



TRANSMITTAL MEMORANDUM

TO: The Honorable Mayor and City Council

FROM: Lacey G. Simpson, Assistant City Manager

DATE: January 11, 2021

RE: **Authorizing Letter Regarding the Proposed Changes to State of Alaska Ocean Ranger Program**

At its meeting of January 7, 2021, the City Council directed staff to draft a letter to Representative Ortiz and Senator Stedman concerning the elimination of and proposed changes to the State of Alaska Ocean Ranger Program. On February 12, 2020 and February 25, 2020, Mayor Sivertsen issued two letters to Governor Dunleavy on these issues.

Attached for City Council consideration is a draft letter to Representative Ortiz and Senator Stedman expressing concern for the proposed elimination of the Ocean Ranger Program and reshaping of the Alaska Department of Environmental Conservation's (ADEC) approach to cruise ship monitoring, including the development of a financial assistance program for shore side wastewater system improvements. On January 7, 2021, Mayor Sivertsen received an email from ADEC Information Officer Laura Achee regarding ADEC's proposed changes, and this email is referenced in the draft letter and included here.

At the meeting of January 21, 2021, Ms. Achee will be available to address the City Council on ADEC's proposed program changes and answer questions. The attached summary paper received from Ms. Achee further outlines the proposed changes to the Commercial Passenger Vessel Environmental Compliance program (CPVEC). Based on the meeting's discussion, the City Council may wish to modify aspects of the attached draft letter and staff is prepared to proceed with the direction given by the City Council.

A motion has been prepared for City Council consideration.

RECOMMENDATION

It is recommended that the City Council adopt the motion directing the City Manager to finalize and transmit comments as determined appropriate by the City Council under the signature of the Mayor on behalf of the Ketchikan City Council to Representative Ortiz and Senator Stedman in response to the proposed changes to the State of Alaska Ocean Ranger Program.

Recommended Motion: I move the City Council direct the City Manager to finalize and transmit comments as determined appropriate by the City Council under the signature of the Mayor on behalf of the Ketchikan City Council to Representative Ortiz and Senator Stedman in response to the proposed changes to the State of Alaska Ocean Ranger Program.

"UNAPPROVED" January 7, 2021

Councilmember Flora indicated based on that explanation we are looking at a new budget expense that we had not taken into account during the budget cycle. He agreed with Councilmember Gass that we need to hold the line on expenses and would not support this.

Manager Amylon asked the Council if this item could be deferred to the meeting of January 21 2021. He indicated he would like to get additional clarification from the finance director and the assistant manager.

Moved by Flora, seconded by Kiffer the City Council defer consideration to the City Council meeting of January 21, 2021.

Assistant Manager Simpson pointed out we were federally obligated to offer these benefits prior to the end of 2020, but we are under no obligation to continue. She said since the pandemic is ongoing there is a need, and it does have some value worth considering.

Motion to defer passed with Flora, Gass, Kiffer, Gage, Bergeron and Bradberry voting yea; Zenge absent.

Discussion of the Elimination of the State of Alaska Ocean Ranger Program – Councilmember Bergeron and Councilmember Gass

Councilmember Gass indicated he was approached by a couple of people who were involved with this program and asked if he could bring it to the Council for consideration. He said he was not aware the City Council had discussed this back in February. He said he would like to see our lobbyist relay to the Governor that the City of Ketchikan is in full support of this program. He felt the \$4 per passenger head tax money was prudent to reinstate the program. He also would like to request more local hire from within the State of Alaska.

Councilmember Bergeron questioned how this program was funded and what it could be used for.

In answer to Councilmember Bergeron, Manager Amylon confirmed it was through the State Passenger Vessel Tax, and yes this program was funded by the \$4 when it was in effect.

Assistant Manager Simpson said that House Bill 74 was introduced last year. She said upon termination of the Ocean Ranger Program those funds would be used for and directed to on shore primarily municipal wastewater systems. She indicated this would address the problem from a different side rather than monitoring ships, but that bill never passed. She stated it may come back at this legislative session, but staff has no information at this time. She informed two letters were sent last year by the Mayor to the Governor, noting you can't support House Bill 74 not knowing what the implications are and the Ocean Ranger Program simultaneously.

Councilmember Bergeron asked since the program went away what was done with the funds.

Assistant Manager Simpson said since there was no cruise last year, there was no funding. It is a question without an answer as of yet.

Councilmember Gage said she would like to see this program reinstated, since it is obvious if there is not a program overseeing the cruise industry they tend to not follow the rules. She said she would not support the elimination of this program.

"UNAPPROVED" January 7, 2021

Mayor Sivertsen said when the Ocean Ranger program was originally put into place there was a lot of manual operation of valves, but now this has been upgraded in the newer ships and it is all electronic. He said they can monitor ships through electronic monitoring plans, and ships are required to turn those plans into the State. He stated a large portion of the \$4 was to pay the ships back for the ranger's room and board while on the ships. He said the State felt there was a better use of this money by implementing infrastructure and wastewater programs to the communities. He thought the Governor had cut the program, and the funds are being considered at the legislative level to disperse funds through the Alaska Department of Environmental Conservation (ADEC) for water and wastewater projects within the State of Alaska.

Councilmember Kiffer asked for clarification on the Ocean Ranger Program, and if it had been approved by the voters.

In answer to Councilmember Kiffer, Manager Amylon explained the Ocean Ranger program was part of the original Commercial Passenger Vessel Tax Initiative that was approved by the voters.

Councilmember Gass said he was his understanding that this legislative review is the last shot at trying to save this program. He suggested our lobbyist write a letter to the legislature in support of the program on behalf of the City of Ketchikan.

Manager Amylon said with the direction of the Council he would suggest updating the letter that was sent in February, give instructions to the lobbyist and follow through on the letter.

Councilmember Bradberry questioned if other Southeast communities have been involved.

Councilmember Gage said that was done prior to sending the first letter in conjunction with the Alaska Municipal League. She believed these communities were still in favor of the program.

Manager Amylon felt the letter may be better directed to Senator Stedman and Representative Ortiz.

Councilmember Bradberry said having dealt with the ships and COVID they will not be allowing persons on board unless they are staying on for some time. She thought the rangers were switched out routinely.

Councilmember Gass addressed Councilmember Bradberry comment by indicating the reinstatement of this program would be for future sailings.

Mayor Sivertsen asked for a show of hands in favor of updating and sending the letter to Senator Stedman and Representative Ortiz, and at least four hands were shown.

VOUCHERS

Moved by Flora seconded by Bergeron the City Council approved vouchers to Parnassus Books in the amount of \$71.78.

Motion passed with Gass, Gage, Bradberry, Flora and Bergeron voting yea; Kiffer abstain; Zenge absent.



Robert Sivertsen, Mayor
334 Front Street
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January 12, 2021

Representative Dan Ortiz
Legislative Information Office
1900 First Ave., Suite 310
Ketchikan AK, 99901

Senator Bert Stedman
Legislative Information Office
1900 First Ave., Suite 310
Ketchikan AK, 99901

RE: Proposed Changes to the State of Alaska Ocean Ranger Program

Dear Representative Ortiz and Senator Stedman,

With regard to the above referenced subject, the Ketchikan City Council urges your offices to examine the impacts and efficacy of the proposed changes to the State of Alaska Ocean Ranger Program.

By separate correspondence to Governor Dunleavy dated February 12, 2020 and February 25, 2020, in which your offices were copied, Mayor Sivertsen on behalf of the City Council expressed concerns on the elimination of the Ocean Ranger Program and the then introduced House Bill 74, effectively replacing the Ocean Ranger Program. The City Council remains concerned that elimination of the program and/or the development of a financial assistance program for improving shore side wastewater treatment facilities not only counters the 2006 voter approved ballot initiative that created the program but also does not address the issue of onboard compliance and environmental disaster prevention for cruise vessels.

On January 7, 2021, I was contacted via email by Laura Achee, Information Officer for the Alaska Department of Environmental Conservation (ADEC) regarding the changes to the Ocean Ranger Program proposed by ADEC and supported by Governor Dunleavy (see attached email correspondence). Ms. Achee states that ADEC believes that there is "some small benefit" to the program based on the relatively few violations (six in total) observed by ocean rangers. As recent as 2019, a vessel was fined for discharging untreated greywater in Glacier Bay National Park, the premier attraction for the entire Alaska cruise industry and a national treasure. While the offending cruise line self-reported the incident, assuming that all lines will self-police and report future discharges is foolish and unrealistic. This begs the question just how many violations have or will go unaccounted for if onboard monitoring by rangers is discontinued.

Ms. Achee also states that ADEC "does not believe that benefit [six observed violations] is worth the recent cost of \$3.5 million per year" and that ADEC proposes to expand their "internal cruise ship monitoring duties, supplemented with external contractors as needed." While six violations were observed by rangers, multiple others were surely avoided due to ocean ranger presence and oversight. The success of a program such as the Ocean Rangers should not be measured by the number of valid offenses but by the absence or decrease of such violations. Based upon Ms. Achee's letter, it is very unclear just how ADEC plans to improve cruise vessel monitoring and decrease or prevent violations that may irreparably harm Alaska's pristine marine environment. The City Council believes the Ocean Ranger Program still has tremendous value for the State, residents and visitors and should be retained, particularly in light of the fact that it is entirely supported by fees to cruise passengers and costs the State nothing. The program's "worth" is in what it prevents, not in what it costs.

In her letter Ms. Achee further proposes that the current \$4 per passenger collected by the State for the Ocean Ranger Program be increased to \$5 per passenger and redirected to fund not only ADEC's continued monitoring efforts but also a financial assistance program to improve shore side wastewater treatment systems. While the City of Ketchikan appreciates ADEC's consideration of a financial assistance program for wastewater improvements in lieu of the Ocean Ranger Program, this addresses an entirely separate problem: the impact cruise visitors have to onshore wastewater systems by using onshore restrooms. The intent of the legislation and revenue stream that supports the Ocean Ranger Program was to hold cruise vessels accountable and to create a means of ensuring compliance, not to mandate further costly improvements to municipally owned wastewater treatment systems financially supported by residents and businesses. Furthermore, this proposal refocuses larger environmental compliance issues on municipalities and residents and away from cruise lines and vessel compliance. The small annual revenues made available through the proposed elimination of the Ocean Rangers Program will not be able to drastically upgrade onshore municipal treatment facilities. The City of Ketchikan is currently permitted to deliver primary wastewater treatment. If we were required to install secondary treatment, the cost of this improvement is likely in excess of \$200 million shouldered by approximately 8,200 residents. The City Council agrees that cruise visitors do impact and burden municipally owned wastewater systems, but this issue should be addressed in another manner and not by redirecting funds away from programs that monitor cruise vessels.

The Ketchikan City Council remains supportive of onboard monitoring of cruise vessels within Alaska, both conducted through remote technologies and in-person monitoring. We recognize that the Ocean Ranger Program and similar ADEC efforts to monitor vessels can and should be improved, but a shore side wastewater improvement financial assistance program does not achieve this. In truth, both programs are worthy but the City Council questions the value of the proposed financial assistance program with an annual budget woefully inadequate in addressing major onshore wastewater system upgrades. Until such time that an alternative to the Ocean Ranger program has been developed, fully vetted, and legislatively approved, the Ketchikan City Council requests that the Ocean Ranger program be funded and remain in effect. We ask that you support the continuation of the program for the 2021 cruise season while scrutinizing if the proposed changes fit the intent of the original legislation and provide for enhanced cruise vessel compliance and monitoring.

Should you have any questions on this matter, please do not hesitate to contact me.

Sincerely,

Robert Sivertsen
Mayor

Cc: City of Ketchikan Councilmembers
Governor Dunleavy
Karl R. Amylon, City Manager
Lacey Simpson, Assistant City Manager
Mark Hilson, Public Works Director/Acting Port & Harbors Director

Karl Amylon

From: Robert Sivertsen <rwsivertsen@gmail.com>
Sent: Friday, January 08, 2021 10:37 AM
To: Karl Amylon; Kim Stanker
Subject: Fwd: DEC and cruise ship oversight

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please forward to the council.

Thank you,
Bob Sivertsen

Begin forwarded message:

From: "Achee, Laura A (DEC)" <laura.achee@alaska.gov>
Date: January 7, 2021 at 4:23:09 PM AKST
To: Rwsivertsen@gmail.com
Cc: "Pokon, Emma K (DEC)" <emma.pokon@alaska.gov>, "Bates, Randy W (DEC)" <randy.bates@alaska.gov>, "Brune, Jason W (DEC)" <jason.brune@alaska.gov>
Subject: DEC and cruise ship oversight

Mayor Sivertsen –

It is the Department of Environmental Conservation's understanding that there is an item on your assembly agenda tonight regarding the ocean ranger onboard observer program.

DEC proposes to replace onboard observers for cruise ships with an expansion of our internal cruise ship monitoring duties, supplemented with external contractors as needed. We believe that this will provide more efficient and effective protection of Alaska's air and water during the summer cruise ship season.

\$40 million was spent over the 12 years of the ocean ranger program. During this time, only six of the 264 notices of violation issued to cruise ships were due to observations from ocean rangers. This data shows that there is some small benefit to having ocean rangers on board, but DEC does not believe that benefit is worth the recent cost of \$3.5 million per year.

Governor Dunleavy will be introducing legislation on behalf of DEC this session that will be substantially similar the legislation introduced as a committee substitute last session to replace the original versions of HB 74 and SB 70. A copy of last year's committee substitute is attached to this email for your reference.

DEC has had the ability to regulate and monitor cruise ships for environmental compliance since our establishment in 1971. The ocean rangers didn't add to that authority, but the ballot initiative did provide a new revenue stream in the \$4 per berth fee. Now that it is clear that the value of onboard observers is limited, DEC is proposing to redirect the berth fees to fund our internal expansion as well as a program that will assist port communities with shore side wastewater treatment system

improvements. We believe that the 1.2 million cruise ship passengers who disembark and use onshore restrooms in communities such as Ketchikan in a regular summer season place a greater burden on those systems than they were designed to handle, and that this creates local environmental impacts.

DEC would welcome the opportunity to discuss this further with you and your fellow assembly members, and hope that the City of Ketchikan will support our efforts to protect Alaska's coastal environment in the best manner possible.

Laura Achee
Information Officer
Legislative Liaison
Alaska Department of Environmental Conservation
Desk: (907) 465-5009
Mobile: (907) 419-3151

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CPVEC: Commercial Passenger Vessel Environmental Compliance

The Department of Environmental Conservation (DEC) has the authority to ensure the cruise industry follows laws that protect Alaskans' public health and our environment. While ocean rangers have been a part of those efforts in the past, DEC believes that there are more cost-effective ways to protect our environment. DEC's proposal for improvement is below, and information on DEC's current authority and monitoring of cruise ships is on the following page.

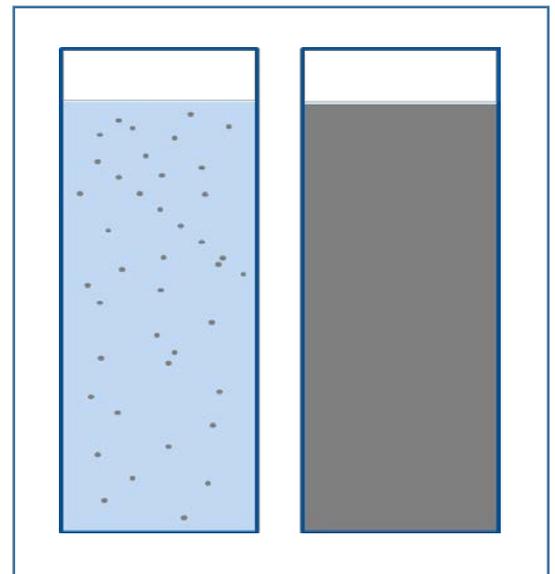
DEC's proposal would:

- Replace the ocean ranger onboard observer program with inspections by qualified DEC enforcement and compliance officers as well as contractors, where appropriate
- Incorporate technology as it becomes available to electronically monitor cruise ship's discharge ports
- Create a revolving loan program to provide financial help to communities to improve shore-side wastewater systems.
- Combine and simplify CPVEC fee matrix and ocean ranger fees into a flat \$5 per berth fee
- Move detailed requirements for cruise ships from statute to regulation where appropriate

The combined fee will fund the cruise ship oversight duties that DEC has historically conducted or contracted for, as well as these new initiatives:

- Early season inspections of all cruise ships coming to Alaska to ensure that water and sewage treatment systems are properly installed and collecting all liquid waste from the ship for proper discharge
- Scheduled and unannounced compliance visits by DEC inspectors during the season
- The revolving loan program for shore-side wastewater treatment systems

Why improve wastewater treatment systems in port communities? Over a million passengers get off cruise ships in a regular summer, and many of them use restrooms while on shore. This puts a great deal of sewage into wastewater treatment systems that were built to serve smaller year-round populations. DEC's large cruise ship permit allows ships to discharge up to 40 fecal colony forming units per 100 ml. The local wastewater treatment facility permit allows up to 1.5 million fecal colony forming units per 100 ml. This means local communities are releasing treated sewage with a far greater bacteria content into local waters than what the large ships are releasing.



DEC's current CPVEC oversight

DEC's authority to create and enforce rules regarding discharges to our waters and emissions in our air was granted when the Department was created in 1971. Laws specific to cruise ship discharges and oversight were added in 2001, prior to the creation of the ocean ranger program in 2006.

State law requires that cruise ships:

- follow discharge limits and prohibitions established in statute
- register and obtain permits/plan approvals for discharge of treated sewage and grey water
- log time and location of all discharges
- allow regular independent testing of discharges
- submit discharge logs and test results to DEC
- immediately self-report unallowed discharges

DEC staff has authority and training to :

- conduct inspections
- oversee independent contractors testing discharge samples and air opacity
- investigate possible violations
- initiate enforcement actions with counsel from Department of Law and issue fines

Four year-round staff in DEC's Water and Air Quality Divisions oversee cruise ships, with the participation of DEC's Spill Prevention and Response Program where applicable. The cost of DEC's CPVEC oversight for 2019 was \$643,000.

The ocean rangers program placed observers on board ships to report on potential non-compliance with marine discharge and pollution requirements and to ensure proper sanitation, health, and safety practices for passengers and crew. The program cost \$3.4 million in 2019.

Of the 259 Notices of Violation (NOVs) issued since inception of the ocean ranger program, six of them were attributable to ocean ranger observations. The balance were the result of self-reporting by the cruise ships and the oversight of DEC's internal inspection staff, including air monitoring contractors. After 12 years of operation, we do not believe that the benefit of onboard observers is enough to justify the roughly \$40 million spent on ocean ranger contracts over the years. We believe this money could be better spent expanding DEC's oversight of cruise ships and helping fund improvements to onshore wastewater treatment systems.



Robert Sivertsen, Mayor
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(907) 228-5603 phone
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February 19, 2020

Governor Mike Dunleavy
Office of the Governor
P.O. Box 110001
Juneau, AK 99811-0001

RE: Objecting to the Elimination of the Ocean Ranger Program

Dear Gov. Dunleavy,

With regard to the above referenced subject, the Ketchikan City Council urges the Governor's administration to reinstate the Ocean Ranger program for the 2020 cruise visitor season and to fully fund the Alaska Department of Environmental Conservation's administration of the program.

Since the voter-approved ballot initiative became law in 2006, the cruise industry in Southeast Alaska has thrived with over 1.4 million cruise visitors projected to visit the region this year with annual growth trending at 5% or more. The success of the cruise industry in Alaska has not once been impeded by the active Ocean Ranger program, nor have cruise lines challenged the collection and use of these funds for such purposes. To the contrary, cruise lines visiting Alaska appear to be keenly aware of the value in supporting environmental protection measures and the devastating impacts such violations and public perception can have on revenues. The City Council recognizes the allure of Alaska's natural beauty, which is a primary reason residents choose to make Ketchikan their home and why Alaska has gained immense popularity as a cruise destination. Preservation of Southeast Alaska's pristine marine environment is central to the success of the cruise industry and the region's economy. The Ocean Ranger program has been critical to maintaining both.

Southeast Alaska's economy has shifted from natural resource based industries to tourism, yet commercial fishing and the seafood industry remain the region's secondary economy and are entirely dependent upon the health of our marine ecosystems. Subsistence fishing practices continue to be important to the residents of Southeast Alaska as well. With the rapid decline of nearly all fisheries in the region in the last several years, it would not be prudent to decrease regulation and surveillance of all industries utilizing our waterways. While the administration has been critical of the Ocean Ranger program having yielded only 6 onboard observations that led to notices of violation, this does not justify abandoning the program. As recent as 2019, a vessel was fined for discharging untreated greywater in Glacier Bay National Park, the premier attraction for the entire Alaska cruise industry and a national treasure. While the offending cruise line self-reported the incident, assuming that all lines will self-police and report future discharges is foolish. This lack of oversight places the region's economic drivers at unsettling environmental risk. While 6 violations were observed, multiple others were surely avoided due to the high level of oversight provided by the program and this begs the question just how many violations have or will go unaccounted for while onboard monitoring is inactive. The success of a program such as the Ocean Rangers should not be measured by the number of valid offenses but by the absence or decrease of such violations. The City Council believes the Ocean Ranger program has proven to be of tremendous value and protects Alaska's marine environment for the benefit and enjoyment of all.

The Ketchikan City Council appreciates the Governor's aims to balance the state budget and close the fiscal gap by reshaping or reducing costly programs. While the elimination of some programs and services may best serve the public by freeing up funds for other needed services, the elimination of the Ocean Ranger program does not accomplish this. Alaska Statute 46.03.480(d) clearly outlines that the \$4 per-person berth fee collected by the state is for the purpose of operating the Ocean Ranger program. While the program is subject to legislative appropriation, the funding source cannot be used to fund other programs or services without adopted changes to the applicable Alaska statutes. Furthermore, the program's vetoed \$3.1 million (2019) appropriation is hardly the panacea to the state's fiscal deficiencies and is better spent on the intended program. The revenues supporting the program are generated by cruise vessel passengers, not Alaska residents, and therefore the program as implemented does not cost or save the state anything. The City Council also realizes that economic growth in the state cannot be stymied by over regulation. Being that the cruise industry has prospered while the Ocean Ranger program has been active, disregarding the program does equate to increased industry. The City Council believes there is no obvious fiscal advantage in repealing the program.

The Ocean Ranger program is the only one of its kind the in the nation and is uniquely Alaskan. The Governor can surely appreciate that Alaska's challenges require unique solutions. While the Ocean Ranger program surely leaves room for improvement, eliminating the program in its entirety without a viable alternative in place risks the health and safety of all Alaskans who depend upon our ocean waters for their livelihoods and recreation as well as invites negligence that would diminish or halt the cruise visitor industry in Southeast Alaska. Until such time that an alternative to the Ocean Ranger program has been developed, fully vetted, and legislatively approved, the Ketchikan City Council requests that the Ocean Ranger program be funded and remain in effect.

Should you have any questions on this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Sivertsen". The signature is fluid and cursive, with the first name "Robert" being more prominent and the last name "Sivertsen" written in a more compact, flowing style.

Robert Sivertsen
Mayor

Cc: Senator Bert Stedman
Representative Dan Ortiz
City of Ketchikan Councilmembers
Karl R. Amylon, City Manager
Lacey Simpson, Assistant City Manager
Steve Corporon, Port & Harbors Director
Mark Hilson, Public Works Director



Robert Sivertsen, Mayor
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February 25, 2020

Governor Mike Dunleavy
Office of the Governor
P.O. Box 110001
Juneau, AK 99811-0001

RE: Comments Regarding House Bill 74

Dear Gov. Dunleavy,

By letter to your office dated February 19, 2020, the Ketchikan City Council urged your administration to reinstate the Ocean Ranger program for the 2020 cruise visitor season. The City Council's official position regarding commercial passenger vessel discharge compliance remains in support of the Ocean Ranger program despite the recent introduction of House Bill 74 (HB 74), which would establish a grant and loan program for wastewater treatment facilities with commercial passenger vessel excise tax funds (CPV). Should HB 74 receive serious consideration and replace the Ocean Ranger program, the Ketchikan City Council requests clarifying language be added to the statute regarding the qualified recipients of such funds.

The draft bill establishes a funding program for improvements to "shore-based wastewater treatment facilities in port communities that serve commercial passenger vessels and passengers." The Ketchikan City Council finds this language alarmingly vague, as under this description privately-owned shore-based facilities and ports could easily apply for such funding. Language must be added to this bill that explicitly states such funds must be used for public or municipally-owned infrastructure, which is consistent with the intent of CPV fund use and its distribution to municipalities and other governmental entities within Alaska. Without such clarification the potential exists for these funds to be awarded incorrectly to privately owned operations.

The Ketchikan City Council believes the purpose of this bill and proposed grant or loan program is to enhance existing wastewater treatment facilities to better serve cruise vessels by providing shore-side collection without further burdening Alaska residents with expensive bonding. While the annual revenues made available through the proposed discontinuation of the Ocean Rangers program are relatively small (approximately \$4 million), the funds would surely be well utilized by municipalities. In truth, these modest revenues will not be able to drastically upgrade treatment facilities, but they may make wastewater collection possible at Ports, which theoretically may assuage the need for highly regulated oversight of wastewater discharges by commercial vessels while transiting Alaska waters.

As more privately owned Ports are developed within Alaska, it is imperative that CPV revenues continue to be solely allocated to municipalities to alleviate the impacts of tourism for the benefit of residents and visitors. Private enterprise should not be considered when allocating such funds and the language of House Bill 74 should be modified to reflect the State's commitment to providing cruise vessel generated revenues to municipalities reliant upon tourism.

Should you have any questions on this matter, please do not hesitate to contact me.

Sincerely,



Robert Sivertsen
Mayor

Cc: Senator Bert Stedman
Representative Dan Ortiz
City of Ketchikan Councilmembers
Karl R. Amylon, City Manager
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Steve Corporon, Port & Harbors Director
Mark Hilson, Public Works Director