

City of Sand Point Council Meeting



Workshop: Tuesday, February 13, 2018 – 2:00 p.m.

Meeting: Tuesday, February 13, 2018 – 7:00 p.m.

CALL TO ORDER

ROLL CALL

CITY OF SAND POINT

(packet will be available on website February 9, 2018 www.sandpointak.com)



MAYOR

Mayor Glen Gardner Jr. - Office Exp. 2020

COUNCIL MEMBERS

Danny Cumberlidge	Seat A - Exp. 2019
Allan Starnes	Seat B - Exp. 2020
Shirley Brown	Seat C - Exp. 2019
Jack Foster Jr.	Seat D - Exp. 2020
Marita Gundersen	Seat E - Exp. 2018
Emil Mobeck	Seat F - Exp. 2018

SAND POINT CITY COUNCIL MEETING AGENDA CITY CHAMBERS

Regular Meeting

Tuesday, February 13, 2017 7:00 pm

**CALL TO ORDER
ROLL CALL
APPROVAL OF AGENDA**

CONSENT AGENDA:

1. Minutes: Minutes of Regular Meeting on December 12, 2017

REPORTS:

1. Finance Officer
2. Administrator
3. DPS Director
4. Fire Chief
5. Public Works Director
6. Harbor Master
7. Student Representative

HEARINGS, ORDINANCES AND RESOLUTIONS:

1. Ordinance 2018-01: Adopting Sand Point Comprehensive Community Development Plan – 2nd Reading
2. Resolution 18-01: Alaska Marine Highway System

OLD BUSINESS:

1. Airport 139 Certification
2. Grove Maintenance Quote

NEW BUSINESS:

1. Sand Point Little League Position
2. CIP Priority List Review
3. Implementation of Sand Point Comprehensive Community Development Plan
4. SWAMC

**PUBLIC COMMENTS
COUNCIL COMMENTS
ADJOURNMENT**

THERE IS A WORKSHOP FOR THIS MEETING AT 2 P.M. – SAME DAY IN CITY CHAMBERS

POSTED: 02/07/18

CALL TO ORDER:

The regular meeting of the Sand Point City Council was held Tuesday, January 9, 2018 in the Sand Point Council Chambers. Mayor Glen Gardner, Jr. called the meeting to order at 7:01 p.m.

ROLL CALL:

Glen Gardner Jr.	Mayor	Present
Danny Cumberlidge	Seat A	Present via teleconference
Allan Starnes	Seat B	Present
Shirley Brown	Seat C	Present
Jack Foster, Jr.	Seat D	Present
Marita Gundersen	Seat E	Present
Emil Mobeck	Seat F	Present

A quorum was established.

Staff in attendance:

Andy Varner, Administrator via teleconference
Lamar Cotten, Interim Administrator
Shannon Sommer, City Clerk
Krista Galvin, Finance Officer
Richard Kochuten Sr., Harbor Master

APPROVAL OF AGENDA:

Mayor Glen Gardner Jr. requested a motion to approve the agenda.
MOTION: Councilperson Marita Gundersen made a motion to approve the agenda.
SECOND: Councilperson Emil Mobeck seconded the motion.
VOTE: Motion passed unanimously.

APPROVAL OF CONSENT AGENDA:

1. Minutes of the December 10, 2017 Regular Meeting.
Mayor Glen Gardner, Jr. requested a motion to approve the consent agenda.
MOTION: Councilperson Shirley Brown made a motion to adopt the consent agenda.
SECOND: Councilperson Marita Gundersen seconded the motion.
VOTE: Motion passed unanimously.

REPORTS:

Finance Officer - Krista Galvin

Finance Officer Krista Galvin reported for the month of November 2017 Raw Fish Tax was \$10,083.69 and Sales Tax was \$49,870.42.

Administrator - Andy Varner

Administrator Andy Varner thanked the City Council for hiring him as an Administrator and stated he will miss working with the City. He reported he had been working with the new Interim Administrator Lamar Cotten, both met with ANTHC for an update on the outfall line project, which is scheduled for May/June and materials will arrive on the 1st ferry to Sand Point. A letter from Mayor Gardner with other mayors and Tribal Government representatives from the borough joined together and sent a letter to Governor Bill Walker requesting emergency relief due to the Cod collapse in the Gulf. Both Administrator Varner and Interim Administrator Cotten met with DOT and PND to discuss the Dock Replacement Design and discussed an “additive alternate” estimate to incorporate replacing the fender system on the existing dock. TDX new proposed rate increase is currently 23%.

TDX President John Lyons promised the City to hold a community meeting here in Sand Point in February 2018 to discuss the rate increase and other updates. Both Administrator Varner and Interim Administrator Cotten met with EAT Executive Director Jennifer Harrison and their Finance Director to discuss the new Clinic agreement, which included charging EAT rent and recoup charges such as replacement charges, insurance, depreciation and other optional costs. The New Harbor Float drawing design is 90% done, they also completed draft Bid forms, Special Provisions of the contract, General Conditions and Technical Specifications.

Councilperson Danny Cumberlidge stated he attended the AEB 3-day planning workshop in December 2017 with all the communities in Anchorage, he touched base with other representatives and stated we need to work together with the other communities to update our communications, etc. He stated it was a very educational seminar.

Interim Administrator Cotten stated with the cost estimate for the dock design will be in the next packet and TDX's rate increase, in their rate system documents, TDX stated they are lacking \$200,000, and it is permissible.

Mayor Gardner thanked Administrator Varner on behalf for the City, for his time working with the City.

Interim Police Sergeant – Brent Neirman for DPS Police Chief - Hal Henning
Interim Police Sergeant Brent Neirman report in packet.

Public Works Director - David Stokes
Public Works Director is still away for medical, no report given at this time.

Water and Sewer - Allen Hill
Water/Sewer Supervisor Allen Hill's report included in packet.

Harbor Master - Richard Kochuten, Sr.
Harbor Master Richard Kochuten Sr. reported the tires for the 150 AMO have been ordered and should arrive in Sand Point on the next freight boat. For the last few years, the harbor had been having high tides, he recommended adding about 2ft. of rock to the dry dock. The harbor had to reject some boats for dry dock, he recommended widening the road by the gear shed for the Travelift for more space.

Student Representative – Peyton Stroud
Student Representative Peyton Stroud stated they had their 2nd Student Council meeting. They will have their 1st pep assembly and dance to kick off the basketball season and they will send 6 students to the AASG meeting in April 2018.

HEARINGS, ORDINANCES, AND RESOLUTIONS:

1. Ordinance 2017-06: FY18 Budget Amendment – 2nd Reading

MOTION: Councilperson Jack Foster Jr. made a motion to put Ordinance 2017-06: FY18 Budget Amendment on the floor for 2nd Reading.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

MOTION: Councilperson Shirley Brown made a motion to adopt Ordinance 2017-06: FY18 Budget Amendment.

SECOND: Councilperson Marita Gundersen seconded the motion.

VOTE: Motion passed unanimously.

2. Ordinance 2017-07: Permanent Fund Reserve Account Deposit – 2nd Reading

MOTION: Councilperson Marita Gundersen made a motion to put Ordinance 2017-07: Permanent Fund Reserve Account Deposit on the floor for 2nd Reading.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

MOTION: Councilperson Jack Foster Jr. made a motion to adopt Ordinance 2017-07: Permanent Fund Reserve Account Deposit.

SECOND: Councilperson Emil Mobeck seconded the motion.

VOTE: Motion passed unanimously.

3. Ordinance 2018-01: Adopting Sand Point Comprehensive Community Development Plan – 2nd Reading
Councilperson Shirley Brown asked if community service can be incorporated into the Ordinance. Mayor Gardner replied Interim Administrator Cotten will look into that.

MOTION: Councilperson Marita Gundersen made a motion to adopt Ordinance 2018-01: Adopting Sand Point Comprehensive Community Development.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

OLD BUSINESS:

1. Airport Certification

Airport Certification will be postponed until February 2018 agenda. Mayor Gardner and Administrator Varner thanked, Rob Green with DOT from Kodiak, who attended the workshop and gave an overview of what the certification entails. Mayor Gardner stated the agreement will be brought back to the Council with, no cost to the City, included in the new agreement.

2. New City Administrator Transition Schedule

Mayor Gardner stated interviews for the new City Administrator will take place in late February 2018, and welcomed and thanked Interim Administrator Cotten.

NEW BUSINESS:

1. Grove Maintenance

Grove Maintenance postponed until February 2018 agenda.

2. Phone / Internet System

Phone / Internet System postponed until February 2018 Agenda.

PUBLIC COMMENTS: None.

COUNCIL COMMENTS:

Councilpersons Brown, Marita Gundersen and Jack Foster Jr. thanked Administrator Varner for his time with the City and welcomed Interim Administrator Cotten.

ADJOURNMENT:

MOTION: Councilperson Marita Gundersen made a motion to adjourn.

SECOND: Councilperson Emil Mobeck seconded the motion.

The meeting adjourned at 7:47 PM.

Glen Gardner, Jr., Mayor

ATTEST:

Shannon Sommer, City Clerk

REPORTS

FINANCE OFFICER

**City of Sand Point
Raw Fish Tax Revenue**

	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
July	98,195.23	156,655.84	121,976.31	110,509.71	129,882.77	142,500.10
August	68,242.04	137,107.36	48,575.15	94,822.69	42,576.34	139,542.35
September	71,393.24	53,307.44	64,362.76	62,297.79	63,622.18	37,427.07
October	74,240.08	41,610.64	32,213.32	76,878.70	59,854.60	32,201.69
November	5,675.98	22,386.53	7,214.11	3,770.50	6,757.09	10,083.69
December	1,305.30	5,337.01	372.97	735.79	-	515.28
January	39,379.85	43,650.07	25,670.23	21,798.52	8,015.18	-
February	33,190.81	53,363.98	37,309.68	47,098.16	47,058.04	-
March	78,691.30	65,073.23	88,220.14	69,354.74	95,569.42	-
April	24,930.11	36,514.38	15,613.35	23,493.50	5,984.43	-
May	16,846.94	21,292.12	25,246.23	16,091.74	20,790.33	-
June	129,015.93	64,462.43	68,319.25	78,884.08	109,955.05	-
Total	641,106.81	700,761.03	535,093.50	605,735.92	590,065.43	362,270.18

Sales Tax Revenue

	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
July	101,206.98	82,934.73	104,201.30	88,780.27	75,255.42	79,691.25
August	76,571.79	73,136.15	88,102.34	92,491.15	64,147.25	77,015.98
September	194,900.07	75,647.72	116,436.20	95,569.47	80,332.82	66,935.45
October	85,720.47	69,251.83	81,510.79	71,821.64	62,727.84	34,186.58
November	90,575.50	46,816.20	43,535.59	35,841.10	36,741.45	49,870.42
December	44,723.29	52,116.25	44,980.97	48,357.80	37,647.73	31,231.26
January	62,428.48	80,977.40	66,575.33	60,942.89	58,373.49	-
February	57,547.22	84,035.36	69,895.86	60,702.43	59,618.34	-
March	75,307.36	126,325.95	105,731.28	81,364.98	77,700.11	-
April	65,117.67	86,407.71	58,562.79	53,394.08	52,535.54	-
May	58,775.64	70,189.92	52,976.00	44,528.77	45,569.00	-
June	80,381.46	98,758.26	96,824.06	80,350.37	78,996.36	-
Total	993,255.93	946,597.48	929,332.51	814,144.95	729,645.35	338,930.94
				TDX Fines	(150,000.00)	
					579,645.35	

City of Sand Point
Bank Balance

Date

		Balance	
		Date	
Bank	End of DECEMBER	2/8/2018	
Key Bank	1,787,538.10		
Wells Fargo - General	430,655.48	160,123.30	
Wells Fargo - Bingo Fund	122,252.49	140,558.53	
Wells Fargo - Silver Salmon Fund	34,572.12	38,780.49	
AlaskaUsa Federal Credit Union CD	204,636.57	204,792.12	
Charles Schwab	516,910.92		

CITY OF SAND POINT
***Expenditure Guideline-No Enc Sum©**

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Current Period: DECEMBER 17-18

	17-18 YTD Budget	17-18 YTD Amt	DECEMBER MTD Amt	17-18 YTD Balance	% of YTD
GENERAL FUND					
LEGISLATIVE	\$134,200.00	\$70,878.12	\$14,139.97	\$63,321.88	52.82%
ADMINISTRATION	\$987,300.00	\$476,554.00	\$65,036.49	\$510,746.00	48.27%
PARKS AND RECREATION	\$24,000.00	\$12,314.88	\$3,202.80	\$11,685.12	51.31%
PUBLIC SAFETY	\$546,500.00	\$231,573.65	\$36,876.49	\$314,926.35	42.37%
PUBLIC WORKS	\$585,600.00	\$355,515.20	\$50,229.78	\$230,084.80	60.71%
FACILITIES	\$292,350.00	\$98,612.45	\$16,284.89	\$193,737.55	33.73%
Total GENERAL FUND	<u>\$2,569,950.00</u>	<u>\$1,245,448.30</u>	<u>\$185,770.42</u>	<u>\$1,324,501.70</u>	<u>48.46%</u>
BINGO FUND					
ADMINISTRATION	\$535,850.00	\$322,941.61	\$39,874.60	\$212,908.39	60.27%
Total BINGO FUND	<u>\$535,850.00</u>	<u>\$322,941.61</u>	<u>\$39,874.60</u>	<u>\$212,908.39</u>	<u>60.27%</u>
SILVER SALMON DERBY					
FIRE	\$30,000.00	\$22,556.67	\$0.00	\$7,443.33	75.19%
Total SILVER SALMON DERBY	<u>\$30,000.00</u>	<u>\$22,556.67</u>	<u>\$0.00</u>	<u>\$7,443.33</u>	<u>75.19%</u>
CLINIC OPERATIONS/MAINTENANCE					
ADMINISTRATION	\$36,412.00	\$0.00	\$0.00	\$36,412.00	0.00%
Total CLINIC OPERATIONS/MAINTENANCE	<u>\$36,412.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$36,412.00</u>	<u>0.00%</u>
ROCK CRUSHER ENTERPRISE FUND					
PUBLIC WORKS	\$40,500.00	\$39,465.93	\$0.00	\$1,034.07	97.45%
Total ROCK CRUSHER ENTERPRISE FUND	<u>\$40,500.00</u>	<u>\$39,465.93</u>	<u>\$0.00</u>	<u>\$1,034.07</u>	<u>97.45%</u>
WATER/SEWER OPERATIONS					
WATER/SEWER	\$271,500.00	\$114,467.20	\$20,852.91	\$157,032.80	42.16%
Total WATER/SEWER OPERATIONS	<u>\$271,500.00</u>	<u>\$114,467.20</u>	<u>\$20,852.91</u>	<u>\$157,032.80</u>	<u>42.16%</u>
HARBOR/PORT OPERATIONS					
HARBOR	\$580,500.00	\$275,996.71	\$50,322.88	\$304,503.29	47.54%
Total HARBOR/PORT OPERATIONS	<u>\$580,500.00</u>	<u>\$275,996.71</u>	<u>\$50,322.88</u>	<u>\$304,503.29</u>	<u>47.54%</u>
REFUSE COLLECTION					
PUBLIC WORKS	\$168,350.00	\$74,069.89	\$15,071.98	\$94,280.11	44.00%
Total REFUSE COLLECTION	<u>\$168,350.00</u>	<u>\$74,069.89</u>	<u>\$15,071.98</u>	<u>\$94,280.11</u>	<u>44.00%</u>
Report Total	<u>\$4,233,062.00</u>	<u>\$2,094,946.31</u>	<u>\$311,892.79</u>	<u>\$2,138,115.69</u>	<u>49.49%</u>

CITY OF SAND POINT
***Revenue Guideline-Alt Code©**

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Current Period: DECEMBER 17-18

		17-18	17-18	DECEMBER	17-18	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
GENERAL FUND						
Active	R 01-200 CAPITAL GAIN / LOSS	\$0.00	\$13,828.18	\$1,202.35	-\$13,828.18	0.00%
Active	R 01-201 INTEREST INCOME	\$10,000.00	\$16,390.55	\$5,815.11	-\$6,390.55	163.91%
Active	R 01-202 FINES AND PENALTYS	\$2,000.00	\$621.58	\$0.00	\$1,378.42	31.08%
Active	R 01-203 OTHER REVENUE	\$70,000.00	\$4,225.08	\$291.80	\$65,774.92	6.04%
Active	R 01-205 4% SALES TAX	\$850,000.00	\$386,696.04	\$49,870.42	\$463,303.96	45.49%
Active	R 01-213 RAW FISH TAX	\$620,000.00	\$471,709.95	\$10,083.69	\$148,290.05	76.08%
Active	R 01-214 FINE-LATE SALES TAX	\$1,000.00	\$1,379.80	\$12.30	-\$379.80	137.98%
Active	R 01-217 7% B & B Tax	\$14,000.00	\$9,046.46	\$2,670.76	\$4,953.54	64.62%
Active	R 01-225 PAYMENT IN LIEU OF TAX	\$150,000.00	\$0.00	\$0.00	\$150,000.00	0.00%
Active	R 01-226 EVENT COSTS	\$12,000.00	\$0.00	\$0.00	\$12,000.00	0.00%
Active	R 01-229 EASTER EGG HUNT DONA	\$0.00	\$300.00	\$0.00	-\$300.00	0.00%
Active	R 01-230 DONATIONS	\$2,500.00	\$550.00	\$250.00	\$1,950.00	22.00%
Active	R 01-231 INSURANCE REFUND	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-233 BUSINESS LIC. FEE	\$4,000.00	\$75.00	\$0.00	\$3,925.00	1.88%
Active	R 01-234 SB 46 PERS RELIEF	\$40,000.00	\$0.00	\$0.00	\$40,000.00	0.00%
Active	R 01-238 ANCHORAGE OFFICE	\$20,000.00	\$0.00	\$0.00	\$20,000.00	0.00%
Active	R 01-250 STATE REVENUE SHARIN	\$87,700.00	\$98,363.00	\$0.00	-\$10,663.00	112.16%
Active	R 01-256 REVENUE--STATE OF ALA	\$7,500.00	\$0.00	\$0.00	\$7,500.00	0.00%
Active	R 01-257 REVENUE--FEDERAL GOV	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 01-260 STATE LIQUOR SHARE TA	\$3,500.00	\$0.00	\$0.00	\$3,500.00	0.00%
Active	R 01-265 STATE PROCESSORS TAX	\$38,000.00	\$0.00	\$0.00	\$38,000.00	0.00%
Active	R 01-266 ExT FISH TAX SHARING	\$250,000.00	\$458,906.62	\$0.00	-\$208,906.62	183.56%
Active	R 01-285 EQUIPMENT RENTAL	\$20,000.00	\$5,002.67	\$87.07	\$14,997.33	25.01%
Active	R 01-291 BUILDING RENTALS	\$140,000.00	\$54,794.27	\$5,890.16	\$85,205.73	39.14%
Active	R 01-293 LIBRARY GRANT	\$4,200.00	\$7,000.00	\$0.00	-\$2,800.00	166.67%
Active	R 01-297 POLICE MISC REVENUE	\$50,000.00	\$15,085.00	\$400.00	\$34,915.00	30.17%
Active	R 01-298 EMS MISC REVENUE	\$5,000.00	\$7,182.00	\$0.00	-\$2,182.00	143.64%
Active	R 01-990 F/V DESTINATION SWEAT	\$0.00	\$80.00	\$0.00	-\$80.00	0.00%
	Total	<u>\$2,401,400.00</u>	<u>\$1,551,236.20</u>	<u>\$76,573.66</u>	<u>\$850,163.80</u>	<u>64.60%</u>
	Total GENERAL FUND	\$2,401,400.00	\$1,551,236.20	\$76,573.66	\$850,163.80	64.60%
BINGO FUND						
Active	R 02-203 OTHER REVENUE	\$5,000.00	\$19.23	\$0.00	\$4,980.77	0.38%
Active	R 02-294 BINGO REVENUE	\$40,000.00	\$20,964.00	\$2,693.00	\$19,036.00	52.41%
Active	R 02-295 PULL TAB REVENUE	\$550,000.00	\$334,665.00	\$38,968.00	\$215,335.00	60.85%
	Total	<u>\$595,000.00</u>	<u>\$355,648.23</u>	<u>\$41,661.00</u>	<u>\$239,351.77</u>	<u>59.77%</u>
	Total BINGO FUND	\$595,000.00	\$355,648.23	\$41,661.00	\$239,351.77	59.77%
SILVER SALMON DERBY						
Active	R 03-230 DONATIONS	\$3,000.00	\$3,550.00	\$0.00	-\$550.00	118.33%
Active	R 03-292 SILVER SALMON DERBY	\$0.00	\$30,601.63	\$0.00	-\$30,601.63	0.00%
	Total	<u>\$3,000.00</u>	<u>\$34,151.63</u>	<u>\$0.00</u>	<u>-\$31,151.63</u>	<u>1138.39%</u>
	Total SILVER SALMON DERBY	\$3,000.00	\$34,151.63	\$0.00	-\$31,151.63	1138.39%
CLINIC OPERATIONS/MAINTENANCE						
Active	R 10-257 REVENUE--FEDERAL GOV	\$36,412.00	\$10,925.56	\$0.00	\$25,486.44	30.01%
	Total	<u>\$36,412.00</u>	<u>\$10,925.56</u>	<u>\$0.00</u>	<u>\$25,486.44</u>	<u>30.01%</u>
	Total CLINIC OPERATIONS/MAINTENANCE	\$36,412.00	\$10,925.56	\$0.00	\$25,486.44	30.01%
ROCK CRUSHER ENTERPRISE FUND						

CITY OF SAND POINT
***Revenue Guideline-Alt Code©**

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Current Period: DECEMBER 17-18

		17-18	17-18	DECEMBER	17-18	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
Active	R 58-207 GRAVEL SALES	\$45,000.00	\$900.00	\$0.00	\$44,100.00	2.00%
Total		<u>\$45,000.00</u>	<u>\$900.00</u>	<u>\$0.00</u>	<u>\$44,100.00</u>	<u>2.00%</u>
Total ROCK CRUSHER ENTERPRISE FUND		\$45,000.00	\$900.00	\$0.00	\$44,100.00	2.00%
WATER/SEWER OPERATIONS						
Active	R 61-202 FINES AND PENALTYS	\$2,500.00	\$784.55	\$12.90	\$1,715.45	31.38%
Active	R 61-206 WATER/SEWER REVENUE	\$210,000.00	\$93,024.43	\$13,556.59	\$116,975.57	44.30%
Active	R 61-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 61-235 TRANSFER IN	\$59,000.00	\$0.00	\$0.00	\$59,000.00	0.00%
Active	R 61-243 USDA GRANT REVENUE	\$0.00	\$23,516.00	\$0.00	-\$23,516.00	0.00%
Active	R 61-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Total		<u>\$271,500.00</u>	<u>\$117,324.98</u>	<u>\$13,569.49</u>	<u>\$154,175.02</u>	<u>43.21%</u>
Total WATER/SEWER OPERATIONS		\$271,500.00	\$117,324.98	\$13,569.49	\$154,175.02	43.21%
HARBOR/PORT OPERATIONS						
Active	R 62-201 INTEREST INCOME	\$0.00	\$2,944.78	\$114.62	-\$2,944.78	0.00%
Active	R 62-203 OTHER REVENUE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-210 HARBOR/MOORAGE	\$215,000.00	\$147,222.49	\$13,019.98	\$67,777.51	68.48%
Active	R 62-211 HARBOR/TRAVELLIFT	\$95,000.00	\$64,719.86	\$4,183.64	\$30,280.14	68.13%
Active	R 62-212 BOAT HARBOR/RENTS	\$85,000.00	\$35,903.50	\$19,700.00	\$49,096.50	42.24%
Active	R 62-215 HARBOR/WHARFAGE	\$85,000.00	\$74,033.02	\$61,274.20	\$10,966.98	87.10%
Active	R 62-219 HARBOR ELEC SERVICE F	\$8,000.00	\$4,055.92	\$45.00	\$3,944.08	50.70%
Active	R 62-220 HARBOR/ELEC DEPOSIT	\$2,000.00	\$11.55	\$0.00	\$1,988.45	0.58%
Active	R 62-221 HARBOR/VAN STORAGE	\$22,000.00	\$16,941.20	\$0.00	\$5,058.80	77.01%
Active	R 62-222 HARBOR/STALL ELECTRIC	\$35,000.00	\$11,714.15	\$411.14	\$23,285.85	33.47%
Active	R 62-223 HARBOR/ELECTRICITY	\$4,000.00	\$1,517.81	\$0.00	\$2,482.19	37.95%
Active	R 62-224 GEARSHED LOCKER REN	\$15,000.00	\$1,200.00	\$100.00	\$13,800.00	8.00%
Active	R 62-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-235 TRANSFER IN	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-237 HARBOR STORAGE	\$5,000.00	\$921.75	\$282.30	\$4,078.25	18.44%
Active	R 62-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 62-285 EQUIPMENT RENTAL	\$25,000.00	\$24,002.84	\$992.38	\$997.16	96.01%
Total		<u>\$596,000.00</u>	<u>\$385,188.87</u>	<u>\$100,123.26</u>	<u>\$210,811.13</u>	<u>64.63%</u>
Total HARBOR/PORT OPERATIONS		\$596,000.00	\$385,188.87	\$100,123.26	\$210,811.13	64.63%
REFUSE COLLECTION						
Active	R 65-202 FINES AND PENALTYS	\$1,500.00	\$421.91	\$6.70	\$1,078.09	28.13%
Active	R 65-204 REFUSE COLLECTION	\$160,000.00	\$67,047.45	\$9,835.13	\$92,952.55	41.90%
Active	R 65-234 SB 46 PERS RELIEF	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Active	R 65-235 TRANSFER IN	\$7,350.00	\$0.00	\$0.00	\$7,350.00	0.00%
Active	R 65-270 ON BEHALF REVENUE PE	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Total		<u>\$168,850.00</u>	<u>\$67,469.36</u>	<u>\$9,841.83</u>	<u>\$101,380.64</u>	<u>39.96%</u>
Total REFUSE COLLECTION		\$168,850.00	\$67,469.36	\$9,841.83	\$101,380.64	39.96%
Report Total		\$4,117,162.00	\$2,522,844.83	\$241,769.24	\$1,594,317.17	61.28%

CITY OF SAND POINT

02/08/18 2:13 PM

Page 1

***Fund Summary -
Budget to Actual©**

DECEMBER 17-18

	17-18 YTD Budget	DECEMBER MTD Amount	17-18 YTD Amount	17-18 YTD Balance	17-18 % YTD Budget
FUND 01 GENERAL FUND					
Revenue	\$2,401,400.00	\$76,573.66	\$1,551,236.20	\$850,163.80	64.60%
Expenditure	\$2,569,950.00	\$185,770.42	\$1,245,448.30	\$1,324,501.70	48.46%
		-\$109,196.76	\$305,787.90		
FUND 02 BINGO FUND					
Revenue	\$595,000.00	\$41,661.00	\$355,648.23	\$239,351.77	59.77%
Expenditure	\$535,850.00	\$39,874.60	\$322,941.61	\$212,908.39	60.27%
		\$1,786.40	\$32,706.62		
FUND 03 SILVER SALMON DERBY					
Revenue	\$3,000.00	\$0.00	\$34,151.63	-\$31,151.63	138.39%
Expenditure	\$30,000.00	\$0.00	\$22,556.67	\$7,443.33	75.19%
		\$0.00	\$11,594.96		
FUND 10 CLINIC OPERATIONS/MAINTENANCE					
Revenue	\$36,412.00	\$0.00	\$10,925.56	\$25,486.44	30.01%
Expenditure	\$36,412.00	\$0.00	\$0.00	\$36,412.00	0.00%
		\$0.00	\$10,925.56		
FUND 61 WATER/SEWER OPERATIONS					
Revenue	\$271,500.00	\$13,569.49	\$117,324.98	\$154,175.02	43.21%
Expenditure	\$271,500.00	\$20,852.91	\$114,467.20	\$157,032.80	42.16%
		-\$7,283.42	\$2,857.78		
FUND 62 HARBOR/PORT OPERATIONS					
Revenue	\$596,000.00	\$100,123.26	\$385,188.87	\$210,811.13	64.63%
Expenditure	\$580,500.00	\$50,322.88	\$275,996.71	\$304,503.29	47.54%
		\$49,800.38	\$109,192.16		
FUND 65 REFUSE COLLECTION					
Revenue	\$168,850.00	\$9,841.83	\$67,469.36	\$101,380.64	39.96%
Expenditure	\$168,350.00	\$15,071.98	\$74,069.89	\$94,280.11	44.00%
		-\$5,230.15	-\$6,600.53		
Report Total		-\$70,123.55	\$466,464.45		

Memo

To: Mayor Gardner
City Council Members
Sand Point Residents

From: Lamar Cotten
Interim City Administrator

Date: February 3, 2018

Subj: Monthly Report for February 2018

Here is a brief overview on a series issues that I-with assistance of the Mayor and staff- have been working on over the last month or so.

Dock Replacement Design and Future Construction

I have been attending the Dock Replacement Design bi-weekly meeting along with PND, Inc and DOTPF officials. This project involves federal funds administered by DOTPF. In Andy's last month presentation, he indicated that because of a slow turn around by Federal Highway on design reviews, the project schedule slipped to whereby construction would occur between 12.2018 and 05.2019. Now the project has technically slipped again a start date of 01.2019 with a completion date in the summer of 2019. With the need for pouring concert, the actual project construction probably did not slip back that much since actual construction on site would have not started until the summer-2019. Mark Hickey and I will continue to monitor the issue.

EAT Clinic Arrangement.

Based upon my first meeting with EAT staff on the 105(1) lease, I have been-with city staff support-putting together all the needed information to make the case for an increase in rent payments to the city. We should be completed by late February. The next step by EAT and the federal support agencies is to review the documents. Since Sand Point is the first community to go through this exercise, it's a bit unclear how long the process will take before we see a bump in the rent.

Comprehensive City Plan

I (with the mayor and staff help) have been working with AECOM staff on amending the document. A copy of which found in your packets under Comprehensive City Plan, 2nd Reading. Secondly, I put together a set of recommendations on possible implementation of steps of the plan.

Airport Certification Part 139

I met with Danny Seybert-PenAir, Inc. and spoke with Rob Greene-DOTPF on the details of Airport Certification Part-139 process. In essence, both parties seek to move the process ahead. They both agreed with the holding the City of Sand Point financially harmless. Rob Greene-DOTPF has agreed to push back the somewhat restrictive deadline until the end of April as well as provide us a revise the draft agreement to better fit Sand Point. I have attached in the packet a memo summarizing my discussions with Danny Seybert and Rob Greene. Recently, Mr. Seybert has been absence from work for health reasons. Consequently, this meeting information may need to updated in future.

Office Matters

With the help of Krista and Shannon we:

1. Have push through on paying the Frontline Construction, LLC on time;
2. Sent-after a very brief conversation with the city attorney-a former police officer requested personal files;
3. Communicated with attorney about the F/V Tiffy about the very slow process of having the issue settled. We are still waiting for DEC to complete the transfer; and
4. AECOM release of legal claims document was signed sent to AECOM.

City Administrator Candidate Search

The search continues. The mayor and I have whittled down the list down to 3 or 4 candidates. As of today, at least two candidates will be in Sand Point on March 13th for an interview with council. One or two will be on line for the interview.

(Note: We may shuffle the deck a bit since the deadline was extended to March 1st.)

TDX Visit

We are tentatively scheduling for TDX for a visit to Sand Point in early March to have a public meeting concerning:

1. Rate Increases or Decreases;
2. Electrical heating systems; and
3. Long-term infrastructure repair and replacement strategy.



SAND POINT DEPARTMENT of PUBLIC SAFETY



Post Office Box 423
Sand Point, Alaska 99661
EMAIL: sppd@arctic.net

MEMORANDUM

To: Honorable Glen Gardner, Mayor, City of Sand Point
Mr. Andy Varner, City Administrator, City of Sand Point
Mr. Danny Cumberlidge, City Councilperson, City of Sand Point
Mr. Allan Starnes, City Councilperson, City of Sand Point
Ms. Shirley Brown, City Councilperson, City of Sand Point
Mr. Jack Foster Jr, City Councilperson, City of Sand Point
Ms. Marita Gundersen, City Councilperson, City of Sand Point
Mr. Emil Mobeck, City Councilperson, City of Sand Point

From: Denise Mobeck, Administrative Assistant

Date: February 7, 2018

Ref: Department of Public Safety's Monthly Report for January 2018

Police Department

- Hal Henning, Chief of Police
- Brent Nierman, Police Sergeant
- Thomas Slease, Investigator
- Dave Anderson, Police Officer

Administrative Assistant

- Denise Mobeck/weekday 911 Dispatcher

Dispatchers

- Anne Christine Nielsen, 911 Dispatcher
- Alfred 'Jesse' Pesterkoff, 911 Dispatcher

Police Division Activity

JANUARY 2018

1 case was generated
1 PTRP (probation violation)

Information cases were generated
Found firearms
Public disturbance
Weapons complaint
Civil issue
Theft of vehicle tires

There were 2 persons jailed
2 probation violation

There were 32 calls to 911
3 MOC/clinic needed
1 ambulance needed
16 mis-dial or hang ups
1 assault
1 stalking
1 wanted phone number for APD
1 assistance with locked door
3 miscellaneous officer assistance
3 drunken disturbance
2 Domestic violence assault

Other Officer Activity
Prisoner transport to airport
Building checks
Courtesy transports
Bar checks
Noise complaint
Welfare checks

Sgt. Nierman and Officer Anderson are in the Equivalency Academy and scheduled to graduate on the 16th of February. Officer Anderson will start his regular rotation on February 28th. Officer Chandler will be completing his psychological and physical in March with an anticipated start date in June. Investigator Slease spent the past two weeks in town meeting people and gathering information on drug activity in town. He will start his regular schedule on the 5th of March in Anchorage.

DRS will be in town the 2nd week of March to install the higher speed internet for the Police Department that will operate APSIN, ARMS and AFIS. Again, DRS is supplying the internet service at no cost to the Police Department.

EMS Division

Chief of EMS Division:

- Denise Mobeck, EMS Chief

EMS Activity: 1 runs

Rescue1 transported 1 patient to clinic

Thank you to our volunteers that respond in a very short amount of time from being dispatched. Anyone that would like to become certified as an ETT or EMT, we will be having an upcoming class in May.

If anyone is interested in becoming an ambulance driver call Denise at 383-3700. Drivers must be at least 21 years of age.

Fire Division

Chief of Fire Division:

- Vacant, administrative duties being fulfilled by police administrative assistant.

Fire Activity:

- Recruitment efforts continue as the department seeks to fill the vacant fire chief position.
- All monthly incident reports were filed with the State Fire Marshal's Office meeting obligations and maintaining agency certification.

PUBLIC WORKS DIRECTOR

No report given at this time.

January 2018 W&S Work Report

Working on replacing Jumps L/S pump and control panel.

Fixed leak in road to Mud Bay from a house service connection. Great help from Public Works.

Jetted out Russian Town sewer plant to stop overflow. Problem is back, but manholes iced up, preventing more work until plant thaws during next warm spell. High priority job.

Pumped Jumps and Mud Bay L/S's.

Worked with AHA as they connected water line for "Green" house.

Placed notices of shut off notices for water service and made a few shut offs.

Thawed altitude valve control lines that keep the wooden water tank filled. Altitude valve started working again.

Helped AHA, a little, with a house with broken water pipes in Mud Bay. Also helped a home owner with a broken service line.

Suspect we have one more house with leaking water lines because the daily water production is still higher than normal.

Harbor Report February 02-07-2018

Harbor is very quiet.

Machinery all running fine, being serviced on a regular basis. Swapped tires on Gehl. All new. Changed tie rod on said vehicle.

Crew did some work on Grove crane. Added head lights, repaired alarm system.

Crew did some minor repairs at city dock.

Put a 40 ft. container in place at the airport for G's Greatland Hunting.

Towed a junk vehicle off of Aleutians East parking lot, took it to the old rock quarry.

Dump runs regularly.

That's all I have to report.

Richard Kochuten Sr.
Harbor Master

**STUDENT
REPRESENTATIVE**

HEARINGS, ORDINANCES AND RESOLUTIONS

ORDINANCE 2018-01:
ADOPTING SAND POINT
COMMUNITY
COMPREHENSIVE
DEVELOPMENT PLAN – 2ND
READING

City of Sand Point

To: Glen Gardner, Mayor
City Council Members

From: Lamar Cotten, Interim Administrator

Date: February 3, 2018

Re: Adoption of Comprehensive Plan-2nd Reading

AECOM completed the final draft of the comprehensive plan last month. The Mayor and I did some minor editing here and there, particularly on some of the city maps.

I would recommend approval of the City of Sand Point Comprehensive Plan.

City of Sand Point



ORDINANCE 2018-01

AN ORDINANCE OF THE CITY OF SAND POINT, ALASKA, ADOPTING THE UPDATED SAND POINT COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN.

BE IT ORDAINED BY THE SAND POINT CITY COUNCIL:

SECTION 1. Classification: This is a code ordinance.

SECTION 2. Effective Date: This Ordinance becomes effective upon adoption.

SECTION 3. Content: SPCO § 13.01.010 states that the Sand Point Comprehensive Plan must be adopted by City Council Ordinance. The City started updating the 2004 Comprehensive Plan in 2017, and incorporated community feedback and projects to complete the draft update in 2018. In accordance with SPCO 13.01.010, the Sand Point City Council hereby adopts the updated Sand Point Comprehensive Community Development Plan.

**PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF
THE SAND POINT CITY COUNCIL THIS 13TH DAY OF FEBRUARY, 2018.**

ATTEST:

Glen Gardner, Jr., Mayor

Shannon Sommer, City Clerk

Introduction and 1st Reading January 9, 2018
2nd Reading and Adoption February 13, 2018



City of Sand Point

Comprehensive Community Development Plan

January 2018





City of Sand Point

Comprehensive Community Development Plan

Prepared for:
The City of Sand Point

Prepared by:
AECOM
700 G. Street, Suite 500
Anchorage, Alaska 99501

January 2018



Acknowledgments

The project team would like to take this opportunity to thank the people and organizations who helped bring this project together, including:

- Andy Varner, City Administrator
- Sand Point City Council
- Dave Stokes, Public Works Director
- Richard Kochuten, Harbor Master
- Qagan Tribe
- Pauloff Harbor Tribe
- Unga Tribe
- Aleutians East Borough
- Aleutian East School District Administration and Students
- Trident Seafoods
- Aleutia Seafoods

We would also like to send a special thanks to the citizens of Sand Point who participated in the planning process. Without their assistance, this project would not have been possible.



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Appendices

Appendix A:	Maps
Appendix B:	Small Business Development Resources
Appendix C:	Funding Sources

List of Acronyms

AEB	Aleutians East Borough
ANCSA	Alaska Native Claims Settlement Act
ANTHC	Alaska Native Tribal Health Consortium
BIA	Bureau of Indian Affairs
CCDP	Comprehensive Community Development Plan
DCCED	Alaska Department of Community and Economic Development
DOT&PF	Alaska Department of Transportation and Public Facilities
EAT	Eastern Aleutians Tribe
FAA	Federal Aviation Administration
FY	Fiscal Year
PILT	Payment in Lieu of Taxes
STIP	Statewide Transportation Improvement Program



1.0 Introduction

1.1 Purpose of the Sand Point Comprehensive Community Development Plan

Under the requirements of Alaska Statute 29, certain types of municipal governments must exercise their planning powers, and are required to prepare and adopt a comprehensive plan. The 2004 *Sand Point Comprehensive Community Development Plan* provided Sand Point residents and public officials with a policy document to guide development decisions for the Sand Point area. It also provided a vision, or an expression of local desires, for future growth. In the time since that plan was adopted, the City has experienced a leveling-off of population, as the fishing industry has changed. Sand Point is a community in transition. The variability of the salmon fishing industry that has been the mainstay of the Sand Point fleet, changes in other commercial fisheries, and the "graying" of the fishing fleet have affected all aspects of life in the community. Residents continue to look for alternative sources of economic revitalization.

The purpose of comprehensive planning is to anticipate future needs of a community and promote the kind of economic development, facilities, infrastructure, and health and social services that a community desires. Many communities in Alaska have evolved through the independent building and land improvement decisions of individuals, private companies, and public agencies. This type of development does not always result in the development pattern and living environment resident's desire. Sand Point has either completed or initiated several other plans to assess future needs, such as the *Economic Development Strategy*, *Sewer and Wastewater Feasibility Study*, *Comprehensive Economic Development Strategy*, *Bulk Fuel Economic Feasibility Study*, *Aleutians East Borough Multi-Jurisdictional Multi-Hazards Mitigation Plan*, and *Harbor Land Use Plan*.

What can a Comprehensive Community Development Plan (CCDP) accomplish for Sand Point? **A CCDP should identify a vision for the future of a community, establish goals and objectives, forecast and set community priorities for future land use, housing needs, and improvements to public facilities and services.** It should also identify actions specific actions to implement the plan, responsibility for doing so, and a timeline for implementation. Many state and federal agencies have specific requirements regarding comprehensive plan updates for communities in order to be considered for funding opportunities. The Sand Point CCDP planning process considered these requirements, and does fulfill the requirements of most federal and state agencies. Public agencies use a CCDP as a guide when determining the best location of schools, parks, streets and other public improvements. A CCDP enables a community to reserve land necessary for public uses in advance of rising costs or competing land use. By analyzing community needs and setting priorities, an adopted CCDP supports community requests for state and federal funds for infrastructure development. It should be used as a guide to individuals, private companies, and public organizations when making investment and development decisions, or whenever questions affecting development within the community arise.

This plan includes goals, objectives, implementation actions, and maps for guiding the physical, social, and economic development, both private and public, of Sand Point. It provides the residents with a method of analyzing past development and influencing the future outlook of their community. Information about Sand Point, including its economy, land use, public facilities and transportation facilities is collected and analyzed. Projections of community growth and future needs are made. Through citizen participation, community goals and objectives are identified. Recommended actions for land use, economic development, housing, public facilities and transportation facilities are developed based on these goals and objectives.



Planning should be a continual process. This CCDP is based on information available at a particular time. In the future, new developments may occur or the needs of the community may change, requiring a revision to the CCDP. This plan has been written and bound so that sections can easily be updated as necessary.

1.2 Sand Point Planning Process

Project consultants visited Sand Point in April 2017, to confer with community stakeholders, determine community priorities and update the status of issues and needs. A community meeting was held on April 11, 2017 in front of the City Council with representatives of key stakeholder organizations and members of the community in attendance, Individual meetings were held the next day with Aleutians East Borough, the Sand Point police chief, Sand Point Public Works department, the Sand Point Harbor Master, and Trident Processing Plant. . In coordination with the Aleutians East Borough School District, a questionnaire was also given to a group of Sand Point High School students to fill out. The findings of this outreach, along with recent Sand Point planning documents, helped frame the topics addressed by the CCDP, and have been used to develop the Goals and Objectives.

1.3 Other Plans Affecting the Planning Area

There are a number of regional and local plans that have a bearing on the Sand Point CCDP. Some plans provide further detailed direction on specific topics, such as economic development, and are referenced in the CCDP. Other plans have explicit jurisdictional or programmatic requirements, and are the most appropriate avenue for certain types of actions. These plans include:

- **2016-2019 Statewide Transportation Improvement Program (STIP), 2017** – The STIP is an annual statewide transportation planning process that is used to establish priorities for state and federal transportation project funding. Sand Point is included in the current STIP for a new multi-use dock to replace an old city dock that accommodates fishing vessels, barges and state ferries, but is nearing the end of service life.
- **Southwest Alaska Municipal Conference Comprehensive Economic Development Strategy 2015-2019, 2016** – This plan provides an overview of economic indicators and identifies projects and actions that will support economic development and increase regional wealth in Southwest Alaska. The plan highlights the region’s economic development strengths, challenges and opportunities and proposes strategies and actions that enhance the economic development potential of Southwest Alaska.
- **Communities of the Aleutians East Borough Multi-Jurisdictional Multi-Hazards Mitigation Plan, 2010** – Supported by a grant from the Alaska Department of Homeland Security and Emergency Management through the Federal Emergency Management Agency, this plan educates residents on the risk of natural hazards and describes mitigation projects that could reduce the risk to life and property.
- **Wastewater System Improvement Plan, 2004** – Supported by a grant from the Alaska Department of Environmental Conservation, this plan provides recommendations for improving the condition of Sand Point’s wastewater system. It provides a current status analysis of existing facilities, and evaluations of improvement alternatives, including associated capital costs.
- **Sand Point Harbor Land Use Plan, 2003** – Sponsored in part by a mini-grant from the Alaska Department of Community and Economic Development and the Denali



Commission, this plan assesses existing conditions in and around the harbor, suggests alternative harbor land use development proposals, and develops an implementation plan, prioritizing the requirements and generating rough order magnitude costs. The Sand Point CCDP incorporates elements of this plan and references it in several areas.

- **Sand Point Economic Strategy Plan, 2002** – Sponsored by the three tribal governments in the Sand Point area (Qagan Tayagungin, Paulof Harbor, and Unga), this plan presents economic planning trends, identifies community strengths and weaknesses, and outlines issues, goals, objectives, and implementation actions for the cooperative who participated in the planning process. The Sand Point CCDP incorporates elements of this plan and refers to it for more detail related to economic development actions.
- **Aleutians East Borough Transportation Improvement Plan, 2001** – This report summarizes the results of a program to complete transportation improvements in Borough communities, including Sand Point. It is intended to aid the Borough integrate future transportation project into a complete transportation planning program to serve the needs of the residents and businesses in the region.

1.4 Sand Point's Vision and Values

Community Vision

Providing for a diverse economy that strengthens commercial fishing opportunities for residents, and utilizing increased aviation and marine transportation capacities and community partners; creating educational and recreational opportunities for youth and adults; maintaining an appreciation of local history and culture; and a safe and healthy community that values its local environment.

Community Values

Sand Point values hard work, independence, and protection of fishing opportunities. Residents of Sand Point value a safe environment in which families and their children can flourish and build a future. The community's healthy natural environment and clean appearance are components that residents wish to maintain. Sand Point residents are willing to accept the challenges of change they are now facing, and use community resources and manpower to help the community transition and diversify into a new phase of growth and development.



1.5 Assessment of Expanding Sand Point's Municipal Boundaries

The City of Sand Point has long term plans to petition the Local Boundary Commission to annex approximately 245 square miles of Popof Island and surrounding waters to the City. The reasons for the proposed boundary change include:

- bringing the City landfill and a rock quarry within municipal boundaries,
- access to tax revenue from commercial fish caught by the Sand Point fishing fleet in waters adjacent to Sand Point, recovery of current expenditure of resources by the municipality in extraterritorial emergency responses outside the current boundaries, and
- the potential for developing additional access and recreation facilities on area of Popof Island adjacent to the current municipal boundaries.

There is also an opportunity for cultural preservation and support of traditional values and activities between the Sand Point and Unga Island communities.

A primary purpose for the proposed change is to address inequities in the City tax system by distributing more tax dollars from Sand Point resident fishermen into the community to help pay for public services that the fishing fleet and its families presently consume. Currently, some regional commercial fishermen active in waters adjacent to Sand Point may deliver to a tender vessel that deliver to processors in another community, which then receives raw fish tax revenue. This revenue should accrue in Sand Point, where the fishermen reside and use public services, including emergency response in waters outside the current municipal boundary.



In addition, Sand Point residents and visitors explore the landscapes of Popof Island, year-round, whether through buffalo hunts, the Silver Salmon Derby around Red Cove, beachcombing, paddling, berry picking and hiking. A goal of the City and the tribes of Sand Point has been to develop those access routes more fully, either through formal roads or developed trail systems. The City could have a higher likelihood of receiving transportation funding if those routes were within municipal boundaries.



2.0 Goals and Objectives

The Sand Point CCDP consists of the following elements: Economic Development; Land Use; Public Health, Safety and Facilities; and Transportation. The goals and objectives outlined in this plan reflect individual and public meetings held with residents of Sand Point, and goals and objectives incorporated from other Sand Point planning efforts. They serve as a guide for the future growth and development of the City of Sand Point. The following list is presented in a thematic sequence, and is not intended to convey that any one goal is more or less important than another.

These goals provide direction for the CCDP, and are addressed within various elements of the Plan. However, in the implementation phase, the community should give further consideration to the prioritization of these goals, and the objectives within each goal.

For specific action or implementation items related to the following goals and objectives, see Section 6.0, Implementation.

2.1 Economic Development

The following goals and objectives include several from the *Sand Point Economic Development Strategy Plan* and from Sand Point community meetings.

GENERAL

Goal A: Diversify the economy of Sand Point and create employment opportunities

Objectives:

- Develop new fisheries and fish products
- Support and direct efforts for new and better broadband internet services
- Expand commercial quarrying operations to provide products regionally
- Conduct a tourism resources inventory to determine the potential for tourism opportunities
- Support development of Sand Point as a logistics center supporting economic activities in the Aleutians East Borough
- Support efforts for mining exploration and mineral extraction on Unga and Popof Islands, and other mining activities in the region
- Identify and encourage opportunities for trade employment

Goal B: Maintain community infrastructure and services to support economic development

Objectives:

- Provide additional quality office space for rent
- Support Sand Point's development as a regional logistical hub for responding to natural, technological, or economic emergencies
- Evaluate ways to improve broadband services and internet connectivity



- Finish planned dock and harbor projects
- Utilize new airport and harbor capacities by seeking new markets for Sand Point seafood products, such as Asia

Goal C: Build a partnership between residents, fishermen, government, tribes, corporations, school district, and businesses

Objectives:

- Create organized collaboration between all community and regional organizations to accomplish goals and objectives by holding coordinated meetings, combining funding, and teaming up to apply for grants
- Stabilize the local economy to keep people in the community long-term
- Assist development of marine support services by providing waterfront lands, utility services, and boat repair facilities
- Identify training funds and programs for Sand Point workforce, including school vocational programs, and develop a program to increase workforce training and education
- Support small business training for local entrepreneurs
- Support development of web-based services and businesses
- Work together with fish processors to meet the needs of all parties
- Provide internships/after school jobs for high school students

FISHERIES

Goal A: Revitalize commercial fisheries in Sand Point

Objectives:

- Establish regular strategic planning sessions between the City and processors, including Trident Seafoods, Aleutia Seafoods, and Peter Pan Seafoods
- Evaluate developing local mariculture
- Increase opportunities for value-added fish processing
- Market the high quality of area salmon and increase marketing for pollock
- Encourage development of commercial smoking facilities
- Pursue harbor improvement funding to benefit local and regional fishermen
- Ensure that areas are identified in the harbor area to serve fishing related needs and activities, including additional fish processing capability
- Ensure that utility service is available in the harbor area to support fishing activities
- Utilize the increased capacity of the airport and harbor to provide greater volumes of processed seafood more rapidly to markets
- Facilitate sales of limited entry permits to area residents



- Stay engaged in regulatory discussion affecting salmon and other commercial fisheries
- Provide vocational training that would allow local residents to provide repair services to the local fishing fleet and processor

TOURISM

Goal A: Expand the tourism industry in Sand Point to create additional economic development opportunities

Objectives:

- Provide areas and utility service in the harbor area to support state ferry traffic
- Support increasing and improving visitor accommodations. Use anecdotal data from the Hotel and the Bed and Breakfast to target visitor demographics.
- Promote local and regional tourist resources and opportunities on the city website, such as rare bird sightings, kayaking, petrified forests, bison, and Unga Island.
- Encourage practices at the fish meal plant that reduce odors from meal processing (impacts on economic development, i.e. tourism)
- Propose to cruise ship companies the potential for a stop in Sand Point
- Evaluate expanding the bison hunt to attract more visiting hunters
- Encourage tourist packages with local airlines and the Alaska Marine Highway System

2.2 Land Use

GENERAL

Goal A: Ensure that adequate lands exist in appropriate locations to meet various land use needs of the community in response to anticipated population trends and economic needs

Objectives:

- Update the official City zoning
- Direct appropriate public facilities to the community core area
- Prepare a plan for upgrade and expansion of community water and sewer systems as needed for residential, commercial, and industrial development
- Evaluate office space and housing availability and quality

Goal B: Minimize public costs associated with land development

Objectives:

- Encourage development within areas of scattered and sparse development and where there are a large number of vacant lots with road and utility connections



- Continue and coordinate use of programs available to cooperative partners, such as the Bureau of Indian Affairs (BIA) Indian Roads program

Goal C: Improve and maintain the appearance of the community

Objectives:

- Develop a standardized system of informational signage. Informational signage should include such things as location of various facilities; recommendations for disposal of solid waste materials; and general information about allowed uses within the area
- Support all current efforts to continue a community cleanup program
- Outdoor storage of materials hazardous to health and safety should be regulated
- Enforce right-of-way use and regulation, including gear storage. Existing rights-of-way should be documented

Goal D: Protect ground and surface water in land use development

Objectives:

- Ensure that all development includes adequate sanitary wastewater disposal facilities by promoting proper installation and maintenance of on-site wastewater treatment systems
- Utilize measures to minimize offsite drainage and siltation during construction activities, particularly near municipal water supply and anadromous fish streams
- Develop a water quality monitoring program as land use development increases

RESIDENTIAL

Goal A: Encourage development of low cost housing for elders, young families, and employees

Objectives:

- Work with regional and local Alaska Native organizations to locate, fund, and develop low cost housing
- Work with fish processors to anticipate needs for long term housing for families



COMMERCIAL

Goal A: Ensure areas for commercial land use are adequate to meet anticipated needs

Objectives:

- Continue to provide adequate area and reasonable utility service for commercial land use

Goal B: Encourage the development of additional regional transportation for trade and recreational purposes

Objectives:

- Encourage completion of airport certification and airfield enhancements that support larger carriers, improving volume and timeliness of goods to regional or national markets
- Work with air carriers to maintain predictable flight schedule and available seating

PUBLIC LANDS

Goal A: Encourage management of City and corporation lands in support of community goals

Objectives:

- Identify key lands within the planning area that should be reserved for important community purposes including public access, airport expansion, water supply, and bulk fuel facilities
- Support efforts to build a road to Sand Dollar Beach and Red Cove
- Research the status of ANCSA 14(c)3 selection and transfer

2.3 Public Health, Safety and Facilities

PUBLIC SAFETY

Goal A: Provide an adequate level of service in the areas of public safety

Objectives:

- Include all road-accessible properties in fire service area
- Identify areas that need fire hydrants and pursue development
- Develop and implement a numbering system for Sand Point houses and businesses
- Support fire service needs (obtain equipment and gear) in the Capital Improvement Program
- Support fire service training programs
- Acquire certified fire truck for the airport



- Provide water collection for fire suppression at the landfill
- Support emergency medical services training programs
- Develop a new Public Safety facility with offices, an ambulance bay, and a holding facility
- Improve retention of public safety staff

PUBLIC FACILITIES

Goal A: Provide sufficient public facilities to meet the needs of the community in cultural facilities, government administration, education, recreation, and utilities

Objectives:

- Work with public and private entities to obtain grant money for public facilities
- Move forward with development of new cemetery at one of the selected sites
- Provide shelters to store public works equipment and the harbor fire boat
- Construct a logistical support facility for staging regional emergency response

PUBLIC HEALTH

Goal A Improve and expand social services related to youth, elders, and at risk populations

Objectives:

- Encourage the development of elder care and child care programs in the new clinic
- Establish a senior center to allow elders to remain in the community
- Work with health and social services providers to pursue funds for resident opioid rehabilitation services and facility
- Support expanding the clinic to accommodate rehabilitation services
- Work with local and state authorities to interdict illegal drugs entering Sand Point
- Work with local and regional organizations to support food banks and other services that provide nutritious meals to at risk populations



Goal B: Protect the natural environment through use of public facilities and services

Objectives:

- Upgrade community water, wastewater, and landfill facilities to minimize adverse impacts on the environment
- Continue efforts in the harbor area to encourage proper waste and waste oil disposal, and practices to minimize fuel and sewage spills
- Incorporate objectives from the *Aleutians East Borough Multi-Jurisdictional Hazard Mitigation Plan* during community planning efforts
- Continue organizing community clean-up days, and work with the Tribes to secure grants for larger backhaul projects

EDUCATION

Goal A: Increase opportunities for local employment

Objectives:

- Encourage local teacher training and hiring programs
- Support school facility improvements as needed
- Develop partnerships with regional organizations and the State to assess current vocational training programs in the schools, secondary education opportunities, and anticipate potential employment and training requirements that could arise from increased economic activity such as: harbor management, airport management, supply management, shipping, accounting, commercial banking, telecommunications, hospitality industry, web services, oil and gas operations, and mining operations

Goal B: Address nutritional needs of students

Objectives:

- Develop and maintain a school breakfast program, and maintain and expand the school lunch program (through opportunities for low-income children)

PARKS AND RECREATION

Goal A: Expand recreation opportunities for residents and visitors

Objectives:

- Conduct a thorough analysis of recreational needs, activities as well as facilities, in order to determine amounts and locations of lands to be dedicated for those uses
- Involve the landowners and the private sector in the provision of recreational facilities and activities
- Develop a separate trails plan for the Sand Point planning area. The plan should inventory all existing trails, their use and identify existing and future demands for



trail use; trail standards; signage; trailheads; and other facility needs. Land ownership and any requirements for land owner permission should also be identified.

- Develop a strategy to maintain recreation facilities
- Support sports activities for high school students and young adults
- Consider developing ATV policy

UTILITIES

Goal A: Ensure an adequate water supply for future economic and residential development

Objectives:

- Develop a strategy to replace old water distribution pipes and reduce leakage of treated water

Goal B: Ensure that the wastewater system meets current and anticipated needs

Objectives:

- Incorporate goals and objectives from the 2016 USDA Preliminary Engineering & Environmental report of system needs

Goal C: Improve the efficiency and maintenance of the solid waste system

Objectives:

- Maintain incinerator as needed
- Encourage local businesses to install industrial-sized grease traps as appropriate
- Implement Harbor Land Use Plan recommendations regarding solid waste collection at the harbor
- Evaluate options to remove scrap metal and abandoned boats from island

Goal D: Develop efficient and alternative energy supply and distribution systems

Objectives:

- Investigate feasibility of acquiring appropriate batteries for the wind generation facilities to maximize generation potential
- Assess the need for electric power system improvements, including underground lines and distribution to the Trident plant



Goal E: Upgrade the community telecommunications system

Objectives:

- Encourage buried telephone lines within the planning area
- Improve local broadband and internet services from a regional perspective by working with Aleutian partners and telecommunications providers

2.4 Transportation

GENERAL

Goal A: Enhance the safety and efficiency of the regional transportation system, integrating aviation and marine transportation

Objectives:

- Support regional development through marine and aviation transportation improvements within the community
- Assess and improve regional transportation links, including integrating commercial airline and State Ferry schedules

ROAD SYSTEM

Goal A: Develop a safe and efficient road system within the planning area that enhances access to property; generates economic opportunities for important transportation modal connections; and enhances emergency response and evacuation capability during natural disasters

Objectives:

- Improve and maintain existing roads regularly to reduce maintenance costs
- Prioritize improvements for safety reasons, including addressing substandard curves, blind intersections and acute angle intersections, fixed-source lighting to improve safety, particularly at primary intersections, along the main thoroughfare within the business district, and along pedestrian walkways
- Construct/maintain safe pedestrian trails along primary roadways
- Install road name signs on all roads within the planning area, and coordinate with house numbers
- Expand the road system in a cooperative manner, using municipal/state funds, BIA Indian Roads funds, or by the private sector as a cost of private development
- Improve a road to Red Cove



AIR TRANSPORTATION

Goal A: Ensure and enhance the future of air transportation in Sand Point by protecting and improving the existing airport and airfield surfaces, improving existing air service, and by encouraging development of Sand Point as a regional hub

Objectives:

- Complete and certify safety and runway improvements
- Protect and maintain approach zones in accordance with Federal Aviation Administration guidelines
- Work with regional airlines to improve predictability and capacity of air service to and from Sand Point

MARINE TRANSPORTATION

Goal A: Finish planned harbor and dock improvements

Objectives:

- Prioritize improvements to aging harbor facilities such as the boat launch, shower facilities, harbor house, bull rails, and sheet pile
- Complete Float A in the New Harbor
- Plan for replacing the big boat lift in the next 10 years
- Wire gear sheds for electricity
- Upgrade and maintain harbor facilities and equipment as needed
- Incorporate objectives from the *Sand Point Harbor Land Use Plan*

2.5 Community Partners and Organizations

Goal A: Annual communication between the City and community cooperative partners (listed in Section 5.0) and others as necessary.

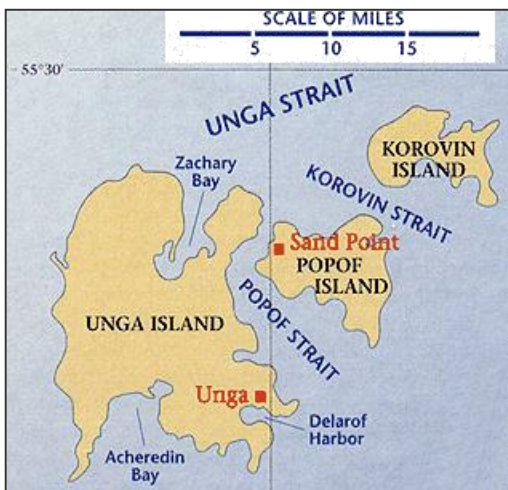
Objectives:

- Strategic planning coordination efforts on an annual cycle
- Partner with other community organizations to coordinate funding for capital improvement projects, workforce development, and other ad hoc needs
- Coordinate with other organizations to revisit the 2017 application for City annexation



3.0 Background Information

3.1 Physical Setting and Environment



The community of Sand Point is located on the northwestern shore of Popof Island, 570 air miles from Anchorage. Much of Sand Point is confined to a one-mile long, half-mile wide hilly peninsula extending into Popof Strait, forming Humboldt Harbor. On clear days, the town offers scenic views of neighboring Unga Island to the west and the mountains of the Alaska Peninsula 15 miles to the north. The area encompasses 7.8 square miles of land and 21.1 square miles of water (DCCED 2017).

3.1.1 Topography and Natural Features

Popof Island, where Sand Point is located, is in the Shumagin Islands off the south coast of the Alaska Peninsula. Popof Island is volcanic in origin, much like the rest of the Alaska Peninsula. While it lacks the jagged mountain peaks that characterize the mainland, there are some small mountains on the island, with a maximum elevation of 1480 feet. Its shoreline is rocky and irregular, comprised primarily of cliffs and bluffs. There are few natural protected bays on the island; a manmade breakwater protects the existing boat harbor at the mouth of Humboldt Slough. Dark and light lava flows underlay the island (City of Sand Point 1981, 2004).

3.1.2 Climate

Sand Point is located in the southwest maritime climate zone, characterized by persistently overcast skies, high winds, and frequent cyclonic storms. Temperatures can range from -9 to 76 degrees Fahrenheit. The annual average snowfall is 52 inches, and the average annual precipitation is 33 inches (DCED 2017).

3.1.3 Geology and Soils

Soils found in Sand Point are generally a silty over burden layer lying on top of bedrock. Results of a geotechnical investigation near the intersection of Sand Point Road and Red Cove Road show the soil horizon to include 1-3 inches of organic material, 1.5-4.2 feet of silt with sand, 0.5-1.1 feet of weathered bedrock, followed by solid bedrock. These conditions are typical for the surrounding area as well.

There is no permafrost found in Sand Point. The depth of frost is typically less than five feet, and no major construction issues exist for excavating in the shallow soils and upper portions of the weathered bedrock (HDR 2004).

3.1.4 Hydrology

The development of groundwater supplies in the Sand Point area is limited by several factors including: lack of water-yielding deposits, availability of substantial amounts of surface water, and the costs involved in drilling wells in remote areas with sparse populations. In the Aleutian Chain, groundwater is believed to be limited to low-lying, fairly flat areas where alluvial or glacial deposits may contain water. Sand Point obtains its water from a reservoir on Humboldt



Creek, and the water is then treated. Sand Point's groundwater, along with nearly all of the groundwater sampled in the Aleutians, has a dissolved solids content of less than 200 mg/L, which is generally acceptable for most uses, but may be corrosive to metals.

3.1.5 Natural Hazards

Flood potential for Sand Point is low, however tsunamis, earthquakes, and volcanic eruption events are possible. Severe weather represents a great hazard to the area. The high frequency of cyclonic storms crossing the North Pacific can serve as a source of such storms in Sand Point. The region surrounding Sand Point is volcanically and seismically active. The City is in a high seismic zone, where earthquakes causing major structural damage are probable, and minor earthquakes are not uncommon (WHPacific and Bechtol 2010).

3.1.6 Vegetation

The majority of the vegetation found on Popof Island is heath or dry tundra. This is composed of crowberry, labrador tea, Kinnikinnick, Alpine Bearberry, sedges, mosses, lichens, and grasses. Except for a few Sitka Spruce trees, the island is essentially treeless. Areas along the beach contain beach rye grass, beach arnica shrubs, alders, and low/prostrate willows (City of Sand Point 2004).

3.1.7 Fish and Wildlife

Natural wildlife on the island includes ptarmigan, fox, ermine, mink, and ground squirrels. Bison were introduced to the island by private individuals to serve as a meat source, and are now managed by the State. The herd currently consists of several hundred animals, and is subject to a restricted hunt on land owned by the Shumagin Corporation.

Marine mammals found in the waters around Popof Island include harbor seals, sea lions, sea otters, and several species of whale. Waterfowl, including sea ducks, are abundant. Other common bird groups include seabirds, ravens, geese, passerines, and raptors such as the bald eagle.

Local fish species include salmon (chinook, coho, sockeye, and chum), Dolly Varden, trout, halibut, crab (king, Dungeness and Tanner), and shrimp. Humboldt Creek hosts runs of coho salmon and Dolly Varden (City of Sand Point 2004).

3.2 People and History

The Shumagin Islands were most likely named after a Russian sailor, Mikita Shumagin. He became ill and died on Nagai Island in 1741, while exploring in the Pacific with Vitus Bering. Popof Island, where Sand Point is located, was named for Sila and Ivan Popof, who traded and hunted furs on the island from 1762 to 1763. This Russian influence is still evident in the community. The St. Nicholas Chapel, a Russian Orthodox church, was built in 1933, and is now on the National Register of Historical Places.





Sand Point was founded in 1887 as a cod fishing station and trading post. Aleuts from surrounding villages, along with Scandinavian fishermen, were the first residents of the community (Shumagin, Inc. 2017). The Aleuts are native to the Aleutian Islands and western portion of the Alaska Peninsula. Aleuts speak three mutually intelligible dialects and are closely related to Eskimo cultures in language, race, and culture. (DCED 2017) Today, almost half of the inhabitants of Sand Point are of Aleut descent, mainly from the Qagan Tayagungin Tribe, and participate in commercial fishing and fish processing (City of Sand Point 2017).

During the early 1900s, Sand Point served as a repair and supply center for gold mining on nearby Unga Island. However, by the 1930s, fish processing became the dominant activity (City of Sand Point 2004). Sand Point was incorporated as a fourth class city in October 1966. Following a special election, the City was reclassified to a first class city on December 21, 1978.

3.2.1 Subsistence

Subsistence activities are considered an important part of the economy, culture, and way of life in Sand Point. Participation in the harvest and use of wild resources is extremely common (ADF&G 1993). Salmon and other fish are the most utilized subsistence resource in Sand Point. Local residents fish for salmon, halibut, Dolly Varden, cod, rockfish, and trout. They also hunt a variety of land and marine mammals. Moose, caribou (both hunted off-island) and Arctic hares are most commonly harvested, and occasionally bison and wild cattle. The Shumagin Corporation typically offers a limited bison hunt on corporation land once a year. Marine mammals harvested include harbor seals, and different species of whale. Mollusks, butter clams, sea urchins, and ribbon kelp are often harvested from local beaches. Salmonberries, mossberries, and blueberries are also collected around Sand Point. Residents have expressed concern about access to subsistence resources, and that the subsistence opportunities found in and around Sand Point need to be preserved given the declining fishing industry (ADF&G 1993).

3.2.2 Population Characteristics

Prior to the arrival of Europeans in the mid-eighteenth century, the area surrounding present day Sand Point was in the territory of the Aleuts. Estimates of the Aleut population before European contact in the Sand Point area range from 12,000-15,000 to 16,000-25,000 people (ADF&G 1993). By the early 19th century, as a result of disease, warfare, malnutrition, and exposure during enforced sea otter hunting with Europeans, the Aleut population dropped 80 to 90 percent from the pre-contact estimates to approximately 2,000 (ADF&G 1993, Aleutians Home 2013).

The Alaska State Department of Labor reports 943 total residents in the City of Sand Point in 2016. According to the 2010 U.S. Census, the ethnicity of the population is 39 percent Native (primarily Aleut), 17 percent White, 2 percent Black, 35 percent Asian, 0.2 percent Pacific Islander, , and 1 percent Other. Fishing activities in the community attract a significant transient population, resulting in a higher proportion of single males in their twenties and thirties, and larger numbers of Asian and Hispanic individuals. Trident Seafoods employs a substantial number of non-resident fish processing workers, which can cause a seasonal increase in the number people in Sand Point.

The median age of Sand Point residents from the 2010 census was 40.1. Age demographics of the Sand Point population over the past 20 years exhibit some key characteristics. The male to female ratio in Sand Point stayed almost identical between 2000 and 2010, with 62 percent males and 38 percent females in 2000, and 63 percent males and 38 percent females in 2010 (Figure 1). The 1990 Census also had nearly an identical ratio (see Figure 1).

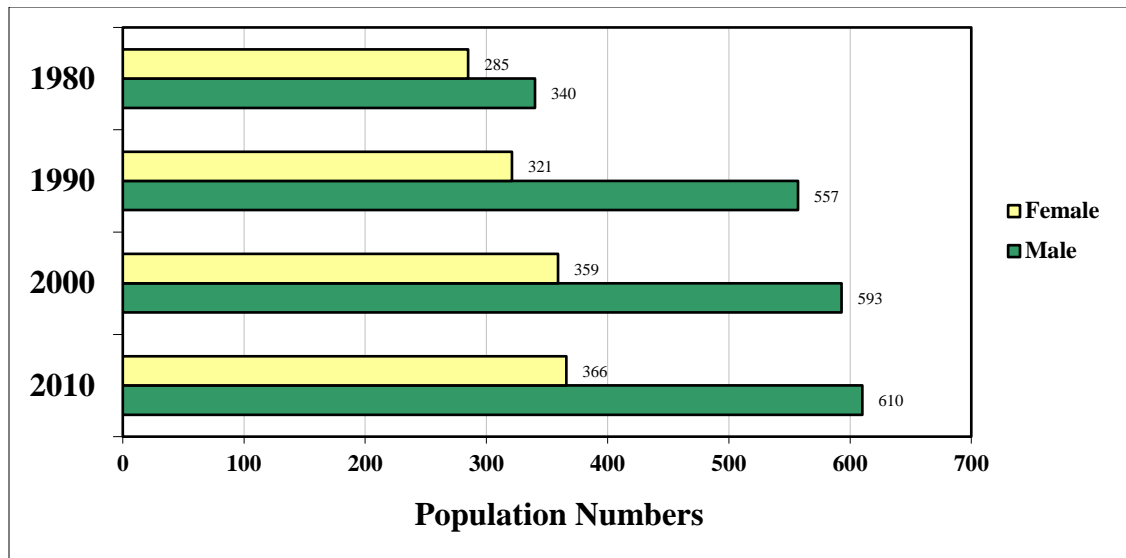


Figure 1. Sand Point Population by Gender (Census)

As illustrated in Figure 2 below, in the 1980 census, the largest segment of the population was between the ages of 25-34. Data from the 1990 and 2000 census follow a similar curve, with very large increases in the 25-34 and 35-44 age categories. It appears that these residents stayed in the community through the 2010 census, as the population curve for these age groups merely shifted to the right, resulting in the largest age category being ten years older than in 2000. Another key population characteristic of Sand Point's population is that between 1990 and 2000, there was a large decrease in the numbers of children under the age of nine. Both of these characteristics have implications for future community growth and the need for employment opportunities, as well as future elderly housing requirements.

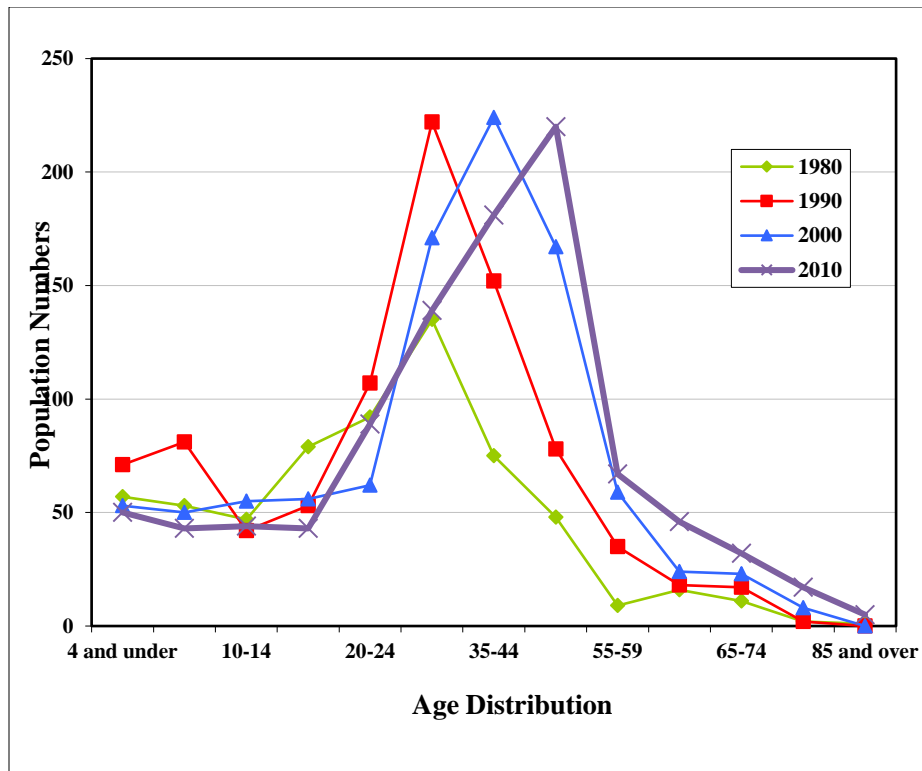


Figure 2. Sand Point Population by Age Category (Census)

Comparing the four decadal census reports for Sand Point shows a large increase in the number of Asian residents in the community. There was also an influx of “other race” residents in 1990, but then the numbers appeared to return to similar levels found in 1980 during the 2000 census (Figure 3).

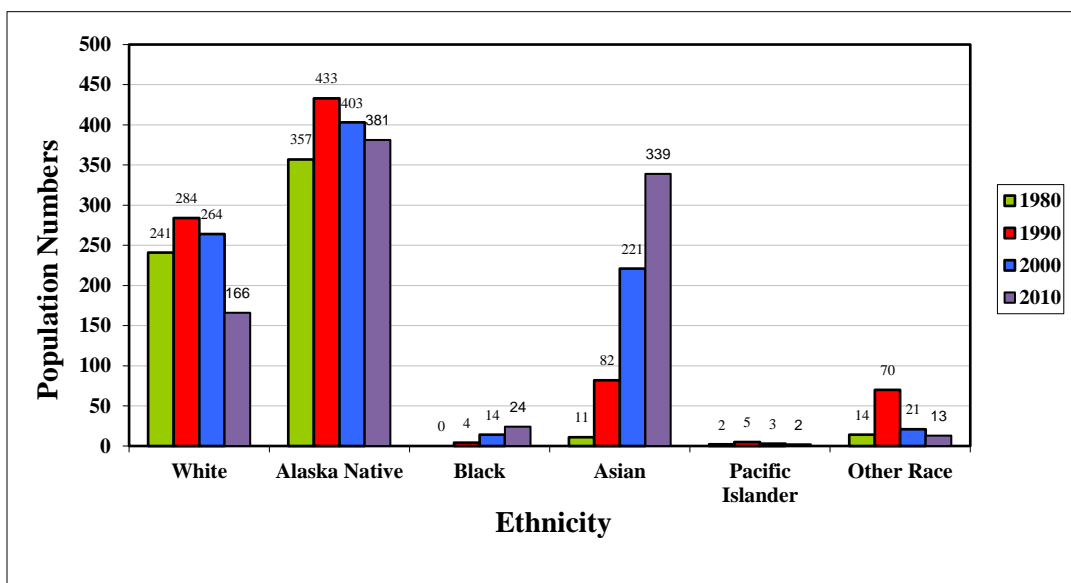


Figure 3. Sand Point Population by Ethnicity (Census)



3.2.3 Population Projections

The State of Alaska’s Department of Commerce, Community, and Economic Development (DCCED) reports growth in Sand Point’s population since the 1920s (Figure 4). Growth rates have varied from approximately 1 percent to 9 percent per year in any given decade. It is often hard to predict future populations in the Alaska Peninsula and Aleutians due to the dependence of local populations on fisheries, which brings large numbers of transient workers into the communities. : The entire population of Sand Point can surge by as much as 30-50% in large seafood production months (January - March, June - September).

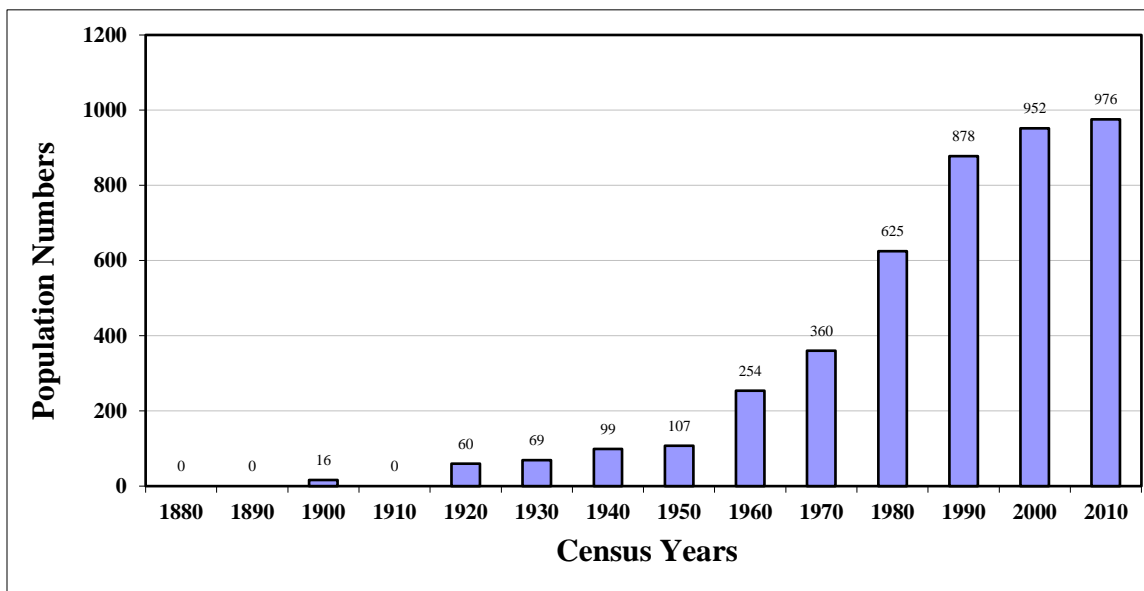


Figure 4. Sand Point Population History (Census)

3.2.4 Housing

In 2010, there were 290 housing units in Sand Point. Approximately 44 of these housing units were vacant, with 29 of these attributed to seasonal use. There is a lack of quality elderly, low-income, and provisional housing in Sand Point.

Residents of Sand Point tend to favor single-family housing, and there was a large increase in single-family housing stock between 2010 and 2015 as shown in Figure 5. Between 1990 and 2000, Sand Point also saw increases in the number of housing structures with five to nine units. However, during this same time period, there were decreases in the numbers of trailers or mobile homes, and the numbers of live-aboard boats or other types of housing structures.

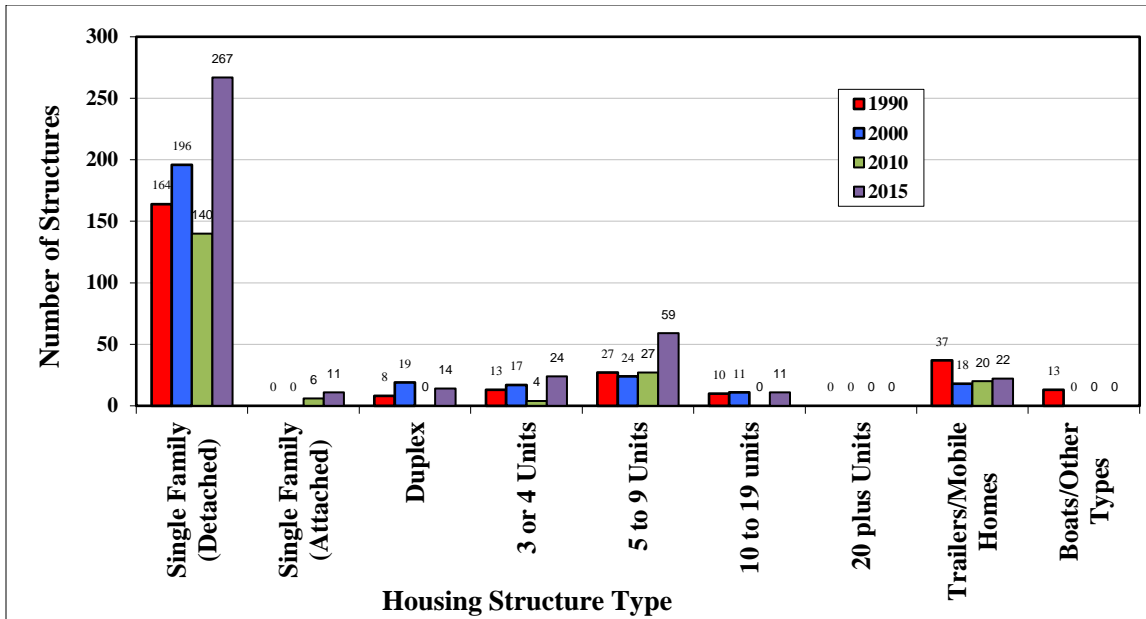


Figure 5. Sand Point Housing Types (Census, ACS)





4.0 Sand Point Comprehensive Community Development Plan Elements

4.1 Introduction

Sand Point is, and will most likely remain, a primarily residential and commercial fishing community. Although the local economy has historically been based on commercial fishing and supporting services sector, economic diversification should be encouraged in ways that are in line with community values, yet maintain a greater role in the regional economy. The diversification should be assisted by local business and organizations, and providing infrastructure, and amenities. Any new development should also support the community's desire to maintain a healthy, functioning natural environment. Among the economic development possibilities explored in the CCDP are mariculture, tourism, mining exploration, and revitalization of commercial fishing.

4.2 Economic Development

For several decades, the long-term economic growth of Sand Point has been tied to the commercial fishing industry, particularly salmon. Trident operates a large plant that process several fish and crab species, and Aleutia Seafoods has been providing additional processing and marketing capabilities. Fishing has provided jobs and a way of life for generations. It supports local retail and service sectors of the economy, provides operating revenue for the City of Sand Point and the Aleutians East Borough (AEB), and keeps enrollment of the school up.



Over recent years, the open fishing seasons have shortened, the types of fish being caught are shifting, and some fisheries are declining. In addition, there is more competition from commercial salmon fish farms than there has been historically. Finally, as the resident fishing fleet ages, the ease of younger participants entering the fishery and the potential loss of fishing capabilities pose additional challenges to maintaining a strong fishing economy. In response to changes in the fishing industry, local groups have been working together to develop and implement an economic development strategy.

4.2.1 Employment and Income

In 2015, the total potential work force (age 16+) for Sand Point was 463, with 259 of those being Sand Point residents.

- **Fishing and fish processing dominate Sand Point's employment.** Approximately 103 residents held commercial fishing permits in 2015 (DCCED 2017) Data from the ACS



- 2011-2015 five-year survey show that 106 people were employed in the fishing industry, and 329 in fish processing.
- **Education was the next highest category of employment** with 99 borough residents employed by the Aleutians East School District. Eighty-three residents were listed as self-employed, which often includes fishing permit holders and crew.
 - **Government, including education, employed a total of 178 residents** (City, Borough, State, federal). There are a number of local, regional and state organizations with offices in Sand Point, including: Pauloff Harbor Village Council, Qagan Tayagungin Tribe of Sand Point, Sanak Corporation, Shumagin Corporation, TDX – Sand Point Generating, Inc., Unga Corporation and Unga Tribe. The Borough offices and School District offices are also located in Sand Point.
 - **Unemployment in 2015 was estimated at 5.9 percent**
 - **The median household income was \$56,875** (ACS 2015).
 - **Local tax revenue in 2015 totaled nearly \$1.7 million dollars**, with sale tax accounting for 64 percent, raw fish tax 34 percent, and bed tax 12 percent.

4.2.2 Tourism

One of the leading economic opportunities across the state of Alaska comes from its natural beauty and recreational opportunities. Sand Point and the surrounding area offer visitors and residents breathtaking scenery, opportunities for wildlife viewing, and the chance to experience a small Alaskan fishing community. Popof Island is home to buffalo, bald eagles, puffins and numerous other bird species, some rare. Migrating whales visit in the summer, and sea lions, otters, and seals are often seen in the harbor or on one of Sand Point's beaches. Visitors can also explore the petrified forest located on the far side of Popof Island. The forest is most visible on low tides when tree trunks extend beyond the water and onto the side of the island. Nearby Unga Island also offers tourist attractions, which could be based out of Sand Point.

Ease and convenience of tourist access has been a challenge for Sand Point. Despite its diversity of natural and cultural resources, Sand Point has never focused on tourism as an economic development option or marketed itself as a destination for eco-tourists. There is a lack of educational and promotional information on the area, and that which does exist is not well distributed. Tour boats do travel through the area, but do not stop in the Sand Point harbor. There is currently a high cost associated with getting to Sand Point due to the low frequency of flights and the single air carrier that serves the area.

The Alaska State Marine Highway ferry does stop in Sand Point, but the current schedule does not allow for long visitor stays, and the stops occur late in the evening. Flights to Sand Point are expensive, subject to weather delays, and seating can be limited. Hotel and bed and breakfast accommodations are available on the island, although capacity is limited.

Small cruise ships are becoming more active in Western Alaska and the Aleutian Islands. The harbor improvements scheduled in Sand Point could help entice the cruising industry to stop there. For example, Windstar Cruises, a luxury, small yacht-size cruise company, plans to make its first stop in Sand Point in September 2018. Depending on how the stop goes, Windstar Cruises may plan to go back to Sand Point in the future.

Sand Point should work with travel bureaus, agencies, hotel chains, and tourism groups to determine an appropriate level of bed spaces (hotel and bed and breakfast) and other support infrastructure that might be needed for a larger tourism market. Focusing on local tourism would require the construction of additional lodges and shelter cabins to help stage longer visits to the island.



Opportunities to expand tourism in Sand Point could include:

- Birding
- Sea kayaking
- Buffalo hunting
- Cultural/anthropological resources
- Nature photography
- Hiking and wildlife viewing (petrified forest)

4.2.3 Mining Exploration and Support

There has historically been mining on nearby Unga Island, Popof Island, and the Alaska Peninsula. There has been off-and-on support for exploration activities in these areas, and is underway at the current time. Mining in the vicinity would help the community of Sand Point, as it could create employment opportunities—both at mine sites and as support enterprises like logistics and services. The challenge would be to find investors to attract to the area, and any commodities would need to be valued in the market enough to offset the costs of mining in the remote location.

4.2.4 Commercial Fishing Revitalization

Sand Point has always been a fishing community, and is home to the largest resident fishing fleet in the Aleutian Chain. The abundance and quality of salmon, particularly sockeye, served as the engine for the local economy for generations, attracting a processing plant and supporting the growth of a local fishing fleet. Trident Seafoods operates a major bottomfish, salmon and fish meal plant in Sand Point, and provides fuel and other services. Their fleet concentrates on salmon, but will fish for groundfish during salmon fishing closures, as well as harvesting and processing crab.



The commercial salmon fishery has experienced fluctuations in return and price over recent years. When prices are down, retail and service businesses see declines in revenues. Declines in the western stock of Steller sea lions and fishing closures have also put additional pressure on the economy of Sand Point. Residents and processors are concerned about the aging fleet of fisherman, and the expense of buying into the system as a new fisherman. Transferring and selling permits within the community can be difficult, and there is an increasing trend in selling permits to larger companies, leading to the consolidation of the industry. The State of Alaska and University of Alaska Cooperative Extension Service are exploring ideas for increasing local resident participation in commercial fishing in Alaska, and both the City and Aleutians East Borough should participate in these discussions. Finally, local fishermen,



processors and municipal governments are concerned that between the rationalization of the Gulf of Alaska groundfish fishery and reduced harvest limits for Pacific Cod, local communities will be adversely affected. The Borough should continue to actively represent the interests of their communities before the North Pacific Fishery Management Council

Mariculture

Mariculture is a specialized branch of aquaculture which involves the cultivation of marine organisms in the open ocean to produce a marketable product. The option of establishing a viable mariculture industry could increase the City's employment between fishing seasons. There are a variety of species that could be cultivated, including kelp, sea cucumbers, sea urchins, shellfish, and salmon. Popof Island has some sheltered bays that could be good candidate locations for mariculture endeavors. The challenges to opening new products in the Sand Point area are finding a market for the products, and the logistics of shipping the product to market areas. The City should consider exploring foreign markets, such as Asia, and seeking collaboration with the State of Alaska.

Trident Seafoods

As the only seafood processor in the community, Sand Point is extremely dependent on Trident Seafoods, and the relationship between the company and the community can be challenged on some issues. Trident hires the majority of its labor force from outside Alaska, as in the summer months most local resident have better paying employment options. In addition, Trident is the only source of bulk fuel in Sand Point. There are limited industrial facilities in the City that are not tied to the processor. Past efforts to bring in additional processing have so far been unsuccessful; however, Trident is committed to the area. The current demand for wild salmon as a seafood product creates an opportunity to expand the capacity for processing to meet peak harvest levels. Moreover, Trident's successful ventures into developing and marketing pink salmon burgers and other value-added products have led to an assortment of similar Pollock products that help prop up the demand for groundfish at their Sand Point plant.

Peter Pan Seafoods, Inc.

Although Peter Pan does not have a fish processing plant in Sand Point, they have numerous long-time fishermen in the community that sell to them. To support those fishermen, Peter Pan does have a stock room and bookkeeping facility in Sand Point, employing two to four people seasonally.

Aleutia Seafoods

Aleutia Seafoods is a nonprofit group aimed at expanding opportunities for the local fishing industry. Aleutia goals include increasing access to and shares of the domestic market for high quality sockeye salmon, and expanding the transportation infrastructure so that fish can be moved to market faster and more efficiently. Aleutia processes only sockeye salmon at this time, but there is the potential for other fish to be processed in the future (such as halibut or black cod). In addition, Aleutia currently smokes fish in Seattle facilities; there is an opportunity for Sand Point to capitalize on that and provide smoking facilities in the community. Residents and City managers expressed support for Aleutia, and the desire that additional funding be obtained so that it can continue to help increase demand for regional high quality sockeye salmon.

Value-Added Fishery Products

Sand Point residents discussed and supported development, production, and marketing of value-added "wild" Alaska salmon products to successfully compete with farmed salmon products in the domestic market place. This could be accomplished through creation of quality products, high



standards to ensure a consistent finished product, and extensive marketing research. This would help diversify the local and regional economy, and provide economic opportunities for Sand Point residents (especially the younger generations). Trident has indicated interest in finding other markets for pollock.

The expansion of the runway and construction of the new boat harbor helps to create opportunities to rapidly move seafood products to markets around the globe. The infrastructure improvements offer an opportunity for Sand Point to explore the possibility of assuming a greater share of seafood processing. The effects could support additional processing infrastructure, the possibility of an additional processor at Sand Point, and additional employment opportunities. The added potential capacity to generate economic activity should be investigated by the City.

4.2.5 General Economy

Because the economy of Sand Point is so dependent on the fishing industry, other businesses and services in the community are not well developed. Relationships between various local partners are the key to improving the economic diversity of the City. By working together, the community can determine whether there is available land, facilities, and infrastructure to support economic development. The numerous organizations found in Sand Point have access to different sources of funding; coordination with City officials can help form strong community bonds. Infrastructure and service needs and capacity should be evaluated, beyond what is provided by Trident. The health clinic upgrade resulted from collaboration between several different entities and is a successful example of how this can work.

Opportunities to expand economic development within Sand Point could include:

- Internet connectivity – Upgrades to communications connections would be beneficial to local businesses, government, health services, and education. Faster broadband could allow for telecommuting for Sand Point residents, and even spur potential start-ups and contracted services (for instance, with the regional Native Corporation).
- Rock quarry – The added moorage capacity of the new boat harbor should allow the Shumagin Corporation to consider the economic benefits of providing quarry products for regional projects on an individual contract basis, such as the Chignik Harbor Breakwater Project.
- Native arts and crafts – Visitors to Sand Point currently have no opportunities to purchase souvenirs. Arts and crafts could be displayed and sold at the airport or in one of the local tribal buildings.

Sand Point has a motivated workforce, but more training may be needed to help residents enter new career fields. Young people are looking for good paying jobs that will enable them to stay in Sand Point. Leadership training and opportunities for younger workers need to be developed.

4.2.6 Municipal Finance

In order to fund education and other municipal services, both the AEB and the City of Sand Point levy taxes, which contributes to the City's operating revenue. The City has established an Enterprise Fund to account for revenues and expenditures for specific services it provides. Residents pay for the services, including water, sewer, gravel, and refuse collection (City of Sand Point 2004).

A review of the City of Sand Point's financial statements for FY 2016 and FY 2017 indicates an overall healthy financial picture for the City's General Fund, which is its primary operating source for basic programs and services. City general fund revenues and financing sources were



sufficient to fund the City’s general services and to operate special services and programs. The City of Sand Point does not appear to be overly burdened with long-term debt or other long-term liabilities or obligations, which would hinder the City’s ability to continue to provide essential services and programs.

General Fund Revenue and Financing Trends

For FY 2016 and 2017, the City of Sand Point received, on average, 70 percent of its general fund revenue and financing from four primary sources. As the following chart indicates the City of Sand Point’s primary funding sources are City sales taxes, harbor fees, local raw fish taxes, and the City’s Gaming Fund (Figure 6).

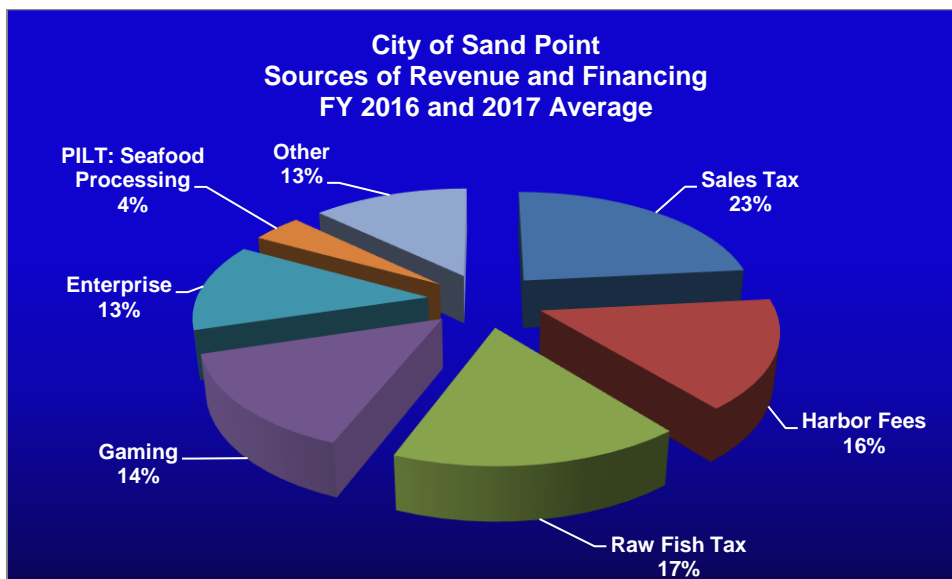


Figure 6. Sources of Revenue and Financing, FY 2016 and FY 2017 Average

General Fund Expenditures Trends

During FY 2016 and 2017, the City of Sand Point expended its General Funds in four major categories. As the following chart indicates, the City of Sand Point’s primary expenditures are for general government, public works, and public safety, and the harbor (Figure 7).

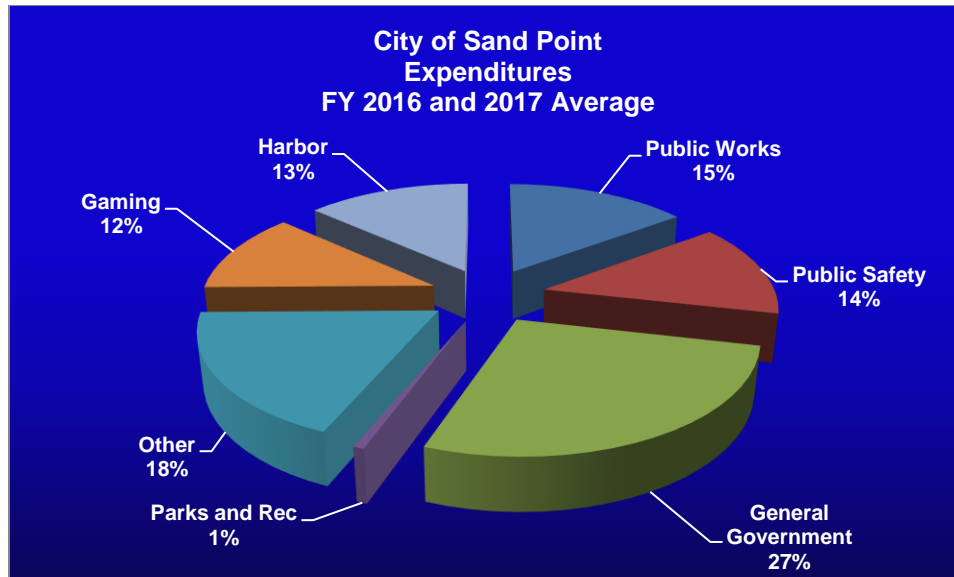


Figure 7. Expenditures, FY 2016 and FY 2017

General Fund Balance Analysis

As shown in Table 1, in FY 2016, the City of Sand Point’s ending General Fund balance was slightly less than its general fund revenues, but the adopted budget for FY 2017 reverses that. The City of Sand Point is doing an effective job of managing its General Fund and continuing to build reserves for future operating capital or special projects.

Table 1. Revenues and Expenditures for FY 2016 and 2017

	FY 2016	FY 2017
Total Revenues	\$4,207,227	\$4,180,800
Total Expenditures	\$4,211,882	\$4,175,450
Difference	-\$4,655	\$5,350

4.3 Land Use

4.3.1 Land Ownership

General Ownership

Land ownership on Popof Island is a mix of City, corporation, and private (see Appendix A). Shumagin Corporation, the village Alaska Native Claims Settlement Act (ANCSA) Corporation, is the primary landowner in Sand Point. Aleut Corporation, the regional ANCSA corporation, generally own the subsurface estate under village ANCSA corporation lands.



Harbor Area

Ownership in the harbor area is a combination of City, Shumagin Corporation, and AEB-owned lands that have been subdivided in some locations. The AEB retains ownership of the new (large boat) harbor until that construction bond retires in 2034. The City operates and maintains the harbor through a Management Agreement with the Borough that also expires in 2034. The City also owns the upland storage lots in the new harbor area. Right-of-ways for access to and from the new harbor area have been platted. The City owns and operates the Robert E. Galovin Small Boat Harbor outright.

4.3.2 Existing Land Use

To a large extent, Sand Point's overall land use pattern has been shaped by its origins as a fishing community. Outside of the main City area, the land is mostly undeveloped. For the purposes of this plan, the term "built area" will refer to the more intensively developed areas of Sand Point: the harbor, the "downtown" area, the Meadows subdivision, and the airport.

Most of the existing residential parcels lie within the Meadows subdivision. The majority of residential parcels within Sand Point consist of single-family dwellings, with the exception of transient worker housing provided by Trident Seafoods and some multi-family structures developed by the Aleutian Housing Authority. The Sand Point School and the Unga Tribal Building are also located within this subdivision, making these resources centrally located for much of the population. A large percentage of the parcels within the Meadows subdivision is currently undeveloped, which serves as a significant resource for accommodating any future growth that may occur.

Parcels containing public buildings, such as City Hall, the fire station, and Alaska Department of Fish and Game facilities are concentrated in the downtown area. There are a few commercial buildings located around the downtown as well. Marine industrial commercial buildings associated with fish processing, boat repair and storage, and fuel storage populate the harbor area. There is an area of residential parcels on the edge of the industrial harbor facilities as well.

Harbor Area

Sand Point has two boat harbors, the Robert E. Galovin Small Boat Harbor, and the New Harbor for larger boats just directly south. The harbor area is not a typical full service harbor, meaning that there are equal amounts of total land and water areas; the harbor water area is nearly double the size of its land area. The harbors provide critical services to the local and regional harbor users, such as heavy haul-out, gear sheds, and long-term storage. It encompasses a land area of approximately 11.53 acres, with 2.5 acres used for parking/boat storage, and 0.8 acres used for loading and unloading access. The remaining area is used for a combination of driving paths and general storage. There is some fencing in the area, and light poles and electrical hook-ups are distributed across the site. Additionally, there are several structures in the uplands area including the harbormaster's office, welding services, and a small café.

Improvements to the harbor have been occurring in recent years, including the \$10M+ rehabilitation of the small boat harbor. More improvements are scheduled for 2018. The City would like to accommodate bigger boats and more services. To that end, the City is working with DOT&PF on a new city dock, to sit adjacent to the current dock as a dual dock structure. Construction is scheduled for the fall of 2018. The City is also working with the AEB to complete the new harbor float system. That design will be completed in early 2018, pending construction funds.



4.3.3 Future Land Use Needs

Many of the community's future land use needs have been addressed through previous platting and planning activities. Areas of undeveloped land with road and utility connections are available for future residential expansion. The City uses its *Sand Point Harbor Land Use Plan* to address land use needs for waterfront development, and is in the process of planning for use of lands adjacent to the airport. Land is available for additional commercial activities if warranted by demand. The primary future land use needs expressed by the community include the following:

- City Cemetery – The City cemetery is currently located in the downtown area amidst commercial and residential development areas. Residents and City officials have expressed interest in finding a new cemetery location that would allow for future expansion. Potential locations have been proposed, and the City Council is now considering development of one such site in Russian Town.
- Specific Housing Needs – To address additional low-income housing or apartment needs, residents have expressed interest in providing some assisted living areas for elderly residents. There is also a lack of quality housing for young families or workers.
- ANCSA 14(c)3 Land Selections – The Shumagin Corporation and the City need to finalize any 14(c)3 land exchanges that are currently pending. Properties already transferred should be listed, for example the old and new landfill sites, and any future needs should be identified, such as land for new public parks.

Most land within the developed portion of Sand Point can be classified as buildable, although the topography and soil conditions in some areas may require extra consideration. Peat deposits occupy depressions along the drainages at the lower elevations of the island. Wind and wave erosion of these soils are very prominent on shorelines and hilltops (City of Sand Point 2004).



4.3.4 Land Use Plan

Land use planning for Sand Point has helped to meet broader future goals and objectives of the community, including sustainable physical and economic development. In general, Sand Point has addressed land use needs in two major areas:

- Residential Development: An adequate number of undeveloped residential lots that are served by water, sewer, and roads already exist which can allow for potential residential growth in the foreseeable future. Should additional lands be needed, the issue can be addressed through a cooperative effort of the Shumagin Corporation and the City of Sand Point.
- Harbor Land Use: The potential needs and use of harbor lands have been addressed in the *Sand Point Harbor Land Use Plan*. Wise use of these lands has significant implications for commercial fishing, waterfront commercial development, and transportation and economic development. For more detailed information, please refer to that plan.

The primary future land use needs that have not been resolved to date involve general commercial development, public utility upgrades/expansion, transportation infrastructure, and recreation. Additionally, consideration of developing regional emergency response may drive the need to identify and set aside staging areas.

- Commercial Development: No new commercial development areas have been identified outside the existing locations. However, with the possibility of expanding the tourism trade, mining exploration, and potential for additional commercial seafood processing, Sand Point should take steps to identify and designate additional commercial development areas.
- Public Utility Expansion: Development of alternative bulk fuel supply has been designated as a community priority, due to reliance on the Trident processing plant as the sole source of bulk fuel. A *Bulk Fuel Economic Feasibility Study* conducted for the city identified a potential location for an emergency backup facility. If additional economic or residential development occurs, water supply could be a problem. Protection and expansion of the city surface water supply should be considered, and steps to reduce leakage should be initiated.
 - Transportation Infrastructure: Marine and air transportation are keys to Sand Point's existing and future economy. The *Sand Point Harbor Land Use Plan* addresses marine transportation issues and the *Southwest Alaska Transportation Plan* addresses both marine and air transportation. Expansion of the Sand Point Runway has been completed, and is awaiting completion of fire safety improvements. The City needs to re-evaluate airport facilities and lands, and develop an airport land use and infrastructure strategy.
- Recreation: Community recreation facilities and parks have been identified as an important community need, particularly the development of a central outdoor recreation facility or playing field. The residents and cooperative partners of the City need to identify the components and activities that a central outdoor facility should include, and identify the best location around town. Funding opportunities can then be identified and pursued. Trails represent a second element of potential recreation and tourism needs. The City should evaluate the network of existing trails, and working with public and private landowners, identify location of new trails that could meet resident needs and contribute to tourism. Such an evaluation should address the responsibilities for maintenance, and the enforcement of trespass concerns.



- Landfill Use: There is adequate space for the landfill. It is not at capacity, although it is being filled at a higher rate than predicted. If an expansion may be needed in the future, the issue can be addressed through a cooperative effort of the Shumagin Corporation and the City of Sand Point.

Based on current conditions and anticipated demands, no changes are recommended in the municipal Land Use Map and Zoning Districts at this time.

4.4 Public Facilities

4.4.1 Public Administration

The City of Sand Point was incorporated as a fourth class city in October 1966, which was reclassified under State Statute as a second class city at a later date. Following a special election, the City was reclassified again to a first class city on December 21, 1978, and has a “strong mayor” form of government. The City Council has six elected members.

Taxes in Sand Point include 1) a four percent sales; 2) a two percent raw fish tax; 3) a seven percent bed tax; and 4) a two percent borough raw fish tax. No property taxes are levied in Sand Point.

4.4.2 Cultural Facilities

Historic and cultural sites include sites associated with the history, tradition, or cultural heritage of national, state, or local interest, which merit preservation and restoration. The St. Nicholas Chapel, a Russian Orthodox Church, was built in 1933 and is now on the National Register of Historical Places. Limited display cases exist around the community, for example the City offices, but no distinct museum or cultural center exists. A library exists as part of the school, but is not an integral part of the community. The City cemetery is currently located in downtown Sand Point, and has limited room for expansion.

For cultural facilities, Sand Point residents expressed interest in the following:

- A museum or cultural center should be built, and adequate documentation of the history of the Sand Point area should be established
- Shelter cabins or limited day use facilities may be provided near historic or cultural sites for use by the local community and tourists when such facilities do not detract from or interfere with site values
- Residents should reconvene the committee to study identification of the new cemetery location
- A library should be built as part of a new multiple-use facility or community center (which could house community-centered resources such as a library, museum, and daycare)



4.4.3 Public Safety

Police, Fire/Rescue, and Emergency Response

Two to three officers, an administrative/secretarial position, and the Chief of Police provide police protection in Sand Point. The Chief of Police may also serve as the Fire Chief and Emergency Management Services. The City of Sand Point has a fire truck, a fire boat, and an ambulance.

The primary public safety needs as expressed by the community include:

- Building a new holding facility. The current holding facilities are sufficient but are in need of replacement and expansion.
- Training for the fire/rescue and EMS volunteer force: Fire/rescue and EMS volunteers requested more training for the emergency response volunteer force. Research into state and federal funds for use in training fire/rescue and EMS volunteers should be a priority.
- Street signs: Residents expressed concern that it is difficult for emergency vehicles like the ambulance or fire truck to find addresses without proper street signage. House numbers have also been a concern related to this issue.
- Upgrade fire protection equipment and gear: Residents and fire/rescue volunteers expressed the need for upgrading fire protection equipment and gear.
- Multiple-use facility: Residents and City officials expressed interest in a multi-use facility, which could be used to house public safety staff including police, fire/rescue, EMS, holding facility, department equipment, and other public safety support functions.

Regional Emergency Response

The City of Sand Point is a logistical staging area for regional emergency response to natural, technological, or economic disasters. The expanded capacities of the airport and harbor provide some infrastructure for response; however, Sand Point should seek opportunities to develop additional infrastructure to stage and store equipment and vehicles. These might include assuring adequate ramp space for C-130 type aircraft, warehouse facilities for pre-positioned equipment and vehicles, pallet build-up and processing areas, appropriate navigational aids, and a helipad at the airport. The harbor should have the capacity to moor and serve U.S. Coast Guard vessels, to serve potential industrial uses such as mining exploration, and have good road access to warehouse facilities. Administrative spaces for agencies are needed. There is also a need for housing and bed spaces (hotel and bed and breakfast) to handle the influx of personnel during an emergency response. The City should also seek opportunities for open dialogue with State and federal agencies, such as the Alaska State Division of Homeland Security and Emergency Management, the Federal Emergency Management Agency, and the U.S. Coast Guard to provide response capabilities for regional maritime emergencies.

4.4.4 Utilities

Residents of Sand Point are offered a full complement of services including piped water and sewer, electric, heating fuel, solid waste, telephone and satellite. The City of Sand Point has operated various utility systems for decades, including water, sewer and solid waste. Other utilities are owned and operated by private companies. Sand Point residents and officials noted that the utilities are adequate, although infrastructure is aging and requires maintenance. Some residents expressed concern that big projects could require rate hikes to complete.

A summary of available utilities follows:



Electric

Electricity is produced by diesel generators and operated by TDX Power. The utility is reported to have a capacity of 2600 kilowatts. Distribution lines are a combination of overhead lines and underground conduit. Underground service is the preferred method for new and renovation projects as the utility company feels the service is less susceptible to interruption. TDX Power also operates two wind turbines. Approximately 15 percent of Sand Point's electric generation is produced by the turbines. The turbines have a total capacity of 1,000 kilowatts, but at this time there is not sufficient battery storage for what can be produced, nor is there demand. The community hopes that the turbines can help reduce the cost of power for end users in the future, especially for commercial users that receive no Power Cost Equalization (PCE) subsidy (City of Sand Point 2017).



Water

The City of Sand Point operates the community water utility. The primary water source in Sand Point is a reservoir on Humboldt Creek. Before distribution, source waters are filtered to remove contaminants and treated with chlorine. DCCED (2017) indicates that all the households in Sand Point utilize the public water system. Distribution lines are of various sizes and ages, as the system has experienced a variety of projects since its original installation. The older portions of the utility consist of galvanized pipe, installed below grade but close to the surface, possibly in the frost zone. Newer areas of town have more stable systems and suffer fewer interruptions.

Sewage Collection System

The City of Sand Point also operates the community sewer system. DCCED (2017) reports that nearly all Sand Point households utilize the utility, with 293 service connections. The sewer utility consists of a piped system that has undergone numerous construction and expansion projects since its original installation. Many of the projects carried out in the 1970's lack documentation. The modifications have been so extensive that, though it performs appropriately, the system no longer functions according to the original design parameters. The system is comprised of over seven miles of gravity and force main piping. There are two separate systems that comprise the utility, one serving the downtown area called the Russian Town Sewer System, and the other for the Meadows subdivision, referred to as the Kelley Avenue Sewer System. The Russian Town piping systems include five lift stations and piping of various age and composition. The Kelley Avenue system has operated since 1985 and is a combination of force mains and gravity flow, although the system is predominately gravity-powered. Waste from both systems is collected in either of two waste treatment facilities before being discharged via ocean outfalls (HDR 2004).

One challenge the City faces with wastewater treatment is the amount of grease being put into the system from the seafood processing plant. City officials stated that much of the sewer maintenance goes toward skimming the grease from the tanks. It was suggested that the plant



invest in an industrial-sized grease trap. There are ways for the City to appropriately dispose of the grease if it were collected properly.

Solid Waste

The City of Sand Point operates an Alaska Department of Environmental Conservation -permitted Class III landfill. Refuse is collected by the City and transported to the landfill. The landfill was relocated in 2000. The landfill is at approximately 50 percent capacity, and there could be land available for expansion if needed. The City has an incinerator and burns as much solid waste as possible, however more waste per day is coming to the landfill than was originally allotted for. There is also a problem with large scrap metal; it takes up space and is costly to ship it off of the island. The Tribes operate a recycling program to help reduce landfill waste.

Telephone and Satellite

The communications utilities in Sand Point are offered by a variety of operators, including TelAlaska, Interior Telephone Co., AT&T Alascom, and GCI. TelAlaska has a cellular tower in Sand Point, as does AT&T, and GCI leases space on the existing public radio tower. TelAlaska started delivering 3G cellular service in the community in the first quarter of 2016. The City is currently exploring options to increase communication connections in Sand Point (City of Sand Point 2017), and a regional effort is underway to encourage broadband development.

Heating Oil

DCCED (2017) indicates that over 98 percent of households in Sand Point use fuel oil as their primary heating method, with the remaining 2 percent relying on electricity or coal. The existing bulk fuel storage facility has a capacity of 640,000 gallons and is owned and operated by Trident Seafoods. This fuel is distributed to various intermediate tanks throughout the community, and residential consumers via a fuel delivery truck owned and operated by TDX. The City owns and operates another vehicle for its own uses (URS 2003).

4.4.5 Health and Social Services

Health care for Sand Point residents is presently provided by the Sand Point Health Clinic, built in 2016. The clinic is staffed by health aides trained in first aid and treatment of common illnesses. Clinic staff has direct contact with doctors in Anchorage hospitals. Doctors and dentists also make occasional visits to Sand Point. Emergency cases are usually flown to a hospital in Anchorage. A dentist and hygienist also fly in regularly for appointments. Eastern Aleutian Tribes provides mental health care for the City of Sand Point.

The clinic is operated by the Eastern Aleutians Tribes (EAT), who provide Medical, Dental, and Behavioral Health services to the community. The City, along with the Denali Commission, the Rasmuson Foundation, USDA, the State of Alaska, and both Community Development Block grants and Indian Community Development Block grants all put funding toward this \$6 million investment for the health and well-being of the community (City of Sand Point 2017).

Like many communities in Alaska, Sand Point experiences an epidemic of substance abuse. Rehabilitation is a serious challenge for rural locations like the Aleutians. Residents suggested cooperation between the City and state organizations, tribes, and regional corporations to come up with solutions, such as transportation to rehabilitation centers. Programs such as Narcotics Anonymous and Alcoholics Anonymous have been tried in Sand Point a few times, but as individual-driven programs, participation dissipates over time. One suggestion is to help provide online or virtual meetings. There is currently no funding for an Oxford House (a member-driven rehabilitation program), but adding beds to the clinic reserved for rehabilitation and providing additional training to the clinic staff would benefit the community.



4.4.6 Cemetery

The City cemetery is currently located in the downtown area among commercial and residential development areas. Residents and City managers have expressed interest in finding a new cemetery location that would allow for future expansion. Some potential sites have been proposed, but a decision needs to be finalized.

4.4.7 Education

Sand Point is part of the AEB School District, which runs includes portions of southwestern Alaska along the Alaska Peninsula and Aleutian Chain the same as Borough boundaries.. The District was formed in 1988 from smaller districts that consolidated and formed a Borough with taxing authority. The Borough and District boundaries are the same, and stretch over approximately 15,000 square miles, from the middle of the Alaska Peninsula to the north and east, going southwest to Akutan just east of Dutch Harbor.

The Sand Point School serves Kindergarten through Grade 12. In FY 15, the school had a total of 117 students and 16 full-time teachers, not counting administration (City of Sand Point 2017). The school has offered a school lunch program since 2004. Residents and City administrators expressed strong interest in supporting that program and expanding it to include a breakfast program.

Community members have expressed a need to focus attention on the older students, grades 7-12. There is currently a lack of programs that prepare this age group for completing school, or provides them with technical skills that would enable them to enter a vocation once they graduate. The community wants to find ways to get parents and elders more involved in school activities. For continuing education, some students go to Seward for vocational training, and there are a few that are utilizing a University of Alaska Fairbanks extension in Sand Point and are getting college degrees remotely. The community would like to encourage more local residents to become teachers at the local school.

The primary education needs expressed by the community include:

- Promotion of vocational training: The needs for trade employment should be identified for the community (such as net mending and mechanics) and training encouraged.



- Opportunities for distance learning: Residents expressed strong interest in exploring additional opportunities for distance learning that would allow students to stay in Sand Point. Available broadband, however, is a limiting factor.
- Life skills and employment preparations: Residents have expressed a need to focus attention on grades 7-12, including preparing them for technical programs, college, and the workforce. Involving parents and elders in school activities was suggested as a good place to start.
- School breakfast program: Residents and City managers expressed strong interest in continuation of the school lunch program, and expanding it to include a school breakfast program.

4.4.8 Parks and Recreation

Parks, open space, and public recreational facilities provide for basic needs and contribute to the quality of life that Sand Point residents enjoy. The school offers a full-size indoor swimming pool and a gymnasium for indoor recreational activities. The City presently pays for staffing at the gym. The gym offers evening hours that are open to the public, including toddler tumble time. In addition, the City has an outdoor basketball court and playground facilities, and there is a baseball field at the school. Despite stretches of unfavorable weather, residents also partake in a wide variety of outdoor recreational activities. Hunting for caribou, bear, and birds on the mainland or on Popof Island, and fishing are popular, as are activities such as bird watching, beachcombing, and outdoor photography (City of Sand Point 2017).

Opportunities for the expansion of recreational opportunities in Sand Point include:

- Developing sports leagues, such as softball, basketball, or swimming
- Shooting range
- A walking/running track
- A community greenhouse/garden

The Teen Center is a community asset. It receives multiple donations from the City, AEB, local businesses, and others. Internet is donated. The center is active and heavily used. Residents noted that the facilities in the community are adequate, but there is a lack of adults volunteering to run programs.

Some activities could share infrastructure. In the summer, trails could allow for ATV use, bicycling, running, or walking. Although all of these uses may not be fully compatible with one another, a relatively low concentration of users on trails may reduce the incidence and intensity of conflict. Coordination with and approval from landowners, especially Shumagin Corporation, would be required.



4.5 Transportation

Transportation requirements for Sand Point are contained within several reports: The *AEB Transportation Improvement Program (2001)* and the *Alaska Transportation Plan (2002)* were prepared for the Alaska Department of Transportation and Public Facilities. These studies address regional transportation requirements, and make specific recommendations for Sand Point. The *Harbor Land Use Plan (2003)* focuses on near- and long-range harbor improvements. The *Southwest Alaska Municipal Conference Comprehensive Economic Development Strategy (2016)* discusses transportation infrastructure and needs in the region.

Sand Point's transportation system consists of airport and harbor infrastructure linking the City to other regional centers, local systems consisting of roads serving the airport, city, and seafood processing areas, and a variety of trails. The previously mentioned studies provide recommended improvements for aviation, marine, roads, and trail systems.

4.5.1 Road System

Since the last comprehensive community plan, the City has paved most roads in Sand Point, and signage has been improved. The City of Sand Point continues to maintain and upgrade the existing road network. Residents and City officials have expressed a need for a logical numeric home-address system to be instituted, which would assist emergency response personnel.

While these recommendations address current needs, additional roadway access and improvements to other parts of the island should be considered as part of the overall economic development to expand tourist business and facilitate regional trade.

4.5.2 Trail System

The AEB Transportation Program notes that there was a community desire to develop usable hiking trails as well as improve and repair boardwalks. Hiking trails become destination points for residents and visitors to enjoy, and therefore potentially form a nucleus of future economic activity associated with tourism.

Trails and boardwalks within town make Sand Point more pedestrian friendly. Outside of town, hiking trails afford access to the splendors of the more remote reaches of the island, but would require the approval of land owners. Optimally, a trail system should accommodate various user groups (i.e. motorized and non-motorized uses). Any trail system would require suitable access, along with supporting rest areas, lavatories, and shelters along the trails. Shelter cabins could be used for both marine and kayak trail systems, as well as land trail systems around the island.

4.5.3 Air Transportation

Sand Point's airport transportation system currently includes a 5,213-foot runway, supporting equipment, and parking facility. PenAir currently owns the airport terminal, and the airport is owned and operated by the State of Alaska. The community extended the runway to accommodate larger aircraft, thereby improving passenger and freight service, and improving the quality of life, economy, and safety in Sand Point. Aviation problems identified in community meetings highlighted a need for more dependable passenger service.

Sand Point receives mail and non-stop passenger service directly from Anchorage. While Sand Point's airport accepts aircraft carrying over 30 passengers, meeting rising air travel demands is achieved either through increased frequency of service, or as airlines typically prefer, increasing the size of the aircraft servicing the community. The City is currently exploring options to regain



Federal Aviation Administration (FAA) certification to bring in larger aircraft, more than 30 seats.

4.5.4 Marine Transportation

State Ferry Service

Sand Point is served by the State Ferry Tustumena twice a month from May through September as part of service to communities between Homer and Unalaska. The ferry typically stays in port about one hour between arrival and departure. Background information in the AEB Transportation Program demonstrated community concern that the Alaska Marine Highway ferry service is too infrequent, and residents desired services to stretch over more months of the year. The vision from the community was to allow improved capacity for people and freight in the Aleutians. Increased ferry service offers similar opportunities for expanding economic activity, as does runway expansion. Improved ferry service supports regional transportation, offers another means for bulk items to be shipped to markets, supports potential tourism, and allows Sand Point to be a “through put” location for commerce within the Eastern Aleutians. However, given the high per-capita costs of operating Alaska Marine Highway System and State budget shortfalls, a growing concern in Southwest Alaska is the long-term sustainability of reliable ferry service (SWAMC 2016).

Boat Harbor

Sand Point’s harbor is sheltered behind a breakwater at the mouth of Humboldt Slough, and is crucial to the economy of Sand Point. It has transit moorage for temporary fleets in the area from Seattle or from the Bering Sea. There are harbor improvements moving forward to be able to attract and berth bigger boats in the New Harbor.

The December 2003 *Sand Point Harbor Land Use Plan* identified existing and potential waterfront related activities; evaluated access, economic development, public safety, and facility requirements; and designated special uses along the waterfront and adjacent uplands. It also developed a preliminary harbor use allocation plan and provided implementation guidance for the City. The Plan specifically looked at road alignment and access to and within the harbor, boat storage, parking, utilities, the new harbor at Black Point, future improvements, and fuel headers and tank farm site. Since the plan was released, the City has implemented extensive improvements to the harbor to be able to berth larger vessels.

To alleviate harbor-parking issues, the Plan developed long- and short-term parking for improved functionality, as well as suggested parking time limits and parking surfacing options.

The Plan addressed the fuel header/fuel storage requirement, as a long-term infrastructure need for supporting transient vessels and to transport fuel to the retail vehicular fueling station and City storage site. The latter two would be located above the harbor, along the road connecting both the airport and the City.

There were concerns that other aspects of the harbor need improvement as well, including the bull rails, the boat launch, and the sheetpile bulkhead. It was noted that the larger 150-ton boat lift (which does approximately 250 lifts per year) is aging and may need to be replaced within the next decade.

In addition to harbor improvements, Sand Point is included in the current STIP for construction of a new multi-use dock. The new dock will replace an old city dock that currently accommodates fishing vessels, barges, and state ferries, but is nearing the end of its service life (ADOT&PF 2017). The current Sand Point City Dock was constructed in 1984 as a pile-supported structure and rests on the western side of the New Harbor breakwater. The city dock currently serves as a



multi-function dock acting first and foremost as a shipping and receiving terminal for commercial goods, services and industry, as well as a service terminal for the Tustumena ferry. The dock receives barge service weekly from Seattle throughout the year. The dock also handles processed seafood via shipping container vans regularly. The city dock is an essential component of infrastructure providing critical access between Sand Point and the Pacific Northwest region (City of Sand Point 2017).



4.5.5 Regional Transportation

For Sand Point, infrastructure improvements at both the airport and the harbor, combined with increased services from larger aircraft and more frequent ferry service, offer opportunities for economic growth. The potential for growth exists for additional seafood processing, tourism, support of mining, regional and inter-regional transportation, and delivering packaged seafood, gravel, and arts and crafts to markets.

There is also the potential for Sand Point to become a hub for regional emergency response activities both through its expanded harbor capacity and lengthened runway. Sand Point could serve as a refuge for other communities, or as a staging area to serve communities in need. The ability to serve as a logistics center dovetails with potential economic activity.

4.6 Capital Projects

Capital projects in Sand Point help expand infrastructure and help fulfill basic needs and services. Capital projects completed since the original CCDP include improvements to the road system, small boat harbor rehabilitation, runway lengthening, and construction of the new health clinic and water treatment plant. Current projects include expansion and upgrades of the Sand Point new harbor and a new City Dock. City of Sand Point residents expressed interest and need for the following capital projects (not listed in order of importance):

- Pave the road to Red Cove
- Rebuild the incinerator at the city landfill



- Inspect and repair or replace water distribution lines
- Make additional improvements to the boat harbor and city dock for the fendering, bull rails, boat launch, and sheetpile bulkhead. The City should also consider a long-term plan to replace the boat lift, based on its age.
- Construct shelters to house public works equipment, the fire boat and other harbor equipment, and landfill equipment
- Increased parks and recreation facilities (see Section 4.4.8)
- Increase web access capabilities (most likely a regional approach)

This is not an all-inclusive list and should be expanded and updated as needs are identified.



5.0 Cooperative Partners

The City of Sand Point has benefited from partnerships with various groups and organizations in the past. Pursuing a vision of the community will require a partnership that benefits from the leadership and resources available from these entities. These groups include the following:

- **Tribal Governments (*Qagan Tayagungin, Pauloff Harbor, and Unga Tribes*):** Tribal governments have the status as federally recognized tribes. They have responsibility for certain local health and social service programs, and have access to sources of federal funding. These three tribal governments have contributed to economic development planning and road construction, and will continue to be important planning partners in Sand Point.
- **ANCSA Village Corporations (*Shumagin, Sanak, and Unga Village Corporations*):** Village corporations are the major surface landowners in Sand Point and the entire Popof Island, and many residents are shareholders in these corporations. Shumagin Corporation in particular has been a major contributor to residential and economic development.
- **ANCSA Regional Corporation (*Aleut Corporation*):** Regional corporations are the major subsurface landowner in the area, and are a major partner in land and economic development.
- **Regional Non-Profit Native Corporations (*Aleutian Priblof Islands Association, Eastern Aleutian Tribes*):** Regional Native non-profit corporations have responsibility for certain regional health and social service programs, and have access to sources of federal funding.
- **Regional Municipal Government (*Aleutians East Borough*):** The AEB is responsible for regional taxation, education, planning outside the City, and land use regulation.
- **Alaska Department of Commerce, Community, and Economic Development (DCCED):** DCCED is the primary state department responsible for community and economic development support activities, including state fisheries initiatives.
- **Alaska Department of Transportation and Public Facilities (DOT&PF):** DOT&PF is the state agency responsible for programming and funding statewide transportation projects, and operating some regional transportation services such as airports and ferries.
- **Denali Commission, Alaska Native Tribal Health Consortium (ANTHC):** The Denali Commission and ANTHC are primary planning and construction funding sources for water, sewer, solid waste facilities, and bulk fuel improvements.
- **Department of Interior, Bureau of Indian Affairs (BIA):** BIA is a major funding source for Alaska Native tribal programs, including planning, economic development, and road construction. BIA has provided funding for recent projects in Sand Point.
- **Seafood Industry (Commercial fishermen, Aleutia Seafoods, Trident Seafoods, Peter Pan Seafoods, and other processors):** The seafood industry is the foundation of the Sand Point economy, and it is in the City's best interest to work regularly and cooperative with stakeholders in the seafood industry to maintain current participation in the seafood industry, expand into new fisheries and markets, and tackle the challenges facing the industry in Sand Point and Gulf of Alaska.



As Sand Point faces opportunities and constraints with regard to growth and development, these partners will continue to play significant roles in the economic and social service future of the community. They should be involved in implementation of the Sand Point CCDP.

5.1 Funding Sources

Appendices B and C contain information regarding funding sources and small business development resources that could be utilized by the City and Tribes Sand Point, and its residents.



6.0 Implementation

The key to a successful CCDP is implementation. Implementation identifies what specifically needs to be done, who is going to do it, and when it will be done. The CCDP should be used as a guide in decision-making, not as a mandatory course of action.

Sand Point’s CCDP is a “snapshot in time;” a combination of perspectives developed by the people who participated in the planning process. Implementation of the CCDP is the responsibility of all public, private, and citizen groups and individuals, not just the City of Sand Point. It will take commitment, partnership, dedication of effort and funds, and ownership to make this plan happen.

The following items were identified during the planning process as actionable tasks that the City or other community partners could work toward in the next decade (Table 2). The time frame for realistic accomplishment is broken into three categories: short (within two years), medium (in three to five years), and long (in five to ten years). Table 3 lists the same implementation items with the time frame for easy reference.

Table 2. Sand Point Implementation Actions

No.	Implementation Actions	Time Frame	Responsible Entity
Economic Development (EN)			
<i>General Economic Development Goal A: Diversify the economy of Sand Point and create employment opportunities</i>			
EN-1	Establish a working group to evaluate fisheries supported and fish products currently provided by processors, identify and promote additional fisheries and products, and identify new markets for Sand Point fish products	Short	City, AEB, Processors (including Trident Seafoods, Aleutia Seafoods, and ePter Pan Seafoods)
EN-2	Evaluate the options of improving local internet services, promote improvements with appropriate service providers (also applicable for PS-36)	Short/Medium	City, AEB, SWAMC, ANCSA Regional and Village Corporations, GCI, TelAlaska., and AT&T
EN-3	Investigate potential economic benefits of providing rock quarry products to communities in the region on an individual project basis (road, airport, and harbor expansions and upgrades), and position for proving products for construction	Medium/ Long	City, ANCSA Regional and Village Corporations, ADOT&PF
EN-4	Evaluate options for Sand Point to become a logistical staging area for regional emergency response and resource exploration and development activities (also applicable for EN-8 and PS-8)	Medium	City, AEB, ANCSA Regional and Village Corporations
EN-5	Identify and encourage opportunities for skill/trade employment	Short/ Medium	City, AEB School District, DCCED, Trident Seafoods, ANCSA Regional and Village Corporations



General Economic Development Goal B: Maintain community infrastructure and services to support economic development			
EN-6	Assess the need for and make available additional office space for rent as necessary (also applicable for LU-4)	Short	City, Village ANCSA corporations and tribal governments
EN-7	Implement the recommendations of the <i>Sand Point Harbor Land Use Plan</i> regarding marine improvements in the harbor area	Medium	City, DOT&PF, BIA
General Economic Development Goal C: Build a partnership between residents, fishermen, government, tribes, corporations, school district, and businesses			
EN-8	Identify potential cooperating partners and schedule annual planning meetings	Short	City, AEB/School district, Tribal Governments, ANCSA Regional and Village Corporations, Regional Non-Profit Regional Corporations, Trident Seafoods, Aleutia Seafoods, Peter Pan Seafoods
EN-9	As an output of EN-8, develop an Overall Economic Development Steering Committee	Medium/ Long	City, AEB, Tribal Governments, ANCSA Regional and Village Corporations, Regional Non-Profit Regional Corporations, Trident Seafoods
EN-10	Assist marine support services by providing waterfront lands, utility services, and boat repair facilities	Medium	City
EN-11	Identify funds and develop programs for training the workforce <ul style="list-style-type: none"> • Identify work (sectors) and training opportunities • Inventory current workforce, skills and jobs available School vocational programs • Training for local entrepreneurs • Internships/after school jobs for high school students 	Medium/ Long	City, DCCED, BIA
Fisheries Economic Development Goal A: Revitalize commercial fisheries in Sand Point			
EN-12	Develop processor/community/fishermen relationship strategy <ul style="list-style-type: none"> • Convene parties and work together • Initiate related actions (independent fuel tanks, joint venture partnership for processing, ASMI missions) 	Ongoing	City, Processors (including Trident Seafoods, Aleutia Seafoods, Peter Pan Seafoods), DCCED
EN-13	Work actively with fish processors to meet mutual needs of community partners, including fishermen, businesses, local government, tribal governments and ANCSA corporations	Short	City, AEB, Aleutia Seafoods, Processors, Tribal Governments, ANCSA corporations, commercial fishermen
EN-14	Evaluate opportunities for developing local mariculture	Short/ Medium	City, AEB, Aleutia Seafoods, SWAMC



EN-15	Initiate value-added fish processing study including development of and marketing for a value-added product	Short	City, AEB, Aleutia Seafoods, SWAMC
EN-16	Work with the state on fishery marketing and management (City, AEB, Tribes and Corporations) <ul style="list-style-type: none"> • Market the high quality of area salmon and increase marketing for Pollock • Market the fall run of Salmon • Utilize the increased capacity of the airport and harbor to provide greater volumes of processed seafood more rapidly to markets 	Short/ Medium	City, AEB, DCCED, Trident Seafoods, Aleutia Seafoods, Peter Pan Seafoods, other processors
EN-17	Pursue harbor improvement funding to benefit local and regional fishermen	Medium	City, AEB, DOT&PF, USACE
EN-18	Ensure that areas are identified in the harbor area to serve fishing related needs and activities, including additional fish processing capability and utility service	Short/ Medium	City, DOT&PF
EN-19	Facilitate sales of limited entry permits to area residents	Short	City, AEB, DCCED, Private foundations
EN-21	Stay engaged in regulatory discussion affecting salmon and other commercial fisheries	Ongoing	City, AEB
<i>Tourism Economic Development Goal A: Expand the tourism industry in Sand Point to create additional economic development opportunities</i>			
EN-22	Provide areas and utility service in the harbor area to support state ferry traffic	Medium	City
EN-23	Conduct a tourism resources inventory and upgrade City of Sand Point web site and promotional brochures. <ul style="list-style-type: none"> • Current tour operations in the area • Resources and attractions • Facilities and services in Sand Point 	Short	City, AEB
EN-24	Work with the Trident Seafoods fish meal plant to develop practices that reduce odors from meal processing	Medium	City
EN-25	Work with cruise ship companies to explore the potential for a stop in Sand Point	Short/ Medium	City, AEB, Unalaska, Alaska Travel Industry Association, Alaska Cruise Association
EN-26	Evaluate expanding the bison hunt to attract more visiting hunters	Short	City, Shumagin Corporation
EN-27	Encourage tourist packages with local airlines and the Alaska Marine Highway System	Short	City, AEB, State Marine Highways system, passenger airlines, SWAMC



Land Use (LU)			
General Land Use Goal A: Ensure that adequate lands exist in appropriate locations to meet various land use needs of the community in response to anticipated population trends and economic needs			
LU-1	Evaluate and update existing zoning maps and land use map for effectiveness in meeting current and future development needs	Short	City
LU-2	Evaluate the need for locating public facilities to the community core area, identify appropriate locations, and reserve land as appropriate	Ongoing	City
LU-3	Prepare a plan for upgrade and expansion of community water and sewer systems as needed for residential, commercial, and industrial development	Short/ Medium	City
LU-4	In coordination with EN-7, evaluate potential locations for upgraded office space and housing availability, and reserve/rezone lands as appropriate	Medium	City, ANCSA Village corporations and tribal governments
General Land Use Goal B: Minimize public costs associated with land development			
LU-5	Encourage infill development within areas of scattered and sparse development, and where there are a large number of vacant lots with road and utility connections	Ongoing	City,
LU-6	Continue to work with cooperative partners to take advantage of BIA Indian Road funds	Short	City, BIA, ANCSA Regional and Village Corporations
General Land Use Goal C: Improve and maintain the appearance of the community			
LU-7	Install informational signage for such things as location of various facilities; recommendations for disposal of solid waste materials; and general information about allowed uses within the area	Short	City
LU-8	Continue to support efforts for a community cleanup program (see PS-17)	Ongoing	City, Tribal Governments, ANCSA Village Corporations
LU-9	Enforce or revise regulations for outdoor gear storage <ul style="list-style-type: none"> • Outdoor storage of materials hazardous to health and safety should be regulated • Enforce right-of-way use for gear storage and document existing rights-of-ways 	Short/ Medium	City, AEB
General Land Use Goal D: Protect ground and surface water in land use development			
LU-10	Promote proper installation and maintenance of on-site wastewater treatment systems for new development	Short	City, ANTHC
LU-11	Require measures that minimize offsite drainage during construction activities	Short/ Medium	City
LU-12	Develop a water quality monitoring program as land use development increases	Long	City, ANTHC, Tribal Governments



Residential Land Use Goal A: Encourage development of low cost housing for elders, young families, and employees			
LU-13	Evaluate the existing and new demand for multi-family housing for elders and young families <ul style="list-style-type: none"> Identify locations and funding programs for new multi-family housing The City and Tribes should team together to provide assisted living areas for elderly residents 	Short/ Medium	City, Tribal Governments
LU-14	Work with fish processors to anticipate needs for long term housing for families	Short	City, Trident Seafoods
Commercial Land Use Goal A: Ensure areas for commercial land use are adequate to meet anticipated needs			
LU-15	Continue to provide adequate area and reasonable utility service for commercial land use	Ongoing	City, TDX, GCI, TelAlaska
Commercial Land Use Goal B: Encourage the development of additional regional transportation for trade and recreational purposes			
LU-16	Complete airport certification and airfield enhancements that support larger carriers, improving volume and timeliness of goods to regional or national markets (also applicable for TR-8)	Short/ Medium	City, DOT&PF, AEB
LU-17	Work with air carriers to maintain predictable flight schedule and available seating (also applicable for TR-10)	Short	City, AEB
Public Lands Land Use Goal A: Encourage management of City and tribal lands in support of community goals			
LU-18	Identify key lands within the planning area that should be reserved for important community purposes including public access, airport expansion, water supply, and bulk fuel facilities	Short	City
LU-19	Support efforts to build a road to Sand Dollar Beach and Red Cove	Ongoing	ANCSA Regional and Village Corporations, Regional Tribes
LU-20	Finalize any 14(c)3 land exchanges <ul style="list-style-type: none"> The City should identify properties they wish to acquire The City should categorize those that have already been transferred (e.g. landfill) Agreement needs to be reached with the Corporation on the identified properties and future needs (e.g. city park) and finalize the process 	Short/Medium	City, ANCSA Village Corporations, BLM



Public Health, Safety, and Facilities (PS)			
Public Safety Goal A: Provide an adequate level of service in the areas of public safety			
PS-1	Evaluate ways to provide adequate fire services <ul style="list-style-type: none"> Assemble a volunteer corps of certified firefighters Include all road-accessible properties in fire service area Identify areas that need fire hydrants and pursue development Support fire service needs (obtain equipment and gear) in the Capital Improvement Program Support fire service training programs Acquire certified fire truck for the airport Provide water collection for fire suppression at the landfill 	Medium	City, DOT&PF, AEB
PS-2	Implement a numbering system for Sand Point houses and businesses (also applicable for TR-5)	Short	City, DOT&PF
PS-3	Explore state and federal funding options for use in training fire, rescue, and EMS volunteers	Short	City, ANCSA Regional and Village Corporations
PS-4	Work with public and private entities to obtain grant money for public facilities, including a new Public Safety facility with offices, an ambulance bay, and a holding facility (also applicable to PS-7)	Medium	City, regional non-profit Native organizations, tribal governments, ANTHC
PS-5	Research ways to improve retention of public safety staff	Short	City, DCCED
Public Facilities Goal A: Provide sufficient public facilities to meet the needs of the community in cultural facilities, government administration, education, recreation, and utilities			
PS-6	Work with the community to identify a new cemetery location for future expansion <ul style="list-style-type: none"> Re-establish the cemetery committee 	Short	City, ANCSA Regional and Village Corporations, Tribal Governments
PS-7	Provide shelters to store public works equipment and the harbor fire boat (also applicable to PS-4)	Medium	City
PS-8	Evaluate the need and funding sources for a logistical support facility for staging regional maritime emergency response (also applicable for EN-5 and EN-8)	Medium	City, AEB, ANCSA Regional and Village Corporations
Public Health Goal A: Improve and expand social services related to youth, elders, and at risk populations			
PS-9	Assess the need and available funding for the development of elder care and child care programs in the new clinic	Medium	City, AEB, ANTHC, ANCSA Regional and Village Corporations
PS-10	Pursue funds for resident opioid rehabilitation services and expand the clinic to accommodate rehabilitation services	Short	City, ANTHC, Regional Tribal Organizations, DHHS



PS-11	Work with local and state authorities to interdict illegal drugs entering Sand Point	Medium	City, DOT&PF, State Troopers, airlines
PS-12	Work with local and regional organizations to establish food banks or other services that provide nutritious meals to at risk populations	Short	City, local and regional Tribal Organizations
Public Health Goal B: Protect the natural environment through use of public facilities and services			
PS-14	Upgrade community water, wastewater, and landfill facilities to minimize adverse impacts on the environment	Medium/ Long	City, BIA, ANTHC, DEC
PS-15	Continue efforts in the harbor area to encourage proper waste and waste oil disposal, and practices to minimize fuel and sewage spills (also applicable for PS-31)	Medium/ Long	City, BIA, ANTHC, DEC
PS-16	Incorporate objectives from the AEB Multi-Jurisdictional Hazard Mitigation Plan during community planning efforts	Ongoing	City, AEB, Div. Homeland Security, FEMA
PS-17	Continue organizing community clean-up days, and work with the Tribes to secure grants for larger backhaul projects (also applicable to LU-8)	Ongoing	City, Tribal Governments, ANCSA Regional and Village Corporations
Education Goal A: Increase opportunities for local employment			
PS-18	Assess vocational education program and needs <ul style="list-style-type: none"> Assess what exists and where Ask businesses what is needed 	Medium	City, AEBSD, Tribal Governments, ANCSA Regional and Village Corporations, VOTEC
PS-19	Encourage local teacher training and hiring programs	Medium	City, AEB
PS-20	Support school facility improvements as needed associated with vocational training	Ongoing	City, AEB
Education Goal B: Address nutritional needs of students			
PS-21	Set up a school breakfast program, and expand lunch program for low-income families	Short	City, AEBSD, ANTHC, QTT
Parks and Recreation Goal A: Expand recreation opportunities for residents and visitors			
PS-22	Evaluate the network of existing trails, and working with public and private landowners, identify location of new trails that could meet resident needs and contribute to tourism <ul style="list-style-type: none"> Address the responsibility for maintenance and enforcement of trespass concerns Evaluate feasibility of marine and land (trails) shelter cabins 	Long	City, ANCSA Regional and Village Corporations
PS-23	Conduct a thorough analysis of recreational needs to determine amounts and locations of lands to be dedicated for those uses	Short	City, ANCSA Regional and Village Corporations
PS-24	Develop a strategy to maintain recreation facilities, including involving the landowners and the private sector in the provision of recreational facilities and activities	Medium/ Long	City, AEB, ANCSA Regional and Village Corporations



PS-25	Evaluate the adequacy of sports activities for high school students and young adults, and look for new opportunities as appropriate	Ongoing	City, AEB
PS-26	Consider developing appropriate recreational ATV policy for access within city boundaries.	Long	City, ANCSA Regional and Village Corporations
Utilities Goal A: Ensure an adequate water supply for future economic and residential development			
PS-27	Evaluate the current water supply and distribution systems with regard to existing conditions leakages, adequacy of supply, and water shed protection	Ongoing	City, ANTHC, BIA
Utilities Goal B: Ensure that the wastewater system meets current and anticipated needs			
PS-28	Implement the 2016 CRW wastewater system report	Ongoing	City
Utilities Goal C: Improve the efficiency and maintenance of the solid waste system			
PS-29	Perform scheduled incinerator improvements to extend life, including new floor	Ongoing	City
PS-30	Encourage local businesses to install industrial-sized grease traps as appropriate to prevent fats, oils, and greases from entering City lift stations	Short	City, commercial and industrial customers
PS-31	Implement Harbor Land Use Plan recommendations regarding solid waste collection at the harbor (also applicable for PS-15)	Medium/ Long	City
PS-32	Evaluate options to remove scrap metal and abandoned boats from the community	Short	City, AEB, ANCSA Regional and Village Corporations
Utilities Goal D: Develop efficient and alternative energy supply and distribution systems			
PS-33	Investigate feasibility of acquiring appropriate batteries for the wind generation facilities in order to take advantage of generating capacity	Short/ Medium	City, TDX, AEA
PS-34	Assess the need for electric power system improvements, including underground lines and distribution to the Trident plant	Short/ Medium	City, TDX
Utilities Goal E: Upgrade the community telecommunications system			
PS-35	Pursue expansion of telephone service within the planning area, including mobile and buried telephone lines	Short	City, GCI, TelAlaska, Interior Telephone, AT&T
PS-36	Evaluate the options of improving local internet services (also applicable for EN-2,)	Short	City, AEB, ANCSA Regional and Village Corporations
Transportation (TR)			
General Transportation Goal A: Enhance the safety and efficiency of the regional transportation system, integrating aviation and marine transportation			
TR-1	Work with AEB and DOT&PF to encourage regional transportation links, such as ferry and air services	Short	City, AEB, DOT&PF



TR-2	Assess regional economic development opportunities and work with project proponents to identify transportation improvement priorities	Short - Medium	City, AEB, ADOT&PF, SWAMC
Road System Goal A: Develop a safe and efficient road system within the planning area that enhances access to property; generates economic opportunities for important transportation modal connections; and enhances emergency response and evacuation capability during natural disasters			
TR-3	Continue to maintain existing roads regularly to reduce deferred maintenance costs, and evaluate all potential funding sources.	Ongoing	City, DOT&PF, BIA
TR-4	<p>Prioritize improvements of roads for safety reasons</p> <ul style="list-style-type: none"> • Address substandard curves, blind intersections and acute angle intersections, • Add fixed-source lighting to improve safety, particularly at primary intersections, along the main thoroughfare within the business district, and along pedestrian walkways 	Medium/ Long	City, DOT&PF, BIA
TR-5	Construct/maintain safe pedestrian trails along primary roadways	Short/ Medium	City, DOT&PF, BIA
TR-6	Install road name signs on all roads within the planning area, and coordinate with house numbers (also applicable for PS-2)	Short	City, DOT&PF
TR-7	Expand the road system in a cooperative manner, using municipal/state funds, BIA Indian Roads funds, or by the private sector as a cost of private development	Long	City, DOT&PF, BIA, ANCSA Regional and Village Corporations
TR-8	Support efforts to build a road to Sand Dollar Beach and Red Cove	Ongoing	City, ANCSA Village Corporations
Air Transportation Goal A: Ensure and enhance the future of air transportation in Sand Point by protecting and improving the existing airport and airfield surfaces, improving existing air service, and by encouraging development of Sand Point as a regional hub			
TR-8	Complete and certify safety and runway improvements (also applicable for LU-16)	Short/ Medium	City, DOT&PF, AEB
TR-9	Protect and maintain approach zones in accordance with Federal Aviation Administration guidelines	Short/ Medium	City, DOT&PF
TR-10	Work with regional airlines to improve predictability and capacity of air service to and from Sand Point (also applicable for LU-17)	Short	City, AEB, Regional Airlines
Marine Transportation Goal A: Finish planned harbor and dock improvements			
TR-11	Implement the recommendations of the Sand Point Harbor Land Use Plan regarding marine improvements in the harbor area	Medium	City, AEB, DOT&PF
TR-12	<p>Upgrade and maintain harbor facilities and equipment as needed</p> <ul style="list-style-type: none"> • Continue to regularly maintain the larger 150-ton boat lift and plan for eventual replacement • Complete Float A in the New Harbor • Wire gear sheds for electricity 	Long	City, AEB, DOT&PF



TR-13	Prioritize improvements to aging harbor facilities such as the boat launch, shower facilities, harbor house, bull rails, and sheet pile	Medium/ Long	City, AEB, DOT&PF
Organization (ORG)			
Organization Goal A: Annual communication between the City and community cooperative partners (listed in Section 5.0) and others as necessary.			
ORG-1	Coordinate with community cooperative partners on capital projects	Short	City, AEB, Tribal Governments, ANCSA Regional and Village Corporations, Regional Non-Profit Corporation, Aleutia Seafoods, Trident Seafoods
ORG-2	Establish strategic planning coordination efforts on an annual cycle	Short	City, AEB, Tribal Governments, ANCSA Regional and Village Corporations, Regional Non-Profit Corporation, Aleutia Seafoods, Trident Seafoods
ORG-3	Coordinate with other organizations to revisit the application for City annexation	Medium	City, AEB, Tribal Governments, ANCSA Regional and Village Corporations, Regional Non-Profit Corporation

Table 3. Time Frame for Implementation Actions

No.	Ongoing	Short Term	Medium Term	Long Term
Economic Development (EN)				
EN-1		X		
EN-2		X	X	
EN-3			X	X
EN-4			X	
EN-5		X	X	
EN-6		X		
EN-7			X	
EN-8		X		
EN-9			X	X
EN-10			X	
EN-11			X	X
EN-12	X			
EN-13		X		
EN-14		X	X	
EN-15		X		



No.	Ongoing	Short Term	Medium Term	Long Term
EN-16		X	X	
EN-17			X	
EN-18		X	X	
EN-19		X		
EN-21	X			
EN-22			X	
EN-23		X		
EN-24			X	
EN-25		X	X	
EN-26		X		
EN-27		X		
Land Use (LU)				
LU-1		X		
LU-2	X			
LU-3		X	X	
LU-4			X	
LU-5	X			
LU-6		X		
LU-7		X		
LU-8	X			
LU-9		X	X	
LU-10		X		
LU-11		X	X	
LU-12				X
LU-13		X	X	
LU-14		X		
LU-15	X			
LU-16		X	X	
LU-17		X		
LU-18		X		
LU-19	X			
LU-20		X	X	



No.	Ongoing	Short Term	Medium Term	Long Term
Public Health, Safety, and Facilities (PS)				
PS-1			X	
PS-2		X		
PS-3		X		
PS-4			X	
PS-5		X		
PS-6		X		
PS-7			X	
PS-8			X	
PS-9			X	
PS-10			X	
PS-11			X	
PS-12		X		
PS-14			X	X
PS-15			X	X
PS-16	X			
PS-17	X			
PS-18			X	
PS-19			X	
PS-20	X			
PS-21		X		
PS-22				X
PS-23		X		
PS-24			X	X
PS-25	X			
PS-26				X
PS-27	X			
PS-28	X			
PS-29	X			
PS-30		X		
PS-31			X	X
PS-32		X		
PS-33		X	X	
PS-34		X	X	
PS-35		X		
PS-36		X		

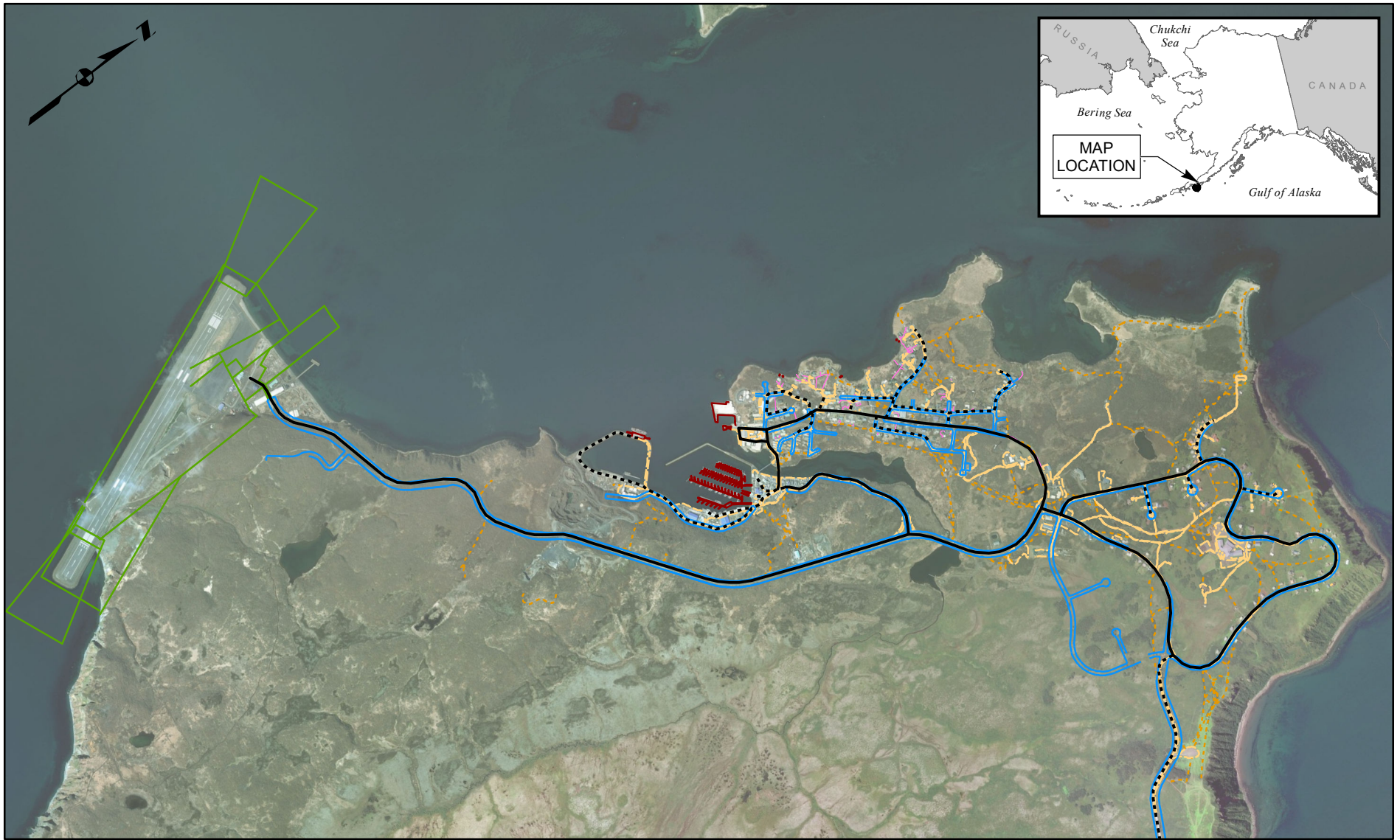


No.	Ongoing	Short Term	Medium Term	Long Term
Transportation (TR)				
TR-1		X		
TR-2		X	X	
TR-3	X			
TR-4			X	X
TR-5		X	X	
TR-6		X		
TR-7				X
TR-8	X			
TR-8		X	X	
TR-9		X	X	
TR-10		X		
TR-11			X	
TR-12				X
TR-13			X	X
Organization (ORG)				
ORG-1		X		
ORG-2		X		
ORG-3			X	

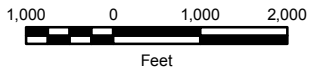


7.0 References

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Source: City of Sand Point 2018, Alaska Dept. of Economic Development, June 2004.



AECOM

LEGEND

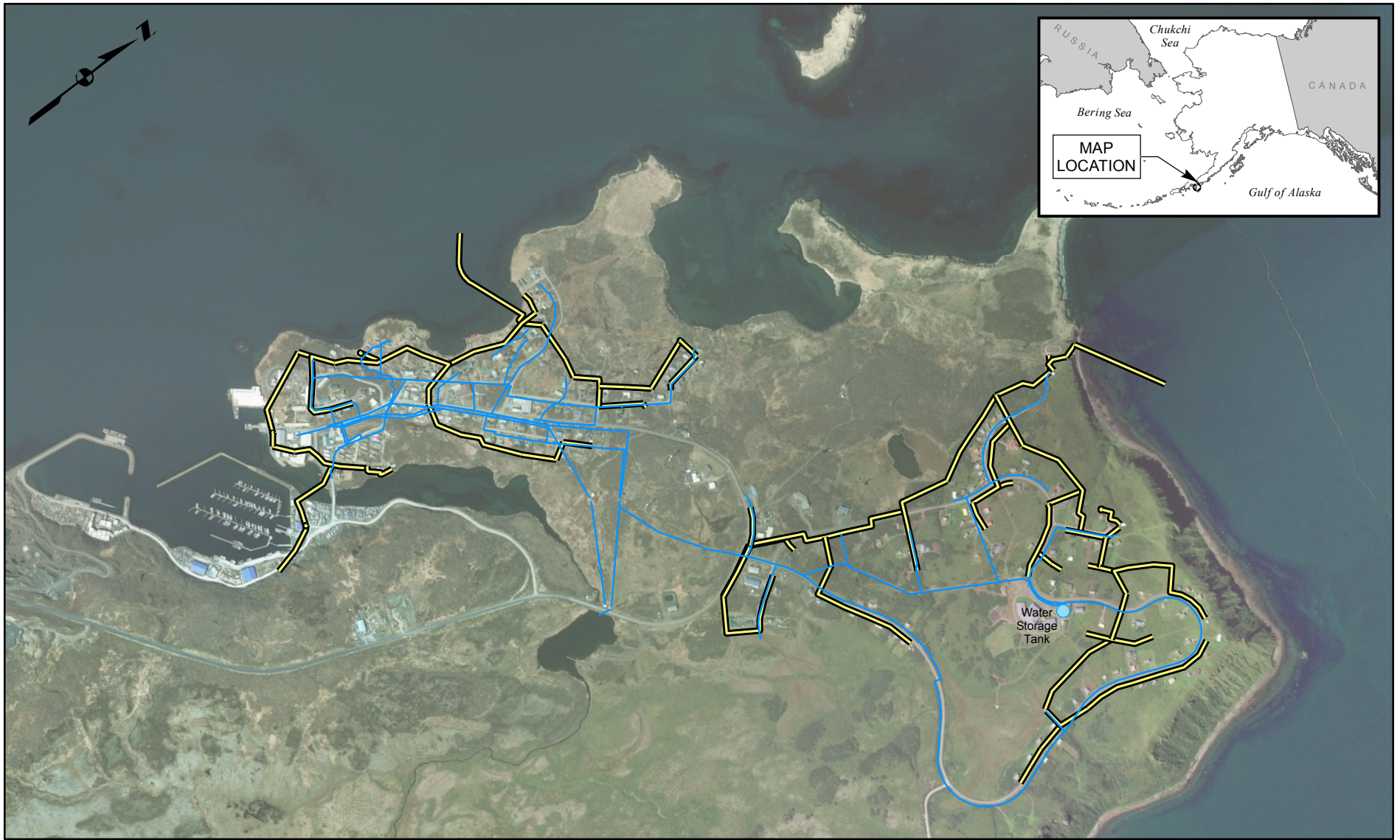
- Paved Road
- - - Road (Needs Paving)
- - - Unpaved Road
- - - Trails
- Dock
- Boardwalk
- Bridge
- Right of Way
- Airport

Transportation

FEBRUARY 2018

COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN
CITY OF SAND POINT, ALASKA

FIGURE 1



Source: City of Sand Point, Alaska Dept. of Economic Development, June 2004.



AECOM

LEGEND

— Water Line — Sewer Line

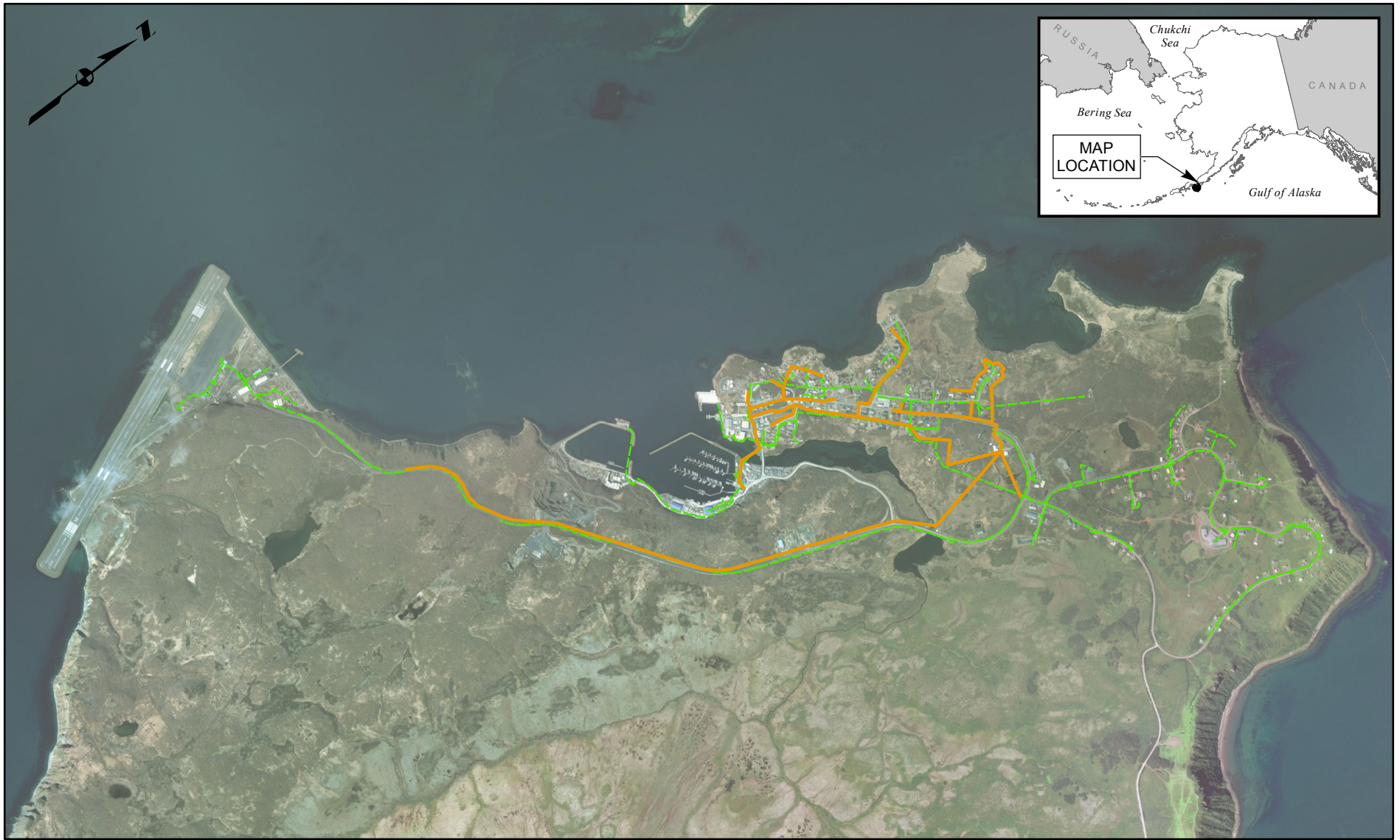
Water and Wastewater

JANUARY 2018

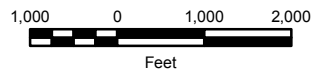
COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN
CITY OF SAND POINT, ALASKA

FIGURE 2a

M:\Projects\60415769 - Sand Point Comprehensive Plan\Mxd\Figure 2b - Telephone and Electric_v2.mxd



Source: City of Sand Point, Alaska Dept. of Economic Development, June 2004, TDX 2018.



LEGEND

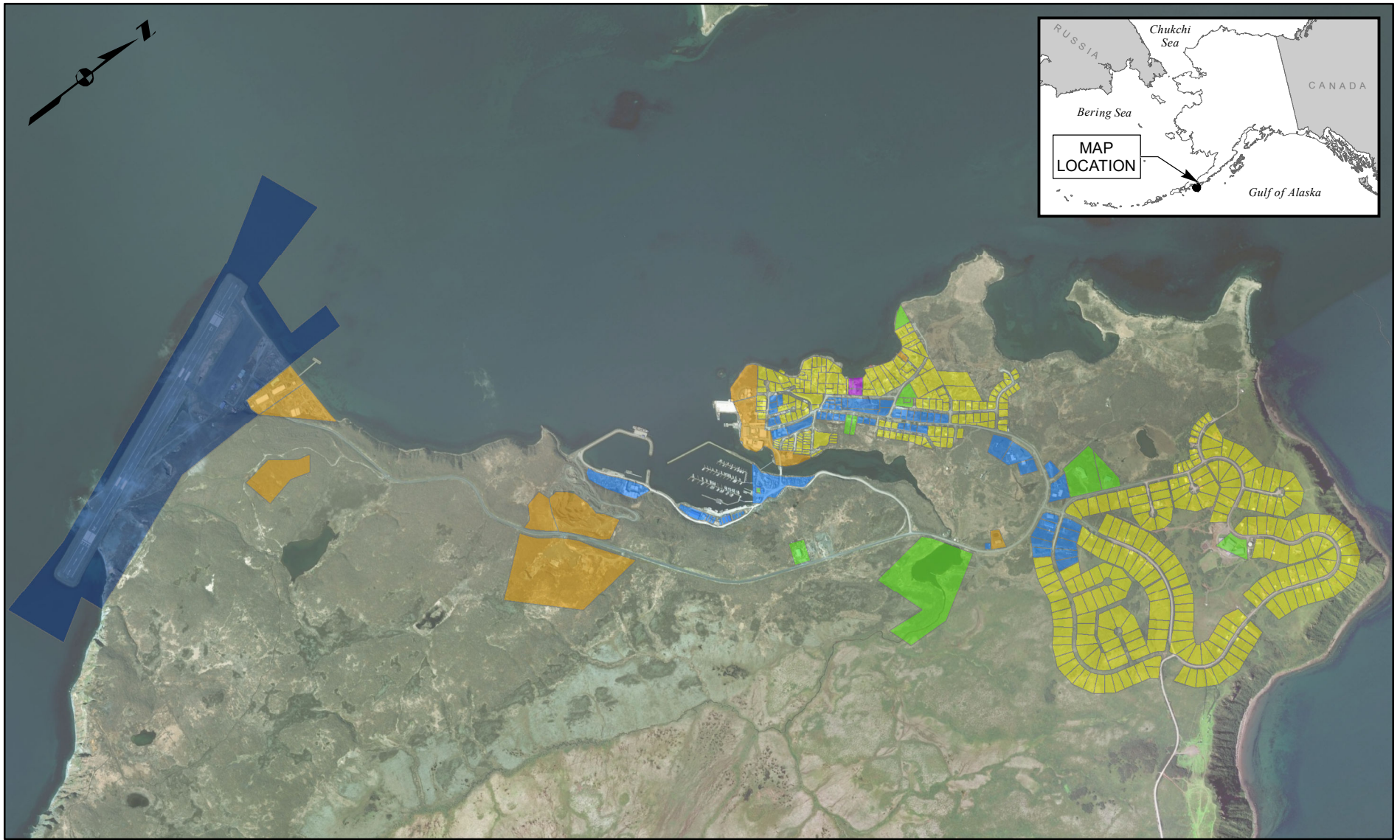
- TDX Electric Line
- - - Telephone Line

Telephone and Electric

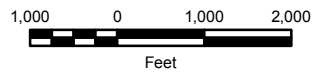
FEBRUARY 2018

COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN
CITY OF SAND POINT, ALASKA

FIGURE 2b



Source: City of Sand Point 2018



LEGEND

- | | |
|------------|----------------|
| Commercial | Public |
| Community | Residential |
| Industrial | Transportation |

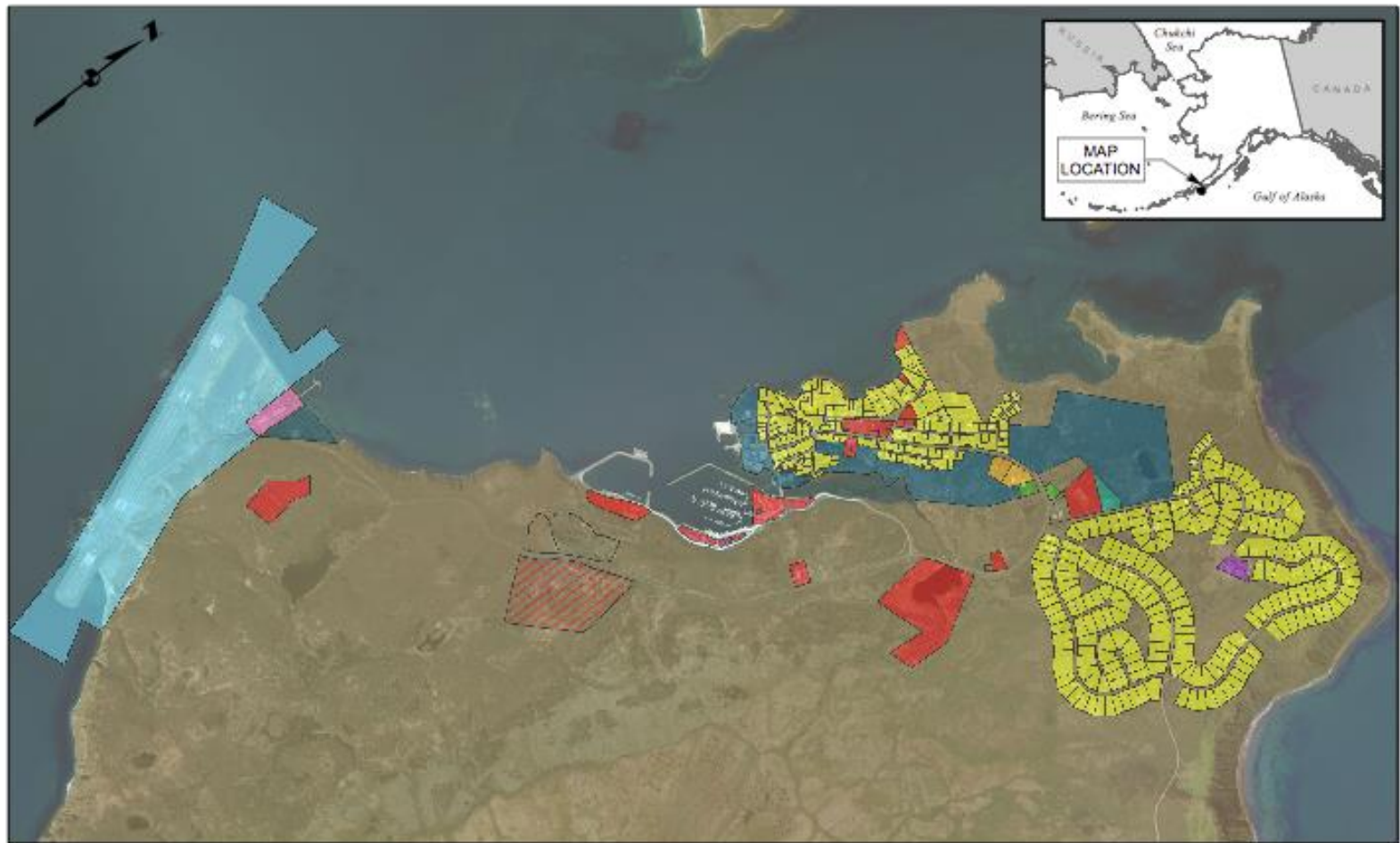
Land Use

FEBRUARY 2018

COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN
CITY OF SAND POINT, ALASKA

FIGURE 3

M:\Projects\04151019 - Sand Point Comprehensive Plan\Map\Figure 4 - Land Ownership.mxd



Source: City of Sand Point 2018



LEGEND

- Aleutians East Borough
- City of Sand Point
- City of Sand Point/Shumagin inc
- Federal
- Peter Pan Seafoods
- Private
- QTT Tribe
- Sand Point Electric
- Shumagin inc
- State
- Trident Seafoods

Land Ownership

FEBRUARY 2018

COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN
CITY OF SAND POINT, ALASKA

FIGURE 4

**RESOLUTION 18-01:
ALASKA MARINE
HIGHWAY SYSTEM**

MEMO

To: Mayor Gardner

From: Lamar Cotten Interim Administrator

cc: City Council

Date: February 2, 2018

Re: Cuts the Alaska Marine Highway System (AMHS)

The attached resolution is in response to the following message from Doug Griffin-SWAMC Ex. Put another, silence is a form of acceptance. We need to go on the record to support AMHS.

“...Information coming out to Juneau indicates that the Alaska Marine Highway System budget is under attack. This vital service is an easy target for Legislators that have roads and believe the State’s ferry system needs to be self-supporting. Roads are not self-supporting and except for the Whittier Tunnel there are no toll roads in Alaska. I know the limited service SW Alaska gets from AMHS is vital to your economic well-being. I urge you to take the time to pass a resolution in support of the State ferry service or at least let Legislators know the need to maintain the present level of service. The State Senate, particularly the Senate Finance Committee, is the most critical group that needs to be told the AMHS budget cuts need to end. Senator Lyman Hoffman, your Senator, is Co-Chair of Senate Finance and needs to hear from you on this topic. Your Senator next door, Senator Stevens from Kodiak is a member of Senate Finance and he could also use a nudge...”

City of Sand Point



RESOLUTION 18-01

A RESOLUTION BY THE CITY OF SAND POINT SUPPORTING THE GOVERNOR'S PROPOSED FY19 ALASKA MARINE HIGHWAY SYSTEM OPERATING BUDGET AND SUPPORTING FORWARD FUNDING FOR THE ALASKA MARINE HIGHWAY SYSTEM

WHEREAS, forward funding would allow predictability and be positive in generating revenue for the AMHS; and

WHEREAS, the Alaska Marine Highway System (AMHS) has been providing essential transportation to Alaska's coastal communities since 1963; and

WHEREAS, the AMHS has 11 vessels that serve 33 Alaskan communities stretching from Metlakatla to Unalaska, including service to Kodiak Island; and

WHEREAS, the AMHS accounted for 1,700 Alaska jobs in 44 different communities and \$104 million in Alaska wages in 2014; and

WHEREAS, the AMHS carried 319,000 passengers, 108,000 vehicles, and 4,000 container vans in 2014; and

WHEREAS, the AMHS is vital for coastal Alaskan communities, particularly those that are not located on the State's road system; and

WHEREAS, the AMHS has already sustained significant funding reductions that have reduced service throughout the system; and

WHEREAS, further reductions in the AMHS will harm tourism, commerce, economic development, and quality of life for nearly 100,000 Alaskans; and

WHEREAS, the City of Sand Point is completing an AMHS Strategic Plan to recommend changes in the way the AMHS is structured and managed to provide system services without increasing State contributions.

NOW BE IT RESOLVED that the City of Sand Point supports the Governor's proposed FY19 AMHS operating budget to maintain present service to the communities served along Alaska's coast pending completion of the AMHS Strategic Plan and the forward funding of the AMHS.

**PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE CITY COUNCIL
FOR THE CITY OF SAND POINT ON THIS 13th DAY OF FEBRUARY, 2018.**

CITY OF SAND POINT

Glen Gardner Jr., Mayor

ATTEST:

Shannon Sommer, City Clerk

OLD BUSINESS

AIRPORT 139 CERTIFICATION

Memo

To: Mayor Gardner
City Council Members
Sand Point Residents

From: Lamar Cotten
Interim City Administrator

Date: February 3, 2018

Subj: Airport Part 139 Certification Update

Here is an issue summary based on the most recent conversations between the City, DOTPF and PenAir.

A. Payment for Airport Part 139 Certification.

1. All 139 Certification cost will be paid for by PenAir to the City, who then in turn, pays the one-time expense to DOTPF; and
2. The state will continue to cover airport operation costs at the current level. The following add-ons and perhaps other airport required Part 139 related tasks will be paid by PenAir directly the state or through the City. They could include:
 - ARFF training for 2 to 4 local residents. This may include maintenance contractor, one or two police officers and/or one or two Public Works employees.
 - Required monthly internal training for the local team members. Training would entail 1-2 hours per person. PenAir would pay the city directly for labor cost at the current city pay scale.
 - Other required cost to insure the airport is compliance with Part 139 regulations.

B. Cost and Payment Process.

1. Certification process cost and money transfers options. The city has reservations about possibly being compelled to pay a portion or all of the certification process if PenAir, Inc goes out of business or for any other unforeseen reason. Possible approaches include:

(a) PenAir, Inc either pays the full amount (per most recent DOT-PF est. \$94,851) up front to the City. The City then pays DOTPF as the work is completed; or

(b) City-DOTPF's agreement entails a notice-to-proceed process in which prior to work on the certification DOTPF informs City of cost. The City then sends a request for payment to PenAir, Inc., once the money is in hand, DOTPF is given the green light; or

(c) Something less cumbersome than (b) but still give the City the assurance it will be held financially harmless from cost of the Part 139 Certification.

2. City Operation Payments Process. The City would provide an annual overview each fiscal or annual year of projected cost. City and PenAir-with any acceptable amendments-would agree in writing to projected expenses. City would bill PenAir monthly.

3. This process needs to be writing between the City and PenAir.

4. Mr. Seybert was open to any reasonable approach.

C. Final Document for City and State to Sign.

Per our discussions, the airport operations agreement and the general agreement need considerable work to reflect the operation of the Sand Point airport, not a larger airport.

DOTPF and City will continue to work together to clean up both documents in a timely fashion.

C. Timelines for Completion.

Sooner the better.

GROVE MAINTENANCE QUOTE



P.O. Box 2246
 Pearland, TX 77588-2246
 281-489-9994 / 281-489-9954 Fax
 www.craneco-parts.com

Quote

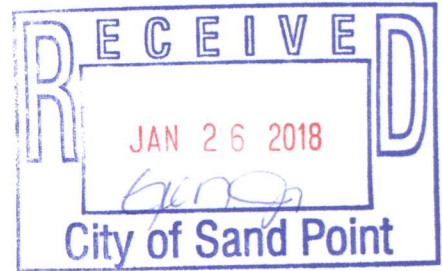
Date	Quote#
2/7/2018	45584

Name / Address
City of Sand Point 249 Main Street Sand Point, AK 99661

Terms	Reference #	Delivery Date	REP	F.O.B.	Order Taker	Weight	
Wire Transfer	Grove RT630 S/N: 45625	2/7/2018	CM		Carolina		
Qty	Part #	Description			Weight	Rate	Total
1	7069000284	Bearing Old# 7069000329				9,625.06	9,625.06
27	80021342	Cap Screw Old# 7118265250				53.37	1,440.99
27	7660260008	Hex nut				3.06	82.62
54	7949000359	Washer				1.40	75.60
<p>*PLEASE NOTE ANY PAYMENTS MADE THROUGH WIRE TRANSFERS CUSTOMER IS RESPONSIBLE FOR THE BANK FEE THAT IS CHARGED*</p> <p>Delivery: 10-12 Working Weeks To Craneco Yard ARO</p> <p>Order Is Non-Cancelable And Non-Returnable</p> <p>CUSTOMER IS RESPONSIBLE FOR INBOUND FREIGHT</p> <p>CUSTOMER IS RESPONSIBLE FOR OUTBOUND FREIGHT</p> <p>*PRICES AND LEAD TIMES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE*</p> <p>Subject To Prior Sales</p>							

Thank you for the opportunity to serve you. All manufacturer's names, numbers, symbols and descriptions are used for reference purposes only and it is not implied that any part listed is the product of these.	Subtotal	\$11,224.27
	Sales Tax (8.25%)	\$0.00
	Total	\$11,224.27

NEW BUSINESS



January 26, 2018

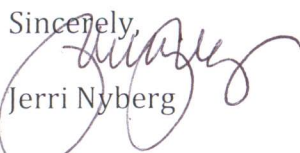
To: Sand Point City Council
From: Jerri Nyberg

To Whom It May Concern;

With this letter I am intending to apply for the position as Sand Point Little League manager for a spring youth softball league. My experience speaks for itself; as the originator of this project for 14 years beginning in 1992, I feel confident in my abilities to assume this position.

If you should like more information on my background or my organizational skills, please feel free to contact me at home or at Sand Point School. I look forward to hearing from you.

Sincerely,


Jerri Nyberg

907-383-2494 (home)

907-3832393, ext. 6006 (Sand Point School)

CIP PRIORITY LIST REVIEW

Memo

To: Mayor Gardner, Mayor
City Council Members

From: Lamar Cotten, City Interim Administrator

Date: February 3, 2018

Re: Capital Improvement Project (CIP) Priority List

Attached please find a letter from AEB requesting a copy the city CIP priorities along with supporting data. Listed below is draft list of such projects. The deadline to submit the information is March 14, 2018.

One approach is to review the list at the February meeting and based on council and community input make amendments as needed and then submit it to AEB. Or, have another discussion on the issue at the March 13th meeting and then submit it to AEB no later than the next day, March 14, 2018.

Draft City of Sand Point Capital Improvement Project (CIP) Priority List

Background.

All local governments in Alaska overtime develop and periodically update a list of key CIP priorities. A city CIP list usually entails a mixture of new facilities or structures along with major repair and maintenance of existing facility. It demonstrates a local commitment to thoughtful and rational planning for future needs. Secondly, a CIP Priority List is essential for internal city budgeting and planning. Thirdly, the likelihood of assistance from federal, state, local and tribal funders will always be enhanced with a concise realistic list of CIP needs.

1. Sand Point New Boat Harbor-inner harbor improvements.

Background

The new boat harbor Phase I was a product of modifications to a portion of the original breakwater/city dock along with some inner harbor improvements including a wharf area. For the second stage, AEB contracted with Moffatt-Nichol to provide a specification document for an eventual design-build contract(s) to (1) furnish and (2) install materials for the inner harbor project. The Installation Contract Scope of Work entails:

- a. Install owner furnished float system and guide piling;
- b. Install owner furnished gangway;
- c. Install owner furnished electrical components and appurtenances;
- d. Furnish and install access trestle/platform;
- e. Furnish and install potable water and fire protection systems; and

f. Furnish and install cathodic protection system.

The current cost-Rough Order of Magnitude (ROM) is \$6.3 million+/-.

A. Purpose/Need

Sand Point waterfront and specifically harbor needs continue grow. There still remains a clear need for harbor facilities for large local as well as non-local vessels operating in the region and in the Bering Sea. Moreover, private local opportunities to provide services to such a fleet can only occur with the completion new boat harbor.

See Attachment A-Sand Point Harbor Float A Project Drawings

See Attachment B-Photos of Current Harbor Facility

Possible Funding Partners

- A. City
- B. AEB
- C. USDA
- D. Tribal
- E. EDA
- E. State Bond Bank

2. Sand Point Existing Dock Repair Project

Background.

The existing-and first public dock in Sand Point-was constructed in the early 1980's. It has been used by nearly every possible vessel that has sailed to Sand Point. Periodic and scheduled maintenance and repair over the years has keep the facility in reasonably good shape. However, time and use has taken their toll on the senior facility. The dock was initially expected to demolished and replaced by the new dock. However, upon closer review, the city decided instead to repair the dock to enhance the public dock space in community.

-The estimated cost ROM for the need repairs is \$1million +/-.

The design cost estimate is \$40,000+-

A. Purpose/Need

Waterfront related activities continue to increase as well projected increased needs for dock space. Possible seasonal leasing not only benefits the city coffers but can create in-direct services by the local private sector. The long-term needs for waterfront far exceed the cost of repair.

See Attachment C Photos of Current Dock

B. Possible Funding Partners

- A. City
- B. AEB
- C. USDA
- D. DOTPF
- E. EDA
- F. State Bond Bank

3. Paving Work Throughout the City.

Background.

Over the last 20 years the city with state, tribal and its own funds has incrementally paved over eight miles of local roads. There are two remaining areas that require paving:

1. Boat Harbor and Dock Areas. Approximately 3 miles+-
 - a. Road to the new dock area along with parking and other waterfront areas;
 - b. A series of areas around the storage building site. Pavement is critical to place more boats in this area; and
 - c. The broader haul out area used by 150-ton travel lift and other activities
2. Residential Streets Throughout the city. Approximately 3.5 miles+-
 - a. MHC Access Road and an unnamed road on the top side of the trailer park;
 - b. Tolstoi and Koniuji Street;
 - c. Karpa Avenue;
 - d. Johnson Avenue;
 - e. Pavlof Avenue;
 - f. A portion of Red Cove Road;
 - g. Henderson Court Cul-de-sac;
 - h. Balboa Court Cul-de-sac;
 - i. Korovin Court Cul-de-sac;
 - j. Simeonof Street;
 - k. Andronica Street; and
 - l. As well as other possible neighborhood streets.

ROM Cost 6.5 miles @ \$1 million+- per mile = \$6.5 million+-

Purpose/Need

Paved road increase community safety and well-being as well as economic efficiency particularly in and around the boat harbor and dock area.

See Attachment D Map of proposed paving areas

Possible Funding Partners

- A. City
- B. AEB
- C. USDA
- D. Local Tribes
- E. EDA
- F. State Bond Bank

4. City Sanitation Facilities Repair and Replacement Projects*

Background

In 1973, the Russian Town area w/s project serving 62 building was completed. Since that time the city has steadily completed a series of repair and construction projects throughout the entire community. In fact, this summer the city will replace the 31 year old outfall line in the Meadows sub-division area. At the direction of USDA-ANTHC, CRW-Engineering completed an extensive preliminary engineering report in March 2017.

The initial list of improvements include the following.

A. Mud Bay and Jumps Lift Station Upgrades

For both lift stations replace the existing submersible pumps with a pre-packaged wetwell mounted lift stations using suction lift pumps. For the Jumps lift station replace existing fiberglass wetwell with a concrete wetwell. The pre-packaged lift stations will include a fiberglass enclosure. **Estimated Cost: \$605,480**

B. Russian Town WWTP Upgrades

Replace existing settling chamber lids with aluminum lids and steel supports cast into a concrete curb. The access hatches will also be replaced. **Estimated Cost: \$266,000**

C. Pressure Reducing Valve (PRV) Vault Upgrades

The pressure reducing valve and wye strainer on both the primary and secondary lines in the vault will be replaced. **Estimated Cost: \$73,600**

D. Sewer Main Replacement

Replace approximately 300 linear feet of sewer main between Manhole 21 and Manhole 22 with new ductile iron pipe. **Estimated Cost: \$185,200**

E. WTP and Intake Energy Efficiency Upgrades. Estimated Cost: \$58,080

Total Project Cost (using recommended alternatives): \$1,188,360

***Please note the needed removal and replacement select ancient wood stave lines were not mention as a high priority. However, ANTHC staff agreed should a project could be included in the project work list.**

Purpose

All communities in Alaska with w/w facilities need periodic repair/maintenance as well as replacement. Sand Point is no exception. Usually, ANTHC contributes around 50% of the cost. Depending on timing and other available grants a portion of the remaining cost may be covered by USDA-RD and State of Alaska Safe Water Program. The City of Sand Point should know about funding possibilities around the latter part of April 2018.

Possible Funding Sources

1. City of Sand Point
2. ANTHC
3. EDA
4. Local Tribes
5. USDA
6. State of Alaska

5. Other Projects?

SURVEY CONTROL

- COORDINATES ARE BASED ON COE RECORD VALUES IN FEET, AS PROVIDED FOR SANDPOINT, HUMOLDT HARBOR IMPROVEMENTS. GRID SYSTEM IS ALASKA STATE PLANE, ZONE 7, NAD 27.
- THE BASIS OF COORDINATES IS MONUMENT "1293-3" AS SHOWN HEREON.
- THE BASIS OF BEARING IS THE LINE BETWEEN MONUMENTS "1293-6" AND "1293-3" AS SHOWN HEREON.
- THE BASIS OF ELEVATION IS NATIONAL OCEANIC SURVEY BENCH MARK "940 V. 1992" HAVING A RECORD ELEVATION OF 13.54 MLLW.

SURVEY NOTE

LAND TOPOGRAPHY IS BASED OF A FIELD SURVEY BY ALASKA LAND SURVEYING CO. BATHYMETRY IS BASED UPON SURVEY BY HUGHES AND ASSOC. BOTH SURVEYS WERE PERFORMED IN AUGUST 2005 UNDER CONTRACT TO THE US ARMY CORPS OF ENGINEERS.

NOAA TIDAL DATA	
ESTIMATED HIGHEST TIDE	11.41'
MEAN HIGHER HIGH WATER (MHHW)	7.21'
MEAN HIGH WATER (MHW)	6.50'
MEAN TIDE LEVEL	3.91'
MEAN LOW WATER (MLW)	1.31'
MEAN LOWER LOW WATER (MLLW)	0.00'
EXTREME LOW WATER	-3.84'

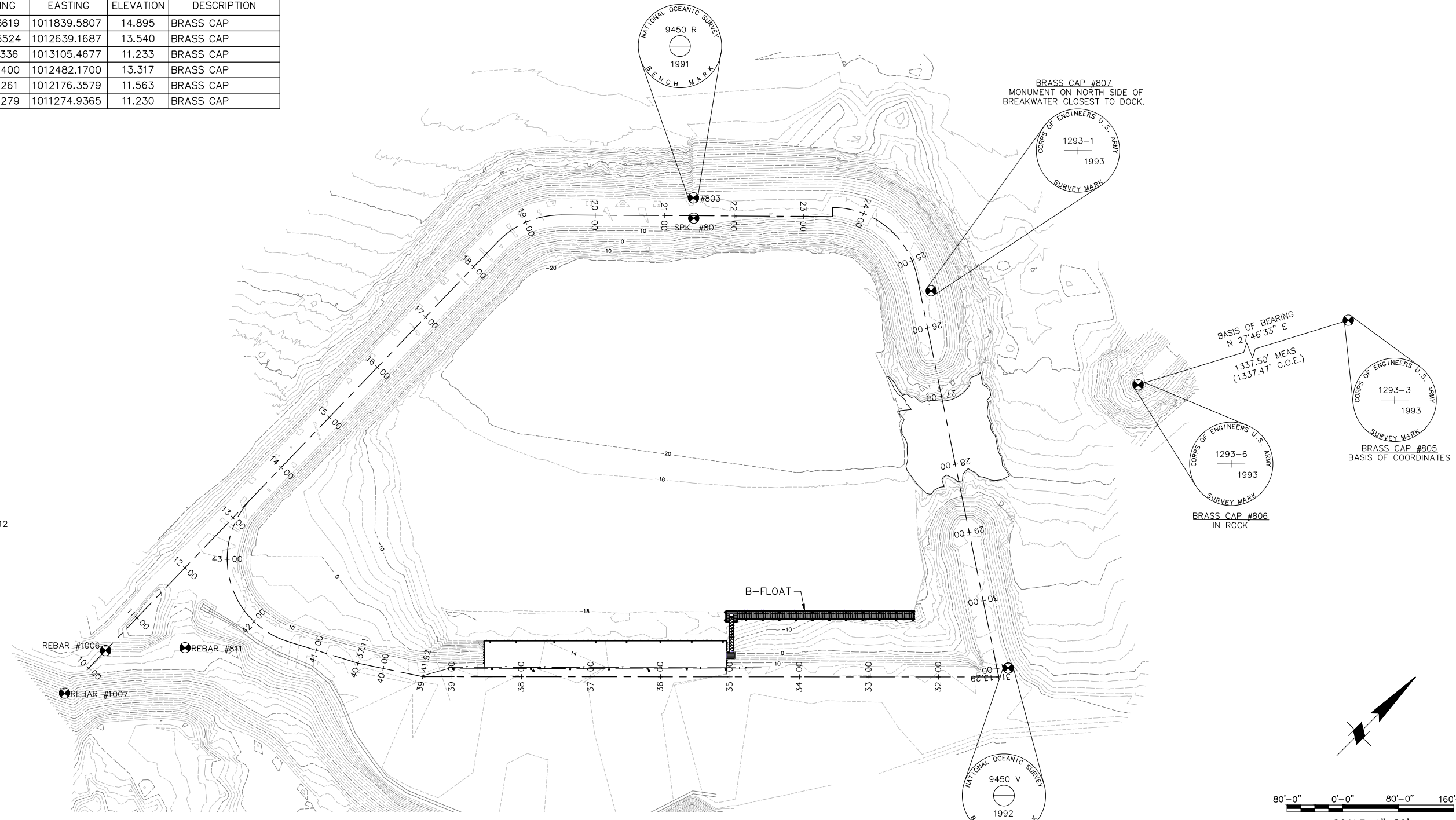
LEGEND

- FOUND MONUMENT

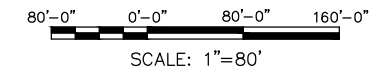
NOTE:

1. SURVEY CONTROL PLAN BASED ON INFORMATION PROVIDED BY THE USACE AND IS PROVIDED FOR REFERENCE ONLY.

SURVEY CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
803	489933.3619	1011839.5807	14.895	BRASS CAP
804	489777.5524	1012639.1687	13.540	BRASS CAP
805	491381.0336	1013105.4677	11.233	BRASS CAP
806	490197.6400	1012482.1700	13.317	BRASS CAP
807	490081.9261	1012176.3579	11.563	BRASS CAP
810	488821.6279	1011274.9365	11.230	BRASS CAP

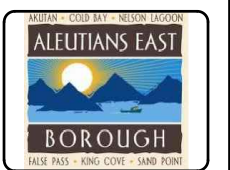


SURVEY CONTROL PLAN
SCALE: 1" = 80'-0"



100% SUBMITTAL
JANUARY 2018
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING



Rev.	Date	Description

ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SAND POINT NEW HARBOR A-FLOAT

SURVEY CONTROL PLAN

Designed by: CB/MB	Date: 1/19/2018	Rev.
Dwn by: RC	Consultant's Project No. 9860	
Reviewed by: J. DHUNGANA	Drawing code:	
Submitted by: C. BALZARINI MOFFATT & NICHOL	Drawing Scale: AS SHOWN	Plot scale: 1" (D. SHEET)

880 H STREET
SUITE 208
ANCHORAGE, ALASKA
(907) 677-7500

moffatt & nichol

SEAL

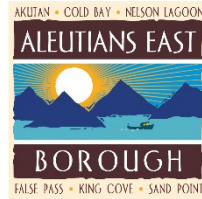
Sheet Reference Number:
G-201
INDEX: 03 OF 27

File: P:\9860\CADD\Active\InstallationPackage\9860_C-201_Plot\1/19/2018 4:57 PM by CUPPLES, ROB; Saved: 1/19/2018 11:23 AM by RCUPPLES









Sent via E-Mail and U.S. Mail

January 15, 2018

Mayor Gardner
P.O. Box 249
Akutan, AK 99661

Dear Mayor Gardner:

At the Planning Work Session in December 2017, one of the internal improvement projects recognized was to create and implement a budget request process for the communities to request funds from the Borough. A finalized process will not be implemented until the Fiscal Year 2020 budget cycle; however, for Fiscal Year 2019 budget the process outlined below will be followed.

Aleutians East Borough Community Budget Request Process for Fiscal Year 2019

- Budget Request Deadline.** Community budget requests for Fiscal Year 2019 must be submitted to Anne Bailey, Borough Administrator, at abailey@aeboro.org **on or before the close of business on March 14, 2018**. If the community does not submit the budget requests by this date they will not be considered in the budget process.
- Required Budget Request Documentation.** The applicant must provide a detailed description of the project, a project budget and any supporting documentation for the request.
- FY19 Budget Request Review Process.** The Borough Mayor, Administration and the Finance Department will review the requests and prioritize them for Borough Assembly review and approval. A meeting between the Borough and community may be required to discuss the information in more detail. The Assembly will determine if funds are available to meet the request and if it meets the needs outlined in the Borough Strategic Plan.
- Budget Award Requirements.** If funds are appropriated, a grant agreement between the community and the Borough will be required.

Please note that all requests from the communities will be considered but may not be funded.

Also, if you are interested in attending the Borough has scheduled a Borough Budget Work Session on February 28, 2018 from 9:00 a.m. to 1:00 p.m. in the Anchorage Borough Office to do a detailed review of the Borough finances and investments.

If you have any questions regarding the FY19 Budget Request Process or the Budget Work Session, please contact Anne Bailey at (907) 274-7580 or abailey@aeboro.org.

Sincerely,


Alvin D. Osterback, Mayor

Cc. Tuna Scanlan, City Administrator

IMPLEMENTATION OF
SAND POINT
COMPREHENSIVE
COMMUNITY
DEVELOPMENT PLAN

City of Sand Point

To: Glen Gardner, Mayor
City Council Members

From: Lamar Cotten, Interim Administrator

Date: February 3, 2018

Re: Implementation of Comprehensive Plan

Background

As with any planning process, there are three broad and crucial elements. First, community member discussions and input about Sand Point's future, secondly identifying future actions and lastly the implementation of such action steps.

Recommendations

In the document starting on page 45, there are listed 99 possible implementation steps. This is followed by a suggested time frame of action. Almost all suggested steps entail some level of city involvement-city funds or staff and elected officials time. Many of the actions are presently being conducted to some degree and perhaps with fewer of the key players and in a more informal way. The city needs to decide which of any actions it want pursue, in what order and to what degree of involvement.

Listed below are some of my recommendations to implement the plan's recommended action steps. As a first step, I have consolidated similar proposed actions into smaller grouping regardless of their initial categories.

1. **Community and Regional Fishery Issues.** *EN-1+EN-8+EN-12+EN-13+EN-16+LU-14+ORG-1+ORG-*. Initiate an annual or semi-annual working group meeting with the key fish players-private and public-on matters of similar interest. Ideally, try having such a first meeting in May or September. The success of such meeting(s) depends, at a minimum, on the usual list of key ingredients:
 - A. A realistic and concise agenda developed in advance of the meeting;
 - B. Realistic expectations of outcomes;
 - C. All meeting materials sent out well in advance of the meeting;
 - D. Attendance of key players willing to contribute;
 - E. A set of operational meeting rules; and
 - F. A possibly a chair person to keep things moving forward in a positive direction.

Possible discussion topics could include:

- A more in-depth discussion with Trident, Shumagin Corporation, and select local businesses concerning (1) possible new local businesses opportunities with new boat harbor, and (2) expanded upland development.
- A more in-depth discussion with Trident, local fishermen, City, AEB, tribes and others of select aspects fishery marketing.
- Revisit past value-added processing efforts. This would include local key players as well as SWAMC.

2. Tele-communications-Rock Quarry Development and Regional Hub for Mining Exploratory Work.

EN-2+EN3+EN4 and PS-35+PS-36. At this stage, the city should monitor and/or meet periodically with key players with such activities.

3. Training Program Opportunities.

EN-5+EN-11+PS-18+PS-19+PS-20. These issues focus on various state, tribal and federal training programs. As a starting point, the city should invite key state and possibly other players to give an overview of the various training programs at a council or public workshop.

4. Tourism development in Sand Point.

EN-22 through EN 27 and PS 22. If there is interest at a closer look at the development of tourism, a key first step is for local interested groups to hold an educational meeting with invited state and private experts.

5. A series of generally new city polices.

LU-1 through LU-12 and LU-16+LU-17+LU-18+ LU-20+PS-27 through PS 32+TR-1 through TR-13. Some issues require working with Shumagin and local tribes as well state and federal agencies. City finance allocation to any of these items would be accomplished by it's budgeting process.

6. Housing Issues.

LU-13+LU-14. I would recommend inviting AHFC staff to give an overview of it's nearly endless litany of housing programs. My view is that AHFC and other housing programs that can provide important assistance are often overlooked by communities.

7. Public Safety related issues.

PS-1 through PS-8. Evaluate and make a determination of community involvement.

8. Public health issue.

PS-1 through PS-8. Evaluate and make a determination of community involvement.

9. Health and Public Safety issues.

PS-10+PS-11. Evaluate and make a determination of community involvement.

10. Outdoor recreation opportunities for local residents.

PS-22 through 26. Evaluate and make a determination of community involvement.

11. Electric power development.

PS 33-34. Evaluate and make a determination of community involvement.

SWAMC

8:00 Registration & Networking Breakfast

8:30 Opening and Welcome – Mayor Berkowitz

8:45 Alaska Marine Highway Strategy Update – Robert Venables

9:00 Sponsors and Exhibitors – Elevator Pitch (2 minutes each)

9:30 Shifting the Service Mix – Filling the Vital Service Gap

State Jail Contracts – Commissioner Williams or Clare Sullivan/Karen Cann, Deputy Commissioners, Department of Corrections (confirmed)

Troopers/VPSO Program – Capt. Andrew Merrill, AST (confirmed)

District Attorneys – Richard Allen Department of Law, District Attorney’s Office (confirmed)

Tribal Compacts – Department of Health and Social Services (invited)

~~~Break~~~

**10:45 Fish Take Flight – The Growing Importance of Air Cargo in Marketing Seafood**

Dr. Darren Prokop, Professor of Logistics, University of Alaska Anchorage (confirmed)

Shannon Stevens, Alaska Airlines (confirmed)

Garrett Parker, Golden Harvest Alaska Seafoods (confirmed)

Troy Larue, Statewide Aviation Operations Manager, Alaska DOT/PF (confirmed)

~~~ Break ~~~

12:00 Lunch: Automation and Robotics

Doug Johnson, Professional Growth Systems (confirmed)

H. “Ky” Holland, Alaska Accelerator Fund (confirmed)

Craig Tomita, Universal Robots (confirmed)

~~~ Break ~~~

**1:05 Gold Sponsor’s Update – GCI**

**1:15 Opioid Crisis – Cause, Enforcement, Treatment, Community Response**

Dr. Jay Butler, State of Alaska Chief Medical Officer (cause) (confirmed)

Lt. Steven Adams, Alaska State Troopers (enforcement) (confirmed)

Dr. Shane Coleman and Dr. David Lessens, Southcentral Foundation (treatment) (confirmed)

Carol Wren, Bristol Bay Native Corporation (community response) (confirmed)

~~~ Break ~~~

2:30 Gold Sponsor’s Update – PenAir

2:40 Federal Issues for SW Alaska – The Trump Administration

Jerry Ward, Dept. of Agriculture, Alaska Region (confirmed)

Steve Wackowski, Alaska Dept. of Interior Advisor (confirmed)

Chris Hladick, U.S. Environmental Protection Agency, Region X (invited)

~~~ Break ~~~

**3:45 U.S. Census Bureau**

**4:00 Broadband in SW Alaska – Seeking Connection to the Digital World**

Dan Boyette, GCI (confirmed)

Kristian Woolston, Quintillion (confirmed)

Tom Brady, Pacific Datapoint (confirmed)

~~~ Break ~~~

5:30 President’s Reception – Quarter Deck

Announced Gubernatorial Candidates (invited)

8:00 Registration & Networking Breakfast

8:10 Opening and Welcome

8:15 State Leader - TBA

8:40 Board and Commission Involvement – Shirley Marquardt, Office of the Governor (confirmed)

~~~ Break ~~~

**9:05 Legislative Update – Focus on Fiscal Plan and Other Legislative Matters**

Senator Gary Stevens (confirmed)

Senator Lyman Hoffman (invited)

Representative Edgmon (invited)

Representative Stutes (confirmed)

~~~ Break ~~~

10:15 SWAMC's 2018 Membership Meeting

SWAMC Membership and Stakeholders

~~~ Break ~~~

**12:00 Lunch: SWAMC 30 Years Later.** Incorporators of SWAMC in 1988:

Jerome Selby, Former Mayor Kodiak Island Borough (confirmed)

Paul Fuhs, Former Mayor of Unalaska (confirmed)

Lamar Cotten, Former Lake and Peninsula Borough Manager (confirmed)

Leon Braswell, Former Mayor City of Dillingham (confirmed)

**12:55 Silent Auction Announcement**

~~~ Break ~~~

1:00 Supporting a \$4.2 Billion Fishing Industry with Diminishing State Budgets

Michael Link, Bristol Bay Science and Research Institute (confirmed)

John Gauvin, Alaska Seafood Cooperative (confirmed)

Representative Jonathan Kreiss-Tomkins (confirmed)

Shannon Carroll, Alaska Marine Conservation Council (confirmed)

~~~ Break ~~~

**2:15 Gold Sponsor's Minute – Alaska Airlines**

**2:25 End Silent Auction**

**2:30 SWAMC Energy Update: Laura Vaught, Energy Coordinator**

~~~ Break ~~~

3:10 Managing a \$4.2 Billion Fishing Industry in Times of Change

Glenn Merrill, National Marine Fisheries (probable)

Commissioner Cotten, Alaska Department of Fish and Game (invited)

Commander James Binniker, U.S. Coast Guard (confirmed)

~~~ Break ~~~

**4:15 Adding Value in Alaska to Grow a \$4.2 Billion Industry**

Mariculture – Alaska Fisheries Development Foundation (confirmed)

Jeremy Woodrow, Alaska Seafood Marketing Institute (confirmed)

McDowell Group (invited)

Stefanie Moreland, Trident (invited)

**5:15 Conference Wrap-up**

# PUBLIC COMMENTS

# COUNCIL COMMENTS

# ADJOURNMENT



**FYI**

## GENERAL RELEASE OF CLAIMS

This General Release of Claims (the "Agreement") is entered into and made effective as of January 5, 2018 (the date of this Agreement), and is made by the City of Sand Point, Alaska ("City") in favor of URS Alaska LLC. City and URS Alaska LLC are referred to individually as a "Party" and collectively as the "Parties."

WHEREAS, City and URS Alaska LLC are party to the Agreement for Professional Services ("Contract") dated July 1, 2012 pursuant to which URS ALASKA LLC was retained by City to perform Professional Design/Build Services for the Robert E. Galovin Small Boat Harbor ("Project");

WHEREAS City alleged design issues related to the Project, including improperly designed floatation devices for the dock (the "Allegations");

WHEREAS, in order to avoid the expense, burden and delay of litigation, and without admitting or acknowledging any liability, City and URS Alaska LLC agreed to a complete resolution and settlement of all claims against URS Alaska LLC, and City freely and voluntarily enters into this Release for that purpose;

NOW THEREFORE, for other good and valuable consideration, the receipt and sufficiency of which is acknowledged, City agrees as follows:

1. RECITALS: The above recitals are a material part of this Agreement, and are hereby incorporated by reference as if fully set forth in this Agreement.

2. SETTLEMENT:

a. As full and final settlement of the Released Claims (as hereinafter defined), URS Alaska LLC has provided additional professional services to City, including services to attempt to identify the cause for and potential solutions to the Allegations and completion of an update to the City's Comprehensive Plan (hereinafter the "Settlement Services").

b. URS Alaska LLC's provision of the Settlement Services settles all matters which could have been raised by City concerning, pertaining to, or related to the Contract, the Project, or the Claims. No interest of any kind or any other payment is to be made by URS Alaska LLC in addition to the Settlement Services.

3. RELEASE. In return for performance of paragraph 2 above, and the consideration of the promises and covenants contained in this Agreement:

City, for itself and its insurers, successors, assigns, and agents, does hereby fully, finally, and forever release, discharge, and hold harmless URS Alaska LLC, and its current and former parents, subsidiaries, affiliated and related companies, partnerships and entities, their successors and assigns, and any current or former owners,

shareholders, officers, directors, members, managers, principals, agents, employees, former employees, contractors, consultants, sub-consultants, representatives, insurers, re-insurers, and any and all other persons, firms, partnerships, associations, corporations or other entities who are, or may be, in any manner whatsoever liable for their acts (the "Released Parties"), of and from any and all claims, complaints, grievances, liabilities, obligations, damages, actions, causes of action, rights, debts, demands, controversies, costs, losses, attorneys' fees, and expenses which City may have, or claim to have, of every kind or nature whatsoever, whether known or unknown, anticipated or unanticipated, and whether accrued or hereafter accruing, caused by, resulting from, growing out of, in any manner connected with, concerning, or arising directly or indirectly, out of (i) allegations relating to performance of the Project (ii) the performance or non-performance of the Contract by URS Alaska LLC through the date of this Release, (iii) any alleged breach of express or implied warranty by URS Alaska LLC through the date of this Release, (iii) or any alleged breach of the standard of care by URS Alaska LLC through the date of this Release whether brought by City or any other third-party (collectively, the "Released Claims").

The foregoing release extends to all claims whether or not known or suspected to exist in City's favor at the time of the Agreement, which if known by City may have materially affected its settlement with URS Alaska LLC.

4. INDEMNITY: City will defend (with counsel approved by URS ALASKA LLC), indemnify, and hold harmless URS ALASKA LLC and the Released Parties from any and all lawsuits, claims, demands, actions or other proceedings brought against URS ALASKA LLC or any of the Released Parties by any third-parties with respect to the Released Claims.

5. SUCCESSORS. This Release shall be binding on and shall inure to the benefit of the Released Parties, their agents, representatives, successors, and assigns.

6. ENFORCEMENT. City understands and agrees that URS ALASKA LLC may assert this Release as a complete defense to any claim, lawsuit, demand, or other proceeding arising out of the Released Claims.

7. SEVERABILITY. If any provision of this Release is adjudged by a court of competent jurisdiction to be void and unenforceable, that determination shall not affect: (a) any other provision of this Release; (b) the application of such provision in any other circumstances; and (c) the validity or enforceability of this Release as a whole.

8. CAPACITY AND AUTHORITY. City represents and warrants that it has the capacity and full authority to make this Release. City represents and warrants that the persons signing this Agreement are authorized to do so on behalf of City.

9. NON-ASSIGNMENT. City represents that none of the Released Claims have been sold, assigned, transferred, hypothecated, or conveyed to any third-party.



10. ATTORNEYS' FEES AND COSTS. The Parties agree to bear their own attorneys' fees and costs in connection with any work performed relating to the settlement negotiations, including, but not limited to, the negotiation, drafting and execution of this Agreement. In the event that any action or proceeding is brought to enforce the terms of this Agreement, venue shall only be proper in the appropriate court located in Anchorage, Alaska, and the prevailing party shall be entitled to recover its attorneys' fees and costs.

**SIGNATURES**

City agrees to the terms and conditions of this Release by its duly authorized representative on this 12 day of January, 2018

**City of Sand Point, Alaska**

Signature: Glen Gardner Jr.

Name: Glen Gardner Jr.

Title: MAYOR