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Renee Limoge Reeve  
Vice President of Government and Community Relations  
Cruise Lines International Association  
360 K Street, Suite 300  
Anchorage, AK 99501

Ms. Limoge Reeve,

I am writing to express my disappointment at CLIA's objection to multiple passenger fee projects in your April 3, 2024 letter. The correspondence is late, inaccurate about funding for private docks, ignores the fact the CBJ communicated early and often with CLIA on these projects, and arbitrarily attacks long standing CBJ programs that are of great benefit to visitors. Ms. Pierce's letter goes into detail on how CBJ followed the process as established in the settlement agreement.

I don't think your member lines appreciate what a difficult situation this objection puts CBJ Administration in as we work with the public and the Assembly to give us time and trust in industry to negotiate fair and reasonable passenger limits instead of implementing unilateral policy changes without care for how it impacts your member lines. CBJ has worked hard to maintain a collaborative relationship with industry, often at the criticism of the public. I particularly want to call attention to the fact that due to the influx of visitors wanting to ride Capital Transit to a stop 1.5 miles from the Mendenhall Glacier last year, our bus drivers routinely had to leave local residents behind because the busses were too full of tourists. Is CLIA really objecting to adding drivers to those routes and advocating for Capital Transit continuing to leave people trying to get to work, people in wheelchairs, the elderly and mothers with toddlers at bus stops?

While I am familiar with the language of the Tonnage Clause, I also understand that CBJ does not need CLIA's permission on what to spend passenger fees on. However, in the past we have had constructive, collaborative and timely communication. I am hopeful that will be the case in the future.

Sincerely,

Katie Koester