

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA

For Wednesday, August 19th, 2020

Zoom Meeting

<https://juneau.zoom.us/j/91169037519?pwd=WFhOV2JGMDFjdGZQRnlnSWRKR3RxZz09>

or via Phone (253) 215 8782

Meeting ID: 911 6903 7519

Passcode: 983373

- I. Call to Order (5:00 p.m. via Zoom)**
- II. Roll Call** (James Becker, Chris Dimond, Don Etheridge, Steve Guignon, James Houck, Dave Larkin, Annette Smith, Bob Westmann and Mark Ridgway).
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED
- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total)
- V. Approval of Wednesday, July 22nd, 2020 Operations/Planning Meetings Minutes**
- VI. Consent Agenda - None**
- VII. Unfinished Business - None**
- VIII. New Business - None**
- IX. Items for Information/Discussion**

1. Juneau-Douglas City Museum Relocation – Board Position Statement
Presentation by the Port Director

Committee Discussion/Public Comment

2. Code of Conduct – Enforcement Options
Presentation by the Port Director

Committee Discussion/Public Comment

3. Policy Statement – Availability of Public Land for Private-Sector Use
Presentation by the Port Director

Committee Discussion/Public Comment

4. Committee Decision and Assignment of Visitor Industry Task Force Work Group

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Presentation by the Port Director

Committee Discussion/Public Comment

5. Center for Disease Control (CDC) Request for Information (RFI) Related to Cruise Ship Planning and Infrastructure, Resumption of Passenger Operations, and Summary
Presentation by the Port Director

Committee Discussion/Public Comment

6. Small Cruise Ship Infrastructure Master Plan - Evaluation of Winds and Historical Vessel Transits in the Vicinity of Proposed Piers
Presentation by the Port Engineer

Committee Discussion/Public Comment

X. Staff & Member Reports

XI. Committee Administrative Matters

1. Next Operations/Planning Committee Meeting- **Wednesday, September 16th, 2020.**

XII. Adjournment

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- I. Call to Order** Mr. Ridgway called the meeting to order at 5:11 p.m. in a Zoom meeting at the Port Directors Office.

II. Roll Call

The following members were present in person or on zoom meeting: Jim Becker(in person), Chris Dimond, Don Etheridge(in person), James Houck, David Larkin, Annette Smith, Bob Wostmann, and Mark Ridgway(in person).

Absent: Steve Guignon

Also present at the Port Directors Conference room: Carl Uchtyl – Port Director, Erich Schaal – Port Engineer, Matthew Creswell –Harbormaster, and Teena Larson – Administrative Officer.

III. Approval of Agenda

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

Motion approved with no objection

IV. Public Participation on Non-Agenda Items - None

V. Approval of Wednesday, June 17th, 2020 Operations/Planning Meeting Minutes

Minutes of June 17th, 2020 were approved as presented.

VI. Consent Agenda – None.

VII. Unfinished Business –

1. Board Resolution for Security Cameras in Harbor Facilities

Mr. Uchtyl said Mr. Creswell obtained more information on the Hoonah security camera system from the Hoonah Harbormaster. This item was recommended to bring it back to the Operation/Planning meeting for more discussion. It is under an action item but he is not sure if it needs action. In the packet is the resolution, but it does not show that this is a draft and paragraphs three, five and six were deleted.

Mr. Creswell said he has had several discussion about cameras in the last couple of weeks. He talked with the Hoonah Harbormaster and they have Snowcloud for the harbor, the same as we have here but they have more expanded capabilities with the ability to view camera footage through an app on the cloud that comes through the Snowcloud web cams. The Hoonah cameras are managed as a City wide camera system and not just at the Harbor. The Hoonah Harbormaster said they are easy to use but they are wide-angle cameras and some areas are not focused in on. We currently have Snowcloud so this camera system would be an option for Juneau Harbors. They do not

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provide service for individual boat owners to have their own camera system. Mr. Creswell said staff is looking into getting new cameras in the Harris Harbor showing the parking lot, gangway approach, and dumpster area. We should have a quote by the end of the week and should be able to move forward with that system soon. There is high-speed internet available at Amalga Harbor now. Staff is also looking into adding cameras looking down the launch ramp and at the parking lot. This will be very valuable because Amalga is a remote location. Staff is also working on upgrading our internet connections in several different locations throughout the Harbors. This would be good for Douglas because a better internet connection is what is needed for that location. He said he will work with MIS to get a better data link so the cameras will work at Douglas. The same thing is needed for the Auke Bay Loading Facility.

Mr. Uchytel said because the Auke Bay Loading Facility has a federal facility security plan, staff has the opportunity to apply for a FEMA Port Security Grant. The FY20 grant opportunity is already over but staff could apply in FY21. Staff can continue to work on the resolution, send it to a Board working group, or whatever the Committee wants to do with this resolution.

Committee Questions

Mr. Becker asked about the cameras for Aurora?

Mr. Creswell said part of the plan with the cameras at Harris will involve an upgrade on the storage device or cloud software that will enable us to install new cameras at Aurora for minimal effort and cost.

Mr. Wostmann asked if the Hoonah Harbormaster indicated if individual boat owners are installing their own camera systems?

Mr. Creswell said he did not ask that question.

Mr. Ridgway asked how this resolution would help staff do their job better?

Mr. Uchytel said over the last year patrons have been asking for cameras. This resolution acts as a contract with our patrons that lets them know what Docks & Harbors is willing to do and what we are asking patrons to do to take care of their own personal property. Docks & Harbors is not going to hire a watchman to watch cameras. We will have limited cameras at the gangways and uplands, which will be consistent with the resources we have, but it is still the boat owner that needs to protect their own property.

Mr. Ridgway asked who in Hoonah monitors their system?

Mr. Creswell said no one is sitting there watching cameras. If someone needs to know something, the Hoonah Harbormaster can pull it up on his phone, which is similar to what we do here.

Mr. Ridgway asked Mr. Creswell if he see this as maybe a cost savings to us. He noticed the dumpster had a lot of non-harbor like garbage and asked if there could

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potentially be lower dump fees if we caught the people that should not be using our dumpsters. He asked if he sees where the camera investment may pay for itself?

Mr. Creswell said unless we are going on a daily basis, opening the dumpsters, and looking at the cameras, we will not know who is dumping when they should not be. Occasionally we do catch someone that should not be dumping.

Public Comment- None

Committee Discussion/Action

Mr. Wostmann commented that he is interested in keeping item (b) on the bottom in the resolution. He said to the extent that Docks & Harbors can participate we should encourage and facilitate getting the internet coverage and he wants to see that in the resolution.

Mr. Becker asked if anyone has calculated the dump cost and when the dumpster is emptied do they see stuff in the dumpster that is not boat related items?

Mr. Creswell said every other week he gets a call from the dump that staff needs to go take a refrigerator or appliance out of the dumpster before they will pick up and then we need to pay to dispose of that item.

Mr. Becker asked if there should be signage that states this dumpster is for boat related garbage only.

Mr. Creswell said there is detailed signage at our dumpsters on what can go in the dumpster.

Mr. Uchytel said Statter Harbor has users from Shelter Island and they bring back construction waste and put that in our dumpster.

Mr. Etheridge said the signage says that the garbage allowed in the dumpster is garbage generated on the boat.

Ms. Smith asked if the harbors currently has cameras that face the dumpsters and if so is it possible when a refrigerator is found that we can review the camera footage and send a bill to the people that dumped the refrigerator including staff time and additional dump fees.

Mr. Creswell said we have one camera looking at one dumpster. The harbors does have more cameras than that but they are not working presently. The ones that are not currently working are at Harris and Aurora and those are the ones we are working to replace. He said he has reviewed camera footage after receiving a call from the dump about a refrigerator in the dumpster in the wintertime. When the dumpster is emptied once a week staff needs to look over several days of footage only to find all you see is a vehicle pulling up at night and putting a large item in the dumpster. With the poor lighting at night, you cannot see anything identifiable. It is possible, but very difficult and time consuming process.

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Ms. Smith asked if the reason for not being able to tell who an individual is in the footage is because of the lighting or poor camera quality?

Mr. Creswell said the cameras are placed to see a large area and it just works out that we never have a camera in the exact needed location. If the offence is great enough, he is able to use several cameras that view different angles to hopefully get more information on a crime. The camera that can see the dumpster is not solely the dumpster but also for the parking lot.

Mr. Ridgway said for the last three years there has been several individuals come before the Board who has experienced crime on their boats and their vehicles and used the word “camera”. He said it was very difficult to keep saying that we are looking into them. Now tonight, with the update from Mr. Creswell, with the ability to upgrade Douglas, the increase in Wi-Fi at Amalga, and the other cameras it sounds like we are on a path to efficiently placing cameras within reason at our facilities. He said he will now be able to repeat this information to patrons asking for cameras. He does not believe the resolution is needed and no action needed tonight. He would like to just see simplified language setting a level of expectations and he said he will work with Mr. Uchytel in the future on what he is suggesting.

No Action Needed

VIII. New Business - None

IX. Items for Information/Discussion

1. FY2020 Budgetary Update

Ms. Larson said the memo in the packet was just updated with expenses as of July 20th. The one that was originally in the packet was updated as of July 17th. Revenues have not been updated at this time. The Docks revenue are the actual revenues for FY20 at \$1,142,000, and \$378,500 for other financing sources. The Docks expense is \$1,342,667 for operations and are not anticipated to change very much from what they currently are. This gives us an increase to fund balance of \$212,756 and an ending available fund balance of \$2,492,379.

The Harbors updated projected numbers are \$4,232,886 for revenue and \$3,962,949 for expense. The transfer to capital projects is \$140,000, dept service is \$738,100, and \$60,000 for other financing uses. This gives us an increase to fund balance of \$269,937, and a ending fund balance of \$834,302, less the reserve of \$749,500 leaves an ending available fund balance of \$84,802. This does not include our June revenue.

Committee Discussion/Public Comment –

Mr. Wostmann asked if the \$60,000 for bad debt is similar to what we have seen over the years or is this an increase?

Ms. Larson said this year is unique with bad debt but it should be similar to past years.

Mr. Wostmann asked if this was from people not able to pay their bills due to COVID?

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Ms. Larson said that is not the case for this bad debt.

Mr. Uchytel said we still could collect bad debt. This is from invoices that are two months overdue. There is no signs that we have seen an increase of bad debt recently. The memo in the packet shows highlighted in yellow that both Docks and Harbors are operating in the black and the harbors are very busy. Mr. Uchytel said another thing that could positively affect our budget is the Emergency Operations Center (EOC) type work the he and Mr. Creswell have been doing. The hours have been tracked and he believes Docks & Harbors will be reimbursed for those hours.

2. Small Cruise Ship Infrastructure Master Plan

Mr. Schaal said at the last Board meeting Mr. Somerville and himself gave a presentation on the small cruise ship master plan. He said now that this is out in the public, he wanted to ask for any comments on this plan and give the Board an opportunity to voice any concerns.

Committee Discussion/Public Comment

Mr. Becker said he has seen smaller cruise ships tied to the Douglas breakwater in the past and fisherman working on nets. He asked if there has been any plan to get a gangway so boats do not need to be tied there.

Mr. Schaal said it was originally designed to receive a gangway but staff has not moved forward with asking the Army Corp of Engineers to design the landing, which require a structure on shore and a rumble mound to provide that access. The small cruise ship plan does show extending the breakwater and providing a gangway but we currently do not have a project for this access.

Mr. Ridgway asked what were some of the questions at the last meeting?

Mr. Uchytel said it was asked to bring back to the next Operations/Planning meeting to discuss further. Staff is working with Chris Mertl with Corvus Design to do some public outreach but we do not have any dates set up currently.

Mr. Schaal said the original scope for this project is light on public meetings, but they do have scope for a few more public presentations. He asked the Board if they would like to have another public facing meeting with the comments collected from this meeting? Staff has talked about doing a digital public meeting where Corus Design can take the presentation that he and Mr. Somerville presented and have that video be live. If people wanted to join the meeting they could but it would also be available on our website with a short survey asking very pointed questions about the location, amenities, and how it might serve the cruise industry with what the public would like to see to meet that goal. During the master plan from Norway Point to the Bridge public meeting it was very interactive with sticky notes and all kinds of one on one interaction. That level of a public meeting is not in the contract with PND currently.

Mr. Etheridge asked if the Assembly has seen this master plan?

Mr. Schaal said no.

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Mr. Wostmann commented that given this plan is a high profile, and people in town have strong opinions on this topic, having a video and having the public interact to express their opinions indicating their own preference on a particular option is a great idea. If we do not, we will probably have feedback from the Assembly that we did not do enough public outreach.

Mr. Etheridge said he agrees, but he would prefer this go to the Assembly before moving forward with public outreach.

Mr. Wostmann agrees to have the Assembly see this plan before the public outreach but in the presentation to the Assembly staff should make it clear that the Board does intend to involve the public and hear public opinion before any final decision is made.

Mr. Ridgway asked Mr. Uchytel if he thought the next step would be to take this draft plan to the Assembly?

Mr. Uchytel said staff needs to go back and look at the contract with PND. He believes public outreach is required under the current scope of work. He said this information could be provided for public comment. The Visitor Industry Task Force that was appointed by the Mayor was given a direction to incentivize Juneau as a small cruise ship industry turn port so this master plan segue well with the Visitor Tourism Task Force. This an opportunity for the Board to say if they want changes to the small cruise ship master plan.

Mr. Becker said after listening very closely to the presentation, he came away with being asked to prioritize the different options. He suggested taking this to the task force to see what their comments are.

Mr. Ridgway asked if it would take a lot of time for staff to amend the scope of work for the public outreach to reflect the current times?

Mr. Schaal said the quote he received was a little more than \$6,000.

Mr. Uchytel said it is currently \$150,000 project.

Mr. Ridgway suggested to bring this final draft to the visitor industry task force to see what they think and ask for recommendations.

Mr. Etheridge commented that there is still a lot of unknowns in this plan. The easiest plan would be the recommended location right here at the Seadrome site.

Mr. Wostmann commented that he believes the task force has suspended their operations and does not know how that will fit with the contract dates in this project.

Mr. Uchytel said he suggests rolling this in with the Visitor Industry Task Force plan review committee. PND still needs to provide a final polished document. We are at the point that we have seen the final document that will be refined and there is a need for public outreach. The question is now, "what is the direction for staff to move forward"?

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This could also be the appropriate time for the Board to give staff the level of priority for this project.

Mr. Etheridge said going in the current direction for this project is appropriate but we should run it by the Assembly first to have their blessing.

Mr. Schaal said this is the time to let him know if the Board feels there was something missed in the presentation. He welcomes feedback if something was mis-categorized, mis-calculated, why a location works or does not work, or helpful insights to provide a better presentation to the Assembly. He said he is also interested in feedback on what the final product looks like so it is useful to the Board as public liaisons being able to explain why this plan is good for Juneau and meets all the requirements being set forth.

Mr. Ridgway asked if the Board's comments be tracked and the response to comments be tracked in a matrix format?

Mr. Schaal said it does not exist but I can put one together.

Mr. Ridgway asked the Committee if there was a form that all the members could comment on, with comments being sent to Mr. Schaal and the design team, would any member make comments?

Mr. Etheridge said he would.

Mr. Wostmann said he would also.

Mr. Ridgway requested support from staff to facilitate the Board members ability to make comments.

Mr. Uchytel said that is what staff does. We have several public meetings and collect comments.

Mr. Ridgway said he wants this just for the Board members and to give a timeline for comment. The Board can make comments, and at the same time, staff can get on the Assembly calendar to let them know where we are in the development of this plan. In the presentation you can let the Assembly know that the Board is reviewing this plan and will be providing comments within the next 30 days.

Mr. Schaal said he can set up a matrix and work with the Board to receive their comments.

Mr. Uchytel wanted clarification that the will of the Board was to reach out to the Assembly to give them this first iteration ahead of any public process.

Mr. Ridgway said yes.

Mr. Uchytel said he will work with the City Manager to see if this would be appropriate to have the Assembly review ahead of any public process during COVID times.

Mr. Etheridge agrees that if the Assembly does not have interest to see this at this time than that is not the Board fault.

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Mr. Uchytel said another option he will have Mr. Schaal look into is some kind of a share file but staff will need to make sure it does not violate an open meetings act.

Mr. Becker said his previous comment to have this go to the visitor industry task force was because they are the arm of the Assembly. He recommended to bring this to the Mayor to ask if she wants this to go to the Visitor Industry Task Force so they could review this plan and advise the Assembly. He believes the Assembly would want that.

Mr. Etheridge said that is up to the Mayor. He said his reason to bring this plan to the Assembly now is to prevent the criticism for moving too far ahead of the Assembly without their knowledge of this plan.

Mr. Ridgway asked why Marine Exchange of Alaska is one of the sub-contractors on this project?

Mr. Uchytel said for the navigation study.

3. Visitor Industry Task Force

Mr. Uchytel said this was from a previous meeting where staff shared the Visitor Industry Task Force draft report and the Board recommended to bring it back to the Operations/Planning meeting for more discussion. At the last Board meeting, there was a motion to set up a working group on this topic that was not executed due to the end of the fiscal year. The Committee can discuss the content of the report or discuss standing up the work group.

Committee Discussion/Public Comment –

Mr. Etheridge said he recommends standing up a work group, which can be decided at the next Board meeting. He would like a smaller group to work on the draft report and then bring it back to the Board.

X. Staff and Member Reports.

Mr. Creswell reported:

- The Lumberman clean-up is going exceptionally well. Staff is in a little holding pattern waiting on the plan for the removal of lead paint. Staff did receive the quotes back for removing the remaining fuel and flushing the tanks and Global Diving will be performing that work.
- The Port crew is currently working on sealing the CT and AS concrete floats. It is an in-depth project of fixing all the cracks and then sealing. It worked out to be a great opportunity to get this done this year without the cruise ship traffic. Being able to bring back the seasonal staff to perform this work was huge cost savings.
- The downtown crew finished a project on the Harris Harbor grid. They rented a small excavator, dump truck, and cleaned out and worked on bents five through 11.
- Plans are progressing with the demo of North Aurora Harbor. This will begin after Salmon Derby.
- There will be divers at Statter Harbor next week to dive on the broken anchor chain at the breakwater. He is unsure what is under the breakwater. With 120' of

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unclear water, no diver is willing to dive to the bottom due to how dangerous it is.
The plan will be to replace the anchor and chain.

- Harbors are busy.

Mr. Becker asked if he knows how much waste oil is in the Lumberman?

Mr. Creswell said he talked to Global and when the Coast Guard hired them 2 ½ years ago to remove all the hazardous material off the Lumberman, it was confirmed that the tanks were taken down to only having minimal amount on the boat. They will pump out the remaining amount and flush the tanks. Their estimate is two to three thousand gallons of oily water. Mr. Creswell said he will be able to get rid of that oily water in Ketchikan at the same location he disposes of the other waste oil.

Mr. Ridgway asked how the lead abatement was progressing?

Mr. Creswell said he has been instructed that it is not lead abatement that they are doing because abatement means to make the space habitable. Staff is working with the CBJ Safety Officer to remove blistering and chipping lead paint.

Mr. Schaal reported:

- The Cruise Ship security checkpoints are complete.
- The Douglas anode installation is just starting. It was delayed due to COVID. Global diving is the contractor for this project.
- The Archipelago project (DWI) is going well. Another milestone is that all the glulam's are in place, most of the decking is in place, the steel workers are placing rebar and expect the first concrete pour next week. We are also starting the infrastructure work in the uplands, AELP, GCI, ACS, and Chatham Electric all working in the same small area to install the services that we need for the future bus charging system. The sewer lift station has been installed. There will be many visible changes in the next few weeks.
- Statter Harbor dredging. Staff is still working with PPM to get a complete plan from them how they are going to manage the material left on the bottom. Staff is working through our permitting options to see when the work has to be completed because of the IHA and how to dispose of the material.

Mr. Becker asked if the proposed museum location is holding up the DWI project?

Mr. Schaal said he is not sure what the City Manager's next step is for approval from the Assembly for the museum. For our portion of the project, staff has mitigated all of the impacts to our project. We have scaled back and removed functions that were known to not work well with that development. Our contractor is moving ahead and will have a mostly complete project when they are finished.

Mr. Ridgway asked Mr. Uchytel what is happening with the museum?

Mr. Uchytel said the City Manager is still optimistic that it will move forward. He said he does not know when this location will have a final "no" for the museum.

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Mr. Ridgway asked if the Board should be part of the discussion for the museum?

Mr. Uchytel said if the Board wants to voice their opinion on open space or a museum to have a joint meeting with the Assembly.

Mr. Ridgway asked to have the joint meeting as a discussion item at the next Operations/Planning meeting.

Mr. Uchytel reported:

- American Cruise Lines, Lindblad Cruise Lines, and Norwegian Cruise Lines have all cancelled for the 2020 season. The only cruise operations still planning to operate is UnCruise on August 1st.

Ms. Smith said she has had several people talk to her about issues that have happened to them within the harbors. Some of the things involved stalking, and boats being vandalized. She said it got her thinking about what is the harbors responsibility to provide a safe harbor for law-abiding patrons. She said she started looking into it and there is a code of conduct, which is good, but she said she also found that the code of conduct does not have any teeth behind it. She said there should be a regulation that gives some teeth to the enforcement of our code of conduct. It also brought up the question of if the harbor responsibility is managing people or managing boats. She said when she was thinking about that, she concluded that law-abiding citizens should have peaceful existence in our harbors and that is part of managing boats. She asked if there was any desire from the Board members to put some teeth behind the code of conduct she would be happy to work on that.

Mr. Ridgway suggested putting this on the next Operations/Planning meeting and to work with the Port Director and include him in on the correspondence to flush out what Ms. Smith would like it to look like.

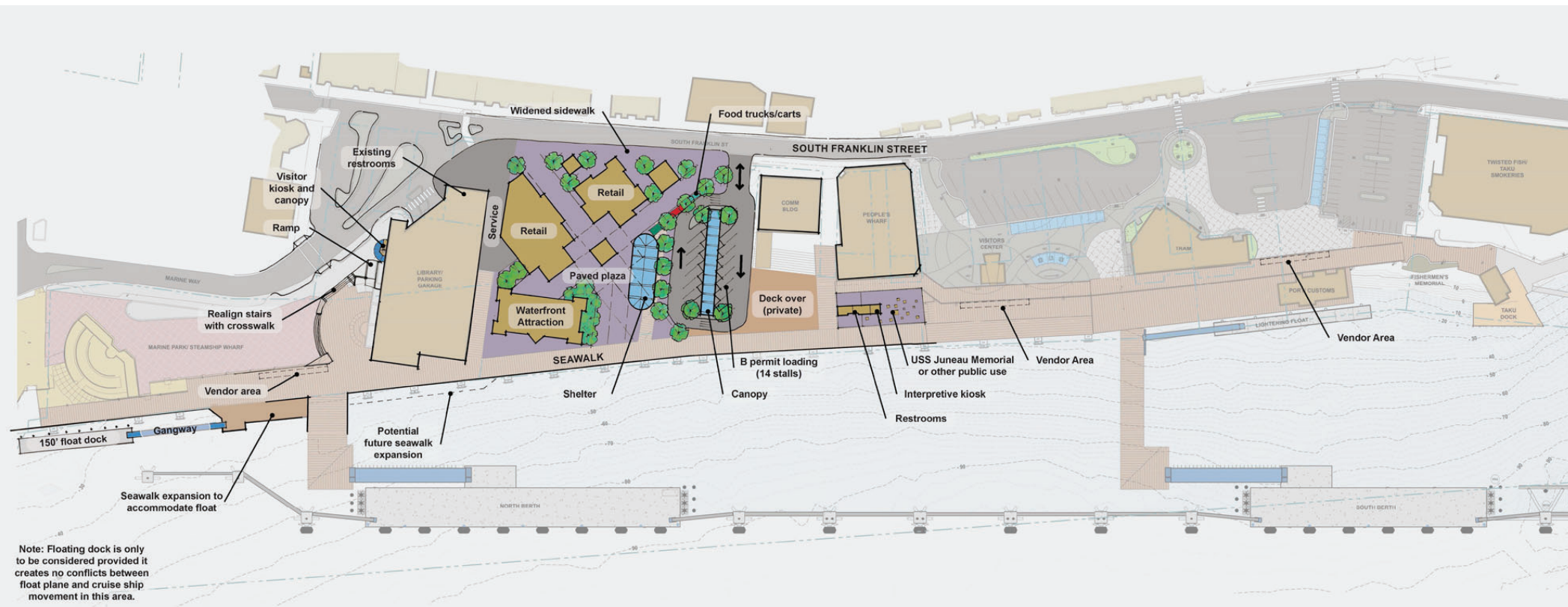
Ms. Smith asked who should present what she comes up with?

Mr. Ridgway said to discuss this with the Port Director and Mr. Creswell.

XI. Committee Administrative Matters

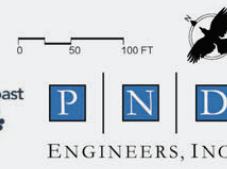
1. Next Operations/Planning Committee Meeting – Wednesday, August 19th, 2020.

XII. Adjournment at 6:46 p.m.



Taku Dock to Marine Park Urban Design Plan

Preferred Master Plan - Phase II





City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: Deputy Mayor Gladyszewski and Assembly COW

February 26, 2020

FROM: Rorie Watt, City Manager

RE: Waterfront JDC Museum Concept Update, Potential Next Steps

The Assembly asked for an update on the proposed new waterfront museum concept. The link to the 12/6 COW packet for the initial proposal is here:

<https://packet.cbjak.org/CoverSheet.aspx?ItemID=7706&MeetingID=1191>

The Assembly expressed interest in the waterfront museum concept with some reservations on two topics. Some comments on those include:

A. Lifecycle Costs

Lifecycle costs would include operations and maintenance. As there is no facility plan, it is not feasible to perform that analysis at this time. However, the Assembly should generally expect that long term building renewal and replacement costs should be similar at either the current location or a new location. Best facility management practice indicates an annual average investment of around 2-3% of the value of the facility. Investment in the existing facility has lagged behind that practice. If a waterfront museum was developed at a cost of \$8M, 2.5% annually computes to \$200,000. Per CBJ codes, a new facility would be a high performing building and would be more efficient than the existing.

B. Location

Depending on purpose, different locations are more or less favorable. I recommended the waterfront location for several reasons as was detailed at the 12/6 meeting (economic self-sufficiency, activating waterfront with year round use, able to use passenger fees). Other locations could be equally good, but for different reasons. As an example, a location at the former Public Safety building site could be supported in support of an arts/culture campus that would build off of the State Museum, Centennial Hall and the JACC (or eventually a New JACC). But that location would unlikely be economically self-supporting.

Next Recommended Steps

If the Assembly wants to advance the waterfront museum concept, I recommend the following approach :

Public Comment through a City Project Review at the Planning Commission
Support Application for Grants (incl. Rasmuson)
Preparation of Business Plan to Properly Evaluate Self-Sufficiency
Request Comment from the Fund Advisors for the Capital Fund
Formalize Agreement with CLIA on use of PFs
Begin Community Fundraising through Friends of JDCM/Community Foundation
Provide Project Start-up Funding (consider conceptual budget, attached)

amendments with the opportunity for the public comment and ask them to prioritize this issue due to the time constraints. (Memoranda 1, 2, 3 & B) passed by unanimous consent.

Museum Update

Mr. Watt said that the Assembly asked for an update on the Museum proposal. Mr. Watt provided two memos in the packet and explained the process on developing a campus plan similar to what was done at Dimond Park.

The committee had a lengthy discussion regarding the City Museum and the parking ramifications including the fee in lieu of process, the potential use of parking garages, public transit and all the interconnected pieces and challenges that might be faced if/when CBJ decides to develop any new structures in the downtown area such as the museum or a new City Hall.

MOJO by Mayor Weldon to forward the Museum Concept as a City Project Review to the Planning Commission for public comment and work down the funding steps as outlined in the Manager's memo.

Objection by Mr. Jones. Mr. Jones said that he is not in favor of spending any money on this project and there would not be anything to go to the Planning Commission unless there was funding provided to spend on a project that would be reviewed by the Planning Commission.

Additional discussion took place regarding funding needs for CBJ and Mr. Watt answered questions from the Assembly about process and potential funding sources and whether CBJ should be involved in this project at all.

Mayor Weldon said that while she appreciates the concerns members have raised, she was putting forward a motion to enable a process by which the public could weigh in on this concept and process.

Additional discussion took place on the public process of what may or may not go into that location.

ROLL CALL VOTE ON MOJO

Ayes: Weldon, Triem, Smith, Bryson

Nays: Edwardson, Hale, Hughes-Skandijs, Jones, Gladyszewski

Motion failed 4:5

Ms. Hale noted that the vote on this motion clearly demonstrates why they need to have the conversation regarding the second memo for the Assembly to meet with the Planning Commission to discuss the Downtown Infrastructure Plan Concept in April or when the Assembly receives an update from the Blueprint Downtown planning process.

MOJO by Mr. Smith that the Assembly direct staff to solicit ideas and public comment to determine the public's desire for development of CBJ's portion of the Archipelago Lot.

Mr. Jones objected for the same reasons he stated earlier.

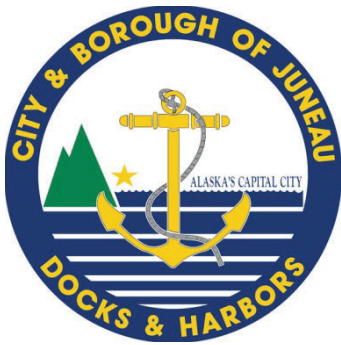
Additional discussion took place about what giving direction or non-direction to staff would mean. Mr. Watt suggested the Assembly take his two memos and give them to the Blueprint Downtown and see what they come back to the Assembly with.

ROLL CALL VOTE ON MOJO

Ayes: Triem, Smith, Bryson, Hale, Hughes-Skandijs, Edwardson, Gladyszewski

Nays: Jones, Weldon

Motion passed 7:



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-5255 Phone • (907) 586-2507 Fax

March 27th, 2015

SUBJ: HARBOR CODE OF CONDUCT

Background:

The Docks & Harbors vision is TO BE THE SOUTHEAST ALASKA MARINE CENTER OF EXCELLENCE PROVIDING SAFE, SECURE, MODERN, VIBRANT FACILITIES MEETING THE NEEDS OF THE USERS WE SERVE. In pursuit of our goals, Docks & Harbors is obliged to act in the best interests of all customers. Our employees work collaboratively with other CBJ employees, stakeholders and customers to deliver quality services to the Juneau public. The following Harbor Customer Code of Conduct is designed to allow Docks & Harbors to preserve its tradition of providing safe and secure facilities. This Code applies to all harbor clients who frequent CBJ owned property, including but not limited, to vessel owners and their guests, live-aboard residents, charter and commercial operators, launch ramp users and pedestrians along Docks & Harbors managed properties.

Recently, several issues have surfaced regarding the conduct of some harbor customers which merit the development of guidelines to safeguard all user groups. The establishment of a Harbor Customer Code of Conduct provides the expectations following a “reasonable person” standard. The intent is to codify rules to ensure customers are made aware that illegal or prohibited behavior, affecting other customers or Docks & Harbors employees will not be tolerated.

Personal conduct:

As a reminder, using CBJ Harbors is a privilege. Any continuing or repeated breach of Docks and Harbors policies, rules and regulations duly established by the Docks and Harbors Board, Port Director or Harbormaster may result in forfeiture of the privilege to use some or all facilities.

The owner of a vessel will be responsible for the conduct of those on board the vessel. Behavior of the owner, operator or occupants of a vessel which disturbs or creates a nuisance for others in the boat harbors is prohibited. Examples of prohibited conduct include but are not limited to:

- (1) Violating any federal, state, or CBJ criminal law, including but not limited to:
 - (a) The distribution and production of drugs;
 - (b) Assault;
 - (c) Harassment;
 - (d) Disorderly conduct; and
 - (e) Criminal mischief on private or CBJ property.

(2) Consistent with CBJ 42.20.095, to make or continue, or to cause or permit to be made or continued, any unreasonable noise so as to cause public inconvenience, annoyance or harm. Unreasonable noise means any excessive or unusually loud sound that disturbs the peace, comfort, or repose of a reasonable person of normal sensitivity.

(3) Damaging any Docks & Harbors property through reckless behavior that could be reasonably avoided.

(4) Causing, provoking or engaging in any fight, or to commit an act in a violent or reckless manner whereby the safety, life, limb or health of another is placed in fear of immediate jeopardy;

(5) Being found under the influence of alcoholic beverages, or other drugs including prescription drugs, in such a condition as to be unable to exercise care for their own safety or the safety of others, except aboard a vessel;

(6) Engaging in the use of or being instrumental in the exchange or production of illegal drugs or other illegal substances.

(7) All commercial, for profit enterprises conducting business aboard a vessel in a Docks & Harbor facility must have a commercial use permit. This does not apply to commercial fishing vessels.

(8) Behavior, language or mannerisms by harbor users toward any harbor employee during the performance of their duties by using threats or actions that place staff in reasonable fear of immediate jeopardy.

Pet Owners:

Live-aboard customers, boat owners, transient vessels, and guests that have a dog or cat residing onboard for a period longer than fourteen (14) days shall be required to complete an additional registration form indicating the type, breed, name and gender of the animal and pay the applicable fee. Failure to meet the below requirements may result in infractions or penalties as provided in CBJ's Animal Control Code and Docks and Harbors Title 85.

Animal owners will also be required to ensure the following:

- (1) During registration, dog owners shall provide proof the animal is licensed in accordance with current CBJ regulations.
- (2) Be leashed at all times when on Docks and Harbors floats, fingers, moorings and municipal wharves to include the Seawalk.
- (3) Clean up after your animal on docks, parking areas, and all adjacent CBJ Docks & Harbors properties. Use of waste bags or other waste removal products are mandatory on all Docks & Harbors properties.
- (4) Ensure animals are properly confined in the vessel.
- (5) Persons living with pets aboard boats in the harbor are responsible for their pets' safety, health and quality of life.

Docks & Harbors Policy Statement – Availability of Public Land for Private-Sector Use

Background Authority: The Docks & Harbors Board is charged under Title 85, General Powers's clause (85.02.060), to generally exercise all powers necessary and incidental to operation of all port and harbor facilities in the public interest and in a sound business manner. In particular, and without limitation on the foregoing, the board shall be responsible for the operation, development and marketing of municipally owned and operated port and harbors, including such facilities as boat harbors, docks, ferry terminals, boat launching ramps, and related facilities except as designated by the Assembly by resolution.

Existing Properties: Docks & Harbors has management authority, as designated by the Assembly, of several hundred acres of uplands, submerged and intertidal lands through a variety of contractual vehicles including the following:

- 1) **Direct Management:** Most of Docks & Harbors properties are under the department's ownership and managed directly as municipal harbors, launch ramps or commercial loading facilities, and the public downtown cruise ship docks and adjoining public uplands. This includes management of the portion of the Seawalk along the cruise ship berths from Marine Park to the Franklin Street Dock. This section of the Seawalk is a transportation corridor that is used to safely and efficiently move cruise passengers from the ships to downtown businesses and shore side transportation.
- 2) **Leases:** Properties that are generally leased for long terms (10 to 35 years) and typically are vacant lands for private development. Some leases include infrastructure developed by D&H such as the two marine repair facilities. Docks & Harbors has 25 leases with individuals or businesses on parcels which have been competitively offered on tidelands and a few upland properties. These leases are specifically called out in resolution with the properties designated with surveyed information and recorded with the State. Harri Commercial Marine, through two separate leases, manages boatyard facilities in which Docks & Harbors provides critical infrastructure for the haul-out necessary for operations.
- 3) **Use Agreements:** Similar to a permit in that it is for long term on D&H developed facility. The Taku Dock is owned by CBJ but through a "use permit agreement" the facility is managed by Taku Smokeries Fisheries which compensates CBJ based on a valuation formula of fish landings.
- 4) **Permits:** Typically for use of facilities for recurrent uses such as launch ramps, loading; etc. Docks & Harbors provides, at fees established in code, commercial parking lots and loading zones which provide for staging areas in support of the cruise ship industry and general parking needs for local use, including truck and trailer parking at Statter Harbor. Waterfront Tour Permits, established under 05 CBJAC 10, provide the guidance for the commercial loading zones and for tour brokers to sell approved excursions from booths built and maintained by the department. The tour broker kiosks are provided at three locations along the waterfront and are provided for under outcry auction with a minimum bid of \$30K.
- 5) **Special Use Permits:** Generally for support of specific events such as Salmon Derby. These are issued for very limited time to coincide with a specific event.

Docks & Harbors Policy Statement – Availability of Public Land for Private-Sector Use

Public Consideration & the Public Good: Docks & Harbors recognizes private property owners invest significant capital into improvements with the expectation of economic opportunity proportional to their investment. The public good is not advanced when governmental funds are used for the benefit of few individual businesses at the expense of entrepreneurs who have assumed financial risk to develop and grow successful enterprises. Without limitation, the following considerations are established herein:

- 1) Multiple and diverse uses should be encouraged;
- 2) A sound local economy will be promoted;
- 3) Adequate lands for public development and public use, including open space with appropriate uplands, should be reserved;
- 4) Tidelands and other Docks & Harbors controlled areas should be leased only for specific water-dependent and marine-related uses and not sold;
- 5) The development and growth patterns and potentials of different areas of the City and Borough should encourage waterfront services that may be needed as a result of that development and growth;
- 6) Public access to and along public and navigable bodies of water shall be provided where practical;
- 7) Safe and efficient pedestrian ways linking various facilities and destinations shall be provided; and,
- 8) Docks & Harbors operations should not unreasonably interfere with activities on adjacent uplands property.

Docks & Harbors Policy Statement:

- 1) Docks & Harbors' reaffirms support to private-sector enterprise by providing undeveloped land parcels for lease through public process.
- 2) Docks & Harbors will try to complement private activity adjacent to Docks & Harbors managed property when needed property is not available through the private sector.
- 3) Docks & Harbors shall refrain from providing public lands when doing so would compete with private sector investment;
- 4) D&H shall provide safe and efficient access (pedestrian and vehicular) and open space throughout its facilities including the downtown docks and Seawalk. To this end, Docks & Harbors shall not permit future private-sector commercial activities on the Seawalk and other Docks & Harbors managed properties from Marine Park to Franklin Dock unless tied to an existing private property and on a case by case basis where a compelling public purpose is demonstrated.

By direction of the Commission,
Commissioner Slaughter not participating.

April J. Tabor,
Secretary.

[FR Doc. 2020-15724 Filed 7-20-20; 8:45 am]

BILLING CODE 6750-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Agency for Healthcare Research and Quality

Notice of Meeting

AGENCY: Agency for Healthcare Research
and Quality, HHS.

ACTION: Notice.

SUMMARY: The Agency for Healthcare
Research and Quality (AHRQ)
announces a Special Emphasis Panel
(SEP) meeting on "AHRQ-HEOR
COVID19 Revision." This SEP meeting
will be closed to the public.

DATES: August 7, 2020.

ADDRESSES: Agency for Healthcare
Research and Quality (Video Assisted
Review), 5600 Fishers Lane, Rockville,
Maryland 20850.

FOR FURTHER INFORMATION CONTACT:

Jenny Griffith, Committee Management
Officer, Office of Extramural Research,
Education and Priority Populations,
Agency for Healthcare Research and
Quality, (AHRQ), 5600 Fishers Lane,
Rockville, Maryland 20850, Telephone:
(301) 427-1557.

SUPPLEMENTARY INFORMATION: A Special
Emphasis Panel is a group of experts in
fields related to healthcare research
who are invited by AHRQ, and agree to
be available, to conduct on an as-needed
basis, scientific reviews of applications
for AHRQ support. Individual members
of the Panel do not attend regularly-
scheduled meetings and do not serve for
fixed terms or a long period of time.
Rather, they are asked to participate in
particular review meetings which
require their type of expertise.

The SEP meeting referenced above
will be closed to the public in
accordance with the provisions set forth
in 5 U.S.C. App. 2, section 10(d), 5
U.S.C. 552b(c)(4), and 5 U.S.C.
552b(c)(6). Grant applications for the
"AHRQ-HEOR COVID19 Revision" is to
be reviewed and discussed at this
meeting. The grant applications and the
discussions could disclose confidential
trade secrets or commercial property
such as patentable material, and
personal information concerning
individuals associated with the grant
applications, the disclosure of which
would constitute a clearly unwarranted
invasion of personal privacy.

Agenda items for this meeting are
subject to change as priorities dictate.

Dated: July 15, 2020.

Virginia L. Mackay-Smith,
Associate Director.

[FR Doc. 2020-15684 Filed 7-20-20; 8:45 am]

BILLING CODE 4160-90-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

[Docket No. CDC-2020-0087]

Request for Information Related to Cruise Ship Planning and Infrastructure, Resumption of Passenger Operations, and Summary Questions

AGENCY: Centers for Disease Control and
Prevention (CDC), Department of Health
and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Centers for Disease
Control and Prevention (CDC), a
component of the U.S. Department of
Health and Human Services (HHS),
announces a Request for Information
related to cruise ship planning and
infrastructure, resumption of passenger
operations, and additional summary
questions. This information may be
used to inform future public health
guidance and preventative measures
relating to travel on cruise ships.

DATES: Written comments must be
received on or before September 21,
2020.

ADDRESSES: You may submit comments,
identified by Docket No. CDC-2020-
0087 by any of the following methods
listed below. CDC does not accept
comment by email.

- **Federal eRulemaking Portal:**
<https://www.regulations.gov>. Follow the
instructions for submitting comments.
- **Mail:** Maritime Unit, Centers for
Disease Control and Prevention, 1600
Clifton Road NE, MS V18-2, Atlanta,
GA 30329.

Instructions: All submissions received
must include the agency name and
Docket Number. All relevant comments
received will be posted without change
to <https://www.regulations.gov>,
including any personal information
provided. For access to the docket to
read background documents or
comments received, go to <https://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Jennifer Buigut, Division of Global
Migration and Quarantine, Centers for

Disease Control and Prevention, 1600
Clifton Road NE, MS V18-2, Atlanta,
GA 30329. Phone: 404-498-1600.
Email: dgmqpolicyoffice@cdc.gov.

SUPPLEMENTARY INFORMATION:

Background

In response to the COVID-19
pandemic and the increased risk of
spread of COVID-19 on cruise ships,
HHS/CDC published an industry-wide
No Sail Order on March 14, 2020, to,
among other things, restrict the
embarkation of cruise ships. CDC
extended its No Sail Order, effective
April 15, 2020, to require cruise lines,
as a condition of obtaining controlled
free pratique to operate in international,
interstate, or intrastate waterways
subject to the jurisdiction of the United
States,¹ to develop appropriate plans to
prevent, mitigate, and respond to the
spread of COVID-19 on their cruise
ships. Elsewhere in this issue of the
Federal Register, CDC is publishing a
companion notice announcing a further
extension of the "No Sail Order and
Suspension of Further Embarkation;
Second Modification and Extension of
No Sail Order and Other Measures
Related to Operations." This Request for
Information requests comments from the
public that will be used to inform future
public health guidance and preventative
measures relating to travel on cruise
ships.

Public Participation

Interested persons or organizations
are invited to participate by submitting
comments specifically on the following
questions related to planning and
infrastructure, resumption of passenger
operations, and summary questions
raised in this document:

Planning and Infrastructure

1. Given the challenges of eliminating
COVID-19 on board cruise ships while
operating with reduced crew on board
during the period of the April 15, 2020
No Sail Order Extension, what methods,
strategies, and practices should cruise
ship operators implement to prevent
COVID-19 transmission when operating
with passengers?

2. How should cruise ship operators
bolster their internal public health
programs with public health experts and
invest in a robust public health
infrastructure to ensure compliance
with measures to detect, prevent, and
control the spread of COVID-19?

3. How should cruise ship operators
ensure internal public health programs

¹ <https://www.federalregister.gov/documents/2020/04/15/2020-07930/no-sail-order-and-suspension-of-further-embarkation-notice-of-modification-and-extension-and-other>.

are involved in all levels of decision-making processes relating to passenger and crew operations, crew welfare and mental health, occupational health, food safety, potable and recreational water safety, outbreak prevention and management response, and illness surveillance?

4. What is the feasibility of conducting COVID-19 diagnostic testing using FDA-approved or authorized laboratory tests on board a cruise ship?

a. Should specimens be tested on board or should specimens be collected on board for commercial testing onshore?

b. How frequently should cruise ship operators test all passengers and crew?

c. What would be the anticipated financial cost of testing all passengers and crew?

5. Because reports of illness may lead to restrictions on crew activities, how should cruise ship operators encourage crew members to report mild symptoms of COVID-like illness to medical personnel?

a. How should cruise ship operators encourage medical personnel to report these cases to CDC?

6. What should be the medical capacity to manage an outbreak or a severe case of COVID-19 on board the ship?

a. What arrangements should cruise ship operators have with private companies to transport and obtain medical care shoreside for passengers and crew with severe COVID-19?

7. What pre-arrangements should be made to ensure that all U.S. seaport communities will accept a returning ship after a COVID-19 outbreak is identified?

8. What plans should cruise ship operators have for operationalizing shoreside quarantine facilities in the event of a COVID-19 outbreak on board a ship, without exposing the public and without relying on Federal, State, or local resources?

9. Due to obstacles with commercial travel thus far, what pre-arrangements should cruise ship operators make with the airline industry to accept crew and passengers from ships not affected by COVID-19?

10. How should cruise ship operators address specific country travel restrictions that emerge as COVID-19 activity increases in geographical areas, such as

a. border closures preventing passengers and crew from repatriating?

b. seaport closures preventing porting of ships?

c. embarking passengers originating from countries with heightened COVID-19 activity?

11. What measures should cruise ship operators be required to take to reduce the burden on U.S. government resources if foreign seaports deny cruise ships the ability to come into port during a voyage?

12. Given difficulties cruise ship operators have experienced when repatriating crew via non-commercial transportation, what preparations should the industry make to repatriate passengers or crew via non-commercial transportation after COVID-19 is identified on board?

13. What innovations should cruise ship operators develop to reduce transmission of COVID-19 on board ships and how would these innovations be effective?

14. Should cruise ship operators implement other interventions to decrease or prevent the spread of COVID-19 on board ships?

15. What evidence of efficacy or other rationale exists for any public health interventions that cruise ship operators propose to take on board ships?

Resumption of Passenger Operations

16. What steps should cruise ship operators take to prevent the introduction of COVID-19 onto ships after resuming passenger operations?

a. Should cruise ship operators deny boarding to passengers with COVID-like illness or confirmed infection with COVID-19?

b. Should cruise ship operators deny boarding to passengers with known exposure to a person with COVID-19 during the previous 14 days?

c. What methods should cruise ship operators use to screen for exposures and detect COVID-like illness in passengers seeking to board the ship?

d. Should cruise ship operators deny boarding to passengers coming from COVID-19 high-incidence geographic areas?

e. How should cruise ship operators manage embarking crew with COVID-like illness, known exposure, or coming from high-incidence geographic areas after resuming passenger operations?

f. Should cruise ship operators test passengers and crew pre-boarding? If yes, what should the testing protocol be?

g. Should cruise ship operators transport and house passengers and crew denied boarding at the seaport to avoid exposing the public?

17. Should cruise ship operators plan to reduce passenger and crew loads to decrease the risk of transmission on board the ship?

a. To what extent and for how long should cruise ship operators reduce passenger capacity?

b. To what extent might reducing passenger capacity affect the economic viability of cruise lines?

c. Should cruise ship operators be required to provide scientific evidence that reducing passenger capacity will prevent transmission on board?

18. Should cruise ship operators decrease the length of voyages and, if so, by how much?

a. How would decreasing the length of voyages affect the transmission of COVID-19 on board the ship and in U.S. communities?

b. Should cruise ship operators be required to provide scientific evidence that reducing length of voyages would decrease the risk of further introduction of COVID-19 to U.S. communities?

19. Should cruise ship operators limit shore excursions?

a. What precautions should cruise ship operators take during shore excursions to prevent passengers and crew from being exposed to COVID-19?

b. During shore excursions, how should cruise ship operators prevent transmission of COVID-19 into land-based communities?

20. Should cruise ship operators restrict the number of persons per room (e.g., maximum capacity of 2 adults per cabin)?

a. Should cruise ship operators be required to provide single-occupancy rooms with private bathrooms for crew after resuming passenger operations?

21. What mental health services should cruise ship operators provide to crew and passengers during quarantine or isolation?

22. What precautions should the cruise line industry take to safely disembark passengers and crew without transmitting COVID-19 into local seaport communities?

23. Should the cruise line industry immediately cancel cruise voyages if COVID-19 cases are identified on board or after disembarkation?

24. Because of the economic costs associated with cruising, some cruise ship passengers may be reluctant to cancel travel plans if they become ill or are exposed to COVID-19 or may try to hide symptoms of illness. Should cruise ship operators fully refund or provide incentives to passengers that:

a. are denied boarding due to COVID-like illness symptoms, confirmed infection, or known exposure?

b. are denied boarding due to coming from high-incidence geographic areas?

c. request last-minute cancellations due to COVID-19 concerns?

25. Due to the costs associated with seeking medical care on board, and the likelihood that sick passengers will be isolated and their travel companions

quarantined for the remainder of their voyage, how should cruise ship operators encourage passengers to notify the medical center when they experience COVID-19 symptoms?

26. How should cruise ship operators decrease or eliminate the risk for COVID-19 transmission for both passengers and crew in the following group settings?

- a. Embarkation and disembarkation?
- b. Safety drills and trainings?
- c. Dining?
- d. Onboard entertainment events?
- e. Shore excursions?

Summary Questions

27. What benefits can be expected in terms of averted deaths and illnesses and how does this compare to the expected financial costs of the above measures?

28. Should cruise ship operators be required to designate a responsible company official who will accept legal responsibility for failure to implement measures to protect public health?

Please note that comments received, including attachments and other supporting materials, are part of the public record and are subject to public disclosure. Comments will be posted on <https://www.regulations.gov>. Therefore, do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure. If you include your name, contact information, or other information that identifies you in the body of your comments, that information will be on public display. CDC will review all submissions and may choose to redact, or withhold, submissions containing private or proprietary information such as Social Security numbers, medical information, inappropriate language, or duplicate/near duplicate examples of a mass-mail campaign. CDC will carefully consider all comments submitted to this docket. CDC does not accept public comment by email.

Dated: July 16, 2020.

Sandra Cashman,

Executive Secretary, Centers for Disease Control and Prevention.

[FR Doc. 2020-15812 Filed 7-17-20; 11:15 am]

BILLING CODE 4163-18-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

No Sail Order and Suspension of Further Embarkation; Second Modification and Extension of No Sail Order and Other Measures Related to Operations

AGENCY: Centers for Disease Control and Prevention (CDC), Department of Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Centers for Disease Control and Prevention (CDC), a component of the U.S. Department of Health and Human Services (HHS), announces a second modification and extension of the No Sail Order and Other Measures Related to Operations that was issued on April 15, 2020. This Order applies to cruise ships defined as commercial, non-cargo, passenger-carrying vessels with the capacity to carry 250 or more individuals (passengers and crew) and with an itinerary anticipating an overnight stay onboard or a 24-hour stay onboard for either passengers or crew, that are operating in international, interstate, or intrastate waterways, subject to the jurisdiction of the United States. This Order shall additionally apply to cruise ships operating outside of U.S. waters if the cruise ship operator intends for the ship to return to operating in international, interstate, or intrastate waterways, subject to the jurisdiction of the United States during the period that this Order is in effect.

DATES: This action was effective July 16, 2020.

FOR FURTHER INFORMATION CONTACT: Jennifer Buigut, Division of Global Migration and Quarantine, Centers for Disease Control and Prevention, 1600 Clifton Road NE, MS V18-2, Atlanta, GA 30329. Phone: 404-498-1600. Email: dgmqpolicyoffice@cdc.gov.

SUPPLEMENTARY INFORMATION: This Order renews the No Sail Order and Other Measures Related to Operations signed by the CDC Director on March 14, 2020, as further modified and extended effective April 15, 2020, subject to the modifications and additional stipulated conditions as set forth in this Order.

This Order shall remain in effect until the earliest of (1) the expiration of the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency; (2) the CDC Director rescinds or modifies the order based on specific

public health or other considerations; or (3) September 30, 2020.

A copy of the order is provided below and a copy of the signed order can be found at <https://www.cdc.gov/quarantine/cruise/index.html>.

U.S. Department of Health and Human Services (HHS)

Centers for Disease Control and Prevention (CDC)

Order Under Sections 361 & 365 of the Public Health Service Act (42 U.S.C. 264, 268) and 42 Code of Federal Regulations Part 70 (Interstate) and Part 71 (Foreign)

Second Modification and Extension of No Sail Order and Other Measures Related to Operations

Executive Summary

The coronavirus disease 2019 (COVID-19) pandemic continues to spread rapidly around the world with no treatment or vaccine, with over 12.5 million confirmed cases and over 560,000 confirmed deaths worldwide as of July 12, 2020. On July 12, 2020, 230,000 new COVID-19 cases were reported, the largest single-day tally worldwide since the epidemic began. It took 3 months to reach the first million cases of COVID-19, but during one week in June 2020, 1 million new cases were reported worldwide.

Since HHS/CDC's original No Sail Order, signed on March 14, 2020, which restricted the embarkation of passengers, CDC has worked to control COVID-19 on cruise ships that remained at sea, while protecting against further introduction and spread of COVID-19 into U.S. communities. As of July 10, 2020, CDC has expended an estimated 38,000 person-hours on the cruise ship COVID-19 response since March 14, 2020—in addition to the thousands of hours invested by other HHS components, other U.S. government agencies, and state and local authorities. CDC continues to have regular conversations by phone and email with cruise lines, often daily.

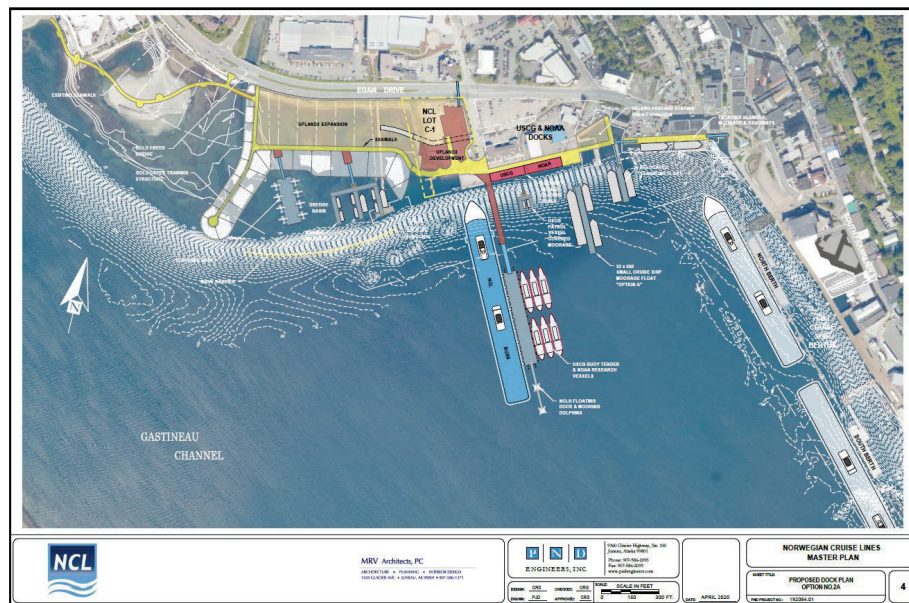
Cumulative CDC data from the period of March 1 to July 10, 2020 reveal a total of 2,973 COVID-19 or COVID-like illness cases on cruise ships, in addition to 34 deaths. These data have also revealed a total of 99 outbreaks on 123 different cruise ships, meaning that 80% of ships within U.S. jurisdiction were affected by COVID-19 during this time frame. In addition, 9 ships still have ongoing or resolving COVID-19 outbreaks on board.

The challenges described in this document highlight the need for further action prior to cruise ships' resuming



PORT OF JUNEAU SMALL CRUISE SHIP STUDY

Evaluation of Winds and Historical Vessel Transits in the Vicinity of Proposed Piers



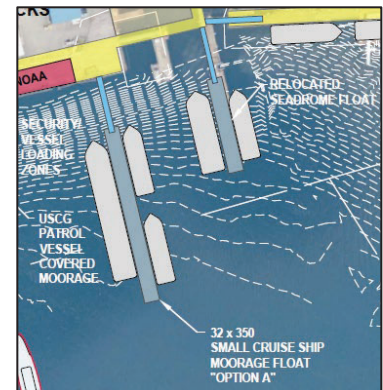
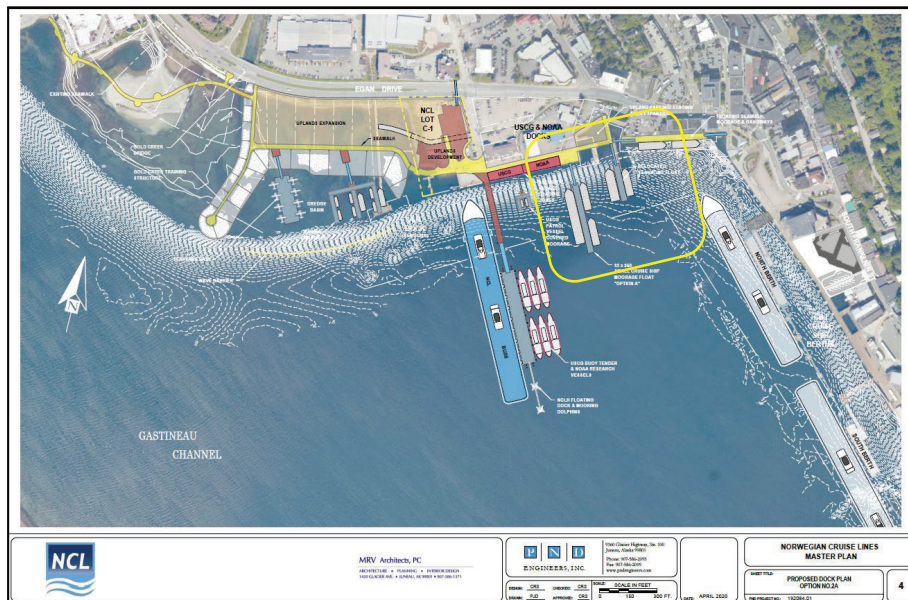
Abstract

This report presents data and information obtained and reviewed by the Marine Exchange of Alaska that determined the position and location of proposed docks for accommodating small cruise ships is a suitable for safe transits to and from port.

Captain Ed Page
edpage@mxak.org

JUNEAU SMALL CRUISE SHIP PIERS

For reference, the below graphic displays the proposed location and orientation of pier facilities to be built to accommodate smaller cruise ships calling on the port of Juneau.



SUITABILITY OF PROPOSED PIERS

To evaluate the proposed position and orientation of these piers, the ability for small cruise ships to safely approach and depart the proposed facilities in prevailing weather and sea conditions were reviewed, taking the following factors into consideration:

1. **Vessel Size:** The size of the vessels the facilities are designed to accommodate. All of the small cruise ships that will use the proposed facilities will be less than 250 feet long and provide a relatively low profile/sail area exposed to the wind. In light of their low profile they are less subject to wind induced drift when maneuvering at reduced speeds as required when approaching and departing a pier.
2. **Vessel Maneuverability:** All of the vessels have been constructed with enhanced maneuverability features. They all are configured with twin screw and many also have bow thrusters making them highly maneuverable. The small cruise ships that have called on Juneau in the past and their maneuvering characteristics are listed below.

UnCruise: All twin screw vessels and equipped with bow thruster.

Lindblad: All vessels twin screw

Boat Company: Both vessels twin screw – one has a bow thruster.

American: Twin Screw vessels, one with a bow thruster

3. Prevailing environmental conditions: Wind direction and velocity present the most significant impact to the safe navigation of vessels when approaching and departing a dock or pier. Strong winds on a vessel's beam greatly complicates maneuvering in tight spaces such as approaching a dock. Winds on the bow or stern are far less problematic and preferable as the vessel exposes less surface area to the wind, and thus wind induced drift is less. The analysis of historical wind in the vicinity of the piers indicates winds are generally in a favorable direction, placing winds on the bow or stern of the vessels when they moor or depart.

Tidal current in the vicinity of the proposed piers is not available, however, their location is approximately 700 yards from the primary current flow in Gastineau Channel and thus the current is not a significant factor.

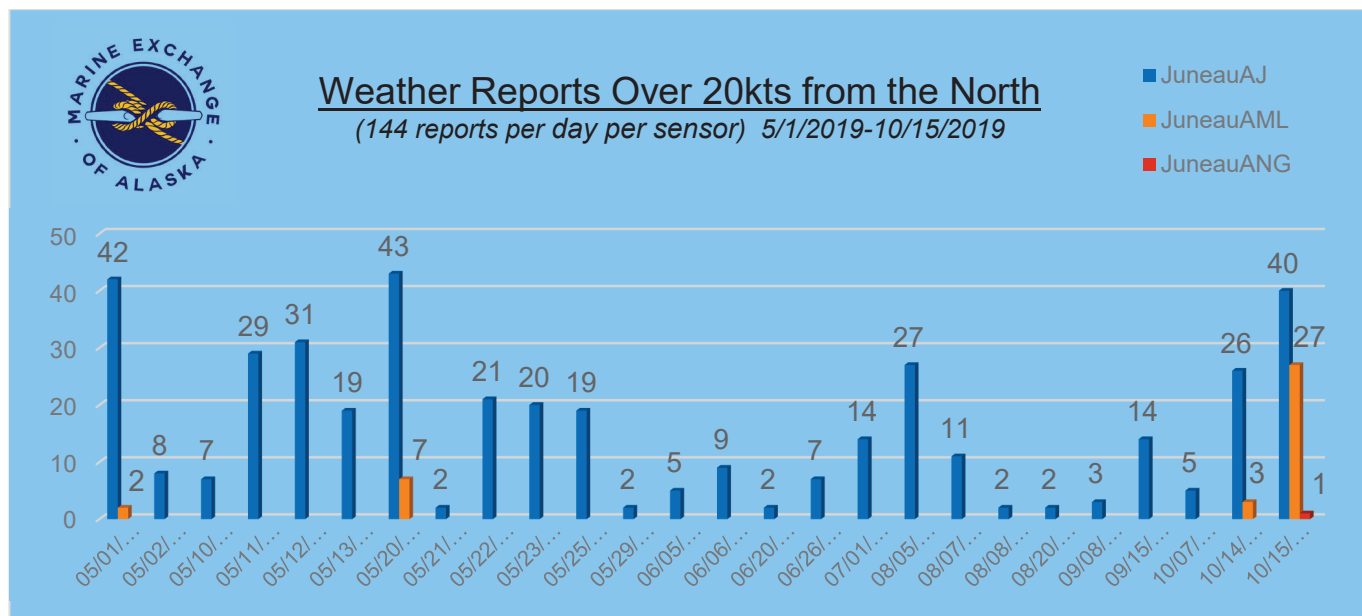
4. Historical tracks of vessels' approaches and departures: Small cruise ships are required to be equipped with AIS (Automatic Identification System) transponders that transmit a vessel's dimensions, course, speed and heading several times a minute. The Marine Exchange's AIS network receives, processes and retains this data. The AIS data has been graphically presented to show the historical tracks of vessels approaching and departing the existing Seadrome dock. Based on these historical AIS tracks, it is evident the location and orientation of the proposed small cruise ship piers will minimize the adverse impact on small cruise ships' approaches and departures. These tracklines also show the alignment of the proposed piers would not interfere with the past approaches and departures of vessels in the area under consideration.

HISTORICAL WEATHER

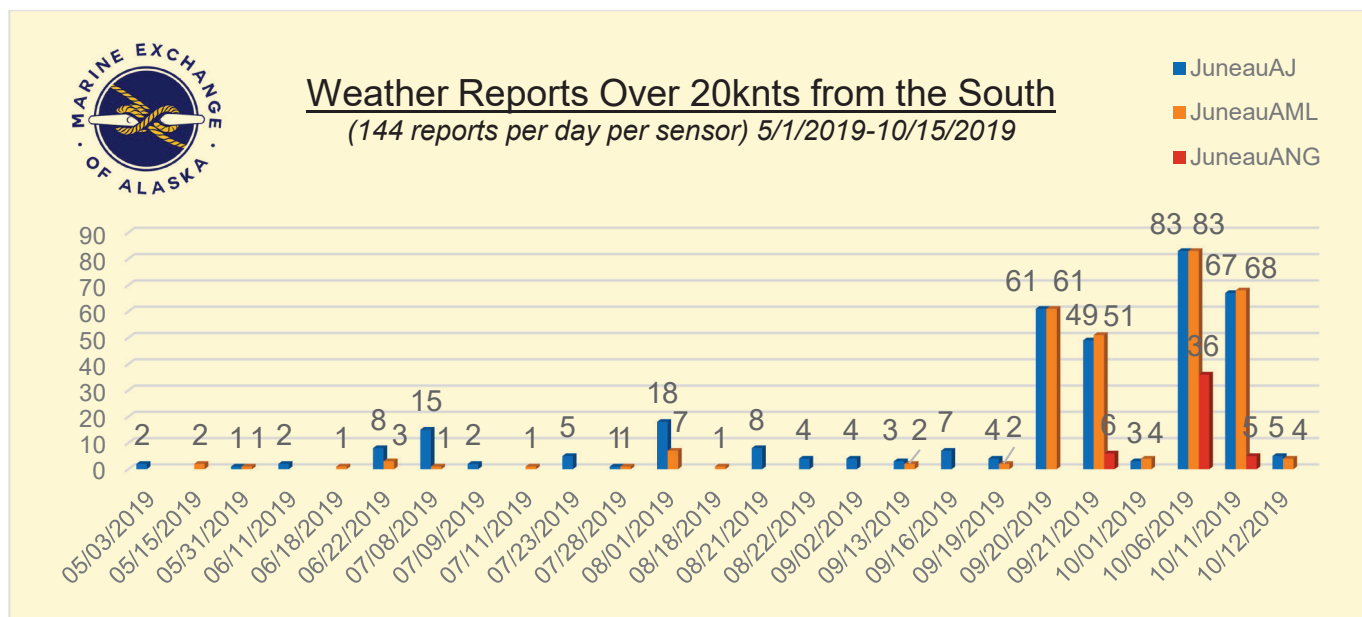
Amplifying information on the navigational impacts of wind and historical tracks are provided below.

Weather Data: The wind data evaluated was obtained from the Marine Exchange sensors located on the AJ Dock (JuneauAJ), on a tower at the Alaska Marine Lines facility (JuneauAML), at the Alaska National Guard (ANG) Dock (JuneauANG), and a sensor on top of the Juneau Library (JuneauLIBRARY). The first two locations are more exposed to the elements and consequently provide data that is more relevant to the proposed small cruise ship dock near the NOAA facility than the ANG Dock and the Juneau Library, the latter of which had no recordings over wind speeds over 20 knots. We also reviewed data from the NOAA facility in the port, however, as the wind speeds were less than 10 knots, possibly due to nearby structure interference, it was of little value. We focused on winds in excess of 20 knots, as that wind strength can have an impact on vessels' maneuverability, especially in the wind is on a vessel's beam. The proposed piers are in general alignment with the prevailing northerly and southerly winds encountered in the port, and thus provide the preferred aspect to a vessel to minimize wind generated drift of a vessel that complicates slow speed maneuvers taken when approaching and departing piers.

In reviewing the wind velocity and direction data for the 2019 small cruise ship season, the prevailing winds (>15 reports from a station within a 24-hour timeframe) within the Juneau Harbor came out of the north 8.4% of the time (14 out of 167 days).



In comparison, during that same timeframe, the prevailing winds came out of the south less than 5% of the time. “On the dock” winds can be somewhat more challenging when it comes to mooring, as timing the effects of the wind and drift on the vessel become more critical.



In comparing 2019 data to that captured in 2018, the winds continue to be predominantly from the North.
Juneau Harbor, days with northerly wind speeds averaging over 20 knots:

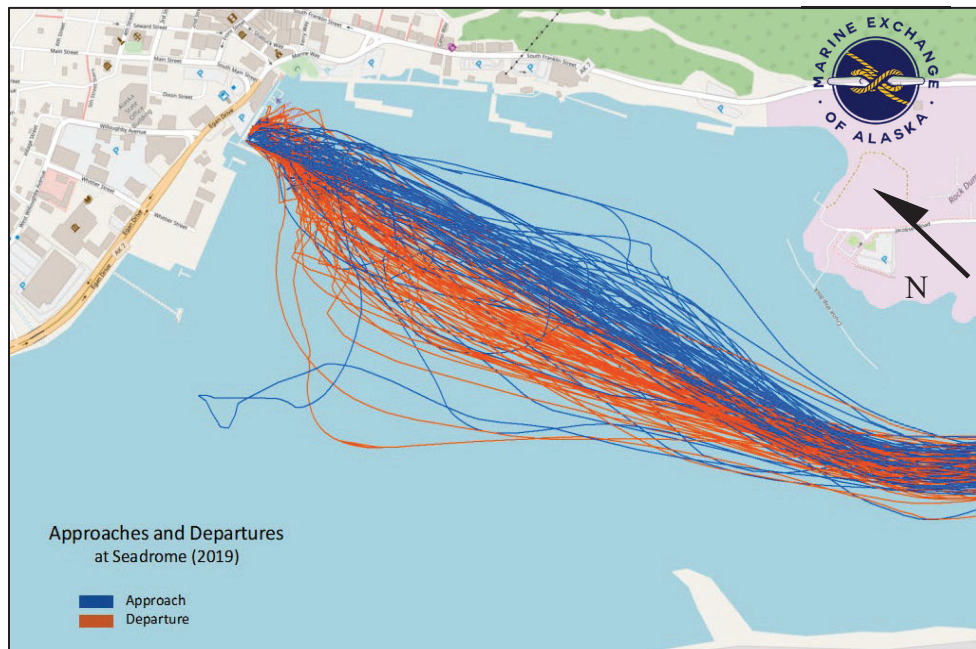


Juneau Harbor, days with southerly wind speeds averaging over 20 knots:



HISTORICAL TRACKLINES

Due to harbor characteristics, small cruise ships approach the Seadrome from the south – see the below image with small cruise ship tracklines from the 2019 season. Taking into consideration the researched historical weather, 96% of the time the approach to the Seadrome is with wind that is less than 20 knots from the south. An “into the wind” approach is typically considered favorable, as the vessel operator has significantly more control over maneuvering the vessel.



CONCLUSION

Based on review and evaluation of historical tracklines of small cruise ships, their size and maneuvering characteristics, and historical weather, we find the positions and orientation of the proposed piers will facilitate safe arrival, departure and mooring of small cruise ships.

APPENDIX:

MXAK Weather Sensors

