

Draft Minutes
Visitor Industry Task Force
Tuesday, January 7, 2020; 12:05 p.m.
Municipal Building – Chambers

I. ROLL CALL

Chair Carole Triem called the meeting to order at 12:05pm

Present: Carole Triem, Assemblymember, Wade Bryson, Assemblymember, Craig Dahl, Paula Terrel, Bobbie Meszaros, Holly Johnson, Alida Bus, Kirby Day, Meilani Schijvens, and Dan Blanchard

Absent: none

A quorum was present.

Other CBJ Staff Present: Loren Jones, Assemblymember, Scott Hinton, D&H Port Operations Supervisor, Beth Weldon, Mayor, Di Cathcart, Deputy City Clerk, Rorie Watt, City Manager, Michele Elfers, P&R Deputy Director, Alix Pierce, CDD Planning Manager, Carl Uchtyl, Port Director, Alicia Hughes-Skandijs, Assemblymember, Myiia Wahto, P&R Administrative Officer, Facilities, Parks & Landscape.

II. APPROVAL OF AGENDA

Approved as presented.

III. APPROVAL OF MINUTES

A. None

IV. AGENDA TOPICS

- A. Meeting Goal** – Ms. Pierce reviewed the 1st charging question of the committee, management – is the current approach to managing the visitor industry adequate to make Juneau an attractive place to live and to visit.
- i. Understand who manages what activities related to tourism in Juneau.
 - ii. Learn about various management approaches.
 - iii. Identify areas of weakness in management and opportunities for additional collaboration.

B. Presentation on Tourism Management by the USCG – Captain Stephen White

Captain White thanked Juneau citizens for embracing USCG/families. He explained that there are 37 sectors in the USCG (5 in FL alone) and 1 in Alaska; because of that collaboration is important between industry and government. Their role is response and prevention. The USCG regulatory authority is laid down in the law. These are the roles under the Sector Commander:

- Federal On Scene Coordinator – oil/hazmat response, ie: Lumberman to the Exxon Valdez.
- Federal Maritime Security Coordinator – establish Maritime Security Committee (Carl Uchtyl, Kirby Day and Drew Green on that committee were in attendance today) and approve security plans.
- Officer in Charge, Marine Inspection – inspect and investigate US and foreign vessels.
- Search and Rescue Coordinator – big focus in Alaska and there are not enough resources to cover all of Alaska.
- Captain of the Port – has the most authority to stop traffic from coming/going, regulates navigational areas and directs movements and facility ops.

Task force members followed up with some follow-up questions:

- Ms. Terrel wanted some clarification regarding who controls ships anchoring in navigable waters vs. tide lands. Mr. White confirmed that the Captain of the Port makes the anchoring decision and that tide lands are controlled by DNR or CBJ depending on where they are.
- Ms. Schijvens asked about the possible coordination of Norwegian Cruise Line (NCL) and USCS working together on the Sub Port area. Mr. White confirmed that many of the USCG infrastructure is aging and that they don't want to impede, but there are many permits ahead – including an Army Corp of Engineers permit.
- Mr. Dahl asked for clarification on how anchorage and a new dock would work – USCG could decide how to adjust or even remove the anchorage outside of the Corp permit process.
- Mr. Blanchard thanked the USCG
- Ms. Triem asked about the Seawalk – relationship in the connecting one end to the other; can it go through USCG property. It depends – have security issues to deal with, but could work with it. They own the pier and building but NOAA owns the pier. Room for improvements.
- Mr. Bryson asked how volume and compliance compares to other sectors. Not as much volume, but what happens here is compressed into a short time-frame in an unforgiving terrain. Big area without a lot of resources. They wonder how to manage that. Compliance is good here by facilities and vessels. Safety is paramount.
- Mr. Day asked about the USCG making decisions for navigation based on safety and Mr. White confirmed yes. Mr. White also confirmed that dynamic positioning (DP) was considered “underway.” There was some discussion between the two about the various marine safety committees and how important they are to the industry.
- Ms. Terrel within the port if a ship wants to anchor that can be under the management of our harbormaster, but they can even though they don't? Is this incorrect. Terminology might be wrong – port vs. harbor vs. tide lands. She will clarify with him at a later time.
- Mr. Dahl is there tug power in town? SIPA and Cruise industry work together on safety issues (winds, etc.). Approximately 5 missed port calls for this.

C. Discussion

Ms. Pierce followed up the presentation with comments about management presentation recap from last meeting. Showed geographical context to this discussion on management approaches.

- CDD conditional use permits (specific locations ie: Archipelago, Auke Bay)
- Docks & Harbors – port permits
- P&R commercial activity in parks and trails

Ms. Elfers discussed the table with agencies who presented at the last meeting as a starting point to the bigger picture. This table should help the task force with its charging questions. The table columns show the authority, who, where and the intent/approach for the authority they have. The map shows different agencies who manage public land across CBJ and the waterfront map will help to show any consistency, intent, for who and how the waterfront is managed. Which should go to help answer the questions:

- Consistency and coordination in management strategies?
- Are there areas and facilities that lack management or not managed appropriately?
- Are there areas or uses where we should focus more discussion on management?

Ms. Terrel asked about historical priority. Mr. Watt clarified CLIAA and CLAA; CLAA [Cruise Line Agencies of Alaska] schedules the CLIAA [Cruise Lines International Association-Alaska] member ships at docks on historic priority. No contractual relationship exists between CBJ and the cruise lines.

Mr. Blanchard asked about tide lands at the Sub Port – does CBJ have control. CBJ owns tide lands that D&H manages; would need to lease municipal tide lands (by ordinance plus permitting hurdles). Can the map be adjusted to better show that delineation.

Mr. Day commented on the recap slide noting that TBMP actually hits all areas, not just transportation. CBJ manages South Franklin in conjunction with AKDOT.

Discussion by members on the legality of what CBJ can and can't manage and how that will impact the recommendations.

Ms. Pierce noted the outcome of this committee will likely lead to recommendations for more work.

Mr. Day comments about growth at Mendenhall Glacier – should this group focus on that management since it is USFS?

Ms. Terrell stated the need to focus on what is happening out at Auke Bay as it doesn't feel it's being managed appropriately.

Ms. Schijvens asked about taxation for on-board sales (they are taxed). Is the mark-up taxed or just the local rate from the provider? Mr. Watt will make sure tax policy is sent to VITF members, it is currently being worked on.

Mr. Dahl noted that the Chamber has a visitor industry committee and will have presentations from NOAA, Docks & Harbors and a whale watch company at its next meeting.

Ms. Johnson asked what is happening at Auke Bay and if there is a map on who does what, where?

Mr. Bryson requested that with changes in Auke Bay and around the CBJ can they get a list of all the growth projects happening? What are the non-commercial areas? TBMP guidelines pg. 3 #20 have the non-commercial list and in the agenda packet.

Ms. Terrel is concerned about dock management; doesn't think the city is exercising what they legally could be doing to better manage the dock situation and has more legal questions. Ms. Pierce asked for what "dock situation" is, Ms. Terrel wanted to know who is docking where and what we can do, hot berthing issues.

Ms. Triem to Mr. Watt with no contractual obligations to CLAA then how does that work? Mr. Watt stated CBJ doesn't participate so he doesn't know. Juneau has four docks, two public and two private. Hot berthing at the AJ Dock happens and there will be an increase in this process this year. Focus more discussion on this topic.

Discussion by members on when the recommendations from the task force will be done and how it will be done. Might need some work sessions.

Mr. Blanchard requested a schedule for 2020. Does it have hot berthing listed? New dock could get rid of the anchorage; what's the effect on the number of ships coming in regards to anchoring and hot berthing. Is there data on how it would impact the numbers? Might end up capping the number of ships with a new dock, less anchoring.

Ms. Schijvens if there was a new pier at Gold Creek what does it do to total cruise ship numbers? Or is it just changing the distribution of how they arrive?

Ms. Terrel asked harbormaster about the number of ships anchoring – 27, only 3 larger, most were smaller.

Mr. Day noted 27 ships at anchor for 2019, 2020 could see 50+ filling in holes. Consistency in coordination is more than it was years ago, working with many other entities has helped. Auke Bay/Whale watching needs to be looked at more closely with TBMP and WhaleSense.

Ms. Johnson asked about scheduling at City docks what is the financial impact? Mr. Watt said while CBJ owns, builds, finances the docks and D&H manages the uplands, CBJ doesn't get involved with the schedule. Learn about the schedule with everyone

else. This is the only municipal asset managed this way. Opportunity to identify policy issues to dock at our docks – including where tenders can go.

Ms. Terrel would like to contract the minutes out.

Mr. Day reminded people to also provide public comments in writing.

Ms. Triem requested that as members organize their comments, please share with the group.

D. Upcoming Meetings

There was a discussion on the upcoming meetings, possibly changing times and hoping for some sort of work session.

V. ADJOURNMENT

Meeting adjourned at 1:34pm