

DRAFT MINUTES
VISITOR INDUSTRY TASK FORCE
THE CITY & BOROUGH OF JUNEAU, ALASKA
February 1, 2020 10:00 a.m.
City Hall – Assembly Chambers
Public Testimony Meeting Moving into Worksession

I. CALL TO ORDER/ROLL CALL

Meeting called to order at 10:10am

Members present: Chair Assemblymember Carole Triem, Vice-Chair Craig Dahl, Holly Johnson, Meilani Schijvens, Paula Terrel, Dan Blanchard, Kirby Day Assemblymember Wade Bryson, Alida Bus and Bobbie Meszaros.

Members absent: none

II. Approval of Agenda approved as amended

III. Approval of Minutes none

IV. Public Testimony Chair Triem noted rules for testifying and gave task force introductions

Mike Hekkers, Downtown. Guide visitors on trail and water, 46 ships feels overcrowded on docks, lots, streets, say no to Norwegian go big on tackling climate emergency. Say no to NCL with hot berthing, too many extra visitors per day. We shouldn't be bullied into giving them a lease for the dock. CBJ should say no to hot berthing. I am a glaciologist. Mendenhall glacier is retreating, Taku is retreating, and we are in climate emergency. Visitor's carbon footprint is important. One year free docking and no head tax to first 5 ships that run on renewables. We can be leaders for renewable based tourism. Put visitors on light rail train to glacier. We don't want a massive parking lot at glacier. 1. Say no to Norwegian Cruise Lines (NCL) for 5th dock 2. Go big on incentivizing to reduce carbon footprint.

Wayne Carnes, North Douglas. Cruise ship visitors swelled, spent time on trails, but now congestion is overwhelming. S. Franklin is a nightmare, whale watch boats and wakes dangerous. Ears ring from float planes and helicopters. Charter fishing industry taking best fishing around Juneau. Wall of cruise ship steel blocks view. Don't spread tourists out more, like Eaglecrest, I go there to escape them. Imperative we reduce daily visitors to far less than 2019. One Sabbath no cruise ship visitors one day a week.

Brian Flory, River Rd. January 7, 2020 meeting, is there consistency in management strategy across community, we are reactive, and we don't get out ahead of the game. It takes us years to get infrastructure in place. Areas that lack management? Yes, passenger count and growth rate left to industry. Long overdue to manage. Focus management on total passenger count and rate of growth. We agree on so much, we are arguing about small amount, we want a healthy tourism industry, dispute is about enormous growth in last few years. To focus more discussion, I want business owners to answer, why did we have to jump so much in numbers for business, could jump have been less. What is average rate of growth business needs to retain prosperity. Answers might help us be less divisive. Disagree cruise lines are self-limiting, give me number and when will they stop.

Fred Hiltner, lead captain for Gastineau Guiding whale watching trips. We share deep concerns about effects of tourism. Whale watching companies working to mitigate impacts, working with Tourism Best Management Practice (TBMP) to mitigate impacts on whales and local residents. Partnering with NOAA in whale sense program increasing safe guards for whales and lessening impacts on local residents, increasing distances from rec boats, wake wave reduction when transiting like in Auke Bay. Guests experience amazing and unique experience, naturalists share information and cycle. Opportunity for guests to return home and support conservation. Working together will develop positive outcomes

Angie Thrower, Staff captain Allen Marine Tours, 2nd what Mr. Hiltner said. Tourism has an impact, how can we preserve integrity of our environment, be good neighbors. Grew up here and never thought I could stay, started in tourism as a summer job, thought she would have to move to another city to get a job. In last 13 years, career let her go to college, buy a house and live here. Watched man others live here and work, in many fields, people can work here in tourism. Work with countless vendors in community, ripple effect of tourism is almost immeasurable. Tourism has impact, some is negative and some positive. Encourage open discussion, provide feedback to owners, industry and operators. Solution may be series of smaller steps, maybe formalizes best practices.

Tracy LaBarge, Douglas. Came to Alaska in tourism job 28 years ago. Tourism is a big reason we can keep going through winter and live here. Amazed more people keep coming back. Lots of people coming together to solve issue, we want it done responsibly, not black and white. Thank you.

Bridget Smith, Lived in Juneau for 52 years, tourists say to her they didn't realize how crowded it would be and haven't seen so many shops in other places. Juneau residents should have a stake in what community looks like. Many residents say it is too crowded in summer, what is good for them is good for us. Criticism of local tour companies is circular fire. We need to stay together. Cruise industry is collection of corporate giants no CEO's live here. Tourism employs locals. Decide how many visitors we can manage at a time. CBJ needs plan to actively manage activity including air pollution. Be proactive. Some of downtown dead during winter. Parking in summer, parking being usurped in summer. Locals don't come downtown for this reason. Keep quality of life.

Guy Archibal, Downtown. Staff scientist for Southeast Alaska Conservation Council [SEAAC]. Many large cruise ships allowed to dump treated sewage while tied up to docks while tied up. Even though treated it is many times concentrations deemed safe for humans and aquatic life. Approximately 32 m gallons permitted to dump last year, it has been going on for 5 years. In 2013, industry lobbied state to change laws. Department of Environmental Concentration then permitted this. Difference with CBJ dumping treated waste, not making millions of dollars in compensation. Permit expired last year, was administratively extended by DEC because they realized they made mistakes in designing systems to dump safely. If CBJ wants to reduce negative impacts, demand DEC doesn't allow them to dump tanks in ports.

Larri Spengler, Thane Neighborhood Assoc. Two letter submitted, addressing limits and mitigate tourism impacts on Thane. First, Thane resident views on limits, 31 people support limits on numbers, 3 oppose. Getting emergency vehicles through S. Franklin area is important, three possibilities to consider submitted. Make sure cruise ships go more slowly between thane and downtown. Blockages to keep people off street, like stanchions should be increased. Pedicabs moved onto seawalk, no more slower businesses allowed. Minimize distracted driving, drivers shouldn't talk while driving. Garbage trucks after main cruise traffic time. Space ships throughout week and day.

Jeff Barnard, Airport area resident. Helicopter noise unacceptable. Lived there for 13 years, noise not bad then, recent years it is really bad. Some based on apron close to terminal, really loud because they come in at

a low elevation. General DOWNTOWN situation, as valley person I rarely go DOWNTOWN. Feel bad for Basin Road folks, enjoy recreating in Gold Creek, Basin road thing insufficient, heavy vehicle traffic, groups of people walking through, safety hazard. Solutions, helicopter noise, we should be able to figure it out as CBJ manages airport. Downtown, need some regulations. New docks with bigger boats, more people, time to not dig in deeper at this time. Figure out where we are going before we make it worse.

Serene Hutchinson, manager Juneau Tours, lived in tourism destinations. Juneau is best place even on worst day. We are still one of last pioneer locations in US, because there is so much opportunity for small and family business. Most of tour operators are family businesses and live here year round. Each year, rate of local employees growing fast, year round residents. Women are in charge in this industry. Excited about this conversation. When whale sense topic came up and we had meetings, it has been such a great experience. All things it has done to increase cooperation between companies and be accountable and responsible for our environment. Working here and working together and we are neighbors with each other. Let's do this with each other. Don't bite the hand that feeds us with it being such a large % of this town's economy. I am here, let's talk and meet.

Fred Triem, Local government cannot construct barriers on right to travel, impede travel. Carson City taxed people on way to CA in 1860's, Supreme Court said no we have right to travel. Recently began 80th trip around sun, spent 25 years in DC, then swamped with visitors once he went to college. DC is swamped with people, people have constitutional right to come, in 1st amendment. Don't bicker about how many people come here. DC finds a way. In Thane build high speed railway from Thane to Downtown. Don't construct barriers, they have a right to be here, Supreme Court has said so.

Kimberly Metcalfe, Downtown, home of her grandparents. Urge you to place limits on number of cruise ships that can visit Juneau. Exploding numbers of passengers and crew, can't host this. What would we do if a ship came in with sick passengers, like in Italy recently? Cruise ships are petri dishes for viruses. How would we deal with people needing medical help and getting out of Juneau? Advocating to keep commercial traffic off Basin Road. Areas in town we can and should keep to ourselves. Advocating for zoning issues. Restrict flight paths, regulate or work with FAA. We need to act now, in a few years, numbers could grow to 2million, and we are overcapacity. We can't allow industry to manage themselves.

Brian Daugherty, lifelong resident, 5 generations. TBMP has no teeth, Assembly step up and accept responsibility at regulatory industry. I pay taxes and city has responsibility. If honor system breaks down, what do you do? Buck needs to stop with city. Develop similar tax force to look at types of taxation, lawsuit is case in point. Infrastructure is pounded by cruise industry. With real emergency, we don't have infrastructure, beds full with elderly and our hospital is at capacity. It is our only community resource. I believe they impact our landfill, a disaster waiting to happen as it fills up. City needs to regulate. Find ways through court fees to study ways to have equitable taxation. Ripple effect, reason so many people coming forward, community is getting forced out by tourism.

Ann Metcalfe, Finance professional CPA. Supply and demand, we are meeting demand and undercharging. We are overusing our resource and not charging for that. Past tipping point. Juneau is made to feel that charging fair market value (FMV) for limited resource will cause industry to go away. It will not go away, not true. If we increased head tax, remove sales tax exemptions, limit tours, they will not go away. NCL knows this, they paid 5x assessed value for lot. Sales tax, meals and purchases on board, large purchases, commissions charged by cruise ships for onshore excursions is exempt. ¼ million in sales tax is on the table, remove exemptions, passed on to passengers who do not question them. Manage through ordinance the number and operations, and stop worrying about charging a fair price.

Jim Powell, Assistant prof at UAS teaching local government, tourism and sustainability. On board for Ocean Center, was on Assembly in 90's. Passed first passenger fee, cooperatively worked with industry and had first plugin. Passed tourism management practices resolution, set good direction. Unfinished are several issues, safety valves and indicators. Helped convene meeting from neighborhood associations, you have report. 80 people attended, 16 of 26 neighborhoods attended. Overcrowding, traffic, helicopter, whale watch, environmental, lack of government control over industry. Support Alaska native culture, tax opportunities, better restaurants, improved infrastructure, TBMP.

Benjamin Brown, Glacier Hwy, Met his spouse through cruise industry, lives at park shore. Cost benefit analysis has to be done. Externalities need to be internalities. Perseverance and accessible ones only impacted, farther ones out the road not impacted. Eaglecrest experience is informed by tourism industry, summer plans will allow me to enjoy winter at Eaglecrest. Netherlands, 20 million visitors all going to Amsterdam, discussing how to spread the visitors. Visitor code of conduct could be put in place, couldn't be enforced. Grateful we are as desired as European locations.

Karla Hart, Back Loop. Should be called cruise industry task force, no one worried about independent visiting, about cruise industry. No to anymore docks within borough, no hot berthing, yes to ship free Saturdays, not to spread ships out. Flightseeing. Regulating industry not visitors. Pass safe and quiet sky resolution, like in Hawaii, law allows local communities to regulate air and cruise industry. There should be tracking system to allow tracking of helicopter, HI does this where people can see how high and how fast helicopters are traveling. CBJ should say we don't want cruise ships unless they have environmental rangers on board. Resident priorities for what we want to gain, sense of place, quality of life, climate goals, quiet, adverse impact on housing with seasonal employees. Look at leakage and sales tax laws.

Page Bridges, Downtown. Too many ships detrimental, limit number of ships and docks. Rents went up with large ships, businesses driven from S. Franklin. No galleries and these were good for downtown. Ships tell people where to go to shop. Beauty and quality of life threatened. Lurid light show on pier, peaceful light blue would be tolerable. Neon colors unnatural. Trash situation on Gastineau Avenue on staircase due to tourist litter. Trash is left out from tourism stores as businesses leave in fall. Problem with outdoor music by deckhand Dave's and Tracy's crab shack. City must tell food establishments to not play outdoor music, hell for residents, some of who are sick.

V. Updates on Related Process and Projects

a. Kirby Day – Tourism Best Management Practices [TBMP] Programming 2020

TBMP working on guideline edits, new guidelines, adjustments. Do this with hotline calls from prior summer, Assembly and CBJ department comments, solicit comment from operators to review and make recommendations on changes. 2020 guidelines are finalized in mid-March. This year, using task force public comments to look at guidelines. Juneau Economic Development Council (JEDC), TBMP joint meeting in April and that will be a public meeting to look at guidelines.

b. Rorie Watt – Marine Passenger Fee Allocation and Sales Tax

Updates on taxability of tours, in packet there is information on sales tax. Question on financial impacts to hospital services, there is information in the packet on this. Norwegian Cruise Lines [NCL] and sub port – Mayor and Manager have advised NCL to wait until work is completed on the task force. Recommended that the team wait until VITF work is done. Several items in front of the Assembly, request for tideland leasing at floating berth, before Committee of the Whole (COW) on

2/10/2020. Wednesday Finance Committee, recommendation on MPF allocation will be made, many proposed items that people will be interested in. Statter Harbor Commercial Float, guardrail on dock fact, funding seawalk, shore power, pedestrian barriers on S. Franklin, ambulance, monitoring of wastewater, ships discharging, passenger survey to get granular info on expenditures of visitors on ships. Grant to whale sense to assist in working on complaints, transportation study to move people through circulator, glacier express to move people more efficiently.

c. Michele Elfers – Waterfront Project Status

Downtown Street Pedestrian Improvements- pedestrian stanchions will be installed and extended through downtown towards the Marine Parking Garage this summer. Pending funding, additional stanchions will be added further towards the tram. Also pending funding there will be lighting improvements along S. Franklin and upgrades to Warner's Way, the alley connecting S. Franklin St to the Seawalk

Marine Park Deck over and Marine Park Redesign – The seawalk will be extended from steamship wharf north to connect to Marine Park spanning the old lightering dock float. Construction is planned for winter 2020 and spring 2021. In the fall, a public process and master planning process for the reconstruction of Marine Park will also begin.

Seawalk Franklin Dock to AJ Dock – This section has been in planning for about two to three years, the Franklin Dock section is moving a bit faster and may have a project sooner. CBJ filed a request for tidelands conveyance from DNR to CBJ in this area to allow for the seawalk extension.

Downtown Waterfront Improvements Phase I (Archipelago area) – Construction on the retaining walls and pile driving will continue through September. The private archipelago land and construction project will begin construction in June. The new seawalk through this area will be open in May 2022. Phase II is in planning and may include a restroom and bus waiting area for passengers.

Statter Harbor Phase III – The dredging and blasting work will be completed in April 2020, then new floats, a second gangway, utilities and a retaining wall will be in place by April 2021. Then the restroom and waiting building, and new paved bus drop off lot will be constructed by April 2022.

Alaska Department of Transportation (ADOT) Egan Drive Reconstruction – Construction this season will focus on the sidewalk and retaining wall at Merchant's wharf and the street area between the old fuel dock to Douglas Bridge. Additional some work between Willoughby and Seaward will occur. Traffic will be single lane in both directions and will move to either side of the street as needed to accommodate construction. Minor work will continue in spring 2021 including permanent striping. It is not anticipated that there will be major traffic impacts in 2021.

D. Alix Pierce – Blueprint Downtown

Ms. Pierce gave an overview of the Blueprint Downtown Committee's (BPDTC) and their work so far. Some topics from the Visitor Industry Task Force (VITF) might find a home in this process. One of the themes from the BPDTC was Carrying Capacity which includes tourism; the vision statement for that theme is balancing the demands of seasonal and local use through 3 actions: 1. Downtown circulator 2. Improving the seawalk 3. Bus staging outside the S. Franklin bottleneck. Comments from the VITF that fit in the land use and zoning would

be useful in BPDTC process. An outcome of this will be a report with the recommendations to the BPDTC to take action on incorporating specific items from the VITF into the planning process.

Ms. Terrel – Land Use and Zoning, CBJ can't zone for commercial use is my understanding. What are you looking for in zoning, is there something specific?

Ms. Pierce – in other plans, there have been recommendations to work on zoning, like Auke Bay plan there is work on zoning right now. Trying to incur more walkable, infill development.

Ms. Terrel – concerned S. Franklin issues will move to downtown core, any way to do zoning to prevent rest of downtown core looking like S. Franklin?

Ms. Pierce- zoning possible, hard to say specifically what.

Ms. Schijvens – Report on SE economy next week, cruise ship numbers for Juneau 2020, numbers 1.394M passengers, 2021 1.51M coming to Juneau. 2019 actuals 1.306M.

Mr. Day – Suggest task force as cruise line agencies for a cruise line schedules as soon as we can. Berths won't be assigned, but relevant to look at days of the week.

E. Cruise Ship Numbers

Ms. Schijvens - 2020 projections are down slightly to 1.394 million from 1.4 and 2021 numbers are projecting a 8.6% increase over 2020 at 1.51 million.

VI. Draft Committee Report

- a. Outline** from Mr. Watt; Staff will listen to VITF comments, recommendations and create a draft report that encompasses what was said. Task Force will then revise, focus and narrow report to finalize it.
- b. Discussion**

Ms. Triem – Start with charging question 1a.

Mr. Bryson – We have world leading TBMP that other countries and cities are adopting. Structure is in place, have it be a city position, doesn't change TBMP, it will strengthen it. Don't diminish positive aspects, but having a city official oversee it will bridge that gap, have voluntary compliance that has great results. More accountability as a city position. Financial point is that city funds housing, homelessness coordinator, with this being largest growing industry in community it should have a city position.

Ms. Bus – One of ideas from written public comment was to adopt TBMP into ordinance by reference, whether voluntary or ordinance, it should have official capacity in CBJ. Broad general recommendations, city could look at taxing structure. A lot of public comment on that, Task Force doesn't have this capacity, but maybe Assembly should look at it.

Mr. Dahl – We have received a lot of info, within facts there is a lot of variation. Why doesn't CBJ have Dept. of Tourism? He has connection with planning organization in other communities. Other cities have organization to plan tourist activities. A lot of silos within CBJ right now. Having a department in the city that brings tourism under one umbrella is a starting point.

Ms. Terrel – I don't believe that City is managing the visitor industry the way it should. They can, and I agree with having an office/person/entity to be in charge of tourism. I would like committee recommendations to be providing tools or options to resolve certain problems. For instance, Docks, give them option of what we can

do to manage ships, give Assembly options, they can ask entity to take it on. Afraid the Assembly will not be able to take on all these recommendations.

Ms. Schijvens – Likes idea of someone in CBJ to take on tourism and visitor industry as a job. Visitor Industry is responsible for 15% of all year round jobs and 9% of all wages. We need to get expertise in CBJ.

Mr. Bryson – Assembly is policy vs procedure, can set policy and staff sets procedure. We have existing entity, Travel Juneau. We could ask Travel Juneau to take on TBMP, they already exist. We fund Travel Juneau and have to answer to the city, we have an entity that deals with tourism, and we task them with administering TBMP.

Mr. Blanchard – Add teeth to TBMP, if TBMP is reinforced, it will solve our problems. IF properly organized, cruise ships have to belong to it to come to Juneau. They can't sell to another vendor unless they are members. It needs to be rebranded, anytime we can't get acronym out it is a bad thing. "Our Juneau Your Juneau Path to Future for Residents and Visitors". Brand it correctly, it is our Juneau we are talking about.

Ms. Triem – Formalizing person or department in CBJ, overarching need is policy to unify areas within CBJ that deal with tourism. Docks & Harbors (D&H), Community Development Department, Parks & Recreation all play a role and currently not talking to each other, direction comes from Assembly. Could be implemented through having a position. Mr. Palmer, how do we give TBMP teeth and what are our options?

Mr. Dahl – Travel Juneau is a marketing agency, don't direct staff and don't have CBJ staff. I think it should be a CBJ department that has ability to use resources. We have assistance of Rob Palmer, but mostly dealt with through permitting and licensing. Short of saying we can't come here we have to figure out how to do it through permitting.

Mr. Day – Remind you TBMP is a piece of this puzzle. Never intended to solve every problem and every impact, it has done an effective job. It is substantial enough industry, there should be someone to herd cats within CBJ. So many CBJ departments and outside city manage tourism, number of entities. Probably need to think about a department to oversee how to move forward, come up with some long range tourism management plan. TBMP and teeth, I agree with Mr. Blanchard, lately working on as voluntary organization, we would never had gotten into so much detail as a regulatory piece. What we have done and curtailed has been effective, guideline/teeth has to come from members and companies. In a voluntary program can city take permits away? Teeth has to come from company. Position within city to manage going forward in growth is not a bad idea. I believe companies believe this is the right thing to do for Juneau. There are ways to improve this, one way may be a department of tourism.

Ms. Terrel – Is there any reason we couldn't create an entity that is staffed by someone other than TBMP but still have TBMP be part of it as voluntary aspect, wants to do both. I don't believe Travel Juneau should be at the helm. Office should deal on regulatory basis and still have TBMP be part of that as an entity.

Ms. Bus – Add to Mr. Blanchard, likes idea of Tourist Code of Conduct so some responsibility that tourists take. Rebranding like Mr. Blanchard says can help and be proactive and intentional. Dock infrastructure, this group has had a lot of conversation with USCG, wondering if we make a recommendation that Assembly converses with CLIA/NCL if Norwegian dock goes in that the anchorage isn't used.

Ms. Meszaros - City does need staffing to help with management of tourism, going to idea of visitor pledge, it will be out in new guide this summer. Travel Juneau has revamped visitor guide for 2020 with visitor pledge to City of Juneau.

Ms. Johnson – We all agree there is so much to love and most visitors want to do the right thing. ATIA state marketing is shown to work (statewide level). Sustainability keeps coming up, as tour operators are not good at sharing what we are doing in our businesses. We need a clearinghouse to share sustainability as part of what we are doing in this program.

Mr. Bryson – Citizen proposed code of conduct with tourism, people will live up to expectations. Set expectations and do it in a polite friendly manner, most tourists will be on board. If we were to create a position or dept. for tourism management, would head tax pay for that? Can we use those fees?

Mr. Watt – Sure. Everything is negotiable, but problem for Assembly to figure out.

Ms. Terrel – Take one issue like docks and see what our options are, spreading it out so we don't have peaks, these are all options.

Mr. Day – Current management structure is effective, one may say it is not adequate. Somewhere between effective and adequate.

Ms. Johnson – 2007-2008, we have been here before when we hit 1M passengers. We have accomplished so much before, I am hopeful and it has been adequate. Answer to question A is yes.

Mr. Day – Can City Attorney tell us his initial vision on TBMP falling under city and teeth.

Mr. Palmer – Keep brainstorming ideas and we will come back. 3 options, can we incentivize TBMP so eligible for grant? Eligible for permits? Can permit be suspended if you have violations?

Mr. Dahl – TBMP doesn't have to be taken over by city, they have done a great job. City should be responsible, community should have a forum so they know that they can have a seat at the table to complain and come to a regular forum that meets regularly. There needs to be something with Cruise Line International Association Alaska (CLIAA), D&H, public at the table on a regular basis and let city deal with issues. Tourism management not been coordinated.

Mr. Bryson – same messages with minor details on 1a. More official oversight by city in manner similar to TBMP. On 1b, we are actively developing downtown and tourism improvements. Upcoming projects, DOT, will be incredibly effective to get in and out of town. New parking at Archipelago will help absorb a lot of people. Stanchion project extending over next years, making very active improvements. Q 1b, yes we are moving forward. Could we have next set of improvements coming down the list, yes that is why we are here. Eaglecrest task force is looking forward and planning for what we are going to do next. Trying to set up infrastructure, well on the way, not complete.

Ms. Schijvens – TBMP in city, how could we continue Kirby Day's position as well as have it within city.

Mr. Day – TBMP doesn't manage numbers it manages impacts, we will continue to talk about it. If TBMP goes to city department, it won't manage numbers that is not intent. People shouldn't have vision that there won't be any problems or issues. Need for coordination within city to address tourism, years ago a specialist position. TBMP can fit into that but it can be more effective if you take work and continue in a format as it transitions.

Ms. Triem - Peer pressure of industry is powerful. If we codify that, it won't work. Sustainability – final report should include this in its own section or scattered throughout.

Question 3 –

Ms. Johnson – take off the table a cap, not legal, aggressive, not friendly. One access by the docks, we own at least two. We have power and focus on how to utilize docks we have and how we manage that. Partnership with Cruise Line Agencies of Alaska (CLAA), get more involved, decisions on tendering. We have a lot of power to do that.

Mr. Bryson – Slowdown has already begun, didn't meet high projection, and indicates peak is almost here. Every peak is followed by a reduction, fears 5% reduction. Right after peak you get 3-6% reduction. When reduction starts to happen, we will not have growth indefinitely. Following years will be 5% one year, 5% next year. If we unnaturally cap reductions, then we will have compounding impacts. Any business not growing by 3% a year is losing ground by inflation. Completely opposed to any cap. Reductions cost businesses.

Ms. Triem – part c. surprised how hands off CBJ is with scheduling of docks, jumping in and paying attention to it is something we should do.

Mr. Day – Agrees with Ms. Triem. The way CLAA schedules throughout the state is a model that other regions wishes they had. Only one entity can effectively do that without putting neighbors at disadvantage. Berthing within community, CBJ has some wherewithal on how we wish to berth our ships. Ex. Can we move to NCL to hot berth to city docks and another ship to AJ Dock to eliminate congestion? City does have ability to guide the internal berthing of those ships. Private berths have long term agreements with certain companies and with shore power they will always want to go there. Ways to talk with city management about that.

Ms. Triem – If we get more involved which office would it be through?

Mr. Watt – D&H and City Manager, lots of discussion between City Manager and industry on this.

Ms. Terrel – First thought was we should cap number of people or ships. Other ways to lessen impacts, on public docks, one ship per day, no hot berthing. Private docks could have MOA possibly. We could get involved in scheduling. We need to say what we want to do in Juneau.

Ms. Bus – How do cruise day scheduling work with tour options on days. Opportunity to spread peak Tuesday across week understanding tour availability and options.

Mr. Day – We have been told we can't restrict based on number of visitors. Talk about what makes sense on numbers of ships. Hot berthing, typical Tuesday has 4 ships at dock, hot berthing at AJ with two NCL ships. On 4 ship day with 1 extra for hot berth, understand concern of hot berthing extend impacts later into the day. Consider that hot berthing has 4500 more people come to spend a lot of money. Not sure the impacts of hot berthing are that great. JEDC study, max number onshore are 11, 500 on Tuesday, maybe 18,000 with 5 or 6 ships.

Mr. Bryson – Torn on hot berthing. One of best solutions, get peak out of the week. Get 8-9000 every day of the week, better for businesses, keep tours available every day. Knowing schedules are two weeks out, design schedule for SE AK that removes peak of the week. Reduce congestion, help tourism operations. CLIAA wants to come up and work with us. Could we work towards schedule to eliminate peak of the week?

Mr. Watt – Best we can do is state policy goals.

Ms. Johnson – Like idea of organizations getting together to look at docking. Could be a powerful conversation for businesses. NCL may or may not stay longer if they had two available docks. More time spent in town would benefit all of us.

Ms. Terrel – I agree with need for leveling out peaks. Concern is looking at larger ships and more capacity, concerned how we would do that knowing what we are facing. Hot berthing, I don't support it. When ships

here for a couple of hours, passengers don't have enough time to shop and go on an excursion, short trip. Much rather see, one ship docked for entire day. Prefer not to have NCL have two or three docks (2 at AJ) and NCL dock. Rather they have one ship per day.

Mr. Bryson – NCL dock – community needs to berth cruise ships. Allow NCL perpendicular dock and bring one of their ships, the other side can only be for smaller ships. No more lightering available. Increase safety and security. Use uplands for local purposes. Extending times is fine because people spend more money in community.

Mr. Blanchard – can't limit number of guests, all about access. We can control access to our city. Low days, has to be guest quality experience, good any day. To motivate boats, Glacier Bay permits stuck with days they get, other is money. Charge the heck out of Tuesdays, give it free on Saturdays, motivate where we are making more money, just like airlines. I don't know if it is legal or not. I agree, jet pier out, block anchorage, allow one side for big boat and one side for small ships. Pulls American cruise lines back downtown and out of Auke Bay. Concentration of industry on cruise ship side is important, instead of marina have a floating dock for ships like mine. Question for legal on how coast guard would work with us. We need to block large and mid-size big ships from anchoring. Hot berthing is not good, not good for community or for guests especially when it takes place where it is. More people in town, but sell less on per capita basis because people don't have time. Our pledge should be we give you the best time, love you and love our community, hot berthing does not meet this goal. Insist we own NCL pier, they don't care who owns it as long as they have this pier. It gives max 5 ships, electrify docks one day. Comments today about incentivizing companies that reduce carbon footprint spot on. It reduces access at Auke Bay for small ship, higher sales per capita because guests are here.

Mr. Day – Peaks are difficult. Move Tuesday or Wednesday people to Friday or Saturday, is that better when people are used to quiet Friday or Saturday? Incentive would have to be significant to move sail dates in Seattle. If you don't allow hot berthing does ship change schedule for another day or do they not come? Limiting number of ships each day will affect local business. By 2023 advise industry we are willing to accommodate 5 ships per day, or we are willing to accommodate only 5 ships at a time. Define small cruise ships, are we talking Uncruise size or what? Anchoring, USCG has moved anchorage before and there are positive things about NCL docks in terms of location and keeping traffic out of downtown.

Mr. Bryson- Primary recommendation is that we should electrify the docks. Businesses live off revenue in summertime. Give adequate time to industry, three years might not be enough for reduction or hot berthing.

Ms. Johnson – Additional dock in Hoonah, Ketchikan will have 2 new docks. Get creative and find ways to entice different times per week it could be spread out throughout southeast Alaska.

Ms. Bus – Incentivize Juneau as jumping off point for their cruises. Hot berthing was great, turn and burn, making overtime as college student in tourism. Numbers are less crowding, more conversation on hot berthing.

Ms. Terrel – Consider public perception, not just the facts of what we are doing. Public must feel we are making things better.

Mr. Day – Can we spend money as we have spent it after litigation.

Mr. Watt – result of mitigation is we are spending money much broader than before.

VII. Upcoming Meetings: Tuesday, February 18 and Tuesday, February 25 at 12:05 p.m.

VIII. MEETING ADJOURNED – 1:56 pm.