

**ASSEMBLY STANDING COMMITTEE  
COMMITTEE OF THE WHOLE  
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

May 4, 2020, 6:00 PM.

Virtual Meeting Only

This virtual meeting will be by video and telephonic participation only. To join the webinar click or past this URL into your browser. <https://juneau.zoom.us/j/93549186621> To participate telephonically call: 1-346-248-7799 and enter Webinar ID: 935 4918 6621. The meeting will be broadcast live on the CBJ Facebook page at <https://www.facebook.com/cbjuneau/>

**AGENDA**

**I. ROLL CALL**

**II. APPROVAL OF AGENDA**

**III. APPROVAL OF MINUTES**

**IV. AGENDA TOPICS**

**A. COVID-19 Update**

Longer Term Planning  
Information Items: CLIAA, MOA (see attached)

**B. Visitor Industry Task Force Report**

**C. Request to Support Alaska Outdoor Alliance Stimulus Proposal**

[https://www.alaskaoutdooralliance.org/post/alaska-outdoor-stimulus-request?  
mc\\_cid=36aafc0ed&mc\\_eid=b1df565432](https://www.alaskaoutdooralliance.org/post/alaska-outdoor-stimulus-request?mc_cid=36aafc0ed&mc_eid=b1df565432)

**V. SUPPLEMENTAL MATERIALS**

**A. CBJ Letter of Support-Alaska Climate Change Planning Cohort**

**B. COVID-19 - EOC Update for May 4, 2020**

**C. COVID-19 Issues Community & Organization Considerations**

**VI. ADJOURNMENT**

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.org](mailto:city.clerk@juneau.org)



THE STATE  
of **ALASKA**  
GOVERNOR MIKE DUNLEAVY

Department of Health  
and Social Services

OFFICE OF THE COMMISSIONER

**Anchorage**

3601 C Street, Suite 902  
Anchorage, Alaska 99503-5923  
Main: 907.269.7800  
Fax: 907.269.0060

**Juneau**

PO Box 110601  
350 Main Street, Suite 404  
Juneau, Alaska 99811-0601  
Main: 907.465.3030  
Fax: 907.465.3068

April 24, 2020

Mr. Nils Andreassen  
Executive Director  
Alaska Municipal League  
One Sealaska Plaza, Suite 200  
Juneau, AK 99801

Re: Reopening Alaska Responsibly

Dear Mr. Andreassen:

Governor Dunleavy is committed to taking a deliberate, measured approach to Reopen Alaska Responsibly. The plan establishes four basic metrics that will be tracked by Alaska Department of Health and Social Services (DHSS) to determine if restrictions should be eased, continued, or rolled back to a more restrictive phase in order to protect public health.

- **Epidemiology:** Tracking disease trends and trend forecasting.
- **Testing:** Monitoring overall testing volume and changes in the percentage of positive tests at the community, regional, and statewide levels. Ensuring fast turnaround of tests and reporting of results. The goal is to maintain COVID-19 positive tests at less than one per one-thousand.
- **Public health capacity:** Monitoring cases and conducting necessary contact investigations for positive cases.
- **Health care capacity:** Ensuring hospitals have adequate capacity and supplies (such as PPE and ventilators) to care for COVID-19 patients and other patients needing urgent care.

A color-coded status – red, yellow or green – will be used to indicate whether it's safe to move forward to a less restrictive phase or if a roll-back is needed.

Ltr to AML: Reopening Alaska Responsibly

4/24/2020

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**GO:** If we're seeing downward trends and all is going well, we'll methodically move to **lift restrictions**.



**PROCEED WITH CAUTION:** If the situation is stable or we are seeing a slow increase in cases, we may ask for **voluntary measures to flatten the curve**.



**STOP:** If we are seeing a consistent or rapid increase in cases or if we think we are running out of capacity to care for people with COVID-19 (regardless of the trend in cases), then we will need to **reinstate some restrictions**.

Governor Dunleavy understands that Alaska is a unique place, with diverse geography. We all recognize the COVID-19 situation is evolving daily and heavily impacting local governments. We know that local municipalities will likely have valuable input into what reopening looks like in each of their communities as they work with their local emergency operations center, health care provider partners, and the State of Alaska Section of Epidemiology.

Governor Dunleavy and I are committed to listening to and working with local governments as we address this response together. If you have any questions and concerns, or even ideas for future phases, please send an email to me at [adam.crum@alaska.gov](mailto:adam.crum@alaska.gov) and the COVID question email address: [covidquestions@alaska.gov](mailto:covidquestions@alaska.gov). Phone calls can be arranged when necessary to discuss the reopening process between AML, a municipality member, myself and Governor Dunleavy.

Some small communities may already have the ability under Attachment B to restrict travel or add mitigation measures based on actions taken by their council or assembly. Still, we hope you will reach out to us if you have questions or would like to do something different so that you might be able to reopen more quickly.

Thank you for your partnership through this crisis. I ask that you please share this letter with your member municipalities.

Stay safe,

Adam Crum  
Commissioner

Enclosure: Attachment B – Small Community Emergency Travel Order



April 29, 2020

Mayor Beth Weldon  
City & Borough of Juneau  
155 South Seward Street  
Juneau, Alaska 99801

Dear Mayor Weldon:

Although cruises remain suspended at this time, I wanted you and the residents of the City & Borough of Juneau to know the industry is working very diligently on plans for a safe return to service. While it is still unclear when that will be, we recognize that communities will want assurances that measures are in place to protect the health of the public before various modes of travel start again.

For cruises, as much as we look forward to resuming operations, our number one priority is – at all times – the health and safety of people. That is why we are taking this time during the temporary suspension of operations to work with governments and prevailing health authorities to strengthen our protocols and go even further in our efforts to protect our passengers, crew, and the communities we visit. We are working with external medical experts to guide our approach and assist in these efforts.

Currently, there are two separate planning processes taking place. First, the industry has been working to develop and submit plans to the Centers for Disease Control and Prevention (CDC) as part of the No Sail Order, effective April 15, 2020. The other and longer-term planning process is working with the White House to develop a more comprehensive and enhanced plan for a safe return to service. This process is focusing on more stringent boarding procedures, additional onboard public health and sanitation protocols, monitoring capabilities, quarantine arrangements and shoreside care for guests and crew. Preparing to sail will require a lot of work and potentially significant investments in new technologies.

We hope you and the residents of Juneau recognize the value of these efforts, as we believe they will allow us to emerge from this crisis even stronger. We expect to have more to share in the coming weeks and please be assured, community input is very important, and that we will keep an ongoing dialogue to discuss local issues.

In addition to working on new protocols, I would point out that the industry has also been very engaged in advocacy efforts in Congress to support small and medium size businesses in the



travel trade. We understand the impacts of COVID-19, and the cancellation of cruise voyages are severe, especially for the many Alaskans, local businesses, and communities that depend upon visitor industry spending. This is an unprecedented time and we know this is extremely difficult on our partners. All of them are crucial for the guest experience and their amazing work is evident by the extremely high satisfaction rates in all our Alaskan ports.

I appreciate the opportunity to update you on current cruise industry efforts and will keep you informed as we move forward. Please do not hesitate to call anytime.

Sincerely,

Mike Tibbles  
CLIA Alaska

CC: Rorie Watt, City Manager

## Safe Anchorage: Roadmap to Reopening the Municipality of Anchorage

**Current Status: “Hunker Down”**  
**High Risk of Community Transmission • Highest Level of Community Protections**  
*Stabilize and aggressively “Flatten The Curve” and “Raise the Bar”*

| Allowable Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Protective Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Risk Metrics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Critical Businesses can operate, provided they adhere to strict physical distancing, frequent cleaning practices and other preventative measures.</li> <li>• Limited access to physical locations of Non-Critical Businesses for upkeep, site maintenance, payroll, remote business operations, or online order fulfillment only.</li> <li>• Physically distant outdoor recreation allowed, maintain at least 6’ distance.</li> </ul> | <ul style="list-style-type: none"> <li>• All unnecessary trips and/or travel eliminated; public to stay home as much as possible.</li> <li>• Face coverings in public strongly encouraged.</li> <li>• Non-Critical Businesses and entities closed except for tele-work or other work from home procedures.</li> <li>• Entertainment facilities closed (e.g. theaters, gyms, bingo halls, food courts, etc.)</li> <li>• Public facilities closed (e.g. libraries, museums, playgrounds, pools, and other public buildings.)</li> <li>• No gatherings larger than 10 people.</li> <li>• Travel limited and/or mandatory travel quarantine implemented.</li> <li>• Non-emergency or non-urgent medical procedures canceled or postponed.</li> <li>• All businesses to safeguard PPE supplies in case of need by COVID-19 medical responses.</li> </ul> | <p>In order to transition from this phase these metrics are met.</p> <p><i>Epidemiology</i></p> <ul style="list-style-type: none"> <li>• Ability and capacity to screen and test widely.</li> <li>• Case counts trending downwards for 14 days with stable and adequate testing.</li> <li>• COVID/PUI hospitalization rate trending down for 14 days.</li> </ul> <p><i>Health Care Capacity</i></p> <ul style="list-style-type: none"> <li>• Ability/capacity (beds, ICU beds, ventilators, staff) to meet anticipated case surge</li> <li>• Sufficient PPE for all healthcare workers and first responders</li> </ul> <p><i>Public Health Capacity</i></p> <ul style="list-style-type: none"> <li>• All positive cases interviewed</li> <li>• All contacts monitored</li> <li>• Symptomatic contacts get tested within 24 hours.</li> </ul> |

**Phase 1: “Easing”**  
**Medium Risk of Community Transmission • Medium Level of Community Protections**  
*Carefully ease, continually monitor.*

| Allowable Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Protective Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Risk Metrics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <ul style="list-style-type: none"> <li>Partially reopen low-risk, non-critical businesses with appropriate safety measures from “Anchorage Opens” Risk Assessment, such as strict physical distancing, frequent cleaning practices and other preventative measures. Encourage alternate delivery methods for goods (e.g. curbside pickup, to-go), and limited or no contact between employees and customers.               <ul style="list-style-type: none"> <li>Ex: Restaurants with appropriate physical distancing, staff PPE, frequent cleaning and other preventative measures such as fewer tables, increased spacing between customers, etc.</li> <li>Ex: Personal Care Services with appropriate physical distancing, appointment-only, 1-on-1 services, etc.</li> <li>Ex: non-public facing businesses institute distancing measures, limit gathering of employees, require face coverings, and protections for vulnerable workers, etc.</li> <li>Ex: public-facing businesses institute distancing measures, alternate pickup / delivery methods, require face coverings, and limit occupancy, etc.</li> </ul> </li> <li>Some non-emergency or non-urgent medical procedures can proceed.</li> <li>Low-risk outdoor recreation activities are allowed.</li> </ul> | <ul style="list-style-type: none"> <li>Closely monitor community Risk Metrics to evaluate any change in the wrong direction; ability to quickly rollback Allowable Activities to Hunker Down again if data shows worsening conditions (lower threshold would be used).</li> <li>Limited trips outside the home allowed, but people encouraged to stay home as much as possible. Extra precaution for those at high risk of illness (older people and those with existing medical conditions.)</li> <li>Face coverings in public strongly encouraged.</li> <li>Critical businesses continue practicing remote work when possible, and practice physical distancing and cleaning practices.</li> <li>Travel limited and/or mandatory travel quarantine remains in place.</li> <li>No gatherings larger than 20 people.</li> <li>Public facilities remain closed (e.g. libraries, museums, gyms, pools, playgrounds.)</li> <li>Develop “Anchorage Opens” Risk Assessment that identifies high-level risk levels for different categories of Anchorage business and venues in effort to identify opportunities for reopening.</li> </ul> | <p>In order to transition from this phase, all Hunker Down metrics are met with increases to downward trends.</p> <p><i>Epidemiology</i></p> <ul style="list-style-type: none"> <li>Ability and capacity to screen and test widely.</li> <li>Cases trending downwards for an extended period: initially 28 days, but will continue working with public health experts to identify any changes needed to this extended period.</li> <li>COVID/PUI hospitalization rate trending down for an extended period: initially 28 days, but will continue working with public health experts to identify any changes needed to this extended period.</li> </ul> <p><i>Health Care Capacity</i></p> <ul style="list-style-type: none"> <li>Ability/capacity (beds, ICU beds, ventilators, staff) to meet anticipated case surge.</li> <li>Sufficient PPE for all healthcare workers and first responders.</li> </ul> <p><i>Public Health Capacity</i></p> <ul style="list-style-type: none"> <li>All positive cases interviewed</li> <li>All contacts monitored</li> <li>Symptomatic contacts get tested within 24 hours</li> </ul> |

**Phase 2: “Recovery”**  
**Lower Risk of Community Transmission • Lower Level of Community Protections**  
*Expand return to normal life, continual monitoring.*

| Allowable Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Protective Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Risk Metrics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <ul style="list-style-type: none"> <li>Utilize “Anchorage Opens” Risk Assessment to further open and expand non-critical businesses with appropriate measures in place. Alternative ways of working encouraged (e.g. remote working, shift-based working, physical distancing, staggering meal breaks, flexible leave).</li> <li>Permissible gathering size increases with adequate preventative measures (e.g. handwash stations and/or hand sanitizer, limits on maximum occupancy for given space, other social distancing preventative measures.)</li> <li>Sport and recreation activities are allowed if conditions on gatherings are met, physical distancing is followed, and travel is local.</li> <li>Public facilities allowed to re-open, only with adequate public health measures.</li> <li>Health services resume normal operations.</li> </ul> | <ul style="list-style-type: none"> <li>Closely monitoring community Risk Metrics to evaluate any change in the wrong direction; ability to quickly rollback Allowable Activities to Phase 1 or Hunker Down again if data shows worsening conditions (lower threshold would be used).</li> <li>People at high risk of severe illness (older people and those with existing medical conditions) are encouraged to stay at home where possible and take additional precautions when leaving home. If they choose to work, take similar precautions.</li> <li>Physical distancing of 6-ft. when outside of home (including on public transportation.)</li> <li>Some public venues to remain closed.</li> <li>People advised to avoid non-essential inter-regional travel, voluntary quarantine for any travel recommended.</li> </ul> | <p>In order to transition from this phase, all Phase 1 metrics are met with increases to downward trends.</p> <p><i>Epidemiology</i></p> <ul style="list-style-type: none"> <li>Ability and capacity to screen and test widely.</li> <li>Cases trending downwards for an extended period: initially 42 days, but will continue working with public health experts to identify any changes needed to this extended period.</li> <li>COVID/PUI hospitalization rate trending down for an extended period: initially 42 days, but will continue working with public health experts to identify any changes needed to this extended period.</li> </ul> <p><i>Health Care Capacity</i></p> <ul style="list-style-type: none"> <li>Ability/capacity (beds, ICU beds, ventilators, staff) to meet anticipated case surge.</li> <li>Sufficient PPE for all healthcare workers and first responders.</li> </ul> <p><i>Public Health Capacity</i></p> <ul style="list-style-type: none"> <li>All positive cases interviewed</li> <li>All contacts monitored</li> <li>Symptomatic contacts get tested within 24 hours</li> </ul> |

**Phase 3: “Maintenance”**  
**Lower Risk of Community Transmission • Lower Level of Community Protections**  
*Daily life resumes with increased COVID-19 awareness and monitoring.*

| Allowable Activities                                                                                                                                                                                                                                       | Protective Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Risk Metrics                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>Schools and workplaces open and must operate safely.</li> <li>Increased gathering size.</li> <li>No restrictions on domestic travel or transportation but avoid public travel or transportation if sick.</li> </ul> | <ul style="list-style-type: none"> <li>Continue monitoring community Risk Metrics to evaluate changes; ability to quickly rollback Allowable Activities to Phase 2, 1, or Hunker Down again if data shows worsening conditions (lower threshold would be used).</li> <li>Self-isolation and quarantine still required.</li> <li>Stay home if you’re sick, report flu-like symptoms.</li> <li>Physical distancing still encouraged.</li> <li>Wash and dry hands, cough into elbow, don’t touch your face.</li> </ul> | <p>In order to transition from this phase, all Phase 2 metrics are met with increases to downward trends.</p> <ul style="list-style-type: none"> <li>Widespread community transmission is no longer present in the MOA.</li> <li>Individual cases are identified, traced and isolated.</li> </ul> |

**Phase 4: “New Normal”**  
**Community Protections In Place**  
*Daily life resumes.*

| Allowable Activities | Protective Measure | Risk Metrics                                                                                                                                                                          |
|----------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      |                    | <ul style="list-style-type: none"> <li>Vaccine and anti-viral treatments which will allow our community to have reliable annual access to vaccination and treatment exist.</li> </ul> |



**MEMORANDUM**

**DATE:** April 30, 2020

**TO:** CBJ Assembly

**FROM:** Carole Triem, Chair Visitor Industry Task Force

**SUBJECT:** Visitor Industry Taskforce Recommendations

**Visitor Industry Task Force**

The Visitor Industry Taskforce held a number of public meetings between October of 2019 and February of 2020 to advise the CBJ Assembly and advance community thinking on a range of visitor industry topics.

The VITF took public testimony on January 11, 2020 and February 1, 2020 and received 43 spoken comments and 156 written comments. The testimony reflected a diverse range of viewpoints in the community and generally provided nuanced views of the benefits and impacts of tourism.

The relationship between CBJ and the visitor industry has evolved over the past two decades. Through investments in infrastructure, management tools, and in programs like Tourism Best Management Practices (TBMP), Juneau has effectively managed tourism growth. While CBJ and the visitor industry should be proud of the success of their efforts, we have reached a point where we need to work together to develop proactive tools and strategies for tourism management over the coming years.

The VITF recognizes the work done by the community and CBJ in early 2000's that resulted in the Tourism Management Plan and the subsequent Resolution 2170. Many of the findings and recommendations in the report are still applicable today and should be considered along with this report. The vision established in the Resolution continues to guide the efforts of this committee and should guide future policy decisions:

*CBJ seeks a healthy and vibrant tourism sector generating business opportunities and employment for Juneau citizens, protecting Juneau's heritage and cultural values and its natural resources, and making a positive contribution to the community's quality of life.*

The VITF met during the winter and spring of 2019 and 2020 in anticipation of establishing some short-term actions for the 2020 cruise season. The task force had nearly completed its report when industry impacts and public health mandates related to COVID-19 derailed the process. This submission represents the VITF's work to date. The group may reconvene in fall of 2020 or later to discuss changes to the industry and planning for the 2021 cruise season.

# **Visitor Industry Task Force Report To the City & Borough of Juneau Assembly March 2020**

## **1. Mayor's charge: Regarding Management of the Visitor Industry**

### ***1a) Is the current approach to managing the visitor industry adequate to make Juneau an attractive place to live and visit?***

Since 1988, CBJ has managed tourism through plans, studies, committees, task forces, and legislation. Within the context of a growing visitor industry, the current approach needs to be evaluated, revised and reorganized. In the past, CBJ has been too reactive when issues arise. Moving forward, CBJ, the visitor industry, and the community should proactively and collaboratively plan and act to ensure Juneau remains an attractive place to live and visit.

There are numerous CBJ planning efforts underway or contemplated that would affect tourism management, opportunity and efficiency. Additionally, there are infrastructure projects that contribute to management of tourism discussed in section 1b. Listed below are CBJ planning efforts related to tourism or that have a close connection to tourism as they are located in the downtown area. Efforts that may be funded by Marine Passenger Fees are designated with an asterisk.

1. Eaglecrest Summer Development Plan
2. CBJ grant to Whale SENSE Program\*
3. Blueprint Downtown
4. Housing issues downtown
5. Waterfront Museum\*
6. Small vessel docking study\*
7. Issues identified in the Manager's recommended Passenger Fee Memo to the CBJ Assembly\*
  - a. Juneau Cruise Passenger Survey
  - b. Cruise Passenger Transportation Study/Planning

The current management approach is realized through a mix of industry best management practices, agency permits and operations, and services provided by non-profits through grants and infrastructure planning. Compliance with visitor industry regulations and best practices is voluntary at times and mandatory under federal, state, or local statute or regulation. CBJ Resolution 2170, adopted in 2002, outlines tourism industry related policies and guiding ideas that are still relevant to the community. However, the resolution has not been used consistently as a guiding tool.

CBJ does not manage tourism through a single entity or under one section of code; various CBJ Departments manage areas used by tourists and tour operators. Those management activities include:

1. Dock Scheduling – Cruise Lines Agencies of Alaska (CLAA) schedules ships into Juneau and assigns the use of CBJ's Alaska Steamship Dock and Cruise Ship Terminal, as well as the lightering float used

by ships at anchor. CBJ has no contractual relationship with CLAA or member lines governing the use of these facilities.

2. Docks & Harbors Waterfront Management
  - a. Commercial Use Permitting of Docks and Harbors
  - b. Dock Maintenance
  - c. Seawalk Maintenance
3. Docks & Harbors / CBJ Assembly
  - a. Tidelands management
4. Parks & Recreation Management
  - a. Commercial Use Permitting of Parklands and Facilities
  - b. Seawalk Maintenance
  - c. Parks Management and Maintenance
5. Community Development Department Land Use Permits (including Planning Commission reviews)
6. Engineering/Public Works Right-of-Way Management
7. DOT Management of South Franklin Street – The roadway from Main Street to the Rock Dump is owned and managed by State DOT (Marine Way and South Franklin Street). However, for over 30 years, CBJ has taken the lead on roadway improvements.
8. Tourism Best Management Practices (TBMP) – Annual funding provided by CBJ from Marine Passenger Fees; the program is operated voluntarily by tourism operators and also manages the crossing guard program which is funded by Marine Passenger Fees.

### **Recommendations**

1. CBJ should establish a centralized tourism management function funded by CBJ with full-time staff to guide implementation of the 2002 Tourism Management Plan (TMP) where applicable. The TMP provides an example of how this could function.
2. CBJ should determine community goals (emissions, shore power, congestion mitigation, etc.) and develop and implement an action plan to achieve these goals.
  - a. Complete the Blueprint Downtown sub-area plan and address land use and zoning, as well as incentivizing local business development in the downtown core.
3. The TBMP program should be augmented and supported by CBJ. TBMP remains an industry driven and operated program. As an industry program, peer and industry pressure achieves compliance that would be difficult to obtain under a regulatory regime.
4. CBJ should adopt ordinances and regulations to establish consistent management of commercial tour use on all lands, including parks, docks and harbors, right-of-ways, and other lands owned by the CBJ. Management considerations should include:

- a. Continue to charge fees to fund required services and mitigate impacts. Review and revise fee schedule to ensure fees are appropriate.
  - b. Consider whether there should be commercial tour permitting on city streets and sidewalks for commercial tours such as guided hikes or guided micromobility tours; and if so, regulations should be developed in the same way that CBJ regulates parks and trails, to determine impacts, including days, times and capacity.
  - c. Limit Parks & Recreation commercial use permits to determine facility capacity and impacts (including hours and days). This may include some areas with higher visitation and some areas with lower or no visitation.
  - d. Require all tourism operators receiving Commercial Use Permits to be active members in good standing of TBMP and comply with TBMP guidelines, and where applicable, also be active members in good standing with WhaleSENSE and comply with WhaleSENSE guidelines.
  - e. Work with related agencies and partners, such as NOAA, on reducing speed and wakes from whale watching vessels in Statter Harbor, Auke Bay and other impacted areas.
  - f. Consider researching and implementing a permitting system for whale watching operators.
  - g. Recognize operators participating in the Alaska Travel Industry Association (ATIA), program “Adventure Green Alaska”, to encourage sustainability practices.
  - h. Incentivize operators to adopt environmental best management practices through local award programs, such as a Juneau Commission on Sustainability award.
  - i. Recommend operators/cruise lines adopt Travel Juneau “Juneau Pledge” and ATIA “Alaska” pledge. Cruise lines may also create their own “Alaska” pledge through CLIA (a creative method to encourage guests from around the world to embrace community respect and positive visitor behavior).
5. CBJ should require Cruise Lines International Association (CLIA) member cruise lines to operate in the following manner:
- a. In 2020 and going forward, minimize cruise ship waste in the landfill and prohibit ships from off-loading furniture, bedding, pillows, mattresses, electronics and other similar bulky items as garbage into the Juneau landfill. Coordinate with the landfill, CLIA and CLAA to implement this recommendation and as CLAA receives notifications and picks up the offloads, ask them to assist with not accepting these items. By 2021, consider prohibiting any cruise ship waste offloads into the landfill.
  - b. Maximize use of shore power by all cruise lines by requiring CLAA to assign shore power configured ships to electrified docks once additional shore power infrastructure is in place.
  - c. Limit water usage by ships in periods of drought.
  - d. Turn off large LED screens while in port in coordination with CLIA and TBMP
  - e. Maximize “localism”
    - i. Encourage cruise lines to maximize partnerships with locally owned businesses.
    - ii. Continue to support and direct cruise ship passengers to local businesses.
  - f. Coordinate with CLIA and CLAA on ship scheduling and berthing to minimize congestion at all docks. These recommendations should be implemented over the next three years based on feasibility and need. In 2020, strategically assign ships based on size with the goal of reducing traffic congestion downtown

- i. In 2020 and going forward, work with CLAA and CLIA to provide more transparency and visibility for schedules and projected passenger counts, two years in advance or upon creation.
  - ii. In 2020 and going forward, should a ship wish to call in Juneau at CBJ operated facilities on a day other than what was originally scheduled due to weather or other factors, CLAA should review this request with CBJ prior to confirming this call in order to evaluate how the change affects congestion and other impacts to the community.
  - iii. In 2021, stagger arrival times of ships by 30 minutes.
  - iv. In 2022 if the NCL berth is operational as the fifth dock, prohibit hot berthing as a scheduled practice.
6. CBJ should clearly establish guidelines and goals for the scheduling/assigning of **municipal** docks. These recommendations should be implemented over the next three years based on feasibility and need.
  - a. In 2020 and going forward, prohibit large cruise ships moored or at anchor in Auke Bay, specifically Statter Harbor.
  - b. In 2020 and going forward, work with CLAA and CLIA to provide more transparency and visibility for schedules and projected passenger counts, two years in advance or upon creation.
  - c. In 2021, stagger arrival times of ships by 30 minutes.
  - d. In 2022 if the NCL berth is operational as the fifth dock, prohibit hot berthing as a scheduled practice.
  - e. Prioritize berthing for shore power configured ships once additional shore power infrastructure is in place.
7. Incentivize Juneau as a turn port for smaller ships.
8. Juneau should establish a marketing identity through their destination marketing organization, Travel Juneau. Integrate this marketing identity across the community (conceptual draft – Juneau is proud of its cultural heritage, support of the arts, love of the natural environment, and finds its identity as an ocean and mountain town).

***1b) Is the approach adequate within the existing dock infrastructure and within other foreseeable public or private infrastructure projects for the growth anticipated?***

The current management approach within the existing and foreseeable infrastructure projects is not adequate. Many of the current projects address important issues, but the approach needs to be consistently coordinated among city, state, and federal partners. Additional work should be continued to mitigate current impacts and anticipate future impacts.

Numerous upgrades to downtown infrastructure are underway and some may be impacted by reduced Marine Passenger Fee revenue. These projects increase Juneau’s ability to host large numbers of visitors. The upgrades, with completion dates, include:

1. Egan Drive improvements (2020) – ADOT reconstruction of Egan Drive from Main Street to 10<sup>th</sup> Street.
2. Small bus staging at the Archipelago area (2022) – Deckover of tideland area close to the Marine Parking Garage to provide space for passenger bus loading.
3. Open space at the Archipelago area (2022) – Private project adjacent to the Marine Parking Garage to develop commercial and open space on the waterfront.
4. Sidewalk stanchions (2020 - 2022) – Continue installing barriers at the edge of sidewalk along S. Franklin Street to separate pedestrians and vehicles.
5. Warner’s Wharf Alley Improvements (2020-2021) – Safety and pedestrian improvements to the Seawalk access on Warner’s Wharf, adjacent to Pier 49.
6. Dock Electrification planning (ongoing).
7. Seawalk Infill at Marine Park (2021) – Install Seawalk decking over the area where the lightering ramp and float was removed. This will extend the Seawalk to connect to Marine Park.
8. Seawalk expansion South to AJ Dock planning (ongoing).
9. Marine Park Upgrades (2023) – Park reconstruction project to improve pedestrian flow and user amenities on the waterfront.
10. Marine Way Seward Street Crosswalk (2021) – Evaluate location of crosswalk and utility of left turning movement at Seward Street.
11. Cruise Ship Real Time Wastewater Monitoring (2021) - Install instrumentation and control systems to track strength and flow rate of discharges to allow for efficient plant management.
12. Franklin Dock Floating Berth (2021) – Private project evaluating replacing the current cruise ship dock with a floating berth.

### **Recommendations**

1. Additional infrastructure development should be considered in the downtown area to accommodate current volumes and potential growth. Continued efforts to move people and vehicles through downtown efficiently and safely are necessary.
  - a. Traffic congestion on S. Franklin is a critical infrastructure issue that needs to continue to be addressed through planning, design, and construction to separate pedestrian and vehicular flow. CBJ and DOT should coordinate to accomplish this work. Considerations should include:
    - i. Maximize right-of-way space for pedestrians.
    - ii. Minimize required stops for vehicles.
    - iii. Extension of pedestrian stanchions.
    - iv. Minimize and consolidate turning movements.
    - v. Focus pedestrian flow to crosswalks and desired destinations.
    - vi. Improve pedestrian flow by creating better access between Seawalk and S. Franklin Street.
    - vii. Consider staging areas outside of downtown for cargo deliveries and incentivize companies to deliver outside of times when cruise ships are in port.
    - viii. Encourage and incentivize electrification of tourism vehicles.

2. Research and develop efforts to move people on and off the right-of-way, including circulators, electric ferries, Seawalk extension, connections between S. Franklin Street with the Seawalk, and other alternative pedestrian routes.
3. Prioritize dock electrification and continue to work with the electrical utility to monitor electrical capacity available for purchase on either an interruptible or firm basis.
4. Limit expansion of downtown dock infrastructure to allow for no more than one additional larger cruise ship.
5. Wastewater, water, and air quality should continue to be evaluated by the City and State to reduce impacts on the health of the community and environment. Responsible agencies should evaluate and plan to analyze capacity and impacts of increased cruise ship visitation. Air quality should be monitored regularly for adherence to strict standards, including compliance with the Marine Vessel Visible Standards (18 AC 50-.070) and all available and reasonable steps to minimize visible stack emissions while in port should be taken.
6. Plans for infrastructure development including design standards and analysis of growth and impacts should be completed for other areas outside of the downtown waterfront where tourism growth is occurring or could occur, such as Auke Bay and North Douglas (Eaglecrest).
7. Support public and private development ventures that alleviate pressure on existing infrastructure.
8. Ensure recreational facilities such as trails for hiking and biking are developed to maintain Juneau as a top recreational place to live and visit.
9. Recognize the contributions of Native Alaska organizations to the downtown core and support continued growth of cultural tourism and installation of Native Alaska art in public spaces.

## **2. Mayor's charge: Regarding reviewing and updating the Long Range Waterfront Plan**

The Long Range Waterfront Plan (LRWP) has guided CBJ thinking and actions on the development of waterfront infrastructure for the last 15 years. The LRWP was the culmination of a great deal of planning work in the early 2000's. Writing, considering, and adopting the LRWP was very time consuming, and required extensive and sustained public engagement. Updating or re-writing the Plan would be similarly difficult and time intensive.

### ***2a) What are the pros and cons of updating the LRWP?***

#### **Pros**

1. The LRWP is an infrastructure development plan for the waterfront land between the Juneau - Douglas Bridge and the Little Rock Dump. The extent of tourism reach in Juneau has expanded beyond the downtown waterfront; updated planning could be done in areas outside the scope of the LRWP, including harbors and transportation corridors.
2. Proactive planning instead of a reactive approach is needed on infrastructure and tourism issues.

3. In 2004, the work on the LRWP was a positive step in bringing the community together on tourism issues.

**Cons**

1. The effort and cost of the LRWP was very high.
2. It is uncertain whether the community has the capacity to focus on a yearlong waterfront planning process.
3. The current plan is still functional and valid for the waterfront area.
4. There are many neighborhood, harbor, and park plans that inform zoning and infrastructure development.

***2b) If the LRWP was updated, should it be an infrastructure update or should that update consider other policy or operational issues?***

1. The LRWP horizon extends to 2026. Currently, the concept design approaches and recommendations within the plan are still valid and can be used as a foundation for continued development along the downtown waterfront. Approximately 50% of the tasks outlined in the LRWP are complete; progress should continue to complete the remaining viable tasks by 2026.
2. Updates on completed projects along the downtown waterfront should be made and communicated to the public through a conceptual five-year Capital Improvement Program (CIP).
3. Regarding considerations of policy and operational issues, recommendations in Task Force charging question #1 respond to this need.

**Recommendations**

1. Do not expend the effort necessary to update the LRWP. The CBJ Assembly should maintain focus on better tourism management and rely on the finer detailing from the ongoing Blueprint Downtown planning efforts.
2. Complete development of the Seawalk.

**3. Mayor's charge: Regarding the persistent idea of a restriction on the number of visitors**

1. Consider and research whether a restriction on the number of visitors arriving in Juneau would be legal, enforceable or practical.
2. If found to be legal and enforceable, advise on the pros and cons of the concept of restricting the number of visitors and whether a restriction strategy might be:
  - a. A concept that would apply to annual/seasonal visitation numbers?
  - b. A concept that would apply to daily visitation numbers?

3. Consider whether changes to ship scheduling (daily arrivals and departures) might address community concerns and impacts.
4. Consider the pros and cons of CBJ becoming involved in dock scheduling.

### **Legal Considerations**

The City Attorney provided the task force with a memo on January 21, 2020 that broadly outlined the numerous legal hurdles that could oppose a legal limitation on the number of cruise ship passengers that visit Juneau.

### **Practical Considerations**

As a practical matter, limitation of cruise ship passenger visitation can be achieved by the following methods:

#### **1. Limit by Infrastructure**

Whether or not to lease tidelands for a new dock (or docks) to accommodate larger cruise ships is the most pressing capacity question that Juneau will face in the foreseeable future. The CBJ Assembly should spend a significant amount of time studying this issue. A new dock may or may not supplant the existing anchoring and lightering and may or may not result in significant ship visitation growth. However, that analysis is greatly over simplified.

#### **2. Limits on Ship Scheduling**

The revenue bonds that financed the construction of CBJ owned cruise ship docks and lightering float (commonly known as 16B) requires that the debt service not be placed in jeopardy. The bonds are scheduled to be paid off in 2034, but the CBJ can prepay the bonds as early as March 1, 2026. Limitation on dock availability (such as instituting “no ship days” at CBJ facilities) at the municipal docks may cause such jeopardy.

CBJ does not have the authority to limit scheduling/berthing at the two privately owned docks. If, over time, the municipality acquired the private docks, it would eventually have more control of scheduling once the debt incurred in the acquisition was retired. Note, however, that neither private dock is for sale.

To limit ships anchoring and lightering, CBJ could consider limiting availability of its owned lightering docks. However, private lightering options could become available.

Daily or hourly limits could also be considered on the availability of commercial activity on CBJ lands and harbors.

#### **3. Limit by Negotiation**

CBJ effectively ended years of litigation with CLIA by negotiating a Memorandum of Agreement that satisfies the needs of Juneau and the industry. A best course of action should include determining community goals and directly negotiating to achieve them.

#### **4. Financial Incentives/Disincentives**

Different ship berthing protocols can result in less congestion, but there are barriers to adjustments to the assigned berthing locations. Issues include cruise lines’ historical preference

and the economic disparity between the rates charged at less expensive CBJ facilities and the costlier private berth options.

**Recommendations**

1. At this time, the CBJ should not pursue a hard numerical “cap” on numbers of visitors because it is legally questionable and logistically impractical. Limitations can be achieved through other measures, including port infrastructure capacity to better manage the impacts of visitors.
2. Request CBJ Law to research how other U.S. communities have instituted a numerical visitor cap and /or other possible methods of limitations.
3. CBJ has traditionally left scheduling of the port and assigning of the City docks to CLAA, but should take a more active role to achieve its management goals. See section 1a of this report for specific recommendations.
4. CBJ should negotiate changes that would promote more efficient ship scheduling, berthing and managing congestion, such as assigning larger capacity ships to the City docks and reducing traffic on South Franklin.
5. By 2023, CBJ should negotiate a formal agreement with the industry to limit the number of ships to five larger ships per day, one ship at each dock or four ships at docks and one at anchor (if the fifth dock is not built or if a fifth ship chooses to anchor instead of dock). This would give the industry time to adjust to recommendations.
6. CBJ should work with cruise lines to attempt to “get the peak out of the week” and balance the numbers of visitors across days of the week. There are more docks being constructed throughout Southeast; CBJ and other Southeast communities should work with the cruise lines to manage visitation throughout the region.
7. CBJ should work with the various agencies including CLAA, CLIA and individual ship lines to discourage or prohibit anchoring and lightering by larger ships if an additional dock is constructed. If a Subport dock is constructed, the CBJ should more thoroughly investigate and completely understand under what circumstances the USCG would remove or restrict the current anchorage.
8. The Visitor Industry Task Force did not reach consensus on the issue of a ship free day or “no ship days” at one CBJ dock per day. One option could be instructing CLAA to cease assigning one of the city docks on certain Saturdays, alternating between Alaska Steamship Dock and Cruise Ship Terminal. Issues discussed included:
  - a. Economic impacts
  - b. Region-wide scheduling considerations
  - c. Inability to control assigning of private docks
  - d. Legal and debt service concerns (16B docks)

#### **4. Mayor's Charge: Considering methods for collecting public opinion**

*Consider the pros and cons of collecting public opinion through formal surveys, including researching survey costs. Public opinion is always important for the CBJ Assembly to determine and collect; however, asking simple yes/no questions on nuanced issues can be polarizing and can be difficult to get the public to understand all of the details necessary for formation of well-founded policy decisions.*

In the 1990's and 2000's, CBJ commissioned a number of surveys of public perceptions on tourism. The 2002 Juneau Tourism Management Plan identifies survey results as the primary indicator for activating "safety valves" – constructing an additional port separate from Juneau, but within the Borough to disperse the CBJ's visitor load. Public surveys can be a useful community engagement tool, because they make it possible to get results from a broader cross section of the community than with other public engagement methods. However, it is important for survey questions to be well designed. It is also important to have a clear understanding of the purpose of the public survey. Such a survey could be focused on general public perception (i.e. "has Juneau reached its capacity for cruise tourism?") or focused on measuring community impacts in specific areas. It would also be important to consider who would use the survey results and for what purpose.

#### **Recommendations**

1. Engage a third party contractor to complete a public opinion survey of Juneau residents at the end of the 2021 cruise season.
2. Depending on the utility of a survey, additional surveys should be planned to gauge how management strategies are influencing public perception.
3. Consider collecting data on the effects of hot berthing.

#### **Additional Task Force Discussion Issues**

##### **Subport Development/Upcoming Norwegian Cruise Line Dock Proposal**

Whether or not to support an upcoming Subport development proposal is a CBJ Assembly decision. The USCG and/or NOAA also have important roles. Future discussions should consider allowing, limiting or prohibiting anchoring in the Juneau Harbor. The use of dynamic positioning navigational systems, which when in use, designate vessels as "underway" vs. "anchor" should also be discussed as this may change the ability of agencies to utilize certain management tools to control the anchorage.

A shift in docking or anchoring of cruise ships may alter spending patterns of passengers and affect the local economy. In addition, a dock at the Subport could leverage other community goals such as:

1. Seawalk
2. Small Boat Harbor
3. Ocean Center

4. Berthing for small cruise ships (The Task Force does not yet have an accepted definition of “smaller ships”)
5. Homeporting of “small ships”
6. Economic and/or Housing Development
7. Pedestrian management such as a walkway crossing over Egan
8. Reducing vehicle congestion on S. Franklin Street

**Recommendation**

Support a Subport dock if the following conditions are met, recognizing that some of these conditions are beyond NCL or any other developer’s control. However, the Task Force submits these items for Assembly consideration in making policy decisions:

1. One larger ship per day using one side of the facility;
2. Maximum of five larger ships in port per day;
3. No hot berthing at the new facility;
4. No larger ships allowed to anchor as the sixth ship in town. Larger ships may anchor but the number of larger ships in port would still be limited to five (CBJ to consider legal ramifications of limiting size of ships at anchor);
5. High quality uplands development for community and visitors;
6. Year round development orientation;
7. CBJ manages dock to some extent through a public private partnership or management agreement;
8. Dock is electrified.

**Cruise Ship Size Discussion**

The task force report includes many recommendations related to cruise ship size, especially as related to a potential new NCL dock and anchoring of ships. In the report, the term ‘larger’ cruise ship is used and a specific definition of larger ship is not given for the following reasons:

1. The length of a ship does not necessarily determine the number of passengers.
2. Limiting ships by number of passengers may require additional legal analysis.
3. The concern on ship size is related generally to the amount of impacts it creates in the community on the environment, traffic and congestion, and infrastructure.

The Assembly may have to define a 'larger ship' as it proceeds with tourism management, but this definition will likely include a deeper analysis of impacts, expected fleet of ships, and ongoing and planned infrastructure development. The committee suggests that 'small ships' are those with 500 or fewer passenger capacity. 'Larger' ships are those that exceed these a 500 passenger capacity.

All Posts

stimulus



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AOA • 2 days ago • 6 min read



## \$2 Billion Covid-19 Outdoor Recreation Stimulus Request Aims to Put Alaskans Back to Work

Updated: 16 hours ago

The proposal seeks to fund jobs on outdoor recreation infrastructure and restoration projects throughout the state; streamline hiring and grant processes to get Alaskans back to work this summer.



Dear Senators Murkowski, Sullivan and Congressman Young,

On behalf of the Alaska Outdoor Alliance (AOA), we are writing to thank you for your leadership on stimulus spending to address the economic crisis created by COVID-19 in Alaska.

AOA is dedicated to ensuring Alaska emerges as the best recreation economy in the world. This request is the result of input from our allied retailers, commercial and non-profit trail organizations, fishing, birding, whale watching, bear viewing and hunting guides, economic



Alaska Outdoor  
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development groups, village-based organizations, forestry directors, local governments, and tourism promoters united to advance Alaska as a leader in the outdoor recreation economy. Outdoor recreation is a major force in the Alaska economy. It comprises 4.2 percent of the

Alaska GDP, supports 1 in 10 jobs and in 2018 contributed \$3.2 billion in consumer spending.

We need policies and investments that will help our sector survive and rebound to do what it does best: help business recover, help communities recover, grow the economy, create jobs for Alaskans and continue to enhance Alaskans' exceptional way of life. As Congress continues to identify stimulus spending priorities, we encourage you to prioritize job-creating investments that contribute to a resilient and sustainable future for Alaska's economy.

**AOA urges you to support a \$2 billion investment package for Alaska's outdoor recreation economy as part of future stimulus spending priorities for Alaska.**

We encourage Congress to direct stimulus funding to the following priority programs that will help rebuild and promote jobs in the tourism-dependent communities and regions across Alaska:

1. **Alaska Civilian Conservation Corps concept (\$750M over a 3-year period)**
2. **Alaska Priority Outdoor Recreation Infrastructure & Restoration Projects (\$1.25B over 5-year period)**

**Alaska Civilian Conservation Corps concept (\$750M over a 3-year period)**

**Alaska Partnerships for Recreation Infrastructure and Restoration:** Inspired by the success of the New Deal Civilian Conservation Corps, recreation and restoration jobs can bring Alaskans back to work and grow our state's economy. We request federal recovery funds to allow agencies to contract and partner with Alaskan companies, non-profits, tribal entities, and individuals to expand capacity to tackle recreation and restoration infrastructure projects. To do this, we are requesting expedited financial support for the following:

- **Expand the work force that maintains private sector capacity and jobs:** Recreation is key to an effective economic recovery. Without a 2020 tour season, many businesses stand to lose an entire year's worth of revenue. Businesses and jobs are at risk. The Alaska CCC concept provides opportunities for our own businesses and individuals to get to work. Guides and outfitters have a vested interest in recreation infrastructure and are uniquely qualified to provide crews and supplement access to remote work sites as needed to efficiently and effectively tackle trail work, facility maintenance, and ecosystem restoration work.
- **Direct Land Management Agencies to undertake an Alaskan revival of the CCC concept** to get Alaskan guiding companies, unemployed and furloughed employees back to work. Many existing agency partners including professional, non-profit, and Alaska Native trail and forestry crews have all indicated their interest and ability in scaling capacity if funding is increased. Funds could be appropriated into existing project-based operations accounts and be loaded onto existing cooperative agreements. This will ensure funding is immediately put to work. Projects should be focused on trails and facilities on public lands and cultural preservation.
- **Streamline Federal hiring and contracting.** Streamline hiring authority to allow rapid execution of contracts with businesses, tribes, non-profits, and Alaska Native Corporations. Support with building community capacity to collaborate with the agencies for economic recovery.

**Alaska Priority Outdoor Recreation Infrastructure and Restoration Projects (\$1.25B over 5-year period)**

Let's set the stage to make Alaska the best outdoor recreation economy in the world.

Catching up on deferred maintenance and investing in capital improvement projects will



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provide work for Alaskans and communities we're ready when demand rebounds. When this disruption is over, these projects will be assets to our public lands, gateway communities and growing tourism and recreation economies. To do this, we are requesting investment in these priority areas:

- **Deferred maintenance: Support the Great American Outdoors Act.** GAOA includes an expansion of the original Restore Our Parks Act. Originally intended for deferred maintenance only on National Park Service units, under GAOA now also includes deferred maintenance projects on US Forest Service, Bureau of Land Management and US Fish and Wildlife Service projects. This is vitally important to Alaska where USFS and NPS deferred maintenance projects alone total \$200 million.
- **Fund shovel ready/NEPA-cleared Agency priority capital improvement projects.** Utilize existing organizational networks to evaluate projects with local input. The Alaska Trails Investment Strategy is an example of a non-profit group doing strong work statewide to identify shovel-ready and contingency projects with broad-based support.
- **Eliminate, reduce or defer state and local match requirements for federal grants.** Deferred maintenance and capital improvement wish lists are not unique to federal lands. Tribal, local government and state lands rely on federal grants to leverage funding for close-to-home recreation, as well as vital wildlife and fish restoration projects. It would compound this crisis to revert grant funds for lack of matching funds when state and local partners need them most.
- **Get more resources to more communities through established federal grant authorizations.** Add funding through authorized federal grant programs to speed delivery of resources to support local efforts to build outdoor infrastructure and habitat restoration for fish and wildlife.
- Significantly increase challenge cost-share program funding for USFS, NPS, BLM, FWS and NOAA. For example: While the technical assistance offered in the NPS Rivers Trails Conservation Assistance is invaluable, adding funding for grantees would result in more projects coming to life putting more people to work on close-to-home projects.
- Alaska needs a greater percentage of stateside LWCF funding available for state and local projects.
- Triple funds for the federal highways Recreational Trails Program; reinstate waivers for the Buy America requirement; and allow funds to be used for planning & design layout, without which many worthy projects can't move forward.
- Revise to 50/50, the proposed split between financial and technical assistance funding in the USDA National Resource Conservation Service's Regional Conservation Partnership Program. Doing so preserves workforce development opportunities in communities where unemployment ranges as high as 80 percent.
- Address the need for whole landscape approaches with more funding for non-federal projects like those offered by USDA State and Private Forestry, and US Fish and Wildlife Service.

**Additional Resources:** We are working with our partners in the recreation industry, non-profits, federal, state, local officials, tribes and Native Corporations to compile project lists. On request, we can also provide real-world testimonials about how each of our suggestions directly benefits Alaska businesses and community development efforts.

The undersigned ask you to consider this request as you draft future stimulus packages. Moving forward, please consider Alaska Outdoor Alliance a trusted resource on this and other issues related to Alaska's outdoor recreation economic sector.

**[Join Our Growing List of Supporters! Tell Congress You Support Alaskan Jobs & Outdoors!](#)**

**Alaska Outdoor  
Alliance**

Alaska Outdoor Alliance

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Alaska Bike Adventures; Alaska Bike Association; Alaska Nature Guides; Alaska Trails; Alaska Wildland Adventures; Anchorage Biathlon Club; Anchorage Park Foundation; Arctic Valley Ski Area; Audubon Alaska; Backcountry Hunters and Anglers - Alaska Chapter; Barry Whitehill, US

Fish and Wildlife Service, retired; Biathlon Alaska; Chugach Adventures; Chugach Mountain Bike Riders; City of Delta Junction; Delta Junction Trails Association; Denali Brewing Co.; Dew Claw Kennel, LLC; Eaglecrest Ski Area; Explore Cooper Landing; Fairbanks Area Hiking Club; Fairbanks Cycle Club; Fairweather Ski Works; Fatback Bikes/Speedway Cycles; Forrest Dunbar, Anchorage Assembly; Girdwood Mountain Bike Alliance; Girdwood Nordic Ski Club; Goldstream Sports, LLC; Grand View Cafe and RV Campground; Greg Smith, Juneau Assembly; Happy Trails, Inc.; HARD Eats Remote Catering and Food Truck; Hilltop Ski Area; Interior Alaska Trails and Parks Foundation; JBER Outdoor Recreation Center; John Weddleton, Anchorage Assembly; Juneau Economic Development Council; Karl Kassel, former Mayor, Fairbanks North Star Borough; Kenai Mountains-Turnagain Arm National Heritage Area; Kodiak Area Native Association; Maeve Nevins-Lavtar, Gold Star Sister; Mat-Su Trails and Parks Foundation; National Parks Conservation Association - Alaska Region; Nordic Ski Club of Fairbanks; North Shore Cyclery; Petersville Community Non-Profit Corporation; Rum Runner Charters; Running Club North; Sealaska/Allen Marine; Singletrack Advocates; Sitka Cycling Club; Sitka Trail Works, Inc.; Southeast Alaska Independent Living: Outdoor Recreation and Community Access Program (ORCA); Stray Dogs LLC; Trail Mix, Inc.; The American Society of Landscape Architects - Alaska Chapter; The Boat Company; The Fixed Line, LLC; UnCruise Adventures; Valdez Adventure Alliance; and dozens of private outdoor enthusiasts.

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stimulus

968 views

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**CONTACT**

leehartAK@gmail.com

721 Depot Avenue, Suite 100  
Anchorage, Alaska 99501



## OFFICE OF THE MAYOR

Telephone: (907) 586-5240; Facsimile: (907) 586-5385

[Beth.Weldon@juneau.org](mailto:Beth.Weldon@juneau.org)

May 1, 2020

Dear Potential Funder,

The City and Borough of Juneau offers this letter in support of the proposed Alaska Climate Change Planning Cohort. Like many communities, Alaska's capital city, Juneau, has been working to develop and implement climate plans that build resilience and address mitigation through the reduction of greenhouse gas emissions.

Alaskan communities are already feeling the impacts of a rapidly changing climate and are some of the first to suffer the consequences. Shifting precipitation patterns, ocean acidification, melting permafrost, impacts on fisheries, and increasing wildfire seasons are among the challenges that communities in Alaska are facing as a result of climate change.

The proposed Climate Change Planning Cohort would provide Juneau with some technical support and guidance it needs to update and strengthen our 10-year-old climate plan and its implementation. As we continue to do much of the Juneau-specific work ourselves, the Cohort's partnership will assist our neighboring communities as well as strengthening our adaptive capacity and our ability to implement climate actions over time as conditions and projections continue to change.

We support the proposal put forward by the Geos Institute, Lotus Engineering and Sustainability, and the University of Alaska team and look forward to partnering with others involved in the Cohort.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Beth A. Weldon'.

Beth A. Weldon  
Mayor



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

DATE: May 4, 2020  
 TO: CBJ Assembly  
 FROM: Mila Cosgrove, Incident Commander  
 RE: City & Borough of Juneau COVID-19 Response – Emergency Operations Center Update

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**Situational Update – Incident Level 2 - Operational Period 11 (4/30/2020 – 5/07/2020).**

Disease Transmission:

The last new case of COVID-19 was identified on April 22<sup>nd</sup>. After discussions with the patient, DPH established onset of symptoms to April 14<sup>th</sup>. Today, DPH let us know that 25 of the 27 COVID positive cases are considered recovered. Two active cases remain and DPH is tracking an additional 2 individuals to see if they develop symptoms. It would appear, for the time being, that COVID-19 is contained in the community.

Testing:

Forward focus is on increased testing. The Mobile testing center and call line extended their hours to allow for additional testing capacity. DPH is working on plans with congregate living facilities in Juneau. The CBJ EOC is working with a small taskforce led by DPH to put a testing plan in place for people who are currently sheltering at the Armory and potentially the Glory Hall and AWARE. This is still in the planning phase.

BRH:

BRH has full capacity to deal with any COVID related medical events. They reopened today for non-emergent surgeries. BRH is beginning long range planning for next phases of “return to normal” and other demobilization initiatives.

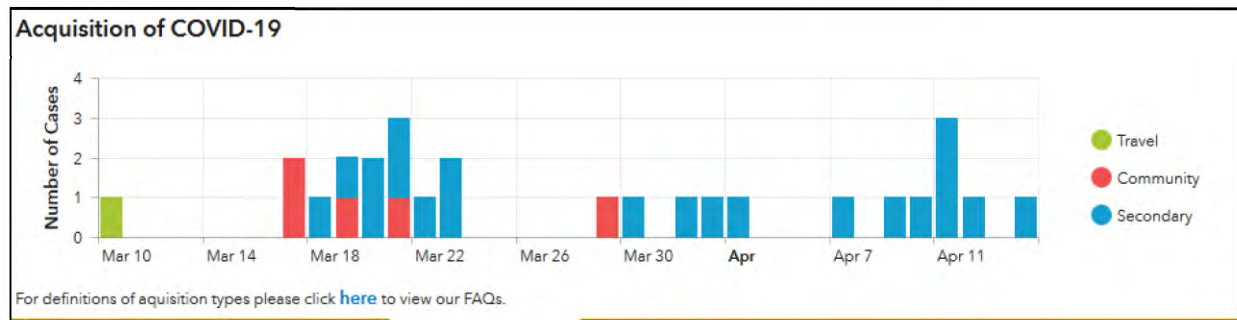
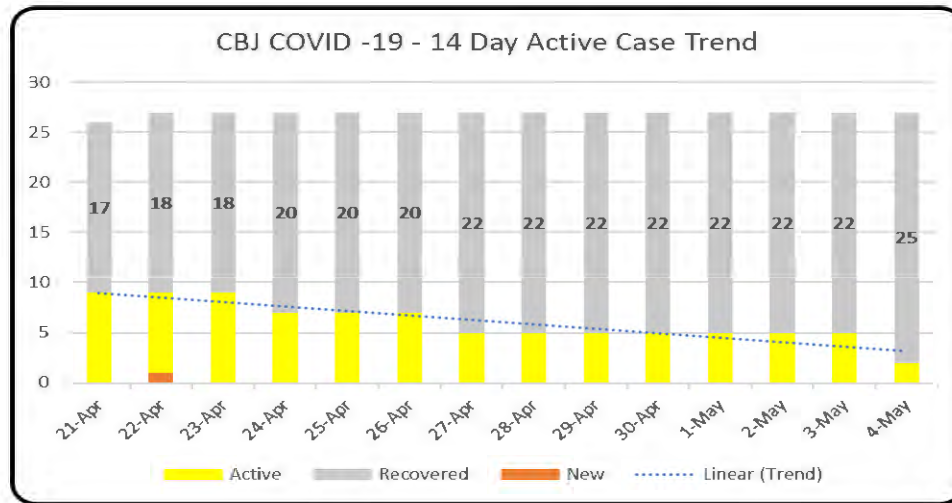
Issues of Note:

Glory Hall has notified us that they may be unable to keep individuals in hotel rooms as of May 18. If that is the case, we anticipate an increase in the Armory shelter and Mill campground.

Numbers changed from yesterday are highlighted.

| Category                                                  | Juneau |       | Statewide       |
|-----------------------------------------------------------|--------|-------|-----------------|
| Total Confirmed cases                                     | 27     |       | 370             |
| Recovered                                                 | 25     |       | 263             |
| Cumulative Tests & % of population tested                 | 1,142  | 3.57% | 21,723          |
| Average # of tests per day over the last 7 days           | 33.14  | Down  |                 |
| Positive tests over the last 7 days (# and % of positive) | 0      | 0%    |                 |
| DPH PUIs                                                  | 2      | down  |                 |
| Hospitalized COVID +                                      | 0      |       | 37 (Cumulative) |
| Ventilated Patients                                       | 0      |       |                 |
| Fatalities                                                | 0      |       | 9               |

May 4, 2020  
Assembly EOC Update  
CBJ COVID-19 Response



Positive cases are back dated by the Division of Public Health during their contact tracing phase to the day of onset of COVID-19 symptoms.

Additional detail is available on the CBJ & DHSS Dashboards which can be found on at:

[www.Juneau.org/COVID-19](http://www.Juneau.org/COVID-19)

## Operational Highlights

Airport Screening: provided quarantine information and Juneau specific COVID related materials to 68 arriving passengers.

### Mobile Screening:

22 calls came into the hotline, 6 referred for testing, 5 appointments scheduled.

There were 6 tests at drive through 3 of which were for medical related appointments. To date, sampled 350 for testing. 3 welfare checks were completed via phone.

Vessel Screening: 48 arrivals over the weekend, passengers were advised of quarantine.

Mt. Jumbo: No clients

BRH: First day of new surgery protocols. Still working through how to manage that effectively. Working through visitor policy and potential need for screening employees.

# COVID-19 Community & Organization Considerations

Assembly Committee of the Whole

May 4, 2020

# Purpose

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Provide an overview of current COVID-19 incident

Identify potential COVID-19 mitigation strategies

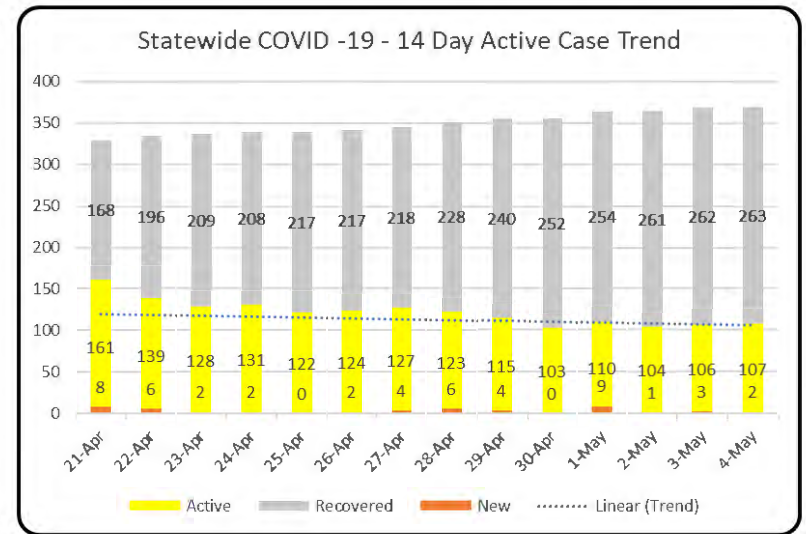
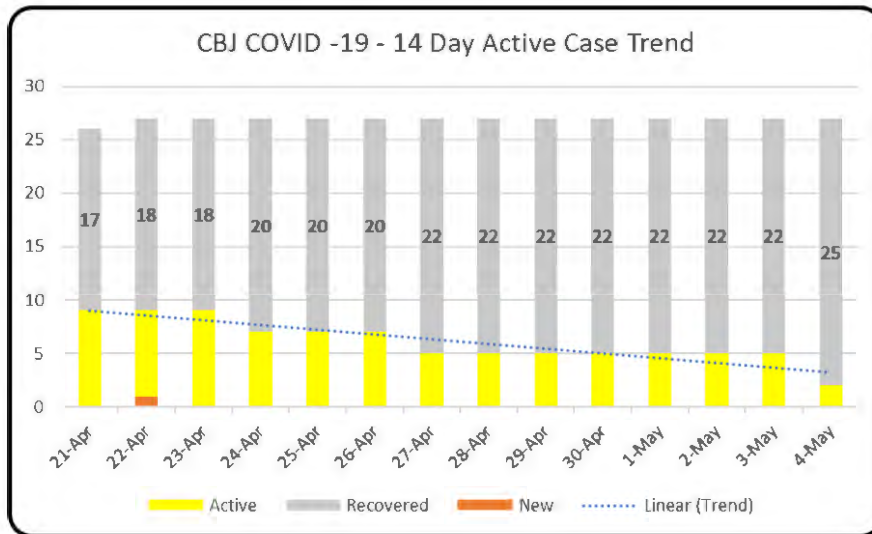
Propose policy considerations for Assembly

# Current Situation

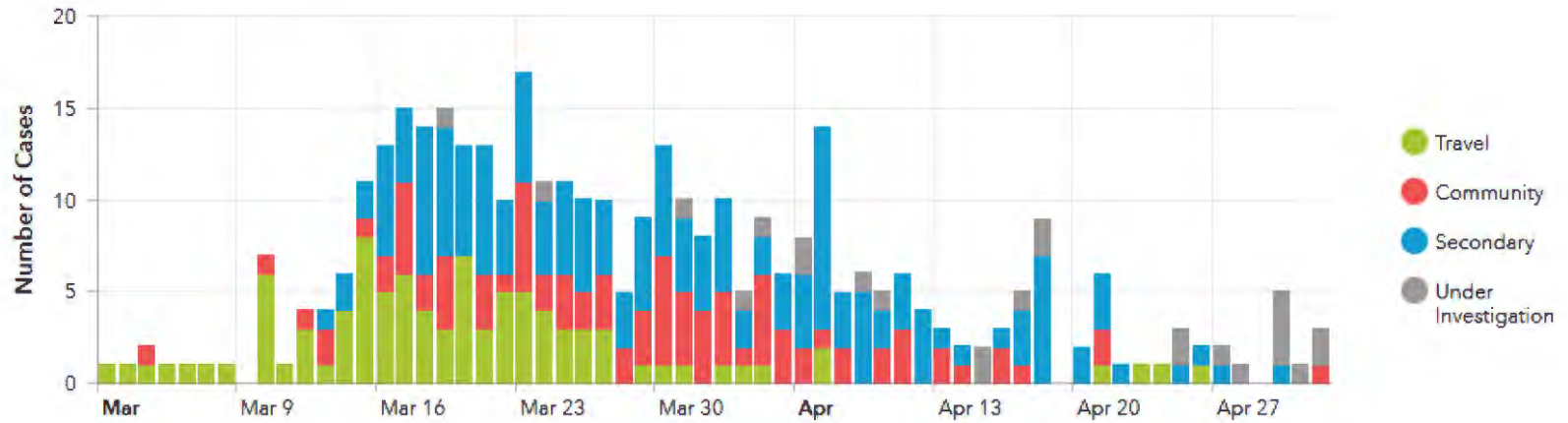
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- CBJ remains at Incident Level 2
- One week into Health Mandate 16
- Health Mandate 15 takes effect today
- Other Health Mandates remain in effect including HM 10 which requires a 14 day quarantine when traveling into Alaska from anywhere else.

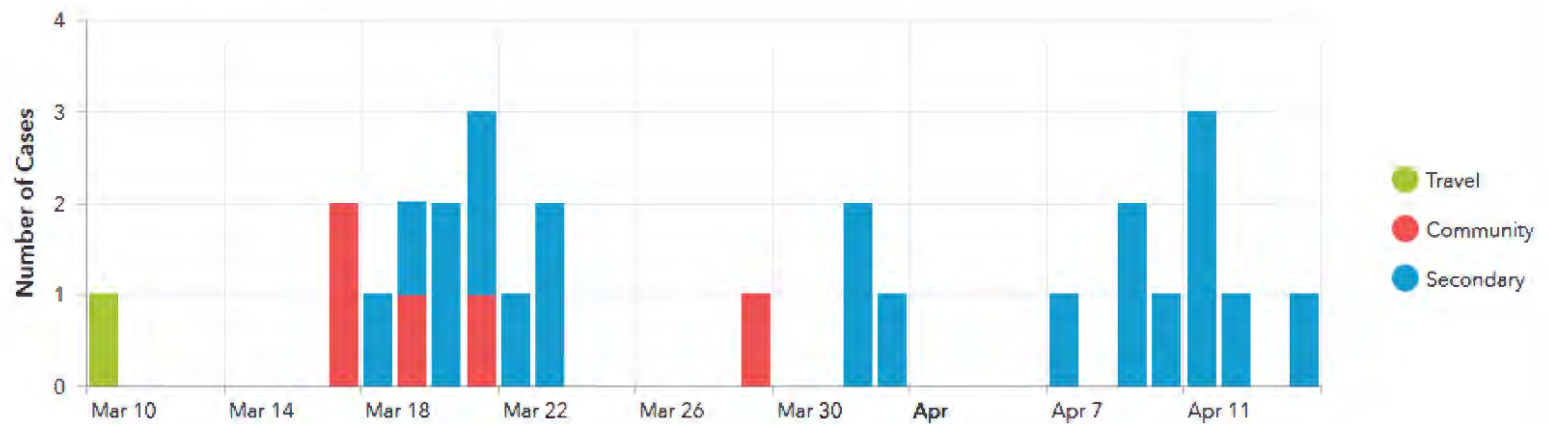
# 14 day Active Case Trends



## Acquisition of COVID-19



## Acquisition of COVID-19



# Testing

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## Statewide

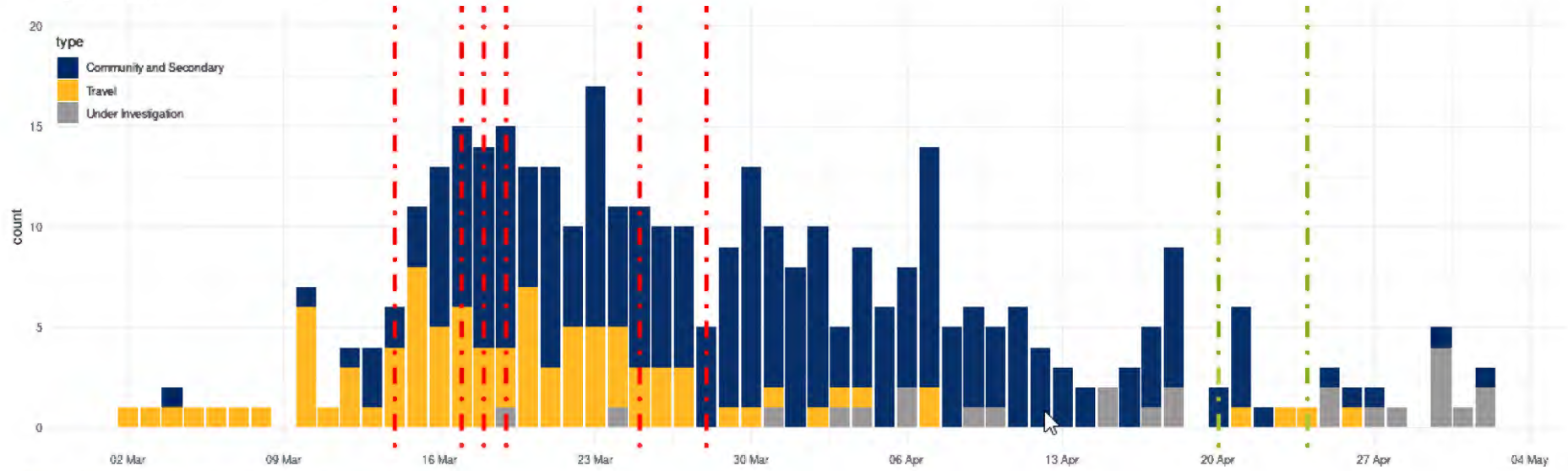
- Average # of tests per day over the last 7 days:
  - 708.86
- % of positive tests over the last 7 days:
  - <1%
- Testing capacity has increased over the last 7 days. Testing supplies are not constrained.

## City & Borough of Juneau

- Average # of tests per day over the last 7 days:
  - 30.86
- % of positive tests over the last 7 days:
  - 0%
- Testing capacity has increased over the last 7 days. Testing supplies are not constrained.

## Epidemic curve by onset date, Alaska

Key Interventions



| Mandate    | Effective_Date | Description                                           |
|------------|----------------|-------------------------------------------------------|
| Mandate 1  | 3/14           | School Closure/Suspend Visitation at State Facilities |
| Mandate 4  | 3/17           | Quarantine for Travelers from Level 3 Areas           |
| Mandate 3  | 3/18           | Close Restaurants/Bars/Entertainment                  |
| Mandate 5  | 3/19           | Cancel elective medical procedures                    |
| Mandate 10 | 3/25           | Quarantine for all out of state travelers             |
| Mandate 11 | 3/28           | Social distancing/Closure of Non-Essential Business   |

# Issues to Track in the Near Term

# Statewide Health Mandates

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- Governor has indicated a willingness to review, revise, or lift health mandates every two weeks dependent on a statewide view of COVID-19 activity.
- CBJ experience may or may not follow statewide experience.
- CBJ may or may not agree with the loosening or tightening of public health mandates depending on local conditions.
- Governor is likely to lift mandates in rough relation to when they were imposed.

# Statewide Health Mandates with significant community impact

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- **Health Mandate 10:** Requires a 14 day quarantine for individuals traveling into Alaska from other locations. Expires May 19<sup>th</sup>
- **Health Mandate 16:** Provides economic reopening of most businesses provided specific public health recommendations are followed: reduced capacity, maintain social distancing protocols where possible, identified cleaning protocols, and masks or cloth face coverings required of employees who cannot socially distance. Allows social, religious, or other gatherings up to 20 and requires social distancing, cloth face coverings and other public health protocols. To be re-evaluated on May 8<sup>th</sup>.

# Seasonal Impacts

# Cruise Ship Activity

| SHIPS WITH WASHINGTON OR CANADIAN TURNPORTS |                       |
|---------------------------------------------|-----------------------|
| Princess Cruises                            | July 2020 (TBD)       |
| 2 ships only on SE Alaska round trip        |                       |
| Holland America                             | July 2020 (TBD)       |
| 2 ships only on SE Alaska round trip        |                       |
| Seabourn Cruise                             | June 30, 2020         |
| NCL Ships                                   | June 30, 2020         |
| Norwegian Sun                               | 2020 Season Cancelled |
| RCI/Celebrity                               | June 30, 2020         |
| Silver Sea                                  | June 30, 2020         |
| Disney Cruises                              | June 30, 2020         |
| Viking Cruises                              | June 30, 2020         |
| Carnival Cruise Lines                       | 2020 Season Cancelled |
| Hurtigruten Cruises                         | 2020 Season Cancelled |
| Hapag-Lloyd (Bremen)                        | 2020 Season Cancelled |
| Cunard - Queen Elizabeth                    | 2020 Season Cancelled |
| Windstar Cruises                            | 2020 Season Cancelled |

| REGIONAL PORTS Closed through:                                                                        |               |
|-------------------------------------------------------------------------------------------------------|---------------|
| Port of Seattle                                                                                       | July 1, 2020  |
| Canadian Ports                                                                                        | June 30, 2020 |
| Note: CDC restrictions may be in place for all cruise ships sailing in US waters until July 24, 2020. |               |

| SHIPS WITH JUNEAU TURN PORT |                       |
|-----------------------------|-----------------------|
| UnCruise Adventures         | June 26, 2020         |
| American Cruise Line        | June/July 2020        |
| Lindblad Expeditions        | June 1, 2020          |
| Alaskan Dream Cruises       | 2020 Season Cancelled |
| The Boat Company            | 2020 Season Cancelled |

# Airline Travel

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- Overall, Airplane travel to Juneau is down by 88% year over year.
- Incoming passenger numbers for Juneau are starting to show small increases.
- AK Air has 3 flights a day in from Seattle/Sitka, and 3 from Anchorage
- Effective June 1<sup>st</sup>, we expect to see 5 flights a day from Sitka/Seattle, and 5 a day from Anchorage.
- Delta Airlines is scheduled to begin travel to Juneau on June 2<sup>nd</sup>.

# Other Seasonal Employers

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- Fisheries
- Seasonal Tourism Shops

# Other Local Response Issues

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- Impact of health mandates on shelter capacity

|                      | 7 day      |
|----------------------|------------|
| Shelter Program      | average    |
| AWARE                | 26         |
| St. Vincent's/JACC   | 53         |
| Glory Hall (shelter) | 5          |
| Glory Hall (hotel)   | 24         |
| Sleep Off            | 4          |
| Medical Respite      | 2          |
| Mill Campground      | 13         |
| Mt. Jumbo (Q)        | 0          |
| <b>Total</b>         | <b>128</b> |

- Mental Health Services
- Long term impact of economic instability on food & housing

# CBJ Operational Issues

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- 165 employees (32.4 FTE) taken off the schedule, put on seasonal leave early, or not brought back from seasonal leave.
- 13 vacancies (12.5 FTE) left unfilled
- 45+ staff redeployed from normal operations to EOC or specific COVID-19 response activities.
- Financial impact will be available on Wednesday night at the Assembly Finance Committee Meeting

# General Impacts to operations - current

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- Loss of revenues from a variety of operational areas will have an adverse impact on the FY20 budget.
- Many operational areas are seeing an increase in workload: Fire, Police, individuals assigned to COVID response duties, Clerks, MIS, Parks & Landscape, Docks & Harbors, and Airport.
- At times productivity can be adversely impacted by telecommuting, heightened cleaning protocols, and lack of childcare.
- 25 employees have taken COVID leave for related reasons.
- Adverse impact on hands on training for job required certifications. If that continues it will impact operations.
- Public process is functional but not ideal. Many boards and commissions are not meeting, and staff conducted meetings intended to gather public input are delayed.

# Potential Medium to Longer term impacts

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- Continued loss of revenue for areas of the operation impacted by social distancing (pools, transit, Eaglecrest, etc.).
- Potential reduction of public services due to budget impacts.
- Heightened use of outdoor spaces will require additional resources for maintenance.
- Loss of training opportunities will begin to impair operations.
- Loss of revenue for Docks & Harbors and Eaglecrest will be problematic in the long run.
- May need to find a “new normal” for public process.
- May need to rethink how elections can be conducted in a socially distanced environment.

# Potential Assembly Action

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- Receive update from Dr. Zink on Monday, May 11<sup>th</sup> at 1:00 pm.
- Consider if Assembly should extend the travel quarantine if the Governor lifts Health Mandate 10 on May 19<sup>th</sup>.
- If the Governor lifts the requirement for critical infrastructure and seasonal businesses to file a COVID-19 workforce plan, the Assembly should consider adopting a similar requirement.
- Consider recommendations forwarded by the Economic Stabilization Taskforce.
- Begin work on alternate election strategies. Initial discussion is scheduled for the HRC on May 18<sup>th</sup>.
- Receive update on community sheltering issues at an upcoming COW.