CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, December 19th, 2019

I. Call to Order (5:00 p.m. CBJ Assembly Chambers)

II. Roll (James Becker, Chris Dimond, Steven Guignon, James Houck, Mark Ridgway, Annette Smith, Bob Wostmann, Budd Simpson and Don Etheridge)

III. Approval of Agenda

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

IV. Approval of:
a. November 12th Strategic Planning Retreat minutes; and,
b. November 21st, 2019 Board minutes.

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

VI. Consent Agenda

A. Public Requests for Consent Agenda Changes
B. Board Members Requests for Consent Agenda Changes
C. Items for Action

1. FY21 Marine Passenger Fee Letter Request
   Presentation by the Port Director

RECOMMENDATION: TO APPROVE THE LETTER REQUESTING FY2021 MARINE PASSENGER FEE (MPF) FUNDING

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED

VII. Unfinished Business

VIII. New Business

IX. Items for Information/Discussion

1. Update of the FY 2021-2026 Capital Improvement Project (CIP) List
   Presentation by Port Engineer

   Board Discussion/Public Comment

2. Mayor's Tourism Industry Task Force – Meeting summary 12/17
   Presentation by Harbormaster

Board Discussion/Public Comment

3. NCL Presentation to the Juneau Chamber of Commerce on 12/12
   Presentation by Port Director

   Board Discussion/Public Comment

4. No Camping Regulation in Harbor Managed Lots
   Presentation by Port Director

   Board Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, December 11th, 2019
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Steering Committee Liaison Report

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

a. Finance Sub-Committee Meeting – Monday, January 6th, 2020 at 3:00 pm

b. Ops/Planning Committee Meeting – Thursday, January 23rd, 2020 at 5:00pm

c. Joint Assembly/Board Meeting – Thursday, January 30th, 2020 at 5:00pm

XVI. Adjournment

CBJ DOCKS & HARBORS BOARD
STRATEGIC RETREAT MEETING MINUTES
For Tuesday, November 12th, 2019
No Audio

I. Call to Order (5:00 p.m. at DIPAC Board Room)
Mr. Etheridge called the Strategic retreat to order at 5:00 pm at the DIPAC Board Room.

II. Roll Call James Becker, Don Etheridge, Steven Guignon, Budd Simpson, Annette Smith, Bob Wostmann and Mark Ridgway.

Absent: Chris Dimond

Also Present: Carl Uchytil – Port Director, David Borg – Harbormaster, Erich Schaal – Port Engineer, Matthew Creswell, Deputy Harbormaster, Mila Cosgrove – Deputy City Manager(Facilitator), Robert Palmer – City Attorney, Teresa Bowen – Assistant Attorney, and Teena Larson – Administrative Officer.

III. Approval of Agenda

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

Motion passed with no objection

IV. Public Participation on Non-Agenda Items (not to exceed five minutes per person, or twenty minutes total) - None

V. Items for Information/Discussion

1. Welcome & Introductions
Ms Cosgrove asked the Board members to introduce themselves, tell how long they have been on the Board, and what they would like to accomplish while on the Board.

Ms. Smith said she has been on the Board for three months. She was on the Board previously in the 80's for 10 years. She said she is on the Board to provide a voice for the public/residents and they are not pushed aside. There needs to be a balance between tourism and the general public.

Mr. Wostmann said he works in information technology and was a charter boat captain. He served on the Board in 2010 and rejoined the Board about one year ago. His interest on the Board is on IT/Finance/Budget/Expense/Revenue and where we like them to be. He wants to improve the Harbor Facilities.

Mr. Guignon said he has been on the Board for three months. He was previously in tourism for a while in St. Thomas. He is a small business owner in Juneau now and he

wants to be a part of Docks & Harbors and see how it grows. He likes to try to solve complaint issues.

Mr. Ridgway said he has a small business downtown, works for the Coast Guard, and is a long time Harbors facility user. He became a Board member because the lightering dock disappeared. His hope is to try to look for opportunities, "build for the locals, and the tourists will love it."

Mr. Etheridge said he grew up in Harris Harbor from the age of six. He is an all around Harbor user from charters to dock. He was previously on the Board for 11 years and termed out. His main mission for being on the Board currently is to obtain Municiple Harbor grant funding to be able to improve harbor infrastructure.

Mr. Becker said this is his second year on the Board and he is interested in everything and enthused about people asking him to look into different things. He would like to try to get a travel lift. He supports the BUILD grants. He would like to see the Bridge to Norway point large haul out facility move forward and the Archipelago project and seawalk completed.

Mr. Simpson said he is a lifelong recreational boater. He was originally on the Board in 1995 to try to build more infrastructure because it takes an advocate to get a project completed. There was a lot accomplished in the last 12 years and now he is back.

2. Board & Staff role & scope
   Mr. Uchytil went over the Boards role in Title 85. Title 85 can be found at https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=COLABOJUALVOII_TIT85WAHA
   He went over a slide on CBJ Board & Commissions, and showed the Docks & Harbors organization chart (attached).

   Mr. Uchytil asked the Board what their vision is on where Docks & Harbors is going and what their expectations from staff is?

   Mr. Etheridge added when Mr. Uchytil asks the Board for advice and nothing is provided he does not know how to proceed. It is the Boards responsibility to discuss the issue and give advice and back it up.

   Mr. Ridgway requested an email every two weeks with five things the Board should think about.

3. Law Briefing – City Attorney
   Mr. Palmer showed a presentation(attached) which went over the Board Authority, Open Meetings Act and Ms. Bowen went over the Public Records Act, Conflicts of Interest, and Quasi-Judicial Process portion of the presentation.

Both Mr. Palmer and Ms. Bowen recommended if there are any questions on a potential violation to call and find out if there could be.

4. Fiscal Update
   Mr. Uchytil showed the slides on the Harbor and Docks trends for revenue and pointed out the Harbors does not have any money to spend on projects at this time(attached).

   There was a recommendation to market Docks & Harbors.

   Mr. Uchytil said he currently speaks at numerous events, sends out a newsletter, and talks on the radio.

5. Review of Docks & Harbors Strategic Planning Documents
   Mr. Uchytil showed the presentation fromt the last retreat and the list of priorities from that retreat (attached).

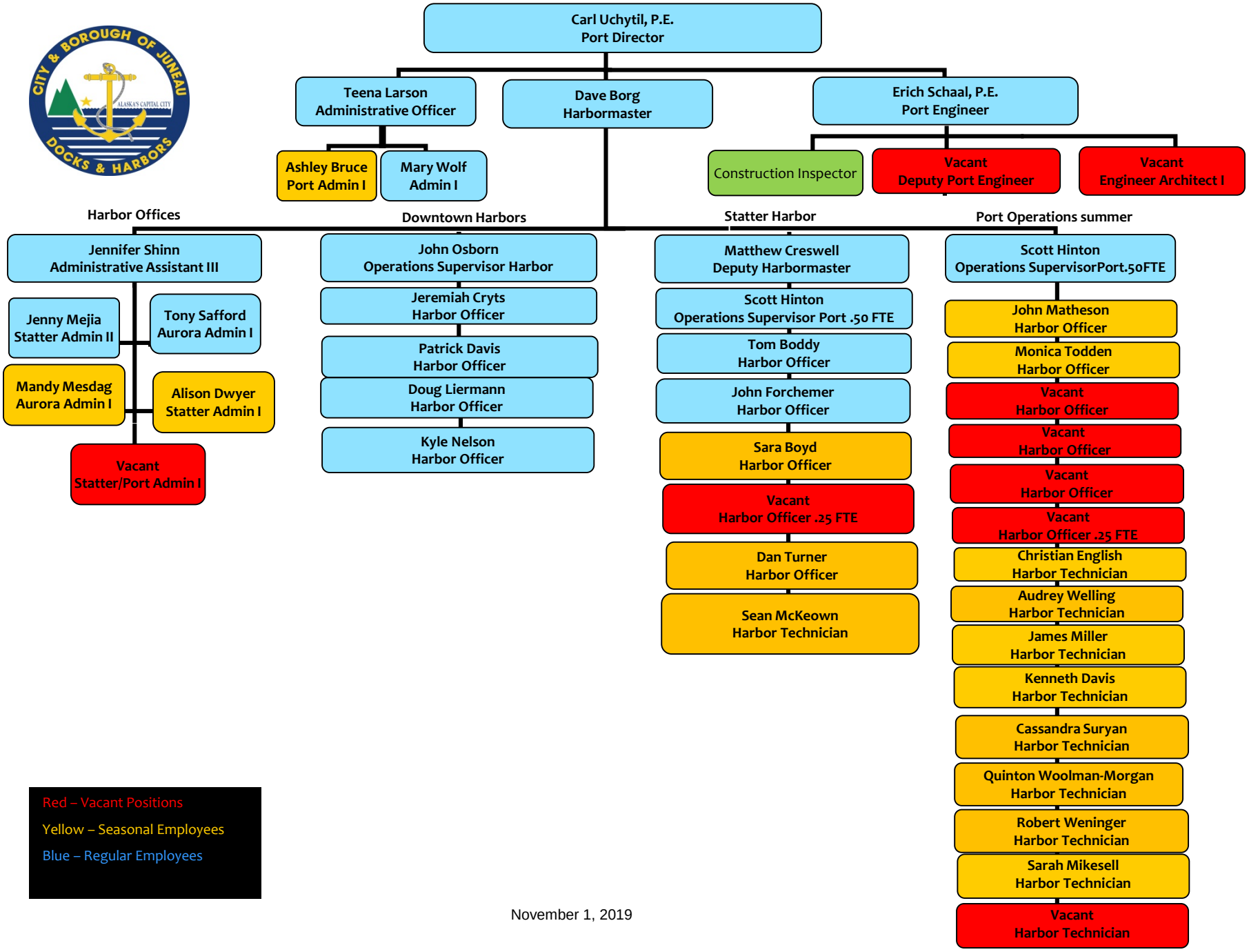
6. Board Priorities & Board Work Plan
   The Board wanted to have a list of projects and priroities for the next 24 months.

   Ms. Smith wanted the email she received about North Douglas added to the next Operations/Planning agenda.

   Ms. Cosgrove recommended when the Board prepares for discussion to remain at a high level. The best time spent is in the big picture and day to day oeprations, but not too far in the weeds. What are the two year goals, three – five – ten year goals. What are the big picture items.

   The strategic planning will continue at the Operations/Planning Meeting on November 13th.

VI. Adjournment – The meeting was adjourned at 8:06 p.m.



November 1, 2019

Docks & Harbors Board Training

CBJ LAW DEPARTMENT

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Public Trust

- Board Authority
- Open Meetings Act
- Public Records Act
- Conflict of Interest
- Quasi-Judicial Process

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

CBJ Law Dept.: Why & Where

- Why:
  - CBJ Charter 3.13 (shall appoint Municipal Atty)
  - CBJ 03.15.010 (Muni. Atty shall provide legal services to municipality)
  - CBJ 11.20.030 (Defend employees/municipal officers engaged in course of CBJ business)
- Where:
  - SEALASKA, 2nd Floor
  - Please come visit. You are always welcome.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

D&H Board Authority

- Created by CBJ Charter 3.21
- Established in 1984 by voters
- Authority granted and limited by CBJ Title 85
  - "exercise all powers necessary and incidental to operation of all port and harbor facilities in the public interest and in a sound business manner"
  - CBJ 85.02.060 provides the general powers of the Board
  - 9 members on Board of Directors

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Open Meetings Act

- All meetings to be public
- Public have an opportunity to comment at regular and special meetings
- Executive session (generally for deliberation only)

Authority: A.S. 29.20.020, A.S. 44.62.310, Charter 3.12(d)

OMA: What *is* a Meeting?

- Decision-making or Policy-making board
  - (a) When more than 3 members or a majority, whichever is less, are present and (b) consider a topic that the board is empowered to act upon.
- Advisory-only board (i.e. subcommittee)
  - (a) a prearranged gathering of board members (b) for the purpose of considering a topic that the body is empowered to act upon

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

OMA: Best Practices

- OMA purpose is to ensure deliberations of a board are done in public.
- Minimize private Board member discussions.
- “Serial” meetings: Avoid using “reply all” in email.
- Reasonable notice of meeting.
  - *24 hrs. min., more notice for complex issues*
- Make sure agendas include location and time.
- Cure by completely redoing illegal action.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Public Records Act

- **A.S. 40.25.110, Charter 15.7, CBJ 01.70**
- Two big rules:
  1) Every person has the right to inspect public record unless an exception applies.
  2) Strong presumption in favor of disclosure
- Applies to CBJ emails, texts, documents, even if on your personal devices
- **Best Practice: keep work at work, keep work on work devices, and don't use text messages for substance**

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Conflict of Interest (CBJC 01.45)

You are a municipal officer

You are prohibited from using your position to:

- Gain a benefit
- Secure employment or contracts
- Take or withhold action if you have P/F interest
- Use CBJ time or equipment for P/F interest
- Vote or deliberate if you have a P/F interest

Violations are generally B misdemeanors

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Conflict of Interest

- **Financial conflict of interest**
  - Any interest held by the municipal officer or an immediate family member from which the person has received w/in 3yrs or expects to receive compensation (business, property, relationship)
- **Personal conflict of interest**
  - Not a financial interest but includes any material exchange of promise, service, privilege, exemption, patronage, or advancement

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Conflict of Interest: **Best Practice**

- If in doubt, contact your attorney
  - Shield: If you act consistent with attorney advice, then you are immune from personal liability
- Close calls, disclose in meeting
- Public Trust=legal conflict of interest code + political conflict of interest

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Quasi-Judicial/Appeals

- No ex-parte contact with parties
  - When sitting as a judge, you cannot have discussion with one side without the other side present.
  - Grocery store, school events, etc.
- Need to clearly articulate reasons for decision

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Public Trust

- Be Fair, Transparent, and Act in the Public Interest

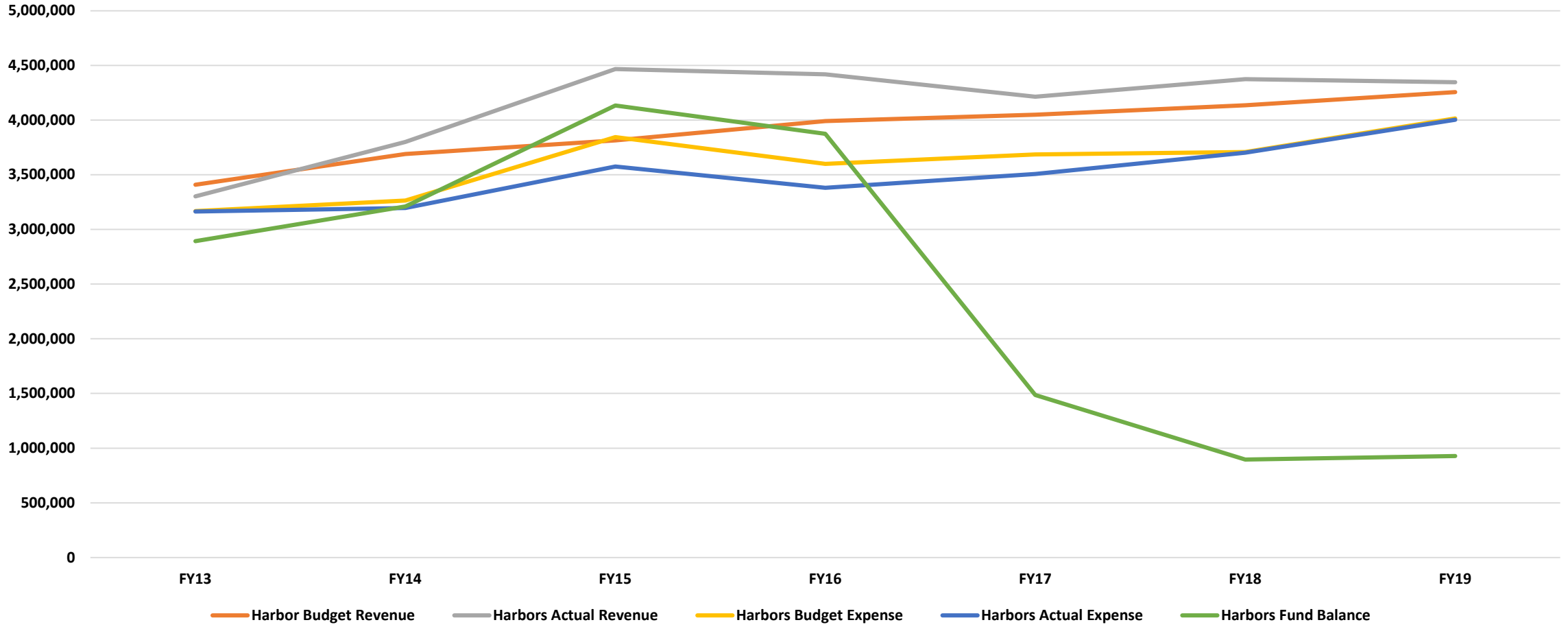
- 70% of Americans express confidence in local government

Resources

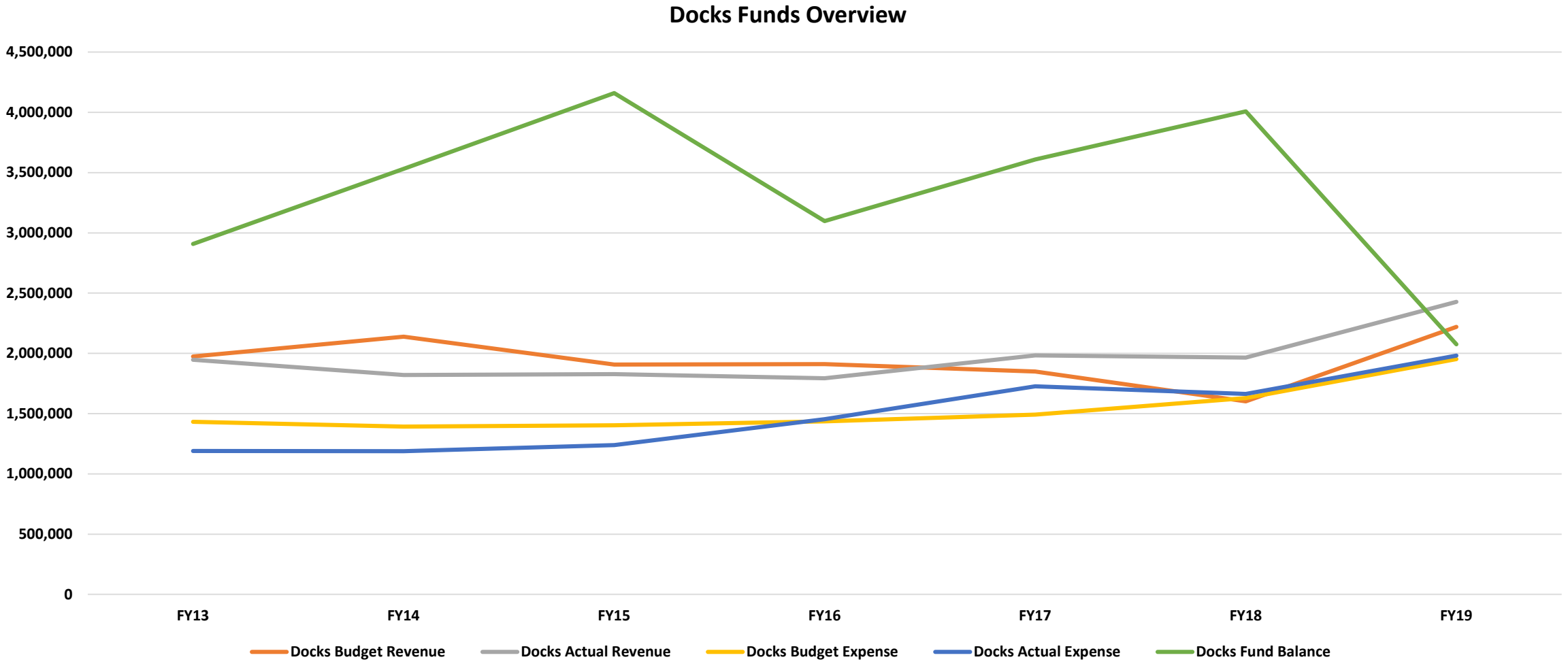
- **Department staff/liaison**
- **City Clerk**
  - Beth McEwen (586-0203)
- **Law Department**
  - Teresa Bowen (586-0275)
  - Rob Palmer (586-0909)

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Harbors Funds Overview



	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Harbor Budget Revenue	3,408,942	3,689,400	3,813,300	3,990,400	4,047,900	4,134,900	4,254,900
Harbors Actual Revenue	3,301,200	3,800,400	4,466,300	4,418,400	4,213,000	4,374,735	4,345,600
Harbors Budget Expense	3,168,590	3,264,000	3,843,800	3,598,600	3,685,700	3,707,100	4,015,500
Harbors Actual Expense	3,163,500	3,195,000	3,574,700	3,380,634	3,507,112	3,702,155	4,002,700
Harbors Fund Balance	2,893,416	3,210,757	4,133,190	3,874,843	1,485,483	895,149	926,900



	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Docks Budget Revenue	1,974,600	2,139,400	1,906,600	1,911,500	1,849,500	1,601,900	2,220,200
Docks Actual Revenue	1,946,900	1,820,000	1,828,400	1,792,800	1,983,100	1,964,484	2,428,400
Docks Budget Expense	1,431,592	1,392,300	1,403,500	1,436,800	1,492,000	1,629,300	1,952,000
Docks Actual Expense	1,189,800	1,188,500	1,238,600	1,454,100	1,727,600	1,663,167	1,982,400
Docks Fund Balance	2,907,240	3,531,061	4,159,525	3,098,254	3,609,037	4,009,076	2,075,400

SEASONAL STAFF STRATEGIC PLANNING OVERVIEW

APRIL 2019

WHY STRATEGICALLY PLAN?

- Elevate organizations to perform at a higher level
- Ensure members of the organization are working to the same goals
- To access and adjust organization's direction in response to changes
- Disciplined approach to shape and guide what an organization does with a focus on the future.

MISSION STATEMENT

New:

Develop and provide opportunities, services and facilities to support marine related commerce, industry, fisheries, recreation and visitors.

Past:

Develop and provide services to *promote* and *accommodate* marine related commerce, industry, fisheries, recreation and visitors.

VISION STATEMENT

To be the Southeast Alaska Marine Center of excellence providing safe, secure, modern, vibrant facilities meeting the needs of the users we serve.

VALUES

Service Excellence

Continuous Improvement

Integrity

SERVICE EXCELLENCE

Professional

Flexible

Skillful Communicator

Quality

Responsive

Solution oriented

CONTINUOUS IMPROVEMENT

Innovation & Creativity

Professional development

Proactive

INTEGRITY

Responsible

Accountable

Trustworthy

Consistent

GOALS & OBJECTIVES 10 YEAR PLAN

Well trained & engaged work force

Well maintained, managed & integrated facilities

Develop safe, secure harbors and facilities

Develop a strategy for meeting marine user group needs.

Vibrant waterfront development

Create/implement marketing/branding strategy that highlights Docks & Harbor as a marine center of excellence

Develop and implement a revenue generation/optimization plan that supports and facilitates the implementation of our strategic plan

TASK IMPLEMENTATION

1. Workforce Plan
   - Build a culture of safety excellence
   - Build a culture of employee engagement
   - Develop training needs
2. Leverage Technology to improve overall efficiencies
   - Finance
   - Remote Sensing
   - Social media
3. Execute elements of Urban Design Plan
4. Complete recapitalization of Aurora Harbor
5. Develop Auke Bay to fullest potential

Name	Summary	Estimated Cost	Source of Funding	Match or Grant Opportunity
~~Harris Harbor Bathroom~~	~~Project would reopen the former restrooms.~~	~~$175K~~	~~Harbor Fund~~	~~No~~
Statter Harbor Breakwater Deck-over	Current Breakwater has openings creating risk to users.	~~$1M~~ **$500K**	Harbor Fund	
~~Taku Harbor Pile Jacking~~	~~Maintenance to re-drive existing piling, weld split seams and correct pile jacking issues.~~	~~$175K~~	~~Harbor Fund~~	~~ADFG~~
Auke Bay Net Float	Previous net float was sold to AGS.	$150K	Harbor Fund	
Douglas Harbor Landscaping	Douglas residents have indicated CBJ failed to meet commitment to pave& landscape when the harbor was expanded in ~2004.	$750K	Harbor Fund	
Dredging Wayside Float	Fishing Float grounds at low tide causing structural damage to the float.	$400K	Harbor Fund	
Downtown Harbors Zinc Anodes	**Douglas**/Harris/~~Aurora Ph I/II~~ did not include this maintenance item which would extend the useful life of the steel pilings.	~~$1.5M~~ **$400K**	Harbor Fund	ADOT
Harbormaster Office Replacement	Harbormaster Building (old garage) is past useful life. Master plan calls for multi-use building with modern shower/restroom facilities.	$1M-$3M	Harbor Fund	P3 ~~1% Sales Tax~~
Install Lighting @ North Douglas Boat Ramp	High Voltage power is routed along North Douglas Highway; this would bring lighting to launch.	$60K	Harbor Fund	
Dredge Aurora Slip A6/A8	Was an additive item in Aurora Ph I which was not executed due to insufficient funds.	$300K	Harbor Fund	No
Downtown Marine Services Expansion Design	Design fees based on 7% of construction cost.	$1.4M	Harbor Fund	No
Downtown Marine Services Expansion	Master Plan – first element.	$25M	Harbor Fund	**BUILD Grant**
Juneau Marine Fisheries Terminal	Per Planning Study (Norway Point to Bridge Park).	$25M	Harbor Fund	**BUILD Grant**
Statter Harbor Phase IV	Additional transient moorage & recapitalization of “horse shoe”.	$2.5M	Harbor Fund	ADOT
Harris/Aurora Security Cameras	Improve security in downtown harbors.	$100K	Harbor Fund	
ABLF Breakwater/Net Float	Large Breakwater to protect the Auk Nu Cove/ABLF/AGS facilities	$250K	Harbor Fund	

~~Little Rock Dump Marine Service Facility Study~~	~~Term Contract Engineer~~	~~<$50K~~	~~Harbor Fund~~	
National Guard Float	**Electrical & Maintenance Repairs**	**$25K**	**Harbor Fund**	
Harbor-wide Pump-out Improvements	**Douglas has not operated in 2 years. Statter/Harris not for winter use.**	**$100K**	**Harbor Fund**	**ADFG – Clean Vessel Act Funds**

~~Archipelago & Waterfront Design/Planning~~	~~Dependent upon results of Urban Plan.~~	~~$150K~~	~~Dock Fund~~	
Electrification Cruise Ship Berths	Provide electrical cables to both new cruise ship berths.	$25M	Docks Funds	EPA Funding.
~~Cathodic Protection Ph 2~~	~~Downtown Marine Park sheet pile wall requires maintenance.~~	$500K	Docks Funds	No
Cathodic Protection Ph3	**Downtown Marine Park sheet pile wall requires maintenance.**	**$250K**	**Cruise Berth Project**	**No**
Downtown Bus Staging & Deckover	**Per results of Urban Design Plan**	**$15M**	**Cruise Berth Project Docks Fund Local Match**	
New Visitor's Center Kiosk	**Under design**	**$150K**	**MPF**	
Downtown Bathrooms	**Validated in Urban Design Plan**	**$500K**	**MPF**	
Docks Security Booths	**Passenger Check Points at AS/CT Berths**	**$300K**	**MPF**	**FEMA Port Security Grant (PSG)**
Aurora Harbor Phase III	Oldest remaining floats in inventory. Project is scaleable up to $7M. **Received $1.5M from 1% Sale Tax Initiative in 2017.**	$7M	Harbor Fund State Marine Passenger Fee	ADOT 1% Sales Tax
Auke Bay Marine Station Design	Effort would begin the conceptual design work for uplands and marine improvements.	$1M	Harbor Fund ~~ACOE (Breakwater)~~ ~~USCG~~	~~TIGER~~
Auke Bay Wave Attenuator (FCSA)	**ACOE requires 50/50 cost sharing agreement for planning. 80/20 split for construction.**	**$500K**	**Harbor Fund ACOE (Breakwater)**	
Auke Bay Marine Station – UAS Cost Sharing Agreement	**Per MOA with UAS.**	**$220K**	**Harbor Fund**	
Statter/ABMS elevated BayWalk	**Pedestrian Link along the waterfront.**	**$12M**	**Harbor Fund**	**BUILD Grant**
~~Auke Bay Marine Station – relocation Port Office~~	~~Relocate downtown Port Office with phones, internet, moving costs, etc.~~	~~$500K~~	~~Harbor /Dock Fund~~	~~No~~

Waterfront & Underwater Inspections	Our existing marine facilities have not been inspected; thus, we don't have good maintenance program in place.	$100K	Harbor/Docks Fund	No
Beneficial Use Aurora/Harris Harbor Maintenance Dredging	Pending meeting with USACE on May 15th, 2017 Application submitted March 12, 2018.	$100K	Harbor Fund USACE	~~TIGER~~
Statter Harbor Phase III	For hire floats and associated uplands, including restrooms, waiting area & gateway.	$11M	Harbor/Dock Fund (15%) + State Marine Passenger Fee (85%)	
~~Misc 16B Improvements~~	~~Several desired improvements along the seawalk were not included in the 16B bid documents: ADA Ramp improvements, replacement of sacrificial decking & guard railing along Port Field Office~~	~~$500K~~	~~16B Project Funds~~	~~No~~
Downtown "small" cruise ship berth project	Demand for the niche pocket cruise ships has exceeded capacity downtown.	$15M	Docks/Harbors Fund	
~~Archipelago Lot Procurement~~	~~Estimated cost is based on Assessor's value.~~	~~$10M~~	~~Dock Fund State Marine Passenger Fee~~	
Acquire adjacent ABMS property owned by Hagmeier	Two properties north of anticipated ABMS property are in private ownership and may be available. Properties are assessed at $620K/each.	$1.2M	Harbor Fund CBJ Waterfront Acquisition Fund	
Amalga Harbor Fish Cleaning Station	**Study was completed to evaluate potential solutions to queuing and safety issues with vessels using the float**	**$300K**	**ADF&F Grant (75%) Harbor Fund (25%)**	

Title 85 Review	**Board Review of CBJ Ordinance**	**$0K**	**Time & Talent**	
Mariculture Opportunity		**$0K**	**Time & Talent**	
Coast Guard Assets to Juneau	**Targeted effort to bring CG Offshore Patrol Cutter to Juneau**	**$10K/year**		
NOAA Assets to Juneau	**Targeted effort to bring NOAA vessels to Juneau**	**$10K/year**		
Marketing efforts to encourage boat ownership in Juneau			**Time & Talent**	
Small Cruise Ship Moorage Master Planning	**The increased number of small cruise ships have adversely impacted and strained Docks & Harbors' ability to provide suitable dock space. This master planning effort would examine the future business need and develop a holistic plan which would enable this industry to thrive in a sustainable manner.**	**$150K**	**MPF**	
Public/Private Port Infrastructure Plan	**This would fund a master plan study that would assess the existing docks and needs for the future, including infrastructure and governance.**	**$150K**	**MPF**	
Docks & Harbors Staff Organization Review	**Adding infrastructure. Should this merit manning study?**		**Time & Talent**	
Oil/Solid Waste/Waste Stream Management Plan	**Comprehensive look at reducing waste/cost within the harbors.**		**Time & Talent**	
35 Year Master Plan of Facilities	**Do we need to posture for West Douglas Access Road, Tee Harbor, Juneau Access Road, etc?**		**Time & Talent**	

Key:
Bold: New Project/information added since May 2017 Strategic Planning Meeting
~~**Cross through:**~~ Project completed since May 2017
Red: Project recommended by Staff to pursue

Projects Completed

Name	Summary	Estimated Cost	Source of Funding	Match or Grant Opportunity
Harris Harbor Bathroom	Project would reopen the former restrooms.	$175K	Harbor Fund	No
Taku Harbor Pile Jacking	Maintenance to re-drive existing piling, weld split seams and correct pile jacking issues.	$175K	Harbor Fund	ADFG
Little Rock Dump Marine Service Facility Study	Term Contract Engineer	<$50K	Harbor Fund	
Cathodic Protection Ph 2	Downtown Marine Park sheet pile wall requires maintenance.	$500K	Docks Funds	No
Auke Bay Marine Station – relocation Port Office	Relocate downtown Port Office with phones, internet, moving costs, etc.	$500K	Harbor /Dock Fund	No
Misc 16B Improvements	Several desired improvements along the seawalk were not included in the 16B bid documents: ADA Ramp improvements, replacement of sacrificial	$500K	16B Project Funds	No
Archipelago Lot Procurement	Estimated cost is based on Assessor's value.	$10M	Dock Fund State Marine	

Harbor Projects

Statter Harbor Breakwater Deck-over	Current Breakwater has openings creating risk to users.	$500K	Harbor Fund	
Auke Bay Net Float	Previous net float was sold to AGS.	$150K	Harbor Fund	
Douglas Harbor Landscaping	Douglas residents have indicated CBJ failed to meet commitment to pave& landscape when the harbor was expanded in ~2004.	$750K	Harbor Fund	
Dredging Wayside Float	Fishing Float grounds at low tide causing structural damage to the float.	$400K	Harbor Fund	
Harbormaster Office Replacement	Harbormaster Building (old garage) is past useful life. Master plan calls for multi-use building with modern shower/restroom facilities.	$1M-$3M	Harbor Fund	P3 1% Sales
Install Lighting @ North Douglas Boat Ramp	High Voltage power is routed along North Douglas Highway; this would bring lighting to launch.	$60K	Harbor Fund	
Dredge Aurora Slip A6/A8	Was an additive item in Aurora Ph I which was not executed due to insufficient funds.	$300K	Harbor Fund	No
Downtown Marine Services Expansion Design	Design fees based on 7% of construction cost.	$1.4M	Harbor Fund	No
Statter Harbor Phase IV	Additional transient moorage & recapitalization of “horse shoe”.	$2.5M	Harbor Fund	ADOT
Harris/Aurora Security Cameras	Improve security in downtown harbors.	$100K	Harbor Fund	
ABLF Breakwater/Net Float	Large Breakwater to protect the Auk Nu Cove/ABLF/AGS facilities	$250K	Harbor Fund	
National Guard Float Improvements	Electrical & Maintenance Repairs	$25K	Harbor Fund	
Waterfront & Underwater Inspections	Our existing marine facilities have not been inspected; thus, we don’t have good maintenance program in place.	$100K	Harbor/Docks Fund	No

Downtown “small” cruise ship berth project	Demand for the niche pocket cruise ships has exceeded capacity downtown.	$15M	Docks/Harbors Fund	
Acquire adjacent ABMS property owned by Hagmeier	Two properties north of anticipated ABMS property are in private ownership and may be available. Properties are assessed at $620K/each.	$1.2M	Harbor Fund CBJ Waterfront Acquisition Fund	
Safety Ladder Installation	Scaleable @ $350/each	$350K	Harbor Fund	

Docks Projects

New Visitor's Center Kiosk	Under design	$150K	MPF	
Downtown Bathrooms	Validated in Urban Design Plan	$500K	MPF	
Docks Security Booths relocation Port Office	Passenger Check Points at AS/CT Berths internet, moving costs, etc.	$300K	MPF	FEMA Port Security Grant (PSG)
Waterfront & Underwater Inspections	Our existing marine facilities have not been inspected; thus, we don't have good maintenance program in place.	$100K	Harbor/Docks Fund	No
Downtown "small" cruise ship berth project	Demand for the niche pocket cruise ships has exceeded capacity downtown.	$15M	Docks/Harbors Fund	
Guard Railing Along Seawalk	Potential Safety Issues	$3M	MPF Docks Fund	

Staff Recommendation

Downtown Harbors Zinc Anodes	Douglas/Harris/Aurora Ph I/II did not include this maintenance item which would extend the useful life of the steel pilings.	$1.5M $400K	Harbor Fund	ADOT
Downtown Marine Services Expansion	Master Plan – first element.	$25M	Harbor Fund	BUILD Grant
Juneau Marine Fisheries Terminal	Per Planning Study (Norway Point to Bridge Park).	$25M	Harbor Fund	BUILD Grant
Harbor-wide Pump-out Improvements	Douglas has not operated in 2 years. Statter/Harris not for winter use.	$100K	Harbor Fund	ADFG – Clean Vessel Act Funds
Cathodic Protection Ph3	Downtown Marine Park sheet pile wall requires maintenance.	$250K	Cruise Berth Project	No
Downtown Bus Staging & Deckover	Per results of Urban Design Plan	$15M	Cruise Berth Project Docks Fund Local Match	
New Visitor's Center Kiosk	Under design	$150K	MPF	
Aurora Harbor Phase III	Oldest remaining floats in inventory. Project is scaleable up to $7M. Received $1.5M from 1% Sale Tax Initiative in 2017.	$7M	Harbor Fund State Marine Passenger Fee	ADOT 1% Sales
Auke Bay Wave Attenuator (FCSA)	ACOE requires 50/50 cost sharing agreement for planning. 80/20 split for construction.	$500K	Harbor Fund ACOE (Breakwater)	
Auke Bay Marine Station – UAS Cost Sharing Agreement	Per MOA with UAS.	$220K	Harbor Fund	

Staff Recommendation

Statter/ABMS elevated BayWalk	Pedestrian Link along the waterfront.	$12M	Harbor Fund	BUILD Grant
Beneficial Use Aurora/Harris Harbor Maintenance Dredging	Pending meeting with USACE on May 15th, 2017 Application submitted March 12, 2018.	$100K	Harbor Fund USACE	~~TIGER~~
Statter Harbor Phase III	For hire floats and associated uplands, including restrooms, waiting area & gateway.	$11M	Harbor/Dock Fund (15%) + State Marine Passenger Fee (85%)	
Amalga Harbor Fish Cleaning Station	Study was completed to evaluate potential solutions to queuing and safety issues with vessels using the float	$300K	ADF&F Grant (75%) Harbor Fund (25%)	

Potential Planning Efforts

Mariculture Opportunity		$0K	Time & Talent
Coast Guard Assets to Juneau	Targeted effort to bring CG Offshore Patrol Cutter to Juneau	$10K/year	
NOAA Assets to Juneau	Targeted effort to bring NOAA vessels to Juneau	$10K/year	
Marketing efforts to encourage boat ownership in Juneau			Time & Talent
Small Cruise Ship Moorage Master Planning	The increased number of small cruise ships have adversely impacted and strained Docks & Harbors' ability to provide suitable dock space. This master planning effort would examine the future business need and develop a holistic plan which would enable this industry to thrive in a sustainable manner.	$150K	MPF
Public/Private Port Infrastructure Plan	This would fund a master plan study that would assess the existing docks and needs for the future, including infrastructure and governance.	$150K	MPF
Docks & Harbors Staff Organization Review	Adding infrastructure. Should this merit manning study?		Time & Talent
Oil/Solid Waste/Waste Stream Management Plan	Comprehensive look at reducing waste/cost within the harbors.		Time & Talent
35 Year Master Plan of Facilities	Do we need to posture for West Douglas Access Road, Tee Harbor, Juneau Access Road, etc?		Time & Talent

CBJ DOCKS AND HARBORS BOARD
REGULAR BOARD MEETING MINUTES
For Thursday, November 21st, 2019

I. Call to Order

Mr. Etheridge called the Regular Board Meeting to order at 5:00 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Steven Guignon, Mark Ridgway, Annette Smith, Bob Wostmann and Don Etheridge.

Absent: Jim Becker, Christopher Dimond and Budd Simpson.

Also present were the following: Dave Borg – Harbormaster and Erich Schaal, Port Engineer

III. Approval of Agenda –

Mr. Etheridge noted that the agenda needed one correction. The Consent Agenda – None which none should be removed.

MOTION BY: MS. SMITH TO APPROVE THE AGENDA WITH THE CORRECTION AND ASKED UNANIMOUS CONSENT.

IV. Approval of October 31st, 2019 Board Minutes.

Hearing no objection the minutes of October 31st, 2019 were approved as presented.

V. Public Participation on Non-Agenda Items – Katharine Miller and her four students from the Tundra Wolves Lego Robotics Team - Kennedy White, Eva Miller, Rosina Wolfenberger and Jerallyn White, spoke to the Board about a research project they would like to build at the Archipelago Lot themed: City Shapes - H2O Juneau. Each year they work on a research project and this year their inspiration is to provide an entertainment area for young cruise passengers and local youth. It is a pavilion of interactive displays showing the natural beauty of Juneau from the sea to the summit. It has four parts: Under the Pier, Into the Wetlands, High Country and Forest. They presented a handout with drawings and descriptions of their project.

Board Comments:

Mr. Wostmann said he really like some of their ideas and found them very cool and doable as well as the tiles. Hopefully some of their ideas can be implemented. He very much appreciated their ideas and said it would be passed along as the project progresses.

Mr. Borg asked if there are more members of the group or was it just the four of them that came up with this idea. He also thanked the group and said their presentation was outstanding and that they were very eloquent. Well done.

Public Comments – none.

VI. Consent Agenda-

Mr. Ridgway said they had suggested last time that staff add a graph to the letter to the Assembly from the finance committee showing the operations budget. He just wanted to make sure it was added and it was.

Mr. Ridgway moved that the consent agenda be accepted as presented and amended ask unanimous consent. No objections.

1. Resolution in Support of Full Funding the ADOT Harbor Facilities Grant Program
2. Annual Letter to the Assembly

VII. Unfinished Business – None

VIII. New Business-

1. Resolution in Support of Commercial Fishermen to be Automatically Registered with DMV if already enrolled in the Commercial Entry Commission Database.

Mr. Borg said their was a lot of conversation at the Operations/Planning Committee meeting and that Mr. Uchytil put it back on the agenda for futher discussion.

Committee Questions:

Mr. Wostmann asked Mr. Borg about boat titles. Having a title is very helpful in dealing with abandonded vessels. As he understands it, commercial boats do not have to have an AK number because they are documented. Is the documentation sufficient as a proof of title?

Mr. Borg said that documented vessels are not the issue, it is the undocumented vessels that are the issue. Domumented vessel can also quit documenting if they don't fish anymore and become unregistered with Commericial Entry Commission Database. Then they put on AK numbers. You have to title a trailer, you have to title vehicles. The situation Mr. Borg runs across now is that is it extremely easy for someone to run up a high moorage bill and become 90 days behind and then turnaround and sell their boat for $1 thinking they have passed the debt with the sale of the boat to someone else, who then runs up a high bill as well. When it is titled, it attaches the ownership to both the previous and current owners and gives us documented proof of ownership of the vessel. A title makes it more difficult to pass along debt versus just a bill of sale. Without a title it doesn't tie ownership to anyone else with a title it shows previous ownership. The Lumberman is an example of an owner selling a vessel to someone and thinking they are putting the debts on the new owner because there isn't a title. It is still registered in the old owners name, the new owner has a bill of sale, which he never registered with the

state or titled it, its never been involved in coast wide trade, and it has never been documented. So technically they both still own the vessel. A title would have made the new owner register the boat and be documented as the new owner of the vessel and responsible for it. A bill of sale does not necessarily mean you have to register your vessel, if you want the title proving ownership you definitely have to register it.

Mr. Wostmann asked if this Resolution passes for automatic registrations, will the vessels automatically registered with the Commercial Entry Commission then avoid the requirement of having to get a title.

Mr. Borg said no, they are already in the system, they are already registered if they are over twenty four feet. It has nothing to do with titling.

Mr. Wostmann asked if the registration is already held with the Commerical Entry Commission does it provide the same benefit as titling?

Mr. Borg said yes, this resolution will automatically register the boat with Department of Motor Vehicles (DMV). The DMV realized they made a mistake because they did not advertise it at all and clarify the requirements that you must register a vessel. So boat owners asked if they are already registered with the Commercial Entry Commission Database, which has all their information, why not share the information with the DMV and register their boats automatically. It is more efficient and saves fishermen a lot of time standing in line at the DMV.

Mr. Guigonon asked what happens if you sell me a boat, is it similar to selling a car. Is it like transferring a car to me and then I never go and register it.

Mr. Borg said if you don't register a car, then the title does not transfer to the new owner. Boats over twenty four feet have to be titled. The way Mr. Borg understands it, boats that have to be titled, the state okays the title and the state holds it for 5 years and if no one contests the title it will be given to the owner after the waiting period. It applies only to commercial fishing vessels. This resolution is nothing more than saying if you are in the Commercial Entry Commission Database, we are going to share the information with the DMV and you will be registered with them automatically with the same information.

Ms. Smith said her understanding is a Senate bill already requires fishermen to register.

Mr. Borg said that is correct with AK numbers. It just keeps them from standing in line at the DMV.

Ms. Smith said we aren't solving anything other than keeping them from having to go to DOT. Her second question is a person who accrues a $3000 moorage bill, using your example of a delequent bill, why does it just go away?

Mr. Borg said that it does not go away. The first person who owned the boat goes to collections for the amount owed against that owner but not against the new owner unless

the new owner becomes delinquent after he takes ownership, then they would also go to collections for the amount they owe. The debt from the previous owner does not belong to the new owner.

Mr. Ridgway asked generally if vessels active in commercial fisheries that are registered with the Commercial Entry Commission Database are generally not derelict vessels?

Mr. Borg said no, they are not derelict boats.

Public Comment – Mr. Paul Swanson of Juneau, AK asked if his documented boat is required to be registered with an AK number and be titled.

Mr. Borg said the resolution speaks only to Commercial Vessels, not recreational boaters. Recreational boaters still have to go into the DMV.

Committee Discussion/Action:

MOTION By: MR. RIDGWAY MOVED TO REQUEST THE ASSEMBLY SUPPORT A RESOLUTION FOR COMMERCIAL FISHERMAN TO BE AUTOMATICALLY REGISTERED WITH DMV IF ALREADY ENROLLED IN THE COMMERCIAL FISHERIES ENTRY COMMISSION AND ASKED UNANIMOUS CONSENT.

There was one objection. A rollcall vote was made:

Mr. Guignon	**YES**
Mr. Ridgway	**YES**
Ms. Smith	**NO**
Mr. Wostmann	**YES**
Mr. Etheridge	**YES**

Passed 4-1.

IX. Items for Information/Discussion

1. Update: Army Corps of Engineers Maintenance Dredging – Aurora & Harris Harbors

Mr. Schaal, Port Engineer said that he will give background information on the dredging and maintenance projects that the Army Corps of Engineers is going to start in late winter. Normally we are in charge of all of harbor projects but many of our basins were built by the Corp of Engineers and they have maintenance requirements that goes along with that. They have been working for several years to address some issues within Aurora and Harris Harbors. The work will encompass both of the harbors and will involve some dredging and breakwater repairs. Most of the breakwater repairs will be focused in Aurora Harbor. The dredging spoils dumping will happen in the same general location as the Douglas Harbor dredging. The Corp uses a lot of aerial photos in their

designs for the contractors and Mr. Schaal displayed those on the overhead projector. The Corp of Engineers did a condition study of both breakwaters. The Aurora Harbor breakwater is a unique design in that half of it is rubble mound and half is steel piles with wood in between that block the waves during high tide. The H piles are not in great shape and the wood is the main concern, however, all of it needs to be replaced. The Corp does not want to come back again so they will be replacing all the steel and wood and so we will have a new breakwater for all intents and purposes when they are done. The breakwater won't need attention again for probably fifty years. The Corp also looked at the Harris breakwater. A year or so ago, the Corp trimmed the trees on the breakwater but they did not remove the debris, so they have a work item for the contractor to do that as well as disposal of some driftwood. The Corp also identified a section at the very end of the breakwater where the material has sluffed off and they need to add some rip rap to shore that up and provide for long term service.

Mr. Etheridge asked if they are reusing material for that work?

Mr. Schaal said no, they will be bringing in new material for the work. Mr. Schaal showed a diagram showing the current breakwater at Aurora. The H piles are about six foot on center and they have wood staggers back and forth which overlap. The top of the breakwater is about plus twenty five feet and the top of the rock is at a plus thirteen feet. The contractor is Western Marine Construction, Chris Hart, they are located next to DiPAC on Channel Drive in Juneau. The plan is to remove some of the rip rap right at the very top of the wall, peel it back, so that when they pull the steel piles out they don't want rock to fall in the holes. Western Marine Constructions are going to install new piles in the existing holes so the spacing is the same. It is a remove and replace operation for them. They will strategically replace the rip rap that they moved. Most of the work will happen from the water side but they will have to maneuver some on the inside of the breakwater. Western Marine Construction will be working closely with our Aurora Harbor office and staff for access and also to limit the impact to our users as much as possible.

Mr. Schaal said in the Hydrographic Survey the Corp of Engineers showed in different colors the areas where the dredging will focus which is the north end of Aurora. The Corp of Engineers have a design depth that they must maintain and they have done material sampling to look for contamination. The Corp have a certain amount of money allocated for the project, so they are trying to dredge in an area that is not contaminated and they get the best bang for their buck.

Mr. Ridgway asked if the Corp has lab data back and have they said what contaminants they are trying to avoid and does they city generally have liabilities for those materials if they should inadvertantly move/transport the contamination off site.

Mr. Schaal said the Corp had it tested for PCB's, oils and other materials that you would find in a harbor. He personally hasn't fully read the long report but in some spots in Harris Harbor they found some contamination that the Corp didn't want to touch because of permitting and the material quantities in that area didn't warrant them moving them.

Liability wise we didn't receive any notice from the Corp when we talked about this. There wasn't any concern from their data that migration was as issue. The Corp desire was to leave it and their reasoning was navigation wasn't drastically impacted by the depth so they decided to leave it alone.

Mr. Wostmann asked if we have a photo that shows the depths closer to the southern entrance. There is an area where he has touched bottom a couple of times at a minus four tide. Are they dredging there at all?

Mr. Schaal said no, not at this time.

Mr. Etheridge said they when the tug used to tie up on the end on a minus tide they would stur up an oil slick everytime they came and went in that area.

Mr. Wostmann said as he recalls that in Douglas Harbor their was a concern about mercury. Is there a concern here?

Mr. Schaal said that there is not a mercury concern that he is aware of.

Mr. Wostman asked if there is a requirement for a cap.

Mr. Schaal said is an excellent questions that he will to need to look into. Mr. Schaal believes that their was grace granted and they looked at the speed of getting their own permit, so there may be a capping requirement to speed along their own permitting. Mr. Schaal knows that the Corp are not specifically dumping it into the Douglas zone so they won't impact that cap and the ongoing process for monitoring that. He will look into that and give you an answer.

Mr. Ridway asked if the petroleum is that what the Corp are trying to avoid in contamination.

Mr. Schaal said it's mostly hydrocarbons.

Mr. Ridgway asked if that is the area the city leased to a fuel company. Is that where the fuel dock was.

Mr. Schaal said he doesn't have the data on the hot test samples.

Mr. Ridgway was curious because we now have new information coming in the from the Corp study and new information about the potential contamination beneath the area that we lease, is it a liability for us and have we appropriately pursued who might have put it there.

Mr. Etheridge said the lease area is where the contamination is at the end of A float.

Mr. Schaal said the point he wants to make is that there is areas that we want to dredge in the future and that leads us to developing a plan for containment, probably uplands similar to Douglas in the first phase, where we have a system of some sort of wrap and this was a push by the Corp to dredge where they could and deposit it in the water. We are not done with dredging at this site.

Mr. Wostmann said that during the construction of the wooden portion of the breakwater, there be a openings for periods of time. Are we concerned about that at all. Are there any contingencies that have to be put in place in case the weather blows up during construction.

Mr. Schaal said in the pre-construction meeting they looked at prevailing winds. Western Marine also discussed how that they don't intended to open a large of a section at a time. Western Marine wants to replace in shorter sections so they stay in one barge location. We will be monitoring that in case something changes.

Mr. Wostmann said he is invisioning an opening that would be about the size of their barge in front of it.

Mr. Schaal said it would be more along the reach of the crane. Marine Construction will remove and replace with the crane as they move along. Western Marine Construction doesn't want to drill new piles and they are going to be very careful with the rip rap they salvage.

Mr. Schaal showed slides showing areas that need dredging in the future. In Harris Harbor the Hydrographic Survey notes that the Fish & Game float where the Madia ties up has been having a lot of trouble in the past five or six years. Alaska Fish & Game is a sponsor of this project as well, so they have quite a bit a say in whats happening. You see it mostly in the first sections of the harbor. This is where they identified some materials in Harris that would not work for in water disposal, so they did not address this area. We will have to work with them for an uplands disposal in future dredging.

Mr. Ridgway recalls a discussion of using the Little Rock Dump as a potential marine disposal drop site. One aspect would be mass amounts of fill. One of the items that came up in discussions was while the Corp permits themselves can they permit for placement, assuming given the time line, that the permit is already written in ink. Do you see any opportunities for other land that the City & Borough of Juneau and/or Docks & Harbors has control of that could benefit from placement of marine sediments?

Mr. Schaal said yes, we pay attention for opportunities like that. One of the sites that we were trying to capitalize is on the north end of Aurora. We have talked about it in masterplanning in moving the grid or building a bulkhead for many uses. We asked the Corp of Engineers to help us build the bulkhead, if it goes in well, would you put the material behind it? It was an uphill battle to get them to look at the cost benefit analysis. We didn't have the excess funds to build the bulkhead. This is definitely an area that we still would like to turn into useable uplands. Mathmatically it's a difficult project to

pencil out because its long, narrow and linear. A broad area may be easier. We also looked at an area by the yacht club. We are looking for places to use fill to maximize the development of our uplands.

Mr. Schaal showed the schedule for Western Marine Construction who plan to begin the breakwater work March 1st, 2020 and be done in early June of 2020. Western Marine Construction will also start the dredging in October 2020 and finish in January of 2021.

Public Comment – none.

2. Update of the 2021-2026 Capital Improvement Project (CIP) List

Mr. Schaal directed attention to pages 18, 19 and 20 in the agenda packet. Docks & Harbor staff wanted to bring in front of you the draft of our yearly Capital Improvement Project (CIP) form that we submit through the CIP Engineering Department at City Hall – John Bohan. This is a document that the city produces every year. On page 18 of the agenda packet is the draft that Mr. Uchytil and Mr. Schaal put together. On page 20 is what last years looked like. So in general it's a shifting of fiscal year 2020 to fiscal year 2021. So there really aren't any additions. Mr. Schaal forsees this changing minorly with whatever the strategic planning brings forward. This is a Strategic Planning Capital Improvement Project (CIP) document. It breaks down the estimated costs of projects that Docks and Harbors would like to get to on a reasonable time scale. We have a long list in the harbors of future funded ideas. You can see there are four projects at least, that Docks & Harbors carry on this because we keep applying for Build Grants. Those specifically would be the Juneau Fisheries Terminal Development, Marine Services Center and the Auke Bay Non-motorized Coastal Transportation Link. These are projects that are most important to Docks & Harbors. There is a cost share with the Army Corps of Engineers for the new Statter breakwater feasibility study. There is long range planning such as the last item number sixteen Taku Harbor Stockade Point Float Replacement. This is the holding tank for projects that we know will need to be addressed in the future and it allows us to keep a dollar amount attached to it.

Mr. Ridgway said specifically on the Deck Over at Peoples Wharf, he remembers it being in discussions, what is the critical need that that serves?

Mr. Schaal said it is his understanding that the Deck Over Project at Peoples Wharf grows out of the Marine Park to Taku Fisheries Masterplanning where it was identified as an open space or some other amenity to be developed out of that. Mr. Schaal has seen masterplans ideas where it is turned to just a straight deck over or a kids area similar to our non-agenda item tonight the Lego League Team talked about. Mr. Schaal has seen ideas for childrens play area use, but in general its an idea that those are two open areas that could be decked over to meet visions from that masterplan.

Mr. Ridway said it stands out to him in the list of five that safety railings are clearly needed, the small cruise ship infrastructure meets a growing need, shore power, and the

NOOA (National Oceanic and Atmospheric Administration) dock and the larger vessels. Mr. Ridgway doesn't see the kids area as a clear need now but maybe in future planning.

Mr. Schaal says that things can slide to later fiscal years if that is the will of the Board.

Mr. Wostmann said he is trying to reconcile page 19 to page 18 and maybe it is not suppose to reconcile. The projects that are listed here are the same as projects listed on the draft of the six year plan but the priority numbering is not exactly the same and does not line up with the dollar amounts. Should they reconcile to each other.

Mr. Schaal says he thinks they do. Page 18 is more accurate from our discussions. Mr. Schaal can go back and alter page 19 to better match what page 18 shows. Mr. Schaal thinks there are some inconsistancies on page 19 that would be solved by page 18.

Public Comment - none.

3. FY21 Marine Passenger Fee Request Information

Mr. Schaal said on page 21 of the agenda begins last years request for Marine Passenger Fees. You will notice the date in December of last year. Mr. Uchytil wanted me to bring this in front of you so that you could look at what we asked for last year and the mechanism that we use. In preparation for the similar letter that we will submit to the manager in December 2019. This is to prime you for thoughts that you have if you want to modify the letter in some way this year, add, subtract, its to get you thinking about that. This is similar to the Capital Improvement Project process. Docks & Harbors needs to submit our list of Marine Passenger Fee asks to the City Manager. Mr. Uchytil wanted to bring last years form in front of the Board so you have time to think about it before the next OPS meeting.

Mr. Wostmann asked if there will be more detailed discussions about this at the OPS meeting.

Mr Schaal said yes, that is his understanding was in talking with Mr. Uchytil.

Mr. Ridgway said in connecting this with the CIP, we've awarded a study for small cruise ship berthing, we did that with last years? Do you believe that has enough funding?

Mr. Schaal said yes and yes, we awarded a study and yes he believes we have enough funding.

Board Discussion:
Mr. Etheridge asked the Board to put on their thinking caps and be prepared for a detailed discussion on the Marine Passenger Fees at the next OPS meeting.

Public Comment – none.

X. Committee and Member Reports

1. Operations/Planning Committee Meeting Wednesday November 13th, 2019.

   Mr. Ridgway said we held an Operations/Planning Committee Meeting last week and primarily it was a follow up to the Board Strategic Retreat. The Board discussed a fairly generic strategic plan that might span two years and the Board looked to provide staff a list of issues and then begin to flush out what the goals might be for those issues. One security is a good example.

2. Finance Sub-Committee – none.

3. Member Reports –

   Mr. Etheridge showed some reports that he has filed with Juneau Police Department (JPD) while working with the Citizens Patrol. The reports Mr. Etheridge showed are strictly from the harbors which he has personally patrolled in the last month and a half. Friday night was especially busy night at Aurora Harbor. Mr. Etheridge has been averaging two to six hours a night patrolling the harbors. According to Mr. Borg our time is paying off in curbing crime. A lot of the repeat offenders are the issues. Some people I've seen three times trying to open up car doors. We will continue to keep pressure in the harbors to curb crime.

   Mr. Guigon thanked Mr. Etheridge for his time and efforts and asked for a little more explanation on what he was doing.

   Mr. Etheridge said he is a member of the Citizens Patrol who works directly with JPD. He is a member of The Juneau Citizen Patrol and he communicate through the radio to JPD on issues that he sees while patrolling.

   Mr. Ridgway also thanked Mr. Etheridge. Mr. Ridway asked Mr. Borg if we have ever engaged with the Coast Guard about patrolling on the water or doing some type of joint effort in security.

   Mr. Borg said yes he has numerous times. It is a different situation, they are a water born asset and they are limited on what they can do. They have patrolled through the harbors at night and gets people nervous. People have come up to the office asking why the Coast Guard was patrolling through the harbors. They do patrol but not nearly as often as Docks & Harbors would like.

   Ms. Smith asked if some of the reason we have a problem is because our harbor staff, because of regulation or some law, doesn't allow them the authority to move these people out.

   Mr. Etheridge said most of them aren't harbor patrons, they are the public trying to camp out and steal from the harbors at night. Its not so much harbor patrons.

Mr. Borg said that getting rid of most of the derelict boats has helped over the years through our normal process.

Ms. Smith said so it's a case that harbors don't have the authority, or is it that harbors don't have the authority to boot them out.

Mr. Borg said there are two different situations, harbor patrons, those that use the harbor, and then there are folks that just come to the harbor because it is a public place. Those are the people we have a lot more opportunity to trespass and Mr. Borg does that on a regular basis as he catches them. The interesting thing about trespassing somebody is that they have to understand that they are being trespassed and two they have to comply. It can be very difficult with some of those folk that we run into. We aren't law enforcement officers. Mr. Borg feels comfortable talking to some of those folks but many of his staff doesn't. We can't hold folks until the police arrive. There are lots of dynamics we have to deal with, one we get to know them and then get to moving them.

Ms. Smith asked he have ever filed restraining orders against people.

Mr. Borg said they would have to commit a crime that would allow us to file a restraining report. If an individual took a swing at one of our officers, but he has not gone down that road of filing restraining orders. Mr. Borg is not sure if restraining orders could be done.

Mr. Smith said she wasn't sure either but it is a thought.

Mr. Etheridge said the common practice is to trespass them and then catch them there and then get a JPD Officer on site when that happens.

Mr. Borg said JPD has been outstanding whenever Mr. Borg has called them.

Mr. Ridgway said do you think resolutions help. If the Board was to write a letter to District 17 CO and say we would appreciate if you would consider the patrolling the harbors?

Mr. Borg said that every little bit helps. He learned today that two investigators have been assigned to the harbors in handling the uptick in crime. If you want to stop crime in the harbor, you have to get involved as a harbor neighborhood watch. The harbor residents and patrons must get active in a watch program. We don't have enough staff to do that for them at night. The harbor patrons need to become active and start helping each other day and night.

4. Assembly Lands Committee Liaison Report – none.

5. Auke Bay Steering Committee Liaison Report

Mr. Wostmann said the Auke Bay Steering Committee is currently not functional. They are expecting to organize at some point.

XI. Port Engineer's Report

Mr. Schaal said his report is in the back of the packet. Mr. Schaal wanted to bring to the Boards attention that the Pacific Pile Marine barge is at Statter Harbor. It's a huge excavator on a barge. It is quite impressive and Pacific Pile & Marine are working from about 6:00 am to 4:00 pm right now.

Mr. Ridgway said that Mr. Gillettes shoes were quite large and he is quite impressed with Mr. Schaal and his grasp of knowledge of all the projects.

XII. Harbormaster's Report

Mr. Borg said we've sold the ten floats from the old launch ramp at Statter Harbor for $13,250.00 which goes into our fleet fund. The next items to go on auction is the seaplane float docks. We are not required to have that dock, we lost the gangway going down to the seaplane floats this past summer, when we had a crazy high tide. Bottom line is we had only two planes on it and Mr. Borg checked with the State and we aren't required to have it. Docks & Harbors are going to keep the piles but get rid of the floats. We are working on swapping out our fob systems in the harbor. We are switching everything to Millenium which as worked flawlessly. We are doing that as we speak. We will have the Statter Harbor bathrooms done first and when its up and running well we will move to the cranes and pedestals at the Auke Bay Loading Facility next. We actually have somebody in town to maintain the fob system unlike our current fob system.

Ms. Smith asked if in Statter Harbor with the fob replacement, when we they be notified when they need to come in. She hasn't heard anything about that.

Mr. Borg said they are working on that now and everyone will be notified to come in and switch theirs out.

XIV. Port Director's Report - none

XV. Assembly Liaison Report – none**.**

XVI. Board Administrative Matters

a. Ops/Planning Committee Meeting – Wednesday, December 11th, 2019 at 5:00 pm.

b. Board Meeting – Thursday, December 19th, 2019 at 5:00 pm.

XVII. Adjournment- The meeting was adjourned at 6:00 pm.

Port of Juneau

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

From: Carl Uchytil, P.E., Port Director
To: Rorie Watt, City Manager
Cc: Mila Cosgrove, Deputy City Manager
Date: December 31th, 2019
Re: FY 2021 Marine Passenger Fee (MPF) Request

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1. Attached for your consideration is a list of FY21 Marine Passenger Fee requests from Docks & Harbors. This list was reviewed and approved by the Docks & Harbors Board at its December 19th, 2019 regular board meeting.

2. Please contact me or Erich Schaal if you have questions at 586-0282.

#

Encl: FY21 Docks & Harbors Marine Passenger Fee Request

DRAFT

CBJ Docks and Harbors Board
FY2021 Marine Passenger Fee Request

Area Wide Port Operations

Descriptions: CBJ's cruise ship docks and associated infrastructure are run as an enterprise fund established by local ordinance. All expenses and revenues associated with operating and maintaining CBJ's cruise ship docks and associated infrastructure are accounted within this fund. The CBJ Assembly has placed these assets under the responsibility of the Docks and Harbors Board. CBJ Ordinance Title 85 requires the Board to be self-supporting, generating revenues sufficient to meet the operating costs of the docks enterprise.

The Board has established a number of fees to generate revenues from users of the assets. The Board has calibrated these fees to assure the overall revenue generated by the enterprise equals the overall cost of running the enterprise.

Many of the uplands assets are used by entities which it is not possible, feasible, or acceptable to charge fees. As a result, users paying fees are subsidizing users that do not pay fees. The services provided to these users are area wide in nature benefiting the general public and cruise ship passengers of private docks. As part of this fee request, the Board identified services that are area wide in nature.

Board identified the following services:

1. Year round maintenance and monitoring of Marine Park.
2. Maintenance and operation of public parking at the Columbia Lot and seasonal public parking at the Steamship Wharf Plaza and the Visitor's Center Lot.
3. Maintenance and operation of unrestricted pedestrian access along the waterfront at the public docks.
4. Maintenance of tour operators Vendor Booths.
5. Maintenance and operation of shuttle drop-offs and pick-ups in the CBJ loading zone that are used by all cruise ship terminals in Juneau.
6. Providing area wide port security. Of note are new Coast Guard requirements to validate credentials of passengers and crew returning to the cruise ships. New security structures will provide greater efficiencies but the resultant will be greater staff responsibilities to meet facilities security plans.
7. Billing and collecting CBJ area wide fees for all docks.

The Board reviewed its FY20 budget and apportioned expenses associated with these services. Based on its review, it estimates that about 15% of the annual docks budget is attributable to area wide services.

Marine Passenger Fee Funds Requested (FY21): $275,000

Benefits: This approach is supported by the cruise ship industry since it is more equitable than raising dockage fees. This approach meets the intent of the marine passenger fee since the services benefit all cruise ship passengers, not just the passengers at the public docks. This approach allows the Docks and Harbors Board to direct part of the dock lease revenues to the much needed rebuild effort of the small boat harbors reducing the need for fee increases at the harbors.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will use local Docks enterprise funds for these expenses.

Project Contact: Erich Schaal, CBJ Port Engineer or Carl Uchytil, CBJ Port Director 586-0292.

Port-Customs and Visitor Center Buildings Maintenance Support

Project Descriptions: The Port-Customs and Visitor Center buildings are located on the downtown Juneau waterfront, an area that serves over one million cruise ship passengers each year. Docks and Harbors, an enterprise fund, is responsible for costs associated with operating the Port-Customs and Visitor Center Buildings. Expenses include all utilities (water, sewage, electrical, alarm monitoring) and facility support (parking lot, plaza, snow removal, janitorial and general maintenance). The two buildings comprise approximately 4450 square feet in area. Maintenance costs are estimated at $2.50 per square foot per month equaling $133,500.

Marine Passenger Fee Funds Requested (FY20): $133,500

Project Review: The Port-Customs Building was completed in May 2011 with the Visitor Center completion in June 2012. The project which included the buildings, infill dock construction, covered shelters, landscaping and plaza cost approximately $9M and was funded with Marine Passenger Fees. The Port-Customs Building is occupied by the US Customs and Border Protection (CBP) and Docks and Harbors staff. CBP claims to be exempt from any costs associated with their operations within a port. The Visitor Center Building is occupied by the Travel Juneau, a non-profit organization for the purpose of supporting cruise passenger inquiries. The Travel Juneau budget does not support maintenance of the building. This leaves the Docks enterprise funds fully exposed to the costs of maintaining and servicing these buildings.

Benefits: By establishing a Port-Customs and Visitor Center Buildings maintenance fund Docks & Harbors can effectively manage and maintain the properties entrusted under their responsibilities. Passenger fees were granted for this purpose in FY2013 through FY2019.

Maintenance and Operation Responsibility: CBJ Docks and Harbors is responsible for all ongoing maintenance and operating expenses of these two buildings and associated upland support facilities.

Project Contact: Erich Schaal, CBJ Port Engineer or Carl Uchytil, CBJ Port Director 586-0292.

CBJ Parks & Recreation Landscape Maintenance Services

Project Descriptions: Docks & Harbors managed property includes the downtown waterfront from the Taku Dock to Merchant's Wharf. The landscaping has been maintained by CBJ Parks & Recreation seasonal staff for several years out of the CBJ general fund. Flowers, flower pots, trees, shrubs and grass along Marine Park, Cruise Ship Terminal and Alaska Steamship waterfront are meticulously planted and groomed in an admirable fashion. Beginning in FY15, Docks & Harbors was directed to fund this maintenance out of the Docks Enterprise budget.

Marine Passenger Fee Funds Requested (FY21): $45,000

Project Review: The requested amount has been developed by a CBJ Parks & Recreation algorithm based on requirements to propagate plant and maintain the vegetative cover, new seedlings, plants and flowers.

Project Time-Line: This project would be an interdepartmental transfer from Docks & Harbors to CBJ Parks & Recreation.

Maintenance and Operation Responsibility: Commencing in FY15, Docks & Harbors has been assigned sole responsibility for maintaining the greenery along the CBJ owned waterfront, including outside parking lot facilities.

Project Contact: Erich Schaal, CBJ Port Engineer or Carl Uchytil, CBJ Port Director 586-0292.

Safety Guardrail Along Dock Face

Project Descriptions: The project would be located along the downtown Juneau waterfront, an area that services approximately one million cruise ship passengers each year. The project consists of constructing a new guardrail along the face of the existing dock.

Marine Passenger Fee Funds Requested (FY21): $1,000,000

Project Review: This project would construct a new pedestrian guardrail along the existing dock face from Marine Park to the South Berth approach dock. The existing dock face only features an eighteen inch bullrail at the edge. For pedestrian safety a forty two inch high guard rail would be constructed. The proposed guardrail would be designed in the same character as other guardrails along the seawalk.

Project Time-Line: This project would begin as soon as funding is allocated. The first step would be to design the guardrail and prepare construction bid documents. Upon award of a contract to the lowest qualified bidder construction would begin. The plan is to have the guardrail installed by spring 2020 provided full funding is obtained.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses. Maintenance and operations expenses for the guardrail would be minimal.

Project Contact: Erich Schaal, CBJ Port Engineer or Carl Uchytil, CBJ Port Director 586-0292.

FY2021 ADOPTED BUDGET FOR DOCKS

Descriptions: CBJ's cruise ship docks and associated infrastructure are run as an enterprise fund established by local ordinance. All expenses and revenues associated with operating and maintaining CBJ's cruise ship docks and associated infrastructure are accounted within this fund. The CBJ Assembly has placed these assets under the responsibility of the Docks and Harbors Board. CBJ Ordinance Title 85 requires the Board to be self-supporting, generating revenues sufficient to meet the operating costs of the docks enterprise. An alternative is for the Docks enterprise to be completely funded with Marine Passenger Fees.

Marine Passenger Fee Funds Requested (FY21): $1,800,000

Benefits: This request places the entire Docks budget under a single funding source.

Maintenance and Operation Responsibility: CBJ is responsible for all ongoing maintenance and operating expenses and will use local Docks enterprise funds for these expenses.

Project Contact: Erich Schaal, CBJ Port Engineer or Carl Uchytil, CBJ Port Director 586-0292.

DRAFT - SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

Division	Project	Priority	FY21	FY22	FY23	FY24	FY25	FY26	Future
Docks & Harbors									
Docks									
	Dock Waterside Safety Railings	1	$ 1,000,000						
	Downtown Waterfront Improvements Ph II	2	$ 3,000,000						
	Deck Over at People's Wharf	3	$ 3,000,000						
	Small Cruise Ship Infrastructure	4			$ 5,000,000				
	Lightering Float Replacement	5			$ 650,000				
	Shore Power at Cruise Ship Berths	6							$ 25,000,000
	NOAA Dock	7							$ 5,000,000
Docks Total:			**$ 7,000,000**	**$ -**	**$ 5,650,000**	**$ -**	**$ -**	**$ -**	**$ 30,000,000**
Harbors									
	Auke Bay Passenger for Hire Ph IIIC	1	$ 4,500,000						
	Anode Installation Matching Funds - Harris	2	$ 125,000						
	Aurora Harbor Rebuild - Ph IIII	3	$ 4,000,000						
	Harbor Security Upgrades	4	$ 100,000						
	Statter Breakwater Deferred Maintenance	5	$ 100,000						
	Auke Bay Net Repair Float	6		$ 300,000					
	Aurora Harbor Dredging - Tug Slips	7		$ 350,000					
	Wayside Float Maintenance Dredging	8		$ 350,000					
	Cost Share w/ ACOE - Statter Breakwater Feasibility	9							$ 500,000
	Juneau Fisheries Terminal Development	10							$ 25,000,000
	Marine Services Center	11							$ 25,000,000
	Auke Bay Non-Motorized Coastal Transportation Link	12							$ 12,500,000
	North Douglas Boat Ramp Improvements	13							$ 5,000,000
	Aurora Harbormaster Building and Shop	14							$ 3,000,000
	Douglas Harbor Uplands Improvements	15							$ 2,000,000
	Statter Harbor Shop/Garage/Storage Facility	16							$ 1,500,000
	Fish Sales Facility/Seaplane Float	17							$ 1,000,000
	Taku Harbor Stockade Point Float Replacement	18							$ 300,000
Harbors Total:			**$ 8,825,000**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 75,800,000**
Docks & Harbors Total:			**$ 15,825,000**	**$ 1,000,000**	**$ 5,650,000**	**$ -**	**$ -**	**$ -**	**$ 105,800,000**
	6 Year Improvement Totals:		**$ 15,825,000**	**$ 1,000,000**	**$ 5,650,000**	**$ -**	**$ -**	**$ -**	**$ 105,800,000**

Juneau

Chamber of Commerce

12/12/19

NCLH NORWEGIAN CRUISE LINE HOLDINGS LTD.

NCL's History in Alaska

Los Angeles Times

AUG. 15, 1993

"After the christening in Los Angeles of Norwegian Cruise Line's newest ship, the 1,246-passenger Windward, by former First Lady Barbara Bush, NCL said the Windward will return to the West Coast in 1994 as the first NCL ship ever to cruise Alaska. "
(However, both Royal Viking Line and Royal Cruise Line, also owned by NCL, have sailed frequently in Alaska.)

NCL started RT Seattle cruises to Alaska in 1999.

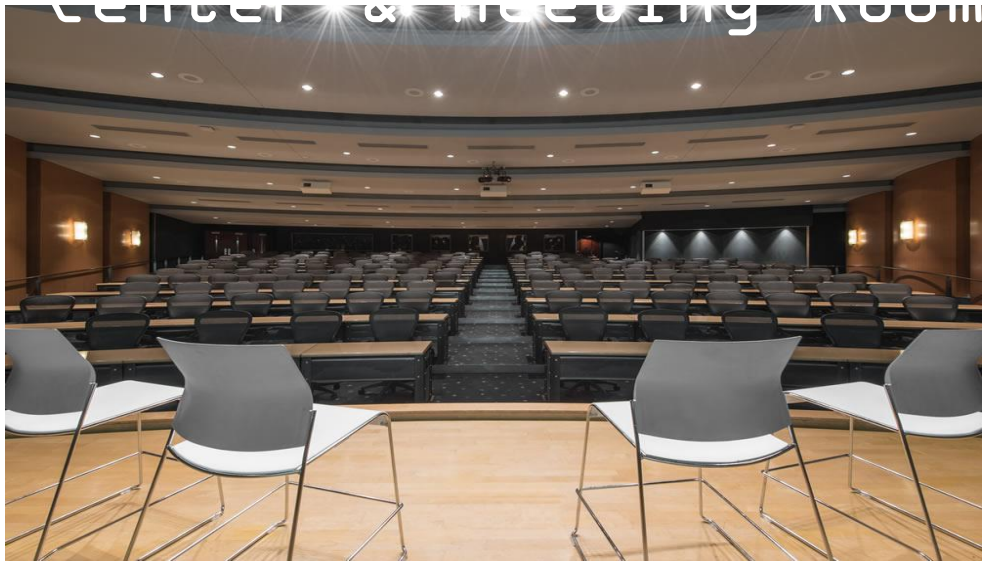
NCL started RT Miami cruises in 1966

NCL – Seattle Pier 66 Terminal

NCL – Seattle Pier 66 Seawalk

NCL – Seattle Pier 66 Seawalk

NCL Seattle Pier 66 Terminal –



NCL Seattle Pier 66 – Local and Native

NCL Miami – New Terminal B

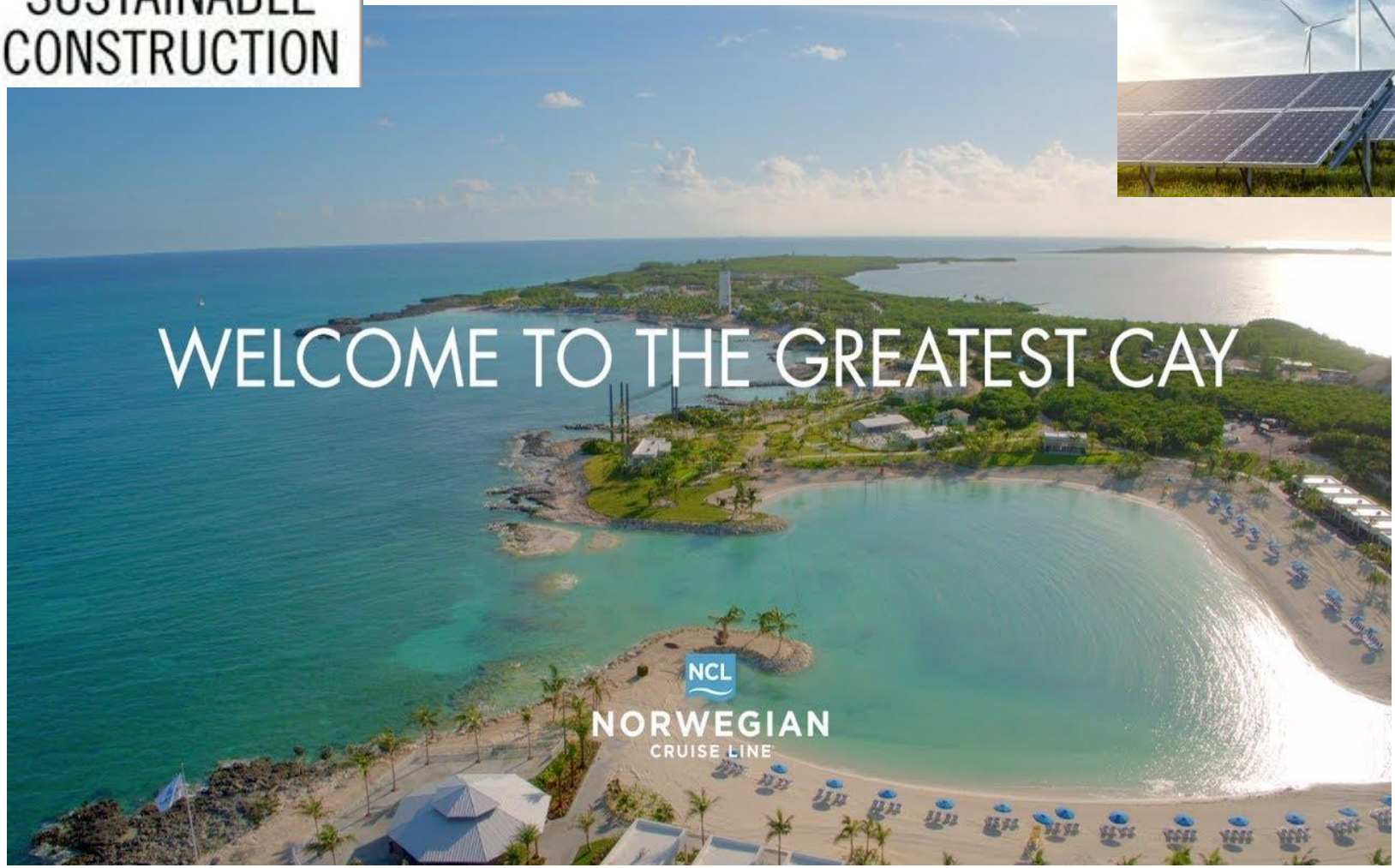
NCL Miami – New Terminal B

NCL Miami – New Terminal B

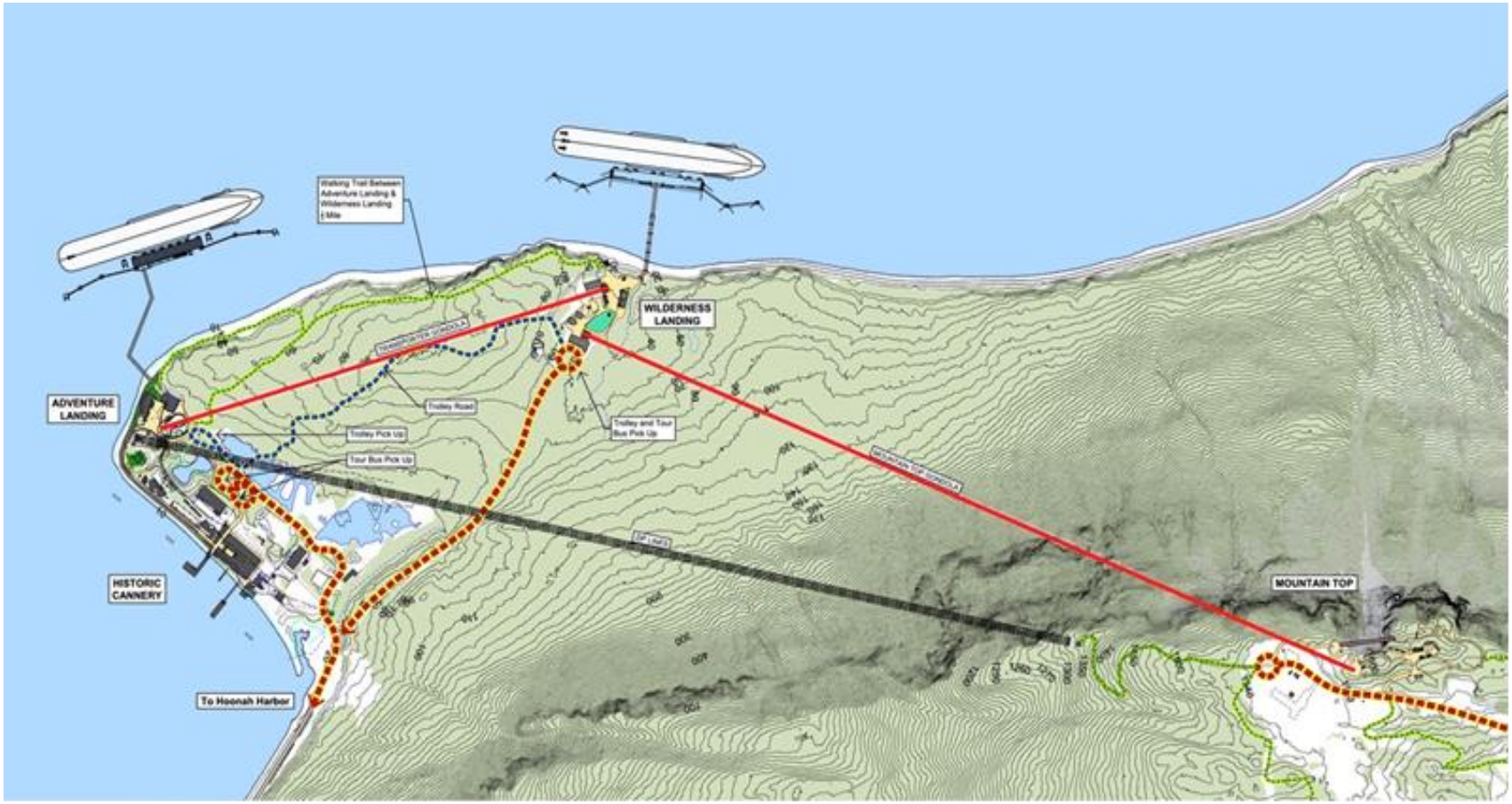
Great Stirrup Cay Private Island

Great Stirrup Cay Private Island – New

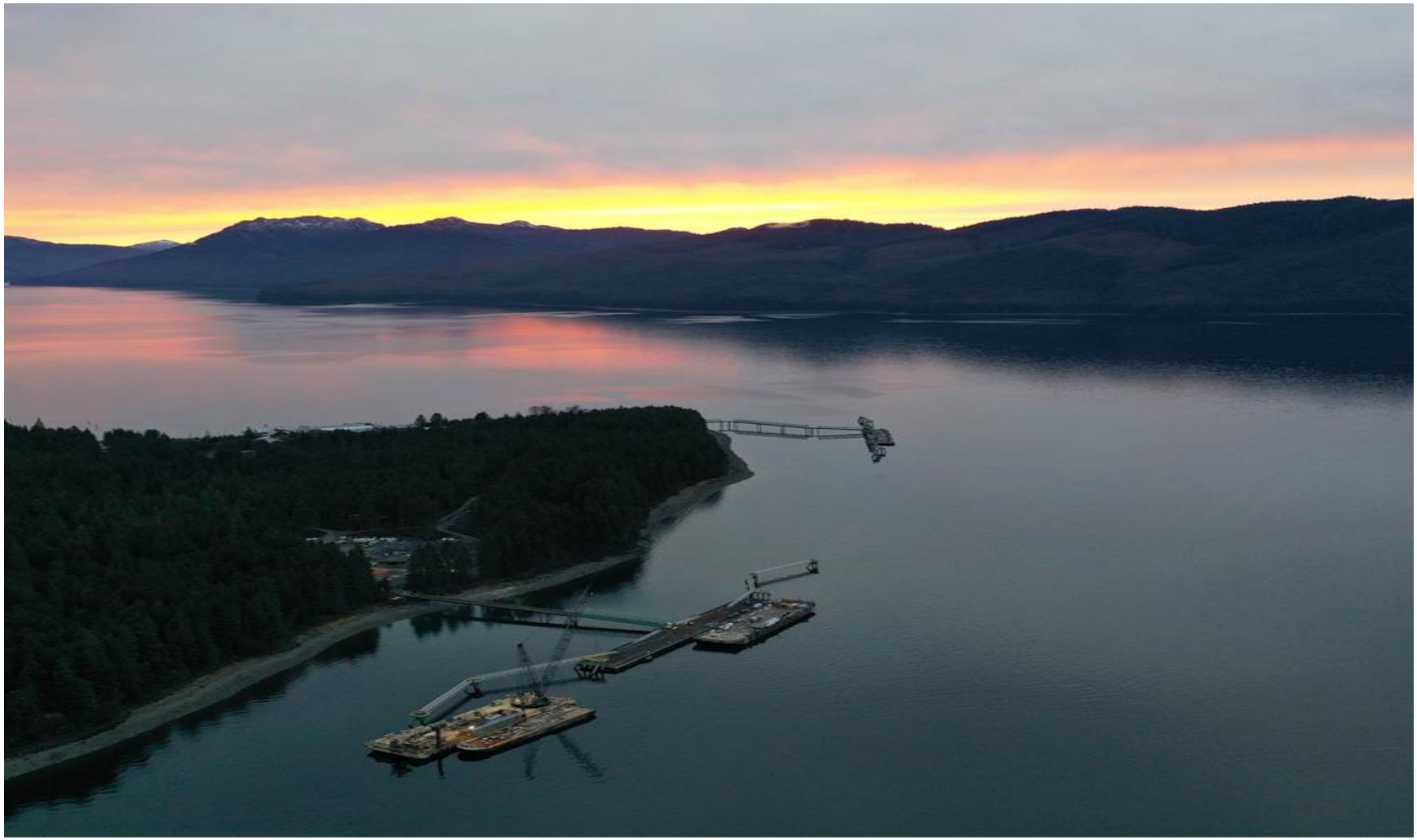
SUSTAINABLE CONSTRUCTION



Icy Strait Point Expansion – Piers and



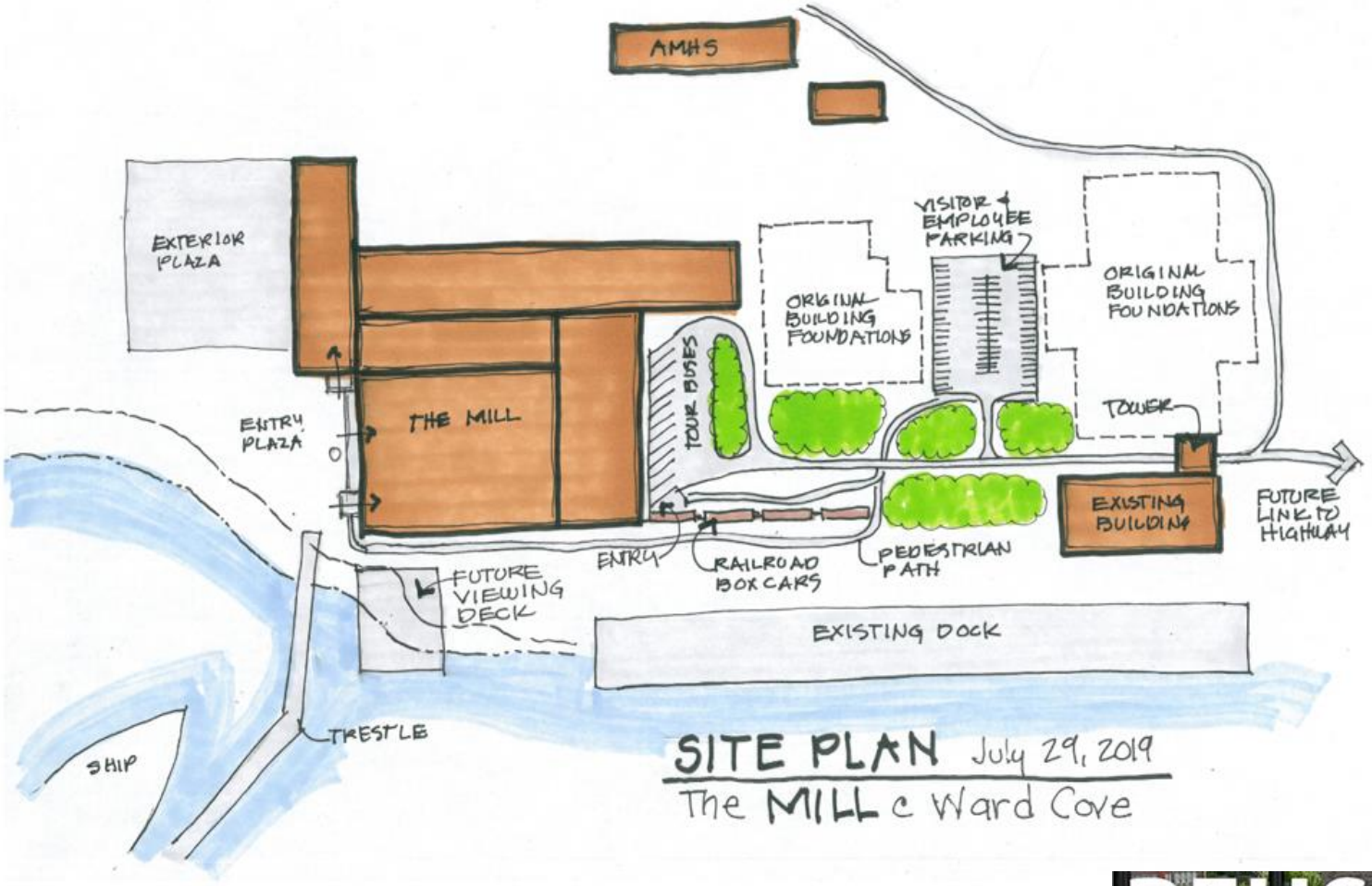
Icy Strait Point Expansion – Piers and



Icy Strait Point Expansion – Piers and

Ward Cove Ketchikan, Alaska Pier

Ward Cove Ketchikan, Alaska Pier



REUSE

Additional NCL Environmental

In 2018, NCL eliminated plastic straws on all ships and private islands.

In 2019, NCL eliminated all single-use plastic toiletries.

By 1/1/2020, NCL will be the first cruise line to eliminate plastic water bottles. Saving over 6M plastic bottles per year.

Great Stirrup Cay be 100 % on sustainable energy by 2022

Case Study – Nassau Bahamas

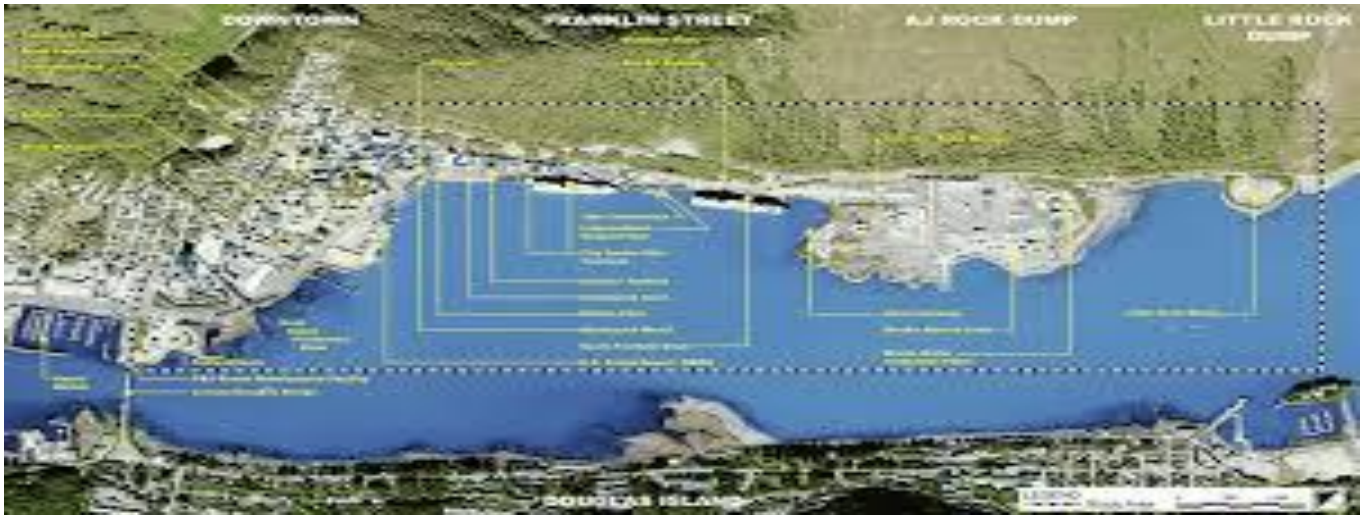
Year	Nassau	Grand Bahama	Total
2013	3,602,485	1,041,052	4,643,537
2014	3,574,994	855,360	4,430,354
2015	3,320,450	940,187	4,260,637
2016	3,525,239	867,811	4,393,050
2017	3,600,365	807,214	4,407,579

8/9/19 – Global Ports Holding wins the Nassau Port deal.
NCL will:
- Invest $250 million in expanding the capacity of the port;
- Will build a new terminal building through a public-private partnership (PPP), GPH; - Improve the current retail facilities through the creation of an event and - entertainment area; and the construction of new food and beverage facilities;
- The project will feature improved transportation connections, traffic flow and signage, and will include an intermodal area for bus stops, taxis and parking.

Juneau Innovations

Juneau Innovations – Shore Power (2001)

Juneau Innovations – Long Range



NCLH NORWEGIAN CRUISE LINE HOLDINGS LTD.

Juneau Innovations – Tourism Best

TBMP
Tourism Best Management Practices
working together for Juneau's future

MAKING TOURISM WORK!

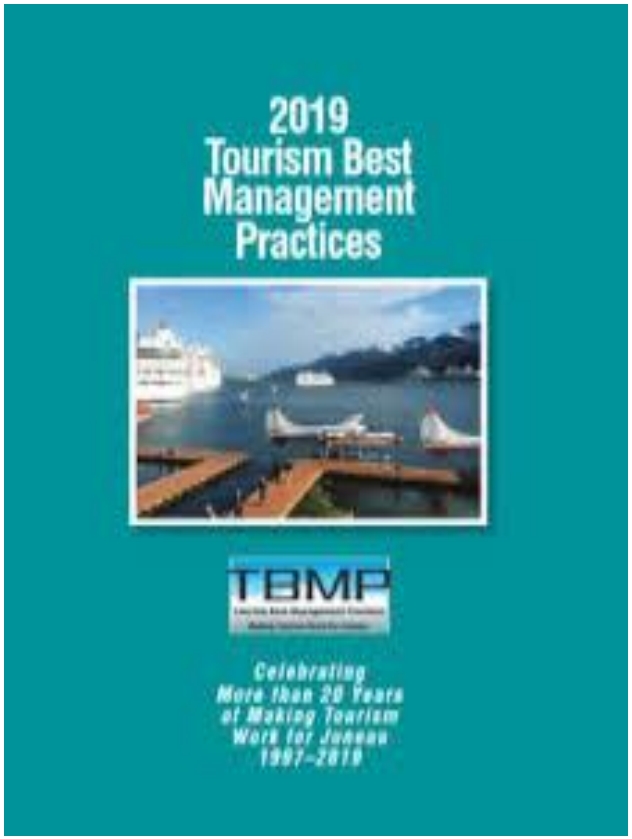
2015 Tourism Best Management Practices Participants

12th Street Taxi & Tours
Above and Beyond Alaska
Admiralty Excursions
Adventure Flow
Adventures Afloat
Adventures in Alaska
Airboat Alaska
AJ Juneau Dock LLC.
AJ Mine/Gastineau Mill Enterprises
Alaska Canopy Adventures
Alaska Excursions
Alaska Fish & Chips Company
Alaska Fjordlines
Alaska Galore Tours
Alaska Independent Coach Tours
Alaska Juneau Mining Company
Alaska Seaplanes
Alaska Shirt Company
Alaska Shooting Adventures
Alaska Travel Adventures
Alaska Zipline Adventures
Alaskan Brewing Company
Alaskan Dream Cruises
Alaskan Fudge Company
Allen Marine Tours
Auk Ta Shaa Discovery
Bear Creek Outfitters
Boheme
Capital City Sightseeing
Caribou Crossings
Carnival Cruise Lines
Celebrity Cruises
Celebrity Jewelers
CBJ Docks and Harbors Department
Coastal Helicopters
Crew International
Cruise Line Agencies of Alaska
Cycle Alaska
Dolphin Tours
Disney Cruises
Elfin Cove Resorts
Era Helicopters
Experience Juneau
First Student
Franklin Dock Enterprises
Gastineau Guiding Company
Glacier Gardens Rainforest Adventure
Glacier Taxi and Tours
Gold Tours
Goldbelt Hotel
Goldbelt Mount Roberts Tramway
Goldbelt Security Services
Hangar on the Wharf
Harv and Marv's Outback Alaska
Holland America Line
Hooked on Juneau
House of Russia
Juneau Convention & Visitors Bureau
Juneau Food Tours
Juneau Jeep Adventures
Juneau Limousine Services
Juneau Mercantile and Armory
Juneau Rainforest Garden
Juneau Ranger District
Juneau Sportfishing
Juneau Taxi & Tours
Juneau Tours
Juneau Trading Company
Juneau Walmart Shuttle
Juneau Whale Watch
Last Chance Tours
Lindblad Expeditions
Liquid Alaska Tours
Lost in Alaska Adventures
Macaulay Salmon Hatchery
Mendenhall Taxi
Miners Gems
Moore Charters
M&M Tours of Juneau
Norwegian Cruise Line
NorthStar Trekking
NYK Cruise Line
Oceania Cruises
Orca Enterprises
Pack Creek Bear Tours
Panhandle Excursions, LLC
Pizzeria Roma
Ponant Yacht Cruises & Expeditions
Princess Cruises
Red Dog Saloon and Mercantile
Regent Seven Seas Cruises
Royal Caribbean Cruise Line
Royal Hyway Tours
Rumrunner Charters
Saffron
SALT
SE Alaska Independent Living (SAIL)
Shoefly Alaska
Shrine of St. Therese
Silverbow Inn, Bakery & Wine Bar
Silversea Cruises
Southeast Stevedoring Corporation
TEMSCO Helicopters
Tracy's King Crab Shack
Trove
Twisted Fish
Un-Cruise Adventures
Ward Air
Whale Tales
Wings Airways/Taku Glacier Lodge
Woo Hoo Tours

Participating Companies: 112

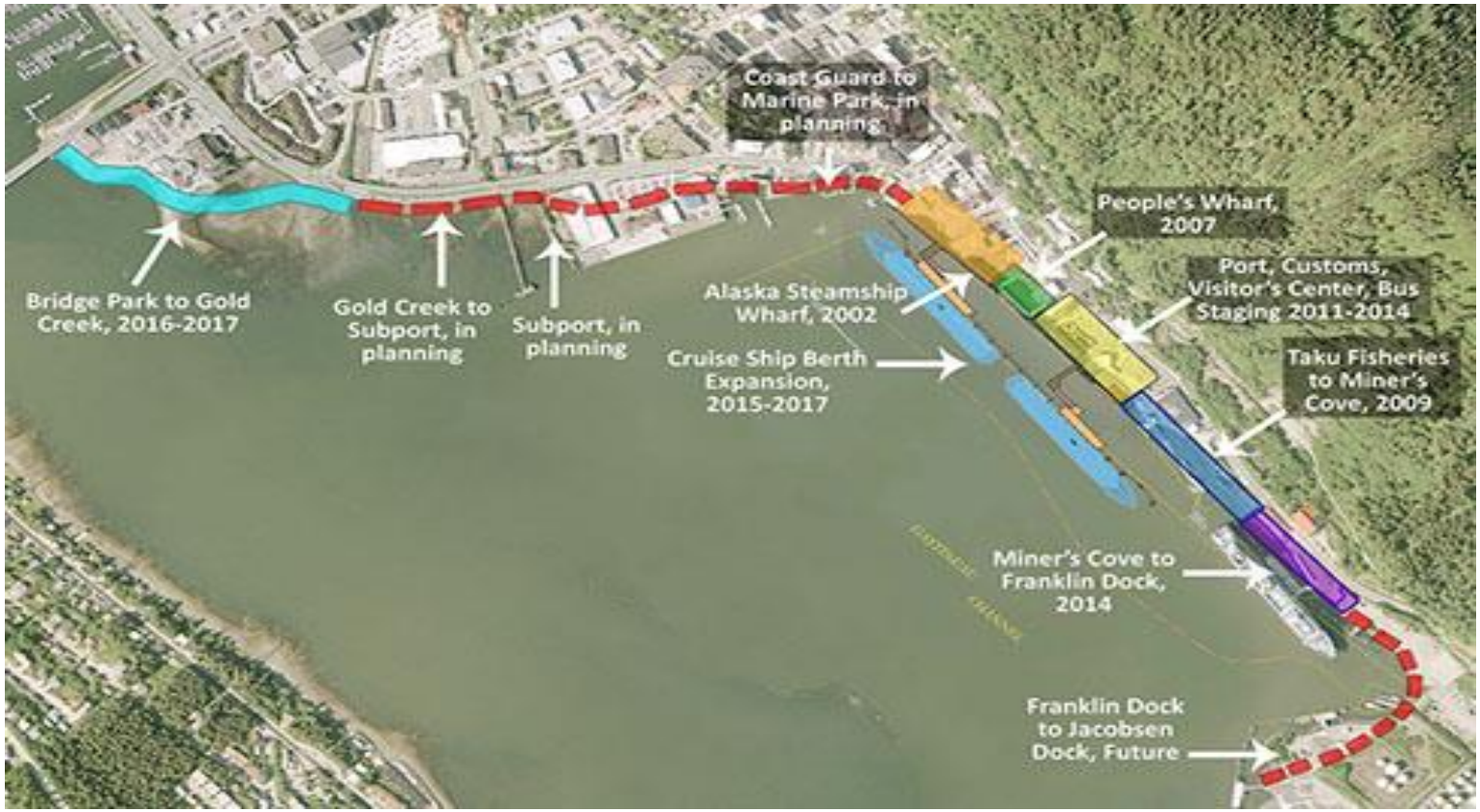
Total Employees Represented: 2,525

The CBJ Assembly recognizes **all** who contribute to the success of this program. For details about Tourism Best Management Practices Program, please visit
www.juneau.org/tourism
or www.tbmp.info
TBMP Hotline 586-6774
hotline@traveljuneau.com



NCLH NORWEGIAN CRUISE LINE HOLDINGS LTD.

Juneau Innovations – Seawalk (2007-)



Juneau Innovations – Public Docks

Juneau Opportunities

Juneau Opportunities – Cruise Ship Scheduling

Tuesday, May 28

07:00 13:30 AJD - NORWEGIAN JOY

07:00 21:30 AS - MILLENNIUM

07:00 22:00 ACT - STAR LEGEND

08:00 21:15 FKL - ROYAL PRINCESS

13:00 21:00 CT - OOSTERDAM

14:30 23:00 AJD - NORWEGIAN BLISS

Seattle & Juneau – Passengers and

- Seattle Passengers increased from 120K in 2000 to 1.2M in 2019
- Juneau Passengers increased from 640K in 2000 to 1.23M in 2019
- Juneau receives $168pp in direct spending and $13pp in taxes - $235M
- Seattle receives $468M in direct spending and $29M in taxes - $496M

Exhibit 26. Projected Direct Impacts by Economic Activity of Cruise Operations at the Port of Seattle, Washington, 2019

Activity	Jobs	Revenues (mils 2018 $)	Wages (mils 2018 $)
Passenger Spending	2,490	$226.8	$83.2
On Shore Staff	200	$28.4	$14.5
Maritime Services	130	$27.8	$14.2
Maintenance	90	$24.2	$7.4
Provisioning	30	$60.2	$0.7
Fuel	20	$98.3	$1.7
Crew Spending	30	$2.1	$0.9
Total	**2,990**	**$467.8**	**$122.7**

Sources: Port of Seattle, 2018; Holland America Group, 2018; Norwegian Cruise Lines, 2018; Port of Seattle Passenger Survey, 2017; Cruise Lines International Association, 2018; Washington State Department of Revenue, 2018; Washington State Employment Security Department, 2018; Community Attributes Inc., 2019.

Seattle & Juneau – Passengers Spending

Seattle

- The total economic impact of cruise ships, is 5,500 jobs, $260 million in wages, and $894 million in business output
- In 2019 each vessel call will support a total of $4.2 million in economic activity to the region.

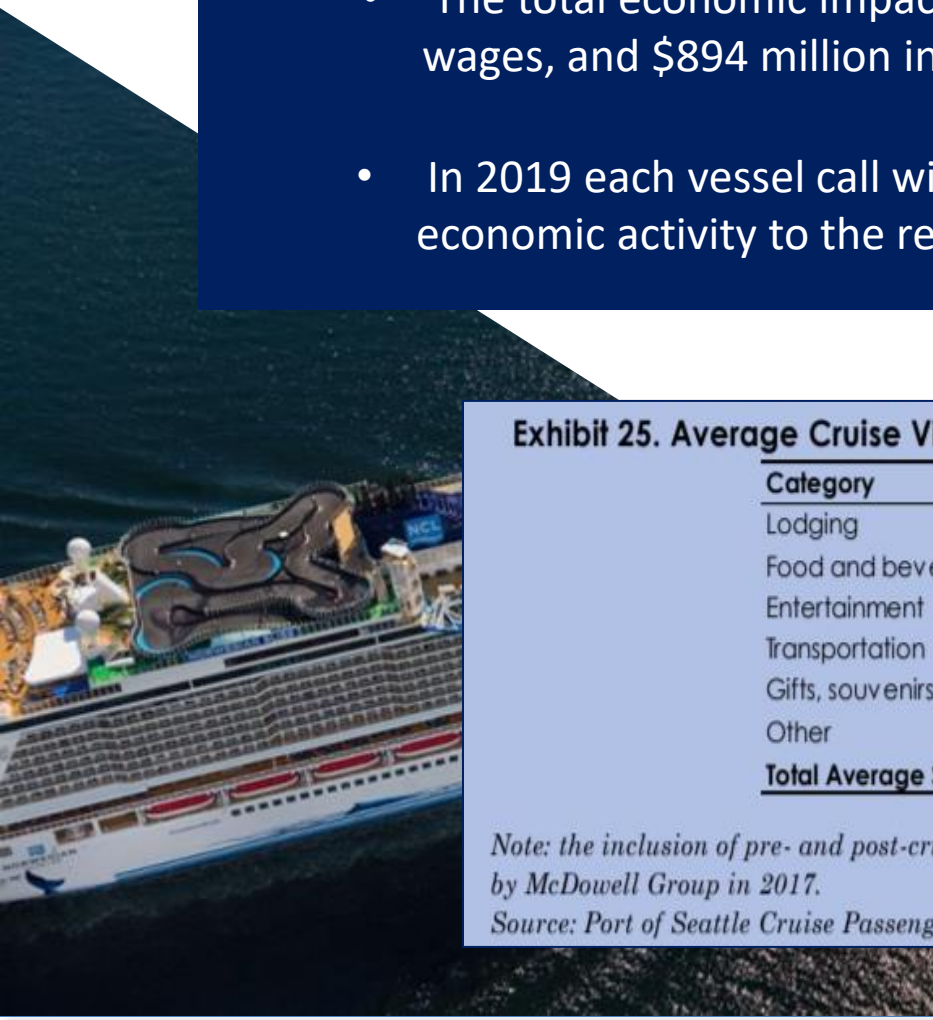


Exhibit 25. Average Cruise Visitor Spending in Seattle by Category, 2017

Category	Pre-Cruise	Post-Cruise
Lodging	$398	$243
Food and beverage	$185	$161
Entertainment	$107	$135
Transportation	$94	$92
Gifts, souvenirs, clothing	$62	$64
Other	$4	$2
Total Average Spending	**$850**	**$697**

Note: the inclusion of pre- and post-cruise spending reflects the structure of the survey deployed by McDowell Group in 2017.
Source: Port of Seattle Cruise Passenger Survey, 2017

Opportunities for Juneau

Hotel Stays -

- Seattle in 2019 had 201 homeport calls and 11 port of call visits
- In Cozumel, 56% of cruise passengers return as hotel guests

Provisioning -

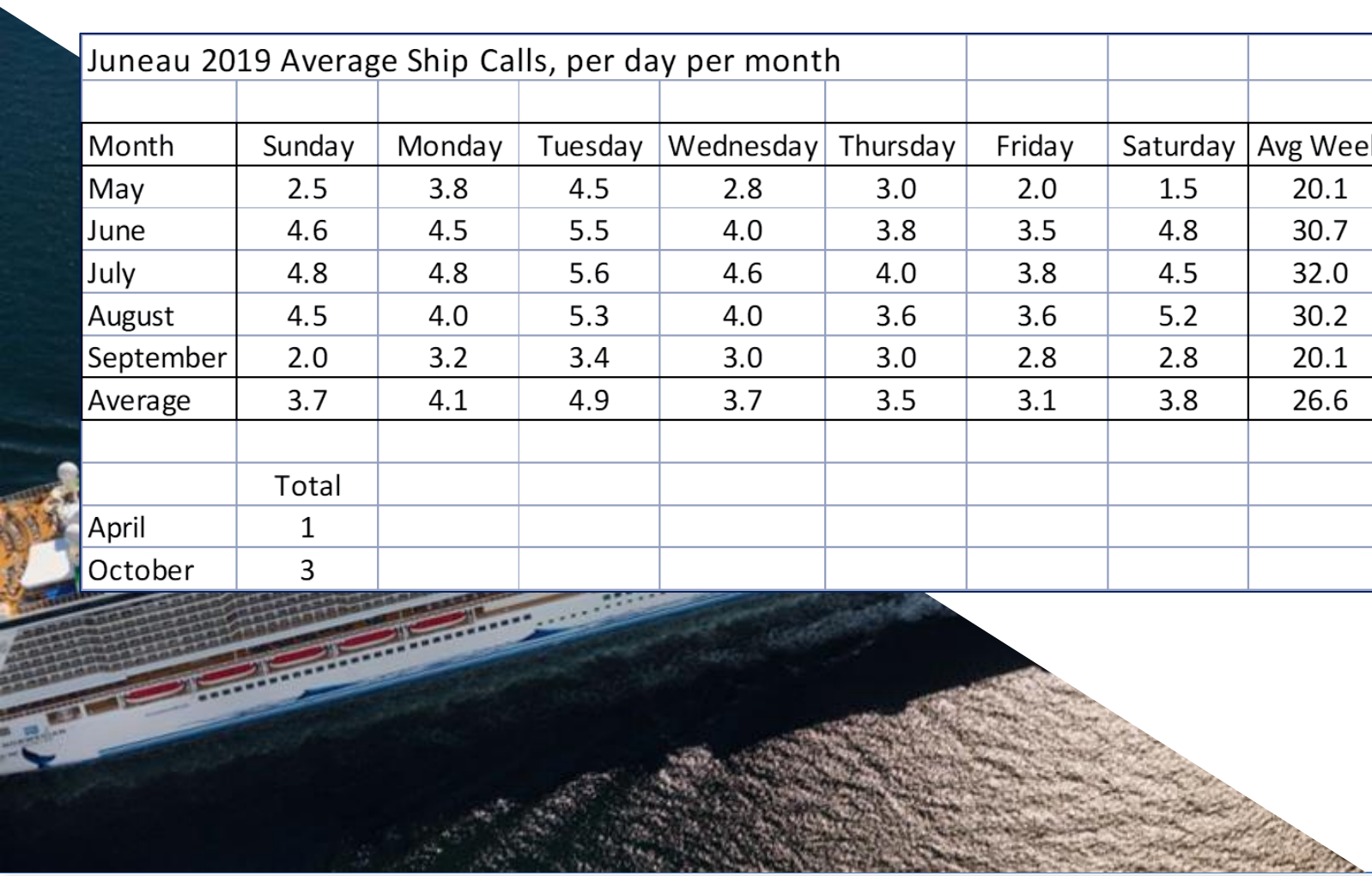
- Liquor, Seafood, other

Home porting?

Shore Power and other services

Opportunities for Juneau – Average Ship

Juneau 2019 Average Ship Calls, per day per month									
Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Avg Week	Total Month
May	2.5	3.8	4.5	2.8	3.0	2.0	1.5	20.1	88
June	4.6	4.5	5.5	4.0	3.8	3.5	4.8	30.7	132
July	4.8	4.8	5.6	4.6	4.0	3.8	4.5	32.0	143
August	4.5	4.0	5.3	4.0	3.6	3.6	5.2	30.2	133
September	2.0	3.2	3.4	3.0	3.0	2.8	2.8	20.1	82
Average	3.7	4.1	4.9	3.7	3.5	3.1	3.8	26.6	
	Total								
April	1								
October	3								

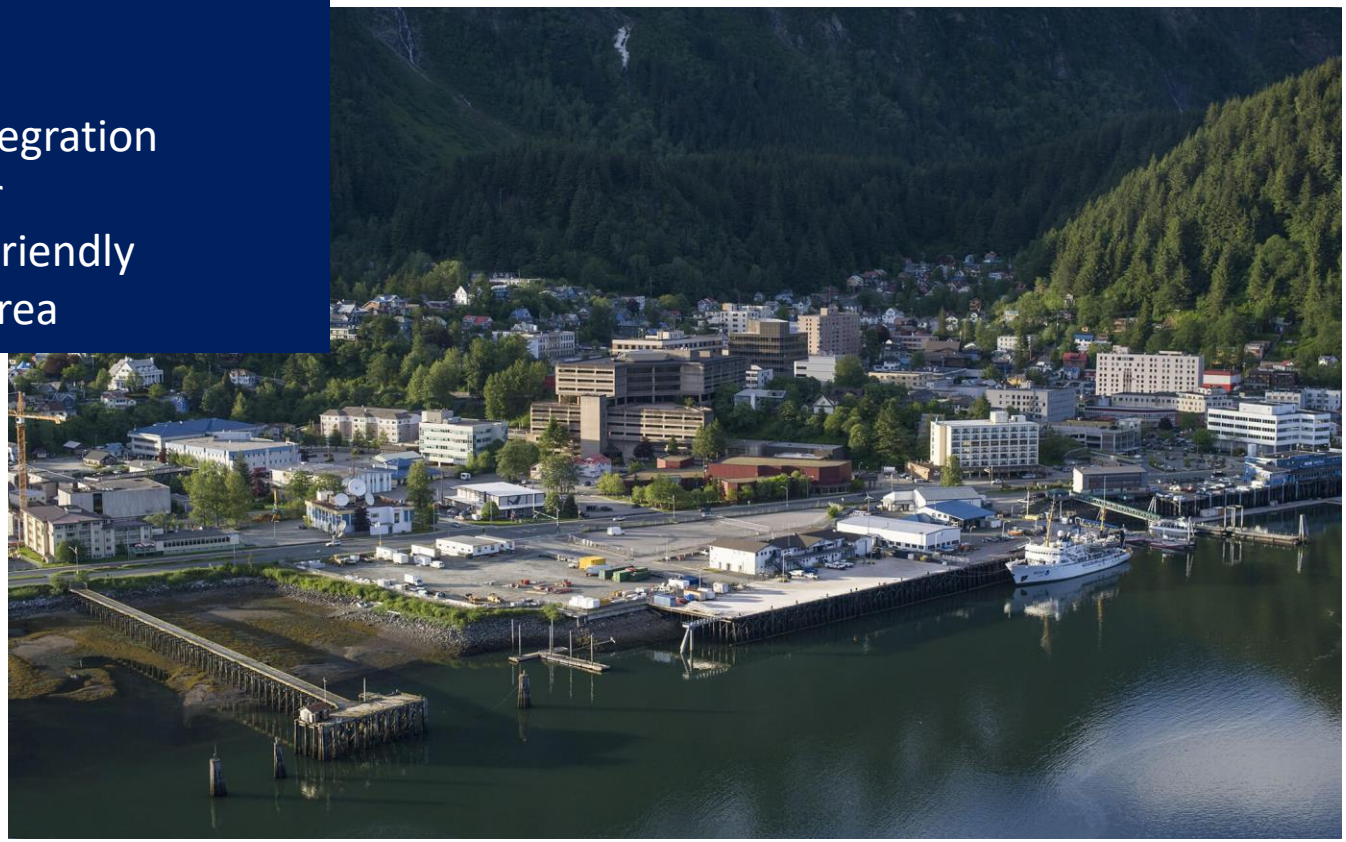


Opportunities for Juneau – Public Docks

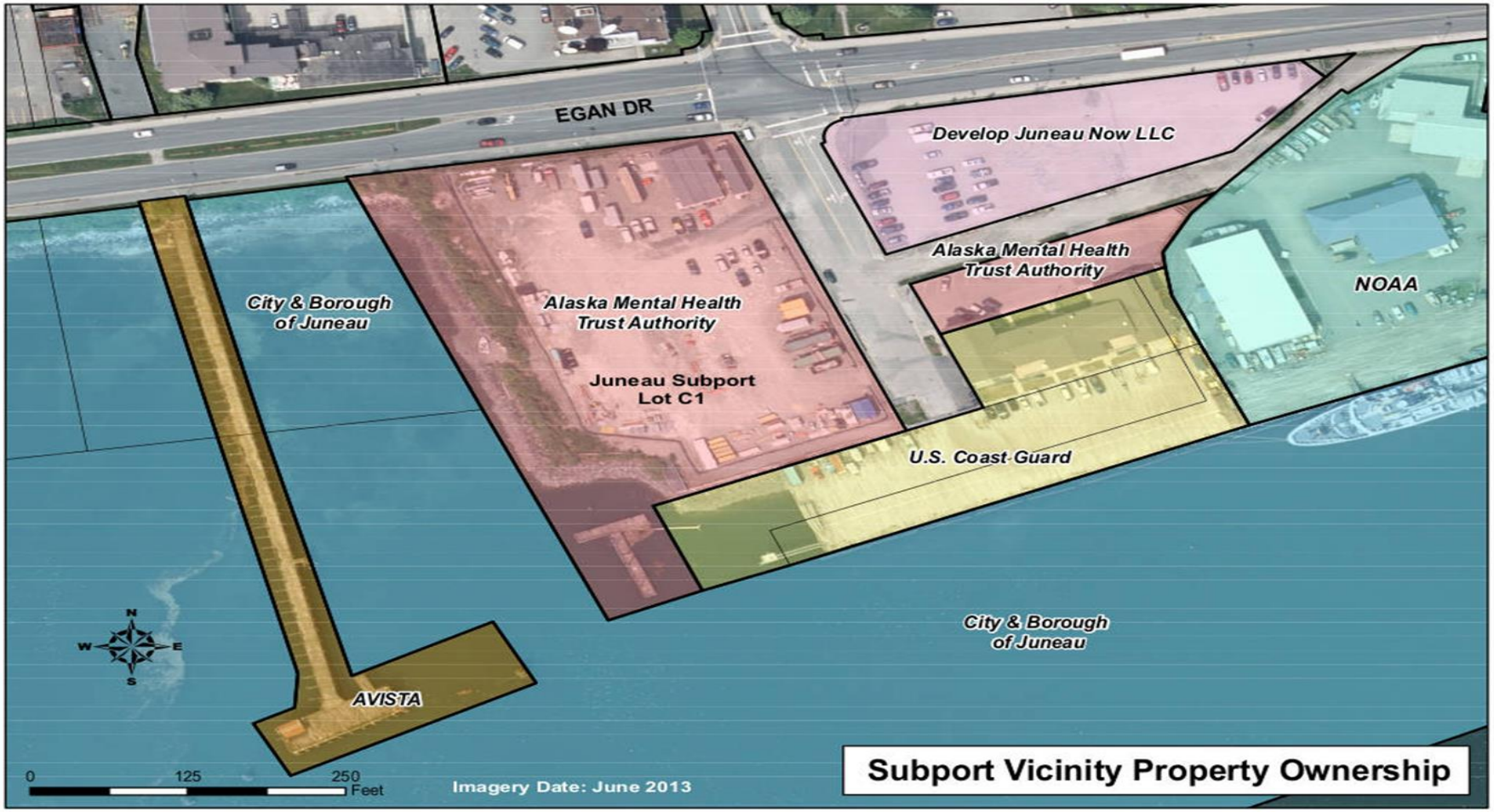
Juneau Subport Property

Juneau Subport Property

- Seawalk
- Shore Power
- Open Waterfront
- Multi-use building(s) – year-round use
- Green Space
- Native cultural integration
- Small Boat Harbor
- Pedestrian/ Bike Friendly
- Integration with area



Juneau Subport Property



Thank You

Q/A

53.09.340 - Camping.

(a) Except as provided in subsection (c) of this section, no person shall camp or establish or maintain a campsite:

(1) On any part of a public right-of-way not designated for camping by an official sign;

(2) For a period in excess of 48 hours within the boundaries of any one area on a public right-of-way, designated for camping by an official sign;

(3) On City and Borough land other than a public right-of-way within one-half mile of the same location for a period in excess of 48 hours; or

(4) On any parcel or right-of-way within or abutting the Downtown Juneau Area unless authorized by the property owner. For the purposes of this section, the Downtown Juneau Area is defined as North of 900 South Franklin, South of Fourth Street, East of Main Street and the waterside of the cruise ship docks, and West of Franklin Street as depicted on the attached Exhibit A, Downtown Juneau No Camping Area Map dated December 19, 2016, as the same may be amended from time to time by the assembly by ordinance.

(b) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

(1) *Camp* means to be personally present with the intent of remaining between the hours of 12:00 midnight and 7:00 a.m., other than in a permanent residential structure constructed and maintained in accordance with applicable codes.

(2) *Campsite* means a shelter, tent, camping equipment, furniture, bedding, cooking or eating utensils, or other outdoor or household items indicating an intent to remain or return for the purpose of staying overnight.

Establishment or maintenance of a campsite by a person may be established if the campsite includes mail addressed to that person, items having other indicia of ownership or control by that person, or items identified by a witness as owned or controlled by that person. It shall be a defense to liability under this section if the defendant can establish that an item came to be located at the campsite solely by an act of God or an act or omission of a third party other than an employee or agent of the defendant, if the defendant establishes that the defendant exercised due care with respect to disposal of the item, including foreseeable acts or omissions of such third party. Items not claimed by the defendant shall be confiscated as unclaimed property and disposed of according to sections 55.50.230 through 55.50.310.

(c) The manager or the manager's designee may issue permits for recreational camping in excess of that otherwise allowed by this section upon a showing by the applicant that such use will result in no waste, damage, or pollution to the land occupied.

(d) Violation of this section is an infraction.

72.12.080 - Residential use of vehicles prohibited.

(a) Except where authorized by the manager or his designee under regulations adopted pursuant to CBJ 01.60, no person may use a vehicle parked, stopped or standing on a public street, way, parking lot or other public place for temporary or transient residential purposes where such vehicle is designed, built, fitted or modified for the purpose of providing a sleeping area, cooking facilities, or for the receipt, collection or storage of bodily wastes. Temporary or transient residential uses include, but are not limited to, sleeping, preparation of food or beverages for human consumption within the vehicle, and elimination of bodily wastes.

(b) The restrictions under this section do not apply to:

(1) Vehicles lawfully parked in an area owned or operated by the municipality in which camper, recreational vehicle and similar parking is specifically authorized.

(2) Vehicles lawfully parked in a right-of-way area designated for camping pursuant to subsection 53.09.340(a)(2).

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Auke Bay Loading Facility - Phase II				
TIGER Grant Reporting - Annual	On-Going	Sept. 2019	Staff	Report for Boom Truck till 2033; SeaLift till 2044
Statter Master Plan Phase III				
Phase III A - Dredging, Blasting, Soil Compaction				
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	
Eagle Permit	Complete		PND	
CBJ Building Permit	Complete		Staff	
Construction Bid	Complete	July 16, 2019	PPM	
D&H Board Approval of Bid	Complete	July 17, 2019		
Assembly Approval of Bid	Complete	July 22 2019		
Construction	In Progress	October 1, 2019	PPM	Pacific Pile & Marine, Dredge arrived 11/18/19
Substantial Completion	Hold	April 27, 2020		
Final Completion	Hold	May 29, 2020		
Phase III B - Retaining Wall, Float Installation				
Army Corps of Engineers Permit	In Progress		PND	
Incidental Harassment Authorization	In Progress		PND	
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	95% plans received
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			
Assembly Approval of Bid	Hold			
Construction	Hold	Fall 2020	TBD	Pending ACOE Permit
Substantial Completion	Hold	Spring 2021		
Final Completion	Hold	Spring 2021		
Phase III C - Uplands, Restrooms				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	In Progress		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Construction	Hold	Fall 2021	TBD	
Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			

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Assembly Approval of Bid	Hold			
Substantial Completion	Hold	Spring 2022		
Final Completion	Hold	Spring 2022		
Downtown Waterfront Improvements				
Phase I - Deck Over				
Geotech Report	Complete		PND	
Materials Procurement	Complete	June 15, 2019	Island Const.	
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	Seals only
Bid Opening	Complete	July 2, 2019	Staff	
D&H Board Approval	Complete	July 3, 2019		
Assembly Approval	Complete	July 8, 2019		
Phase I Construction	In Progress	July 15, 2019	Trucano Const.	Wall construction continues
Early Entry by Archipelago Property LLC	Hold	May 1, 2020		Allow APLLC start of their building foundations
Substantial Completion	Hold	July 31, 2020		
Final Completion	Hold	August 28, 2020		
Phase II - Visitor Waiting Area and Restrooms				
Design - Bid Documents	In Progress	Jan 1, 2020	PND	Working to 65% Plans with cost est
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBD	
D&H Board Approval	Hold			
Assembly Approval	Hold			
Phase II Construction	Hold			
Substantial Completion	Hold			
Final Completion	Hold			
Aurora - Harris Harbors Dredging				
Breakwater Repairs	Hold	Fall 2019	ACOE	March - June 2020
Dredging Activity	Hold	Fall 2020	ACOE	October 2020 - Jan 2021
Auke Bay Marine Station				
Annual Report			Staff	Awaiting MARAD review
Subdivision	In Progress		Staff	In review by Community Development Dept.
Shared Costs with UAS	In Progress		Staff	Awaiting UA response to Amendment #1
Marine Park Sheet Wall Coating				
Construction	Complete		Purcell	
Contract Administration & Inspection	Complete		Tinnea	Contract Closure in Process

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ADOT Grant Application - Harris Anodes				
Anode Design	Hold		PND	Awaiting Grant Award
Anode Bid	Hold		Staff/PND	Awaiting Grant Award
Douglas Harbor Anodes				
Anode Design	In Progress		PND	
Anode Bid	Hold		Staff/PND	
Statter Breakwater Safety Improvements				
Phase II	Hold			Awaiting funding
Sewage Pump-Out Improvements				
Statter Winterization	Hold		Staff	Part of SHI III(B)
Harris Winterization	In Progress		Staff	Working with Term Contractor
D&H Managed Lands - Surveys				
ASLS 2013-15 - Uplands at Tee Harbor	Hold	2020	TBD	
ATS 1682 -DIPAC-Channel Construction	Hold	2020	TBD	
ATS 1693-DIPAC Wayside Park	Hold	2019	TBD	
ATS 1694-Tee Harbor Submerged Lands	Hold	2020	TBD	
ATS 1691 - Adjacent to ABMS	In Progress		PDC	Awaiting ADNR Review
ATS 1692 - N Douglas Boat Ramp	In Progress		PDC	
ATS 1707 - Cruise Berths	In Progress		DOWL	Awaiting Recordation
ATS 1690-Indian Cove	In Progress		PDC	
Visitor Information Kiosk				
Construction	Complete		Island Const.	
Construction Admin and Inspection	Complete		JYL	
Wayside Park Float				
Dredging as Float Grounds Out	Hold			Awaiting Funding
N. Douglas Boat Launch Expansion Study				
Conceptual Design	Complete		PND	Awaiting Board direction
Aurora Harbor Re-Build - Phase III				
Phase IIIA - Demolition				
Design and Bid Documents	Hold		PND	Awaiting funding
Phase IIIB - Dredging				
Army Corps of Engineers	Hold	Fall 2019/2020	ACOE	Awaiting final dates for work
Phase IIIC - Float Installation				
ADOT Grant Application	Hold		Staff/PND	Awaiting Legislative Action in 2020
Small Cruise Ship Infrastructure Study				

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Fee Negotiations	Complete		PND	
Data Collection	In Progress		PND	Reviewing 2nd Draft Market Analysis
Security Check Stations				
Federal Security Grant	Complete		Staff	Not Selected
Complete Bid Package	Complete		PND	
CBJ Building Permit	Complete		Staff	
Construction Bid	Complete		SEEM	Southeast Earthmovers
Pre-Bid Conference	Complete			
Board Approval	Complete			
Assembly Approval	Complete			
Construction	In Progress		Staff	Mounting brackets installed in deck, steel fab
Substantial Completion	Hold	28-Feb-2020		
Final Completion	Hold	March 31, 2020		
Dockside Safety Guardrail				
Design	Hold			Awaiting funding - Passenger Fees FY21
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
Harbor Security Upgrades				
Continued Project Development with Board	In Progress			
Statter Breakwater Deferred Mainteance				
Continued Project Development with Board	In Progress			
Large Berth Shore Power Design				
RFP Creation	Hold			Awaiting Deputy Port Engineer Hire