



**DOCKS & HARBORS
SPECIAL COMMITTEE
VISITOR INDUSTRY TASK FORCE – DRAFT RECOMMENDATIONS
REVIEW
MINUTES**

5 PM Monday, September 21st, 2020
Via Phone (907)713-2140 PID#370829

I. Call to Order – September 21st, 2020 at 5:00 p.m.

Mr. Etheridge called the meeting to order at 5:02pm.

II. Roll Call (Don Etheridge, James Houck and Bob Wostmann)

In Attendance: Don Etheridge and Bob Wostmann

Absent: James Houck

Also in Attendance: Mr. Uchytel – Port Director, and Teena Larson – Admin Officer.

III. Approval of Agenda

Mr. Wostmann approved the agenda as presented and asked unanimous consent.

Agenda approved as presented.

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

V. Approval of August 27th Visitor Industry Task Force Meeting Minutes

Hearing no objection, the August 27th Visitor Industry Task Force Meeting Minutes were approved as presented.

VI. Items for Information/Discussion

Mr. Uchytel said the Tourism Task Force recommendations show what is wrong with the Juneau tourism, but not what tourism brings to the community. He said on page 13 in the packet are the recommendations for the cover letter.

Both Mr. Etheridge and Mr. Wostmann said they did not have the opportunity to review the memo. They suggested to revisit this at the end of the meeting.

Mr. Uchytel said this meeting is a work session with no expectations for anything to be agreed upon tonight. Comments from this committee will be provided to the Board. He said the recommendations in the packet are his thoughts to start with moving forward but can be changed. He took the guidance from the August 27th meeting for the recommendations and comments.

**1. Special Committee Review of April 27th, 2020 DRAFT Task Force Recommendation:
a. Mayor's charge: Regarding Management of the Visitor Industry**

Page 17 (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



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zoning, as well as incentivizing local business development in the downtown core.

Added from the August 27th minutes-Docks & Harbors is currently pursuing an Electrification Study through our consultant, Haight & Associates. The study will be completed in April 2021 and will determine whether there is sufficient power in Juneau to allow more than one cruise vessel to receive shore power.

Mr. Uchytel said the suggestion added can be corrected if the committee wants.

Mr. Etheridge and Mr. Westmann said they are good with the language provided by Mr. Uchytel.

Page 19 (5) a. Mr. Uchytel said this item was answered based on the minutes.

(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.

Added from August 27th minutes - Mr. Green said that many vessels added emission scrubbers to improve air quality many but not all vessels previously had two incinerators. Some vessels removed an incinerator for a scrubber resulting in lower volume of waste to be removed. This resulted in an increase in trash being brought to the landfill, up to three containers of waste may be transferred off a vessel. The international Maritime Pollution Act require ports facilities provide certain services such as oily waste and offloading of trash from vessels engaged in international voyages, some ports have exemption. In SE Alaska, Juneau is the only port which can accept trash off loaded from a cruise ship. Whittier and Seward also have limited ability to handle trash and no local ability. The offloaded trash is regulated and it must be hauled to USDA approved land fill. It's a very complex and an operational necessity. Mr. Green believes that only the absolutely necessary trash is removed from the cruise ships. He had heard that mattresses had been taken to the Juneau landfill which was the result of Canada not permitting the removal of mattresses without sterilizing which was not possible. The industry would not want to lose the opportunity to offload trash in Juneau as there are no other options. He also said that the amount of material which is deposited at the landfill from cruise ship is a small percentage of the overall waste.



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Mr. Etheridge wanted to hear from Mr. Green on this topic.

Mr. Green said the provided summary is correct. Docks & Harbors can add that Juneau is the only option in SE Alaska. There are options up north but no other options in SE.

Mr. Etheridge and Mr. Wostmann said they approve of the response.

Page 20, (5), c - Should this remain as a recommendation at all.

c. *Limit water usage by ships in periods of drought.*

Added from the August 27th minutes - *Four years ago, when water rationing to the cruise ship occurred that CLAA would consult with the CBJ Water Division to determine how much water could be provided to a vessel. The cruise lines were not upset that they didn't receive water during periods of rationing. Since then head tax was used to construct the Salmon Creek Water Filtration Plant which now serves 33% of all water needs in Juneau. He said providing water to the cruise ship hasn't been an issue recently and the recommendation is already in place.*

Mr. Green indicated the industry supported request to solve water issues in Juneau including a 1.5M tank to be built in the Last Chance basin, was a massive well water development in the basin and UV treatment at the Salmon Creek Dam. He was told that there should be very difficult to run out of water. The industry will throttle back water request, waste water, shore power or any other service to be equitable to all. The industry was successful in lobbying for funds either head tax or state marine passenger fees.

Mr. Wostmann said this document will be viewed publically and thoroughly. He believes a detailed response is important and adding this language is good.

Page 21 (6) a, c, and (7)

(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 docking or anchoring of passenger cruise ships of any size in Auke Bay, specifically Statter Harbor, except for emergency purposes.

Mr. Wostmann recommended to carve out an exemption for ships with 12 or fewer passengers.

Mr. Etheridge thought more than 12 passengers.

Mr. Wostmann suggested to use the language uninspected vessels or add a definition for passengers for cruise ship and passengers for charter boats.



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Mr. Uchytel recommended asking Mr. Day the intent of the language. He said his concern with this language is that it is very restrictive and there should be some push back.

Mr. Etheridge said we don't have the ability to restrict use on the private docks.

Mr. Day said Auke Bay residents are concerned the cruise industry will extend to Statter Harbor. We are building more infrastructure downtown. The cruise industry has downtown and are willing to not take another area of the community with Auke Bay already heavily used with whale watch boats and other charters. They do not want to continue to extend the use of Statter Harbor unless it is an emergency. These are recommendation and not meant to be negative.

Mr. Etheridge said his concern is that there is a need to have a definition on cruise ships compared to a charter vessel.

Mr. Day said the thought from the task force was that the Assembly would read the recommendation and get final clarification from Docks & Harbors.

Mr. Wostmann said this needs more work and careful consideration. More detail on commercial vessels and what is allowed and what is not. He believed the whole purpose for this was to reduce the congestion in Statter Harbor.

Mr. Uchytel asked "what is the problem statement"? Is it that small cruise ships are adding too much congestion to Statter Harbor? Are they trying to protect it in the future? Is this the community saying we do not want cruise ships on a regular basis because there isn't the capacity? What would be the impact for Uncruise to use the breakwater five years from now? This document will be used as guidance and as soon as something happens the public does not want, they will read this and information in this document can be referenced to advance their permission.

Mr. Etheridge said we do need to have a clear response to this item. He does not trust this to not be used against Docks & Harbors in the future. Cruise ships of any size needs to be addressed.

Mr. Uchytel asked if the cruise ship of any size assertion needs to be challenged?

Mr. Etheridge said he wants it clarified better.

c. In 2021, stagger arrival times of ships by 30 minutes.

Added from August 27th meeting minutes - *This reads as if a change is required. Currently ship arrivals are scheduled at no less than 30 minutes between vessels.*



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Safety is number one concern for all involved in the maritime transportation industry and arrival times are closely aligned with the Alaska pilots. Additionally, the longshore labor pool is limited that it is virtually impossible to moor vessels any sooner than 30 minutes between arriving vessels.

The Special Committee recommends this be removed from the report.

Mr. Wostmann said the response should stay but this does not need to be in the final report because it is a non issue.

(7) Incentivize Juneau as a turn port for smaller ships.

Mr. Uchytel said an answer for the turn port can be – Docks & Harbors has an ongoing study for alternatives to attract small vessels to the downtown area. The contractor is PND and should finish by the end of the year. The direction the study provided was that each of the small cruise ship companies want to operate downtown. This would be a win for Docks & Harbors current study underway which would build the infrastructure for small cruise ships operations in the downtown area. The Assembly is aware of this study.

Mr. Wostmann said incentivizing Juneau with a docking facility to have access for various trades to supply the vessel for the turn around would be desired.

Mr. Uchytel said we can add that language. However, we are in agreement with the task force on this topic.

Mr. Etheridge said this is a priority and we can gather public input through the study public hearings. We can let the Task Force know we are currently working on this topic.

Mr. Uchytel said for the next meeting he will come up with draft language.

Page 21, 1b

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

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Recommendations

- 1. Additional infrastructure development should be considered in the downtown area to accommodate current volumes and potential growth. Continued efforts to move*



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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:*

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.

Mr. Wostmann said this is something we are already doing.

Mr. Uchytel said the City Mayor was working with AML to lease the old Walmart parking lot to reduce the truck traffic on Franklin street during peak hours. They would leave containers at the parking lot and only haul early morning before the cruise ships. This didn't work but he doesn't know why.

Mr. Day said there is a two fold answer. The old Walmart area owner had no interest in leasing the property, and AML may have also found it to be less likely to work than they originally thought. Mr. Green is still working on this.

Mr. Green said he initiated this working group to mitigate peak issues. Mr. Day covered the topic issues good. The working group will reconvene in the spring. He said he establish black out times for trucks on Franklin Street. AML worked with CLAA to eliminate trucking activity during peak periods and that helped AML and CLAA out.

Mr. Etheridge said he didn't think to respond on this because it is already being addressed and we are also working on viii.

Mr. Uchytel said we are installing the vaults and conduit but not anything more because there are no airporter size electric buses in Juneau.

Mr. Wostmann said maybe use a comment - We continue to monitor this situation and as soon as there is a demand for the electric bus charging station this will be on our priority list. Currently we are installing the underlying infrastructure for this topic.

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(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.

No comment needed on this topic.

(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.

Comment, we currently have a study ongoing and leave it at that.

(4) Limit expansion of downtown dock infrastructure to allow for no more than one additional larger cruise ship.

Mr. Wostmann said we are limited in what we can do here. We are in control of our own docks but can't control private docks. Our focus should be to continue to work on a good working relationship with the industry and various players.

Mr. Etheridge said he suggests to work with the Assembly. They may want to take the lead on this issue.

Mr. Uchtyl asked if we want to add a D&H position statement and forward that to the Assembly for review.

Mr. Wostmann said this was addressed in an earlier recommendation. If NCL constructs a dock it is strongly recommended through negotiation to work with industry to limit no more than five ships in port at a time.

Mr. Uchtyl said five ships can be a broad statement because not all cruise ships carry five thousand plus passengers.

Mr. Wostmann said five large cruise ships or set a limit on total passengers.

Mr. Day said it was determined that we couldn't really manage this topic by numbers of passenger and that is why it is based on ships. The recommendation was five ships at the dock and only allow a specific smaller size ship at anchor.

Page 25 in the packet

b. Mayor's charge: Regarding reviewing and updating the Long Range Waterfront Plan

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



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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).

Mr. Etheridge and Mr. Wostmann said updating the LRWP should be postponed at this time and they concur with the recommendation.

Page 25 (3) 1

c. 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.

Mr. Uchytel asked if we should restrict the amount of visitors?

Mr. Day said this came out of the discussion with the City Attorney. The Industry understands there are days that are very impactful to this community. What is the best way to manage the impacts? This came with the discussion from law.

Mr. Etheridge said this will need to be worked on with Law.

Mr. Wostmann said the point was raised that NCL should only be limited to one cruise ship and that could be how the tidelands are leased. This is outside of the scope of D&H but limit to one cruise ship could be a suggestion.

Mr. Etheridge said other restrictions can be imposed with building permits etc. They are very responsive to what the public has been saying and the public does not want a double berth.

Mr. Uchytel said one of the options was to put a smaller floating berth along the NCL dock. He knows people want to limit ships. D&H tries to do no harm and should look at it as infrastructure. He said he completely agrees NCL should only be able to build a berth for one ship. However, he doesn't know how restrictive that is. That could be a management issue on cruise ships in Juneau.

Mr. Wostmann said leasing the land but restrict the use could be an option but Law will know what can be added.

Mr. Etheridge said this probably doesn't need a response and the Assembly will do the negotiations.



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Mr. Uchytel said the language will be very tame.

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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.

Mr. Wostmann said D&H would probably not be able to restrict.

Page 27 Recommendations 5 and 7.

(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.

(7) CBJ should work with the various agencies including CLAA, CLIA and



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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.

Mr. Wostmann suggested a comment that we support negotiating issues.

Mr. Etheridge agrees

Mr. Uchytel said he also agrees

Mr. Wostmann asked about the use of navigational positions. Is this to hold their position with thrusters?

Mr. Etheridge said yes they do. They use their control system to hover in one spot.

Mr. Wostmann asked if we restrict anchoring, could a vessel do this and not technically anchor?

Mr. Etheridge said the captain can decide what is the safest way to protect his ship and passengers. This is above and beyond what the City should be weighing in on.

Mr. Wostmann asked if it was the captain of the port?

Mr. Etheridge said they decide the ships safety and ability to maneuver.

Mr. Uchytel said this topic was to limit anchoring but they acknowledge limiting anchoring will not achieve the ultimate goal the task force had.

d. Mayor's Charge: Considering methods for collecting public opinion

e. Subport Development/Upcoming Norwegian Cruise Line Dock Proposal

Mr. Uchytel said he recommends to close for today and meet again after he has more language ready to review.

Mr. Day said he did talk with the task force about the restriction on water and scheduling ships 30 minutes apart. Docks & Harbors could word smith and add, "as is the current practice water will be restricted during a drought, and ships will be scheduled 30 minutes apart". Mr. Day commented that garbage such as mattresses, tv's, furniture, etc don't need to go in our landfill.



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Mr. Green said he has several item he would like to respond to and will send an email to Mr. Uchytel.

- VI. Next Meeting** – Mr. Uchytel said he will send out a doodle poll for two to three weeks out to schedule another meeting.
- VII. Adjournment** – The meeting adjourned at 6:45 pm.