

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, June 17th, 2015

- I. Call to Order** (5:00 p.m. in City Hall Room 224)
- II. Roll Call** (Budd Simpson, Bob Janes, John Bush, David Summers, David Logan)
- 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 May 28th, 2015 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - None**
 - A. Public Requests for Consent Agenda Changes**
 - B. Committee Member Requests for Consent Agenda Changes**
 - C. Items for Action**
- VII. Unfinished Business**
 - 1. Kayak Launching Area Development at Fritz Cove
Presentation by the Port Engineer
 - Committee Questions
 - Public Comment
 - Committee Discussion/Action
 - MOTION: TO BE DEVELOPED AT THE MEETING**
- VIII. New Business - None**
- IX. Items for Information/Discussion**
 - 1. Fisherman's Dock Tiger Grant Application
Presentation by the Port Engineer
- X. Staff & Member Reports**
- XI. Committee Administrative Matters**
 - 1. Next Operations/Planning Committee Meeting- Wednesday, July 22nd, 2015.
- XII. Adjournment**

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I. Call to Order.

Mr. Simpson called the meeting to order at 5:00 p.m. in the CBJ Assembly Chambers.

II. Roll.

The following members were in attendance: John Bush (via phone), Robert Janes, Dave Summers, and Budd Simpson.

Absent: David Logan

Also in attendance were: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, Harold Moeser – Docks & Harbors Engineer, Dave Borg – Harbormaster, Mike Peterson – Board Member, and Dick Somerville – PND Representative.

III. Approval of Agenda.

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

The motion passed with no objection.

IV. Public Participation for non-agenda items –
Ed Grossman, Juneau, AK

He said he is building a house on Spuhn Island. He read the minutes from April 22nd where Mr. Domke petitioned the Committee for DOT to shut off the motorized access at the end of Fritz Cove road. He said he met Mr. Domke in the last couple of years when Mr. Domke was hollering in his face at this access point while Mr. Grossman was taking a load of lumber with some friends to his house on Spuhn Island. All of the material was taken for the building out of the Auke Bay Loading Facility by a commercial landing craft. There was a mistake in the order and some longer boards were needed. The builder asked him to get the boards out to the house over the weekend so the building work could continue on Monday morning. Mr. Grossman said Mr. Domke claimed that he was acting illegally and needed a permit and that he had been a lawyer longer than he had been alive. Mr. Grossman said he informed Mr. Domke that he talked to the City and was informed that this was a DOT access point. He went and talked to DOT, and they had no problem with this sort of use at this site. When Mr. Grossman told Mr. Domke that DOT has no problem with this use, he accused him of somehow bribing DOT. A complaint was filed to Mr. Uchytel by Mr. Domke and that is how he met Mr. Uchytel. At some point a Mr. Smith put up a stainless steel cable to stop access and Mr. Grossman said he called DOT. DOT said they did not put up a cable or authorize putting up a cable and sent an operations & maintenance man to cut that cable that very day. Mr. Smith called Mr. Grossman's builder and accused him of cutting his cable. The builder informed Mr. Smith that DOT cut the cable because it was illegally placed by someone in the neighborhood. Mr. Grossman said he was disappointed to see that based on one person with an axe to grind that people were willing to shut off a public access point that is important to a lot of people. He has four suggestions for the Committee to consider;

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1. If the Committee decides to shut off the public access, please put in a small gate where a key could be available at the Auke Bay Harbor office for AEL & P, Spuhn Island residents, Verizon, and for others who need to have an excellent access point just as hardened as any of the launch ramps in town. If you put a boulder in the way, it takes an excavator every time to provide that access, and the utilities will need maintenance over time.

2. Please allow enough room at the end of the gate so people with smaller boats can go around the end and not over and under a gate.

3. There is a City parcel adjacent to this launch point that has been used for private parking and material storage for decades. Please demark this area so the public knows this is a first come first serve area to take advantage of the parking down close.

4. The City has a wonderful parking lot at the corner of Fox Farm and Fritz Cove road that doesn't see a lot of use and the reason is because it does not allow overnight parking. There are six islands that offer great camping opportunities for people that can't afford a cabin and don't have a cabin cruiser. You could increase use of this lot by allowing overnight parking for those who use the islands, but no camping in the lot.

V. Approval of April 22nd, 2015 OPS/Planning Meeting minutes.

Hearing no objection the April 22nd, 2015 OPS/Planning Meeting minutes were approved as presented.

VI. Consent Agenda – None

VII. Unfinished Business - None

VIII. New Business

1. Auke Bay Speed Zone Regulation

Mr. Uchytel said at the last Docks & Harbor Board meeting, Mr. Warden spoke on a non-agenda item and expressed a need to extend out the five knot speed restriction seaward of the Statter launch ramp. He said the larger whale watching vessels are throwing a wake that is damaging property in the Auke Bay Area. His request is to extend the white speed buoy out further. The Board directed this to come to the Operations/Planning Committee meeting for review. Is the buoy properly and sufficiently located or is there a need to adjust this?

Committee Questions

Mr. Peterson asked where Mr. Warden's residence is located?

Mr. Uchytel showed the location on the map. The buoy would need to be moved out approximately an additional 1000 feet.

Mr. Peterson asked if the 1000 ft was a typical amount out from a breakwater?

Mr. Uchytel said the Law Department said if Docks & Harbors has the tidelands, we would be able to control the surface speed. He said he has received complaints of other wakes in the area. At Smuggler's Cove,

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working through TBMP, there is a voluntary no wake zone area. Docks & Harbors does not have speed guns, so this speed restriction can't even be enforced. It would be easier to enforce a no wake.

Mr. Peterson commented that to have an affect for no wakes on the dock in question, the speed buoy would need to be moved out another 2000 feet.

Mr. Summers asked if TBMP has been contacted to help with this speed issue?

Mr. Uchytel said not for this speed issue area. Mr. Uchytel said Mr. Day is very active in resolving complaints when he receives them.

Public Comment –

Steve Bradford, Juneau, AK

He said he is a frequent user of the launch ramp at Auke Bay. He doesn't see a problem with the speed in Auke Bay. There are whale watching boats that throw a little wake, but the primary wake problems are from the Greens Creek mine boat. The wake from this boat is felt clear into the launch ramp and possibly the ferry. He doesn't believe the largest wake problem is from the whale watching boats. He recommends to leave the speed buoy where it is. If people are doing improvements and there is a problem with their improvements, this is because they didn't properly design it.

John Cooper, Juneau, AK

He said the speed zone as they exist is adequate. Docks & Harbors does not have the ability to enforce anyway. However, Docks & Harbors does have the ability to establish some traffic channels so that whale watching boats don't cut in close to the shore, and this could be enforced. Enforcement on this would just be taking a photo of a whale boat going past a buoy on the wrong side. There is more wake from the mine boats and the whale watching boats leaving from the Auke Bay Loading Facility. When he sees a speed zone in that area that is enforced on these boats and the Alaska Marine Highway System, he will be willing to accept an additional speed zone at Auke Bay against the rest of us.

Wayne Carnes, Juneau, AK

He said he is a captain on the high speed craft Fairweather, which is an Alaska Marine Highway System catamaran. He said the Fairweather during offloading operations in the afternoon has been slammed against the dock from a variety of vessel wakes. Primarily it is from the larger whale watching vessels, but they are not the only ones. The issue is with the more docks that are built, there are more speed restriction making the boats go slower and make transition times longer and at times hazardous because of minimum steerage way. He has seen this dock going in and questioned how this dock was going to hold up to a true southerly wind that blows into Auke Bay. He suggested the winds will take this dock out sooner than the wakes and this dock needed to be designed for the weather and wakes that were in existence before the dock was built.

Mr. Summers asked how far away would a boat need to be to move the Fairweather with its wake when it was tied off?

Mr. Carnes said boats running from the Coghlan Cut and crossing to go to Auke Bay, the mine boat, and sometime Allen Marine when they make an error when they are wake dumping.

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Rob Warden, Juneau, AK

He said he is the owner of the dock that is being discussed. The dock has been built for two years and the waves are more noticeable now because the gangway and pier section has been completed. The dock was designed to take the true southerly winds and the waves break across it. He showed on the map that when some boats accelerate at a certain location he gets a wave that goes behind his breakwater float and it hits the side of his gangway coming down and that is the problem he is having and not the dead on hit. He asked what was the data to determine the 1000 feet speed restriction?

Mr. Summers asked what he meant by a break water float?

Mr. Warden said this is a 50' x 10' float and has large 24' beams that hang down underneath this. When you get a wave, it swallows the wave and a wave 3' generally crashes over the float.

Mr. Summers asked if this design could also be done on the easterly side of your existing dock?

Mr. Warden said he would have to talk to an Engineer. He said this is inside of his float.

Gale Good, Juneau, AK

He said there appears to be two different problems. One is speed with collision in mind and two is speed with wake in mind. He said tonight when he was looking out his window he saw five boats within the marker exceeding the five knot speed zone and two skidoo's going 30 to 35 running right along side the breakwater. There is an enforcement problem but anyone can see who is familiar with GPS how fast the boat is going. A big problem is the size of the vessel. Maybe there should be a speed limit based on size or a combination of a speed and size because that is where the problem is.

Bob Varnes, Juneau, AK

He said as a frequent user of Statter Harbor, there are a lot of large vessels displacing a large amount of water at a high rate of speed. Wake is one issue, and a chance of collision is another with vessels being unpredictable as to which direction they will go. He said he has been cut in front of several times by vessels 15 tons doing 30 knots. He said he has never filed a formal complaint. He suggested to work on a specific route in and out of this area and speed restrictions for different size vessels.

Mr. Janes asked what kind of route he thought would work in this area?

Mr. Varnes said any vessels leaving from the Auke Bay area should head toward the center of the bay at a slow speed and then you can pick up the speed going through the Coghlan Cut area. The same would be for returning, slow down coming through the Coghlan Cut and the rest of the way in.

Kirby Day, Juneau Alaska - Tourism Best Management Practices (TBMP) Representative

He said based on Docks & Harbors inability to enforce the speed in this area right now, he suggests to work on routes or a voluntary program for all the operators to encourage them to be respectful of the people on either side of Auke Bay.

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Savanah Worley, Juneau, AK

She said this is an enforcement issue whether there is a route or speed zone buoys. Someone will have to be there enforcing this. A voluntary program is the only way this will work, and operators in Auke Bay will want to cooperate with all the other boats out there. She asked if anyone asked other Harbors what they do for their speed zone and suggested to ask them.

Dennis Watson, Juneau, AK

He said the mine boat continues to come into the area at a fast speed and the hull gives off a tremendous wake. There is a new set of boat ramps going in fairly soon and they will be less protected than the old ones. In the past, he has seen people launching their boats and have their boats kicked right off the trailers from the wakes. He said he grew up in Vancouver B.C. and the Alaska Marine Highway spent \$85M a piece for five high speed ferries. By the time the neighbors in the surrounding islands got done, the ferry system had to sell all the ferries at about \$.35 on the dollar because they were forced to slow down where they couldn't operate economically. Auke Bay is growing and it will continue to grow with housing. He doesn't see the whale watching boats the only problem, there are other operators also.

Committee Discussion/Action

Mr. Janes said the TBMP approach would be a good start. The enforcement is going to be tough. He said this won't be perfect the first year but he recommended to get started on the TBMP approach. He asked if it was possible to put a lane markers in red or green in Auke Bay, or is that the Coast Guard? He said that could delineate the routes.

Mr. Uchytel said staff could get with the Coast Guard. If you are looking at safety corridors, that would take years of study. If you want something voluntary, TBMP is the way to go. If we do move forward, staff will bring Coast Guard in to make sure they are part of the solution as well.

Mr. Peterson suggested to have staff come back in four or five months to review the enforcement options along with how TBMP guidelines worked.

Mr. Summers asked if the Coast Guard would enforce the speed?

Mr. Uchytel said there is no federal speed zone that the federal government enforces. They can enforce damage because an operator is always responsible for damage to property and people.

Mr. Summers asked who issues permits for docks to be built in the Auke Bay area?

Mr. Simpson said TBMP is a good idea and could be implemented quickly, but it only takes care of a 1/3 of the problem. You still have some of the recreational users and the Greens Creek boat that throws a gigantic rolling wake. He does not want to push the speed zone out to the Coghlan cut. He said this Board does not have any authority over TBMP but he suggested to ask for their assistance with this matter.

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MOTION By MR.JANES: SUGGEST TO TBMP TO DEVELOP A PLAN AND GATHER OPERATOR MEMBERS TOGETHER AS SOON AS PRACTICLE TO TRY TO ALEVIATE SOME OF THE WAKE IN THE INNER AREA OF AUKE BAY AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

Mr. Simpson asked that TBMP come back with a follow up on what has been done in response to the request. The motion does not need to go to the full Board.

Mr. Summers recommended to also get the word out in a PSA or other form. He also suggested to talk to the operator of the Greens Creek boat to get them to slow down.

Mr. Uchytel said he will get the word out.

Mr. Simpson recommended flyers or more signs to get them to slow down.

Mr. Uchytel said he will put it in the Tide Line.

2. Harbor Fee Regulation Change – Recreational Boat Launch Fees (05 CBJAC 20.060)

Mr. Uchytel said at the May 6th Harbor Fee Review meeting, the Committee looked at recreational boat launch fees. He said in 2005 the launch fee was \$50, in 2006 it was \$70, and in 2007 it went to \$90 and that is where it is currently. Back in 2012 there was a question about how to assign launch ramp permits. The question was, if a person had multiple trailers, would they have to pay the \$90 for each trailer. It was determined to be a launch ramp user fee, and not a trailer fee. The Harbor fee review committee decided to assign a trailer fee and increase the \$90 fee to \$100. The Committee would also acknowledge free launching at Amalga Harbor, Old Douglas and Tee Harbor for non trailered boats. Two e-mails were received requesting to not increase the fee for each trailer.

Committee Questions -

Mr. Bush said his concern as a multiple skiff owner with trailers, this will double his annual fee. If the next day he decided to use his kayak and launch off one of the main launch ramps, this would be an additional \$100.

Mr. Simpson said that would not be correct if you launched at a free location for the kayaks.

Mr. Bush said this is a substantial increase. He suggested to charge for the first trailer at full price and the second one at ½ price.

Mr. Janes asked if Mr. Bush had a suggestion on how to manage the multiple trailer abuse as in several friends being on the same registration and only paying the \$90 for several trailers if the rate was ½ price for the second trailer. Because of the abuse is why the Committee has decided to charge for every trailer.

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Mr. Bush said in 2012 there was a lot of discussion on this. He asked Mr. Borg how many people come in and ask for more than one permit?

Mr. Borg said in 2012 it was 138 users that had multiple trailers and in the last year it has increased. He said the permit currently in regulation is a user fee, and a user is a single user fee. If he has four guys on five different registrations, that is no longer a single user situation. This now is multiple users on multiple trailers and is no longer in the spirit of what the Board intended this to be. He told these four guys they will have to purchase a permit for each trailer. A single user to him is one user and wife on multiple registrations with the same address. He said he does not have a problem with that. He wanted clarification in regulation.

Mr. Simpson said there is the \$14 daily rate for that second or third vessel that is not used very much.

Mr. Summers asked what the penalty fee was for launching without a permit and how many were written in the last couple of years?

Mr. Borg said last year there was about 100 tickets, this year is about 12.

Mr. Summers recommended to have every vessel permitted and not household but a different fee for the kind of craft.

Mr. Bush said charging the same or a higher dollar value for each trailer would be making more than 100% increase.

Public Comment

Steve Bradford, Juneau, AK

He said he was under the impression that when the new launch ramp was built that people in Auke Bay would be treated as the other Harbors and not be charged the daily parking fee. He asked if there was going to be a fee for parking?

Mr. Simpson said the proposal which has not been adopted yet is to charge the same as currently.

Mr. Bradford said his understanding was that the reason people had to pay for parking in the existing Statter Harbor was because there is a limited amount of space and couldn't have people leaving their trailers for days. If this is going to continue to be charged for parking, he suggested to charge at Douglas, North Douglas, Amalga, and other Harbors. He suggested to pay \$150 for the trailer fee which would include parking and this would then be for all the launch parking areas. If this is revenue driven, everyone should have to pay. He asked the Board to raise the fees so an enforcement guy doesn't have to go around the parking lot checking decals.

Wayne Carnes, Juneau, AK

He said he was one of the launch ramp users that received a ticket. He said he spent time trying to figure out what the regulation means. He said if you are with a trailer or not, you are required to

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purchase a permit. He said in North Douglas, you can drive through the parking lot, not use the ramp, and go down to the beach for launching. He said for 12 years he would have the boat in the back of his truck, drive down on the beach, and launch his boat. Then he would park his truck above the mean high tide line. He said the difference now is he has a trailer and he still used the beach. He had already purchased a launch ramp permit and he just went and got another permit for this trailer. This could be an issue that comes up because small boats can use that beach section that is not part of the Docks & Harbors launch ramp or dock. He suggested a minimal fee to use that access or just know that is what is going on. For enforcement, the Harbor Department sees a truck and trailer, they have to assume they used the ramp. In his situation, he didn't use the ramp, but the Harbor Department had no way of knowing that.

Mr. Peterson asked if Mr. Carnes had other kayaks at his house?

Mr. Carnes said he has a rowing shell and a kayak.

Mr. Peterson asked Mr. Carnes his opinion of being charged an additional \$10 for kayaks or small non trailered boats.

Mr. Carnes said he does not have an issue with that. He said in talking with staff, there has been other kayak users that use the ramp and block it and take a lot of time.

Mr. Simpson said the fact that kayak users tied up the ramp for a long time was discussed in the Harbor Fee Review Committee.

John Cooper, Juneau, AK

He said at this point he objects to any increase for launch ramp permits. He said he is paying for a service when he pays that fee, and he is not getting the service because of parking issues in Statter Harbor and the road conditions at Amalga. He would like to see a fee imposed on kayak users. The biggest hazard at Amalga is kayak users who have no respect for big boats and they think they have the right of way and they don't stay close to their free launching area. He has had more delays from kayak users coming out of Auke Bay than anything else. He said the launch ramp in Statter Harbor is so bad that if you take the tie downs off the boat at the top of the ramp it could just about get shook off the trailer before it gets wet. He said this is why he is not in favor of higher fees. Another reason he does not agree to higher fees is when Docks & Harbors says they don't know what they can do about people building things on the shore line while everyone that builds something on the shore line has to have a section 10 permit issued by the Army Corp of Engineers. Docks & Harbors can get on the notice list and object to anything built that doesn't meet standards that protect the structure without infringing on the rights of boaters. This is just standard parts of Federal Law. He commented that the new parking area will probably not see a lot of use because of the walk and trying to figure out where they pay their parking fees. There needs to be some serious planning and thinking about people that are moving boats and how to make it convenient and fast for them. One of the dangers he sees at Amalga is that four or five boats are backed up trying to get in or out and people hustling to

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get out of the way. Because of the hurrying, someone is going to get hurt. For identifying a fee, all trailers should be identified for a boat and the permit decal on the trailer, and non trailered boats should buy a daily permit per use and go on the boat. If these boats are not stickered, then Docks & Harbors writes a ticket. If people are going to use the launch ramps, they should have to pay for the maintenance and operations. He said he is not against paying for maintenance and operations when he is receiving the service. He said he is not receiving the service. He is objecting to the non- paying users that are getting the same service as he is.

Gale Good, Juneau, AK

He said a user can only use one trailer at a time so he believes there should only be one user fee for a owner with multiple trailers. He said he has a 22' fiberglass boat that he uses five or six times a year and a 16' skiff that he uses three or four times a week. He said he is not using both vessels and trailers at the same time.

Committee Discussion/Action

Mr. Peterson said he is opposed to changing the rate from \$90 to \$100. He suggested to keep the trailer fee at \$90 and implement a program that if someone with multiple trailers pays the full rate for the first trailer, the other trailers are a \$14 fee. Kayakers should also be charges an annual fee and suggested \$14.00. He said the system is being abused and if the fee is raised to \$100, there will be more people abusing the system than currently.

Mr. Simpson said in the fee committee there was discussion on raising the fee to \$100 and in the end that was not a significant increase. The bigger discussion was the fee for every trailer and not all under one permit. He doesn't have a problem with a discounted rate for additional trailers after purchasing the first one, but he can't see buying one and the rest are free. He suggested a \$45 or \$50 rate for the second trailer rather than a \$14 rate that Mr. Peterson suggested because that doesn't even cover the staff time it takes to issue the permit. Kayaks were also discussed and there are several places that kayaks can launch for free including beach areas. If they are using the launch ramp and competing with the motor boats, they should pay the ramp fee. He said he would be supportive of the \$90 fee for the first permit and a reduced fee for the additional trailers.

Mr. Borg said at North Douglas, Mr. Carnes would not have had access to that beach if it weren't for Docks & Harbors parking lot. Docks & Harbors spent \$15,000 last year putting new pavement in and maintenance. The kayak users who launch in the free areas or beach still park in Docks & Harbors parking lots.

Mr. Janes said he supports the \$100 permit fee, and the household second boat fee being free, but the third boat on would go back to the \$100 fee.

Mr. Simpson said he would support that.

Mr. Peterson suggested to discuss this further.

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Mr. Summers said he recommends the \$100 fee. He supports the non-trailerred vessels paying the full fee at the main launch ramps, a half rate for the second trailer, and third on pay full price.

Mr. Simpson said this came as a referral from the Harbor Fee Committee and will go on to the Finance Committee and the Full Board for more input.

MOTION By MR. SUMMERS: TO APPROVE THAT EVERY TRAILER WILL BE REQUIRED TO HAVE A PAID PERMIT THAT USES ONE OF THE RAMPS AND THE FEE IS \$95 ANNUALLY. NON TRAILERED VESSELS WILL PAY FULL FEE OF \$95 AT THE MAIN LAUNCH RAMPS. FREE LAUNCHING AT THE OLD DOUGLAS LAUNCH RAMP, TEE HARBOR, AND THE KAYAK LAUNCH RAMP AT AMALGA. EVERY TRAILER WOULD BE REQUIRED TO HAVE A PERMIT THAT USES THE RAMP AT \$95 ANNUALLY. PER HOUSEHOLD A SECOND LAUNCH PERMIT WOULD BE \$50.00.

Mr. Simpson asked for clarification if the reduced rate applies to the second trailer thereafter or the third trailer would be full rate again?

Mr. Summers said second trailer \$50.00 and thereafter.

Vote failed 2 to 2

Mr. Simpson said if this doesn't carry, the Harbor Fee Review Committee's recommendation moves forward.

Hearing no additional motions, the Harbor Fee Review Committee's motion moves to the Finance Committee.

IX. Items for Information/Discussion

1. Douglas Harbor parking Lot Design Considerations/Trade-Offs

Mr. Gillette said the Committee asked staff to bring the truck and trailer parking capabilities to this meeting to determine if there is adequate space in the uplands area that might accommodate a lease for commercial use such as a restaurant. Staff worked with PND to look at a parking layout. The design completed in 1999/2000 had the parking stalls and the aisles smaller than what is needed for today's vehicle sizes.

Mr. Somerville gave a presentation on the overview of the 1999 – 2000 Douglas Harbor conceptual parking plan, the trailer and vehicle parking guidelines for boat ramps, recent trailer parking observations at the ramp, 2015 boat launch parking plan with the larger standards, and auto turn simulation to access drive aisle and parking stall configurations.

Mr. Somerville said the new plan provides;

- 52 - 12' X 50' trailer stalls
- 14 - 9' X 18' vehicle stalls
- 4 - Tie down stalls

200 LF - Make ready lane

This new plan was put in an auto turn simulator and all the stalls were able to be maneuvered.

Mr. Peterson asked if there would be any issue with only having capabilities for 52 truck and trailer parking when the recommended amount is a minimum of 60? He also asked what was the reasoning for the teardrop shape area in the plan?

Mr. Somerville said that separates the moorage parking vehicles only area and the beginning of the launch area.

Mr. Summers asked if the green space to the left of the launch area was necessary?

Mr. Somerville said it would be difficult to get a truck and trailer in that area. It could be possible to fit a couple of vehicles.

Mr. Simpson said one thing that motivated this request at this time was the request from a third party vendor to put a restaurant on the site with the idea this request could impact the parking. He asked Mr. Somerville what would help mitigate the restaurant impact. Mr. Simpson commented the plan was barely providing the minimal parking needs.

Mr. Somerville said he has not studied that. Anything you do to this site will take away from the parking.

Mr. Janes said in the interest of the applicant, he suggested to look at this in a broader sense. He questions how there was 81 truck and trailers able to fit in 2013 and now only 52?

Mr. Somerville said a large number of vehicles were in a road way area and parked in the street.

Mr. Gillette said there may be other ways to look at this, but the shape of the area of land restricts things as well. The primary purpose is to have a base line on what makes sense for the number of spaces to serve the launch ramp and what logical layout with the property constraints.

Mr. Janes left the meeting at 7:16 pm

2. Amalga Harbor Fish Cleaning Station - Update

Mr. Gillette said Amalga is a high use area and there is a conflict with people cleaning their fish at the end of the launch ramp which ties up the space. Docks & Harbors obtained a grant from Fish & Game to conduct a study for another area for fish cleaning. He said Docks & Harbors part time staff member Harold Moeser has been working on this project and his written report is in the packet. Mr. Gillette said the primary objective for this is to mitigate the fish cleaning on the launch ramp while people are trying to launch and retrieve their boats. Mr. Gillette said Mr. Moeser is proposing a 16' x 28' float that could accommodate four vessels or more with four cleaning stations. He came up with six options. There are three different floating locations, one upland location, one would be to remove the table and not provide

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fish cleaning, and the other option is to do nothing and leave it as is. Mr. Gillette went over the options with pro's and con's. He said at this time, site #1 would make the most sense.

3. Former-Thane Ore House Lease – Request for Proposal Process (RFP)

Mr. Uchtyl said it was requested by the Chair of the Board to bring this to this meeting for more public input on this process. There are no changes from what was presented at the last Board meeting.

Mr. Peterson asked what the next step is in this process?

Mr. Uchtyl said the Chair of the Board wanted this brought back to the next Board meeting and then it can be released for proposals.

Mr. Peterson said he sees a conflict in the RFP under 1.3 minimum qualifications as well as 3.5 capacity of firm when the primary purpose of this lease is to provide entrepreneurs a business opportunity. Both of those suggest the applicant will have a great deal of experience with five years of business experience. He said if he is a young person in the City & Borough of Juneau with a great idea, but he doesn't have those qualifications in paperwork, he would not be given the opportunity for this lease. So, there is no opportunity for a young entrepreneur. He suggested to have a two part process for this RFP. Start with attracting all entrepreneurs and then go through the proposals and determine who's idea would be the best for that area.

Mr. Simpson suggested to have the qualifications and experience a factor that will be considered, but not as a disqualifier if you are new to the business.

Mr. Uchtyl said he will change the wording in the qualifications and the evaluators will assign points based on experience.

Mr. Peterson said the Operations business plan does have a lot of points possible so if a young entrepreneur does come in and is well organized with a good presentation they could get a lot of points for that.

Mr. Uchtyl said he could just use the minimum qualifications in ordinance. He said he could strike the current wording.

Mr. Simpson said he would support striking the current minimum qualifications.

Mr. Uchtyl said this will go to the full Board next.

4. CBJ Appeal of Planning Commission Decision

Mr. Gillette said CBJ Engineering and Public Works applied for a zone change down by the Juneau Douglas Treatment plant which appear to include the tideland area that is under lease to Juneau Port Development LLC. The change is for an anticipated sludge incinerator. The Planning Commission denied that zone change request from waterfront industrial to industrial.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
May 28th, 2015

The CBJ Engineering and Public Works has appealed that decision to the Assembly. There may be some impact to us if this is changed to industrial because you couldn't allow a floating commercial facilities. This is an item to continue to watch. The reasoning by the Planning Commission was that waterfront industrial property is hard to come by and it accommodates certain uses.

Dennis Watson, Juneau, AK

He said the Planning Commission voted unanimous not to change the zoning. The way it is zoned now, the use has to be water related. When the CBJ Engineering Department came to the Planning Commission with their application the zone change was for an anticipated project. Other sites were suggested, but the Engineering Department said the burner would fit adequately on this site.

Mr. Simpson said if this comes up again, the Board would like to hear about this.

X. Staff, Committee and Member Reports -

Mr. Summers said he was approached by the owners of the Red Dog Saloon this week on the cruise ship berthing schedule subject. There was an e-mail that went out this week from JCVB that was initiated from Cruise Line Agencies of 11 ship berth changes. Because the cruise ship schedule is prepared two years out, is it possible for the City to negotiate long term contracts at the new floating docks? Mr. Summers asked if this was the Committee this would be discussed at?

Mr. Simpson said this would be the Committee.

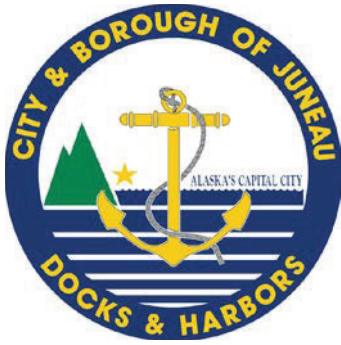
Mr. Summers asked if the City could negotiate long term contracts with cruise lines for our floating docks and the reason for the timing now is because this is a process that is taking place on the private docks. He said downtown business people would like to see on a day there are only one or two ships that they are docked on the public docks. This needs to start sooner rather than later.

XI. Committee Administrative Matters

Next Operations/Planning Committee Meeting is scheduled for Wednesday June 17th, 2015 at 5:00 pm.

XII. Adjournment

The OPS/Planning Committee adjourned at 7:45 pm



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

MEMORANDUM

To: Docks and Harbors Board
OPS/Planning Committee
From: Gary Gillette, Port Engineer
Date: June 11, 2015
Re: Water Access at End of Fritz Cove Road

Background

On April 22, 2015 the OPS/Planning Committee discussed the reported motorized boat launch use at the end of Fritz Cove Road across Docks and Harbors managed lands. Mr. Loren Domke sent a letter previously (attached) and testified that there is regular use of the launch area since the rocks that formerly blocked motorized access were removed. He suggested that bollards or a gate be installed to control motorized access yet allow pedestrian access that would allow kayakers to launch. He also recommended signs to inform the public that motorized launching is not allowed. The Committee agreed this area should be for non-motorized access only and asked Staff to investigate cost to control access.

On May 28, 2015 the Committee heard testimony on non-agenda items from Mr. Ed Grossman. He is building a house on Spuhn Island and needed to use the Fritz Cove access to get supplies to his contractor when a materials shipment delivered from the Auke Bay Loading Facility was missing some lumber. Mr. Grossman had four suggestions:

1. If the Committee decides to shut off the public access, place a gate that a key might be available at the Statter Harbor office for those that might have a need for access for maintenance (AEL&P, Spuhn Island residents, Verizon, etc.). Placing boulders or jersey barriers require an excavator every time there is a need to provide service access.
2. Provide enough room at the gate to allow those with kayaks to access the beach without going over or under the gate.
3. Demark the adjacent City parcel for public parking use with signs that informs the public it is available for public use.
4. The City lot at the corner of Fox Farm and Fritz Cove should allow overnight parking for those that access the nearby islands that offer great camping opportunities but do not allow camping in the lot.

Investigation

Alaska Department of Transportation was contacted following up on the e-mail to Mr. Domke. ADOT would not allow installation of an access control device on the road right-of-way. However, they have no issue with an installation on CBJ property.

A visit to the site verified that there is a path way that is sufficient for motorized access to the beach. Comparing photos taken in 2009 and in 2015 it is apparent the path has been used often and even appears to have been graded for wider smoother access. Docks and Harbors has not performed this work.

Adjacent to the access path there is a site that is being used by private individuals for vehicle parking and boat storage. There is also a path in this area which appears it is being used for boat launching.

Potential Solutions

According to Mr. Domke the immediate need is to restrict motorized access along the path adjacent to the ADOT right-of-way. This could be accomplished by moving the rocks back in place but this didn't seem to deter past users determined to use the area. Another option would be to place "jersey barriers" such that motorized access would be blocked but allow access for pedestrian and kayak users. Mr. Domke did not seem to have an issue with kayak access and Mr. Grossman suggested that if the path were to be blocked that it should allow kayak access. He also suggested that the method of control should be something that could be removed to provide maintenance access to Spuhn Island. This could be accomplished with removable bollards. These bollards would probably not be as strong a deterrent as jersey barriers as someone might be able to hit it with a truck or pull it over with a chain (yes that kind of thing happens in Juneau).

Some of the suggestions by Mr. Grossman would require some planning and development to provide parking for users and possibly overnight parking for those leaving the area for overnight adventures. The development might include tree removal, some grading, gravel placement, barrier installation to limit use area, and signs. A full blown plan and development for maximum parking and use opportunities would be a longer term exercise. Any development beyond installation of barriers to control motorized access should include public review and input.

Costs

Use of jersey barriers might take a small bit of grading to set them level but could be installed with Docks and Harbors staff and equipment. Jersey barriers cost about \$350 each. Rough estimates for purchasing, installing two barriers, and signs is about \$1,500 to \$2,000.

Installing removable bollards might cost somewhat more as it would require an excavator to dig a hole or two; placement of sonotubes, rebar and anchor bolts; getting concrete to the site; and bolting down the bollards to the concrete. No specific costs were available at the time of this memo but it is estimated to cost a bit more than the jersey barrier option.

The other ideas of developing parking for users has not been estimated at this time since there would need to be some level of planning involved and there probably are a number of options to explore.

Discussion and Direction

Staff looks forward to discussing the issues and options at Fritz Cove Road and receiving direction for this project.

Loren Domke/Kathy Nielson
965 Fritz Cove Rd.
Juneau, AK 99801

April 8, 2015

Docks and Harbors Board
City/Borough of Juneau
155 S. Seward St.
Juneau, AK 99801

Re: Limitation of access to utility easement/end of Fritz Cove Rd.

Dear Board Members:

We request that the Board close the utility easement adjacent to the end of Fritz Cove Road to motorized vehicular traffic. Currently, the easement is regularly used as a public launch ramp for boats up to 26 ft. in length. Until 2005, the easement was essentially a trail, restricted to pedestrians. Motorized vehicle access was created during the development of the Spuhn Island subdivision. After completion of the subdivision, pedestrian only access was restored when the utility contractor placed large boulders in the easement. Gradually, over subsequent years, various individuals moved the rocks to permit 4 wheel access; and, contractors working on the island used heavy equipment to create a gravel access road for their own purposes. As a consequence, vehicle usage has become a daily occurrence in the spring and summer, with boats launched and retrieved several times daily.

Intermittent efforts by neighbors to limit vehicle usage have been complicated by jurisdictional ambiguity and policy between the state and city. The easement access starts on the DOT right of way and, according to the city, crosses onto its property. DOT has not acted on requests to limit vehicle access to the beach. That has recently changed. The attached correspondence from the Southcoast Region Right of Way Office authorizes the city to assume jurisdictional control and limit access to pedestrian use.¹

There are several reasons to restore exclusive pedestrian beach access:

- **Incompatibility with other cove users and uplands residents.** Smuggler's Cove is one of the few harbors in the area which does not have a CBJ launch ramp. Past

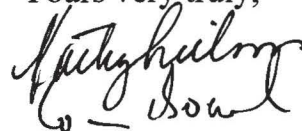
¹ See attached e mail and map from DOT Southcoast Region right of way chief.

land use plans have designated the beach access for pedestrians and non-motorized canoe and kayak use, recognizing that the cove is a unique recreational asset. The cove beach also is heavily used by individuals seeking a quiet spot to shore fish, observe marine life or just to watch the sunset. Listening to a vehicle in low range attempting to trailer launch a boat is incompatible with these activities and uses.

- **Avoidance of launch permit fees.** The beach access from the end of Fritz Cove is not particularly convenient for trailers, but it is free. Everyone resident who fishes under power benefits from use of CBJ harbors and facilities, whether or not they purchase a launch permit. For this reason, the harbor master has taken the position that access should be restricted.
- **Return to the status quo.** The defacto launch ramp created in 2005 is a significant change for homeowners living on and adjacent to the cove, and it is a change which has happened without any of the expected due process of law. Normally, before permitting a launch ramp, there would be public notice and a hearing process so that everyone affected by the decision would have an opportunity to comment. Instead, the motorized access has occurred through informal self-help measures, avoiding any of the public review process necessary for making this kind of modification to existing land use.

To expedite matters, we will personally assume the installation expense of a locking gate or bollards. Either of these solutions would preserve pedestrian access and at the same time permit vehicular access for utility maintenance.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Kathy Nielson' or 'Loren Domke', written in a cursive style.

Kathy Nielson/Loren Domke

Loren Domke

From: Buck, Joseph T (DOT) <joe.buck@alaska.gov>
Sent: Tuesday, March 31, 2015 11:02 AM
To: domkelaw@gci.net
Cc: Schmidt, Joanne M (DOT)
Subject: Smugglers Cove Access - End of Fritz Cove Road
Attachments: Smugglers Cove Beach Access - F17.pdf

Hi Loren,

To follow up on our telephone conversation last week, attached is sheet F17 from the current DOT&PF project 69397 JNU Fritz Cove Road with the Smugglers Cove beach access highlighted.

The beach access is both a permitted utility access and a public access. The environmental analysis for the Department's current highway project determined it a valued 4(f) access that would not be altered by the highway work.

If the CBJ should decide in the future to limit the beach access to pedestrians only, and wants to put up a gate of some type, they could do so on their own property or could apply to the Department for an encroachment permit for a gate within the State right-of-way. Any gate design proposed within the right-of-way would have to be located down below the cul-de-sac guard rail so as not to be a traffic hazard.

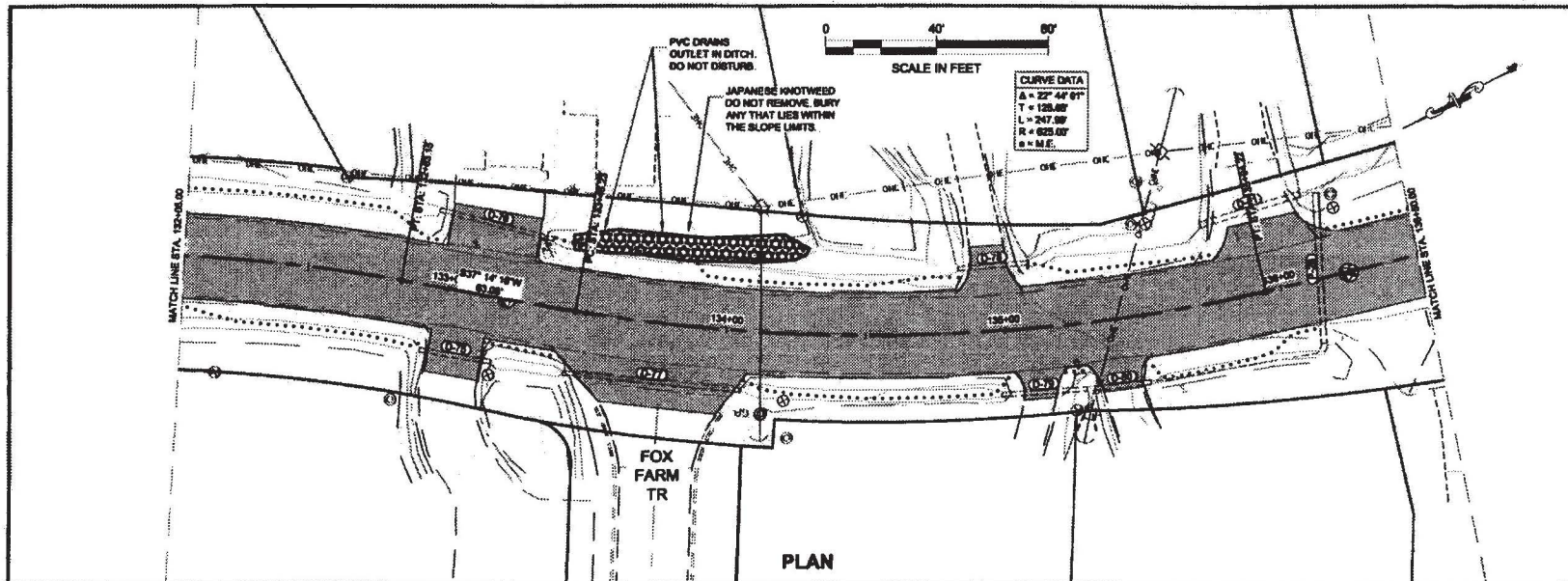
Joe

Joe Buck, PE

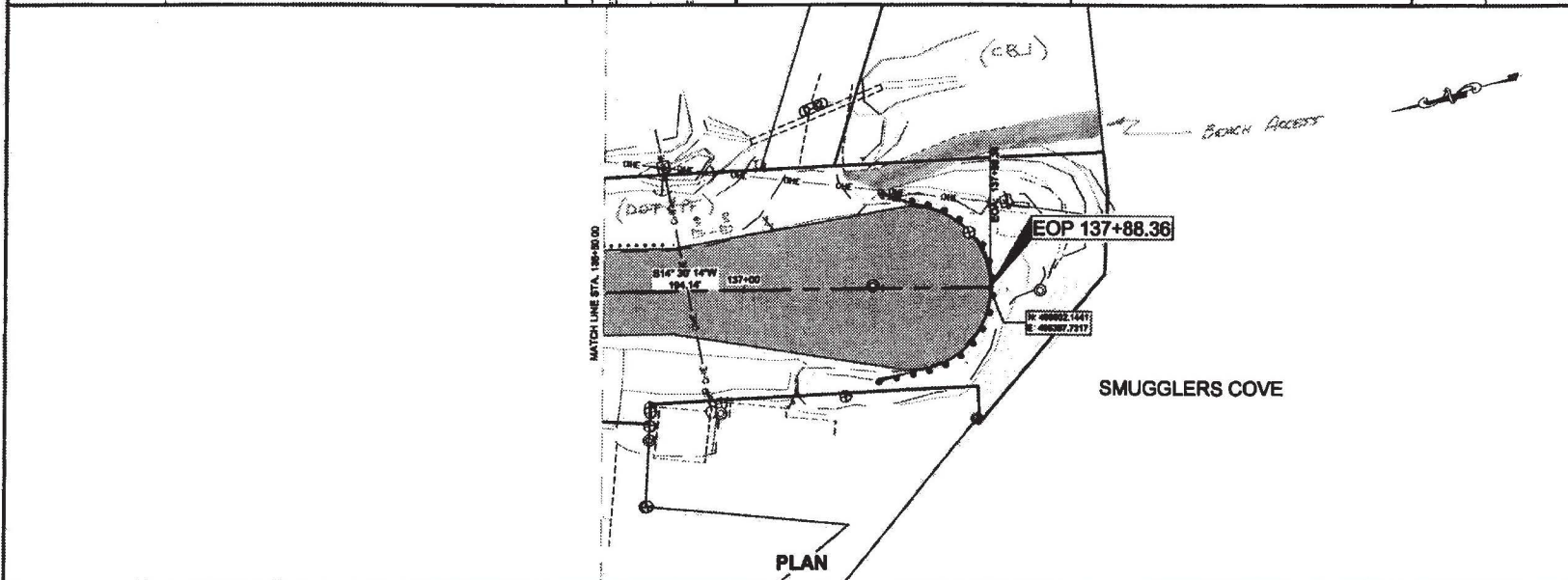
Right-of-way chief
Southcoast Region

Alaska Department of Transportation & Public Facilities
Right-of-Way & Utilities Section
6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506
Ph: 907.465.4541
Fax: 907.465.4414
joe.buck@alaska.gov

"KEEP ALASKA MOVING through service and infrastructure"



PLAN



PLAN

PORT COLUMBIAN PLANNING UNIT PLAN AND PROFILE SHEET

WEEKEND, JUL 15 (2017)

TAB P17

ADDITIONAL NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

NO.	DATE	DESCRIPTION

ALASKA BAY

PIGN LEGEND

DESIGNED BY: C. TRIPP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST DIVISION

FRITZ COVE ROAD
REHABILITATION AND REPAIR
PROJECT #06307

PLAN SHEETS

PROJECT IDENTIFICATION

68397/STP-0670(4)

STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
F17	78

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
April 22nd, 2015

Russel Peterson, Juneau Alaska.

He said he found out today that pacemakers require a twisted pair phone line and can't work over wireless. Phone and cable are the last wires run in new construction because they are the most delicate. You can't use any wireless security camera footage as evidence in court. It will be thrown out because it is not secure, and the images can be altered. He said he will pay upfront for the cable installation and anyone wanting to hook up would pay him \$100.00. He said this is a good investment for this infrastructure.

Savannah Worley, Juneau, Alaska

She said she has wireless security system at her house and the court will take the footage as evidence.

Committee Discussion/Action

Mr. Logan asked if Mr. Gillette needed anything from the Committee?

Mr. Gillette said unless you disapprove of the temporary decking, he said staff will just work with the contractor until GCI comes back with a decision.

Mr. Janes said he would like to know more about someone with a pace maker needing direct wire and not wireless.

Mr. Donek asked what is Docks & Harbors options if GCI backs out?

Mr. Gillette said at this point GCI is interested.

NO MOTION NEEDED AT THIS TIME.

VIII. New Business

1. Limitation of Access to Utility Easement/End of Fritz Cove Road.

Mr. Uchtyl said this request came from Mr. Domke. He requested CBJ take control of this area and close it off to motorized trailer boat launch. What does the Committee want to do at the end of Fritz Cove?

Committee Questions

Mr. Logan asked if Mr. Uchtyl talked to the CBJ Law department to see if Docks & Harbors has liability for people using this area to launch their boats?

Mr. Uchtyl said he has not asked that question.

Mr. Logan said he assumes Docks & Harbors would be liable.

Mr. Donek asked what the problem is at this site?

Mr. Janes asked if the problem is for motorized boat use or non-motorized use?

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
April 22nd, 2015

Mr. Uchytel said Mr. Domke's letter refers to motorized boat launch use.

Mr. Summers said if Docks & Harbors were to put a launch ramp in at this site, there would need to be a public process, and there was no public process currently. He asked what has been done to stop the access for people to launch their boats? He asked if DOT put large boulders to stop access for boat launching?

Mr. Uchytel said last year a nearby resident put a chain up and DOT cut the chain.

Mr. Summers asked why DOT cut the chain.

Mr. Uchytel said because DOT said it was in their right-of-way.

Mr. Simpson asked if Docks & Harbors manages the Fox Farm parking lot?

Mr. Uchytel said he thought so.

Public Comment –

Loren Domke, Juneau Alaska

He said this would be re-closing the utility easement. This has been closed in the past. Marion Hobbs built a utility easement for Spuhn Island and placed rocks for no access when he was finished. Everything was fine for a while, then guys came along and wanted to launch their boat without buying a launch ramp permit and hauled the rocks out of the way with their pick up. Contractors working on Spuhn Island added rock to this area so they wouldn't get their pickups stuck when they back down to the beach, and now there is regular use. The beach historically is heavily used by the public during nice weather for shore fishing or just sitting on the beach to watch the sunset, and by guys with duck boats, and kayakers that carry their boats. The change recently is the motorized traffic use, and this has not been through a public process and is all done informally. He said he would like to see this closed off again, and suggested bollards would work good. He knows this area would need to remain open for utility access so bollards or a gate would work good and still allow kayakers and other people use access. He also recommended signage. People are using it because there are no signs saying they can't use it.

Mr. Janes asked Mr. Domke where people park their boat trailers after launching?

Mr. Domke said they are left on the side of the road or behind the mail boxes. Typically people don't use the parking lot that is there.

Mr. Logan asked if he knew why they were launching their boats at that location?

Mr. Domke said he doesn't keep track of how long they are gone.

Russell Peterson, Juneau, Alaska

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
April 22nd, 2015

He said he has a mooring buoy to the left of Smugglers Cove and he would like to see that area non-motorized access use so he can carry a row boat and still row out to his boat.

Committee Discussion/Action

Mr. Janes said this was not designed for motorized use and any access should be by carrying a boat and he is in support of the request.

Mr. Logan asked if there was a mechanism to allow Mr. Domke to donate money to put in bollards?

Mr. Uchytel said it would be easier if Docks & Harbors did this rather than accept a gift from the public.

Mr. Summers said he would like this closed to motorized use.

Mr. Logan said he understands that this will need to be discussed with DOT also. He recommended to discuss this with DOT and get a cost estimate, then revisit this issue.

Mr. Simpson asked if the Committee agreed that this area would be for non-motorized vehicles only. The Committee agreed.

MOTION By MR. LOGAN: TO INVESTIGATE THE COST TO CLOSE THE ACCESS OFF AND DISCUSS WITH DOT AND MAKE SURE THEY KNOW THIS HAS BECOME A DEFACTO LAUNCH RAMP AND ASK FOR UNANIMOUS CONSENT.

Motion passed with no objection.

Mr. Simpson said this will come back to this Committee after it is refined before it is finalized.

2. Request for Food Vendor Cart Access to Downtown Wharf.

Mr. Uchytel said this was a request from Mr. Jonah Smith. The first request from Mr. Smith was in 2013 and he wanted to sell food on the docks. Mr. Uchytel said he is not in favor of this, but Mr. Smith wants to have a food cart along the seawalk. Within CBJ, CDD issues permits for food carts along the city streets. If this would be allowed along the seawalk, there would need to be better rules in place. The current food cart ordinance only charges \$50.00 filing fee, and \$150 per month. His concern is the seawalk is still very narrow with yellow fence and a lot of people coming and going. His other concern is that we are selling 4x4 space for \$30,000 and it undercuts other food business along the water.

Committee Questions -

Mr. Donek asked if this would raise any security concerns on the dock?

Mr. Uchytel said no.

Mr. Logan asked if there was a particular location he wanted?

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
May 28th, 2015

I. Call to Order.

Mr. Simpson called the meeting to order at 5:00 p.m. in the CBJ Assembly Chambers.

II. Roll.

The following members were in attendance: John Bush (via phone), Robert Janes, Dave Summers, and Budd Simpson.

Absent: David Logan

Also in attendance were: Carl Uchytel – Port Director, Gary Gillette – Port Engineer, Harold Moeser – Docks & Harbors Engineer, Dave Borg – Harbormaster, Mike Peterson – Board Member, and Dick Somerville – PND Representative.

III. Approval of Agenda.

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

The motion passed with no objection.

IV. Public Participation for non-agenda items –

Ed Grossman, Juneau, AK

He said he is building a house on Spuhn Island. He read the minutes from April 22nd where Mr. Domke petitioned the Committee for DOT to shut off the motorized access at the end of Fritz Cove road. He said he met Mr. Domke in the last couple of years when Mr. Domke was hollering in his face at this access point while Mr. Grossman was taking a load of lumber with some friends to his house on Spuhn Island. All of the material was taken for the building out of the Auke Bay Loading Facility by a commercial landing craft. There was a mistake in the order and some longer boards were needed. The builder asked him to get the boards out to the house over the weekend so the building work could continue on Monday morning. Mr. Grossman said Mr. Domke claimed that he was acting illegally and needed a permit and that he had been a lawyer longer than he had been alive. Mr. Grossman said he informed Mr. Domke that he talked to the City and was informed that this was a DOT access point. He went and talked to DOT, and they had no problem with this sort of use at this site. When Mr. Grossman told Mr. Domke that DOT has no problem with this use, he accused him of somehow bribing DOT. A complaint was filed to Mr. Uchytel by Mr. Domke and that is how he met Mr. Uchytel. At some point a Mr. Smith put up a stainless steel cable to stop access and Mr. Grossman said he called DOT. DOT said they did not put up a cable or authorize putting up a cable and sent an operations & maintenance man to cut that cable that very day. Mr. Smith called Mr. Grossman's builder and accused him of cutting his cable. The builder informed Mr. Smith that DOT cut the cable because it was illegally placed by someone in the neighborhood. Mr. Grossman said he was disappointed to see that based on one person with an axe to grind that people were willing to shut off a public access point that is important to a lot of people. He has four suggestions for the Committee to consider;

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
May 28th, 2015

1. If the Committee decides to shut off the public access, please put in a small gate where a key could be available at the Auke Bay Harbor office for AEL & P, Spuhn Island residents, Verizon, and for others who need to have an excellent access point just as hardened as any of the launch ramps in town. If you put a boulder in the way, it takes an excavator every time to provide that access, and the utilities will need maintenance over time.

2. Please allow enough room at the end of the gate so people with smaller boats can go around the end and not over and under a gate.

3. There is a City parcel adjacent to this launch point that has been used for private parking and material storage for decades. Please demark this area so the public knows this is a first come first serve area to take advantage of the parking down close.

4. The City has a wonderful parking lot at the corner of Fox Farm and Fritz Cove road that doesn't see a lot of use and the reason is because it does not allow overnight parking. There are six islands that offer great camping opportunities for people that can't afford a cabin and don't have a cabin cruiser. You could increase use of this lot by allowing overnight parking for those who use the islands, but no camping in the lot.

V. Approval of April 22nd, 2015 OPS/Planning Meeting minutes.

Hearing no objection the April 22nd, 2015 OPS/Planning Meeting minutes were approved as presented.

VI. Consent Agenda – None

VII. Unfinished Business - None

VIII. New Business

1. Auke Bay Speed Zone Regulation

Mr. Uchytel said at the last Docks & Harbor Board meeting, Mr. Warden spoke on a non-agenda item and expressed a need to extend out the five knot speed restriction seaward of the Statter launch ramp. He said the larger whale watching vessels are throwing a wake that is damaging property in the Auke Bay Area. His request is to extend the white speed buoy out further. The Board directed this to come to the Operations/Planning Committee meeting for review. Is the buoy properly and sufficiently located or is there a need to adjust this?

Committee Questions

Mr. Peterson asked where Mr. Warden's residence is located?

Mr. Uchytel showed the location on the map. The buoy would need to be moved out approximately an additional 1000 feet.

Mr. Peterson asked if the 1000 ft was a typical amount out from a breakwater?

Mr. Uchytel said the Law Department said if Docks & Harbors has the tidelands, we would be able to control the surface speed. He said he has received complaints of other wakes in the area. At Smuggler's Cove,

**APPLICATION FOR
TIGER VII DISCRETIONARY GRANT**

CITY & BOROUGH OF JUNEAU, ALASKA
Docks & Harbors Department

**"Juneau Fisheries Terminal
Dock Completion Project"**



Type: Port & Marine Infrastructure Investments
Location: City & Borough of Juneau, Alaska
1st Congressional District / Alaska
Rural Area

\$2.854 Million Requested

Contact: Carl Uchytel, Port Director
Port of Juneau / 155 S. Seward St.
Juneau, Alaska 99801
(907) 586-0294 / carl.uchytel@juneau.org

Abstract: In 1992 CBJ Docks and Harbors Department (CBJ, D&H) built a 157' cellular sheet pile dock along the south side of a rubble mound jetty at the south end of the Aurora Basin small boat harbor. It is part of a larger Fisheries Terminal Project that CBJ, D&H has been working on in phases for some 25 years. The original dock project also included 2 hydraulic cranes and a paved surface on the fill behind the sheet pile. This facility, now commonly referred to in the fisheries community as the "Crane Dock", has proven to be a very important business development incubator. It spawned shore-based processing and direct market fishing businesses that transformed Juneau's virtually dead seafood industry into a thriving and innovative \$50+ million sector of our economy.

However, the success of the Crane Dock has more than caught up with its current capabilities. The existing staging area and two cranes are "max-ed out" at critical times. This Tiger VII Discretionary Grant application for \$2.854 million will fund a Phase 2 completion of the Crane Dock – more than doubling its current capacity and restoring its ability to foster and support further growth in our seafood industry. The photo on the Cover Page shows the Crane Dock in its current condition. The Crane Dock Completion Project will add a similar length dock face on the opposite side, two additional cranes, and will also finish the Gastineau Channel end of the structure as usable dock face. The same open cell sheet pile technology employed in the original dock will be used in this project. Benefit / Cost Analysis indicates that the annual value of new business generated will exceed the project construction cost, making this a very cost effective investment of federal funds.

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PROJECT INTRODUCTION & BACKGROUND

The City and Borough of Juneau, Docks and Harbors Department (CBJ, D&H) is the applicant for this TIGER VII grant, which will provide funding to complete the loading dock at the Fisheries Terminal near downtown Juneau.

The concept of a fisheries terminal was developed in the mid-1980's. At the time the fishing and seafood industry in Juneau was in dire condition. Although Juneau was home to several hundred fishermen, fundamental industrial infrastructure was extremely deteriorated or non-existent. In 1987 the run down, 60-year old Juneau Cold Storage, the largest seafood processing operation in the city burned to the ground. Just few years later the equally dilapidated and ill-managed Douglas Cold Storage shut its doors and it too was eventually a total fire loss.. Fishermen who choose to live here had little if anything in the way of service facilities. The harbors were run down, there was no haul out facility or marine service yard, and no local buyers for their fish. Despite the fact that substantial fish resources were taken from Juneau area waters every year, conventional wisdom of the day had it that "the fishing industry in Juneau is dead".

Against this grim background some concerned citizens fought back. In 1986 the original Ad Hoc Fisheries Development Committee made 26 detailed recommendations to the CBJ Assembly to revive the industry. Key amongst these was construction of basic fisheries support infrastructure. The core idea was creation of a Juneau Fisheries Terminal – essentially a smaller version of Seattle's famed Fishermen's Terminal. The idea was a facility that combined vessel moorage with service facilities, marine trades, marine related retail and office space, gear storage, and loading / offloading capabilities. The city and then newly formed (1986) Docks and Harbors Board took up the challenge. Between the two main downtown small boat harbors (which housed most of the commercial fishing vessels) was a tract of land owned by the University of Alaska. It housed a new Marine Technology Building with associated small dock, welding training shop, and a then new 35-ton Marine Travelift. However, the site was not fully utilized. In an innovative agreement, the CBJ and the University agreed on a long-term lease for much of the property. The CBJ Docks & Harbors Department took over management of the Travelift, a substantial part of the uplands, and two tidelands parcels that lay between the south jetty of Aurora Harbor and the rubble mound breakwater of Harris Harbor. In exchange the University received a \$500,000 grant from the CBJ for construction of a library at its main campus site overlooking Auke Lake, and modest annual payments for the leased portion of the Marine Tech site. The lease to the CBJ was for 33 years, with an option to renew for an additional 33 years.

CBJ Docks and Harbors quickly moved to make some improvements to its leased area. In 1988 plans were developed for public loading dock. The site chosen was the rubble mound jetty at the south end of Aurora Harbor, which separated that CBJ harbor from the tidelands that the CBJ now leased from the University. Unfortunately, there was not enough funding to complete the project as originally conceived. In fact, the design from PND Engineers called for construction only on the south side of the rubble mound breakwater, creating some 157' of usable dock face. Two new, 4,000 lbs capacity boom cranes were included. The paved staging area surface measured some 45' in width from the dock face to the inside of the timber safety barrier at the top of the rubble mound slope on the north side of the structure. In all, some 9,500 s.f. of paved surface was created, including approach areas. Approximately 7,000 s.f. of this was actually usable for staging purposes. The original Crane Dock – now referred to as Phase 1 - was completed in 1992.

In that same time frame, much of the leased uplands was platted as a small vessel service yard and eventually sublet to Juneau Marine Services, which has invested an estimated \$400,000 in equipment and other improvements.¹ JMS also ran the Travelift and managed a small vessel service float. The new yard was a boon to the local fishing fleet, which now had access to good upland service facilities for the first time. The Travelift, which heretofore had seen only very sporadic use for the University's small research boat, was kept very busy hauling fishing boats and other craft for the JMS yard. (Table 1 shows the 7 Stages of the Overall Fisheries Terminal Project, including the 2 Phases of Crane Dock construction.)

Table 1 – Juneau Fisheries Terminal (Overall CBJ Project Costs)

Project Stages	Cost	Status	Notes	Lead Agency
<u>Stage 1</u> – Secure Lease Arrangement with Univ. of Alaska (tidelands & uplands)	\$500,000 grant to UAS, + modest annual payment	Completed 1989	33 yr. lease expires 2021 /renewable to 2054	D&H Harbors
<u>Stage 2</u> – Initial (Phase 1) Crane Dock construction	\$2,279,820	Completed 1992	157' sheetpile dock and cranes on south side of S. Aurora Harbor jetty	D&H Harbors
<u>Stage 3</u> – Small Vessel Shipyard / Service Facility	\$400,000 (est. invested)	Started 1993 / JMS took over in 1997	Prepare and sub-lease portion of uplands area and existing small Travelift for boat maintenance yard.	D&H Harbors & Juneau Marine Services JV
<u>Stage 4</u> – Acquire the 2 leased tidelands parcels in ownership	"Value for Value" CBJ & UAS Land Exchange	In Process	Swap CBJ parcels near main UAS campus for full ownership of two tidelands parcels	D&H Harbors / CBJ Lands / UAS
<u>Stage 5</u> – Crane Dock Completion Project (Phase 2 of crane dock construction)	\$2,854,000	Complete in late 2017	Complete sheet pile bulkhead on W. & N faces, add two cranes, pave expanded working area	D&H Harbors
<u>Stage 6</u> – Tidelands fill, expand vessel service area, 150 ton Travelift	\$9,600,000 (est.)	Conceptual Stage / 2020 Completion	Fill tidelands acquired in Stage 4. Upgrade and expand vessel service area with better buildings & a 150 ton Travelift (to replace existing, end of service life 35 ton unit)	D&H Harbors
<u>Stage 7</u> - Fisheries Terminal Main Buildings	\$3,600,000 (est.)	Conceptual Stage / 2020 Completion	Replace existing harbor office building with new building inc. harbor offices, commercial office spaces, and marine retail	D&H Harbors / private sector co-developer
TOTAL (All Project Stages)	\$19,250,000 (est.)			

Following Stage 3 the already limited funding for further work on the overall Fisheries Terminal Project completely dried up. For many years since, almost all of Docks and Harbors' available resources have been devoted to rehabilitating the four small boat harbors under its management. Much of that basic moorage infrastructure was in very poor condition.² Nonetheless, it has remained a long-term goal to complete the Fisheries

¹ JMS is owned by Harri Plumbing and Heating, which also owns Harri Commercial Marine, a local marine equipment and supply store. JMS took over the boat yard in 1997, after it had been run by Larsen's Marine for some 4 years.

² These harbors (Douglas Harbor, Harris Harbor, Aurora Basin, and Statter Harbor) were operated by the CBJ, but had been built and were owned by the State of Alaska, which eventually signed them over to the CBJ in 2003 in

Terminal project. The University and the CBJ are currently working on a land exchange that will place the two currently leased tidelands parcel under full CBJ ownership, in exchange for land of equal value close to the UAS main campus. This should make it easier to fund completion of Stage 6, which will greatly expand vessel servicing capabilities in Juneau. Docks and Harbors is also in the planning process for replacing its old, cramped and generally inadequate harbor offices. The goal is to construct a new building (or buildings) to house harbor functions and also provide office and retail spaces for marine related businesses. It is encouraging that the University is also revamping and upgrading its trades training programs at its Technology Center. Training is available in diesel mechanics, hydraulics, electrical and welding, all of which are very important for the fishing and marine service industries. The synergy of the University's programs with the boat service yard and the activity of numerous private support contractors offers important workforce development opportunities.

A Transformative Project and Vital Business Incubator

Even though the Fisheries Terminal Project is still far from complete, it has nonetheless stimulated very important economic development in Juneau. Converting part of the uplands leased from the University to space for a boat service yard, and linking that with availability of the 35-ton Travelift, led directly to creation of Juneau Marine Services, our most important vessel servicing business. JMS typically employs 4- 8 people, but also supports the activities of numerous private service contractors – custom metal and fiberglass fabricators, marine refrigeration and electronics specialists, marine suppliers, etc. Many of these operators are located offsite, but depend on the Fisheries Terminal to interface with the vessels they service. One very important onsite shop, is Maritime Hydraulics, which has its own building on a lot sub-let from Docks and Harbors. Maritime Hydraulics started in Juneau, but now has subsidiary operations in Kodiak, Sitka, Ketchikan, Petersburg and Wrangell, and is widely recognized as perhaps the best marine hydraulics shop in the State. These

However, it is the loading dock - only partially completed in Stage 2 of the overall Fisheries Terminal project - that has had arguably created the most important "Ladders of Opportunity" for the Juneau commercial fishing and seafood industry sectors. The dock was never formally named. Most locals simply refer to it as "the Crane Dock". By the time the dock opened in 1992, there was not a single significant seafood processing operation in Juneau. A small salmon smoker called Taku Smokeries was looking to expand in the face of growing demand. Visionary owner, Sandro Lane, saw important possibilities for seafood in Juneau but was hampered by lack of facilities. He started using the Crane Dock to offload fish for transport to a small, offsite processing facility – it was literally a "garage start-up" at his house. Within a few years Sandro's operation had grown to the point that he was able to purchase and convert a much larger, former warehouse facility. Taku Smokeries / Taku Fisheries is now a substantial mid-sized Alaska seafood processor with \$20+ million in annual sales to markets across the US, in Europe, China and Japan for salmon, crab, halibut, sablefish, prawns, and salmon caviar. It owns two substantial regional subsidiaries, and employs a total of just over 100 people in peak season. Its signature green processing

very deteriorated condition. When the CBJ took them over, a condition survey indicated \$24 million in deferred maintenance, but the State provided only \$7 million to accomplish this huge task. To date, Harris Harbor has been completely rebuilt, Statter Harbor has undergone substantial upgrading and has a large-scale uplands improvement underway; Douglas Harbor has been doubled in size and the old portions awaits a full rebuild of its floats; and Aurora Basin has seen half of its float system and ramps replaced (ribbon cutting on that project is June 5, 2015.)

facility and ice house, with attached retail outlet, and the Twisted Fish restaurant are a fixture of Juneau's downtown waterfront.

A few years later, the father / son team of Mike and Jim Erickson began using the Crane Dock. They had been fishing shrimp out of a skiff with a tiny trawl, and saw a business opportunity in seafood. They started a very small processing operation off the water in an industrial area of town called Lemon Creek. They began buying from local fishermen and offloading the boats at the Crane Dock. They quickly outgrew their first small processing facility, and moved to larger rented space. They now have a substantial facility of their own at Auke Bay north of Juneau. Alaska Glacier Seafoods has its own dock, buys fish from dozens of fishermen, and services domestic and foreign markets with top quality fresh and frozen seafood products, including such standard Alaska items as halibut and H&G frozen salmon, but also specialty items like sea cucumbers. They are a near zero waste facility, with almost all of the normal processing waste now block frozen and sold to pet food manufacturers.

Alaska Glacier Seafoods and Taku Smokeries / Taku Fisheries have a number of things in common. They are roughly the same size. They are diversified – having very similar product mixes. They are innovative and very quality oriented. They operate in national and international markets. Unlike most "Alaska" processors that are owned by very large out-of-state or foreign corporations, they were both local, Juneau start-ups. And – very significantly – *neither could have gotten started, or grown as they have without the public-owned infrastructure of the Crane Dock.*

But, the story doesn't end with Taku and Alaska Glacier. The Crane Dock has been absolutely essential to numerous other start-up businesses. Literally dozens of smaller seafood operations depend on the dock to move their seafood products from boat to shore. These include smaller shorebased processors like Horst Seafoods and Taku River Reds, and the many direct market operations that process and sell just their own catch, like Primo Prawns, which processes and freezes its high value spot prawn catch onboard, and offloads at the Crane Dock.

It is not too much to say that the Crane Dock has been *the* critical public infrastructure investment – a true "business incubator" - in transforming Juneau's seafood industry from effectively dead to the vibrant and growing \$50+-million business sector it is today. Taku and Alaska Glacier still make use of it today, despite now having grown to have their own dock facilities. The smaller processors and direct marketers are very reliant on it. Moreover, lots of the marine service providers in Juneau also depend on it for heavy equipment lifts (engines, winches, etc.) and other service functions. All manner of fishermen use it for loading and offloading nets, crab and shrimp pots, longline gear, bait, provisions and general fishing supplies. Indeed, the facility is so busy and congested at critical times that it can no longer reliably serve all those who need it. It is way past time that it is completed to its original design concept.

CRANE DOCK COMPLETION PROJECT DESCRIPTION

The Juneau Fisheries Terminal Crane Dock (Phase 2) Completion Project is a straight forward marine dock infrastructure project primarily oriented toward servicing the commercial fishing and seafood industry. It will complete and greatly expand the Phase 1 Crane Dock originally constructed in 1992. Table 2 shows the main characteristics of the original structure, the proposed addition, and the completed (combined) structure. Selected

sheets from the original June, 1988 engineering drawings are included as Appendix A. The same construction techniques and general specifications will be used in this project.

Table 2 - Juneau Fisheries Terminal Dock Main Elements

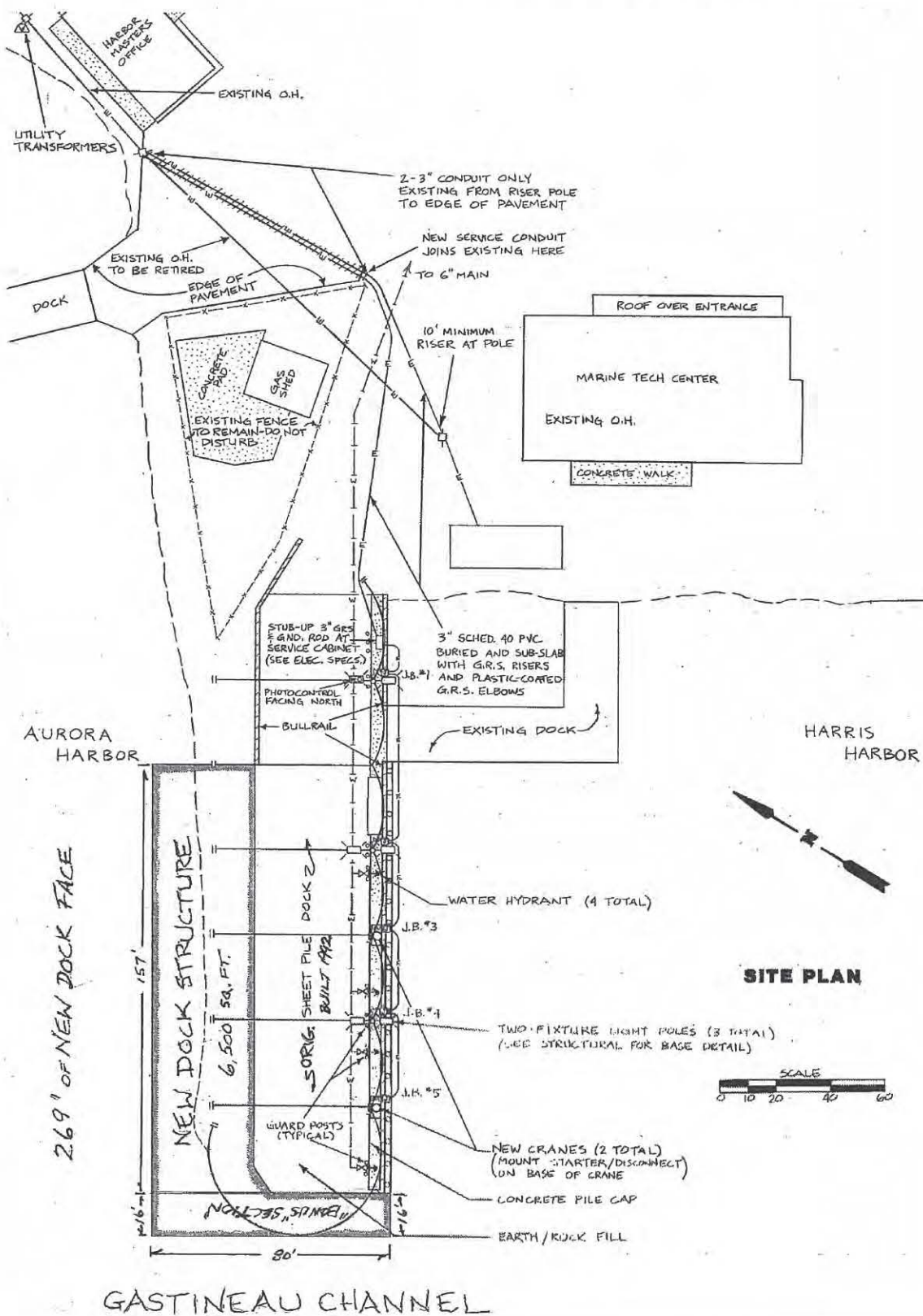
Element	Phase 1 (completed 1990)	Phase 2 (proposed – completion 2017)	Completed Facility
Lineal feet of usable dock face	157	269	426
Sq. Ft. of Usable Paved Surface Area	7,000	6,500	13,500
Cranes	2	2	4

The original construction was done on the south side of an existing rubble mound jetty, using sheet pile cells with fill behind, concrete pile caps with timber bull rails, timber fender piles, asphalt surfacing on the fill, and two, 4,000 lbs. capacity electrically powered hydraulic cranes. The original concept had been to carry the structure around to the north side of the jetty as well, but funding was not available. The original structure, known among fishermen simply as “the Crane Dock” has served the industry well for 25 years. The structure is still in very good condition, with many decades of service life left. However, it has long been very crowded during many critical times of the year, and completing the dock to its original conceptual design has been a priority for Docks & Harbors, and the commercial fishing / seafood industry for many years. The proposed completion project will employ the same, well-proven cellular sheet pile construction methodology, and will

- add 157’ lineal of new sheet pile bulkhead;
- create a total of 269’ lineal feet of new usable dock face, increasing total usable dock face by 170% from 157’ to some 426’;
- create an additional 6,700 s.f. of paved working / staging area, increasing the existing working area by more than 95% to 13,700 s.f.; and
- double the number of working cranes from 2 to 4.

How do you get 269 feet of new dock face with only 157 lineal feet of new sheet pile construction? The 157 lineal footage figure used for cost estimation includes the tie-back and end structure of the sheet pile cells. The new structure will connect to the old at several points. The new sheet pile structure will wrap the end of the dock in a similar fashion to the original construction. This end structure extends about 16’ beyond what is normally usable as dock face. This area can be made useable after the two end structures are joined by adding bearing support piles at the corners and finishing the area with deck, pile caps and bull rails. This effectively adds 112’ of “bonus” dock face on the end of the dock as follows: 16’ of new usable face on the existing 157’ of the south dock face; 80’ along the Gastineau Channel end of the dock; and an extra 16’ on the new north dock face. Add that 112’ to the normal 157’ gained through constructing the five sheet pile cells on the north face, and the total new usable dock face created under this project comes to 269’. This is a very efficient way of using existing structure to maximize the benefit of new construction. Some of the cost of finishing the “bonus” section of dock will be recouped in using the existing anchor pile and sheet pile tie-backs in completing the sheet pile cells on the north face. These existing anchor structures extend some 57’ from the existing Phase 1 dock face on the south, so the tie-back structure from north dock face will only need to come back 23’ in order to accomplish widening of the entire structure to 80’. The area immediately seaward of the new dock face will be dredged to -15XX MLLW, and the dredge spoils will be used as part of the fill for the sheet pile cell structure.

Figure 2 – Crane Dock Completion Project
(Phase 1 shown in detail, Phase 2 area highlighted)



Detail of Fender Piles & Bull Rail



End of Sheet Pile Cell – New Construction Will Connect To This



Existing Crane - 2 More Like This Will Be Added



North Side Of Rubble Mound Breakwater – New Dock Face Will Be Built Here



PROJECT ELIGIBILITY / RURAL PROJECT

Per the NOFA of April 2, 2015 [Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments Under the Consolidated and Further Continuing Appropriations Act, December 16, 2014] projects that are eligible for TIGER Discretionary Grants include (4) port infrastructure investments (including inland port infrastructure); and (5) intermodal projects." The Juneau Fisheries Terminal, Crane Dock Completion Project qualifies as a basic port infrastructure investment with intermodal attributes. The project is located in the City and Borough of Juneau, Alaska, which had significantly fewer than 50,000 residents as of the 2010 census (total pop.31,275). According, this project qualifies as a "Rural Project".

ELIGIBLE APPLICANT

The Juneau Docks and Harbors is a departmental agency of the City and Borough of Juneau, Alaska. Juneau is the capital city of Alaska. With a population of 33,064 (est. as of 2013) Juneau is the third largest city in the state. The Docks and Harbors Department is governed by a Board of Directors whose members are appointed by the CBJ Assembly. The Board is charged with managing Juneau's port and small boat harbors on a self-sustaining basis without general fund appropriations. It manages two "enterprise funds". The Port Fund deals entirely with Juneau's large vessel docks and related uplands facilities, which constitute one of the most important cruise ship facilities in north America. The Harbors Fund deals with the CBJ's four small boat harbors (with more than 1,000 vessel slips), launch ramps, tidelands assets, and various other commercial facilities including the Fisheries Terminal and the Crane Dock which is the subject of this grant application.

FUNCTIONS OF THE JUNEAU FISHERIES TERMINAL DOCK

The Crane Dock is one of the centerpiece elements of the CBJ Docks & Harbors Department overall Fisheries Terminal Development Project. As mentioned above the dock was originally conceived to service primarily the fishing and seafood industry sectors, and it has done that well despite over-crowding.

Fishing / Seafood Industry Activities Supported

Commercial fishing activities:

- Loading and unloading of crab and shrimp pots during summer & fall Dungeness crab, winter Tanner and king crab, and fall spot prawn seasons.
- Loading and offloading salmon fishing gear throughout the summer gillnet season, and the summer and winter troll fisheries.
- Loading and unloading gear and supplies throughout the March through November halibut and blackcod IFQ longline season.
- Supporting multiple fishery seasonal gear and equipment changes like putting on deck shelters and wave walls, loading deck freezers, switching out gillnet drums, longline haulers and deck winches, etc., etc.
- Enabling major in-water maintenance and upgrade projects like engine and other major equipment replacements.

Seafood processor activities:

- Offloading salmon, crab and halibut and other catches direct from fishing vessels for movement by truck to processing plants.
- Offloading salmon catches from company and chartered tenders for delivery to the processing plants.
- Servicing tender vessels with ice and supplies.
- Providing ice direct to fishing vessels.

Direct marketer activities:

- See list (above) of activities conducted by non-direct market fishermen.
- Offloading salmon, crab, halibut, spot prawns and other direct marketed species from vessels for movement by truck to cold storage, to the airport for fly-out export, or for delivery to lby truck to local restaurants, stores and individual consumers.

The Crane Dock is a vital fish and seafood unloading point. Both of the major seafood processors in Juneau use it supplement the docks at their plants, and dozens of smaller processors and direct market operators depend on it to get their product ashore. The latter group includes both small shore-based direct marketers and catcher processors would process and freeze their own catches at sea.

Transportation Challenges Addressed / Intermodal Implications

The Crane Dock Completion Project addresses the very basic challenge of getting fishery resources off catcher and tender vessels and into commerce. Phase 1 of the project has been accomplishing this goal for nearly a quarter century, but success has caught up with the facility's capabilities. Overcrowding at key periods like weekly salmon fishery closures or beginnings of seasons for crab, shrimp and other species is now creating real operational problems and inhibiting further growth possibilities. Raw fish offloaded at the dock goes via truck to seafood plants like Alaska Glacier Seafoods (12 miles by highway to the north in Auke Bay) or to smaller uplands processing operations scattered around Juneau. Already processed direct market product is offloaded and delivered locally by truck directly to individual consumers, small retail stores, supermarkets, and restaurants. Some is delivered to Alaska Airlines for export shipment to Anchorage and the Lower 48.

Project Cost Estimate / Uses of Funds

The following table outlines the allocation of funds by major expenditure category. This construction cost estimate is based on similar, recent public project experience in Southeast Alaska. The primary cost driver is the expense of sheet pile bulkhead. The \$7,000 per lineal foot estimation figure is applied against the finished usable dock face not the actual footage of sheet pile used. It includes the "tie back" and end portions of the sheet pile cells. Each sheet pile cell measures 31.35', so the 5 cells that will be completed on the north side of the Crane Dock comprise 156.75 lineal feet, Or 157' for estimation purposes.

Table 3 – Fisheries Terminal Crane Dock Completion Project	
ITEM	ESTIMATE
Construction survey	\$30,000
Mobilization / Demobilization @ 10% of Construction	197,000
Sheet Pile Bulkhead (5 cells / 157' @ \$7,000 / ft.)	\$1,099,00
Shot Rock Classified Fill (10,000 cu. yds. @ \$15.00 / yd)	60,000
Dredge dock face to -15' MLLW (5,000 cu. yds. dredge spoils used as fill @ \$30.00 / yd.)	90,000
Concrete Pile Cap & Bull Rail system	150,000
Fender Piles 32 @ \$12,000 ea.	360,000
Crushed Aggregate Leveling Course	8,000
Paved surfacing (6,750 s.f.)	40,000
2 ea. 4,000 lbs Capacity Hydraulic Cranes w/ Base	180,000
Electrical	100,000
Sub-total Construction Costs	\$2,164,000
Topographic & Bathymetric survey	25,000
Environmental Permitting	25,000
Geotechnical & Stability Analysis	100,000
Design, Engineering & Construction Mgmt. @ 10%	216,000
Construction Inspection @5% of Construction??	108,000
Contingency @ 10% of Construction	216,000
TOTAL	\$2,854,000

Local Match / Public & Private Investment

The Crane Dock Completion Project qualifies as a rural project, so does not have a matching fund requirement, and is eligible for 100% TIGER grant funding. Nonetheless, we are very aware of the competitive nature of the TIGER program and the importance of local match if available. Unfortunately, CBJ Docks and Harbors does not have cash match available. This is explained in greater detail under "Why TIGER Grant Funding Is Vital" below.

However, we can demonstrate very substantial prior investment that contributes directly toward the success of this project. We also have "partner match" in the form of in-kind equipment contributions that will add substantially to the long-term success of the project. How these contributions are valued, we leave to US DOT's interpretation and discretion.

Prior CBJ Docks and Harbors Investments - Phase 1 of the Crane Dock was designed in 1988 and put into service in 1992 at a cost of \$2,279,820. Based on engineering estimates for this Phase 2 project, the original Crane Dock would have current replacement value of ≥ \$2.5 million. Several elements of that original project will contribute to lowering costs for this Crane Dock Completion Project:

- a. The end cell of the original dock (facing onto Gastineau Channel) could not be used to create usable dock face. However, by connecting it with the proposed new sheet pile structure and adding corner support piles and a wide pile cap / deck structure a total of 112' lineal feet of new dock structure can be created (16' feet along the original Phase 1 south face; 80' on the Gastineau Channel end; and 16' on the north

face). This is essentially "bonus" dock space that can be gained by completing the north face.

- b. In addition, the anchor piles and internal sheet pile "tie-back" structures of the original Phase 1 construction can be used to complete fully closed sheet pile cells for the new structure with substantially less steel as the tie-backs extend quite far towards the north face.

These factors represent real costs saving contributions for the proposed new Crane Dock Completion Project arising from prior investment, even though they cannot technically be counted as match. We estimate that the cost savings on tie-back structure will offset the cost of corner support piles (2), pile cap, bull rails and other finish items on the "bonus" dock face on the Gastineau Channel end of the dock. A reasonable way to estimate the value of these contributions - that are available to this project solely because Phase 1 of the Crane Dock is already in place - is to measure the value of the "bonus" dock face as a percent of the total new dock face to be created by this project. A total of 269' of new dock face will be created, of which 112' is "bonus" space, or 41.6%. Multiplying that against the total estimated project cost (\$2.854 million) gives a figure of \$1.19 million. That is the value of dock structure that could otherwise *not* be built but for the existence of the original Phase 1 Crane Dock.

In addition, based on the value of adjacent tidelands and uplands, Docks and Harbors estimates the value of the site dedicated to the Crane Dock Completion Project to be \$125,000, or about 4.7% of the proposed project cost.

Private Partner Match - The proposed new construction will allow Alaska Glacier Seafoods to place an 11-ton per day ice plant at the Crane Dock in much more advantageous position. AGS already is a major user of the facility. The ice plant, which has a replacement value of \$100,000 is a major contribution to the usability and success of the project. It is not a brand new plant, so perhaps cannot be stated as match. It nonetheless represents a substantial private partner contribution to the overall effort representing approximately 3.74% of the Crane Dock Completion Project cost.

Combined Value of Private Partner and Prior CBJ Investments - Total public and private investments with *direct* implications for the Crane Dock Completion Project are thus approximately \$1,415,000 or very nearly half (49.5%) of the projected cost. While we recognize that this amount is not eligible to be counted as project match under TIGER grant rules, we do think that these values are worthy of note in terms of prior investment by Juneau in this important project.

Why TIGER Grant Funding Is Vital

Juneau not eligible for many funding sources like Economic Development Administration grants, which have funded similar harbor infrastructure projects in most other Southeast Alaska communities. The reason for this is that the overall unemployment rate in Juneau is below the EDA eligibility threshold. However, the targeted sector of our economy - commercial fishing and seafood - is *not* different economically from similarly situated business in other communities. Unfortunately, the strength of other sectors of Juneau's economy - most notably federal and state government employment - does not readily translate into support for weaker sectors in our community. This long-term imbalance has existed for decades, and is reflected in the poorer state of fisheries infrastructure here.

Likewise, the State of Alaska is no longer making grants for harbor infrastructure. In fact, the State devolved its harbor assets onto communities in the early 2000's, often with very large backlogs on deferred maintenance. In Juneau's case the deferred maintenance totaled more than \$24 million, while maintenance funding received at transfer was only \$7 million. Juneau is still working to address this serious problem. Under pressure, the State eventually created a 1:1 matching program for harbors, but this only covers grants to rehabilitate harbors that were once State of Alaska assets. That source is not available for projects like the Crane Dock. While Docks and Harbors has a reserve account, all of that funding – and much more – is needed to match possible 1:1 State grants for remaining deferred maintenance in the basic harbor system.

Docks and Harbors receives approximately \$450,000 per year in Fisheries Business Tax, but this entire amount is dedicated to repayment of revenue bonds which have partially funded other commercial fishing oriented infrastructure. State bonding through the Alaska Industrial Development and Export Authority (AIDEA) is not an option because direct cash return from facility user fees will not be sufficient to support a bond.

The Docks and Harbors Department other principal source of funds is cruise ship berthing charges and a \$3 per visitor levy for Port Development. But, these funds are already dedicated to bond repayment for cruise vessel dock improvements, and , in any case, by federal maritime law, they can only be expended on projects of direct benefit to those vessels and / or their passengers.

Consequently, the Crane Dock Completion Project cannot proceed absent the requested TIGER grant funding.

ADDRESSING TIGER VII GRANT SELECTION CRITERIA

The requested TIGER VII funds will support one phase of the larger multi-phase, multi-year Juneau Fisheries Terminal project, in addressing each of the primary and secondary grant selection criteria set forth in the NOFA, we have, for clarity, broken out comments to cover both the overall project and the phase for which grant funds is requested.

Primary Selection Criteria

Economic Competitiveness – The Crane Dock, even in its partially completed form, has been a critically important piece of public infrastructure that has provided numerous Juneau businesses with the ability to compete with much larger, often foreign-owned seafood companies that dominate the Alaska seafood processing scene. Unfortunately, the success of the dock has resulted in overcrowding that threatens its ability to continue in its role as an important business incubator and support. By more than doubling the dock's capacity and building it out to the full original design concept, Crane Dock Completion Project will ensure that the dock will continue to support existing and new entrant Juneau seafood businesses.

Safety – The Crane Dock Completion Project directly addresses personal and vessel safety concerns of users. In its current, partially completed condition the dock is frequently very congested both on the water side and on the dock surface area. The existing dock face is 150' long, but the inner portion is shallow at low tides, which creates hazards for maneuvering and already moored vessels. Also, the turning basin in front of the existing south face is not large and is subject to strong and swirling currents. This frequently makes getting to the dock face difficult for larger vessels like tenders and limit seiners, particularly

if there is already a vessel tied up along the dock. The Crane Dock Completion Project will add 260' of new dock face. 220' will be added along the north face, while 40' will be added on the west end of the dock. The latter addition will actually make 80 additional feet available, because the existing 40' on west end of the structure is not currently set up for a vessel to tie up against. There is also a larger maneuvering room on the north side. In all the current crowding will be much alleviated with consequent improvement in vessel and personal safety.

The same is true for the surface of the dock. The current surface area is about 6,000 s.f. and the working area is fairly narrow. When there is a lot of material staged on the dock, or coming off boats, maneuvering vehicles to and from the cranes can be difficult. The use of the dock has grown greatly

State Of Good Repair – Since the Crane Dock Completion is all new construction, state of good repair is not a key element of the project. The original, south face of the dock, which was completed in 1992 is still in good structural condition, with decades of useful life left. Fender piles, bulwarks have been repaired or replaced as needed; \$20,000 was spent to extend and upgrade electrical service in 2007; and the cranes were rebuilt at a cost of \$65,000 in 2008. That said, in the course of this project it is anticipated that minor maintenance items regarding the existing part of the facility may be addressed while construction crews are mobilized and to integrate the structures. The most likely are repairs to the existing paved surface, striping, etc.

Quality of Life – The Crane Dock is definitely a basic infrastructure project aimed at industrial users. However, it does, and will continue to have secondary “quality of life” impacts for the community. Foremost among these is access to high quality seafood. With a population of 32,000 people Juneau represents by far the largest market in the Southeast Alaska region. Although many Juneau residents enjoy catching their own crab, salmon, halibut and other seafood, the fact is that great majority rely on the fishing industry to access local seafood. The 70 direct market fishing operations in Juneau are a very important link in that supply chain. Most have loyal local customer bases. Many also provide product to local seafood counters and to local restaurants.³ For these direct marketers the Crane Dock is critical for getting their product off their boats and delivered to consumers. Access to top quality, locally caught seafood is something that Juneau consumer value very highly.

The Crane Dock also serves non-fishing industry vessels. This is definitely a secondary role, but is nonetheless important for other operators requiring occasional heavy lift or loading capabilities including owners of larger recreational craft, tour boat operators, and regional freight operators. These vessels provide “quality of Life” amenity for Juneau residents, visiting tourists, and those living in small, remote communities in the region.

Environmental Sustainability – The Crane Dock Completion Project does not directly address environmental sustainability issues in any direct sense. However, it is designed to primarily serve the fishing industry, and Alaska is a recognized world leader in sustainable fisheries management. In fact, the principle of sustained yield management is actually enshrined in the State constitution – the only such natural resource management provision in any state constitution. As for the dock itself, it will be constructed on an existing rubble mound breakwater which was itself placed on previously developed tidelands. No virgin tidelands will be disturbed.

³ Local seafood is prominently featured at locally owned stores like Super Bear Supermarket, Foodland IGA, and Jerry's Meats & Seafood. Costco also features locally caught seafood like halibut, salmon and Pacific cod. National supermarket chains like Safeway, Walmart and Fred Meyer do not source locally.

Secondary Selection Criteria

Innovation – When the Crane Dock was first constructed it sparked a minor revolution in the direct marketing of seafood in Alaska. The traditional, nearly century-old development model of the Alaska seafood industry was for independent fishermen to deliver to shorebased processors. This was a “strait jacket” for many fishermen. Under Alaska limited entry licensing fishing permits can only be owned by individual, natural persons; no individual may own more than a single permit in a given fishery; and the permit owner must be onboard the when the permit is being fished. This effectively ruled processor ownership of fishing licenses and processor owned fishing fleets. However, advances in technology were making it possible for more and more processing to take place on board vessels. Fishermen wanted to process and market their own catches, but various State regulations on taxation and seafood sanitation were not supportive. Also, the processors owned all the docks and most simply would not buy fish from any fisherman seeking to be at all independent. It was a “company store” situation. Juneau was one of the first municipalities to build public infrastructure – the Crane Dock - to help independent fishermen. There were no large established processors here to object. The result was a surge in interest by fishermen who wanted to achieve higher prices. They gradually forced changes to State regulations a number of new licensing provisions. Some of these direct marketers have evolved into much larger companies – Mike and Jim Erickson of Alaska Glacier Seafoods being the prime example. Many are continuing with new product development and innovative marketing – evolving web-based marketing, community supported fisheries (CSF’s), sales via farmers markets around the country, and various local marketing initiatives to health food stores, restaurants and individual consumers. The Crane Dock was absolutely instrumental in these still ongoing developments, and its effects have been felt in other communities. Fishermen from other towns like Petersburg and Haines come here to access the Juneau market, and to utilize our airport facilities to fly product to Anchorage and the Lower ‘48. Other communities are now investing in facilities to assist direct marketers and independent small processors. We fully expect to innovative surge sparked by the Crane Dock to continue and expand in the future.

When Phase 1 of the crane Dock was built in 1991-92 cellular sheet pile was a still a fairly new technology. It is often used today, so its application to the Crane Dock Completion Project (Phase 2) cannot in itself be considered innovative. However, several aspects of this project can be viewed as innovative. Using parts of the Phase 1 tie-back system will result in substantially less new structural sheet pile, allowing limitedresources to be devoted to other aspects of the project. Most important of these is the finishing of the end of the dock – heretofore unusable as dock face. We have called this “bonus” dock face elsewhere in this report, and it provides a substantial increase – some 71% - over what would normally be available with the same amount of basic sheet pile construction.

Partnership – The City and Borough of Juneau, Docks and Harbors Department is the project proponent. It has several partnership arrangements in its overall Juneau Fisheries Terminal Project. First among these is its long-term lease agreement with the University of Alaska, which has placed significant lands, tidelands and equipment assets of the University under Docks and Harbors Management. Pursuant to this Agreement, D&H developed Phase 1 of the Crane Dock in 1992 and under took the development of the vessel service yard, which included use if the 35-ton Travelift. These assets have been sublet to Juneau Marine Services since 1997 in what has been a very successful public / private partnership effort to expand the marine services sector in Juneau. A similar arrangement is in place the Maritime Hydraulics. As for the Crane Dock Completion Project itself, they design will make it possible for Alaska Glacier Seafoods to optimally site its auxiliary ice plant to service the fishing fleet.

Benefit - Cost Analysis

The project will have important economic development effects. Analysis done by SeaFisk Consulting (Appendix 1) indicates that new seafood industry first wholesale values - developed after and directly supported by the Crane Dock Phase 2 project – can reasonably be expected to exceed project costs on an annual basis. A ten-year projection indicates overall economic benefits of close to \$20 million, against a project cost of \$2.854 million.

Projected Seafood Industry Direct Economic Output Growth			
Attributable to Crane dock Completion (New Shore Processing only after Yr-5)			
Sector	First Wholesale (annual)	FBT & Sales Tax (annual)	10-Year Total
Direct Marketing	\$350,000	\$18,500	\$3,685,000
Existing Shore Processors	\$600,000	\$4,500	\$6,045,000
New Shore Processing	\$2,000,000	\$15,000	\$10,075,000
Total	\$2,950,000	\$38,000	\$19,805,00

Direct Receipts by D&H & CBJ - Dock user fees are negligible, but local sales taxes and the shared portion of the State Fisheries Business tax are substantial. A 5% sales tax accrues directly to the CBJ and would only be collected against direct market sales. It could total as much as \$17,500 per year. The FBT go to Docks and Harbors, and could increase FBT receipts by a bit more than \$20,000 annually. Over 10 years city entities could expect to receive about \$380,000 in direct tax benefits from seafoods sales increases generated by the the Phase 2 Crane Dock Completion Project.

Job Creation During Construction - Federal government estimates of the impact of transit investment are based on a multiplier which predicts that \$1 billion in Federal highway and transit investment supports 13,000 job years of employment. Therefore \$2.854 million X 13 jobs per \$1 million expenditure indicates that some 37 job years of employment will be generated directly by the Crane Dock Completion. And we think this actually under-estimates job creation during the construction of the project. or one job for every \$41,000 in federal TIGER V investment. \$1,517,000 in wages and salaries 1.35 spin-off in broader economy \$531,000

PROJECT READINESS / PLANNING APPROVALS

Since the Crane Dock Completion Project will adhere to the same design as the original, Phase 1 construction we expect the final design process to be straightforward and brief. The construction will require review by the CBJ Community Development Department permitting section and by the Planning and Zoning Commission. We regard these as pro forma reviews, as the project meets all local zoning and development criteria. The final local matter will be appropriation of grant receipts by the CBJ Assembly. This likewise is expected to be a pro forma step, as the project entirely comports with long-term, local economic development priorities and with the recently adopted Juneau Economic Plan. D&H fully expects enthusiastic endorsement from all local government bodies with project review responsibilities.

Non-local agencies with permitting responsibilities include the US Army Corps of Engineers (USACE), State Coastal Zone Management (CZM), and the US Environmental Protection Agency (EDA). An Army Corps permit will be required for dredging and for construction in tidelands. We expect little if any difficulty. The general site has already been permitted for the same use, and D&H just recently received a dredging permit for the just completed Aurora Harbor rebuild. That dredge area immediately abuts the Crane Dock site. EPA will also need to weigh in on the dredging because of possible dredge spoil contamination issues. But, again, they just recently approved the Aurora dredging, so no problems are anticipated. State CZM issues will center around habitat concerns. But, the immediate area has already been highly developed, and there are no habitat issues like eel grass beds or salmon spawning streams in the project area. While these permitting steps can be tedious, Docks and Harbors has a long and effective history of permitting significant in-water and tidelands projects. Our experience tells us that this project will easily clear permitting requirements.

PROJECT SCHEDULE

The following is the expected schedule, with time intervals measured from the date of TIGER V grant award. This schedule will easily accommodate the September 30, 2017 US DOT fund obligation deadline. Assuming announcement of grant awards by July 31, 2015, all permit requirements should be completed the end of February, 2016. Construction should be completed by fall, 2016.

Task	Description / Status	Time to Complete
Design	Final Design & Engineering (CBJ CDD review Required)	90 days from award
Local Permitting	CBJ Planning and Zoning Commission Review	60 days from final design
USACE & EDA	Permits for face dredging and in-water / tidelands construction	150 days from award
State	CZM Consistency	150 days from award
Bid & Award	Bid prep, 45 day response period, award	60 Days from final permits (210 days from award)
Construction	Final site prep, building erection, parking and landscape completion	180 Days
Close Out	Contract completion & final review	30 Days
TOTAL	1 year & 2 months from Award to Completion	14 Months

SUMMARY

If funded under this TIGER VII Discretionary Grant request the Crane Dock Completion Project can be completed well within program time limits. It will significantly improve the functioning of the original dock, and will assure the continuance of its innovative and vitally important contribution to the fishing and seafood industry in Juneau and of the northern Southeast Alaska region in general. This is a cost effective economic development project that can only proceed if TIGER funding is secured.