

CBJ DOCKS AND HARBORS BOARD
SPECIAL MEETING MINUTES
For Wednesday, April 15, 2020

I. Call to Order

Mr. Etheridge called the meeting to order at 3:08 pm at the Port Directors Office.

II. Roll

The following members were present via video and/or conference call: James Becker, Chris Dimond, Steven Guignon, James Houck, Mark Ridgway, Annette Smith, Bob Westmann, Budd Simpson and Don Etheridge.

Absent: none

Also present were the following: Carl Uchtyl – Port Director, Erich Schaal – Port Engineer, Matthew Creswell – Harbormaster, Teena Larson – Administrative Officer, Jennifer Sims, Administrative Assistant III, and Mary Wolf, Administrative Assistant 1

III. Approval of Agenda

MOTION By MR. ETHERIDGE: TO APPROVE THE AGENDA AS PRESENTED.

Motion passed with no objection.

Approval of April 3rd, 2020 Finance Subcommittee Minutes.

Mr. Westmann asked that the minutes be changed to say the Finance Subcommittee recommended and not decided, which is on the last page of the minutes.

Minutes approved with changes.

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

Mr. Kirby Day, Juneau, AK with Tourism Best Management Practices, Princess Cruise Line and Holland America Line said there were significant changes yesterday by Princess Cruise Line and Holland America Line. They announced they are pulling twelve of their sixteen cruise ships from the Alaska market this coming season. Additionally they are not going to open any of their lodges in the interior nor run any of their motor coaches or rail service for interior tours. This decision also eliminated all their cruise ship itineraries on their cross gulf trips. Holland American is keeping two ships in the market and offering seven day cruises sailing only in Southeast Alaska and departing and returning to Seattle and Vancouver. The two Holland America ships are the Eurodam – Seattle and the Koningsdam - Vancouver. Princess Cruise Lines will operate the Ruby Princess and the Emerald Princess on seven day trips to Southeast Alaska sailing roundtrip from and to Seattle. Startup dates are late summer when the no sail order is lifted. Once the Center for Disease Control gets posted, 100 days would start today or tomorrow which would bring us to July 23 or July 24. The probability is that Cruise Lines International Association (CLIA) will suspend service until June 30. Norwegian Cruise Lines

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(NCL) cancelled the Norwegian Sun, and they have suspended service all of service only until May 10, which obviously will change to June 30. This means a loss until June 30 of over 700,000 beds of the 1.4 million anticipated. Once NCL adjusts their schedule, we will lose another 80,000 beds. The numbers would be if everyone started back to service July 1-5. We will lose almost 800,000 beds. That is his update.

Mr. Etheridge asked Mr. Day how the new Canada mandate to not allow any ships greater than twelve passengers.

Mr. Day said originally Canada has a no sail order until July 1 for all ships over 500 capacity. It may have effected some of the smaller ships like Lindblad there is no realistic way anyone will sail before then. Some of the American flagged ships could possible call before then.

VI. Unfinished Business

1. Board Decision on Refunding Waterfront Vendor Booth Permit Fee (05 CBJAC 10.040)

Mr. Wostmann said the Finance Subcommittee met on April 3 to address three issues: non-refundable fees for Docks & Harbors permittees, moorage relief for small boat harbors and support for Capital Improvement Projects (CIP). The committee had a long discussion specifically on the refunds of vendor booth permit fees. The committee also talked about moorage forgiveness in the small boat harbors and future CIP projects. They came up with recommendations for the Board for each of the above issues. The Committee asked Mr. Uchtyl and his staff to condense their recommendations to a written set of recommendations. The Subcommittee only addressed urgent matters.

Mr. Uchtyl said there are basically five items that came from the two and a half hours the Finance Subcommittee met. The Finance Subcommittee asked that their recommendation be put into motions for the Board. Mr. Uchtyl said what is on the agenda is staff drafted motions. If the Board wants to make changes, they have the right to do so. Specifically refunds for the vendor booth permits which nine companies paid \$30,000 for the right to sell their tours at three locations on the waterfront for this year. The intent for the Board is you can act in several different ways. The will of the Finance Subcommittee on April 3, was to return half of the collected money now and take a wait and see until we know what the remainder of the season will look like to return the other half or not. That is what is before the Board today. Mr. Wostmann and the Subcommittee felt that time was of the essence and that is why we are holding the Special Board meeting today. The Board today could act on the motion that was drafted, they could amend it or save the information and postpone a decision until an upcoming meeting. The Board could also determine whether or not to return the other half of the collected fees at that time knowing what the remainder of the season will look like.

Mr. Wostmann felt that time was of the essence. The Board could act on the motion, amend the motion or ask for more information.

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Board Questions

Ms. Smith said she is wondering why the Finance Subcommittee selected only the vendor booths to refund at this time. Are they the only ones who have paid upfront?

Mr. Etheredge said yes, they are the only ones who have paid up front.

Mr. Wostmann asked if Docks & Harbors has more knowledge regarding the cruise season. Does Mr. Uchytel have any more recommendations for a time frame in offering the second half of the refund?

Mr. Uchytel said not really. There is more and more information trickling in so at some point he suspects the Board will have to say if there a season or not. Do we return it all or keep a portion for next year. With Holland America and Princess Cruises only running four ships now, what does that look like? It is still vague.

Public Comment

Mr. Day said he is representing TBMP Members. All of the vendors are members of TBMP and members of the community. These businesses that are hurting. Right or wrong their business may take deposits to get them through the winter and now they have to give back these deposits. Mr. Day fully supports refunding their money. The season will not be much, from sixteen ships to four. Holland American Line and Princess Cruise Lines has the largest presence in Alaska. Even if the season starts the end of July Juneau may only see twenty five to forty percent of the passengers we would normally to see. The Board might consider just calling it what it is and refunding the money or give them the option of applying it towards next year. Mr. Day said that most of them would prefer a full refund.

Mariann Cummings of M & M Tours and a vendor booth owner. She asked that all the vendor booth fees be returned to the owners in light of the recent news of all the cruise ships that are not coming to Juneau. Even if the ships come, it will be a very light season. There may be companies that won't find it in their best interest financially to even operate. Those that don't operate, would have their money back to pay their bills and those that want to operate will. Ms. Cummings request is to have all of the money returned at this time and let them pay later if they operate when and if the ships come.

Mike Wallace with Alaska Travel Adventures (ATA) echoes Mariann Cummings comments as well as Kirby Day's.

Board Discussion/Action

Mr. Simpson spoke in favor of a refund of the entire of amount. He said he is afraid that Juneau is going to end up with less than half of a season. Those companies that want to operate for whatever season we have can come back later on, open up and pay a fair percentage. These local operators are going to need the refund money more than we are at Docks & Harbors. He supports a motion to return all the money to the vendors.

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Mr. Houck said the Board is focusing more on the time elements and not the effects. The vendors are counting on a glean of a percentage of each tour that they sell. Mr. Houck believes many companies are not even going to operate this summer. He is not operating his company this season at all. The number of sales and choices are reduced even more with only fifty percent of the season. Mr. Houck believes that seventy five percent of the people offering the tours will not be operating this summer. He supports a full refund.

Mr. Ridgway said the Finance Subcommittee was looking at trying to act as soon as possible on these issues while weighing the potential impacts to Docks & Harbors. Mr. Ridgway stated that he is in favor of refunding their money but not today.

Ms. Smith asked Mr. Houck if he could name some of the vendors that he knows that will not be operating this season.

Mr. Houck said he knows that many of the owners of the charter fishing trips are not operating and some of the coach charter busses are not bringing up their drivers. Knifeworks, a local business is not opening this summer. Mr. Houck said all of his advertisers on his pedicabs pulled out and many other businesses are putting holds on their orders because they don't have room for inventory.

Mr. Wostmann said the season is bleak. Is there any incentive for holding part of the fee so maybe some of the vendors will operate in the last part of the season? He is still undecided on his decision.

Mr. Becker said his first comment early on was to return all the money. He still supports returning all the money. Mr. Day's report kind of summed that up. It does not seem fair to hold back money and we should trust the vendors. Mr. Becker said if we do not make a decision today, we have another meeting coming up next week.

MOTION By MR. SIMPSON: THE DOCKS AND HARBORS BOARD DIRECTS THE PORT DIRECTOR TO RETURN ALL OF THE COLLECTED FEES AS SOON AS PRACTICABLE.

Objection by Mr. Ridgway.

Mr. Ridgway said he does not believe the motion gives enough clarity for the Port Director with the practicable. It does not give the Port Director clear direction from the Board.

Ms. Smith asked Mr. Etheridge is we refund all the fees and we end up with a partial season, will the vendors have to go through a lengthy process to get their booth back.

Mr. Uchytel said his recommendation is that if the Board gives back all the money, the Board can reconvene and direct the Port Director on what to collect for the booths, if anything.

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Mr. Simpson said that was his intention when he made the motion that the vendors could come back to the department and we would figure out what a fair fee would be for the remainder of the season given both the time and amount of business.

Mr. Houck asked if the Port Director would be able to come up with an easy and quick option for the vendors to get their booths up and running should there be a season.

Mr. Uchytel said what is fair is that the same nine vendors would be the only ones eligible for a late season. It would be the same nine. The question is what would be a reasonable fee at that time.

Mr. Etheridge asked for a roll call vote.

Mr. Becker, Mr. Dimond, Mr. Guignon, Mr. Houck, Mr. Wostmann, Mr. Simpson and Mr. Etheridge were all in favor.

Mr. Ridgway and Ms. Smith opposed.

The Motion passed 7-2.

2. Board Decision on refunding moorage reservations (05.CBJAC 15.035).

Mr. Uchytel said that refunding reserved moorage fees were discussed by the Finance Subcommittee. This item has to do with yachts and some small cruise ship companies that make reservations for the Inner Cruise Terminal, Intermediate Vessel Float and the Statter Harbor breakwater. These vessels pay \$2.50 per linear foot per twenty four hour reservations. The regulation says the first night deposit is non-refundable. Docks & Harbors has collected about \$8000 in reservation deposits which is non-refundable for FY20 and \$19,000 in FY21 also nonrefundable. The discussion at the Finance Subcommittee meeting was requesting we return the funds if the owner can demonstrate the need for a refund. This motion applies to the Inner Cruise Terminal, Intermediate Vessel Float and Statter Harbor breakwater only.

Board Questions

Mr. Simpson asked Mr. Uchytel what he envisions as a demonstration of need.

Mr. Uchytel said he was thinking of an application where the company has to make the ask for the money. The bar would not be set high. The Finance Subcommittee did not want a blanket refund if the Board approves the refunds.

Public Comment – none.

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Board Discussion/Action

Mr. Simpson said he is in favor of the refunds, with the recommendation to strike the last line regarding demonstration the need for a refund. The owners or managers of the vessels must still make a written request for a refund. Mr. Simpson does not like the idea that they have to qualify.

Mr. Ridgway said he agrees with Mr. Simpson and it makes it a simpler motion.

Mr. Wostmann said he was wondering would it be appropriate to add to the motion that they can apply for the refund or request that it be apply towards next year reservations.

Mr. Etheridge said that yes it could be part of the motion

Mr. Wostmann said he would recommend that be added to the motion

Ms. Smith said it seems to her that if the Board is going to be refunding all the prepaid fees then we should do so without the operators having to make the requests.

MOTION by MR WOSTMANN: THAT DOCKS AND HARBORS BOARD DIRECTS THE PORT DIRECTOR TO RETURN NON-REFUNDABLE FEES COLLECTED UNDER CBJAC 15.035 ONLY IF THE APPLICANT APPLIES IN WRITING TO THE PORT DIRECTOR. THE REQUEST CAN BE FOR A REFUND OR CHANGE OF DATE(S) FOR A NEW RESERVATION.

Mr. Etheridge asked for a vote. Mr. Becker, Mr. Dimond, Mr. Guignon, Mr. Houck, Mr. Ridgway, Mr. Wostmann, Mr. Simpson and Mr. Etheridge were all in favor.

Ms. Smith opposed.

The motion passed 8-1.

3. Board Decision on moratorium on impounding vessels (CBJ 85.25.180)

Mr. Uchytel said the intent of this motion is for the Board to provide policy direction to him on what to do with those that are struggling to pay their moorage fees. This is a lengthy motion but it give guidance from what Mr. Uchytel took from Mr. Etheridge. It was from the legislature on a non-evict clause for those that cannot pay rent. A lot of the language we can follow in managing the harbors for moorage. It gives latitude to the Port Director to work with the Harbormaster and staff so as to not impound a bunch of vessels because of the hardships of COVID-19.

Mr. Simpsons asked Mr. Uchytel if the language is such as the moratorium applies for non-refundable fees. Can we still exempt or impound for other issues in our other regulations?

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Mr. Uchytel said the language of the state talks about criminal activities as being exempt. For example we have an upcoming abandoned vessel for impoundment and we will go forward with that. The motion gives the guidance of kindness during this emergency and not impound if at all possible. No pass for criminals.

Board Questions – none.

Public Comment - none

Board Discussion/Action

MOTION by: MR. RIDGWAY THE PORT DIRECTOR SHALL BE GUIDED BY GOVERNOR’S PUBLIC HEALTH DISASTER EMERGENCY WHICH PROVIDES STATUTORY PROTECTION TO PREVENT EVICTION OR OTHERWISE EJECT A PERSON WHO IS A RESIDENTIAL TENANT FOR NONPAYMENT OF RENT. THE PORT DIRECTOR IS DIRECTED TO SUSPEND IMPOUND OF VESSELS AS IT APPLIES TO LIVE ABOARD PATRONS EXPERIENCING FINANCIAL HARDSHIP RELATED TO THE COVID-19 PUBLIC HEALTH DISASTER EMERGENCY. ANY PERSON SEEKING PROTECTION UNDER THIS MOTION SHALL PROVIDE TO THE PORT DIRECTOR A SIGNED STATEMENT, SWORN UNDER PENALTY OF PERJURY, THAT THE PERSON IS EXPERIENCING FINANCIAL HARDSHIP RELATED TO THE COVID-19 PUBLIC HEALTH DISASTER EMERGENCY. THIS ORDER IS EFFECTIVE FOR APRIL, MAY AND JUNE 2020. ASK FOR UNANIMOUS CONSENT.

No objections.

4. Board Decision on moorage forgiveness within the CBJ small boat harbors (CBJ Title 85.20)

Mr. Uchytel said this came up again at the Special Finance Committee meeting. The board has received emails from a certain individuals that we should forgive all moorage fees or provide free launch ramp permits or offer deeply discounted rates. This item helps provide clarity and policy to the public on what are our intentions.

Board Questions

Mr. Ridgway asked if any staff has been approached by charter services that make money during the cruise season.

Mr. Uchytel said the best example he can give was from a whale watch charter company that pays year round moorage. This company will not operate this year. They have their vessel pulled out of the water and we are not berthing his slip. The person who pulled their vessel is asking for consideration from our normal rules or the original slip renter to not pay moorage.

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Mr. Creswell said some of the charter boats that go to Tracy Arm stay in the harbor year round. We have not received any thing from them regarding moorage relief.

Mr. Ridgway asked if under the permits are those business all local Juneau businesses.

Mr. Uchytel said it's complicated. They are required to have a local address and as a general rule each one meets that requirement.

Ms. Smith said the example was a person on the B float and her understanding is if he wants to release his stall for hot berthing, but retain the stall when he needs it back, he needs to continue to pay his stall fee as well. Is it possible to just let him retain the stall while hot berthing and not pay his stall fee?

Mr. Uchytel said not in the existing regulations. The item that we are talking about right now is that we are going to maintain all the regulations that currently exist.

Mr. Ridgway said that excludes the regulation to refund the permit fees though under CBJ code we are not legally obliged to. Are we sticking to our regulations?

Mr. Uchytel asked Mr. Ridgway if he was asking if the Board can change the regulation for certain individuals.

Mr. Ridgway said his question is that this motion as written says we are going to stick to our regulation and continue to bill unless our regulations change.

Mr. Simpson said it seems by this motion we are giving the Port Director a certain amount of discretion to work with individuals on a case by case basis. We are saying that those regulations do not work under the present circumstances and we want the Port Director to have the flexibility to work with each individual. Mr. Simpson said we should not interpret every regulations literally in every case.

Mr. Uchytel said Mr. Simpson is probably correct. He was fixated to not reduce the moorage for this year. The Finance Subcommittee could have recommended that the automatic Consumer Price Index (CPI) would not kick in. That Committee did not want to do that. We are maintaining the moorage fees moving forward. Mr. Uchytel is asking for wide latitude on case by case basis to work with individuals that are adversely affected by COVID-19.

Mr. Simpson is correct regarding the language giving the Port Director broad authority.

Mr. Ridgway said the way it is currently drafted. Year round moorage company boat that works solely in tourism were to approach you should we pass can he do anything to help them other than defer their moorage fees. In the first agenda item motion we gave back every cent. He is trying to weigh this motion against the first agenda item.

Ms. Smith thinks that if we have a small Juneau business relying on tourism income we should help. But for general patrons, she is not sure about refunding launch ramp fees and moorage.

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Mr. Houck asked Mr. Uchytel it is not very long range planning with the fisheries markets around the world collapsing. There will be lots of fishing boats tied up and not paying fees. Do most of them pay annually? Does this open us up to having to give them their moorage fees back as well?

Mr. Uchytel said in regards to commercial fishing vessels yearly moorage, Ms. Sims can answer that question.

Ms. Sims said maybe twenty percent pay annually. Most of them and other patrons pay monthly basis.

Mr. Uchytel said that there are more and more vessels fishing the North Lynn Canal. He doesn't have a number how much we are exposed if we open working with everyone effected by COVID. The restaurants are closed and there is no market. The charter operator out of Statter still wants to maintain their slips for next year we need to be very careful how we manage that so we remain fair across the board.

Mr. Becker is looking at the crash of the fishing industry. It is a little premature to know what's going on. Who knows if they fish are going to come back? He remains hopeful for a strong season.

Public Comment

Mr. Dennis Watson he said he agrees with Mr. Uchytel and said it is a slippery slope. Juneau has a lot of people directly affect by the COVID-19 virus and have been laid off. Many of them have boats in the harbors. Mr. Watson is concerned that we may be trying to do things that may put us in a situation and could start compromising the harbors. He agrees with tourism but he does not necessarily agree with the policy of hot berthing. If we have a policy in place then it should apply to every boat owner regardless if they are a tourism, commercial or a recreational boat in the harbor. Everyone must continue to pay their monthly fees.

Board Discussion/Action

Mr. Simpson said this motion as it is presently written starts out with the restatement of the policy that it is not our policy to forgive moorage fees. If they would be deferred and no action taken right away to collect fees that are delinquent it is giving them a break that way. Mr. Simpson said we should not waive fees.

Mr. Ridgway said general discussion points. He does not understand why we are not considering long time tenants in our harbors who rely on the tourism trade to pay their moorage. Its seems like it is not equitable. He agrees with the public comment that they can move their boat. It does not seem we are being fair dealers if we are not fully refunding all permit fees. Mr. Ridgway said the Committee is not considering the people who for years have paid moorage on forty, fifty, sixty foot vessels that solely deal in the tourism in the charter industry.

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Mr. Wostmann said the Finance Subcommittee discussed moorage forgiveness or deferment at their meeting. There is not a straight-line comparison between vendor permits and the boaters. If we give an extra break to certain groups within the harbors, he thinks we will get in trouble. Almost everyone is effected somehow. It was felt that rather than try to make a specific motion on who does and does not get a break is left to the harbormaster on an equitable case by case basis. Additionally, this is a sustaining income base for the harbors and we cannot afford to give most of it a way. Vessel owners could defer or whatever is a reasonable solution. Forgiveness did not seem like it could be done in any equitable manner.

Mr. Simpson agreed with Mr. Wostmann's comments that the vendor booth operators are all in the same situation and they cannot operate if the cruise ships do not come in. They would receive nothing for the fees they paid. In the case of the boat harbors, everyone gets a place to moor their boat, so they are getting a service even if their income stream is interrupted. Mr. Simpson sees an operable difference there and he supports this motion.

Ms. Smith said she thinks when we looked at refunding the vendor fees, we were looking at businesses who are affected directly by tourism. She said to be fair and are equitable we also need to look at people in our harbors who are directly affected by tourism. It should not include people like her who don't have a job for the summer. If we are going to refund money to some businesses that are directly affected by tourism, then it should be carried over to businesses that use the harbors and to businesses effect by tourism.

MOTION by MR. SIMPSON: IT IS THE POLICY OF THE BOARD NOT TO FORGIVE MOORAGE FEES. THE PORT DIRECTOR IS GIVEN DISCRETION TO WORK WITH INDIVIDUALS ON A CASE BY CASE BASIS TO EXTEND PAYMENTS OF MOORAGE FEES NECESSARY TO KEEP THE INDIVIDUAL'S ACCOUNT IN GOOD STANDING. THIS ORDER IS EFFECTIVE FOR APRIL, MAY AND JUNE 2020.

Mr. Etheridge asked for a vote. Mr. Becker, Mr. Dimond, Mr. Guignon, Mr. Houck, Mr. Wostmann, Mr. Simpson and Mr. Etheridge were all in favor.

Mr. Ridgway and Ms. Smith were opposed.

Motion passed 7-2.

5. Board Decision on daily moorage fee (05 CBJAC 20.030)

Mr. Uchytel said that daily moorage fees were also discussed at the April 3 Finance Subcommittee meeting. The harbors have a handful of people in the harbor system who do not have the means to be considered for monthly payments. They end up paying a daily rate. The difference between daily rates and monthly rates is substantial. If you can pay ahead (one month in advance) the rate is \$4.40 per linear foot for the downtown harbors and \$7.30 a linear foot at Statter Harbor. The daily rate is 57 cents per linear foot per day. If they cannot pay in advance, they end up paying triple what they would if they could be moved to

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monthly. This motion puts everyone on a monthly rate for three months only. He asked Ms. Sims to elaborate on the number of patrons this would affect.

Ms. Sims said usually by then end of the month, we have eight to ten patrons who cannot get caught up to pay monthly. Moorage is due by the first of the month if they want the monthly rate. If they pay by the fifth of the month, the daily charges can be removed and they go to a monthly rate for that month. There is a lot of flexing that happens.

Mr. Uchytal said about ten patrons a month would benefit from this. This shows good will and helps those that need the help because they are strapped for cash.

Ms. Sims said she has also heard from several harbor customers in the last month or so who are waiting on their unemployment checks and do not have the money right now and are waiting to pay when their checks start coming in. The discretion to work individually would really help them and allow time for their unemployment benefits to kick in.

Board Questions

Mr. Etheridge asked if some patrons have been delinquent for month and months and months. Would this affect them?

Mr. Uchytal said yes, it would probably affect them.

Ms. Smith said if we already are flexible, do we really need to have this motion.

Mr. Etheridge said it changes the rate on them and holds the moorage rate at a separate rate.

Ms. Smith said she understands it, but we are already working with them. Do we really want to put everyone on a monthly rate and continuing working with them as we have as an option?

Ms. Sims said it is our policy to never let anyone have the monthly rate after the month is over. So if a patron gets into May and they have not paid for April there is nothing we can do about their April rate. They would have to pay the daily rate for the entire month of April before they would be allowed to pay the monthly rate for May. So if this is in effect for April, May and June they can pay the monthly rate for April as late as June or however long it takes them to get caught up. This is a major difference from how we are operating now.

Mr. Houck said he has friends who have a number from the unemployment office with the state applying for assistance and they have been in line for nine to ten days. This would give them the opportunity to catch up when they get their funds. Unemployment rates seem to hit Alaska a little harder than the rest of the world. Will this motion only apply to live aboards? To clarify there are cases that only the daily rate would apply to like overnight stall use or less than so many days. I just want to be sure I understand the motion.

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Ms. Sims said if they have more than seven days is a downtown harbor, it is less expensive to pay a monthly rate and it is thirteen days in Statter Harbor to meet the less expensive monthly rate. The daily rate will still be available for short term use. This is providing a discount to those than cannot pay ahead. This rate is not exclusive to live aboards.

Public Comment – none

Board Discussion/Action

MOTION by MR. WOSTMANN: THE DOCKS AND HARBORS BOARD, TO PROVIDED RELIEF TO DAILY MOORAGE PATRONS, DIRECTS THE PORT DIRECTOR TO APPLY MONTHLY CHARGES TO THOSE WHO DO NOT MEET THE REQUIRMENTS TO BE CONSIDERED FOR MONTHLY PAYMENT. THIS ORDER IS EFFECTIVE FOR APRIL, MAY AND JUNE 2020 AND ASK UNANIMOUS CONSENT.

No objections.

VI. Staff or Member Reports

Mr. Uchytel said we are planning on holding the normal Operation/Planning Committee Meeting next Wednesday. The five items we talked about today were timely. The other fees did not have a tight timeline. Other fees for loading zones and passenger for hire will be on the next Operations/Planning Committee agenda. Mr. Uchytel said he would like to inform the Board about a Special Board Meeting April 22. The special meeting is to approve the bid opening results from April 21 for Statter Harbor Phase III(B). The Committee and staff will also talk more about the budget and how we are going to navigate that.

Mr. Creswell said he has nothing pressing. Spring cleanup has started with limited in-house staff that normally would be contracted out like sweeping the parking lot to name one. We are selling lots of launch ramp permits. The online launch ramp purchase is going really well. Two public auctions closed on impounded vessels that resulted in one selling for \$17K and the other for over \$2K. The vessels were the Bitters and Twenty Grand.

Mr. Simpson's recommendation to staff is that we just pasted five motions that give citizens relief and he wants to be sure the public and the Assembly knows that the Docks & Harbors Board has taken these steps. Mr. Wostmann wants to see the refunds done in a very timely manner and also to make sure everyone gets this message.

Mr. Etheridge said one incident in Douglas vandalism. We are making progress.

VII. Adjournment – The meeting adjourned at 4:38pm with a motion by Mr. Simpson.

Respectfully submitted by Mary Wolf, Administrative Assistant 1.