

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, October 20th, 2021

Zoom Meeting
<https://bit.ly/3x1iK6o>
or via Phone 1-253-215-8782
Meeting ID: 935 4233 5671
Passcode: 209726

- I. **Call to Order** (5:00 p.m. via Zoom)
 - II. **Roll Call** (James Becker, Lacey Derr, Don Etheridge, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Wostmann and Mark Ridgway).
 - 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 Thursday, September 15th, 2021 Operations/Planning Meetings Minutes**
 - VI. **Consent Agenda - None**
 - VII. **Unfinished Business**

- 1. Regulation Change: 05 CBJAC 20.080 (Passenger-for-hire fee)
Presentation by the Port Director

Committee Questions

Public Comment Committee

Discussion/Action

MOTION: TO PROCEED WITH PUBLIC NOTICE PERIOD AND NOTIFICATION OF PUBLIC HEARING SET FOR DECEMBER 8TH, 2021 TO AMEND 05 CBJAC 20.080: PASSENGER-FOR-HIRE FEE.

- 2. Renaming Archipelago Lot to Peratrovich Plaza
Presentation by the Port Director

Committee Questions

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Wednesday, October 20th, 2021

Public Comment Committee

Discussion/Action

**MOTION: TO RECOMMEND THE ASSEMBLY ADOPT RESOLUTION 2968
RENAMING ARCHIPELAGO LOT 2A TO PERATROVICH PLAZA.**

VIII. New Business

1. Docks & Harbors Rate Setting Policy Statement
Presentation by the Finance Sub-Committee Chair

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TBD

IX. Items for Information/Discussion

1. Strategic Retreat Planning
Presentation by Board Member Derr/Port Director

Committee Discussion/Public Comment

2. Docks & Harbors Calendar Schedule - 2022
Presentation by the Port Director

Committee Discussion/Public Comment

3. Worldwide Cruise Ship Operations - Update
Presentation by the Port Director

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, November 10th, 2021**

XII. Adjournment

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Zoom Meeting

- I. Call to Order** Ms. Derr called the meeting to order at 5:00 p.m. via Zoom at the Port Director's Office.
- II. Roll Call:** The following member were present in the Port Director's conference room or via zoom; Lacey Derr, Don Etheridge, David Larkin (logged on at 5:05pm and left the meeting at 6:35pm), Matthew Leither, Annette Smith, and Bob Wostmann.

Also present: Carl Uchtyl - Port Director, Matthew Creswell – Harbormaster, Erich Schaal – Port Engineer, and Teena Larson – Administrative Officer.

Absent: James Becker, Paul Grant, and Mark Ridgway.

III. Approval of Agenda

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

Motion passed with no objection.

- IV. Public Participation on Non-Agenda Items** – None
- V. Approval of Thursday, July 21st, 2021 Operations/Planning Meetings Minutes**
Hearing no objection, the July 21st, 2021 meeting minutes were approved as presented.
- VI. Consent Agenda** - None
- VII. Unfinished Business**

1. Charter Vessel Rates at Statter Harbor (05 CBJAC 20.080) Passenger-for-hire fees. Mr. Uchtyl said on page 20 in the packet is a memo that he drafted with the recommendation from the Finance Sub-Committee Meetings increasing the inspected and uninspected vessel fee as well as the passenger fee by 10% for the upcoming 2022 season. Staff believes this will increase our revenues about \$15,000 for next year. If this Committee and the Board approves this increase, CBJ Law will draw up the ordinance change, staff will post the proposed change for 21 days, the Board will hold a hearing for the proposed changes, and the Assembly will act on the Docks & Harbors proposed changes.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Committee Questions

Ms. Smith asked if we have expectations for the companies returning to normal next year?

Mr. Uchytel said the cruise industry is optimistic for calendar year 2022.

Mr. Wostmann commented there were several members of the industry to attend the Finance Sub-Committee meeting and they were generally supporting the modest increase and they also indicated next season should be a robust season. If the pandemic continues and next season may not be that great, the Board can revisit this decision.

Ms. Derr asked if the hearing takes written and oral comments.

Mr. Uchytel said yes and he will put the written comments in the Board packet

Public Comment - None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: TO RECOMMEND TO THE FULL BOARD A 10% INCREASE PER VESSEL FEE AND A 10% INCREASE PER PASSENGER FEE, SET UNDER 05 CBJAC 20.080, TO BE EFFECTIVE FOR CALENDAR YEAR 2022 AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Authority to create full time equivalent (FTE) – Harbor Security Officer.

Mr. Creswell said on page 21 in the packet is a memo from the Port Director. This started with testing out how this position would work with using a Harbor Technician who had previous security work experience. Since mid-June this employee has been working five days a week, 3:30 pm to midnight. He patrols all of our facilities within Docks & Harbors but he alters his schedule each night. This has been a success. The calls from Harbor patrons have dropped from what it was two to three years ago and we have received good feedback from them. It is also nice if someone calls with an issue, this employee can be there in a matter of minutes. Based on the general direction from the Board, staff started to create a new position title Harbor Security Officer, it has been submitted to H.R., and we are waiting on classification. Staff suggested this position be classified between a range 10 and 15 which will result in the benefitted cost ranging from 68K to 88K. If this is approved by the Board, staff would like to get it advertised. This should not affect our budget because we had unfilled positions that we budgeted for and this will be split between Docks & Harbors funds.

Committee Questions

Mr. Leither asked if a comparison was done from summer to summer or from last spring to this fall. He would believe there is more theft when it is darker.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Creswell said he does look back to the same time in a previous year. He started saving these three or four years ago and he has every week saved. There is some interpretation but he keeps a log of everything.

Mr. Leither asked how he can have access to the logs.

Mr. Uchytel said he will get those to you tomorrow.

Ms. Smith asked she understands how this position will be funded this year, but how will it be funded in future years.

Mr. Uchytel said this will come out of our current operating budget, \$40,000 out of Harbors and \$40,000 out of Docks. Presuming the Board is prioritizing this, there will be less money going to our fund balance at the end of the fiscal year.

Mr. Etheridge said this can be added in our overall future budgets and be added in the RFP for the fee study.

Mr. Uchytel said we can show the consultant what our operating costs are associated with the Harbor Enterprise and maintenance and they would assist us in developing a cost matrix or the ability to ensure the rates that we are proposing to charge would meet the Harbor Enterprise needs.

Ms. Smith asked Mr. Uchytel to forward the security logs to her as well. She asked if staff sees this position being involved with more criminal activity and it would require police training?

Mr. Uchytel said our intentions are this position will write tickets but will not make arrests or engage in physical hand cuffing. They are the eyes, ears, and presence in the Harbors but they will call JPD when needing police.

Mr. Etheridge said he receives the logs from JPD and since he started doing his patrols of the Harbors, the reports have gone down from four pages to a quarter of a page. Having this Security Officer in the Harbor has made a major difference in the morale of our patrons. He is hoping if this goes through, he could cut down on the amount of time he is spending patrolling the Harbors and gas money.

Mr. Leither asked if this Committee moves this forward, it will go to the Full Board and not finalized here tonight?

Ms. Derr said that is correct.

Mr. Leither commented that there are relatively a small amount of people in our Harbors as far as population go, does the crime decrease when a few bad actors have stopped using our Harbors? If two people have been doing all the crime, and they suddenly move

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

away, that does not speak well to the security position but just that two people moved away.

Mr. Etheridge said it is not just a couple bad actors that is doing all the crime. There are a couple people that are regulars that have moved their operations elsewhere because they do not like the bright lights and company when they are on our property doing wrong. There are even people that come through that are not part of the harbor system and we are able to stop them before getting into the Harbor. The issue we were having was drug dealing in our Harbor parking lots. He said working with the Coast Guard and JPD he believes the drug deals have stopped on our property. The theft still happens, but it is not as much as it used to be.

Mr. Uchytel said as far as the make up of Docks and Harbors, the FTE's have not grown since he started. Some of the FTE's have changed but not increased. He said he has been reluctant to increase our FTE's and he said he would only do that if we expanded our hours of operation. This position keeps someone at our Harbors until midnight and his goal is to have 24 hour coverage in the Harbors.

Mr. Larkin asked if we have any criticism with this position? Has the employee filing this security position expressed any concerns for his safety or wanted additional training?

Mr. Creswell said the current employee is the right employee for this job. He has not had any safety concerns and he knows the patrons in the Harbors. There was a detailed SOP for this position written that guides him. His primary duty is to observe, detect and report. He is not to be getting in between things that are happening.

Mr. Uchytel said he has had a colleague caution us by having this new position called Harbor Security. The colleague suggested staff is shining a light that maybe the harbors are not safe.

Mr. Etheridge said he is already classified as Harbor Security and he believes that label helps.

Public Comment - None

Committee Discussion/Action -

Mr. Etheridge said he has been doing this for a little over two years. He is seeing first hand the changes in the harbor system. JPD is not coming down every night. He is hoping to get this position going. He said it costs him \$100 a week to patrol the Harbors as a volunteer. He said he has heard from some patrons they would pay more for security.

Ms. Smith said she supports this position.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

MOTION By MR. ETHERIDGE: TO AUTHORIZE THE CREATION OF AN ADDITIONAL FTE FOR THE PURPOSE OF AFTER NORMAL BUSINESS HOURS HARBOR SECURITY OFFICER AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

VIII. New Business

1. Appropriation – FEMA Port Security Grant

Mr. Uchytel said on page 22 in the packet is an ordinance to appropriate the FEMA Port Security Grant for the Auke Bay Loading Facility that we need the Assembly to approve. This was already introduced to the Assembly on September 13th and it needs two meetings to approve this. It will go to the Assembly again on October 25th. Page 23 in the packet is a Systemic Racism Review Committee created by the Assembly. Anything going to the Assembly needs to be vetted through the Systemic Racism Review Committee. When working on rate increases, the changes will need to go through the Systemic Racism Review before they go to the Assembly. On page 25 in the packet is the acceptance grant from FEMA. There are several federal guidelines that we need to report on, and to help us with that, we contracted with Merchants Exchange of Portland for \$1,500.

Committee Questions

Ms. Smith asked how much is it costing us for this \$24,000?

Mr. Uchytel said the \$1,500 is rolled into the \$24,700 so there is no additional cost to us.

Public Comment – None

Committee Discussion/Action

MOTION By MR. ETHERIDGE: APPROVAL OF ORDINANCE 2021-08(b)(am)(F) APPROPRIATING \$24,730 FROM FEMA PORT SECURITY GRANT AS FUNDING FOR FACILITY SECURITY ENHANCEMENT AT THE AUKE BAY LOADING FACILITY AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

2. Resolution - In Support of Full Funding for the FY23 ADOT Harbor Facility Grant.

Mr. Uchytel said on page 36 in the packet is a resolution done every year. The DOT Harbor Grant is really the only grant available for recapitalizing our small boat harbors. The lead for this is from AAHPA who drafts the language for this resolution. AAHPA asks all their members to ask their elected officials to approve this resolution. Almost every year we have a project on the list. This year there are seven municipalities that have applied for this the DOT Harbor Grant. This is just the opportunity for all municipalities to say this harbor grant program is very important to all Alaska harbors

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

and we beg and plea to the legislature that they fully fund this program. We would like our Assembly through the Board to approve this resolution.

Committee Questions -

Ms. Derr asked if having one of the Board members talk to the legislature about this project would be beneficial?

Mr. Etheridge said he does this on a continuous basis during the legislature pushing on this issue. He said he was one of the founding father of this program and a very strong supporter.

Public Comment - None

Committee Discussion/Action -

MOTION By MR. ETHERIDGE: THAT THE CBJ ASSEMBLY RESOLUTION TO URGE FULL FUNDING IN THE AMOUNT OF \$11,492,760 FOR THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY2023 STATE CAPITAL BUDGET AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

5. MARAD Correspondence – Self Propelled Hydraulic Boatlift

Mr. Uchytel said two months ago we had Karl Leis from Karl's Marine talk to the Board about his concerns with the Sealift Self Propelled Hydraulic Boatlift located at the Auke Bay Loading Facility. With the direction from the Board, staff began a process to reach out to MARAD to see what liabilities we have with the hydraulic boatlift. This was purchased in 2012 for about \$560,000 and previously there was concern about the liability of maintaining this equipment. In the eyes of MARAD, we believed we needed to maintain the boatlift into perpetuity. Fortunately when Mr. Schaal and myself reached out to MARAD, they were quite sympathetic to our issue and provided some counsel that we believe with a letter could start a process to dispose of the apparatus through a public surplus process which perhaps would allow us to retain the proceeds from the sale. MARAD has been very helpful and we can at least remove the Sealift off the CBJ inventory but that still leaves Karl's Marine without a hydraulic boat lift. We have asked Mr. Leis to correspond in writing what he wants to do moving forward.

Committee Questions

Ms. Smith asked if Mr. Uchytel has an idea what amount of Karl's lease was assigned to the boatlift?

Mr. Uchytel said staff can ask Mr. Leis what he wants with one option being he buys something similar and he is compensated. He still believes he needs the haulout equipment. We may need to hire Horan & Company to come up with what the reduction

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

in his lease rate would be. There is the possibility we could sell it and purchase something that is not self propelled but a boat would be hauled out with a front end loader. Maybe there is a secondary market for this four-wheel drive mode? Mr. Leis knows there will not be a replacement apparatus for this winter.

Ms. Derr commented that it looks like we will be looking at replacing this equipment. We may lose some on this but maybe not that much.

Mr. Uchytal said we may allow the boatyard operator to purchase this and do a rent reduction or some kind of compensation. Mr. Leis is burdened with the Sealift out of commission.

Public Comment - None

Committee Discussion/Action

Mr. Wostmann said he would like to negotiate with the lease holder to reduce the cost of his lease and have him purchase whatever piece of equipment that he feels he needs. He does not think it is in our best interest to be responsible for the maintenance of a piece of equipment we do not operate.

Mr. Leither asked Mr. Uchytal if the reason we got into this lease in the beginning is because to get the lift we could apply for a grant and Karl's might not be able to apply for a grant? If we are not paying for the lift but charging for it is at a significant advantage to us.

Mr. Uchytal said the lift was purchased as part of the development of the Auke Bay Loading Facility and we had a TIGER grant opportunity to purchase the lift and the boomtruck. As a municipality, we have more opportunity to purchase capital equipment than a private boatyard owner would. As Mr. Wostmann points out, property that is owned is typically better taken care of because you have the responsibility for that piece of gear. When it is leased out, the lessee is less motivated to maintain that equipment to where the owner would like to see it.

Mr. Leither asked if there was any discussion on Harbor employees operating the lift?

Mr. Uchytal said in the beginning Harbor personnel did operate the haul out facility. Harri's Commercial Marine made a point that in their existing Auke Bay Boat Yard lease they had the right to operate the new facility at the Auke Bay Loading Facility. Staff went through the effort to move the boatyard. The Board decided when there is a private enterprise willing to execute the boatyard work we should allow private enterprise to thrive.

MOTION By MR. ETHERIDGE: TO DISPOSE OF THE SEALIFT SELF-PROPELLED HYDRAULIC BOATLIFT TO THE MARITIME

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

ADMINISTRATION CONSISTENT WITH FEDERAL PROCESS AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

IX. Items for Information/Discussion

1. Proposed American Rescue Plan Act (ARPA) funding to Docks Enterprise. Mr. Uchytel said this is a windfall for Docks & Harbors. He heard about this through the City Manager. There is ARPA money that went to the State with the purpose of compensating for lost revenue. The State is reimbursing CBJ money for loss of revenue from the large cruise ship industry from the last 18 months. The memorandum is on page 40 and 41 in the packet. This went to the CBJ Assembly Public Works and Facilities Committee. The proposal is to give Docks & Harbors \$8.4M which is broken down on page 41. There would be \$1M for the Docks Enterprise to make up for the losses of revenue from the large cruise ships, \$1M for the seawalk safety rails, \$3M for Statter Harbor phase IIIC, and \$3.4M for the Seawalk maintenance and repair. The money was accepted by the Finance Director, and the City Manager reviewed where the money could be applied to. The recommendation from the City Manager was to use this money on waterfront CBJ related projects. It will go to the Assembly Finance next week before it goes to the Assembly for action.

Committee Discussion

Ms. Smith asked how much of the Seawalk responsibility is City and how much is Docks?

Mr. Uchytel said looking at resolutions from 15 years ago, the Seawalk is the responsibility of the City Manager. It is not clearly defined who is responsible for the different areas of the seawalk. Over the years we have worked with our colleagues in the different departments and the City Manager's office and we work out the needs for the Seawalk.

Ms. Smith said even if we get this money for the Seawalk, would we be handing this money over to the City?

Mr. Uchytel said Docks & Harbors over the years has built a good rapport with other CBJ Departments. The City Engineering Department recently started two Seawalk projects, one was the Seawalk releveling near the Fishermen's memorial and Twisted Fish and the other was the area near Marine park. Because CBJ Engineering lost staff, they asked if our Engineers would continue working on these two projects. We want to work with our colleagues and not be greedy when we do that.

Ms. Smith asked if they are paying for the projects?

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Uchytel said the \$8.4M is the for waterfront projects. Staff is happy to help to get these projects finished and it is important to the community.

Mr. Schaal said the idea of the windfall allows myself and the Deputy Engineer continue with projects and both of our positions are paid out of project fees. Our time is recorded related to our project activities. Having these in our department will allow us to keep working on those waterfront projects although there would be no direct impact to budget operations because staff is paid through the project funds.

Mr. Leither asked when the City came up with the recommendation on where the money should go, did they talk to anyone in the harbors community, with Harbor staff, or Board members.

Mr. Uchytel said no.

Mr. Leither said this is all going into Docks Enterprise, but the Harbor Enterprise lost revenue also. If this money is to help out with lost revenue, he believes some of this money should go to the Harbor funds as well. Is there anyway to encourage Assembly members to consider that?

Mr. Uchytel said the Statter Harbor project benefits the Harbor. The proposal, not vetted through us, benefits both the Docks and the Harbors Enterprise. This money came from the State to recoup losses from large cruise ships, and the Harbor did have a loss of revenue, but not to the extent Docks was running a deficit. To get the Statter Harbor Phase III C completed would be a huge windfall for the Harbors. He said his opinion is that Harbors is being compensated very nicely.

Mr. Leither said when he talks to people in the Harbor, Statter Harbor Phase III (C) is not for the people that use the Harbor everyday. It is for the cruise ship tourists and not for the general population in Juneau.

Public Comment

Mr. Kirby Day, Juneau, AK

Mr. Day said the homework has been done by the City management and he believes CLIAA would see these projects as acceptable to use State funds and they are certainly projects that would improve the waterfront for residence and visitors.

2. Launch Ramp Survey Results

Mr. Schaal said staff seized the opportunity during the Salmon Derby to ask users of our facilities some short survey questions. Staff wanted people to start thinking about North Douglas being expanded in the future. We did not get a lot of survey results from the Salmon Derby but when Harbormaster Cresswell put the survey on our Facebook page we had a lot of people respond. Mr. Schaal went over the questions and responses on page 42 and 43 in the packet. He mentioned the data on page 44 in the packet show the Salmon Derby was very busy but the local King Crab opener was even busier. This is

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

important for staff scheduling and resources and we could be ready next year for those known openers. Also attached are eleven pages of comments.

Committee Discussion

Ms. Derr said she appreciated this information and thanked staff. She was surprised on how much the North Douglas Launch ramp is used.

Mr. Wostmann said the eye opener for him is the use of the North Douglas ramp. He said he believes this is information the Board will be able to put to good use.

Mr. Leither said this is interesting data, but it could be a difficult thing to draw a conclusion from.

Public Comment - None

3. Taku Harbor Repairs

Mr. Schaal said on page 56 in the packet shows the Taku Harbor boarding damage that has happened in the last month or two. There has also been some slips and trips at this location reported at a previous Board meeting. The problem is between the new float on the uplands side and a reused float that came from Amalga Harbor when it was rebuilt in 2005 used to extend the float out to the new "T" float. The new float sits on a steel pile structure but the old float staff relied on the rigidity to resist the bending that happened. The whaler on the side of the float has broken and the floatation has separated from the structure. The plan is to go to Taku Harbor in the next week or two when some supplies arrive in town. Staff has a low cost plan to build some cribbing on site and place a beam under the structure when we jack it up and reconnect it with some high strength bolts to buy some more time. This would only be a five year fix. We are also going to install some roofing on the slippery plywood to prevent more slips. We will need to come up with a replacement plan and funding in the next five years.

Committee Discussion

Mr. Wostmann asked if it is only the old section from shore to the newer floats start. The rest of the facility is still in decent shape.

Mr. Schaal said that is correct and we want to come up with a plan to replace the failed older floats.

Mr. Wostmann asked if we maintain the float at the other end of the Harbor not attached to shore?

Mr. Schaal said that is our float as well called the Stockade Float.

Mr. Wostmann asked if they are old float sections as well?

Mr. Schaal said they are older but he is unsure of where the floats came from.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Wostmann recommended to replace the unattached floats also because they are in bad shape as well.

Mr. Schaal said there was pile jacking repairs about three years ago on the piles on the T float that were coming out of the ground. We contracted Trucano to go down and do the repairs that were completed September 2018 for \$114,743.

Mr. Uchytel said the repairs were under a 25/75 matching grant where we came up with 25% and Fish & Game contributed 75%. We also installed zinc anodes as well and the pilings are in fairly good shape.

Mr. Larkin left the meeting at 6:35pm.

Public Comment - None

4. Capital Improvement Project Update - Seawalk Improvements

Mr. Schaal said we are currently in the bid phase for the Taku Seawalk releveling project. This is the timberdeck area around the Fishermen's Memorial. The bids are still set to open next Tuesday the 28th. The Engineers estimate for this project is \$160,000. Staff is anticipating several local bidders. We are hoping the timber prices have stabilized and they do not impact the Engineer's estimate. There is currently \$209,000 in this CIP. Staff would like to do this project this winter. The other Seawalk project is the deckover project around Marine Park. The design was completed this last summer and funding was not available so it was set on a shelf, but it looks like we will receive funding now. At this point we are not moving to bid because we are worried about impacts for the supply chain and it could be impacted enough to not be ready for the start up of the cruise ship season. This would be completed next year.

Committee Discussion – None

Public Comment –

Kirby Day, Juneau, AK

Mr. Day asked once the Seawalk connection is completed, is the one bollard on the Seawalk for ships at the Steamship dock still going to be used?

Mr. Schaal said yes the dolphin will still be available and we will be installing a power capstan at that location. It will have more accessibility and there is a design for fencing to provide security for the lines when they are in place. It will be better for the longshoremen and they will not need to have their pickup or forklift on the dock. There should be less impact to the dock in the future.

5. Renaming the Archipelago Lot – Peratrovich Plaza

Mr. Uchytel said in the packet on page 57 there is a memo to the Board asking what the Board thinks about changing the name from the Archipelago Lot to the Peratrovich Plaza.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Staff has been discussing different names for this lot to be able to direct people coming down the Seawalk to this location. With the new Elizabeth Peratrovich mural on the side of the Library, it makes sense to name this lot the Peratrovich Plaza. He asked if staff should move forward with a resolution to the Assembly renaming this lot?

Committee Discussion

Ms. Smith asked if anyone has talked to Sealaska or Tlingit & Haida about this and do they feel this is an appropriate name or would they prefer something else that honors the First Nations?

Mr. Uchytel said he has not reached out to Roy Jr. or Sealaska. Staff brought this to the Board first. If the Board thinks this is a pursuit worth taking, staff will reach out to everyone to make sure they are good with this name.

Mr. Wostmann said he supports the name change and to move forward with contacting members of the native community to see if this is something they feel is appropriate and support.

Mr. Etheridge said he supports this and staff should move forward.

Ms. Derr said she supports this also.

Public Comment

Mr. Kirby Day, Juneau, AK

Mr. Day said he supports this name change. He asked if it was going to be the entire area, the mini bus staging area and the decked over area?

Mr. Uchytel said generally the area is Peratrovich Plaza. If the museum is built on the deck over area, it may change the dynamics somewhat?

6. Harbor Rate Study - RFP

Mr. Uchytel said on page 60 in the packet is a RFP for the Harbor Rate Study. Initially, the focus was on the Harbor Enterprise but with the discussion with the City Manager we will expand our rate study to include the CBJ cruise ship docks for dockage and port maintenance fees. The purpose of the RFP is to select a consultant and this is not the scope of work. This gives professional consultant companies, that do economic analysis, what we are looking for in general terms. They can provide proposals so a group of Docks & Harbors staff and Board Members can evaluate to select a firm. Once a firm is selected we would go through a contract process and then a scope of work.

Committee Discussion

Mr. Leither asked in 1.3 in the RFP would it be beneficial to have Docks and Harbors bidding process separate? It could get confusing who is paying for what. It could be difficult to separate the bid process unless they are separated.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Uchytel said staff can separate the fees.

Mr. Wostmann said he is still uneasy with the language in 1.3 and 1.4. In 1.3 the word “loosly” is used and in 1.4 the word “cursorily” is used and both of those words are open to a wide interpretation as to what is actually expected. He asked Mr. Uchytel his interpretation of those words.

Mr. Uchytel said “loosly” means it is not our intent for the consultant to go through every harbor fee but we will have him focus on certain ones. He can change the words.

Mr. Wostmann said if we mean it will be a subset of the rates we have, than we should use that language and it will be less open to interpretation. He said for the word “cursorily” to him means no substance and too minimal for what we are expecting. He would change that to a limited review or a couple sentences to describe better what we mean.

Mr. Uchytel said “cursorily” means we do not want them to inspect our facilities. He said the consultant should know our facilities, walk the facilities but do not inspect the facilities. He can change this and he will get back to Mr. Wostmann with his changes. Mr. Uchytel said his expectation is that a consultant will walk us through the process and this document only brings the consultant to the table. Once a consultant is selected that is when the negotiations start for the final product.

Mr. Wostmann commented we should put what is actually meant in the RFP so the bidders know what is expected will be negotiated in a contract.

Public Comment - None

7. Use Permit for the Fish House Process

Mr. Uchytel said in the packet on page 84 is a Use Permit drafted by CBJ Law intended to use at the Auke Bay Marine Station. When we first were awarded this property, staff went out with a RFI looking for interest in leasing the newly acquired buildings at the Auke Bay Marine Station for commercial use. Staff has shown the buildings to various businesses but there was no real interest. If the new wave attenuator is ever built, the existing buildings will be razed. Recently we have had a couple businesses show interest in leasing office space. Law has confirmed we can use a use agreement process where we do not need to have it appraised and have it go through the Assembly. The Port Director has authority in ordinance to negotiate this use agreement contract which is a one year, renewable contract. Staff believes this is a good way forward to start getting some revenue from this space. He is looking for direction from this Committee to go ahead and pursue negotiating with the two interested companies. He will propose using the same rate as charged for the Port Directors office which is approximately \$2.70 sq/ft per month.

Committee Discussion

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Etheridge commented that this is a great idea and staff should proceed. This will help defer some of the expenses at this location.

Mr. Wostmann said if we can lease a portion of it, it will be a great idea. Charging \$2.70 a square foot is a satisfactory rate. He commented that water and utility is included in the lease rate. Is that because there is just a single meter to the building and it is not practicle to separate out?

Mr. Uchytal said that is correct. They could be sharing the same floor, bathrooms, and common areas.

Public Comment - None

8. Board Retreat Planning and Board Meeting Calendar

Mr. Uchytal said Ms. Derr has volunteered to help coordinate the Board retreat and he wanted to start discussion on this topic and what are our goals. He would propose looking at the first week in November as a good time for the Board Retreat. The reason is because on November 1st, the Assembly will be having the Committee of the Whole meeting where there will be discussion on the Dock Electrification, UAS property, and the Dockage Fees and hopefully there will be some guidance to move forward. It has been recommended to have a face-to-face retreat and he has been working to get a facilitator. He suggested Board retreat discussion items to include; CIP prioritization, what projects to be considered for the 1% sales tax initiative for October 2022, discuss the idea for Board members being more involved in lobbying efforts, and what expectations from the current Board do you have for staff and what staff would like the Board to focus on.

Committee Discussion

Ms. Derr said in reviewing the previous agendas from past reateat, most were two days with a third set up just in case it was needed, but the third day was not needed. The Board could look at having the retreat on a Friday and Saturday or Saturday and Sunday in the first week of November. The Operation Meeting would be the following Wednesday November 10th to formally put the motions together to send to our full Board meeting on November 18th.

Mr. Etheridge commented on the idea of all the Board members being in the same room. We can have it in the Assembly Chambers so everyone can be spread out. He said he believes there is a lot more Board Member participation in discussions when the meeting is in person.

Ms. Smith said she supports the dates. She will not be available October 15th through November 3rd. She also supports having the Board Retreat in person.

CBJ DOCKS & HARBORS
OPERATIONS/PLANNING COMMITTEE MEETING MINUTES
For Wednesday, September 22nd, 2021

Mr. Wostmann said the first weekend in November works for him. He said having this in person would be good but to have a tentative back up plan in case we are faced with extreme COVID issues that makes it unsafe. He does prefer an in person meeting.

Mr. Leither said he will make whatever date work.

Ms. Derr asked if the Board Members want the retreat meeting to be three hours like in the past?

Mr. Etheridge said three hours but to go over that if needed.

Mr. Uchytel asked if this is set for Friday the 5th and Saturday the 6th of November?

Mr. Etheridge said yes.

Ms. Derr recommended Friday evening 5pm to 8pm and Saturday 10:00am to 1:00pm.

Public Comment - None

X. Staff & Member Reports

Mr. Uchytel said there is a tourism survey he sent a link to all the Board members and Harbor personnel which has to do with impressions on large cruise ship tourism. He highly encourages Board members and Docks & Harbors staff to fill this out.

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting-**Wednesday, October 20th, 2021**

XII. Adjournment – The meeting adjourned at 7:32pm.

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Adoption of Amendment to Title 05, Chapter 20, Section 080 Small Boat Harbor Fees and Charges

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJ Ordinance 01.60, 85.02.060, and 85.02.100.

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20.080.

05 CBJAC 20.080 Passenger-for-hire fee, is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.

- (a) *Definition.* The fee assessed to a person conducting passenger-for-hire activities at **all facilities managed by the Docks & Harbors Department** ~~Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.~~
- (b) *Relationship to other fees.* This fee applies in addition to other fees set out in 05 CBJAC 020, except as follows:
- (1) A person paying moorage fees for reservations moorage at Statter Harbor as set out in 05 CBJAC 25.040 shall not be required to pay this fee;
 - (2) A person paying freight use fees as set out in 05 CBJAC 20.070 shall not be required to pay this fee if the passengers are loaded at a launch ramp;
 - (3) A person conducting passenger-for-hire activities at the Douglas Boat Harbor Launch Ramps, North Douglas Launch Ramp, Amalga Harbor Launch Ramp, ~~Tee Harbor Launch Ramp~~, and Echo Cove Launch Ramp are assessed fees as set out 05 CBJAC 01 in lieu of this fee; and
 - ~~(4) A person conducting passenger-for-hire activities at the Intermediate Vessel Float or the Marine Park Lightering Float are assessed moorage fees as set out in 05 CBJAC 15 in lieu of this fee.~~
- (c) *Requirements.* The owner of a vessel must apply to and obtain a permit from the Harbormaster in order to conduct passenger-for-hire activities at **all facilities managed by the Docks & Harbors Department** ~~Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.~~ Applications are available at any of the Docks and Harbor Department Offices **or online**. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

- (d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:
- (1) ~~Calendar year 2015 permit: \$300 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2016 permit: \$400 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2017~~ **2022** permit: \$500 **\$569.80** per vessel plus \$1.50 **\$1.65** per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after ~~2017~~ **2022**, a fee equal to the previous year's fee adjusted by the ~~Anchorage~~ Consumer Price Index – **Urban Alaska** (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, ~~rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger~~, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.
- (e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV – operator of uninspected passenger vessels) as follows:
- (1) ~~Calendar year 2015 permit: \$50 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2016 permit: \$100 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2017~~ **2022** permit: \$150 **\$171.60** per vessel plus \$1.50 **\$1.65** per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after ~~2017~~ **2022**, a fee equal to the previous year's fee adjusted by the ~~Anchorage~~ Consumer Price Index – **Urban Alaska** (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, ~~rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger~~, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

Section 3. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on October XX, 2021, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby amends these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchtyl
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJ 01.60.250:

- (1) Its consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) The existence of code authority and the correctness of the required citation of code authority following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

 Robert H. Palmer III
 Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

 Elizabeth J. Ewen, Clerk

Filing with Clerk

I certify, as the clerk of the City and Borough of Juneau, that the following statements are true:

- 1. These regulations were accepted for filing by the office of the clerk at ___:___ a.m./p.m. on the _____ day of _____, _____.
- 2. After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- 3. A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- 4. Effective date: _____.

Date: _____

 Elizabeth J. Ewen, Clerk

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2968

A Resolution Naming City and Borough of Juneau Property Legally Described as Archipelago Lot 2A “Peratrovich Plaza” in Honor of Elizabeth Peratrovich

WHEREAS, Elizabeth Peratrovich – whose Tlingit name is *K̄aaxgal.aat*, a member of the *Lukaāx.ádi* clan of the Raven moiety – was born on July 4, 1911, in Petersburg, Alaska, during a time of extensive segregation in the territory; and

WHEREAS, Elizabeth Peratrovich lived in various small Southeast Alaska communities during her childhood, eventually settling in Juneau in 1941; and

WHEREAS, Elizabeth Peratrovich was a civil rights activist and Grand President of the Alaska Native Sisterhood; and

WHEREAS, Elizabeth Peratrovich was instrumental in the passage of the historic Anti-Discrimination Act of 1945 (Territory of Alaska H.B. 14 (1945)); and

WHEREAS, in 1988, the Alaska State Legislature established February 16 of each year as Elizabeth Peratrovich Day; and

WHEREAS, on July 12, 2021, the CBJ Assembly approved Resolution 2961 authorizing the installation of a Elizabeth Peratrovich mural on the Marine Parking Garage; and

WHEREAS, the 60’ x 28’ mural was designed and painted by Juneau artist Crystal Rose Demientieff Worl, Deg Hit’an Athabascan from Fairbanks on her mother’s side and of the sockeye Clan of the Raven moiety and a child of a Thunderbird from the Chilkat region in Southeast Alaska; and

WHEREAS, the Docks & Harbors Board, in recognition of the newly installed mural and as a means to provide a wayfinding landmark, recommends naming the adjacent property legally described as Archipelago Lot 2A to *Peratrovich Plaza*, as an appropriate tribute to Elizabeth Peratrovich for the newly constructed infrastructure between the Marine Parking Garage and Pier 49; and

WHEREAS, naming the property as Peratrovich Plaza supports the Comprehensive Plan's objective to preserve and protect the unique culture of Juneau's Native People and promote responsible heritage tourism that accurately represents Juneau's unique history.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The property legally described as Archipelago Lot 2A is hereby named "Peratrovich Plaza."

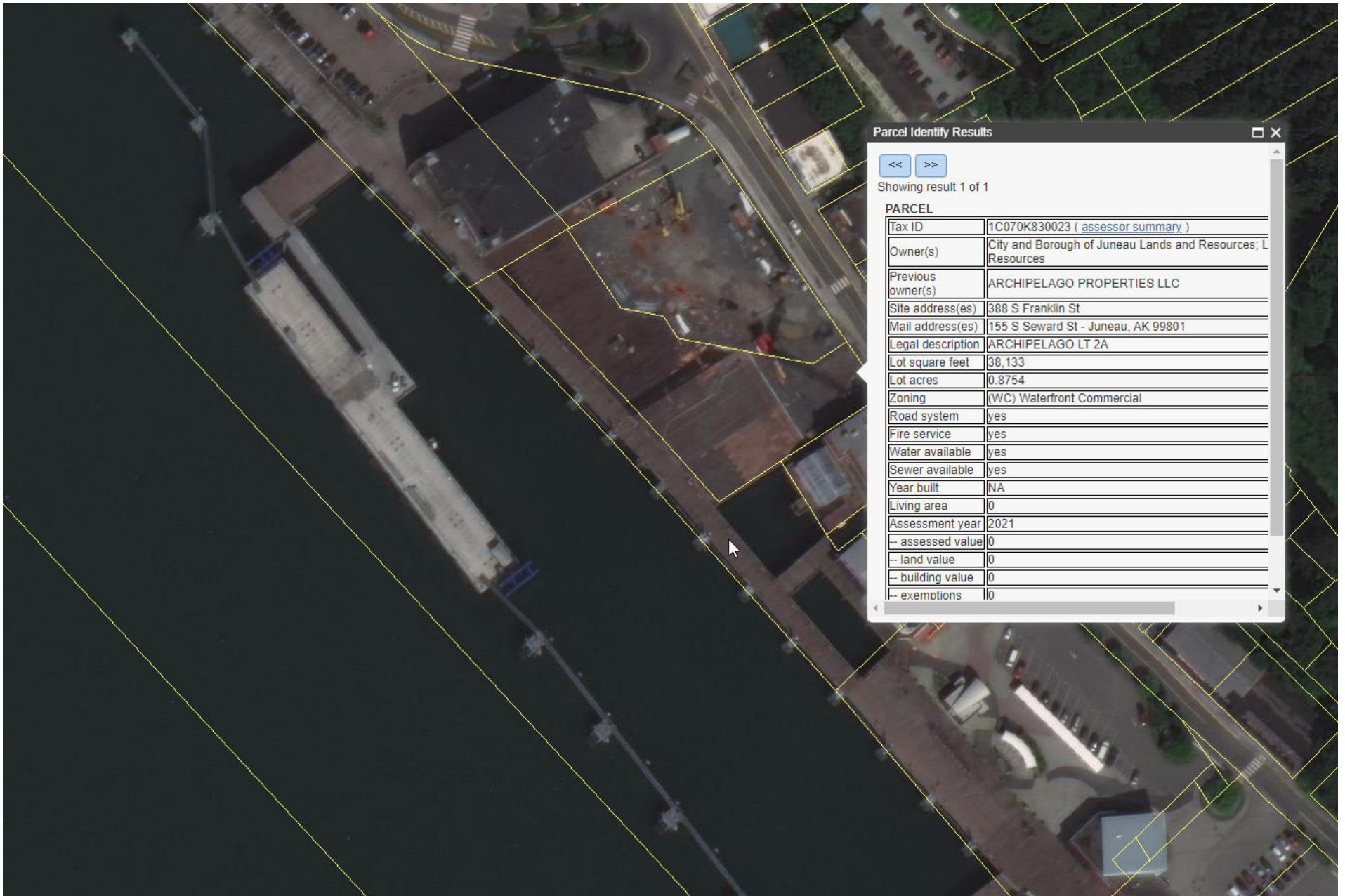
Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this __ day of November, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



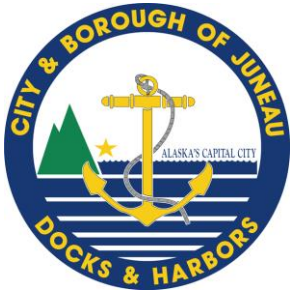
Parcel Identify Results

<< >>

Showing result 1 of 1

PARCEL

Tax ID	1C070K830023 (assessor summary)
Owner(s)	City and Borough of Juneau Lands and Resources; L Resources
Previous owner(s)	ARCHIPELAGO PROPERTIES LLC
Site address(es)	388 S Franklin St
Mail address(es)	155 S Seward St - Juneau, AK 99801
Legal description	ARCHIPELAGO LT 2A
Lot square feet	38,133
Lot acres	0.8754
Zoning	(WC) Waterfront Commercial
Road system	yes
Fire service	yes
Water available	yes
Sewer available	yes
Year built	NA
Living area	0
Assessment year	2021
- assessed value	0
- land value	0
- building value	0
- exemptions	0



Port of Juneau

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

From: Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Operations-Planning Committee
Date: September 17th, 2021
Re: Renaming New Infrastructure: Peratrovich Plaza

1. In December 2020, the DWI (Downtown Waterfront Improvement) project was completed. This \$12.5M project expanded the Seawalk and added bus staging area in a property lot recognized in the Assessor's Data base as Archipelago Lot 2. The term Archipelago is often used by Docks & Harbors staff to describe this general area. Docks & Harbors staff has contemplated other appropriate names which would provide wayfinding opportunities to this area along the waterfront, but none were generally descriptive to the new development.

3. Crystal Worl, with partnership with CBJ, created and recently installed a 60 foot by 25 foot mural of Elizabeth Peratrovich along the face of the south-facing wall of the City and Borough of Juneau's Downtown Public Library and Marine Parking Garage. This mural is now a promulgate feature in the area which Docks & Harbors manages.

4. The Docks & Harbors Board has previously made recommendations to the Assembly regarding facilities names. It seems appropriate to consider renaming this portion of the Seawalk and the bus staging area: Peratrovich Plaza or something similiar. Docks & Harbors staff has not yet consulted with the designer of the mural nor the Peratrovich family. An interesting historic side note, is that the consulting engineering firm for the development is PND Engineers. The "P" stands for Roy Peratrovich, Jr who is the son of Elizabeth.

#

Encl: (1) Photo of Mural on Marine Parking Garage
(2) Biography of Elizabeth Peratrovich



A Mural in Downtown Juneau to Commemorate Elizabeth Peratrovitch

‘Elizabeth Peratrovich—whose Tlingit name is *Kaaxgal.aat*, a member of the Lukaax.ádi clan of the Raven moiety—was born on July 4, 1911 in Petersburg, Alaska during a time of extensive segregation in the territory. She was lovingly raised by adoptive parents, living in various small Southeast Alaska communities throughout her childhood. With a passion for teaching, Peratrovich attended college in Bellingham, Washington where she also became reacquainted with her husband, Roy Peratrovich, who was a student at the same school. The couple married and moved to Klawock, Alaska where their role in local politics and Elizabeth’s knack for leadership drove her heavy involvement with the Alaska Native Sisterhood, one of the oldest civil rights groups in the world, leading to her eventual appointment as the organization’s Grand President.

Seeking better access to lawmakers who could help effect change, the Peratrovichs moved in 1941 with their three children to the Alaskan capital of Juneau, where they were met with blatant discrimination. When attempting to buy a home in their new city, they were denied when the sellers saw they were of Alaska Native descent. Instances like these were unfortunately common for Alaska’s Indigenous peoples and further motivated Peratrovich to take action in the name of systemic change.

Elizabeth and Roy worked with others to draft Alaska’s first anti-discrimination bill, which was introduced in 1941 and failed to pass. On February 5, 1945 following years of perseverance, a second anti-discrimination bill was brought before the Alaska Senate, and Peratrovich took to the floor to deliver an impassioned call for equal treatment for Indigenous peoples. She was met with thunderous applause throughout the gallery, and her moving testimony is widely credited as a decisive factor in the passage of the historic Anti-Discrimination Act of 1945.’ - Google



8.2.1 (138) P.527

CBJ Docks & Harbors - Rate Setting Policy

Introduction

The Enterprise Funds are operated and financed in a manner similar to private business. The intent of the governing body is to provide goods and services to the general public on a continuing basis and be financed or recovered primarily through user charges. The acquisition and improvement of the facilities have been financed from existing cash resources, issuance of revenue and general obligation bonds, and state and federal grant funds.

Harbors Enterprise – To account for operations, maintenance and capital improvement to the four City-owned boat harbors and numerous launch ramps.

Dock Enterprise – To account for operations, maintenance and capital improvements of the city-owned docks, which are heavily used by over 500 cruise ships during the summer months.

Background

Over the last few decades, the D&H board has set and adjusted rates on an individual basis as the need arose for additional revenue or where significant changes in the quality of facilities or services suggested that a rate revision would be justified. As a result, some rates have not changed since 2005 while other have been adjusted multiple times as recently as this year. Starting in 2005, the board added a CPI adjustment to some rates and left some untouched.

While generally these rate adjustments were discussed in multiple public meetings, distributed via various media channels, and often presented at public comment opportunities, the impression remains with too many users of D&H facilities that the rate setting process is opaque and not justified by the underlying cost and services.

It is the intent of the CBJ Docks & Harbors Board to establish a rate setting policy which meets the following criteria:

1. It must be fair and reasonable
2. It must be consistent
3. It must be supported by data and an explanation of how the data justifies the rate
4. It must be sufficient to support the operations of docks and harbors
5. It must replenish capital investments
6. It must build reserves for contingencies and future growth
7. Where currently significant disparity exists between the cost allocation to user groups these need to be adjust in a fair and appropriate manner

Approach

Components

In general, there are several components which must be considered when setting a rate:

1. Recovery of operational costs
2. Recovery of capital investment
3. Build a reserve for contingencies and to build new capital for future growth
4. Equity adjustment

5. Sticker shock

Rate Adjustment

After a rate has been set there should be consistency and predictability going forward. The proposed policy would be to apply the CPI adjustment annually on all rates and to set a review schedule for each rate based on issues such as the changes in the underlying cost structure as well as user demand and changes in the use of facilities or services. The underlying rate should be reviewed at least every five years and in order to provide stability for the user community not more often than every three years. The board will always have the discretion to deal with exceptional circumstances such as the 2020 COVID impact on cruise ship revenues.

Discussion

Rates must be fair and reasonable

Fair and reasonable is primarily a subjective issue of perception. However, by implementing a defined and consistent approach and striving to allocate an equitable share of the cost to every user the D&H board strives to be fair to all users.

Rates must be consistent

By establishing this rate setting policy we will have a consistent approach to every rate and rate change. This will give commercial users the ability to plan for future years. Normally CPI changes will be applied starting April 1st and base rate changes either January 1st or July 1st as determined by the Board. Other starting dates may be established by the Board at its discretion.

Rates must be supported by data and an explanation of how the data justifies the rate

Meeting this component of the policy will present a significant challenge to the Board as well as D&H staff. In order to create a starting point and baseline for the underlying components of each rate the Finance Sub-committee is recommending that a professional consultant firm be retained to perform a rate study

Rates must be sufficient to support the operations of docks and harbors

This item will also present a challenge for staff as in most harbors both the facility as well as the staff support multiple user groups each of which can have their own rate structure.

Rates must replenish capital investments

This item can normally be clearly defined for each facility. Policies will need to be established in consultation with the CBJ Finance director for facilities where funds from multiple sources were used. The rate study is expected to provide guidelines determining remaining useful life and repayment schedules.

Rates must build reserves for contingencies and future growth

Setting a target for building reserves will be largely a board decision but the basis and need for additional reserves must be clearly defined.

Where currently significant disparity exists between the cost allocation to user groups these need to be adjusted in a fair and appropriate manner

In some cases where rates have not been adjusted in many years a large increase may be indicated. This should be recovered over a reasonable number of years.

- I. Call to Order
- II. Roll call
- III. Approval of Agenda
- IV. Public Participation
- V. Items for Information/Discussion
 - a. Review of Docks & Harbors Strategic Planning
 - b. Board Priorities
 - i. Fiscal Priorities and Goals
 - ii. Public Outreach & Participation – Roles & Assignments
 - iii. Prioritization of CIP
 - iv. Projects for the 1% Sales Tax
 - v. Expectation of Staff
 - vi. Staff Request of the Board
 - c. Rate Adjustments Prior to Review Study
 - d. Wish List Items?
 - i. Small Cruise Facility
 - ii. Fisherman’s Terminal Purchase
 - iii. North Douglas Boat Launch Facility
 - iv. Railing on Sea Walk
 - v. Staffing for 2022 Season
 - vi. Auke Bay Wave Attenuator
 - vii. Dock Electrification
 - viii. Dredging
 - ix. Security Gates/Cameras

IV. Adjourn



WHAT WE ARE LEARNING FROM THE RESTART

LUIS AJAMIL



10.07.21

WHAT IS PERMANENT OR TRANSITORY?

THE LONG-TERM IMPACT OF COVID

- **WE HAVE NOT LEARNED A THING IF WE TREAT THIS A ONE-TIME EVENT**
- THE ECONOMIC AND FINANCIAL IMPACT HAS BEEN DEVASTATING TO ALL IN THE INDUSTRY
- THIS IMPACTS THE CONFIDENCE OF LONG-TERM MARKETS
- PORTS AND THIRD-PARTY INVESTORS WILL HAVE MORE DIFFICULTY IN RAISING CAPITAL UNLESS THE SOLUTION INVOLVES AN ANSWER TO: **“WHAT HAPPENS IF THIS OCCURS AGAIN?”**
- THE SOLUTION SHOULD BE STRUCTURAL AND PROVIDE A MECHANISM FOR RECURRING PANDEMICS AND REBUILD TRUST IN THE LONG-TERM BUSINESS CLIMATE

HOW CAN WE DETERMINE WHAT CHANGES WILL COME FROM THIS?

- THE FUEL CRISIS IN THE 80'S LED THE INDUSTRY TO TRANSFORM ITSELF FROM A MAINLY DESTINATION OFFERING TO THE CRUISE SHIP BECOMING THE MAIN MARQUEE. AT THAT TIME FUEL COSTS TRIPLED OR MORE. THE NEED TO REDUCE CONSUMPTION DROVE LINES TO REDUCE SPEEDS, AND THUS REDUCE THE NUMBER OF PORTS OF CALL – AND THEREFORE MORE TIME AT SEA. THIS HAS SINCE BLOSSOMED TO A FOCUS ON ENERGY CONSUMPTION, AND THE DESIGN OF SHIPS AS DESTINATIONS. ALTHOUGH THAT MIGHT HAVE OCCURRED NATURALLY AT SOME POINT, THE REALITY THAT AT THE TIME, CRUISE LINES HAD NO INTEREST IN REDUCING PORTS OF CALL, AND FELT THAT THIS WOULD COMPROMISE THEIR MARKETABILITY
- 9-11 OCCURRED, AND CRUISE LINES FOUND THAT THEIR MAJORITY AIR-SEA CUSTOMER COULD NOT GET TO THE SHIPS. THEY QUICKLY RETOOLED TO GET CUSTOMERS TO DRIVE TO THEIR HOMEPORTS, WHICH LED TO THE EVENTUAL REDEPLOYMENT OF VESSELS AND CREATION OF DRIVE TO PORTS, SUCH AS JACKSONVILLE, CHARLESTON, MOBILE, NORFOLK, BALTIMORE, ETC. AT THE TIME, THERE WAS NO INTEREST OF THE LINES TO MAKE THIS CHANGE
- THESE CHANGES PRODUCED THE CRUISE NETWORK AND PRODUCT OF TODAY, AND BOTH HAVE THE COMMON TRAIT, THAT THEY WERE **GREAT FOR CUSTOMER AND FOR THE CRUISE LINES BOTTOM LINE – A GREAT COMBINATION.**

PERMANENT

- MAKING CRUISING THE SAFEST VACATION FROM A HEALTH PERSPECTIVE – THE CHANGES BEING MADE IN PROCEDURES, FACILITIES, AND SYSTEMS WILL GO A LONG WAY TO LIMITING THE VIRUS OUTBREAKS THAT HAVE PLAGUED SHIPS FOR YEARS (NOROVIRUS, ETC).
- THE INTRODUCTION OF TOUCHLESS TECHNOLOGIES ACROSS THE SYSTEM WHICH WILL REDUCE OPERATING COSTS AND BE MORE DESIRABLE BY NEW YOUNGER CUSTOMERS.
- CUSTOMER MANAGEMENT AT PORTS, IF SUCCESSFUL, CAN YIELD BETTER EXPERIENCES AND ECONOMICS FOR CRUISE LINES.
- A STRATEGIC CHANGE IN MANAGEMENT OF VIRUSES SO THAT THIS CANNOT HAPPEN AGAIN.

THE RESTART

CRUISE LINES WHICH WERE OPERATING IN APRIL, 2021



CRUISE LINES WHICH WERE OPERATING IN MAY, 2021



CRUISE LINES EXPECTED TO BE OPERATING IN JUNE, 2021



CRUISE LINES EXPECTED TO BE OPERATING IN JULY, 2021

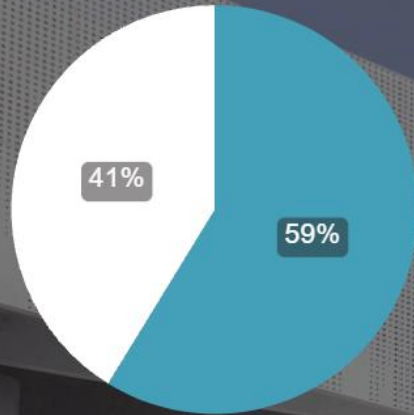


CRUISE LINES EXPECTED TO BE OPERATING IN AUGUST, 2021



BERTHS SAILING IN OCTOBER

● In Operation ● Pending Resumption



PORT / COUNTRY CRUISE RESUMPTION STATUS

● Closed ● Open (Restrictions May Apply)



STATISTICS (since resumption)

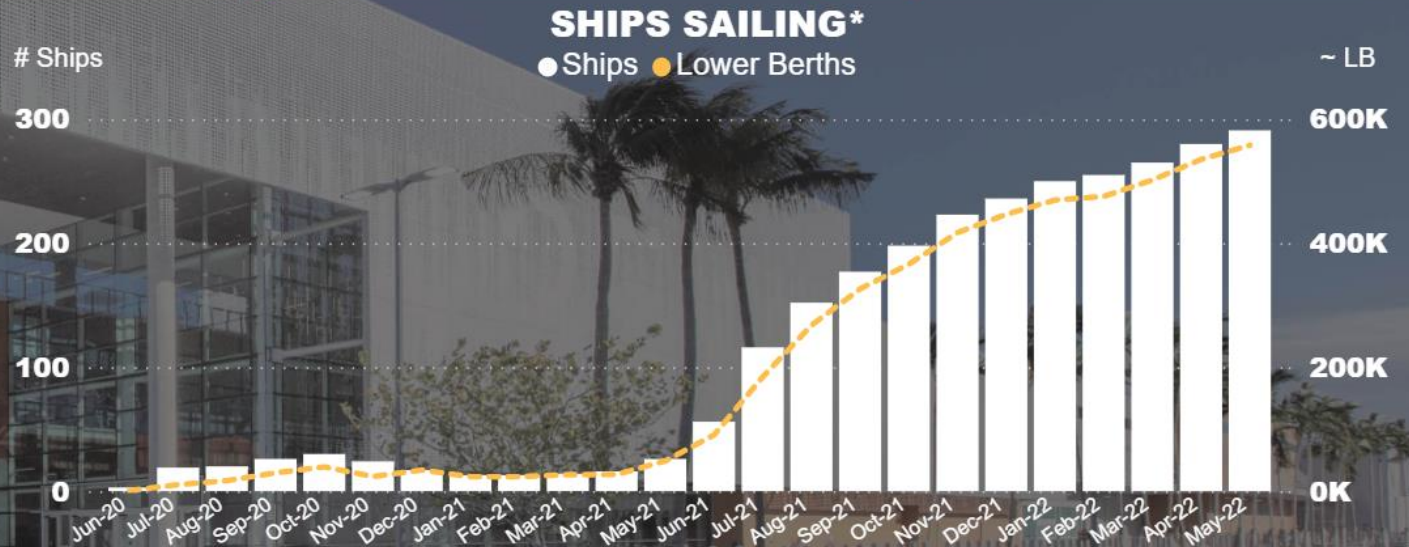
128
COVID Cases (Pax) ^

2.4M
Estimated Pax Sailing

0.005%
Pax Infection Rate

RESUMPTION OPERATIONS TIMELINE

In Service	2021	2022 / TBA	CDC ✓
<ul style="list-style-type: none"> AIDA Cruises Aranui Cruises Aurora Expeditions Azamara Bahamas Paradise Black Sea 	<ul style="list-style-type: none"> China Merchants (Oct) 	<ul style="list-style-type: none"> Ambassador Cruise Line (April) Ritz-Carlton (May) P&O Aus (TBA) Astro Ocean (TBA) 	<ul style="list-style-type: none"> Port Everglades Celebrity Edge Celebrity Equinox Odyssey OTS PortMiami Freedom OTS



For more information, please contact maritime@bermelloajamil.com

Background picture: Terminal 25 at Port Everglades designed by Bermello Ajamil & Partners

^ Figures come from news outlets. BA figures do not include any cases not publicly disclosed from cruise lines or other sources. Hurtigruten's outbreak was an anomaly and the 29 passenger COVID cases

CRUISE SENTIMENT

- DATA IS BASED ON A SURVEY OF 3,246 READERS
- FUTURE CRUISE INTENT REMAINS STRONG
 - 84% OF RESPONDENTS SAYING THEY WILL BOOK A FUTURE CRUISE
 - 48% ARE ALREADY LOOKING TO BOOK A FUTURE CRUISE
 - 86% SAY THEY WILL CRUISE IF VACCINATION IS A REQUIREMENT TO SAIL ON A CRUISE SHIP
- CRUISING REMAINS THE TRAVEL TYPE WITH THE GREATEST CONFIDENCE IN SAFETY
 - 76% OF RESPONDENTS SAYING THEY FEEL CONFIDENT OR VERY CONFIDENT THAT CRUISING WILL BE SAFE WHEN IT RESUMES,
 - COMPARED TO 63% FOR HOTELS, 60% FOR ALL-INCLUSIVE RESORTS, 57% FOR AIR TRAVEL, 35% FOR TRAIN TRAVEL
- 20% WILL LOOK TO BOOK A SMALLER SHIP
- MOST LINES ARE TARGETING 100% DEPLOYMENT BY NEXT SUMMER OR EARLIER

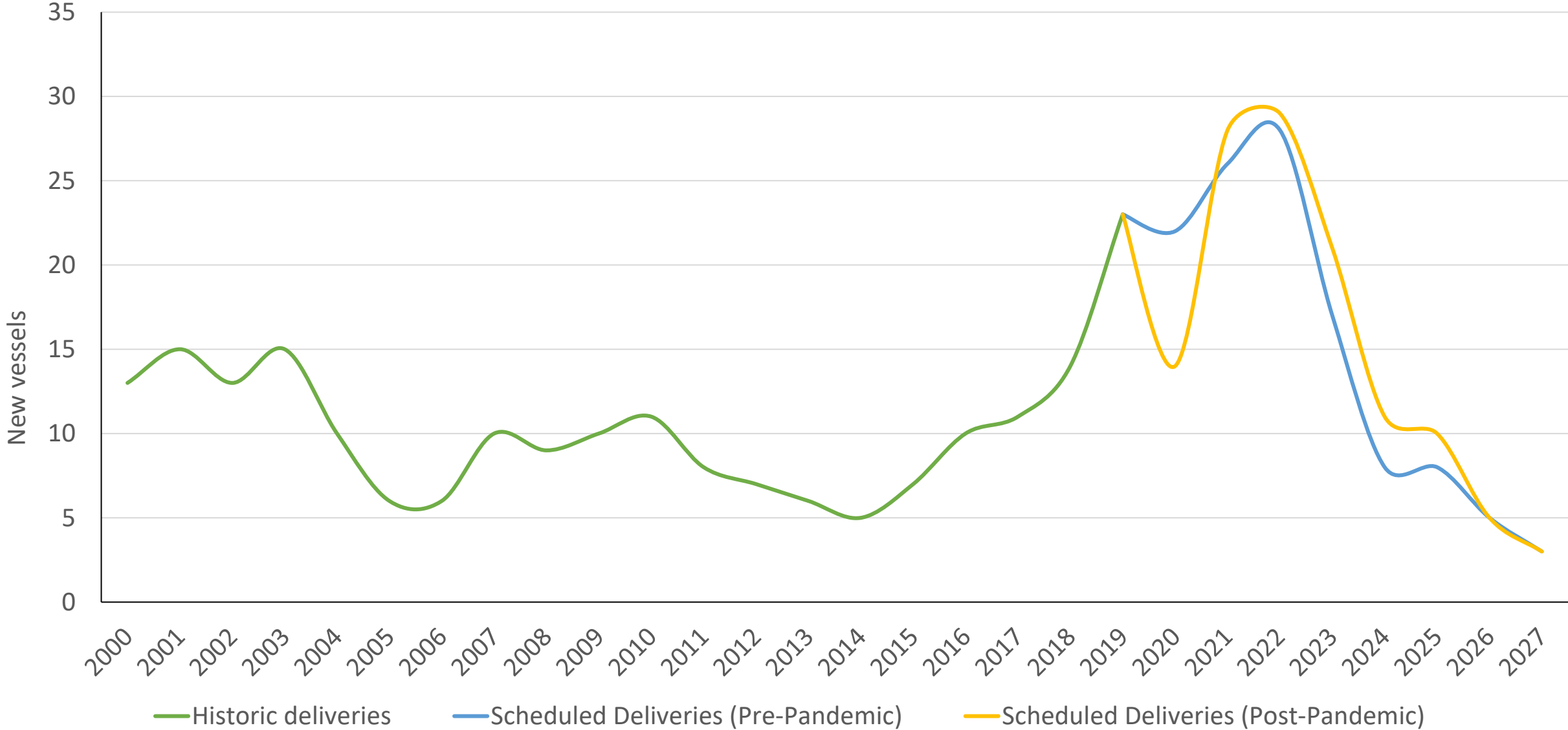
Source: Cruise Critic

VACCINATION SURVEYS

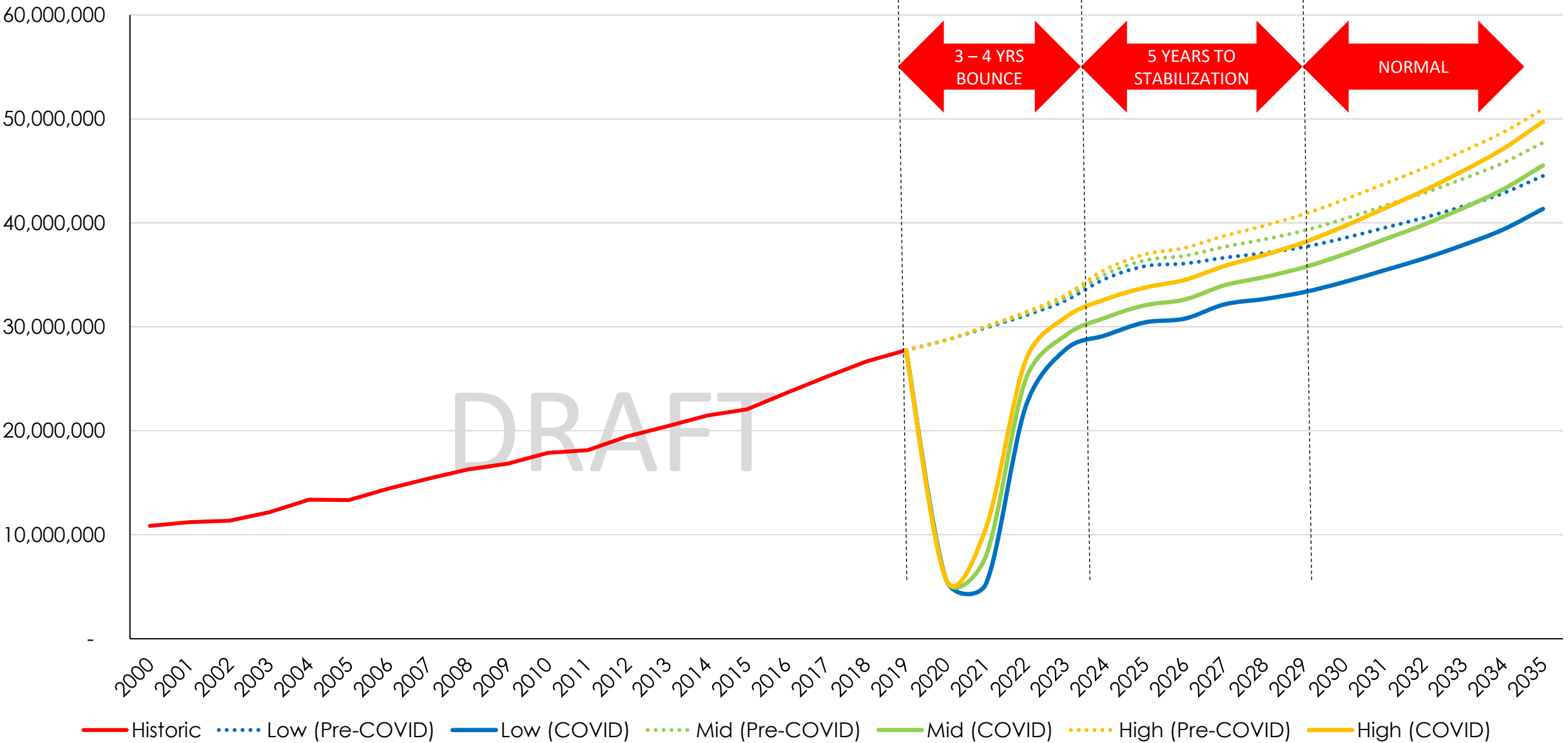
- 6,821 RESPONDENTS (JULY 11-22) – FLORIDA RELATED CUSTOMERS
- 94% ARE VACCINATED
- 48% OF RESPONDENTS ARE *LESS LIKELY* TO TAKE A CRUISE ON A SHIP CARRYING GUESTS WITH MIXED VACCINATION STATUS
- 37% OF RESPONDENTS ARE *MORE LIKELY* TO TAKE A CRUISE ON A SHIP CARRYING GUESTS WITH MIXED VACCINATION STATUS
- 18% SAY THEY WOULD CONSIDER CHANGING THEIR VACCINATION DECISION DUE TO THE VARIED ONBOARD CRUISE EXPERIENCE
 - 2% SAY THEY WOULD GET VACCINATED TO AVOID AN ALTERED CRUISE EXPERIENCE; 16% SAY THEY'RE NOT SURE WHETHER THEY WOULD; 78% SAY THE ALTERED CRUISE EXPERIENCE WOULD NOT AFFECT THEIR VACCINATION DECISION.

Source: Cruise Critic

ORDERBOOK FORECAST



WORLDWIDE FORECASTS



OPERATIONAL CHANGES

• ON BOARD

- TECH TO LIMIT CONTACT
 - ONLINE CHECK-IN
 - TOUCHLESS KEYCARDS
 - APPS FOR NAVIGATION, BOOKING, Q&A
- MASKS AND SOCIAL DISTANCING
- FOOD SERVING

• TERMINAL

- TESTING / PROOF OF VACCINATION
- FIXED BOARDING TIMES
- HEALTH SCREENING AND TEMPERATURE CHECKS
- DISINFECTION OF LUGGAGE

• SHORE SIDE

- SHORE EXCURSION BUBBLES



WHAT ARE WE LEARNING

GENERAL OBSERVATIONS

- THE SMALLER AND COMPACT THE TERMINAL THE MORE DIFFICULTIES ONE WILL HAVE, AND IN SOME CASES THE TERMINALS MIGHT NOT BE ABLE TO OPERATE AT ALL.
- TIMING OF PASSENGER ARRIVAL TO THE CHECK-IN TO A PRESCRIBED TIME IS ESSENTIAL.
- HANDS-FREE AND TOUCHLESS SYSTEMS NEED TO BE INCORPORATED AT ALL STEPS.
- THE SEQUENCE OF TESTING AND CHECKING, VS SECURITY, CHECK-IN, AND BOARDING NEEDS TO BE RESHUFFLED AND WILL BE CONTROLLED PREDOMINATELY BY THE WAITING SPACES NEEDED FOR ANY TESTING RESULTS.

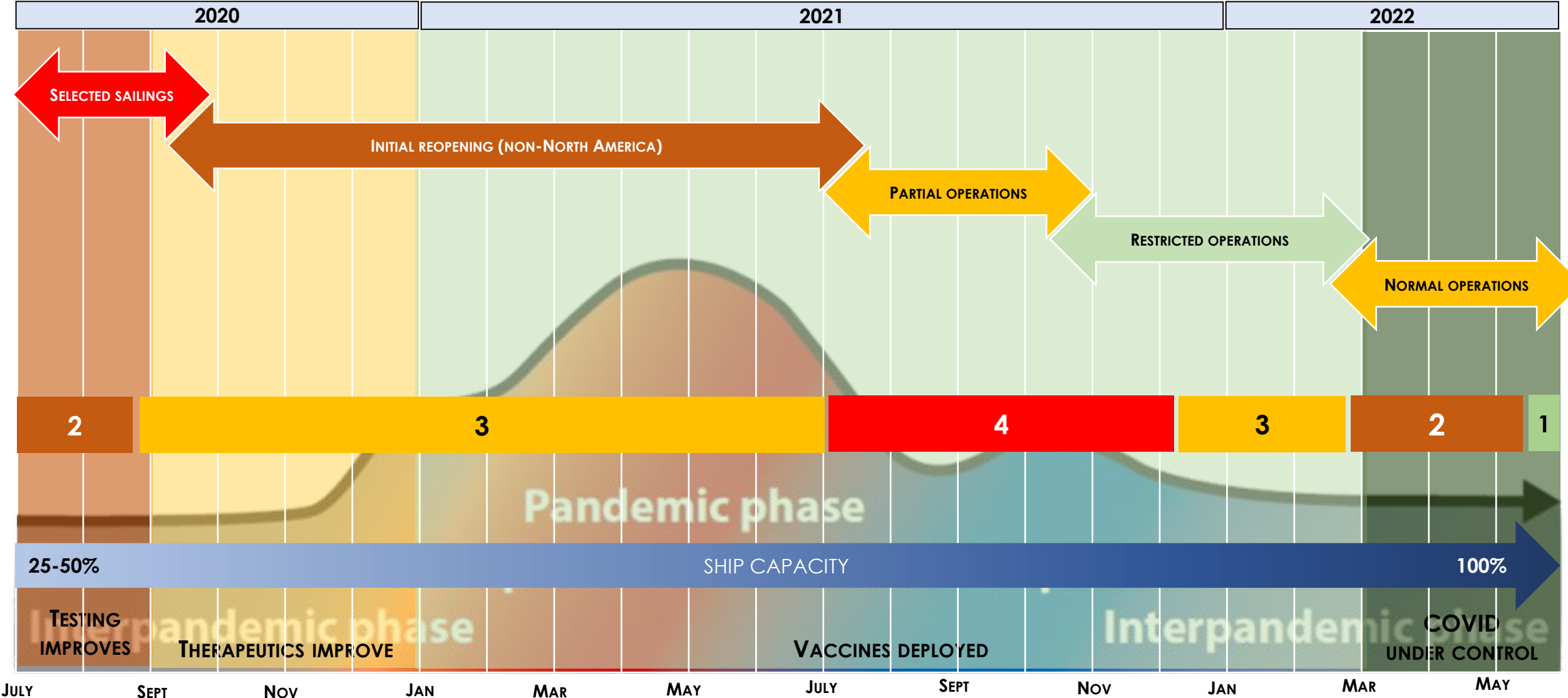
REAL TIME INFORMATION

- **MOST OPERATIONS ARE TREATING THE PROTOCOLS AS A SHORT-TERM ISSUE AND NOT PLANNING FOR LONG-TERM OPERATIONAL CHANGES**
- BY ENLARGE, **CRUISE LINES ARE CONTROLLING THE PROTOCOLS**, NOT THE PORTS.
- **MOST OF THE CUSTOMERS ARE PREDOMINANTLY ADULTS**; INTRODUCING LARGE AMOUNTS OF UNVACCINATED CHILDREN, WHICH IS A CORE CUSTOMER OF THE LINES IS BOUND TO CREATE ANOTHER SET OF ISSUES FROM TODAY.
- **LOW OCCUPANCY IS WHAT ALLOWS SOME OF THE OPERATIONS.** CURRENT MODELS WOULD BE HARD-PRESSED TO WORK AT FULL OCCUPANCIES.
- **STAFFING LEVELS IN ALL POSITIONS ARE AN ISSUE** LIKE IN MANY OTHER BUSINESSES.
- **OPERATIONS ARE FLUCTUATING FROM WEEK TO WEEK AND LINE TO LINE**, CREATING ISSUES WITH THE LAYOUT OF SPACES AND PROCESSES.
- THE VAST MAJORITY OF PORTS ARE USING THE TERMINALS AS PREVIOUSLY DESIGNED, AND TRYING TO INCORPORATE TESTING, VACCINATION CHECKS AS WELL AS OTHER TYPES OF INSPECTIONS IN THE BEST WAY THEY CAN FIT IT WITHIN THE TERMINAL.
- IN PORTS WITH MULTIPLE TERMINALS, THEY HAVE RECOGNIZED THE ISSUES, AND ARE ONLY USING THE LARGER TERMINALS FOR THE RESTART.
- **SOME CRUISE LINES HAVE NOT BEEN SUCCESSFUL IN SCHEDULING CUSTOMER ARRIVALS TO A PORT** AT A PARTICULAR TIME BLOCK THAT WOULD ALLOW A PROCESS TO FLOW CORRECTLY.

REAL TIME INFORMATION



SCALABILITY OF OPERATIONS



THE OPPORTUNITIES

- RETHINK THE TERMINAL TO TAKE ADVANTAGE ALL THE NEW TOUCHLESS TECHNOLOGIES
- DEVELOP A WHOLE NEW PROTOCOL
- PROVIDE FOR PERMANENT HEALTH SCREENING SYSTEMS
- PASSENGER ARRIVAL MANAGEMENT MIGHT YIELD SMALLER FACILITIES
- INVESTMENTS
 - DEVELOPMENTS WILL BE CLASSIFIED BY NEED AND CERTAIN OF THE PROJECTS WILL NOT BE ABLE TO BE FUNDED BY THE CRUISE LINES
 - THOSE WILL BE THE TOUGHER DEALS THAT WILL REQUIRE MORE UPFRONT WORK AND RISK.
 - ACCESS TO CHEAPER CAPITAL IN THIS INDUSTRY WILL BE PARAMOUNT.
 - WIN-WIN BUSINESS STRUCTURES ARE NEEDED TO MOVE PROJECTS FOWARD

2022

Docks & Harbors Board Meeting Calendar

January						
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23	24	25	26	27	28	29
30	31					

February						
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March						
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April						
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May						
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June						
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August						
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September						
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November						
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December						
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