RD	PAMELA J KEGLER
3B4001040043	AMALGA HARBOR LT 3	25005 AMALGA HARBOR RD	RUSSELL L KEGLER & TANA K KEGLER
3B4001040044	ATS 1377	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040050	ATS 248	0 AMALGA HARBOR RD	STATE OF ALASKA & DEPARTMENT OF NATURAL RESOURCES
3B4001040060	USS 3325 TR C	0 AMALGA HARBOR RD	CITY AND BOROUGH OF JUNEAU & LANDS AND RESOURCES
3B4001040071	ASLS 2008-44 TR B1	0	RALPH KIMLINGER & ROSEMARY KIMLINGER
3B4001040080	USS 3325 TR D	0	CHERIE B SHELLEY & MORRIS LIVING TRUST
3B4001040090	USS 3325 TR E LT 1	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE
3B4001040100	USS 3325 TR E LT 2	0	WALLEN RICHARD THOR REVOCABLE TRUST & RICHARD THOR WALLEN TRUSTEE

APPENDIX C - FLOAT SIZE ESTIMATE

<u>AREA DESCRIPTION</u>	<u>W</u>	<u>L</u>	<u>AREA (SF)</u>
FLOAT AND TABLE LONG AXIS TABLES ALIGNED	1.75	4	
TABLE USE AREA	2.5	2.5	
INSIDE END USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	7.75	14.5	
	15.5	29	449.5
FLOAT LONG AXIS TABLES PERPENDICULAR	2	3.5	
TABLE USE AREA	2.5	2.5	
INSIDE USE AREA		2.5	
CIRCULATION PERIMETER	2.5	2.5	
CLEAT PERIMETER	1	1	
PILE HOOP		2	
min half W or L	8	14	
MIN WIDTH	16	28	448
MIN WIDTH WITH SHARED CIRCULATION SPACE	11		

APPENDIX D - CORPS OF ENGINEER'S PERMIT FORM

U.S. ARMY CORPS OF ENGINEERS APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT 33 CFR 325. The proponent agency is CECW-CO-R.		Form Approved - OMB No. 0710-0663 Expires: 31-AUGUST-2013	
Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0663). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity. PRIVACY ACT STATEMENT Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.			
(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
(ITEMS BELOW TO BE FILLED BY APPLICANT)			
5. APPLICANT'S NAME First - Middle - Last - Company - E-mail Address -		6. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -	
8. APPLICANT'S ADDRESS: Address- City - State - Zip - Country -		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax		10. AGENT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.			
_____ SIGNATURE OF APPLICANT		_____ DATE	
NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE (see instructions)			
13. NAME OF WATERBODY, IF KNOWN (if applicable)		14. PROJECT STREET ADDRESS (if applicable)	
		Address	
15. LOCATION OF PROJECT		City - State - Zip -	
Latitude: -N Longitude: -W			
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)			
State Tax Parcel ID		Municipality	
Section -		Township - Range -	

ENG FORM 4345, JUL 2013

PREVIOUS EDITIONS ARE OBSOLETE.

Page 1 of 3

17. DIRECTIONS TO THE SITE

18. Nature of Activity (Description of project, include all features)

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type	Type	Type
Amount in Cubic Yards	Amount in Cubic Yards	Amount in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres:

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

24. Is Any Portion of the Work Already Complete? ☐ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address-

City -

State -

Zip -

b. Address-

City -

State -

Zip -

c. Address-

City -

State -

Zip -

d. Address-

City -

State -

Zip -

e. Address-

City -

State -

Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

APPENDIX E – EMAIL COMMENTS RECEIVED

- Extending float may mean more congestion not less
 - Make remote float as large as practicable within budget
 - Changes to uplands are highly improbable with past experiences in the construction of the current facility
-

- Add angled float section
 - Make remote float large enough for 4 20' vessels. 20'x28' is a minimum size.
 - Site 1 is best for remote float
-

- ADF&G staff concerned about loss of sample data from sport catch with a remote float
- Extend float, angle it or remove rock outcropping
- May need an Environmental Assessment for new work. Float extension will likely require further environmental documentation depending on scope of work

COMMENTS FROM 6/22/2015 PUBLIC MEETING

- F&G wants a larger float: 20'x28'.
- Float to be pile secured.
- Smith Island resident has mooring buoy that might be too close to location #1.
- Concerns about cleaning your fish off shore and breaking state laws.
- Concerns about creel survey data if people are cleaning away from the ramp.
- Need hard data on the laws about cleaning fish away off shore.
- A suggestion to change rules about use of table at end of boarding float. Add a sign that explains how to not be a nuisance so people can self-police. "Drop off cooler and come back after you've pulled out your boat to clean your fish".
- A suggestion to include a code of conduct pamphlet with yearly launch ramp permit to increase user's awareness of proper ramp etiquette.
- F&G said we'd need to do an EA study if we build a new facility.
- Adding section to boarding float may be easier permit wise.
- F&G would really like to make the basin larger and remove rock knob.
- There may be delicate sea cucumbers living around location #1.

APPENDIX F - COST ESTIMATES

DESCRIPTION SITE 1	UNIT	QUANTITY	UNIT PRICE	EXTENSION
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 20X28	SF	560	\$ 100	\$ 56,000
FLOAT 8X41	SF	0	\$ 110	\$ -
PILING 2@62'	LF	124	\$ 60	\$ 7,440
DRILLING	EA	2	\$ 25,000	\$ 50,000
CONSTINGENCY	LS	25%		\$ 35,860
				\$ 179,300
ALTERNATVIE 4a				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 20X28	SF	560	\$ 100	\$ 56,000
FLOAT 8X41	SF	328	\$ 110	\$ 36,080
PILING 3@62'	LF	186	\$ 60.00	\$ 11,160
DRILLING	EA	3	\$ 25,000.00	\$ 75,000
CONSTINGENCY	LS	15%		\$ 31,236
				\$ 239,476
ALTERNATIVE 4b				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 12X48	SF	576	\$ 100	\$ 57,600
FLOAT 8X20.5	SF	164	\$ 110	\$ 18,040
PILING 2@62'	LF	124	\$ 60.00	\$ 7,440
DRILLING	EA	2	\$ 25,000.00	\$ 50,000
CONSTINGENCY	LS	15%		\$ 24,462
				\$ 187,542
ALTERNATIVE 4c				
MOBILIZATION	LS	1	\$ 30,000	\$ 30,000
FLOAT 12X75	SF	816	\$ 100	\$ 81,600
FLOAT 8X20.5	SF	0	\$ 110	\$ -
PILING 2@65'	LF	130	\$ 60.00	\$ 7,800
DRILLING	EA	2	\$ 25,000.00	\$ 50,000
CONSTINGENCY	LS	15%		\$ 25,410
				\$ 194,810
ALTERNATIVE 4d				
MOBILIZATION	LS	1	30000	\$ 30,000
CONSTRUCT LAUNCH RAMP	LS	1	350000	\$ 350,000
FLOAT 8X266	SF	2128	100	\$ 212,800
PILING	LF	280	60	\$ 16,800
DRILLING/DRIVING	EA	6	25000	\$ 150,000
CONTINGENCY	LS	35%		\$ 132,860
				\$ 892,460
OPTIONS - X				
MOBILIZATION	LS	1	45000	\$ 45,000.00
EXCAVATION	CY	300	500	\$ 150,000.00
DISPOSAL	CY	300	100	\$ 30,000.00
CONTINGENCY	LS	35%		\$ 78,750.00
				\$ 303,750.00

Auke Bay Loading Facility Work Zone

Purpose: To make available an area for commercial launch ramp permit holders to haul out boats for minor maintenance and/or inspection.

Discussion: It has been raised that with the transfer of the boat yard facility to a private entity the use of the ABLF for routine maintenance no longer exists but is still needed by commercial users on an as needed basis. The request by commercial users is to create a space designated for vessels to be hauled from the water via appropriate trailer for light maintenance and inspection.

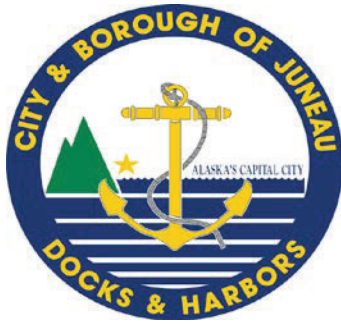
Action: An area has been identified and marked off at the top of the launch ramp along the southern property line. This area is to be used by reservation only through the Statter Harbor Office. The fee will be \$25.00 per use, no more than 3 hours per vessel.

Permissible Use: The following maintenance will be authorized in the designated space:

- Oil Change
- Lower unit fluid change
- Zinc/Anode replacement
- Propeller replacement

Owner/Operator Requirements: Users will be required to place a protective tarp under the work area to keep liquids from the paved surface. Users will be required to remove any and all fluids, zincs, anodes and trash from the area and dispose/recycle in the appropriate container.

ABSOLUTELY NO BOTTOM CLEANING, PRESSURE WASHING OR PAINTING WILL BE AUTHORIZED IN THIS AREA. Any work of this nature must be coordinated with Harri's Commercial Marine.



City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Port of Juneau

To: Docks & Harbors OPS/Planning Committee

CC: Docks & Harbors Finance Committee

From: Carl Uchytel, Port Director

Date: February 3rd, 2016

Re: Andrew's Marina Application for ATS 33/ADL 2480

1. **Background:** The original lease property contains 1.247 acres, and was originally a 55 year lease entered into on April 25th, 1961 with Mr. Robert Druxman and Rose Druxman. On November 21st, 1961 the lease was assigned to Neil and Helen Taylor. A Security Assignment of Lease was signed on April 3rd, 1987 to Sharon and Troy Andrew d/b/a Andrew Enterprises. A consent to Assignment of lease to Andrew's Marina Inc., was recorded on January 14th, 2015. An appraisal is currently being conducted and should be available by March 4th, 2016. This lease will expire on April 25th, 2016.

2. **Recommendation:** Recommend to approve Andrew's Marina application (attachment 1) for a new lease and move forward to the Finance Committee to recommend a fair and reasonable land lease amount.

Attachments

(1) – Application

City and Borough of Juneau Property Docks and Harbors Application for Lease

Application processing - The Port Director will review each application for completeness within 30 days of receipt unless the Director notifies the applicant that more time is required to complete the review. If the port director determines that the application is not complete, the Director will provide the applicant with a general description of the information needed to make the application complete. Once the application is complete, the Port Director will estimate the cost for the docks and harbors department to process the application and will notify the applicant in writing of the estimated cost. The applicant is required to pay all costs associated with processing of the application, including any costs to survey and appraise the area proposed to be leased. The applicant must agree in writing to pay the processing costs prior to the Docks and Harbors Board taking action on the application. Failure of the applicant to agree to pay, or pay, any processing cost will result in the application being denied. The applicant may assist the Port Director by arranging for specified components of the work, such as survey and appraisal, provided any such work to be performed by applicant is approved in writing in advance by the Port Director.

Date 01-17-2016 ADL# 2480/ATS33

Applicant's Name: SHARON ANDREW

Group, Association, or Corporation Name ANDREW'S MARINA, INC.

Mailing Address: PO Box 210256

City/State/Zip AUKE BAY, AK 99821

Message Phone 907-789-7312 Work Phone 907-789-7312

Is applicant authorized to conduct business under the laws of the State of Alaska?

YES

Is applicant 19 years or older?

YES

What type of lease are you applying for?

TIDELANDS LEASE

(uplands lease, tidelands lease, easement)

Legal Description:

Lot(s) _____ Block/Tract# _____ Survey/Subdivision ATS 33

Other: according to SURVEY PLAT RECORDED 01/11/2001 IN JUNEAU RECORDING DISTRICT
AS PLAT 2001-6

Acres 1.274 MORE OR LESS

ATTACHED PHOTOCOPY OF ATS 33 SHOWING CURRENT CONFIGURATION

What is the proposed use and activity on the leased land?

SMALL BOAT MOORAGE

Proposed term of lease 3.5^{YRS}

Are you planning to Sublease this land? Yes (No)

Are there any improvements or construction planned?

MAINTENANCE OF EXISTING FACILITIES ONLY

If yes, submit a development plan that includes.

- The nature and purpose of the proposed lease.
- A site plan
- The use, value, and nature of improvements to be constructed.
- The dates construction is estimated to commence and be completed.
- A detailed description of the proposed operation.
- Whether the intended use complies with the CBJ Land Use Code, CBJ Title 49, and the comprehensive plan of the City and Borough of Juneau.
- Additional information that would assist the Port Director, the Docks and Harbors Board, and the Assembly in acting on the application.

IT IS NOT FEASIBLE TO FURTHER DEVELOP ATS 33
BEYOND ITS PRESENT CONFIGURATION WITHOUT DREDGING
AS THE AREA NEAREST TO SHORE IS DRY AT MOST LOW TIDES

CBJ zoning title and plans are available from the Community Development Department.

The Board recommends that applicants carefully review current site conditions before making an application.

The Board intends to award leases to the development that provides the most marine-related benefit to the community of Juneau and the development that provides the most economic benefit to the City and Borough of Juneau in general and the Docks and Harbors Department in particular.

The lease must meet all applicable requirements listed in CBJ ordinance 53.20.

Sharon Andrew Jan. 17. 2016
Signature Date

ANDREW'S MARINA, INC. Sec/TREAS
If applying on behalf of an agency, municipality, or organization, state which one. Title

Please do not write below. Docks and Harbor use only.

Application Received 1/20/16 \$10.00 Filing Fee Received 1/20/16

Date approved by Operations Committee _____

Date approved by Finance Committee _____

Approved by Regular Board _____

Law Department Ordinance _____

Assembly Action _____

Lands _____

Public Notice _____

Ad Option _____

Final Lease Signed Date _____

ANDREW'S MARINA
PO BOX 210256
AUKE BAY, AK 99821-0256

ANDREW'S MARINA
PO BOX 210256
AUKE BAY, AK 99821-0256

EXISTING USE **ATS 33**

GLACIER HIGHWAY ROW

USS 2614

Frac. Lot D-D
USS 2391

ATS 5'

ATS 33

FLOATS w/20' FINGERS

EXISTING

Easement -5

Lower Outfall Easement

Frac. Lot D-D
USS 2391

(Wood Acres Subdivision)

Tract A
USS 3819

ATS 478

580.59

191.73

1051.45

142.22

510.01

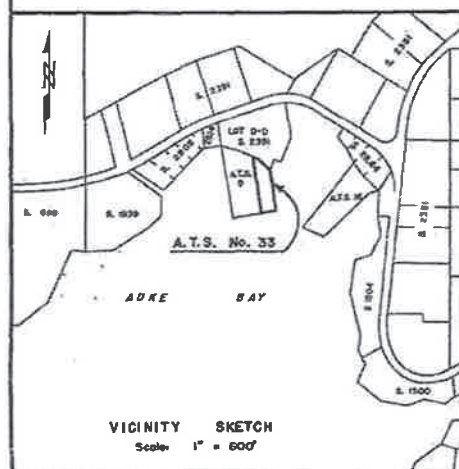
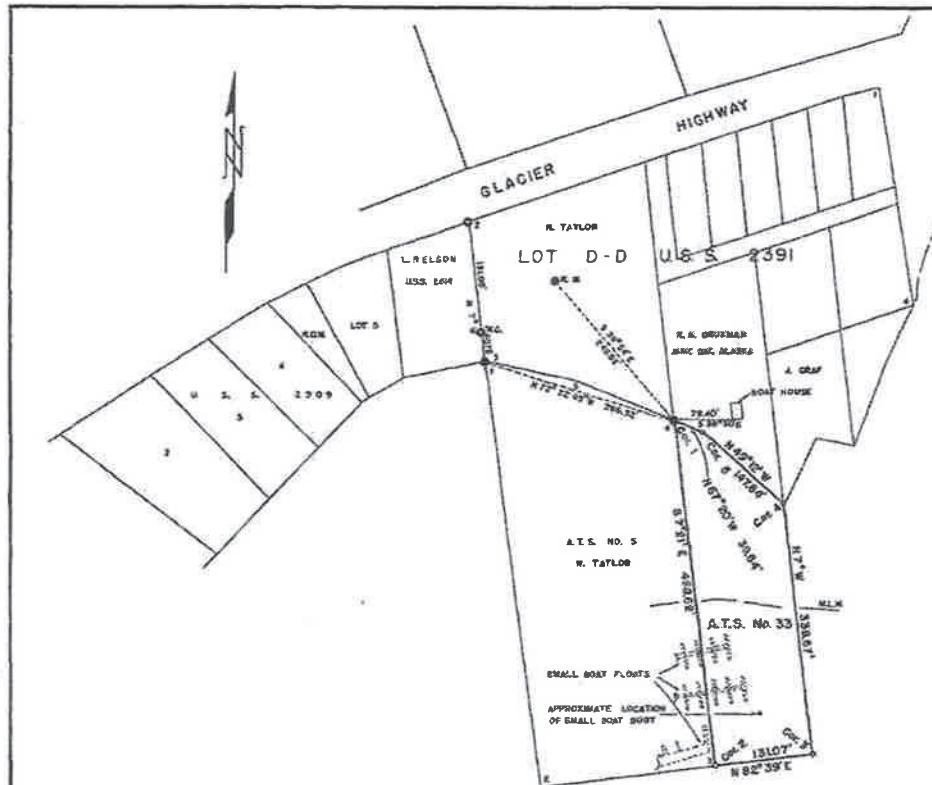
R.O.W.

462.62

538.51

ANDREWS MARINA
PO BOX 210256
AUKE BAY, AK 99821-0256

ATS 33



A U K E B A Y

LEGEND

- Indicate existing brass cap monument (N.M.).
- Indicate existing brass cap monument (Alaska Tidelands Survey).
- No monument set.

NOTE:
Bearings established from existing monuments in Lot D-D, U. S. Survey No. 2391.
(Corner No. 2, and W. C., Corner No. 3, N. C.)

ENGINEER'S CERTIFICATE

I hereby certify that I am registered to practice land surveying in Alaska and that this plat represents a survey made by me or under my direct supervision, and the monuments shown hereon actually exist as located, and that all dimensional and other details are correct to the best of my knowledge.

For 25, 1961

Registration No. 2774-C



DESCRIPTION

Beginning at corner No. 1, a 3 in. brass cap on a 10 in. by 30 in. concrete filled pipe, set flush with the ground surface, identical with corner No. 4, Alaska Tidelands Survey No. 3 (CR40565E).

Thence from corner No. 1, by metes and bounds,

S. 70° 21' E., 125.62 ft., to corner No. 2;
N. 85° 39' E., 131.07 ft., to corner No. 3;
N. 70° W., 338.57 ft., to corner No. 4;
N. 10° 12' W., 117.04 ft., to corner No. 5;
N. 67° 20' W., 39.84 ft., to corner No. 1,
the place of beginning.

Latitude 58° 23' N. Longitude 134° 39' W.

At Corner No. 1

Area: 1.247 Acres

Tidelands Lease Applicant: Robert N. Drummen, Anchorage, Alaska
ADL 02480

DATE OF SURVEY: Beginning: January 6, 1961 Ending:		TONER & NORDLING REGISTERED ENGINEERS JUNEAU, ALASKA	
ALASKA DIVISION OF LANDS STATE OF ALASKA ANCHORAGE, ALASKA			
ALASKA TIDELANDS SURVEY NO. 33 (CR40565E)			
Drawn By: C.M.R.	Approved: <i>[Signature]</i>		
Date Approved: 5-13-61	Approved: <i>[Signature]</i>	Director of Lands	
Scale: 1" = 100'	Checked: D.J.	File No. ATS 33	

20 1961 MICROFILMED MAR 20 1963

PROSE-110 BY ATS No 33



Page 5 of 5
2015-000179-0

PFH Late Submission of Reports and Payment

At the beginning of each season the PFH companies receive a packet (postal mail and email) with the following information:

- PFH application forms
- Blank daily and monthly reports
- Loading Zone Application for Buses (if applicable)
- Letter informing patrons what is required for them to use the harbors for PFH business

In the letter it states: The Passenger-for-hire Monthly Passenger Report and Payment Submittal Form, Commercial Use Permit Monthly Log spreadsheet, and payment are due within 30 days of the end of each month.

Harbor Staff send emails and postal mail to PFH companies each month with letters informing them when they are late in submitting their reports and payment. Staff also speaks with PFH company's staff over the phone and in person reminding them to submit their PFH reports and payment. In extreme cases staff has sent certified mail and tagged boats for late reports and payment.

Breakdown of Late Submission of Reports and Payment by Company for 2014 & 2015 (6 pack companies did not submit PFH monthly reports in 2014):

On average, there are 20 Passenger-for-Hire companies each season. During 2014 & 2015, 9 companies submitted late passenger reports and payment. One company ("Nine") still has not paid for any of 2015.

Company: **"One"**

Late Submission of the following Monthly Report(s) & Payment:

- Aug 2014

Paid:

- 2 months late
-

Company: **"Two"**

Late Submission of the following Monthly Report(s) & Payment:

- May 2014
- Aug 2014
- Sept 2014
- Oct 2014
- Nov 2014
- Dec 2014
- Jan 2015
- May 2015
- June 2015
- July 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 6 months late
-

Company: **“Three”**

Late Submission of the following Monthly Report(s) & Payment:

- July 2014
- Aug 2014
- Sept 2014
- May 2015
- June 2015
- July 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 7 months late
-

Company: **“Four”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- June 2015
- July 2015
- Aug 2015

Paid:

- Up to 5 months late
-

Company: **“Five”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- Aug 2015
- Sept 2015

Paid:

- Up to 5 months late
-

Company: **“Six”**

Late Submission of the following Monthly Report(s) & Payment:

- May 2015

Paid:

- 2 months late
-

Company: “**Seven**”

Late Submission of the following Monthly Report(s) & Payment:

- May 2015

Paid:

- 1 month late
-

Company: “**Eight**”

Late Submission of the following Monthly Report(s) & Payment:

- May 2015
- July 2015

Paid:

- Up to 2 months late
-

Company: “**Nine**”

Late Submission of the following Monthly Report(s) & Payment:

- All reports have been late

Paid:

- Seasons Behind
-



2015
Passenger for Hire Monthly Passenger Report
And Payment Submittal Form

05 CBJAC 15.030(h) Dockage Charge and 05 CBJAC 20.080 Passenger for hire fee defines the fee assessed to a person conducting passenger-for-hire activities at the Intermediate Vessel Float, Marine Park Lightering Float, Douglas Boat Harbor, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor or Statter Harbor Launch Ramp.

Persons conducting passenger-for-hire activities are required to submit this passenger report and pay the assessed fees on a monthly basis. This report and payment must be made to the City and Borough of Juneau within thirty (30) days following the previous month's passenger-for-hire activities. The report and payment is to be sent to the CBJ Port Office, 155 S. Seward St., Juneau, AK 99801.

Permit Sticker Number: _____ For month of: _____, 2015

Docks and Harbors Fees:

- | | | | |
|--|--------------------------|-------|-------|
| 1. Inspected Vessel (with annual permit) \$1.25 per passenger per day, per month | = \$ | _____ | |
| 2. Subtotal | = \$ | _____ | |
| 3. CBJ Sales Tax (5%) | Subtotal X 0.05 | = \$ | _____ |
| 4. Total Amount Due | Subtotal + CBJ Sales Tax | = \$ | _____ |

Business Name: _____ Signature: _____

Passenger for Hire non-reporting and non-payment penalties

The City and Borough of Juneau Docks and Harbors, under the authority of 05 CBJAC 20.80, issues a Passenger-for-Hire Permit for the use of designated areas at Douglas Boat Harbor, Harris Harbor, Aurora Boat Harbor, Statter Boat Harbor, Intermediate Vessel Float, or the Marine Park Lightering Float.

(d) Inspected vessel fees. The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:

(1) Calendar year 2015 permit: \$300.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$400.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$500.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

(e) Uninspected vessel fees. The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV - operator of uninspected passenger vessels) as follows:

(1) Calendar year 2015 permit: \$50.00 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2016 permit: \$100.00 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity. Calendar year 2017 permit: \$150.00 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.

(2) Each calendar year after 2017, a fee equal to the previous year's fee adjusted by the Anchorage Consumer Price Index (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger, unless the docks and harbors board takes action to keep the fee the same as the previous year.

(3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

Staff Recommends adding the below to regulation –

Passenger-for-hire reporting & payment - Monthly Passenger reporting forms, and payment in full must be submitted to Docks & Harbors within 30 days of the end of each month.

Failure to comply will result in immediate permit suspension. The permit will not be reinstated until all required forms and payment are submitted to Docks & Harbors along with an administrative reinstatement fee of \$100 per vessel.

Multiple instances (3+) of non-compliance in a single season may render a company ineligible to receive a Passenger-for-Hire permit for the following season.