

Ferry Terminal Cruise with Tendering Sub Committee

September 21, 2017 at 4 pm.

Attending: Heather Sorokin, Tom Crikelair, Stephanie Clement, Carol Chappell, Hook Wheeler, Bob Garland, Dessa Dancy, Doreen Willett, Lilea Simis, Dave Woodside.

Committee members introduced themselves.

Tom Crikelair said the group needs to answer questions, what is it we are doing? How are we going to do it? It is the committee's job to clarify what the tendering option means and to spell out what it would look like. He went on a tender and the docking arrangement at the ship appeared to be very stable, like walking in the front door of the building.

Heather Sorokin said the committee should come up with things we want to see, delegate duties and return to discuss.

Tom Crikelair reviewed a draft spreadsheet with goals and impacts and said the squares needed to be filled in. He asked the questions Why have a tender? What problems are we trying to solve? What tendering strategies do we need to address?

Also what are the essential facilities to have tendering operate?

What optional facilities should be considered?

What are the costs to build as well as the O & M costs ?

What revenue sources are available?

What are the positive and negative impacts?

Carol Chappell asked about the Fee structure, what they are and who gets what.

Tom Crikelair said the committee needs to make a list of facts and information that will help us to get the most meaningful scenario. Can you tender to two locations? Is the solution proposed worse than the current method? Are more tenders needed to serve two locations?

Cornell Knight said a tour of a cruise ship for the committee is scheduled for October 2.

Information will be going out tomorrow. The town receives \$4.30 per passenger from the cruise lines, based upon lower berth capacity. The total fees and uses of those funds over the past 7 years is on the town's website.

Bob Garland said it would be a long ride on a tender from Anchorage A to the Ferry Terminal.

Stephanie Clement asked how many slips/floats are needed for tenders at the terminal? What are the sizes needed?

Carol Chappell asked where the anchorages are located? A ship turned around today due to ocean swells, do some anchorages work better for certain ships?

Tom Crikelair said there could be 3 strategies to run through the evaluation process: (1) all tenders to the ferry terminal; (2) passengers with bus tours to the ferry terminal, shoppers and

crew to the town pier; (3) Anchorage A to the town pier, Anchorage B to the ferry terminal. Dave Woodside pointed out that the third approach would involve tour buses staging from both locations.

Lilea Simis asked if excursion buses combine people from different ships?

Tom Crikelair asked members to take the time to view the shore/bus operations during a cruise ship day.

Heather Sorokin said the questions so far are, is there a map of the anchorages? Who does the tendering? What are the fee structures? Can tenders be split between two locations? Would it cost more to tender to 2 locations? Would more boats be needed? How to split the tenders with 3 anchorages? What is needed for docks? Do passengers from different ships go on the same excursion buses? Are there homeland security issues with having tenders arrive and other activities going on at the location?

Stephanie Clement said if there is no incentive to the cruise lines to go to the ferry terminal than the cruise lines may not use the ferry terminal site.

Tom Crikelair said the excursion bus system works because the on-site managers from the three excursion companies cooperate. He asked how exposed is the ferry terminal site to wind and weather? Is a breakwater needed?

Anna Durand said her committee is looking at the breakwater issue and can coordinate with a member of this committee. She said the Cruise Ship Committee can be asked these questions. The Acadia National Park's transportation plan should be considered.

Tom Crikelair said people need to think about how to move 450 people per hour on shuttles between the ferry terminal and downtown. Key West uses 2 docks. They use multi-unit trams to move passengers from one of these docks. Committee members should check on-line reviews to see how cruise passengers feel about the trams.

The list of essential facilities on the spreadsheet was reviewed.

An attempt was made to list essential facilities at the ferry terminal location. (We did not review anything and a list was not successfully made.)

Gary Conrad said changes in the ecology on the sea bed will effect businesses around the bay.

Tom Crikelair said an additional essential facility is the Customs and Homeland Security. He asked whether two sets of floats would be needed at the ferry terminal site to keep passengers separated when two ships are in town.

Matt Hochman said cruise ship fees can cover the debt service on the purchase price, \$3.5 million of the property. The committee should look at homeland security issues with a marina and tendering. He said his experience on a tender was not as good as Tom's.

Tom Crikelair said the committee should present the best possible scenario for tendering. There are a number of different congestion impacts to be considered: bus, sidewalk, shuttle from terminal to town, auto, parking, safety and commercial fisherman.

Dave Woodside said maybe the recommendation of the committee is to take no action.

The committee reviewed the list of impacts.

Anna Durand said the committee should consider impacts on the land base tourists and the visual impacts of buses on the pier and Agamont Park.

Doreen Willett said there are impacts on the residents walking downtown, on the pier and in the parks.

Carol Chappell said there are impacts on the public access to the waterfront if there are setback restrictions from Homeland Security on cruise ships.

Tom Crikelair said there are also impacts on cruise passengers. A goal should be for cruise passengers to have a good experience.

Stephanie Clement said impacts should also include light pollution and shell fish protection.

Lilea Simis said the project should be financially feasible.

Heather Sorokin said that there are vehicular congestion impacts for land based tourists and residents alike on cruise ship days. It is difficult to use the park and the pier on those days.

Heather said she would email goals and members should think about impacts for the next meeting.

Tom Crikelair will add to his spreadsheet based upon today's comments. Doreen added that impacts on personnel (staffing) should be included. A list of questions for Acadia National Park should be prepared.

Next meeting is Tuesday October 3rd at 4 pm.