

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, May 28th, 2020

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:00 pm in the Port Directors Office via cloud conference 907-713-2140 PID# 370829.

II. Roll Call

The following members were present via teleconference Jim Becker, Steven Guignon, James Houck, Mark Ridgway, Bob Wostmann, and Don Etheridge(in person).

Absent: Chris Dimond, Annette Smith, and Budd Simpson

Also present at the Port Directors Office were the following: Carl Uchytel-Port Director, Erich Schaal- Port Engineer, Matt Creswell – Harbormaster, and Teena Larson-Administrative Officer

III. Approval of Agenda –

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

Motion passed with no objection.

IV. Approval of Minutes:

- 1. March 30th, 2020 Regular Board Minutes – Approved as presented**
- 2. April 15th, 2020 Special Board Minutes – Approved as presented**
- 3. April 22nd, 2020 Special Board Minutes – Approved as presented**
- 4. April 29th, 2020 Finance Sub-Committee Minutes – Approved as presented**

V. Public Participation on Non-Agenda Items – None

VI. Consent Agenda – None

VII. Unfinished Business – None

VIII. New Business - None

IX. Items for Information/Discussion

1. Harbors Commercial WiFi Availability and Potential for Expansion

Mr. Uchytel said Chris Ruschmann and Marc Luchini from Snowcloud services are on the line to address the Board to make sure we all have the same information. The request to Snowcloud is part of the ongoing discussion with how to improve the security in our harbor system. The Board has received a number of complaints from harbor patrons that security cameras are the desired outcome to improve security throughout the harbor system. Docks & Harbors believes it would be very difficult to put a camera on every float and have visibility everywhere. Snowcloud technically does not provide

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WiFi but are an internet provider and they have many customers in the harbors. They were invited today to give an overview on the state of the harbor as it pertains to technological enhancement and what can be done to meet the needs of our patrons wanting a great security surveillance throughout the harbor.

Marc Luchini said Snowcloud provides internet service directly to individual customers in the harbors. Snowcloud also provides security camera systems throughout town and WiFi management for different customers. Snowcloud is looking at this meeting as a brainstorming session to figure out what specifically the harbors is looking for. What is the expectation? There are a lot of options but what are you looking at right now. There is a difference between internet service and WiFi. The solution to the problem is dependent on what you are looking for.

Committee Discussion/Public Comment

Mr. Etheridge asked if there was enough internet service in the harbor for the individual boat owners to put cameras or alarm systems on their vessels?

Chris Ruschmann said yes and no. Snowcloud does not install excess capacity if it is not needed. If more internet service is needed it can be added. How many boats will want the service? Under our current infrastructure there is a number of boats Snowcloud feels comfortable it would provide service for. If it exceeded this threshold, Snowcloud would need to look at expanding and upgrades to be able to facilitate the additional services.

Mr. Wostmann said we have had this discussion off and on for about a year. He said we are looking for sufficient capacity, range, and speed for all the harbors so an individual boat owner can install a security system which is connected to their home phone system and an owner is notified if someone boards the boat and there is a problem. Is this the service that Snowcloud provides that a private sector entity can undertake? Are there limitations or cost barriers to install the necessary capacity to have the sufficient coverage to reach the farthest points of the harbors? Would you still be able to construct or is this more of a private public partnership where harbors creates the necessary infrastructure for repeaters or what might be needed? In earlier discussions with the Board, putting up cameras everywhere and investing in the monitoring of those cameras was an investment beyond our current budget. The alternative was to create the ability for an individual boat owner to purchase a surveillance system they see necessary to protect their property. How much more capacity do we need and what does it take to get a signal to the farthest points in the harbors? Is this a good business proposition or can Docks & Harbors do something to make this a good proposition?

Mr. Ruschmann said it has always been valid to be in the harbors. He asked how many harbor patrons would take advantage of using Snowcloud internet service?

Mr. Wostmann said the amount of harbor patrons is an unknown.

Mr. Ruschmann said if 100 boats wanted to provide video footage off their boats, Snowcloud would need to do some upgrades to facilitate that many boats. We would need help from Docks & Harbors to find locations to install things to increase band

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width. We don't currently have capacity problems, but we could look at different ways of getting the internet to the customer better.

Mr. Wostmann asked what Mr. Ruschmann envisions as next steps to initiating a project to see what is practicle and what the potential might be?

Mr. Ruschmann said a good way to figure out how much band width and capacity would be necessary. He questioned if Docks & Harbors was going to promote or subsidize a specific camera it would be necessary to determine what the platform requirements would be so we have enough capacity when we design whatever system was needed to meet the loads that would get put on it. Snowcloud staff does a good job of keeping track where they can not provide coverage. With that information, Snowcloud could work with Docks & Harbors and tell them where repeaters are needed. He said when vessels are assigned behind large items/buildings they block connectivety to and from our network. They would like to provide different vantage points for good connectivity.

Mr. Wostmann said currently the Docks & Harbors Board is not interested in getting involved in defining what kind of security system a boat owner may want to install. What we are looking at is creating the necessary backbone network so any boat owner can install any IP internet capable system as sophisticated or simple as the boat owner desires and there is sufficient band width. Is there a need to set up a working group with Docks & Harbors to look in more detail on where repeaters would need to be placed throughout the harbors?

Snowcloud Representative asked if the question is "can Snowcloud currently offer internet service to harbor patrons", yes we can. However, there is a limit to how many camera systems can be supported. It would be beneficial to have more repeaters throughout the harbor and to start a working group. He said Snowcloud should do a walk through and this will take time.

Mr. Wostmann recommended to create a working group with Docks & Harbors staff to develop this concept further and get back to the Board with more concrete proposals on how this might be accomplished.

Mr. Uchytel shared past experience with the red tape challenges of putting up an antenna in the harbor. CBJ Law indicated there needed to be a lease for an antenna. This scared off Snowcloud and that is the reason for not having an antenna in the harbor at this time.

Mr. Ridgway asked if this was a bid proposal or a previous arrangement to provide internet service to Docks & Harbors from Snowcloud?

Mr. Uchytel said no.

Mr. Guignon asked for proposals from Snowcloud for 100 boats with a Ring Security Camera system or 50 boats with this system off the main fingers. He wants to see some hard numbers to start moving forward.

Snowcloud Representative said his understanding of a ring camera system is they are not always sending data. He said if 50 ring cameras were all receiving data at the same time,

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Snowcloud could handle that load but there are some locations in the harbor that can not receive a signal.

Mr. Guignon asked for a written estimate on what can be provided and for what amount of money.

Snowcloud Representative said any individual customer currently in the harbor could install a ring camera on their personal system right now. Snowcloud provides two different internet packages and a ring camera system is going to be added to a personal wifi network. He needs to know what the Board is looking at in Snowclouds internet service or wifi?

Mr. Wostmann said he does not see Docks & Harbors getting involved with what a private boat owner is going to install on their boat as a security system. The Board's interest is providing the facility that will allow them to access the internet from their vessel so they can do remote security monitoring on that vessel to preclude some of the problems with theft and other issues in the harbor. He said he would like to see a project move forward and have concrete quotes from Snowcloud based on 50 boats and 100 boats as to what costs are involved and what participation is needed for a private provider to be successful offering this service.

Snowcloud Representative said Snowcloud is willing to do this but the availability is currently there. If a customer is interested in setting up a camera, the first question you need to ask them is, "do you have an internet connection and do you have a camera set up". If they say "no", then Snowcloud can help with the internet service needed for the camera system.

Mr. Etheridge said it sounds like the service is currently in the harbor but people need to be informed that it is available.

Mr. Schaal asked if there is any other internet provider in Juneau that has the same internet capabilities that Snowcloud does?

Snowcloud representative said there is none that operate at the scale that Snowcloud does.

Mr. Creswell said he understands an antenna needs to be in line with your repeater system and if a boat moves around in the harbor a lot due to transient moorage, does that become an issue with service?

Snowcloud representative said the harbor is not a set it and forget it service. It is very difficult to keep up with the amount of motion in the harbor. Snowcloud staff is constantly monitoring the signals in the harbors and we let the individual customers know when there is a problem. This has been a big learning curve since start up. There is updated technology coming around that will allow for vessels to move around. One of Snowcloud's goals is that a customer can roam seamlessly from harbor to harbor where Snowcloud provides coverage.

2. Visitor Industry Task Force – DRAFT Taskforce Recommendation

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Mr. Uchytel said the Visitor Industry Task Force report is on page 44 in the packet uploaded today. Mr. Kirby Day who is a member of the task force is on the phone today. Back in October, just ending a 1.3M passenger cruise ship season, people were complaining that Juneau was at capacity, we need to scale back, the Juneau experience is being diminished, and Juneau will lose the reputation as a desirable large cruise ship port.

The Mayor wanted the task force to look at the following questions;

- Is our approach to the visitor industry adequate today?
- Does there need to be a restriction on the number of visitors coming to Juneau and what does that look like?
- Does the Long Range Waterfront Plan need to be updated?
- NCL purchase of the sub-port.

The task force put together a report that answered the above questions and gave it to the Assembly. The Assembly will likely discuss this in the fall and decide what to do next. Comments received were to stop development of anything to advance tourism in Juneau. Mr. Uchytel said summarizing the report is that it is a list of everything that is wrong with the tourism industry. There was a lot of cooperation and consensus. Where there wasn't full consensus it is mentioned in the report. The report points out the evils of unrestrained tourism.

Mr. Uchytel went over the report in the packet on pages 44 to 55.

Page 45 – Recommendations:

- Paragraph 1 - Implement a tourism CZAR. This would be to hire a full time employee that would see to the implementation of additional regulations pertaining to tourism.
- Paragraph 3 - The TBMP program should be augmented to be codified in regulation or ordinance.
- Paragraph 4 – Description on what the regulation would look like. Mr. Uchytel said the implementation of some of the recommendations will be difficult to enforce.
- Paragraph 5 – This talks about prohibiting trash from the cruise ships. Limiting water during periods of drought. There was a lot of discussion on scheduling. The task force would like the City to be more involved with scheduling and staggering arrival times. More discussion in this paragraph was on NCL hotberthing and shorepower.
- Paragraph 6 – Establishing guidelines and goals for cruise ships scheduling.
- Paragraph 7 – Incentivize Juneau as a turn port for smaller ships.
- Paragraph 1b talks about infrastructure projects ongoing and how they should be encouraged. The task force recommends use of electric busses at CBJ facilities. Mr. Uchytel said the Archipelago project is including the infrastructure needed to provide electricity for electric busses in the future.
- Page 49 in the packet emphasis is on incentivizing dock electrification.

Mr. Uchytel said the above paragraphs cover management issues and what CBJ can do as a community.

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- Paragraph 2a addresses the pros and cons of the Long Range Waterfront Plan. The recommendation from the task force is that it doesn't merit the effort to conduct another Long Range Waterfront Plan.
- Paragraph 3 on page 50 of the packet addresses restricting the amount of visitors to Juneau. The recommendation from the task force is to not set a cap on the amount of passengers but try to work with the cruise lines through CLIAA to have limits through negotiations with Cruise Line Agencies of Alaska to smooth out the number of passengers coming in a single day. The task force did not want to say that only a specific amount of passengers could be in Juneau on any one day or that only 1.25M passengers could come to Juneau per season.
- Paragraph 8 on Page 52 in the packet was not a topic that received consensus. The discussion was on a ship free day or "no ship days".
- Page 53 in the packet talks about the belief that the visitor experience for Juneau has greatly diminished over the years due to over crowding. However, that belief is not supported by the customer satisfaction data provided by the cruise lines. Juneau is ranked the highest desired location in Alaska, in the country, and the world for having the best experience with the community. The task force recommended collecting data to fact check the information provided by the cruise lines.
- Also on page 53 was the discussion on NCL subport. Essentially the task force was making recommendation for the Assembly to approve the NCL dock with certain conditions. There would only be one ship mooring per day, a maximum of five ships per day in port, and no hot berthing.

Mr. Uchytel said there is a lot in this report. After review, does the Board want to have a joint meeting with the Assembly to go over the report? The report pulls the reins back on increased tourism and could add more limitations to Docks & Harbors with the recommendations in the report. There are more restrictions to how Docks & Harbors has operated previously.

Committee Discussion/Public Comment

Mr. Kirby Day, TBMP

Mr. Day said the task force did a really good job looking at a variety of things that concerned the community. The feeling in general is that the industry is going to grow regardless and that is why CBJ Law said it would be difficult to limit the number of passenger. The task force decided to look at berthing space because the industry is going to grow with larger ships. The task force did not intend to put more restrictions on Docks & Harbors but encouraged them to work with the scheduling of cruise ships locations and number of passengers which would be to better manager the downtown traffic in a more efficient manner. The no ship day didn't work because there are also private docks involved.

Mr. Houck asked if it would be worth while to write a suggested amendment for the Assembly to document how much is collected in head tax, sales tax, and the City wide estimated decrease in electricity due to the visitor industry board, or sit back and let people recognize this on their own as there will be none this year.

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Mr. Uchytel said he believes the Assembly knows that. The budget cycle has just been completed and they see the amount of head tax and sales tax that comes from the visitor industry and recognize the importance of tourism.

Mr. Houck said he realizes the Assembly knows the importance of tourism but he worries this report will be used by those that participated in this process to tout what they can do. Adding what he suggested before could go along way with dousing the fires and dulling some of the pitch forks.

Mr. Drew Green, Cruise Line Agencies

Mr. Green said he has a lot of concerns with this report in two areas. The codification and the lack of accommodations. If this report was codified by ordinance or resolution it ties Cruise Line Agencies hands as maritime agents and port operators and the Harbor Board and maritime operations throughout the state. Scheduling is very difficult and Juneau is important part of the scheduling because it is highly desired, valued as a port, and there are great facilities. He does not see accommodating the industry but eliminating and codification would further tie Docks & Harbors hands. A lot of the restrictions apply area-wide but some apply specifically for Docks & Harbors facilities. The cruise ships may favor the private docks over the city owned docks which will limit the ability to maximize port operations. When scheduling, he said he maximizes what is available. He looks at what is available and on occasion there are restrictions but rarely are there limitations so he maximizes what is available. This year's schedule, there were three days from the middle of May to the middle of September available. Two at the private docks and one at the City dock. The berths are full everyday. The goal is to maximize the usefulness of the port. He said there is no fiscal note attached to the report of how the actions in the report will impact residents, businesses, and people of Juneau. He said there are a lot of positive things in the report but there are also things in the report that we are already doing, there is misinformation, things that won't work, and things that tie our hands. Also the NCL dock would not be permitted if this document was codified. The electrification for the size ship they bring would require a \$150M project to provide hydropower and if that is a requirement for the NCL dock it may not be built. He said he is always looking for opportunity in the future, advancement, accommodation on how to distribute the growth, and missed opportunity looking at privatizing so private money can be brought into some parts of the area. The NCL dock could move people out of the core of the City and reduce congestion. There is also conflicting information and misinformation in this report and he was not given the opportunity to vet it from an operational stand point. He said he would appreciate slowing the process down to move forward with codification of this report and to not have this codified but through voluntary or partnership. He said Cruise Line Agencies works well with Docks & Harbors and values the relationship. He said he will meet with the task force members in the future to vet some of their concerns.

Mr. Day said he appreciates Mr. Green's concerns. There were a lot of other things to address but the task force was given four specific challenges to work on. This report is a draft report and will probably be worked on again in the fall at the Assembly level.

Mike Pierson, member of the community

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Mr. Pierson said he would encourage the Board to look at the report and begin to prioritize it rather than just letting the report sit. He said from Mr. Uchytíl's overview there is a lot of concern and recommendations in the report and good things to consider. He said his concern is that if this just sits it would be possible that individuals could take this report and run with it while it is sitting stagnant. He recommends Docks & Harbors Board continues to make some forward movement on this. Walking away from this report for a short few months just drags this on.

Duff Mitchel, Juneau

Mr. Mitchel said he is a supporter of Dock electrification, and he wanted to address a comment made earlier. There is plenty of power for Dock electrification currently. Any misstatements that to electrify the NCL dock would take a new hydropower project is not true. He is working on a hydropower project, but right now today if a dock was electrified there would be power. He said approximately 25% of all the power sold in Juneau is interruptible. If you are a dock, and if you say you want firm power and not interruptible, by RCA regulations you are provided power.

Mr. Etheridge recommended Board members study this report and bring it back to the next Board meeting to have suggestions and a plan to make a recommendation to the Assembly.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting – Wednesday, May 20th, 2020 – No report
2. Member Reports – No report
3. Assembly Lands Committee Liaison Report – No report
4. Auke Bay Steering Committee Liaison Report – Mr. Wostmann said nothing to report

XI. Port Engineer's Report

Mr. Schaal reported:

- Cruise ship security checkpoint update – this project has been stalled with the completion work due to COVID. The construction workers have been waiting for hardware to come in from the sliding door manufacturer in Washington. The parts are on the barge and should arrive next week. This project should be wrapping up in about a week and a half.
- Statter Harbor phase III B – Staff is beginning the first process for this project. This includes standing up the project team and having the pre-construction meeting. Trucano Construction is the low bidder with PND doing the design and inspection for this project.
- Staff received and reviewed the four proposals for the cruise ship dock electrification study. The panel met today and the information will be released once the selection committee information is tabulated.

XII. Harbormaster's Report

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Mr. Creswell reported:

- Staff filled some of our Part Time Limited positions for the work on the Lumberman with current seasonal Harbor Technicians and Harbor Officer personnel.
- The Administrative Assistant II position at Statter Harbor has been filled by Ashley Bruce.
- Two Harbor Officers and one Harbor Technician will come back starting next week.

Mr. Wostmann asked about the status of the float demolition in Aurora Harbor in anticipation of the dredging in the fall?

Mr. Creswell said the final move out of the boats will happen after the Salmon Derby. There are some bits and pieces we can work on between now and then but the staff will start hard and heavy on the removal in August.

Mr. Wostmann asked if the Harbors has enough staff to complete the removal of the floats on time?

Mr. Creswell said it is yet to be determined. We hope to be able to also use the PTL positions after the Lumberman is completed.

Mr. Uchtyl said staff has a good working relationship with Western Construction and we have asked them to start dredging Harris Harbor first so this will buy us some extra time to remove the Aurora Harbor floats.

XIII. Port Director's Report –

Mr. Uchtyl reported:

- Mr. Simpson's last meeting will be next month. The Assembly will be interviewing for three positions, Mr. Etheridge, Mr. Ridgway, and a vacancy. Please encourage anyone who would be interested to serve on the Board.
- He said he met with the Harbormaster, Tlingit & Haida, JPD, DNR, and AELP at the former Thane Ore House area trying to keep the unauthorized persons out of that area. Docks & Harbors owns property there that we lease to AELP and Tlingit & Haida and DNR has property as well. The squatters there currently are just moving from one property to another. All the property owners were on board to ask them to leave and clean up their stuff on the way out. The last squatters were given an eviction notice and will be out in 48 hours. AELP put up a gate and there is restricted access down to that area. This is the best way to keep it secured from vehicles entering that area for this summer.
- Next months Operations meeting will be the presentation for the small cruise ship master plan. He said he has seen the recommendations from PND and he said he has a meeting with NOAA tomorrow to discuss the preferred location for the small cruise ships. He wants concurrence from them before this information is made public.

XIV. Assembly Liaison Report – None.

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XV. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Wednesday, June 17th at 5:00pm
- b. Board Meeting – Thursday, June 25th at 5:00pm
- c. Finance Sub-Committee Meeting – TBD

Mr. Wostmann said this topic will be discussed at the next Operations Meeting on June 17th. He said he is hopeful with that close to the fiscal year end there will be a better idea of the final numbers and can schedule a meeting to look deeper into the numbers for the next fiscal year.

XVI. Adjournment - The meeting was adjourned at 6:44 p.m.