

City of Sand Point Council Meeting



Workshop: Tuesday, January 9, 2018 – 2:00 p.m.

Meeting: Tuesday, January 9, 2018 – 7:00 p.m.

CALL TO ORDER

ROLL CALL

CITY OF SAND POINT

(packet will be available on website January 5, 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, January 9, 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 2017-06: Budget Amendment – 2nd Reading
2. Ordinance 2017-07: Permanent Fund Reserve Account Deposit – 2nd Reading
3. Ordinance 2018-01: Adopting Sand Point Comprehensive Community Development Plan:
1st Reading

OLD BUSINESS:

1. Airport Certification
2. New City Administrator Transition Schedule

NEW BUSINESS:

1. Grove Maintenance
2. Phone / Internet System

**PUBLIC COMMENTS
COUNCIL COMMENTS
ADJOURNMENT**

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

CALL TO ORDER:

The regular meeting of the Sand Point City Council was held Tuesday, December 12, 2017 in the Sand Point Council Chambers. Mayor Glen Gardner, Jr. called the meeting to order at 7:05 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
Shannon Sommer, City Clerk
Hal Henning, Police Chief

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 Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

APPROVAL OF CONSENT AGENDA:

- 1. Minutes of the October 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 Jack Foster Jr. seconded the motion.

VOTE: Motion passed unanimously.

REPORTS:

Finance Officer- Krista Galvin

Finance Officer Krista Galvin report in packet.

Administrator - Andy Varner

Administrator Andy Varner reported the audit is going along very well and should be finished by March. His last day working with the City will be after the next Council meeting, January 9, 2018. He will greatly miss working with the City, and visiting Sand Point. The dock replacement design is on track, planning for construction bids in late January. He spoke with Dept. of Law Regulatory Affairs & Public Advocacy section, about the TDX rate increase, according to him there will be a rate case hearing in late 2018, probably October, in the meantime, RCA approved the interim increase that SPG was asking for, at 15.74%. He went over the Comp. plan draft document in December, and will have a meeting with AECOM and Mr. Lamar Cotton in early January to keep the new Interim Administrator up to date. He had a meeting with Moffat and Nichol and the AEB to go over the latest new harbor float plans, which are 90% finished. He attended the Pacific Marine Expo Boat Show with Mayor Gardner and Councilmembers Danny Cumberlidge and Shirley Brown, and they met with Trident Seafoods while in Seattle.

They also had a brief meeting with Silver Bay Seafoods, who is once again inquiring about a plant operation in Sand Point.

Mayor Gardner wished Administrator Varner the best of luck and he will be greatly missed.

DPS Police Chief - Hal Henning

Police Chief Hal Henning reported there is statistical information included in his report. The dept. continues to work on the fight against drugs. The dept. will receive 2 new officers in February 2018 and June 2018. The department will soon have high-speed internet, security cameras and conduct an evidence room inventory. He is working with the Sand Point School for the Officers to have a resource room, to interact with the students.

Administer Varner asked Police Chief Henning about teaching the children about drug programs. Police Chief Henning replied they will be teaching them educational programs.

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. report in packet.

HEARINGS, ORDINANCES, AND RESOLUTIONS:

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

MOTION: Councilperson Marita Gundersen made a motion to put Ordinance 2017-06: FY18 Budget Amendment on the floor for 1st Reading.

SECOND: Councilperson Emil Mobeck seconded the motion.

VOTE: Motion passed unanimously.

2. Ordinance 2017-07: Permanent Fund Reserve Account Deposit– 1st Reading

MOTION: Councilperson Emil Mobeck made a motion to put Ordinance 2017-07: Permanent Fund Reserve Account Deposit on the floor for 1st Reading.

SECOND: Councilperson Jack Foster Jr. seconded the motion.

VOTE: Motion passed unanimously.

3. Resolution 17-07: FY18 Shared Fisheries Business Tax Program

MOTION: Councilperson Jack Foster Jr. made a motion to adopt Resolution 17-07: FY18 Shared Fisheries Business Tax Program.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

OLD BUSINESS:

1. Airport 139 FAA

Airport 139 FAA postponed until January 2018 meeting.

NEW BUSINESS:

1. Boys & Girls Club Donation Request

Boys & Girls Club Donation Request postponed until January 2018 meeting, more information needed.

2. Building Permit: Amy Eubank

MOTION: Councilperson Marita Gundersen made a motion to adopt the Building Permit: Amy Eubank.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

3. 2018 Lease Renewals

MOTION: Councilperson Jack Foster Jr. made a motion to adopt the 2018 Lease Renewals.

SECOND: Councilperson Shirley Brown seconded the motion.

VOTE: Motion passed unanimously.

4. Kendrick Equipment Quote

MOTION: Councilperson Jack Foster Jr. made a motion to approve the Kendrick Equipment Quote.

SECOND: Councilperson Emil Mobeck seconded the motion.

VOTE: Motion passed unanimously.

5. Phone / Internet System

Phone/Internet System postponed until January 2018 meeting, more information needed.

6. DPS Taser Usage

MOTION: Councilperson Marita Gundersen made a motion to approve the DPS Taser Usage.

SECOND: Councilperson Emil Mobeck seconded the motion.

VOTE: Motion passed unanimously.

7. Drug Task Force Investigator Position

MOTION: Councilperson Emil Mobeck made a motion to approve the Drug Task Force Investigator Position.

SECOND: Councilperson Marita Gundersen seconded the motion.

VOTE: Motion passed unanimously.

8. Lobbyist Mark Hickey Contract

MOTION: Councilperson Shirley Brown made a motion to approve the Lobbyist Mark Hickey Contract.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

9. City Administrator Replacement

MOTION: Councilperson Emil Mobeck made a motion to approve the City Administrator Replacement short term contract.

SECOND: Councilperson Allan Starnes seconded the motion.

VOTE: Motion passed unanimously.

PUBLIC COMMENTS: None.

COUNCIL COMMENTS:

Councilpersons Jack Foster Jr., Allan Starnes and Marita Gundersen thanked Administrator Andy and stated he will be greatly missed. Councilperson Shirley Brown thanked Administrator Varner and stated he will be greatly missed and thanked the Council for letting her attend the Pacific Marine Expo Boat Show. Councilperson Emil Mobeck also thanked Administrator Varner and wished him the best, and stated he is happy to see the drug problem is on track.

ADJOURNMENT:

MOTION: Councilperson Marita Gundersen made a motion to adjourn.

SECOND: Councilperson Emil Mobeck seconded the motion.

The meeting adjourned at 7:39 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	-	-
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	<u>129,015.93</u>	<u>64,462.43</u>	<u>68,319.25</u>	<u>78,884.08</u>	<u>109,955.05</u>	<u>-</u>
Total	641,106.81	700,761.03	535,093.50	605,735.92	590,065.43	361,754.90

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	-
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	<u>80,381.46</u>	<u>98,758.26</u>	<u>96,824.06</u>	<u>80,350.37</u>	<u>78,996.36</u>	<u>-</u>
Total	993,255.93	946,597.48	929,332.51	814,144.95	729,645.35	307,699.68
				TDX Fines	(150,000.00)	
					579,645.35	

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

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Current Period: NOVEMBER 17-18

	17-18 YTD Budget	17-18 YTD Amt	NOVEMBER MTD Amt	17-18 YTD Balance	% of YTD
GENERAL FUND					
LEGISLATIVE	\$134,200.00	\$56,829.15	\$16,564.08	\$77,370.85	42.35%
ADMINISTRATION	\$987,300.00	\$411,017.51	\$63,390.33	\$576,282.49	41.63%
PARKS AND RECREATION	\$24,000.00	\$9,112.08	\$1,632.43	\$14,887.92	37.97%
PUBLIC SAFETY	\$546,500.00	\$194,697.16	\$28,258.81	\$351,802.84	35.63%
PUBLIC WORKS	\$585,600.00	\$305,285.42	\$35,827.55	\$280,314.58	52.13%
FACILITIES	\$292,350.00	\$82,327.56	\$16,329.24	\$210,022.44	28.16%
Total GENERAL FUND	<u>\$2,569,950.00</u>	<u>\$1,059,268.88</u>	<u>\$162,002.44</u>	<u>\$1,510,681.12</u>	<u>41.22%</u>
BINGO FUND					
ADMINISTRATION	\$535,850.00	\$283,067.01	\$31,047.71	\$252,782.99	52.83%
Total BINGO FUND	<u>\$535,850.00</u>	<u>\$283,067.01</u>	<u>\$31,047.71</u>	<u>\$252,782.99</u>	<u>52.83%</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	\$361.08	\$1,034.07	97.45%
Total ROCK CRUSHER ENTERPRISE FUND	<u>\$40,500.00</u>	<u>\$39,465.93</u>	<u>\$361.08</u>	<u>\$1,034.07</u>	<u>97.45%</u>
WATER/SEWER OPERATIONS					
WATER/SEWER	\$271,500.00	\$94,229.29	\$18,925.17	\$177,270.71	34.71%
Total WATER/SEWER OPERATIONS	<u>\$271,500.00</u>	<u>\$94,229.29</u>	<u>\$18,925.17</u>	<u>\$177,270.71</u>	<u>34.71%</u>
HARBOR/PORT OPERATIONS					
HARBOR	\$580,500.00	\$225,673.83	\$48,069.21	\$354,826.17	38.88%
Total HARBOR/PORT OPERATIONS	<u>\$580,500.00</u>	<u>\$225,673.83</u>	<u>\$48,069.21</u>	<u>\$354,826.17</u>	<u>38.88%</u>
REFUSE COLLECTION					
PUBLIC WORKS	\$168,350.00	\$58,997.91	\$17,251.30	\$109,352.09	35.04%
Total REFUSE COLLECTION	<u>\$168,350.00</u>	<u>\$58,997.91</u>	<u>\$17,251.30</u>	<u>\$109,352.09</u>	<u>35.04%</u>
Report Total	<u>\$4,233,062.00</u>	<u>\$1,783,259.52</u>	<u>\$277,656.91</u>	<u>\$2,449,802.48</u>	<u>42.13%</u>

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

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Current Period: NOVEMBER 17-18

		17-18	17-18	NOVEMBER	17-18	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
GENERAL FUND						
Active	R 01-200 CAPITAL GAIN / LOSS	\$0.00	\$12,625.83	\$6,703.93	-\$12,625.83	0.00%
Active	R 01-201 INTEREST INCOME	\$10,000.00	\$10,575.44	\$2,235.47	-\$575.44	105.75%
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	\$3,593.28	\$117.00	\$66,406.72	5.13%
Active	R 01-205 4% SALES TAX	\$850,000.00	\$336,825.62	\$34,186.58	\$513,174.38	39.63%
Active	R 01-213 RAW FISH TAX	\$620,000.00	\$461,626.26	\$32,201.69	\$158,373.74	74.46%
Active	R 01-214 FINE-LATE SALES TAX	\$1,000.00	\$1,367.50	\$0.00	-\$367.50	136.75%
Active	R 01-217 7% B & B Tax	\$14,000.00	\$6,375.70	\$0.00	\$7,624.30	45.54%
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	\$300.00	\$0.00	\$2,200.00	12.00%
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	\$4,915.60	\$445.60	\$15,084.40	24.58%
Active	R 01-291 BUILDING RENTALS	\$140,000.00	\$48,904.11	\$11,713.90	\$91,095.89	34.93%
Active	R 01-293 LIBRARY GRANT	\$4,200.00	\$7,000.00	\$7,000.00	-\$2,800.00	166.67%
Active	R 01-297 POLICE MISC REVENUE	\$50,000.00	\$14,685.00	\$0.00	\$35,315.00	29.37%
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	\$2,401,400.00	\$1,474,322.54	\$94,604.17	\$927,077.46	61.39%
	Total GENERAL FUND	\$2,401,400.00	\$1,474,322.54	\$94,604.17	\$927,077.46	61.39%
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	\$18,271.00	\$2,882.00	\$21,729.00	45.68%
Active	R 02-295 PULL TAB REVENUE	\$550,000.00	\$295,697.00	\$33,540.00	\$254,303.00	53.76%
	Total	\$595,000.00	\$313,987.23	\$36,422.00	\$281,012.77	52.77%
	Total BINGO FUND	\$595,000.00	\$313,987.23	\$36,422.00	\$281,012.77	52.77%
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	\$3,000.00	\$34,151.63	\$0.00	-\$31,151.63	1138.39%
	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	\$36,412.00	\$10,925.56	\$0.00	\$25,486.44	30.01%
	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: NOVEMBER 17-18

		17-18	17-18	NOVEMBER	17-18	% of
		YTD Budget	YTD Amt	MTD Amt	YTD Balance	YTD
Active	R 58-207 GRAVEL SALES	\$45,000.00	\$900.00	\$900.00	\$44,100.00	2.00%
Total		\$45,000.00	\$900.00	\$900.00	\$44,100.00	2.00%
Total ROCK CRUSHER ENTERPRISE FUND		\$45,000.00	\$900.00	\$900.00	\$44,100.00	2.00%
WATER/SEWER OPERATIONS						
Active	R 61-202 FINES AND PENALTYS	\$2,500.00	\$771.65	\$23.95	\$1,728.35	30.87%
Active	R 61-206 WATER/SEWER REVENUE	\$210,000.00	\$79,467.84	\$9,695.06	\$130,532.16	37.84%
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		\$271,500.00	\$103,755.49	\$9,719.01	\$167,744.51	38.22%
Total WATER/SEWER OPERATIONS		\$271,500.00	\$103,755.49	\$9,719.01	\$167,744.51	38.22%
HARBOR/PORT OPERATIONS						
Active	R 62-201 INTEREST INCOME	\$0.00	\$2,830.16	\$250.75	-\$2,830.16	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	\$134,202.51	\$9,570.97	\$80,797.49	62.42%
Active	R 62-211 HARBOR/TRAVELLIFT	\$95,000.00	\$60,536.22	\$5,814.00	\$34,463.78	63.72%
Active	R 62-212 BOAT HARBOR/RENTS	\$85,000.00	\$16,203.50	\$1,772.10	\$68,796.50	19.06%
Active	R 62-215 HARBOR/WHARFAGE	\$85,000.00	\$12,758.82	\$5,158.14	\$72,241.18	15.01%
Active	R 62-219 HARBOR ELEC SERVICE F	\$8,000.00	\$4,010.92	\$1,021.95	\$3,989.08	50.14%
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	\$1,025.00	\$5,058.80	77.01%
Active	R 62-222 HARBOR/STALL ELECTRIC	\$35,000.00	\$11,303.01	\$933.34	\$23,696.99	32.29%
Active	R 62-223 HARBOR/ELECTRICITY	\$4,000.00	\$1,517.81	\$57.47	\$2,482.19	37.95%
Active	R 62-224 GEARSHED LOCKER REN	\$15,000.00	\$1,100.00	\$800.00	\$13,900.00	7.33%
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	\$639.45	\$0.00	\$4,360.55	12.79%
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	\$23,010.46	\$4,558.67	\$1,989.54	92.04%
Total		\$596,000.00	\$285,065.61	\$30,962.39	\$310,934.39	47.83%
Total HARBOR/PORT OPERATIONS		\$596,000.00	\$285,065.61	\$30,962.39	\$310,934.39	47.83%
REFUSE COLLECTION						
Active	R 65-202 FINES AND PENALTYS	\$1,500.00	\$415.21	\$13.78	\$1,084.79	27.68%
Active	R 65-204 REFUSE COLLECTION	\$160,000.00	\$57,212.32	\$5,551.21	\$102,787.68	35.76%
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		\$168,850.00	\$57,627.53	\$5,564.99	\$111,222.47	34.13%
Total REFUSE COLLECTION		\$168,850.00	\$57,627.53	\$5,564.99	\$111,222.47	34.13%
Report Total		\$4,117,162.00	\$2,280,735.59	\$178,172.56	\$1,836,426.41	55.40%

CITY OF SAND POINT

01/05/18 3:31 PM

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***Fund Summary -
Budget to Actual©**

NOVEMBER 17-18

	17-18	NOVEMBER	17-18	17-18	17-18
	YTD Budget	MTD Amount	YTD Amount	YTD Balance	% YTD Budget
FUND 01 GENERAL FUND					
Revenue	\$2,401,400.00	\$94,604.17	\$1,474,322.54	\$927,077.46	61.39%
Expenditure	\$2,569,950.00	\$162,002.44	\$1,059,268.88	\$1,510,681.12	41.22%
		-\$67,398.27	\$415,053.66		
FUND 02 BINGO FUND					
Revenue	\$595,000.00	\$36,422.00	\$313,987.23	\$281,012.77	52.77%
Expenditure	\$535,850.00	\$31,047.71	\$283,067.01	\$252,782.99	52.83%
		\$5,374.29	\$30,920.22		
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	\$9,719.01	\$103,755.49	\$167,744.51	38.22%
Expenditure	\$271,500.00	\$18,925.17	\$94,229.29	\$177,270.71	34.71%
		-\$9,206.16	\$9,526.20		
FUND 62 HARBOR/PORT OPERATIONS					
Revenue	\$596,000.00	\$30,962.39	\$285,065.61	\$310,934.39	47.83%
Expenditure	\$580,500.00	\$48,069.21	\$225,673.83	\$354,826.17	38.88%
		-\$17,106.82	\$59,391.78		
FUND 65 REFUSE COLLECTION					
Revenue	\$168,850.00	\$5,564.99	\$57,627.53	\$111,222.47	34.13%
Expenditure	\$168,350.00	\$17,251.30	\$58,997.91	\$109,352.09	35.04%
		-\$11,686.31	-\$1,370.38		
Report Total		-\$100,023.27	\$536,042.00		

BANK STATEMENTS



P.O. Box 196613 • Anchorage, Alaska 99519 • www.alaskausa.org

STATEMENT OF ACCOUNT

STATEMENT PERIOD
 FROM 12-01-17
 THROUGH 12-31-17
 PAGE 1

CITY OF SAND POINT, ALASKA
 PO BOX 249
 SAND POINT AK 99661-0249

Privacy Notice

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Tax Information for your Account
 You can view your Alaska USA tax information through online account access. Simply select the Account Services tab when you log in. Tax Information is archived for up to seven years.

ACCOUNT SUMMARY

SHARE ACCOUNTS		DIVIDENDS YEAR-TO-DATE	WITHHOLDING YEAR-TO-DATE	PREVIOUS BALANCE	NEW BALANCE
10	SHARE SAV	0.00	0.00	0.00	0.00
80	CERTIFICATE	1,822.64	0.00	204,481.14	204,636.57
83	CERTIFICATE	1,756.13	0.00	202,635.02	0.00
TOTAL SHARE ACCOUNTS					204,636.57

SHARE SAV - 10

Effective	Posted	TRANSACTION DESCRIPTION	AMOUNT	BALANCE	EXPANDED TRANSACTION DESCRIPTION
		PREVIOUS BALANCE		0.00	
		NEW BALANCE		0.00	
		DIVIDEND YEAR TO DATE	0.00		

CERTIFICATE - 80 (MATURITY DATE 06-11-2018) DIV RATE 0.895%

Effective	Posted	TRANSACTION DESCRIPTION	AMOUNT	BALANCE	EXPANDED TRANSACTION DESCRIPTION
		PREVIOUS BALANCE		204481.14	
12-31	12-31	DEPOSIT DIVIDEND 0.895%	155.43	204636.57	ANNUAL PERCENTAGE YIELD EARNED 0.90% FROM 12/01/17 THROUGH 12/31/17 BASED ON AVERAGE DAILY BALANCE OF 204,481.14
		NEW BALANCE		204636.57	
		DIVIDEND YEAR TO DATE	1822.64		

CERTIFICATE - 83 (MATURITY DATE 06-15-2019) DIV RATE 1.240%

Effective	Posted	TRANSACTION DESCRIPTION	AMOUNT	BALANCE	EXPANDED TRANSACTION DESCRIPTION
		PREVIOUS BALANCE		202635.02	
12-15	12-15	DEPOSIT DIVIDEND 0.895%	69.56	202704.58	ANNUAL PERCENTAGE YIELD EARNED 0.90% FROM 12/01/17 THROUGH 12/14/17 BASED ON AVERAGE DAILY BALANCE OF 202,635.02
12-15	12-15	RENEWED AT 1.240% TO MATURE 06/15/19			



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STATEMENT OF ACCOUNT

STATEMENT PERIOD
 FROM 12-01-17
 THROUGH 12-31-17
 PAGE 2

CERTIFICATE - 83 (MATURITY DATE 06-15-2019) DIV RATE 1.240% (CONTINUED)

Effective	Posted	TRANSACTION DESCRIPTION	AMOUNT	BALANCE	EXPANDED TRANSACTION DESCRIPTION
12-20	12-20	DEPOSIT DIVIDEND	34.43	202739.01	ANNUAL PERCENTAGE YIELD EARNED 1.25% FROM 12/15/17 THROUGH 12/19/17 BASED ON AVERAGE DAILY BALANCE OF 202,704.58
12-20	12-20	WITHDRAWAL CHECK NEW BALANCE	202739.01 -	0.00 0.00	
		** THIS SHARE IS CLOSED			
		DIVIDEND YEAR TO DATE	1756.13		
 END OF STATEMENT					



Schwab One® Account of
CITY OF SAND POINT

Statement Period
December 1-31, 2017

Need help reading this statement?
Visit www.schwab.com/StatementGuide for more information.

Market Monitor

Rates	Yield
Bank Sweep: Interest Rate as of 12/29 ^z	0.12%

Indices	Year To Date Change
Dow Jones Industrial Average	25.08%
Standard & Poor's 500 Index®	19.42%
Schwab 1000 Index®	19.35%
NASDAQ Composite Index	28.24%

CITY OF SAND POINT
249 MAIN STREET
SAND POINT AK 99661

Your Independent Investment Manager and/or Advisor

ALASKA PERMANENT CAPITAL MANAG
900 W 5TH AVENUE
SUITE 601
ANCHORAGE AK 99501-2044
1 (907) 272-7575

The custodian of your brokerage account is: Charles Schwab & Co., Inc.
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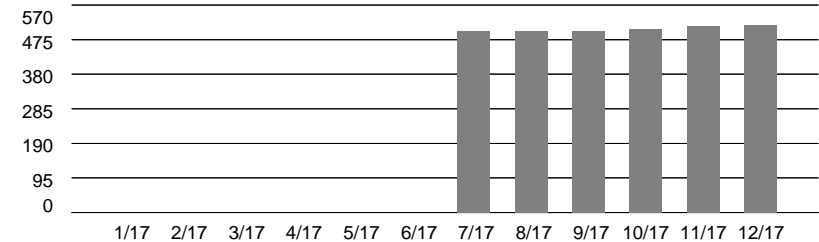


Your Independent Investment Advisor is not affiliated with or an agent of Schwab and Schwab does not supervise or endorse your Advisor.

Account Value as of 12/31/2017: \$ 516,910.92

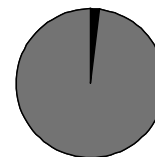
Change in Account Value	This Period	Year to Date
Starting Value	\$ 512,898.75	\$ 0.00
Cash Value of Purchases & Sales	(101.78)	(492,518.45)
Investments Purchased/Sold	101.78	492,518.45
Deposits & Withdrawals	0.00	500,000.00
Dividends & Interest ^Z	3,237.24	4,349.96
Fees & Charges	(427.42)	(1,267.22)
Transfers	0.00	0.00
Income Reinvested	0.00	0.00
Change in Value of Investments	1,202.35	13,828.18
Ending Value on 12/31/2017	\$ 516,910.92	\$ 516,910.92
Accrued Income ^d	439.18	
Ending Value with Accrued Income^d	\$ 517,350.10	
Total Change in Account Value:		
Including Deposits and Withdrawals	\$ 4,012.17	\$ 516,910.92
Including Deposits, Withdrawals, and Accrued Income ^d	\$ 4,451.35	

Account Value (\$) Over Last 12 Months [in Thousands]



Asset Composition	Market Value	% of Account Assets
Cash and Bank Sweep ^{X,Z}	\$ 10,564.29	2%
Exchange Traded Funds	506,346.63	98%
Total Assets Long	\$ 516,910.92	
Total Account Value	\$ 516,910.92	100%

Overview



- 2% Cash, Bank Sweep [X,Z]
- 98% Exchange Traded Funds

Gain or (Loss) Summary

Realized Gain or (Loss) This Period	
Short Term	\$286.70
Long Term	\$0.00
Unrealized Gain or (Loss)	
All Investments	\$13,541.48

Values may not reflect all of your gains/losses.

Account Notes

- Accrued Dividend is \$439.18



**ALASKA PERMANENT
CAPITAL MANAGEMENT**

Registered Investment Adviser

Your Independent Investment Advisor is not affiliated with or an agent of Schwab and Schwab does not supervise or endorse your Advisor.



Income Summary	This Period		Year to Date	
	Federally Tax-Exempt	Federally Taxable	Federally Tax-Exempt	Federally Taxable
Bank Sweep Interest	0.00	0.67	0.00	88.25
Cash Dividends	0.00	3,177.37	0.00	4,202.51
Total Capital Gains	0.00	59.20	0.00	59.20
Total Income	0.00	3,237.24	0.00	4,349.96

Cash Transactions Summary	This Period	Year to Date
Starting Cash and Bank Sweep^{x,z}	\$ 7,856.25	\$ 0.00
Total Transaction Detail	2,708.04	10,564.29
Deposits and other Cash Credits	0.00	500,000.00
Investments Sold	4,535.86	4,535.86
Dividends and Interest	3,237.24	4,349.96
Withdrawals and other Debits	0.00	0.00
Investments Purchased	(4,637.64)	(497,054.31)
Fees and Charges	(427.42)	(1,267.22)
Ending Cash and Bank Sweep^{x,z}	\$ 10,564.29	\$ 10,564.29

Investment Detail - Cash and Bank Sweep

Cash	Starting Balance	Ending Balance	% of Account Assets
Cash	0.00	1,086.63	<1%
Total Cash	0.00	1,086.63	<1%

Schwab has provided accurate gain and loss information wherever possible for most investments. Cost basis data may be incomplete or unavailable for some of your holdings. Please see "Endnotes for Your Account" section for an explanation of the endnote codes and symbols on this statement.



Investment Detail - Cash and Bank Sweep (continued)

Bank Sweep	Starting Balance	Ending Balance	% of Account Assets
Bank Sweep ^{X,Z}	7,856.25	9,477.66	2%
Total Bank Sweep	7,856.25	9,477.66	2%
Total Cash and Bank Sweep		10,564.29	2%

Investment Detail - Exchange Traded Funds

Exchange Traded Funds	Quantity	Market Price	Market Value <i>Cost Basis</i>	% of Account Assets	Unrealized Gain or (Loss)	Estimated Yield	Estimated Annual Income
E TRACS UBS BLOOMBERG CMCI ETN SYMBOL: UCI	1,050.0000	15.3900	16,159.50 15,072.45	3%	1,087.05	N/A	N/A
FLEXSHARES QUAL DIV ETF SYMBOL: QDF	675.0000	45.0300	30,395.25 28,367.78	6%	2,027.47	3.54%	1,078.24
ISHARES CORE MSCI EMERGING ETF SYMBOL: IEMG	450.0000	56.9000	25,605.00 24,871.50	5%	733.50	3.42%	876.12
ISHARES CORE MSCI EAFE ETF SYMBOL: IEFA	850.0000	66.0900	56,176.50 54,319.78	11%	1,856.72	2.21%	1,242.47
ISHARES CORE S&P MID CAP ETF SYMBOL: IJH	225.0000	189.7800	42,700.50 39,622.93	8%	3,077.57	1.03%	443.26
ISHARES CORE S&P SMALL CAP ETF SYMBOL: IJR	275.0000	76.8100	21,122.75 19,572.58	4%	1,550.17	1.38%	291.78

Schwab has provided accurate gain and loss information wherever possible for most investments. Cost basis data may be incomplete or unavailable for some of your holdings. Please see "Endnotes for Your Account" section for an explanation of the endnote codes and symbols on this statement.



Investment Detail - Exchange Traded Funds (continued)

	Quantity	Market Price	Market Value	% of Account Assets	Unrealized Gain or (Loss)	Estimated Yield	Estimated Annual Income
Exchange Traded Funds			<i>Cost Basis</i>				
ISHARES SHORT TREASURY BOND ETF IV SYMBOL: SHV	225.0000	110.2400	24,804.00 24,828.98	5%	(24.98)	0.99%	247.74
SPDR S&P 500 ETF @ SYMBOL: SPY	308.0000	266.8600	82,192.88 76,984.80	16%	5,208.08	1.85%	1,521.00
						<i>Accrued Dividend: 439.18</i>	
VANGUARD REIT ETF SYMBOL: VNQ	250.0000	82.9800	20,745.00 21,234.95	4%	(489.95)	6.09%	1,263.60
VANGUARD SHRT INF PROT SEC INDEX ETF SYMBOL: VTIP	845.0000	48.8200	41,252.90 41,855.94	8%	(603.04)	6.07%	2,506.27
VANGUARD TOTAL INTERNATIONAL BND ETF SYMBOL: BNDX	225.0000	54.3700	12,233.25 12,282.98	2%	(49.73)	15.25%	1,865.70
VANGUARD TOTAL BOND MARKET ETF SYMBOL: BND	1,630.0000	81.5700	132,959.10 133,790.48	26%	(831.38)	2.56%	3,407.72
Total Exchange Traded Funds	7,008.0000		506,346.63	98%	13,541.48		14,743.90
			Total Cost Basis:				492,805.15

Total Accrued Dividend for Exchange Traded Funds: 439.18

Estimated Annual Income ("EAI") and Estimated Yield ("EY") calculations are for informational purposes only. The actual income and yield might be lower or higher than the estimated amounts. EY is based upon EAI and the current price of the security and will fluctuate. For certain types of securities, the calculations could include a return of principal or capital gains in which case EAI and EY would be overstated. EY and EAI are not promptly updated to reflect when an issuer has missed a regular payment or announced changes to future payments, in which case EAI and EY will continue to display at a prior rate.



Investment Detail - Total

Total Investment Detail	516,910.92
Total Account Value	516,910.92
Total Cost Basis	492,805.15

Realized Gain or (Loss)

Short Term	Quantity/Par	Acquired/ Opened	Sold/ Closed	Total Proceeds	Cost Basis	Realized Gain or (Loss)
SPDR S&P 500 ETF @: SPY	17.0000	09/18/17	12/26/17	4,535.86	4,249.16	286.70
Total Short Term				4,535.86	4,249.16	286.70
Total Realized Gain or (Loss)				4,535.86	4,249.16	286.70

Schwab has provided accurate realized gain and loss information wherever possible for most investments. Cost basis data may be incomplete or unavailable for some of your holdings. If all data for a given investment is not available, the investment will not be listed here.

Option Customers: Realized gain/loss of underlying securities is adjusted to reflect the premiums of assigned or exercised options. Please consult IRS publication 550, Investment Income and Expenses, for additional information on Options.

Transaction Detail - Purchases & Sales

Exchange Traded Funds Activity

Settle Date	Trade Date	Transaction	Description	Quantity	Unit Price	Total Amount
12/28/17	12/26/17	Sold	SPDR S&P 500 ETF @: SPY	(17.0000)	267.1124	4,535.86
12/28/17	12/26/17	Bought	VANGUARD SHRT INF PROT SEC INDEX ETF: VTIP	45.0000	48.6854	(2,195.79)



Transaction Detail - Purchases & Sales (continued)

Exchange Traded Funds Activity (continued)

Settle Date	Trade Date	Transaction	Description	Quantity	Unit Price	Total Amount
12/28/17	12/26/17	Bought	VANGUARD TOTAL BOND MARKET ETF: BND	30.0000	81.2300	(2,441.85)
Total Exchange Traded Funds Activity						(101.78)
Total Purchases & Sales						(101.78)

Transaction Detail - Dividends & Interest (including Money Market Fund dividends reinvested)

Transaction Date	Process Date	Activity	Description	Credit/(Debit)
12/06/17	12/06/17	Cash Dividend	VANGUARD TOTAL: BNDX	10.80
12/06/17	12/06/17	Cash Dividend	VANGUARD TOTAL BOND: BND	269.49
12/07/17	12/07/17	Cash Dividend	ISHARES SHORT TREASURY: SHV	20.50
12/15/17	12/18/17	Bank Interest ^{x,z}	BANK INT 111617-121517	0.67
12/26/17	12/26/17	Cash Dividend	ISHARES CORE MSCI: IEMG	438.06
12/26/17	12/26/17	Cash Dividend	ISHARES CORE MSCI EAFE: IEFA	621.24
12/26/17	12/26/17	Cash Dividend	ISHARES CORE S&P MID CAP: IJH	110.81
12/26/17	12/26/17	Cash Dividend	ISHARES CORE S&P SMALL: IJR	72.94
12/27/17	12/27/17	Cash Dividend	VANGUARD REIT ETF: VNQ	315.90
12/28/17	12/28/17	Cash Dividend	FLEXSHARES QUAL DIV ETF: QDF	269.56
12/28/17	12/28/17	Cash Dividend	ISHARES SHORT TREASURY: SHV	20.64
12/29/17	12/29/17	Cash Dividend	VANGUARD SHRT INF PROT: VTIP	593.20
12/29/17	12/29/17	Cash Dividend	VANGUARD TOTAL: BNDX	155.48
12/29/17	12/29/17	Cash Dividend	VANGUARD TOTAL BOND: BND	278.75
12/29/17	12/29/17	LT Cap Gain	VANGUARD TOTAL BOND: BND	59.20
Total Dividends & Interest				3,237.24



Transaction Detail - Fees & Charges

Transaction Date	Process Date	Activity	Description	Credit/(Debit)
12/15/17	12/15/17	Advisor Fee*	MGMTFEE TO ADVISOR	(427.42)
Total Fees & Charges				(427.42)

Total Transaction Detail **2,708.04**

Bank Sweep Activity

Transaction Date	Transaction	Description	Withdrawal	Deposit	Balance ^{x,z}
Opening Balance ^{x,z}					7,856.25
12/07/17	Auto Transfer	BANK CREDIT FROM BROKERAGE ^x		280.29	8,136.54
12/08/17	Auto Transfer	BANK CREDIT FROM BROKERAGE ^x		20.50	8,157.04
12/15/17	Interest Paid ^{x,z}	BANK INTEREST		0.67	8,157.71
12/18/17	Auto Transfer	BANK TRANSFER TO BROKERAGE	427.42		7,730.29
12/27/17	Auto Transfer	BANK CREDIT FROM BROKERAGE ^x		1,141.27	8,871.56
12/28/17	Auto Transfer	BANK CREDIT FROM BROKERAGE ^x		315.90	9,187.46
12/29/17	Auto Transfer	BANK CREDIT FROM BROKERAGE ^x		290.20	9,477.66
Total Activity			427.42	2,048.83	
Ending Balance ^{x,z}					9,477.66

Bank Sweep: Interest Rate as of 12/29/17 was 0.12%. Your interest period was 11/16/17 - 12/15/17. ^z



Pending Corporate Actions

	Transaction	Quantity	Payable Date	Rate per Share	Share Distribution	Cash Distribution
SPDR S&P 500 ETF @	Cash Dividend	325.0000	01/31/18	1.3513		439.18
Total Pending Corporate Actions						439.18

Pending transactions are not included in account value.

Endnotes For Your Account

Symbol Endnote Legend

- * You authorize Schwab to debit your account to pay investment management fees per the authorization you granted in your Account Application. Schwab does not review or monitor these fee payments. Contact your Investment Manager if you have questions.
- d** Accrued Income is the sum of the total accrued interest and/or accrued dividends on positions held in your brokerage account, but the income and/or dividends have not been received into your account and Schwab makes no representation that they will. Accrued amounts are not covered by SIPC account protection until actually received and held in the account.
- X** Bank Sweep deposits are held at FDIC-insured bank(s) ("Banks") that are affiliated with Charles Schwab & Co., Inc.
- Z** For Bank Sweep and Bank Sweep for Benefit Plans features, interest is paid for a period that differs from the Statement Period. Balances include interest paid as indicated on your statement by Schwab or one or more of its affiliated banks. These balances do not include interest that may have accrued during the Statement Period after interest is paid. The interest paid may include interest that accrued in the prior Statement Period.

TO: Mayor Gardner
City Council Members
Sand Point Residents

FROM: Andy Varner
City Administrator

DATE: January 4, 2018

SUBJ: Monthly Report for January 2018



Here is a brief list of items we've been working on since the last report. Lamar has been on board (officially) for a week, and in addition to meetings with those noted below, we have also met with our insurance broker, Brooks Chandler, Mark Hickey, and others that do business in Sand Point.

KELLY AVENUE OUTFALL LINE

- Lamar and I met with ANTHC last week to get an update on the outfall line replacement. That project is scheduled for May/June construction. Materials should likely start arriving in Sand Point in April.

EMERGENCY ORDER ON COD

- The Mayor joined with a few other Mayors and Tribal Gov representatives in the Borough to send a letter to Governor Walker requesting emergency relief related to the cod collapse in the Gulf. The letter is attached under FYI. We have no new information related to that request at this time.

DOCK REPLACEMENT DESIGN

- Lamar and I met with PND and DOT the last couple weeks to catch him up on the dock project. The project timeline has slipped a bit but this is where things stand, according to DOT:
 - o Plans In Hand Review – 1/18/18
 - o PS&E Review – 2/17/18
 - o Construction Funding Obligation – 3/19/18
 - o Bid Advertise – 4/18/18
 - o Contract Award – 6/17/18
 - o Construction – 12/2018-5/2019
- We are also checking with PND on an “additive alternate” estimate to incorporate replacing the fender system on the existing dock if construction proposals come in under bid. We will need DOT (or Federal Highways) to sign off on that approach first, if we plan to use their money. Otherwise, the City should consider local monies (from various sources) to do those repairs and ensure the existing dock can serve for another decade or more.

TDX

- Lamar and I met with John Lyons last week to get an update on some of their projects in town. The RCA approved SPG's interim rate increase, effective January 2, at 9%. The agency also suspended the docket for the permanent tariff increase, until January 2019. The case will likely be settled in November, if it needs a hearing. John told us after “reconsideration” the new proposed increase is 23%, instead of the previous 40% hike. John also promised to hold a community meeting in Sand Point detailing their utility

costs to justify this increase, along with other updates. Lamar is trying to schedule this with his February visit.

EAT CLINIC ARRANGEMENT

- Lamar and I met with EAT Director Jennifer Harrison and their Finance Director recently to go over a potential new leasing arrangement for the clinic. The 105(l) lease would be with IHS and would allow us to charge EAT rent and recoup new costs such as replacement charges, depreciation, insurance, and other operational costs. Lamar will be taking over some of these negotiations and research in my absence and will keep you up to speed.

COMP PLAN UPDATE

- The final draft is included in this month's packet, and will need adoption by ordinance. The public hearing will take place in February. We'll have a thirty day comment period until then.

NEW HARBOR FLOATS

- Moffat & Nichol is at 90% design for the installation drawings for Sand Point A-Float. They've also completed the draft Bid Forms, Special Provisions of the contract, General Conditions, and Technical Specifications for your review. The installation plan is attached under FYI. Still need to find approx. \$6M floating around for that construction.

AEB PLANNING WORKSHOP

- The Borough held a three day planning workshop last month with all the communities while I was in Sand Point. It was held in Anchorage. Councilmember Cumberlidge was in attendance for the meeting, thankfully. I would invite him to give his impressions of the workshop and thoughts on what it might mean for Sand Point.

This is my last report. I just want to reiterate it's been a pleasure working for this community, and I wish you all the best!



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: January 5, 2018

Ref: Department of Public Safety's Monthly Report for December 2017

Police Department

- Hal Henning, Chief of Police
- Brent Nierman, Police Sergeant

Administrative Assistant

- Denise Mobeck/weekday 911 Dispatcher

Dispatchers

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

Chief Henning and myself (Sergeant Nierman) are diligently providing coverage during our two week on/two week off schedule. We are enjoying getting to know the community as we focus on community policing strategies. We've seen an increase in community involvement as we build trust with the citizens. We have and continue to put efforts into mitigating drugs entering into Sand Point. We look forward to a safe and productive 2018.

Police Division Activity

DECEMBER 2017

3 cases were generated

- 1 Criminal Mischief
- 1 Burglary/Theft
- 1 Assault DV

There were 2 persons jailed

- 1 Forgery & Theft
- 1 Assault DV

There were 37 calls to 911

- 6 MOC/clinic needed
- 2 ambulances needed
- 19 mis-dial or hang ups
- 1 paper service
- 1 GCI checking if 911 was working
- 2 vehicle stuck in snow (both calls for same incident)
- 1 assault- DV
- 3 drunken persons removal
- 2 noise complaint

Other Officer Activity

- Bar checks
- Welfare check
- Investigation for dog bite
- Paper services
- Building checks
- Courtesy transport
- Investigation for assault

EMS Division

Chief of EMS Division:

- Denise Mobeck, EMS Chief

EMS Activity: 2 runs

Rescue1 transported 2 patients 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 February.

If anyone is interested in becoming an ambulance driver or a part of the EMS team, please 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.

Water & Sewer December Report

- Fixed major leak in 1 1/2" harbor water line. It had created a hole in a nylon coupler, which was replaced with brass.
- Replaced packing in pressure relief valve in water plant. Didn't fix continuous drain through valve, but did fix leak, as old packing was worn out.
- Completed our Sanitary Survey. Drove Laren Kowallis, the surveyor, around town to inspect the major components of the water system. He noted some minor issues to be taken care of, and one issue we would get a violation for: we need to have our backflow preventing devices (in the plant) inspected yearly.
- Discovered problem with jumps lift station; still trying to figure out what exactly the problem is. Discussing it with Allen Hill; for the time being, I'm pumping it manually every week or as needed to keep it from overflowing until we figure out it's issue.
- Repaired 4 function valve on chlorine injection pump.
- Gathered LT2 and coliform samples; other routine maintenance work.

-Allen Young

HARBOR MASTER

No report given at this time.

**STUDENT
REPRESENTATIVE**

HEARINGS, ORDINANCES AND RESOLUTIONS

ORDINANCE 2017-06:
BUDGET AMENDMENT –
2ND READING

Memo

To: Mayor Gardner
From: Andy Varner, Administrator
cc: City Council
Date: January 3, 2018
Re: FY18 Budget Amendment – 2nd Reading

There are a few changes to highlight in the FY18 budget amendment, as follows:

General Fund Revenue

- Added \$100,000 in “Other Revenue” in the GF to include the corresponding grant amount from AEB for re-siding the sand storage building at the airport.
- Decreased the Sales Tax and Fish Tax line items by \$150,000 each (\$300,000 total) to account for anticipated revenue shortfalls associated with the Gulf cod crisis. This was discussed last month.
- The DOR Shared (Landing) Fish Tax was much higher than anticipated.
- Decreased the “Police Misc” item to reflect a truer picture of COPS grant revenues, as outlined by the Police Chief in his WAANT Investigator report.

General Fund Expenditures

- Increased the “Equipment” line item to include a new office copier (which amounted to \$8900).
- “Contractual” increased by \$125,000 to include the Frontline Construction contract for re-siding sand shed (see above).
- Police “Contractual” increased by \$20,000. At the time of this report I did not have all the information for this item, which has been expended this fiscal year.
- Fire Department “Equipment” increased by \$14,500. At the time of this report I did not have all the information for this item, which has been expended this fiscal year.
- Public Works “Contractual” and “Repairs” increased by \$45,000 and \$67,500, respectively. At the time of this report I did not have all the information for these items, which have been expended this fiscal year.

Clinic Fund

- This increase reflects the additional IHS funding for this year. That will also be the amount of funding to budget for in the future.

Water & Sewer Fund

- We are tracking for fewer user revenues, as reflected. We also received the final portion of the USDA System Planning grant monies.

Boat Harbor Fund

- Increase under the “Equipment Maintenance” item to include the travel lift tires, as quoted by Kendrick.

Refuse Collection Fund

- We are tracking for fewer user revenues, as reflected.

In summary, this budget amendment accounts for some larger purchases (copier, contracts, tires, etc) and also reflects the increase in Shared Fish Tax revenues. Aside from a bump in the Clinic IHS funds, other revenues remain fairly flat.

Labor costs, for the most part, have been under budget, across all funds. Due to a restricted police force thus far in the year, adding a new investigator position in the police department will not increase the Salaries/Benefits item for the remainder of this fiscal year. However, it will need to be a budgeted position for FY19.

The biggest budget impact, obviously, is the expected dropoff in winter fishing due to Gulf Pcod. The estimated \$300,000 impact was not expected, and will force the City to draw more from reserves. The budget was in pretty good shape through the first six months of the fiscal year until the December NPFMC meeting. We can weather the storm, however, and hope for better fishing through the rest of the year. The Gulf stocks decrease will be something to think about for the next budget, however.

City of Sand Point



ORDINANCE 2017-06

AN ORDINANCE OF THE CITY OF SAND POINT, ALASKA, ADOPTING THE
OPERATING BUDGET FOR FY18.

BE IT ORDAINED BY THE SAND POINT CITY COUNCIL:

SECTION 1. Classification: This is a non-code ordinance.

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

SECTION 3. Severability: The terms, provisions and sections of this ordinance are severable.

SECTION 4. Content: The operating budget of the Sand Point City Council is adopted as follows:

BUDGET SUMMARY:

<u>FUND</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>
General Fund	\$ 2,726,269	\$ 2,850,30
Bingo	\$ 595,000	\$ 535,850
Silver Salmon Derby	\$ 34,000	\$ 30,000
Clinic Operations	\$ 62,412	\$ 36,412
Rock Fund	\$ 45,000	\$ 40,500
Water & Sewer Operations	\$ 267,016	\$ 267,618
Harbor	\$ 621,000	\$ 590,500
Refuse Collection	\$ 168,500	\$ 168,850
TOTAL	\$ 4,516,197	\$ 4,516,760

**PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF
THE SAND POINT CITY COUNCIL THIS 9TH DAY OF JANUARY 2018.**

ATTEST:

Glen Gardner, Jr., Mayor

Shannon Sommer, City Clerk

Introduction and 1st Reading December 10, 2017
2nd Reading and Adoption January 9, 2018

**ORDINANCE 2017-07:
PERMANENT FUND
RESERVE ACCOUNT
DEPOSIT – 2ND READING**

Memo

To: Mayor Gardner
From: Andy Varner, Administrator
cc: City Council
Date: January 5, 2018
Re: Permanent Fund Deposit- 2nd Reading

Sand Point City Code calls for an ordinance from the Council in order to contribute to the PF reserve account, which the Council established with Alaska Permanent Capital Management. This deposit will be for \$200,000, the amount of the final Alaska USA CD account the City has. It matured this month and I withdrew the account and deposited it into our GF until further action is taken by this ordinance.

City of Sand Point



ORDINANCE 2017-07

AN ORDINANCE OF THE CITY OF SAND POINT, ALASKA, APPROVING A DEPOSIT IN THE AMOUNT OF \$200,000 INTO THE CITY PERMANENT FUND RESERVE ACCOUNT.

BE IT ORDAINED BY THE SAND POINT CITY COUNCIL:

SECTION 1. Classification: This is a non-code ordinance.

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

SECTION 3. Severability: The terms, provisions and sections of this ordinance are severable.

SECTION 4. Content: SPCO § 5.70.020(d) states that contributions made to the City's Permanent Fund Reserve Account must be done so by City Council Ordinance. The Sand Point City Council approves an appropriation in the amount of \$200,000 into the City Permanent Fund Account.

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE SAND POINT CITY COUNCIL THIS 9th DAY OF JANUARY, 2018.

ATTEST:

Glen Gardner, Jr., Mayor

Shannon Sommer, City Clerk

1st Reading and Introduction December 12, 2017
2nd Reading and Adoption January 9, 2017

ORDINANCE 2018-01:
ADOPTING SAND POINT
COMPREHENSIVE
COMMUNITY
DEVELOPMENT PLAN – 1ST
READING

Memo

To: Mayor Gardner
From: Andy Varner, Administrator
cc: City Council
Date: January 3, 2018
Re: Sand Point Community Comprehensive Plan Final Draft – 1st Reading

AECOM has finished up the final draft of the comprehensive plan, a process that started more than a year ago. After this first reading, there will be a standard 30 day comment period and then the public hearing at the February meeting. Any substantive changes in this period of time can be considered for incorporation.

Lamar has been in on our last couple of meeting with AECOM and with his planner's background he has been a good asset, providing a fresh set of eyes and asking some new and objective questions on some items we hadn't considered. I feel his experience with comp planning will help make the final product even better.

Ultimately, a plan is only as good as its implementation, as you will discuss over the next month or months. Revisiting the goals and objectives on this updated plan will be a very valuable exercise to undertake 1-2 times a year.

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

Review Draft

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 Mooney, Harbor Master
- Qagan Tayagungin 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
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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
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 is a compilation of 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

The community's vision for Sand Point includes:

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 is a community that 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, 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.

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 tribal 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

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).

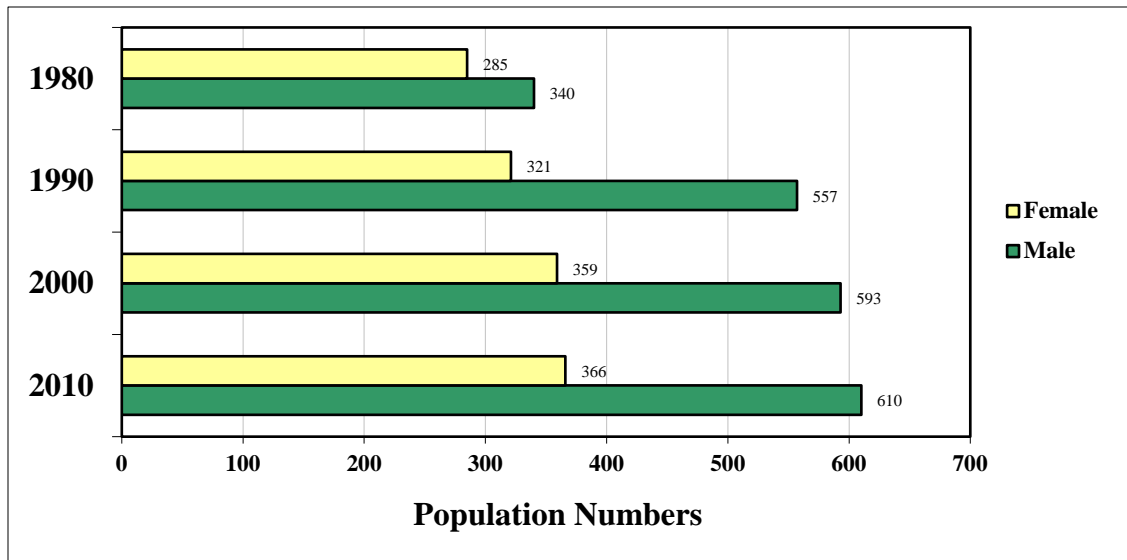


Figure 1. Sand Point Population by Gender (Census)

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.

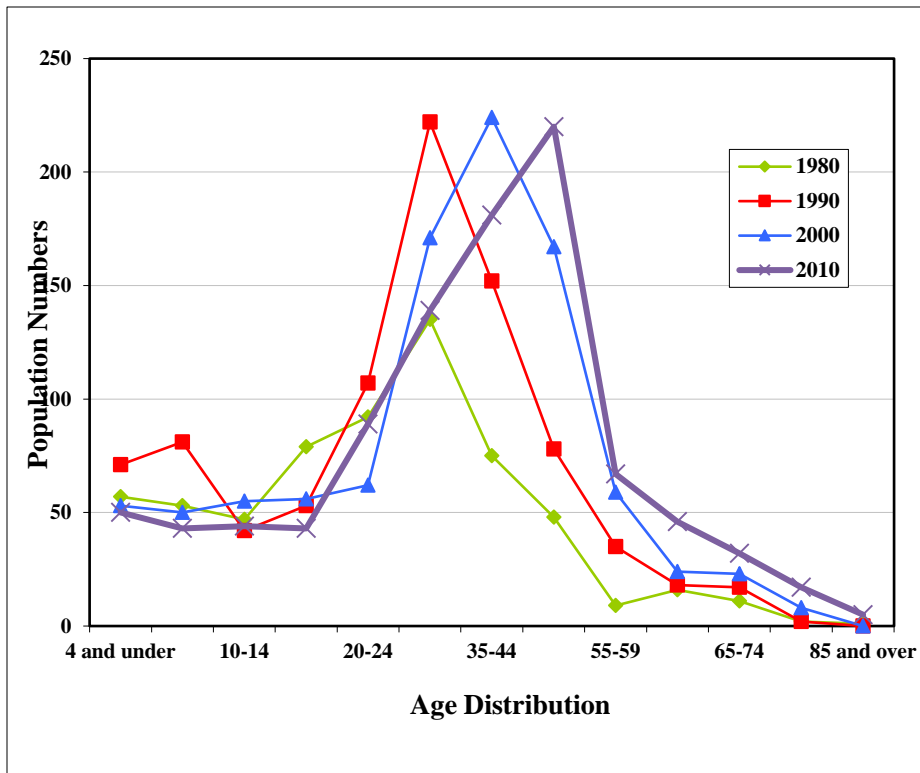


Figure 2. Sand Point Population by Age Category (Census)

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).

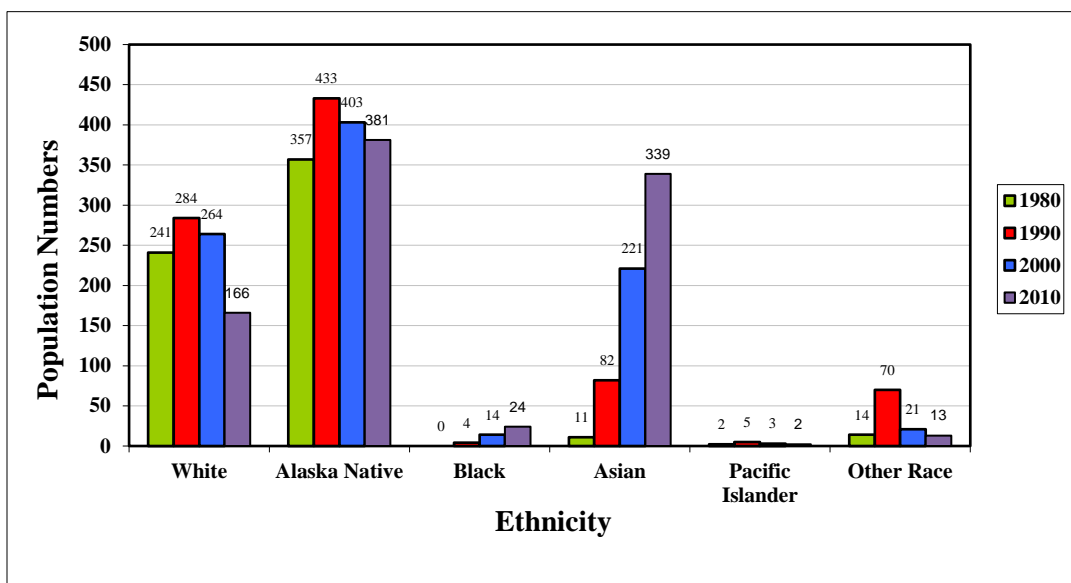


Figure 3. Sand Point Population by Ethnicity (Census)



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).

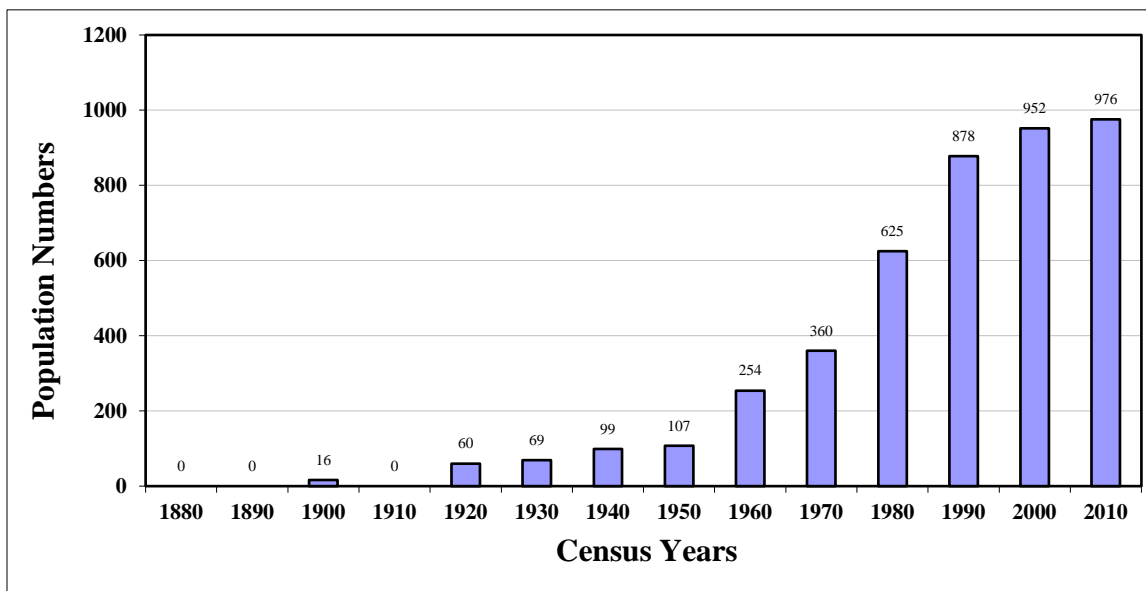


Figure 4. Sand Point Population History (Census)

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.

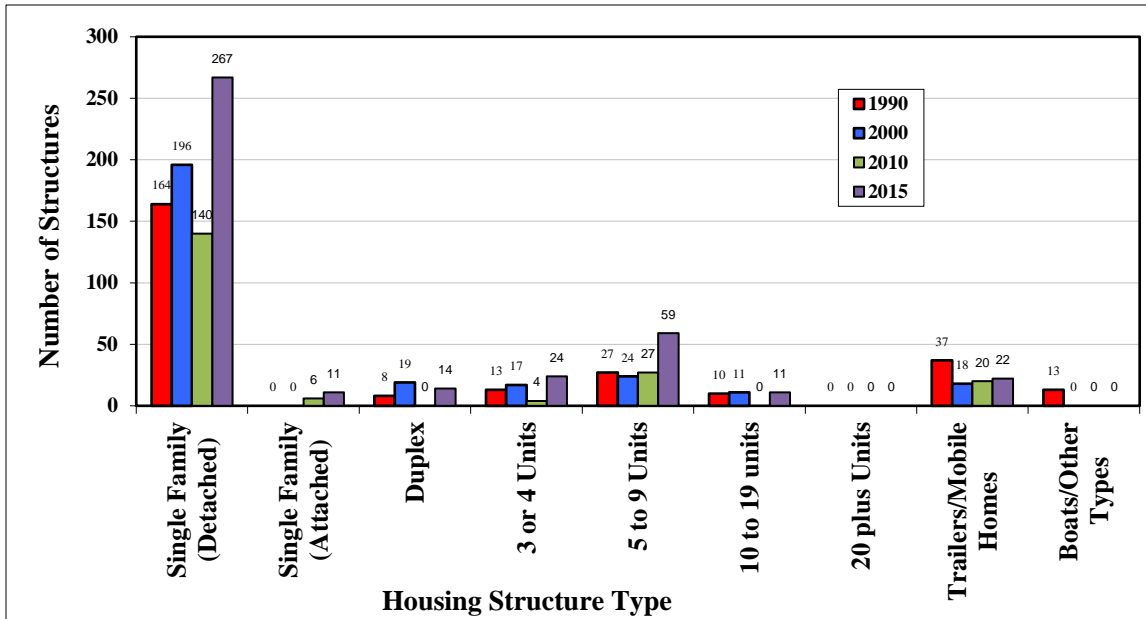


Figure 5. Sand Point Housing Types (Census, ACS)





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 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.

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 Fisheries 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, however. 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.

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

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).

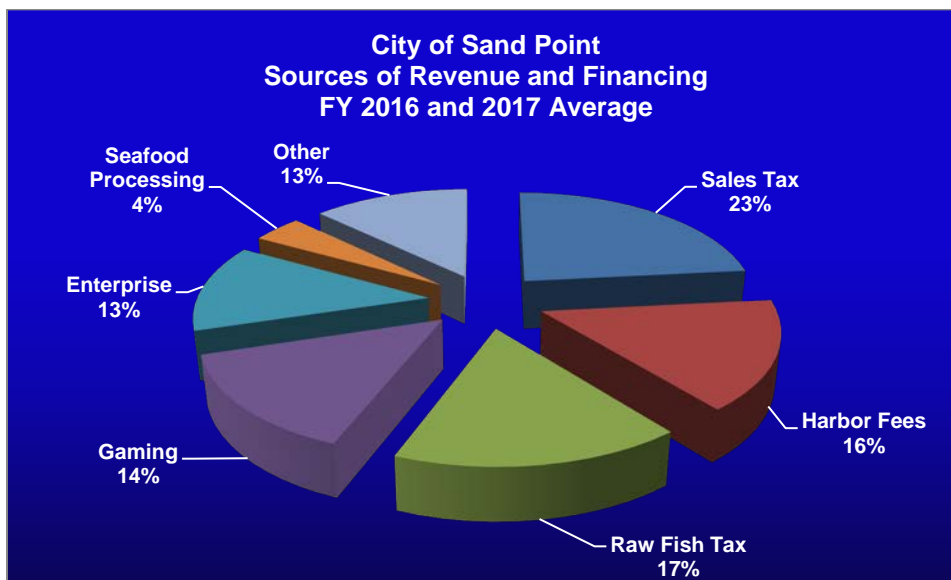


Figure 6. Sources of Revenue and Financing, FY 2016 and FY 2017 Average

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).

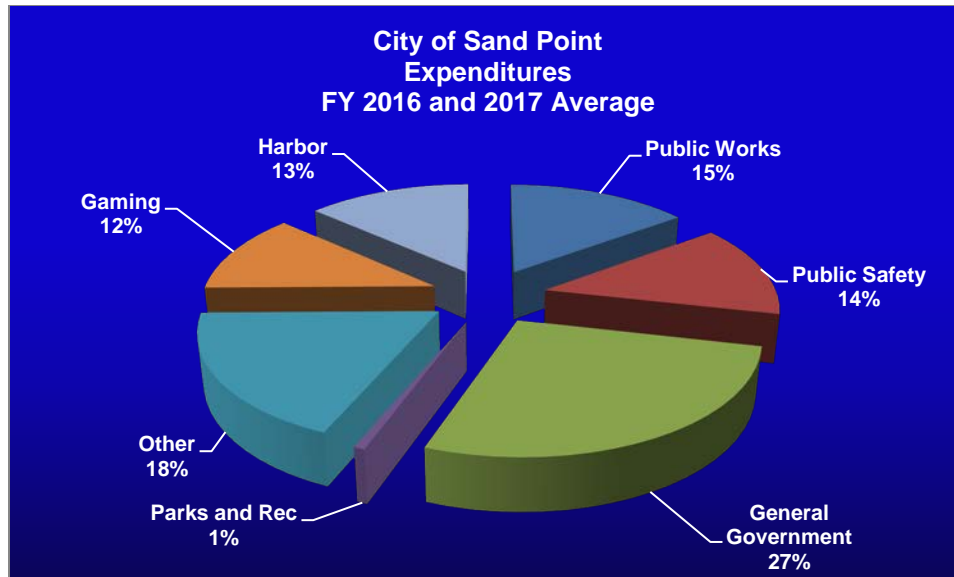


Figure 7. Expenditures, FY 2016 and FY 2017

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. Following a special election, the City was reclassified to a first class city on December 21, 1978, and has a “strong mayor” form of government. The City Council has six elected members, and the Planning/Zoning Commission is comprised of four 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 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 managers 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 winter, trails can be used for snow machines, snowshoeing, cross-country skiing, or dog sledding. 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 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 will 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	Short	City, AEB, Aleutia Seafoods, Processors,



	fishermen, businesses, local government, tribal governments and ANCSA corporations		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)			
<i>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</i>			
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
<i>General Land Use Goal B: Minimize public costs associated with land development</i>			
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
<i>General Land Use Goal C: Improve and maintain the appearance of the community</i>			
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
<i>General Land Use Goal D: Protect ground and surface water in land use development</i>			
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	Ongoing	City, AEB



	new opportunities as appropriate		
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	Short - Medium	City, AEB, ADOT&PF, SWAMC



	identify transportation improvement priorities		
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		
EN-16		X	X	
EN-17			X	
EN-18		X	X	



No.	Ongoing	Short Term	Medium Term	Long Term
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	



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		
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	



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OLD BUSINESS

AIRPORT CERTIFICATION

Memo

To: Mayor Gardner
From: Andy Varner, Administrator
cc: City Council
Date: January 3, 2018
Re: Airport FAA Part 139 Certification

DOT staff are here in Sand Point to present and discuss two potential MOAs (one for operations, one for certification) and other issues surrounding FAA Part 139 Certification, necessary to bring in the Saab 2000. The MOA's between the City of Sand Point and DOT should outline roles, responsibilities, and funding if the City were to take over some of the operations and maintenance aspects of the airport.

To recap, the current proposal from DOT/PF is to work directly with the City to handle Part 139 and airport maintenance. The City would have the choice to keep the current private contractor to perform airport maintenance (and could add Part 139 field operations to their duties). The City would have other individuals trained to serve as the primary or backup for Part 139 field operations, namely AARF. To expedite start-up and initiate Part 139 operations, DOT/PF is proposing to relocate department personnel to Sand Point to handle Part 139 operations initially and provide on-the-job training (OJT) while local individuals are trained and prior to passing the required FAA inspection to sign off on full Part 139 certification. This suggests an ability to start Part 139 as soon as the manual(s), equipment and critical capital improvements are in place. SDP could begin Part 139 operations in early July 2018. PenAir has the most integral piece in all of this process, as they will be bound to reimburse the City for any non-DOT expenditures related to the certification and its ongoing operations.

That last point, of course, will be crucial as the Council weighs this decision. The City will need an iron-clad written commitment from PenAir to provide these funds.

Part 139 Airport Certification

What is Part 139? The following is a summary from the Federal Aviation Administration (FAA).

14 CFR Part 139 requires FAA to issue airport operating certificates to airports that---

- Serve scheduled and unscheduled air carrier aircraft with more than 30 seats;
 - Serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and
- [NOTE: ALASKA IS NOT SUBJECT TO THIS REQUIREMENT]
- The FAA Administrator requires to have a certificate.

This Part does not apply to airports at which air carrier passenger operations are conducted only because the airport has been designated as an alternate airport.

Airport Operating Certificates serve to ensure safety in air transportation. To obtain a certificate, an airport must agree to certain operational and safety standards and provide for such things as firefighting and rescue equipment. These requirements vary depending on the size of the airport and the type of flights available. The regulation, however, does allow FAA to issue certain exemptions to airports that serve few passengers yearly and for which some requirements might create a financial hardship.

In Alaska, any airport that serves large air carrier operations (more than 30 seats) must be certificated under Part 139.

Part 139 Requirements

SDP is classified as a Primary Airport because it receives more than 10,000 passenger operations per year. The following is a list of the major elements required to obtain a Part 139 certificate for SDP.

- Airport Certification Manual
 - Airport Operations Plan
 - Emergency Plan
 - Water Rescue Plan (local SAR vessel can be a portion of plan)
 - Habitat Management Plan
- Maintain a functioning Airport Rescue and Fire Fighting (ARFF) vehicle (manned by one ARFF trained individual with a 3-minute response time to any incident)
- Procure, ship and maintain a Water Rescue Trailer
- ARFF Gear & Training (includes an ongoing component)
- Other Capital Elements: airport markings; fencing; supplemental wind cone

AGREEMENT

THIS AGREEMENT is entered into by and between the STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (“DOT&PF”), whose mailing address is P.O. Box 112506, Juneau, Alaska 99811-2506 and the CITY OF SAND POINT, (“CITY”) whose mailing address is 249 Main Street, Sand Point, AK 99661:

WHEREAS, DOT&PF is the owner and operator of an airport in Sand Point, Alaska known as San Point Airport (“Airport”) consisting of one runway, a terminal and other improvements;

WHEREAS, City has approached DOT&PF and requested DOT&PF, as owner and operator of the Airport, seek Federal Aviation Administration (“FAA”) Part 139 Certification of the Airport (the “Certification”);

WHEREAS, the Certification would permit scheduled air carrier aircraft operations with more than 9 seats and unscheduled air carrier operations in aircraft with more than 31 seats to fly in and out of the Airport thus benefitting City as a whole;

WHEREAS, the Certification will require DOT&PF to meet certain operational and safety standards at the Airport as well as providing for such things as aircraft rescue and firefighting equipment;

WHEREAS, DOT&PF operates the Airport under an Airport Operating Certificate and as the certificate holder it must apply for the Part 139 Certification from the FAA;

WHEREAS, DOT&PF had no intention of applying for this Certification and is working in conjunction with City to obtain the certification solely for City’s benefit;

WHEREAS, FAA’s procedures for obtaining Certification are extensive and DOT&PF will incur substantial costs and other expenses to achieve the Certification;

WHEREAS, DOT&PF is willing to assist City to obtain the certification but only upon City’s agreement to reimburse DOT&PF for all costs and expenses it incurs during the Certification process including costs for labor and materials;

WHEREAS, City understands DOT&PF will incur these costs and it is willing to reimburse DOT&PF for the costs as provided for herein;

WHEREAS, DOT&PF will only pursue the Certification with the understanding the City agrees in writing to reimburse DOT&PF for the costs and expenses and with the further understanding City will eventually take over the operations of the Airport after Certification is achieved under a separate agreement with DOT&PF;

NOW THEREFORE, for good and valuable consideration, the sufficiency of which is hereby acknowledged, DOT&PF and City agree as follows:

A. PURPOSE.

1. The purpose of this Agreement is to obtain a Part 139 Certificate of Operation for the Airport and to train City's designated staff/personnel to operate the airport under a separate Airport Operating Agreement. City is desirous of obtaining the certification for purposes of providing additional flights and larger aircraft carrier operations at the Airport that will benefit City and its residents. DOT&PF did not plan and had no intentions of applying for a Part 139 certification and DOT&PF is only applying for the certification due to City's request.

B. FAA 14 C.F.R. PART §139 AIRPORT OPERATING CERTIFICATE

1. **Application for Airport Operating Certificate.** DOT&PF shall apply to the FAA to certify Airport as a 14 C.F.R. Part 139 Airport that will permit air carriers to operate at the airport for scheduled passenger-carrying operations of an air carrier operating aircraft configured for more than 9 passenger seats and unscheduled passenger-carrying operations of an aircraft carrier operating aircraft configured for at least 31 passenger seats.
 - a. DOT&PF shall perform the following tasks to carry out its obligations hereunder:
 1. Prepare and submit the application required by FAA pursuant to 14 C.F.R. §139.1 et seq and to provide FAA with all required documentation for certification of the Airport as a Part 139 certified airport;
 2. Permit FAA and its designated representatives to perform any all inspections and tests the FAA requires for the Part 139 certification;
 3. Prepare and submit to the FAA for approval the Airport Certification Manual as required in 14 C.F.R. §139.201 et seq.; and
 4. Take any and all steps necessary to insure compliance with all requirements of 14 C.F.R. §139.201 et seq required for Part 139 certification.
2. **Funding Part 139 Certification.** DOT&PF shall advance all costs and expenses it incurs in applying for and obtaining the Part 139 Certification with the understanding City will reimburse DOT&PF for all costs and expenses DOT&PF incurs and advances within 30 days after FAA issues the Part 139 Airport Certificate of Operation to DOT&PF.
 - a. The City shall reimburse DOT&PF for the following costs and expenses:
 1. Training expenses incurred by DOT&PF to train City designated personnel to take over the Airport operations under a separate agreement between DOT&PF and City including DOT&PF's staff salaries, benefits, health care, insurance, travel and per diems (collectively "Labor Charges");

2. Airport Rescue and Firefighting (“ARFF”) costs including cost for classes, gear and travel;
 3. FAA compliance issues involving fencing, supplemental wind cone, airport markings, Labor Charges, equipment, ferry or other mobilization costs and expenses for equipment and employees, and mobilization costs and expenses for ferry equipment only; and
 4. Any and all other costs and expenses necessary for obtaining the Part 139 Certificate of Operation.
- b. DOT&PF has previously supplied to City a breakdown of the costs and expenses it expects to incur in obtaining the Part 139 Certificate of Operation. An estimate of the costs and expenses is attached hereto as Exhibit “A”. Exhibit A is merely an estimate of the costs and expenses DOT&PF expects to incur in obtaining the Part 139 Certificate of Operation. Actual costs and expenses may be higher or lower and the actual total costs and expenses will not be known until after the Certificate of Operation is granted. City shall only reimburse DOT&PF for the actual costs and expenses DOT&PF actually pays and City understands those costs and expenses may be higher or lower than those estimated by DOT&PF.
 - c. City is not required to reimburse DOT&PF for any costs and expenses incurred by DOT&PF for the continued operation of the Airport without certification as a Part 139 airport. The costs and expenses identified in Section 2.a. above are onetime expenses DOT&PF will incur for the Part 139 airport Operating Certificate.
 - d. In the event DOT&PF’s application for a Part 139 Airport Operating Certificate is denied by FAA and the Airport cannot be operated as a Part 139 airport within 1 year of the application date, then City is not required to reimburse DOT&PF for the costs and expenses identified in Section 2.a. above, unless the City and DOT&PF agree to extend this Agreement for an additional time period. The City’s reimbursement requirement is conditioned upon DOT&PF successfully obtaining the Part 139 Airport Operating Certificate.
3. **City’s Other Obligations.** City shall reimburse DOT&PF as provided in Section 2 above. City shall also have the following obligations hereunder:
 - a. Provide sufficient, competent and adequate personnel for training to be conducted by DOT&PF for the future operation of the Airport as a certified Part 139 airport;
 - b. Provide the number of Personnel as DOT&PF directs for airport operations training; and
 - c. Mutually agree with DOT&PF on an Airport Operation Agreement (“AOP”) in which City shall assume all operations of the airport identified in the AOP and also all 14 C.F.R. Part 139 requirements to maintain the Airport Operating Certificate issued by FAA for the Airport.
4. **City’s Indemnification of DOT&PF.**

CITY shall indemnify, defend, and hold DOT&PF, its affiliates, officers, directors, employees and agents harmless from and against any and all claims, actions, liabilities, and costs, including reasonable attorney fees, arising out of or in any way related to or resulting from DOT&PF'S advancement of costs and expenses hereunder. If DOT&PF intends to seek indemnification with respect to a claim made by any party (a "Party Claim"), it shall promptly notify CITY in writing of the Party Claim and CITY shall assume the defense of such Party Claim with counsel reasonably satisfactory to DOT&PF. In any such proceeding the defense of which CITY shall have so assumed, DOT&PF shall have the right to participate therein and retain its own counsel at its own expense.

5. **Term.**

This Agreement shall take effect on the Effective Date and continue for a period of 1 year or the date upon which FAA issues the Part 139 Airport Operating Certificate, whichever should occur first. City's duty to reimburse DOT&PF for all costs and expenses advanced or incurred by DOT&PF to obtain the Part 139 Airport Operating Certificate shall survive termination of this Agreement.

6. **Miscellaneous Provisions.**

- a. **Assignment.** CITY shall not assign this Agreement, in whole or in part, or any right or obligation hereunder.
- b. **Governing Law.** This agreement shall be governed by the law of Alaska and any dispute, claim or controversy arising out of or relating to this Agreement or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of this Agreement shall be subject to determination by applicable state court in Juneau, Alaska. Should any portion of this Agreement require judicial interpretation, the parties agree that there shall be no presumption that the terms of this Agreement shall be construed more strictly against the party that drafted the Agreement. The parties stipulate that this Agreement shall be construed as jointly drafted and that all parties hereto had full opportunity to consult legal counsel before execution of this Agreement.
- c. **No Waiver.** Nothing in this agreement shall act as a waiver of DOT&PF's or its directors', officers', and employees' right of sovereign immunity.
- d. **Amendment and Waiver.** No modification, waiver, amendment, discharge or change of this Agreement shall be valid unless it is in writing and signed by both Parties. Failure to insist upon strict compliance with any term, condition, covenant, promise, or provision contained herein shall not be deemed a waiver of those or any other terms, conditions, covenants, promises, or provisions of this Agreement.
- e. **Complete Agreement and Severability.** This Agreement constitutes the entire Agreement between the Parties hereto and supersedes all prior agreements, either written or oral. In the event any term, covenant, condition, or provision of this Agreement is held to be invalid, void or otherwise unenforceable by any court of competent jurisdiction, the fact that such term, covenant, condition, or provision is invalid, void or otherwise unenforceable shall

in no way affect the validity or enforceability of any other term, covenant, condition or provision of this Agreement.

e. **Survival.** Any duty, liability or obligation arising hereunder, including without limitation, the obligations of indemnification, shall survive the termination of this Agreement and shall be legally enforceable until satisfied by performance or payment or until enforcement is legally precluded by lapse of time or order of Court.

f. **No Third Party Beneficiaries.** There are no third-party beneficiaries of this Agreement. The City and DOT&PF agree and intend that this Agreement shall be enforceable only by the them and their duly authorized representatives. It is specifically agreed between the City and DOT&PF that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for damage pursuant to the terms or provisions of this Agreement.

g. **Notice.** Any notice permitted or required by this Agreement shall be in writing and be deemed given when personally delivered or upon deposit in the United States mail by certified mail, postage prepaid with return receipt requested and addressed to the persons at the addresses noted below. Notice may also be given by e-mail and shall be deemed delivered at the time of e-mail to the persons at their e-mail addresses noted below.

If to CITY:

Andrew Varner
City Administrator
3380 C Street
Suite 205
Anchorage, AK 99503
avarner@sandpointak.com

With a copy to:

If to State of Alaska:

Department of Transportation and Public Facilities
Attention: Jeffrey Jenkins
P.O. Box 112506
Juneau, AK 99811-2506
jeff.jenkins@alaska.gov

With a copy to:

State of Alaska, Department of Law
Attention: Eugene F. Hickey, Esquire
Transportation Division
P. O. Box 110300
Juneau, AK 99801
gene.hickey@alaska.gov

The Parties are required to provide each other any changes to their mailing address or e-mail address, if applicable, within ten (10) days of the change.

h. **Effective Date.** The Effective Date of this Agreement shall be the date the last party signs the Agreement.

i. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall be deemed an original. The counterparts shall together constitute but one agreement. Any signature on a copy of this Agreement or any document necessary or convenient thereto sent electronically or by facsimile shall be binding upon transmission and the electronic or facsimile copy may be utilized for the purposes of this Agreement.

j. **Recitals.** The recitals stated above are agreed to be true and correct and are incorporated herein as material provisions.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed in duplicate originals by their duly authorized representatives as of the date set forth below.

WITNESS/ATTEST:

CITY OF SAND POINT

BY: _____

TITLE: _____

DATE: _____

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION &
PUBLIC FACILITIES**

BY: _____

TITLE: _____

DATE: _____

STATE OF ALASKA)

: ss

FIRST JUDICIAL DISTRICT)

On this ____ day of _____, 2017 before me, the undersigned, a Notary Public in and for the State of Alaska, personally appeared _____, of the CITY OF _____, known to me or satisfactorily proven to be the identical individual who executed the foregoing instrument, and they acknowledged to me that they executed the same as their free and voluntary act, with full authority to do so and with full knowledge of its contents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

[NOTARY SEAL]

Notary Public in and for the State of Alaska

My Commission Expires: _____

STATE OF ALASKA)

: ss

FIRST JUDICIAL DISTRICT)

On this ____ day of _____, 2017 before me, the undersigned, a Notary Public in and for the State of Alaska, personally appeared _____, of the CITY OF _____, known to me or satisfactorily proven to be the identical individual who executed the foregoing instrument, and they acknowledged to me that they

executed the same as their free and voluntary act, with full authority to do so and with full knowledge of its contents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

[NOTARY SEAL]

Notary Public in and for the State of Alaska

My Commission Expires: _____

SAND POINT AIRPORT OPERATION AGREEMENT

THIS AGREEMENT is entered into this _____ day of _____, 201__ by and between the STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (“DOT&PF”), whose mailing address is P.O. Box 112506, Juneau, Alaska 99811-2506 and the CITY OF SAND POINT, (“CITY”) whose mailing address is 249 Main Street, Sand Point, AK 99661:

WHEREAS, DOT&PF is the owner and operator of an airport in Sand Point, Alaska known as the Sand Point Airport (“Airport”) consisting of one runway, a SREB Building, a Sand Building and other improvements (the “Premises”) (A copy of the Premises layout is attached hereto as Exhibit “A”);

WHEREAS, City has approached DOT&PF and requested DOT&PF, as owner and operator of the Airport, seek Federal Aviation Administration (“FAA”) CFR Title 14 Part 139 Certification of the Airport (the “Certification”);

WHEREAS, the Certification would permit unscheduled air carrier operations in aircraft with more than 31 seats to fly in and out of the Airport thus benefitting City as a whole;

WHEREAS, the Certification will require DOT&PF to meet certain operational and safety standards at the Airport as well as providing for such things as aircraft rescue and firefighting equipment;

WHEREAS, DOT&PF operates the Airport under an Airport Operating Certificate and as the certificate holder DOT&PF was required to apply to the FAA for the Certification;

WHEREAS, DOT&PF and City entered into an Agreement dated _____, 2017 whereby DOT&PF agreed to apply for the Certification and City agreed to reimburse DOT&PF for the onetime costs and expenses DOT&PF incurred in obtaining the Certification (“Certification Agreement”);

WHEREAS, pursuant to the Certification Agreement, City also agreed to enter into a mutually agreeable airport Operating Agreement with DOT&PF and to operate the Airport under that agreement;

WHEREAS, DOT&PF applied to the FAA for the Certification and the FAA approved the application on _____, 2017 by issuing DOT&PF an Airport Operating Certificate for the operation of a Class _____ airport;

WHEREAS, as part of the Certification, DOT&PF was required to prepare an Airport Certification Manual (the “ACM”) outlining all Part 139 responsibilities at the Airport and the FAA has approved DOT&PF’s ACM at the Airport; and

WHEREAS, in order to fulfill their respective obligations under the Certification Agreement, City and DOT&PF are required to enter into this Agreement outlining the respective rights and responsibilities of each party for the continued operation and maintenance of the Airport as an FAA Part 139 certificated airport.

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, DOT&PF and City agree as follows:

1. **Purpose.** The purpose of this Agreement is to memorialize DOT&PF and City’s agreement for DOT&PF to turn maintenance and operations of the Airport over to City and for City to operate the Airport as a 14 C.F.R. Part 139 (“Part 139”) certificated airport. During the Term of this Agreement, DOT&PF shall remain the owner and certificate holder for the Airport.
2. **Location.** The Sand Point Airport is located in Sand Point, Alaska. It has one runway, two taxiways, an apron, buildings, parking areas, roadways, and it is more particularly identified in the drawing attached hereto as Exhibit “A”. City shall be responsible for the operation and maintenance of the Airport as designated on Exhibit A in the area surrounded by the Airport Boundary.
3. **Term.** The term of this Agreement is ten (10) years (“Initial Term”) and shall commence on the Effective Date as defined herein. This Agreement may be renewed by City for an additional ten (10) year term (“Renewal Term”) by City providing DOT&PF written notice at least 120 days prior to the end of the Initial Term. (The Initial Term and Renewal Term are referred to collectively as the “Term”) However, City shall have no right to a Renewal Term if this Agreement is terminated by DOT&PF, as provided for herein, prior to the end of the Initial Term.
 - a. The Effective Date of this Agreement is the day DOT&PF hands over daily operations of the Airport to City.
 - b. If the Effective Date is different than that date identified above, it shall be memorialized in a written instrument signed and dated by DOT&PF and City verifying the date operations transferred from DOT&PF to City.

4. **DOT&PF's Obligations for Airport Operations.** DOT&PF's obligations for Airport Operations shall be limited to the following:

a. DOT&PF shall provide the following Equipment in its as is condition to City for City to use solely for Airport Operations:

- i. Towed Runway Broom; VIN#15-0625; Mfr. MB Broom;
- ii. Joystick Grader; Vin# CAT016MCR9L00118; Mfr. Caterpillar;
- iii. Wheel Loader; Vin#JEE01310008; Mfr. Case;
- iv. Snow Blower; Vin#37952; Mfr. Snogo;
- v. U-Blade Loader; Vin#1W21558-1; Mfr. Weldco Beales;
- vi. Pick Up Truck; Vin#1FDWF37L7XEB42736; Mfr. Ford;
- vii. Highway Sander; Vin# 125377; Mfr. Highway Sander; and
- viii. ARFF Vehicle; Mfr. Oshkosh.

(A true and correct copy of a list of the Equipment is attached hereto as Exhibit "B").

b. All Equipment shall be stored by City when not in use in accordance with the ACM.

c. Upon the end of the Term or sooner termination of this Agreement, City shall return all equipment to DOT&PF, ordinary wear and tear excepted.

d. Prior to the City's commencement of Airport Operations DOT&PF shall prepare an inventory and provide City a list of all tools, machinery, other equipment, personal property and materials (the "Personal Property") DOT&PF has on hand at the Airport that City may utilize solely for Airport Operations. DOT&PF and City's authorized representatives shall initial each page of the Personal Property inventory and the inventory list shall be attached hereto as Exhibit "C".

i. Consumables. To the extent the Personal Property inventory contains any consumables, i.e. fuel, sand, chemicals, etc.) City shall either reimburse DOT&PF for the consumables at the end of the Term or sooner termination of this Agreement in either money or in a like amount and grade of the consumables used by City in Airport Operations over the Term. If City elects to reimburse DOT&PF in a monetary amount the reimbursement shall be at DOT&PF's cost without markup. DOT&PF shall provide its cost for the consumables at City's request. If DOT&PF desires to keep the consumables at the Airport then it shall provide notice of such intent to City on or before the Effective Date. City will then be responsible to obtain all

consumables for Airport Operations at City's sole cost and expense and City may request DOT&PF to purchase the consumables for City to take advantage of DOT&PF's buying power.

ii. Non-Consumable Personal Property. At the end of the term or sooner termination of this Agreement City shall return all non-consumable Personal Property to DOT&PF in the same condition it was in prior to the start of this Agreement, normal wear and tear excepted. If City fails to return all non-consumable Personal Property to DOT&PF then City shall either replace the non-consumable Personal Property or pay DOT&PF the cost to replace it.

e. Airport Manager. DOT&PF's Airport Manager (the "Manager") shall oversee City's Airport Operations to ensure compliance with this Agreement, the ACM and any and all applicable federal and state regulations including Part 139. City shall communicate any and all issues affecting Airport Operations directly to the Manager. Manager's decisions on any issue shall be binding upon City. Manager has the absolute authority to direct City any time City fails to follow the ACM, the requirements of this Agreement or any Federal or State law or regulation including Part 139.

f. DOT&PF Funding Airport Operations. DOT&PF shall provide annual funding to City for Airport Operations in the amount of \$_____. The funding amount shall be prorated in the first year the Initial Term if the Effective Date is a date other than the Start of the Airport's fiscal year. DOT&PF's annual funding amount shall not be adjusted for inflation or any other cause and shall remain in effect so long as City is not in default of this Agreement. DOT&PF shall pay the annual funds to City in a lump sum payment within 30 days of the Effective Date for the first year of the Initial Term and within 30 days of the start of the new fiscal year for each year thereafter. DOT&PF shall have no other obligation to provide any funds to City for Airport Operations.

g. **Fees.** All fees chargeable and collectible at the Airport shall be remitted to DOT&PF on at least a quarterly basis.

5. **City Obligation for Airport Operations.** During the Term, City shall be responsible for all Airport Operations. City's Airport Operations shall comply with Part 139 and the approved ACM, including but not limited to the following specific operations:

- a. **Personnel.** City shall be responsible for staffing the Airport operations at its sole cost and expense with qualified individuals who meet all required Federal Regulations, including Title 14 CFR Part 139.
 - i. Each employee must
 - A. pass a background check;
 - B. have appropriate training in all areas of operations and are fit for the duties assigned, including but not limited to the following:
 - 1) Airport familiarization, including markings, lighting and sign systems;
 - 2) Procedures for, access to and operations in movement areas and safety areas under the Airport Certification Manual;
 - 3) Procedures for performing daily safety inspections;
 - 4) Airport communications and procedures for reporting unsafe Airport conditions;
 - 5) Any additional subject areas identified in the Airport Certification Manual and Part 139, including but not limited to, the following Sections:
 - I. §319 - Aircraft Rescue and Firefighting;
 - II. §321 - Handling and storage of Hazardous Substances and Materials;
 - III. §327 - Self Inspection Program;
 - IV. §329 - Pedestrian and Ground Vehicles;
 - V. §337 - Wildlife Hazard Management; and
 - VI. §339 - Airport Condition Reporting.
 - ii. City shall keep a record of all training completed by each individual in compliance with Part 139 and Section 303 of the Airport Certification Manual. All training records shall be maintained by City for at least three (3) years after the termination of the Term of this Agreement.
- b. **Surface assessments.** City or its authorized employee shall remain aware and shall monitor all paved surface conditions at the Airport in order to plan and carry out appropriate maintenance actions in accordance with Airport's Snow and Ice Control Plan.
 - i. City shall conduct Surface Assessments on a daily basis and under the circumstances identified in Airport Certification Manual, Section 7.

- ii. City shall document in writing all Surface Assessments on a Field Condition Report per the Runway Condition Assessment Matrix identified in the Airport Certification Manual.
 - iii. City shall utilize the NOTAM system for collection and dissemination of field condition information.
 - iv. City shall continuously monitor the Airport and runway for deteriorating conditions and act in accordance with the Airport Certification Manual.
 - v. City shall perform inspections of all Airport paved and unpaved walkways and keep the walkways clear of ice and snow at all times.
 - vi. City shall maintain all paved and unpaved walkways clear of debris and other material.
- c. **Snow and ice control.** City is responsible for all snow and ice control at the Airport. Snow and ice control operations include all responsibilities outline in the ACM for Pre-season actions, post event and post season actions, and snow and ice removal in accordance with the ACM.
- d. **Aircraft rescue and fire fighting.** City is responsible for all Airport Rescue and Fire Fighting (“ARFF”) except the provision of the ARFF vehicles that are to be supplied and maintained by DOT&PF pursuant to Section ____ hereof. City’s ARFF responsibilities include compliance with the following in addition to compliance with the ACM and Part 139:
- i. Housing the ARFF vehicles in a heated building;
 - ii. Ensuring all ARFF vehicles are in operational condition and able to perform their intended functions.
 - iii. Performing daily operational checks of the ARFF vehicles and their firefighting systems per the ACM.
 - iv. Making arrangements with the Sand Point Volunteer Fire Department any time an ARFF vehicle is out of service and to have a plan in place for their vehicles to cover the Airport in those circumstances.
 - v. Train City’s personnel in ARFF response time requirements under Part 139 and insure the response times adequately meet those requirements.
 - vi. Require all air carriers utilizing the Airport to have a written agreement with the Airport identifying times and protocols for air carrier departures and arrivals so adequate ARFF standby procedures are in place per Part 139 and the ACM.

- vii. Equipping all City personnel with protective clothing and equipment needed to perform their duties.
 - viii. Provide all personnel training required by PART 139 and the ACM and to maintain all training records for a period of 3 years after the termination of this Agreement.
- e. **Handling and storage of hazardous substances and materials.** City and its designated airport employees must familiarize themselves with the local fire code, Title 13 of the Alaska Administrative Code, Chapters 50-55, the requirements of Part 139 and the Airport Certification Manual regarding the handling and storage of Hazardous substances and materials at the Airport. City's responsibilities include the following in addition to all other requirements in the ACM and Part 139.
- i. Fueling Agents. City shall verify the fueling agents at the Airport are in strict compliance with the local fire code at all times. City shall perform reasonable surveillance of all fueling activities at the airport.
 - ii. Fueling Agent Inspections. City or its designated employee shall perform periodic inspections of the fueling agents at least once every three consecutive calendar months. If any unsatisfactory conditions are detected follow up inspections shall be performed until the fueling agent takes the necessary corrective actions and the fueling agent is in compliance with all applicable laws and regulations including the local fire code.
 - iii. Record Keeping. City or its designated employee shall keep a record of all inspections and maintain those records for at least three years after the termination of this Agreement.
 - iv. Training Requirements. City shall confirm all fueling agents and their employees are in compliance with all training required under Part 139 and the Airport Certification Manual. City shall keep records of all training performed and attended by fueling agents and their employees for a period of at least three years after the termination of this Agreement.
- f. **Traffic and wind direction indicators.** City shall inspect and maintain all traffic and wind direction indicators during the daily inspection and insure they are clearly visible and functioning satisfactorily. If they are not functioning satisfactorily then City shall take corrective action to put them into satisfactory operation.
- g. **Self inspection.** All self-inspection requirements in Part 139 and the ACM shall be carried out by City. These requirements include daily

inspections, reporting system and training. City shall keep records of each inspection on an airport inspection report and City shall maintain records of all such inspections and training for at least three years after the termination of this Agreement. City's reporting system shall include a listing of all deficiencies noted and the corrective action required as well as the date and time the deficiency was corrected. All records shall be kept in the maintenance building at the Airport.

All City personnel performing the inspections must be adequately trained by City in conformance with Part 139 and the ACM. Records of the training shall be maintained by City at the Airport.

- h. **Control of pedestrians and ground vehicles.** The City shall control all pedestrians and ground vehicles at the Airport at all times consistent with the ACM. City shall limit pedestrian and vehicle movement at the airport in all movement and safety areas to those pedestrians and vehicles necessary for airport operations.
 - i. **Authorized Vehicles.** Airport owned vehicles equipped with an aviation band radio and beacon, FAA Airway facilities vehicles authorized for maintenance of FAA equipment and authorized construction vehicles are authorized vehicles at the airport. Other vehicles requiring access to movement areas and safety areas shall be escorted by qualified City personnel at the Airport.
 - ii. **Pedestrians.** Any other individual who requires access to the movement areas or safety areas and who are not City authorized employees shall not have access to the movement and safety areas without escort from a qualified City employee.
 - iii. Prior to unescorted access to the Airport movement and safety areas, all City employees must undergo the necessary training required by Part 139 and the ACM. City shall require the training of each employee to take within the time periods required by Part 139 and the ACM.
 - iv. **Enforcement.** City shall enforce all rules and regulations with regard to access to the movement and safety areas including unsafe and reckless operation of vehicles, violation of posted speed limits and unauthorized vehicle operation on the runway or taxiway and any other violations in accordance with the ACM.
 - v. City shall maintain a record of all training and violations for a period of three years after the termination of this Agreement.

- i. **Obstructions.** City is responsible to remove, mark or light any obstruction identified by FAA at the Airport unless determined to be unnecessary by an FAA aeronautical study.
- j. **Protection of NAVAIDS.** City shall protect all electronic and visual NAVAIDS or air traffic control facilities from interference and vandalism. City and its employees shall monitor all construction activity at the Airport to prevent the interruption of visual and electronic signals of NAVAIDS.
- k. **Wildlife hazard management. City is responsible for all wildlife hazard management at the Airport.**
- l. **Airport condition reporting.** City is responsible for Airport condition reporting and it shall notify any air carriers operating at the Airport of any discrepancies found during its self-inspection through the NOTAM system. City shall issue and cancel NOTAMS in accordance with the ACM and it shall follow all procedures in the ACM and any applicable federal regulations for surface condition reporting and the generation of a Surface Condition Report. City shall maintain copies of all NOTAMS and surface Condition Reports for a period of three years after the termination of this agreement. The issuance of all NOTAMS and surface condition reports shall be accomplished in accordance with the ACM, Part 139 and other applicable federal regulations.
- m. **Building maintenance and upkeep.** During the Term, City, at its sole cost and expense, shall be responsible for maintaining the main building (the “SREB Building”) and the Sand Building (the SREB Building and Sand building are collectively referred to as the “Buildings”) in a neat, orderly, sanitary and presentable condition. City shall not make any alterations, additions or replacements to the Buildings without the prior written consent of the State. All Equipment, when not in use, shall be stored in the SREB Building. All repairs and preventative maintenance on the Buildings shall be the sole responsibility of the State as delineated herein. City shall report any problems with the Buildings and any building mechanical components to DOT&PF in a timely manner.
- n. **Equipment maintenance and upkeep.** DOT&PF shall provide equipment, as identified herein, to assist City in its Airport Operations. To the extent the equipment includes any vehicles required to be registered and insured under state or federal law, DOT&PF shall provide the registration and insurance at its sole cost and expense. DOT&PF shall be responsible for the Equipment’s preventative

maintenance, repairs and upkeep and City shall be responsible for checking oil and other fluids and performing daily inspections of the equipment and reporting any equipment failures or equipment maintenance needs to DOT&PF. If the City purchases, leases, or brings equipment to the Airport for operations City shall be responsible for the Equipment's preventative maintenance, repairs, upkeep and insurance on the vehicles and equipment and City shall be responsible for checking oil and other fluids and performing daily inspections of the equipment.

- o. **Utilities.** City shall pay for all utilities at the Airport at its sole cost and expense, including electric, lighting, phone, heat, gas, oil, cable, internet, and any other utility servicing the Airport.
- p. **All other airport operation costs.** City is responsible to pay all other costs for Airport Operations including but not limited to sand, salt, chemicals, fuel, foam, and any other costs associated with Airport Operations. City agrees that DOT&PF's sole funding responsibility is contained in Section 4 f and DOT&PF shall have no other obligation hereunder to fund Airport Operations in any way. However, if City requests DOT&PF to purchase any equipment, material or consumables for use at the Airport due to DOT&PF's buying power and DOT&PF agrees to such buying assistance, City shall reimburse DOT&PF its actual cost to purchase such items within 30 days of DOT&PF's presentation of the invoice to City. Nothing in this Agreement shall require DOT&PF to agree to purchase any equipment, material or consumables and to the extent DOT&PF agrees to such assistance it does so in its sole and absolute discretion.
- q. **DOT&PF's right to inspect and obtain records.** City shall permit DOT&PF or its Manager or designated agent to inspect the Airport and the Premises at any time. DOT&PF shall have unfettered access to the Airport and Premises at all times and City shall keep copies of any records required to be maintained by City by this Agreement, the ACM or Federal Regulation on the Premises and subject to DOT&PF's inspection of those records at any time.

City shall not change the locks on any Airport buildings or structures. All requests for lock changes shall be submitted to DOT&PF in writing and DOT&PF will submit such request to its facilities management department for approval and installation

6. **Compliance with Laws.** City, its officers, agents, servants, employees, contractors, licensees and any other person whom the City has a right to control shall comply with all present and future laws, ordinances, orders, directives, rules and regulations of the federal, state and municipal governments which may be applicable to its operations at the Airport. City agrees to pay, or guarantees payment of all lawful fines or penalties as may be assessed against City or DOT&PF for City's violations of federal, state or local laws, ordinances, rules or regulations arising out of City's or its employees operations of the Airport within thirty (30) days after notice of such fines or penalties.

7. **Indemnification.** City shall protect, defend, indemnify, and hold the State of Alaska, DOT&PF, its commissioners, agents, officers and employees completely harmless from and against any and all liabilities, losses, suits, claims, judgments, penalties, fines or demands arising by reason of injury or death of any person or damage to any property or any other reason (including but not limited to reasonable attorney fees, court costs, and expert fees), of any nature whatsoever, and from fines or other penalties resulting from any civil, criminal or administrative proceeding or order, arising out of or incidental to this Agreement and the City's use, occupancy, or operation of the Airport and Premises, or any environmental matters relating to the Premises, including but not limited to expert, investigation and/or remediation costs and expenses of any site remediation required or requested under RCRA, CERCLA or any other state, federal or local law or regulation for the acts or omissions of City's directors, officers, agents, employees, contractors, subcontractors or licensees; however, the above indemnity shall not apply to any injury, death or damage to the extent caused solely by the negligence or willful misconduct of DOT&PF, its officers, directors, agents, or employees. DOT&PF shall give reasonable notice of any such claims or actions. The provisions of this section shall survive the expiration or early termination of this Agreement for claims or actions occurring prior to the termination of this Agreement.

8. **City Insurance.** City agrees to carry and keep in force during the Term of this Agreement the following insurance in the amounts specified:
 - a. **Public Commercial General Liability Insurance.** City shall maintain Public Commercial General Liability Insurance with an insurance company of recognized responsibility and standing in the aviation insurance industry, covering claims for damage for bodily injury, including death, and property damage arising from operations under this Agreement, whether such operations are by City, its directors, officers,

agents, employees, contractors, subcontractors or licensees, in an amount not less than \$2,000,000.00 per occurrence and \$5,000,000.00 in the aggregate. City's Public Commercial General Liability Insurance shall name DOT&PF, its commissioners, agents, officers and employees as additional insureds. City agrees to cause such insurance to cover the contractual liability assumed by City under this Agreement, including but not limited to the provision for indemnification.

- b. **Workers Compensation Insurance.** City shall also keep in force, at its expense, for the Term of this Agreement, workers compensation or similar insurance with a company or companies acceptable to DOT&PF affording the required statutory coverage and containing the requisite statutory limits for workers compensation Insurance.
- c. **Automobile Insurance.** City shall obtain and cause to be kept in force at all times during the term of this Agreement automobile liability insurance for any vehicles owned by the City and utilized by the City at the Airport covering the operation of automobiles and mobile equipment at the Airport, issued by a company or companies of sound and adequate financial responsibility approved by DOT&PF with limits of \$2,000,000.00 per occurrence and \$5,000,000.00 in the aggregate for bodily injury and property damage. All policies of liability insurance referred to above shall include DOT&PF, its commissioners, agents, officers and employees as additional insureds.
- d. **Certificate(s) of Insurance.** City shall cause its insurer(s) to furnish DOT&PF with a certificate(s) of insurance, for all insurance coverage required of City under the terms of this Agreement at least 10 prior to the start of the Initial Term. Such certificate(s) of insurance shall provide that the policies of insurance referred to therein shall not be subject to cancellation, lapse or other material change except after delivery of written notice by certified or registered mail to DOT&PF at least thirty (30) days prior to the effective date of such cancellation, lapse or material change. City, no later than thirty (30) days prior to the effective date of such cancellation, lapse or material change, shall provide DOT&PF with substitute certificate(s) of insurance complying with this Agreement.
- e. City understands and agrees that the limits of insurance required herein may become inadequate during the term of this Agreement, and further agrees that DOT&PF may raise such minimum requirements by providing City at least thirty (30) days advance notice of any increase. If at any time City shall fail to obtain and maintain in force the insurance

required herein, DOT&PF may, but shall have no obligation to, on written notice to City, obtain such insurance for City's account and City shall reimburse DOT&PF within thirty (30) days of its demand for reimbursement. Notwithstanding the foregoing, DOT&PF may elect to terminate this Agreement immediately upon such failure by City.

9. **Assignment.** City shall not assign or transfer this Agreement, or any part thereof.
10. **Events of Default.** If any of the following events ("Event(s) of Default") occurs, City shall be deemed to be in default in its obligations under this Agreement:
 - a. Default in the payment of any charges due to DOT&PF and continuance of such default for a period of ten (10) days after written notice by DOT&PF to City specifying such default and requiring it to be remedied and stating that such notice is a "notice of default" hereunder;
 - b. Default in the performance, or breach, of any other covenant or warranty of City in this Agreement (other than the payment of any fees or other charges due to DOT&PF) and the continuance of such default or breach for a period of ten (10) days after written notice by DOT&PF to City specifying such default and requiring it to be remedied and stating that such notice is a notice of default hereunder; provided, however, that if City commences to cure such default within ten (10) days after receipt of such "notice of default" and continuously thereafter exercises good faith and due diligence to cure said default, City shall be given reasonable additional time in which to cure such default; or
 - c. If City files a voluntary petition in bankruptcy, or makes an assignment of all or substantially all of City's assets for the benefit of City's creditors, or if City is adjudicated a bankrupt in any involuntary proceeding in bankruptcy against City, or if a receiver or a trustee of City's assets is appointed; provided, however, that in the latter event, if any such appointment is involuntary, then it shall not be considered as an Event of Default by City unless City fails to procure a dismissal thereof within sixty (60) days after the appointment of such receiver or trustee.

11. **Remedies Upon Default.** If any Event of Default occurs and is continuing, DOT&PF may terminate this Agreement by giving City at least fifteen (15) days prior written notice. Such termination shall be without forfeiture, waiver, or release of DOT&PF's right to take whatever legal action may

appear necessary or desirable to collect any fees or other charges then due or to enforce any obligation, covenant or agreement of City under this Agreement or applicable law. Monetary damages recoverable by DOT&PF include, but are not limited to, any monetary amounts due under this Agreement; all sums DOT&PF must expend to maintain the Airport as a Part 139 Certificated Airport after City's breach; and any and all damages and costs incurred by DOT&PF due to fines and penalties levied by the FAA or any other Federal or state agency due to City's Airport Operations. No breach by the DOT&PF of any covenant or agreement herein contained shall give rise to a cause of action or claim against DOT&PF for damages, but City shall have the right of specific performance, mandamus, injunction or such other similar relief with respect to any breach or threatened breach hereof by the DOT&PF.

The rights and remedies given to DOT&PF and City in this Agreement are distinct, separate and cumulative, and no one of them, whether or not exercised by either party, shall be deemed to be in exclusion of any of the others herein or by law or in equity provided. In the event that any legal proceedings at law or in equity arise hereunder or in connection herewith (including any appellate proceedings or bankruptcy proceedings), the prevailing party shall be awarded costs, attorneys' fees (including reasonable fees and charges for the services of paralegals or other services of professionals working under the supervision of such attorneys and whose time is customarily billed to clients), and reasonable expert witness fees incurred in connection with such legal proceedings.

12. Prohibited Uses. City shall not do or permit anything to be done in, on, or at the Airport which will in any way conflict with any law, or ordinance of any governmental agency, or with the DOT&PF's rules and regulations, if any, provided for in Section _____, herein, or create a nuisance or in any way obstruct or interfere with the rights of other users of the Airport, or damage any property or persons thereon, or endanger the health and safety of persons using the Airport.

13. Oil, Fuel and Other Materials.

- a. City shall not cause or permit any jet fuel, gasoline, oil or hazardous, toxic or dangerous waste, substance or material to be used or placed on, under, or about the Airport, including the Premises, or disposed of, in violation of the ACM, Part 139, or of any governmental laws or regulations or rulings, either federal or state, applicable to environmental concerns, including, without limitation, the Comprehensive Environmental Response, Compensation and Liability

Act, the Resource Conservation and Recovery Act, the Toxic Substances Control Act and the Clean Water Act. In the event City becomes aware that any gasoline, jet fuel, oil or hazardous, toxic or dangerous waste, substance or material has been used or placed by it or its agents, servants or employees on the Airport, including the Premises, in violation of any such governmental law, regulation or ruling, City shall immediately notify the DOT&PF in writing of such fact, and if such occurrence results from a breach by City of its obligations hereunder, City shall, at City's expense, take such remedial action as is necessary to correct any such violation, remove from the Airport such substances and materials giving rise to any such violation, and take such action as is necessary to prevent a recurrence of such violation.

- b. City shall indemnify the State of Alaska, DOT&PF, its commissioners, officers, agents and employees; defend them with counsel reasonably acceptable to DOT&PF, and keep and hold them harmless from and against any and all costs of clean up or other remedial actions, claims, demands, suits, judgments, fines, penalties, costs and expenses including reasonable attorneys' fees, environmental consultants and laboratory fees and the cost and expense of investigating and defending any claim or proceeding for violations of any such governmental law, regulation, or ruling resulting from City's operations hereunder upon the Airport, including the Premises. DOT&PF shall give City prompt and reasonable written notice of any such claim or action known to it, and City shall have the right to investigate, compromise, and defend the same to the extent of its own interest.

14. Non-Discrimination. The City, for itself, successors in interest and assigns, as a part of the consideration hereof, does hereby covenant and agree that (i) no person on the grounds of race, color, national origin, religion, disability, sex or age shall be excluded from participation in, denied the benefits of or otherwise subjected to discrimination in the use of the Airport; (ii) in the construction of any improvements on, over or under the s Premises and the furnishing of services thereon, no person on the grounds of race, color, national origin, religion, disability, sex or age shall be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination; and (iii) City shall use the Airport in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, any similar state laws, rules or regulations and Title VI of the Civil Rights Act of 1964, and as said rules and regulations may be amended. In the event of breach of any of the above non-discrimination covenants, DOT&PF shall have the right to terminate this Agreement and to re-enter and repossess the Airport and Premises and

the facilities thereon, and hold the same as if said Agreement had never been made or issued.

15. **Federal Grants.** This Agreement shall be subordinate to the provisions of any existing and future agreements between DOT&PF and the United States of America, its boards, agencies, or commissions, relative to the operation or maintenance of the Airport, the execution of which has been, or will be, required as a condition to the expenditure of Federal funds for the development of the Airport.
16. **Non-Waiver of Rights.** Continued performance by either party hereto pursuant to the terms of this Agreement after a default in any of the terms, covenants and conditions herein contained to be performed, kept or observed by the other party hereto, shall not be deemed a waiver of any right to cancel this Agreement for any subsequent default and no waiver of any such default shall be construed, or act as a waiver of any subsequent default.
17. **Invalidity of Clauses.** The invalidity of any Section, portion, paragraph, provision, or clause of this Agreement shall have no effect upon the validity of any other part or portion hereof.
18. **Headings.** The Section titles shown in this Agreement are included only as a matter of convenience and for reference and in no way define, limit, broaden or describe the scope or intent of any provisions of this Agreement.
19. **Governing Law.** This Agreement has been executed by, delivered to and accepted by DOT&PF in the State of Alaska, and the provisions hereof shall be governed by the laws of Alaska; and any disputes arising out of or related to this Agreement shall be resolved in accordance with said laws. The parties agree that any action or legal proceeding arising out of or related to this contract shall be brought in the state courts of Alaska and the parties hereby consent to and waive any objection to jurisdiction or venue in said courts.
20. **Notices.** Any request, demand, authorization, direction, notice, consent or waiver provided or permitted to be made upon, given by, or furnished to, DOT&PF or City shall be sufficient for every purpose hereunder if in writing and delivered by hand; by e-mail and shall be deemed delivered at the time of e-mail to the persons at their e-mail addresses noted below; or mailed by certified or registered mail, return receipt requested, postage prepaid and addressed as follows:

(1) if to DOT&PF

With a copy to

(2) if to City

With a copy to

The foregoing addresses may be changed by either party giving to the other party the same type of notice described above providing a substitute address. Any such notice or other document shall be deemed to be received as of five days after the date deposited in the mail, if mailed by certified or registered mail.

21. **Entire Agreement.** This Agreement, together with any Exhibits attached hereto, constitutes the entire agreement between the parties hereto with respect to the subject matter hereof and, except as otherwise expressly provided herein, any prior agreements, representations or statements made with respect to such subject matter, whether verbal or written, are merged herein.
22. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall be deemed an original. The counterparts shall together constitute but one agreement. Any signature on a copy of this Agreement or any document necessary or convenient thereto sent electronically or by facsimile shall be binding upon transmission and the electronic or facsimile copy may be utilized for the purposes of this Agreement.
23. **Construction.** The parties stipulate that this Agreement shall be construed as jointly drafted and that all parties hereto had full opportunity to consult legal counsel before execution of this Agreement.

24. **No Third Party Beneficiaries.** There are no third-party beneficiaries of this Agreement. The Parties agree and intend that this Agreement shall be enforceable only by the Parties and their duly authorized representatives. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.
25. **Sovereign Immunity.** Nothing in this agreement shall act as a waiver of the AGENCY'S or its directors', officers', and employees' right of sovereign immunity.
26. **Amendment.** No modification, waiver, amendment, discharge or change of this Agreement shall be valid unless it is in writing and signed by both Parties. Failure to insist upon strict compliance with any term, condition, covenant, promise, or provision contained herein shall not be deemed a waiver of those or any other terms, conditions, covenants, promises, or provisions of this Agreement..
27. **Survival.** Any duty, liability or obligation arising hereunder, including without limitation, the obligations of indemnification, shall survive the termination of this Agreement and shall be legally enforceable until satisfied by performance or payment or until enforcement is legally precluded by lapse of time.
28. **Successors and Assigns.** This Agreement shall be binding upon and inure to the benefit of the successors and assigns of DOT&PF and City.
29. **Incorporation of Exhibits.** All exhibits referred to in this Agreement are intended to be and are hereby specifically made a part of this Agreement.
30. **Force Majeure.** Except as herein provided, neither DOT&PF nor City shall be deemed to be in default under this Agreement if either party is prevented from performing any of the obligations of this Agreement by reason of strikes, boycotts, labor disputes, embargoes, shortages of energy or materials, acts of God, acts of the public enemy, riots, rebellion, or sabotage.
31. **Recitals.** The recitals stated above are agreed to be true and correct and are incorporated herein as material provisions.

(SIGNATURES FOLLOW ON NEXT PAGE)

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers as of the day and year first written above.

WITNESS/ATTEST

STATE OF ALASKA,
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

Name: _____

Name: _____
Title: _____

CITY OF SAND POINT

Name: _____

Name: _____
Title: _____

**SAND POINT OPERATING COST ESTIMATE
Contracted Airport Non Certified.**

Jan-18

FY19 estimate scenario - Contracted Airport Certified.

ACCOUNT	FY18 Est.
CONTRACTUAL	
Maintenance Contractor	\$40,000 Cost of doing Airfield Maintenance
Insurance	\$987
Communications	\$3,000 Phone Internet
Delivery Services	\$500 Various Freight/ Delivery charges
Electricity	\$2,000 Buildings and Runway Lighting
Repairs	\$1,000 Small repairs needed to Facilities/Fencing.
State Equipment Fleet (see Tab)	\$35,304 Annual Equipment Cost to State Equipment Fleet
Other	\$1,000 Incidental
	\$82,791
COMMODITIES	
Electrical Parts	\$1,000 Runway Lighting
Blades	\$1,000 Wear Items on Equipment
Sand	\$35,000 Cost is Ferry to ship loaded Dump Trucks from Kodiak to Sand Point.
Chemicals	\$25,000 We will need to start adding chemical to meet the new FAA winter reporting requirements, will be on FY19 Statewide order. This is Billable work done by SEF outside of normal maintenance done on the equipment.
Parts	\$2,000 Wildlife Hazing, safety gear, compliance
Safety	\$10,000 Equipment fuel and Buildings heating oil.
Fuel	\$74,000
20% Contingency	\$26,350
Total Cost for FY 19 as a Contracted Airport	\$158,141 <input style="width: 50px; height: 15px; border: 1px solid black;" type="text"/>

Additional Annual Cost to sustain.

ARFF Training

\$6,000 Annual Personell Training for 2

FAA Requirements

Unknown Unknown at his time the cost associated with the added duties to the Contractor to meet FAA 139 Requirements

**SAND POINT AIRPORT
STATE EQUIPMENT FLEET
18-Jan**

Vehicle	OP (Mo)	REP (Mo)	Annual
Grader	433		5,196
Snow Blower	860		10,320
Loader	240		2,880
Towed Broom	172		2,064
Pickup	408		4,896
Sander	116	13	1,548
			26,904
			6,000 Billable (Est.)
			32,904 Total (Est.)
 ADD:			
ARFF Truck			2,400
 FY19 Estimate:			35,304



SAND POINT OPERATING COST ESTIMATE
Contracted Airport Non Certified.

FY18 estimate; One time Cost for Certification.

ACCOUNT; On the Job Training

Personal Services

Per Diem # 22,200

ARFF COST

Class # 6,000

AFFF # 14,620

FAA Compliance;

Fencing * 3,000

Supplemental Wind Cone * 6,000

Airport Markings * 15,625

Labor * 15,000

Per Diem * 2,000

Equipment 1,000

Mob Ferry Equipment /Employees * 2,465 (one way travel with employees riding ferry from Kodiak to Sand Point)

Mob Ferry Equipment only * 1,900

Travel 3 employees * 2,271 (one way flying from Sand Point to Kodiak)

Rental Backhoe/incidental * 500

TOTAL 94,851

* Denotes work that is AIP Eligible but would have to be nominated for funding may be FY19 OR 20 before funded

Denotes cost to cover Per Diem for DOT Employees to be onsite for OJT of employees to meet FAA 139 Requirements, also cost for the Foam for the Fire Truck and Fire classes ofr 2 employees- these cost will have to be covered.

Total

**NEW CITY
ADMINISTRATOR
TRANSITION SCHEDULE**

MEMO

TO: Mayor Gardner
City Council Members

FROM: Andy Varner
City Administrator

DATE: December 26, 2017

SUBJ: Proposed transition schedule

As you know, my last day of employment with the City will be January 9, 2018.

I propose the following schedule for a transition:

January 1	Begin solicitation/advertising via word-of-mouth, Anchorage Daily News, SWAMC, AML, other Lamar Cotten starts on January 2. Varner last day January 9
February 1	Initial reviews, interviews and recommendations of top three candidates. I suggest Lamar, the Mayor, and one other appointed by the Mayor perform this initial work. Hal can provide background services, as appropriate
February 22	Top three finalists visit Sand Point and interview with City Council
March 1	City Council makes their recommendation/job offer to top candidate
April 1	New City Administrator begins work (or as soon thereafter as possible)

I have been meeting with Mr. Cotten regularly to ensure a smooth transition. He and I have also met with many key players doing business in and around Sand Point. I will be available by phone or email to still help out after my time is done.

Lamar's new email address will be cityadmin@sandpointak.org. Applications will go to that address.



CITY OF SAND POINT – CITY ADMINISTRATOR

FIRST REVIEW OF APPLICANTS: FEBRUARY 1, 2018. *Open until filled.*

SALARY: \$86,000 to \$100,000 DOE + benefits

Sand Point, also known as Qagan Tayagungin, is a city in the eastern portion of the Aleutian Chain. The 2000 census population was 952, and by 2010 the number of residents had risen to 976. The population always swells in the summer as salmon fishing hits full stride. Sand Point is home to the largest fleet of commercial fishing vessels in the Aleutian region, and the city operates two boat harbors, along with the city dock.

Sand Point is located on northwestern Popof Island, off the Alaska Peninsula. It is in the Aleutians East Borough of Alaska, near the entrance to the Bering Sea. Almost half the inhabitants are of Aleut descent and support themselves by fishing and fish processing. There is a cold storage, fish meal, and fish-processing plant owned and operated by Trident Seafoods, and Peter Pan Seafoods has a support facility in the community. Sand Point has an airport with a 5,200 feet paved runway and near daily flights (weather permitting) to Anchorage, 575 nautical miles to the northeast.

To find out more about the City of Sand Point, visit www.sandpointak.com.



The City of Sand Point is seeking applicants for the position of City Administrator. The Administrator serves at the pleasure of the City Council. The City Administrator assists the City Council in developing policies through ordinances, resolutions and directives, and is responsible for policy implementation. This Anchorage-based, full-time position's duties include:

- Assist the Mayor in performing the administrative tasks of the City, and in assigning staff and operational duties.
- Assist in the preparation of the annual operating budget, approximately \$4M.
- Prepare written monthly report of activities.
- Assist in preparation of monthly City Council agenda.
- Assist in capital project administration, procurement and construction administration.

- Write and administer grants.
- Assist in the procurement of goods and services.
- Assist City Clerk, Finance Officer, and other Department Heads as needed.
- Attend Regular and Special City Council Meetings.
- Work closely with City Attorney, City Lobbyist, auditors, and other consultants and contractors employed by the City.
- Other duties as assigned.

Qualifications: A Bachelor's degree in Public Administration, Business Administration or related field is required, plus a minimum of 5 years of progressively responsible experience in municipal government. Alternatively, have a satisfactory equivalent combination of experience, education and training which demonstrates the knowledge, skills, and abilities to perform the job duties. Preferred experience working in Rural Alaska, familiar with grant writing and construction projects. Applicants must be approachable and possess an ability to establish and maintain positive and cooperative working relationships with citizens, City officials, employees, businesses, and other government agencies. Provide effective leadership to build and maintain a positive team environment. Strong written and verbal communication skills are a must.

TO APPLY: Provide a cover letter, resume, and city application by 5 PM February 1, 2018 electronically to cityadmin@sandpointak.org (preferred)

OR, mail materials to

City of Sand Point
City Administrator Recruitment
3380 C Street, #205
Anchorage, Alaska 99503

For further information, please contact Lamar Cotten, Interim Administrator, at (907) 274-7561 or by calling Sand Point City Hall at (907) 383-2696.



NEW BUSINESS

GROVE MAINTENANCE



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

Quote

Date	Quote#
8/2/2017	45584

Name / Address
City of Sandpoint 1123 Lake St Sandpoint, ID 83864

Terms	Reference #	Delivery Date	REP	F.O.B.	Order Taker	Weight	
Wire Transfer	Grove RT630 S/N: 45625	8/2/2017	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.

Subtotal \$11,224.27

Sales Tax (8.25%) \$0.00

Total \$11,224.27

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.

PHONE / INTERNET SYSTEM

Avaya IP Office Phone System

**City of Sand Point
Sand Point, Alaska**

TelAlaska

Interior Telephone Company

Proprietary Notice

The information contained herein is of a proprietary nature and is provided for the sole purpose of permitting the City of Sand Point to evaluate the proposal submitted herewith. In consideration of receipt of this document, the recipient agrees to maintain such information in confidence and not disclose this information without the express written permission of TelAlaska.

Recommendation:

Avaya IP Office Phone System

After conducting a site survey, and a thorough evaluation of the needs for the City of Sand Point, TelAlaska is pleased to recommend the Avaya IP Office System to replace your existing phone system. Why the Avaya IP Office Phone System?

Successful businesses are always looking for new ways to do more with less. This includes keeping current with today's technology, having the ability to adjust as needs change, and having the ability to be innovative and competitive without driving up operating costs and capital expenses. TelAlaska can offer you a solution that meets all of these needs with the Avaya IP Office phone system.

The Avaya IP Office is the right choice whether you have 5, 25, or 250 employees. You may just be getting started, already established, have a single office or multiple locations. The Avaya IP Office phone system unifies your communications and can easily adapt to give your employees all the communication capabilities they need.

Along with being feature rich the Avaya IP Office is easy to use and manage. It provides you with:

- Built-in Resiliency:** For businesses with more than one location, IP Office can deliver continuous operation.
- Advanced, Remote Diagnostics:** IP Office proactively identifies potential problems before they cause an outage or business disruption.
- Proactive Alarming:** Be alerted to system problems in the way that works best for you—IP Office can e-mail system alarms from any of your locations.

So as you can see the Avaya IP Office is feature rich, easy to use, and flexible enough to meet your current and future needs.

Description, Options, & Labor Estimate

Our proposal includes pricing for an Avaya IP Office Phone System with embedded Voice Mail. There are 14 phones. This proposal would use a Fractional PRI circuit for dial tone and the phones are IP Phones. A PRI Circuit has Caller ID built into it and Direct Inward Dial Numbers are available for each extension. During the site survey it was indicated that a cordless phone would want to be added as an extension in the City Administration Office. This is included as the D100 IP DECT Base Station and D160 IP DECT Handset. The cordless phone is IP based



201 E. 56th Ave.
Anchorage AK 99518
907-563-2003

and will fully function with the phone system. Additional cordless phones can be added to this at another time if necessary. A wall mount for the kitchen phone is also included in the quote.

In addition to the Avaya IP Office system we would recommend the purchase of Avaya's IP Office Support Services (IPOSS).

The Avaya IPOSS Support Services provides technical support for both software and hardware during standard 8x5 Monday-Friday hours for a 3 Year Period with the option to renew. It also includes access to major software upgrades to keep your system current, access to minor software releases, service packs and the Avaya support site tools. The proposed price is in the Design and Cost section of this proposal. Please understand that this support service does not include the labor to have a TelAlaska technician trouble shoot and/or install software updates.

The above recommendation is optional and not included in the Estimated Grand Total. If you would like to purchase the Avaya Support Service please initial in the line next to the item.

There is also material pricing included for patch cords that are needed to install the new phone system.

Labor:

The labor used in the pricing section of this proposal is an estimate of the amount of time our technician thinks it will take to program, install, and test the new phone system as well as train you how to use it. It is an estimate and you will only be charged for the amount of time it takes. If the labor hours are less than estimated that is what you will be charged. If once started we discover that it may take more labor hours than expected, we will discuss this with you and get your approval before moving forward.

Thank you for the opportunity to serve your telecommunications requirements. We will work with the City of Sand Point to incorporate any last minute changes or requests. We do have technicians that are trained on the Avaya IP Office Phone System that can respond to any issues that may arise.

DESIGN AND COST

City of Sand Point

Prepared by: Kim Thompson
Phone: 550-1631

Avaya IP Office with Embedded Voice Mail

EQUIPMENT:

- IP500 V2 Control Unit
- IP500 V2 System SD Card
- IP Office R9.1 Essential Edition
- IPO IP500 v2 Combo Card ATM
- IPO/B5800 IP500 EXT Card Phone 2
- IPO/IP500 PRI Trunk Card
- IPO R9 AV IP End Point 5 ADI LIC (Qty 3)
- D100 IP DECT Base Station
- D160 IP DECT Handset
- IPO IP500 Phone System Rack Mounting Kit
- 9608 IP Phone (Qty 14)
- Add-On 24 Button Module (Qty 2)
- Web Smart 24-Port 10/100 PoE Switch
- 9600 Series Phone Wall Mount
- Power Cords, Power Injector
- Patch Cords (Qty 40)

Total Equipment Cost:	\$ 7,885.00
Labor:	\$ 3,500.00
Shipping:	\$ 150.00
Estimated Grand Total	\$ 11,535.00

Additional Option Items:

_____ Avaya IPOSS 3-Year Support Services	\$ 1,197.00
---	-------------

- ❖ All prices, rates and conditions herein are based on current equipment prices and are subject to change after 30 days.
- ❖ These prices do not include any additional wiring or jacks. If additional wiring is needed, we will need to do an on-site survey to estimate the time.
- ❖ Prices do not include any applicable local or borough taxes.
- ❖ A deposit may be required.
- ❖ Labor costs are only estimates. You will be billed on the actual time of the installation.



201 E. 56th Ave.
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907-563-2003

PUBLIC COMMENTS

COUNCIL COMMENTS

ADJOURNMENT

FYI

December 29, 2017

The Honorable Governor of Alaska Bill Walker
Office of the Governor
P.O. Box 110001
Juneau, Alaska 99811

Re: Disastrous 2018 Gulf of Alaska Pacific Cod Fishery

Dear Governor Walker,

The 2018 Gulf of Alaska Pacific cod Federal catch limits and State guideline harvest levels are set at 20% of the 2017 levels. Local fishermen, processors and communities of the Aleutians East Borough, particularly Sand Point, King Cove and False Pass are highly dependent on use of the GOA Pacific cod resource. The 80% cut to the 2018 GOA Pacific cod allocations are likely to be devastating for families and businesses in the dependent AEB communities. The Aleutians East Borough, local Federally Recognized Tribal Governments and the Cities of King Cove, Sand Point and False Pass urge you to direct staff to examine this emerging crisis as soon as possible, and to request the Secretary of Commerce declare the 2018 GOA Pacific cod fishery a federal fisheries disaster as is appropriate under MSA Section 312(a). These actions would be the first steps to provide relief and mitigate some of the impacts of this fishery failure.

In December 2017, the North Pacific Fishery Management Council took the drastic necessary measures to reduce GOA Pacific cod catch limits by 80% as a way to protect future stocks based on recent surveys. The sudden reduction in the GOA Pacific cod biomass was likely caused by recent record warm ocean temperatures in the Gulf of Alaska. The sudden reduction in biomass was unexpected and beyond the ability of fishery managers to control through management measures. The Aleutians East Borough concludes that under these conditions the 2018 GOA Pacific cod fishery will qualify under MSA Section 312(a) as a fishery resource disaster that will result in a commercial fishery failure. We believe the 80% cut in Pacific cod catch limits will lead to a serious disruption of future cod production and associated revenues for municipalities, fishermen, local shore-based processors and other businesses.

The local fishing fleet in the Aleutians East Borough is largely comprised of 58 feet and under length overall vessels that fish in multiple fisheries during the year. In recent years most of these local boats have participated in salmon fishing during the summer and cod fishing in winter. The 2018 Pacific cod Total Allowable Catch (TAC) is split between areas and 60% of the TAC is available in the A season (January 1 to June 10), while 40% is available in the B season (September 1 to November 1). These time and area

divisions of the TAC are further apportioned by gear types: trawl, hook and line, jig and pot gear. The necessary conservative management of the fishery under these low catch limits will further restrict the ability of fishermen to participate in the fishery.

Please consider this plea to take a closer look at this impending commercial fishery failure and to request the Secretary of Commerce declare a Fishery Disaster for the 2018 GOA Pacific cod fishery. The AEB Natural Resources office is available to answer any questions you may have. Please call 907-274-7557.

Thank you for your attention to this important issue.



George Gundersen, President
Pauloff Harbor Tribe



David Osterback, President
Qagan Tayagungin Tribe of Sand Point



Etta Kuzakin, President
Agdaagux Tribe of King Cove



James Kenezuroff, President
Belkofski Tribe



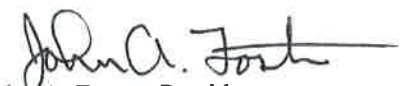
Carleen Hoblet, President
False Pass Tribal Council



Mayor Alvin D. Osterback
Aleutians East Borough
907-383-2699



Mayor Glen Gardner Jr.
City of Sand Point
907-383-2696



John A. Foster, President
Unga Tribal Council



Mayor Henry Mack
City of King Cove
907-497-2340



Mayor Nikki Hoblet
City of False Pass
907-548-2319

Cc:
Senator Lisa Murkowski
Senator Dan Sullivan
Congressman Don Young
Lt Governor Byron Mallot
Commissioner Sam Cotten, ADFG

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 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

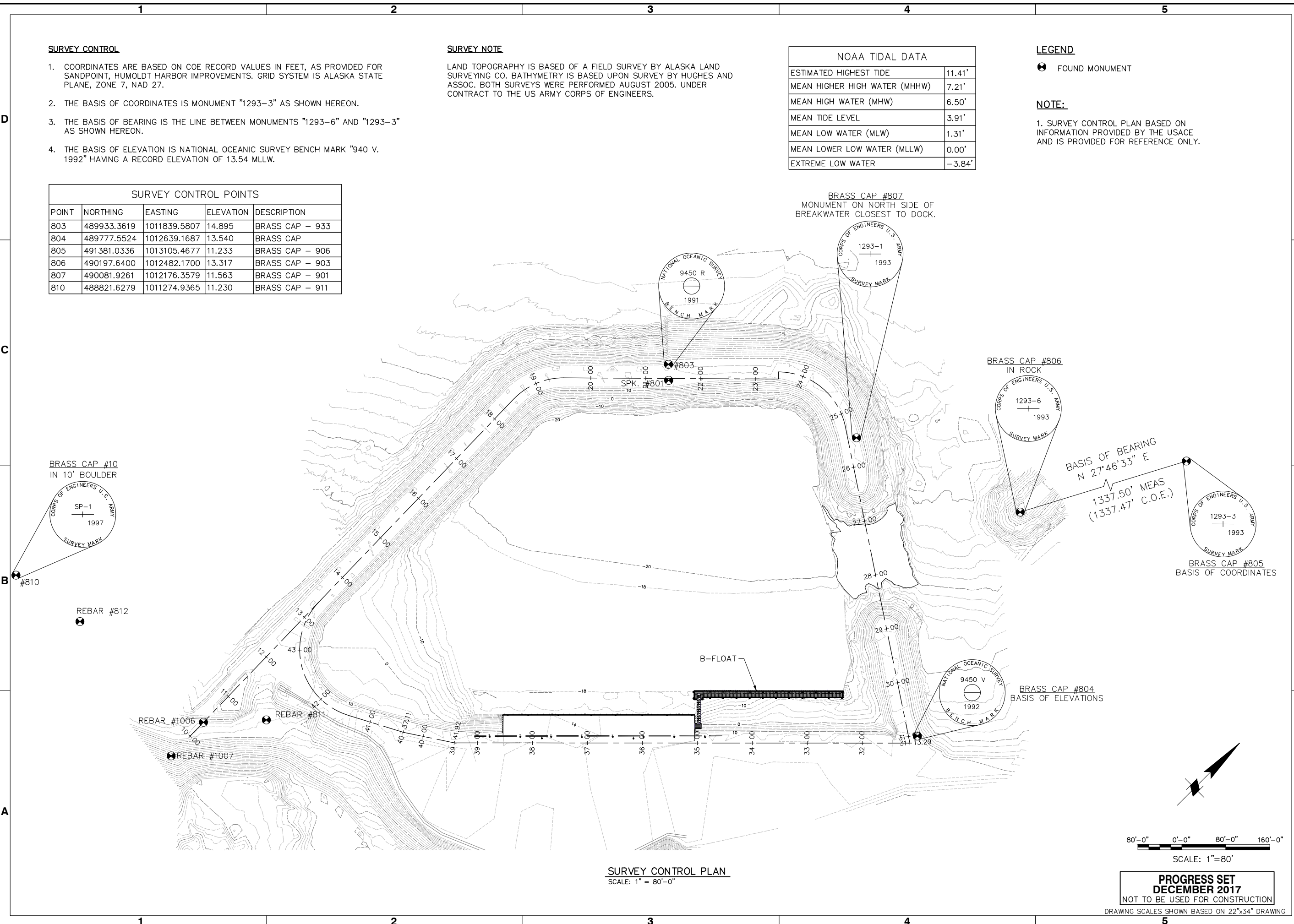
● FOUND MONUMENT

NOTE:

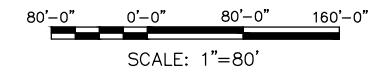
1. SURVEY CONTROL PLAN BASED ON INFORMATION PROVIDED BY THE USACE AND IS PROVIDED FOR REFERENCE ONLY.

SURVEY CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
803	489933.3619	1011839.5807	14.895	BRASS CAP - 933
804	489777.5524	1012639.1687	13.540	BRASS CAP
805	491381.0336	1013105.4677	11.233	BRASS CAP - 906
806	490197.6400	1012482.1700	13.317	BRASS CAP - 903
807	490081.9261	1012176.3579	11.563	BRASS CAP - 901
810	488821.6279	1011274.9365	11.230	BRASS CAP - 911

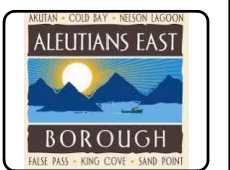
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SURVEY CONTROL PLAN
SCALE: 1" = 80'-0"



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ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT

SURVEY CONTROL PLAN

Rev.	Date	Consultant's Project No.	Drawing code:	Drawing Scale: AS SHOWN	Plot scale: 1:1 (D SHEET)
		9860			
Designed by:	Drawn by:	Reviewed by:	Submitted by:		
			C. BALZARINI	MOFFATT & NICHOL	

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SEAL

Sheet Reference Number:
G-201
INDEX: 03 OF 26

Rev.	Date	Description

**ALEUTIANS EAST BOROUGH
 INSTALLATION DRAWINGS
 SANDPOINT NEW HARBOR A-FLOAT**

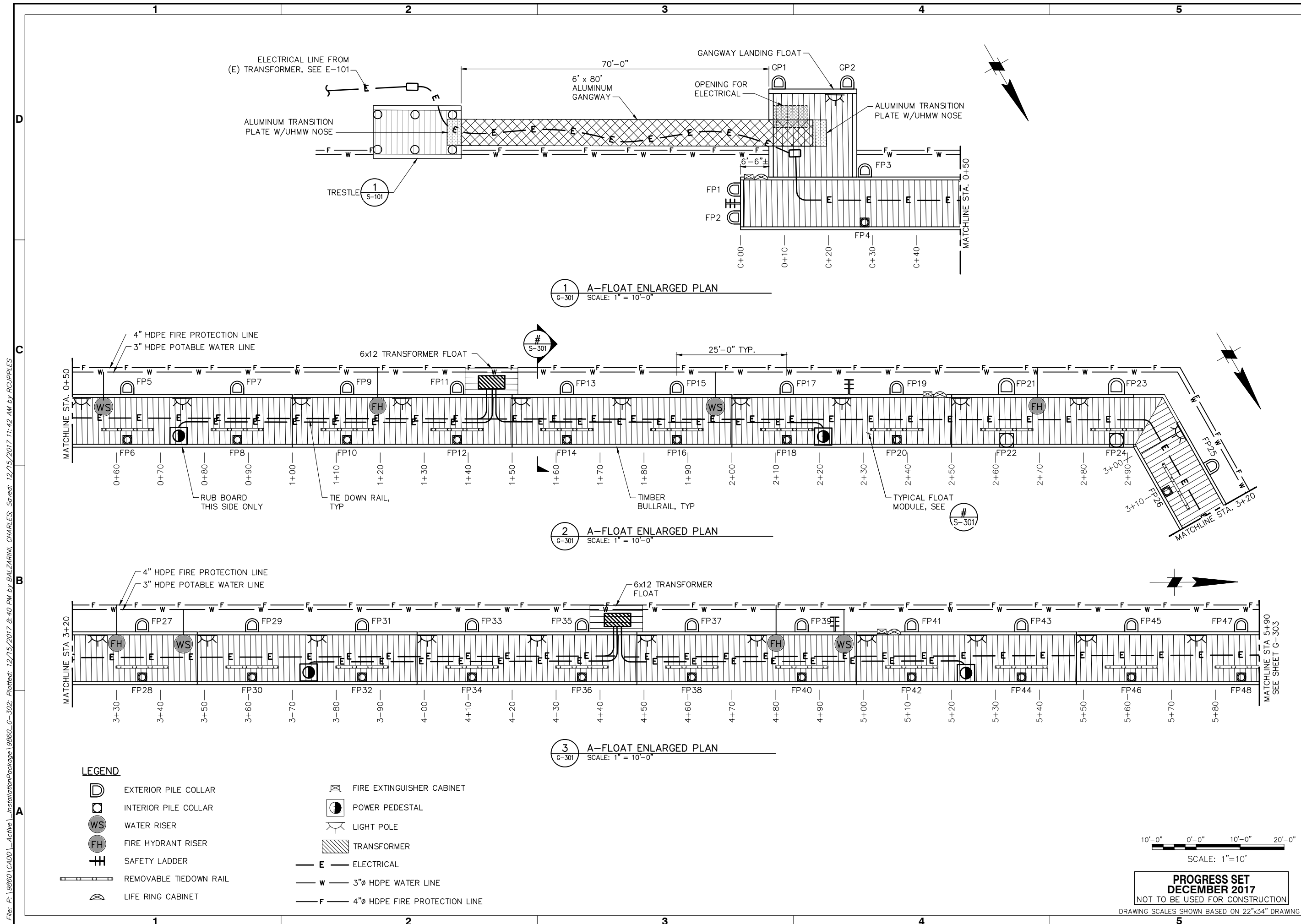
FLOAT DETAIL PLAN (1 OF 2)

Designed by:	Date:	Rev.:
Dwn by:	Consultant's Project No.:	
Reviewed by:	9860	
Submitted by:	Drawing code:	
C. BALZARINI		
MOFFATT & NICHOL	Drawing Scale: AS SHOWN	Plot scale: 1" = 10'-0"

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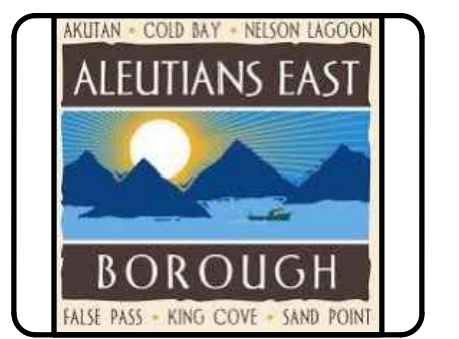
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G-302
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Rev.	Date	Description

**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT**

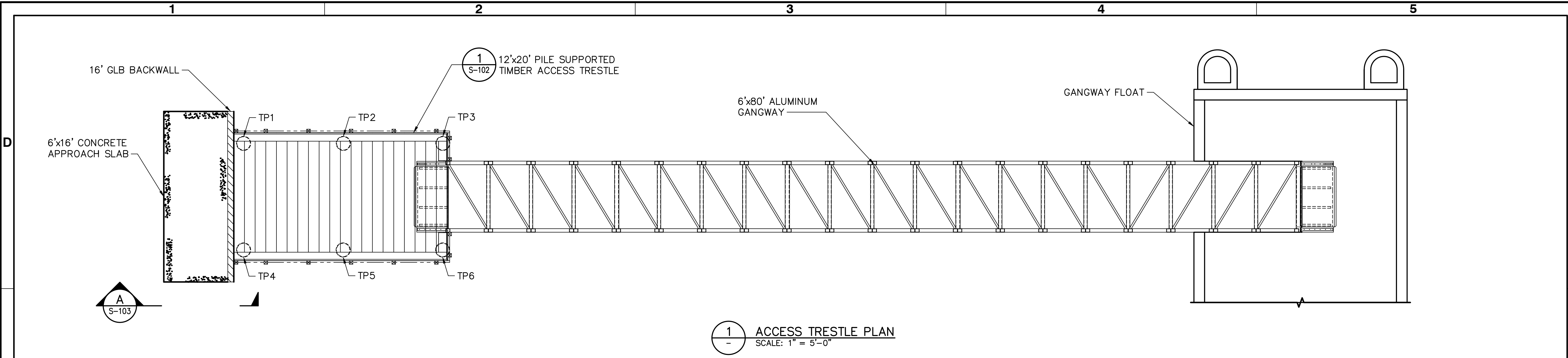
TRESTLE PLAN AND ELEVATION

Designed by:	Date:	Rev.:
Dwn by:	Consultant's Project No.:	
Reviewed by:	9860	
Submitted by:	Drawing code:	
C. BALZARINI	AS SHOWN	
MOFFATT & NICHOL	Plot scale: 1:1 (0 SHEET)	

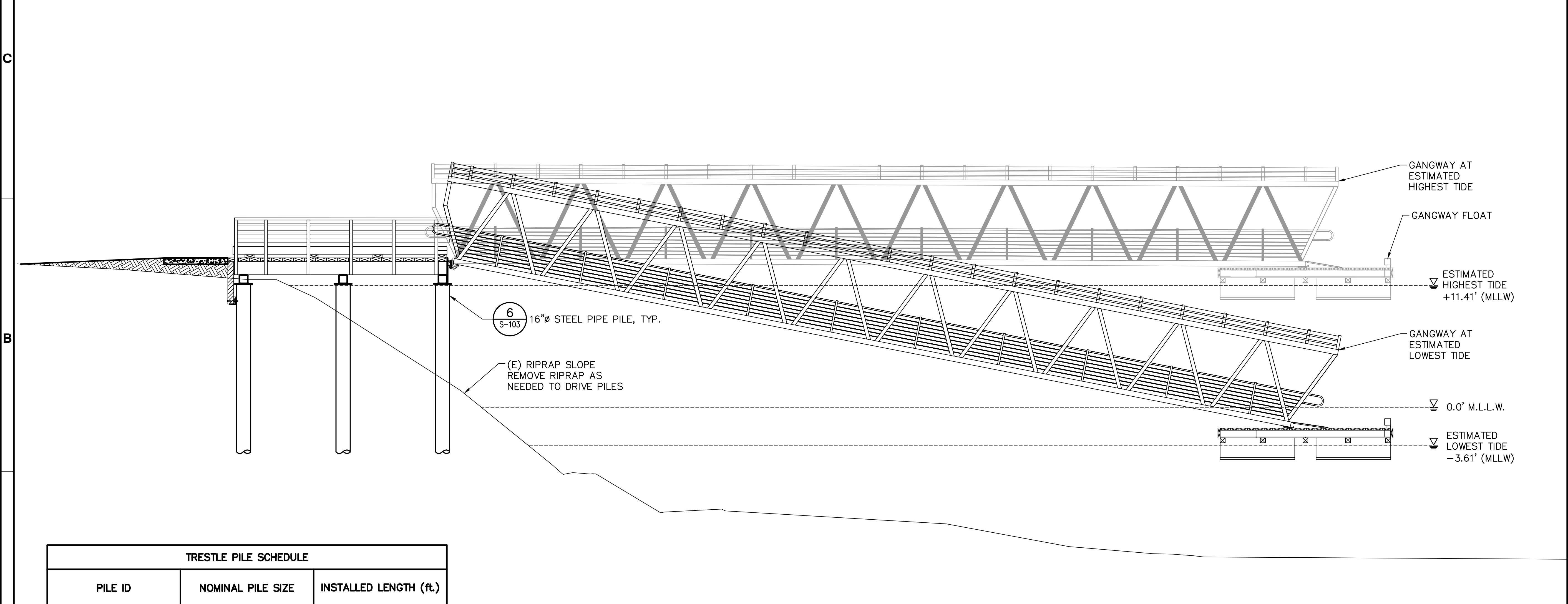
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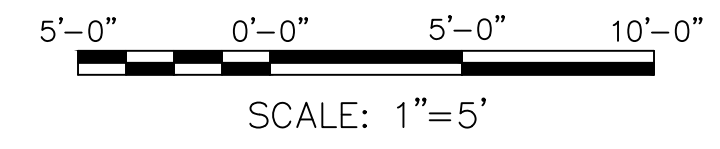
Sheet Reference Number:
S-101
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1 ACCESS TRESTLE PLAN
SCALE: 1" = 5'-0"



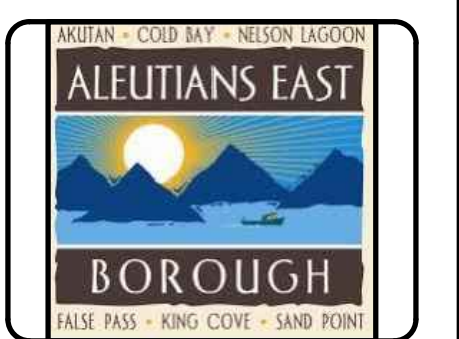
2 ACCESS TRESTLE ELEVATION
SCALE: 1" = 5'-0"



TRESTLE PILE SCHEDULE		
PILE ID	NOMINAL PILE SIZE	INSTALLED LENGTH (ft.)
TP1	16" DIA x 0.5" WT	50
TP2	16" DIA x 0.5" WT	50
TP3	16" DIA x 0.5" WT	50
TP4	16" DIA x 0.5" WT	50
TP5	16" DIA x 0.5" WT	50
TP6	16" DIA x 0.5" WT	50

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Rev.	Date	Description

**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT**

TRESTLE DETAILS 2 OF 2

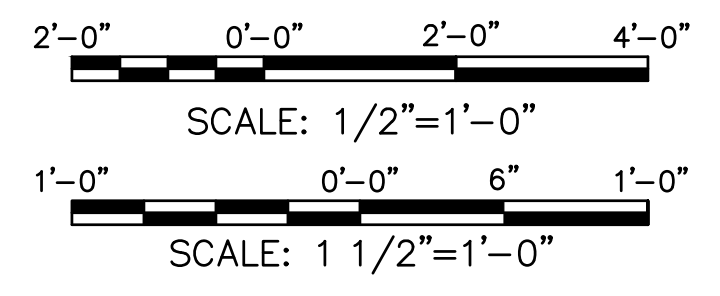
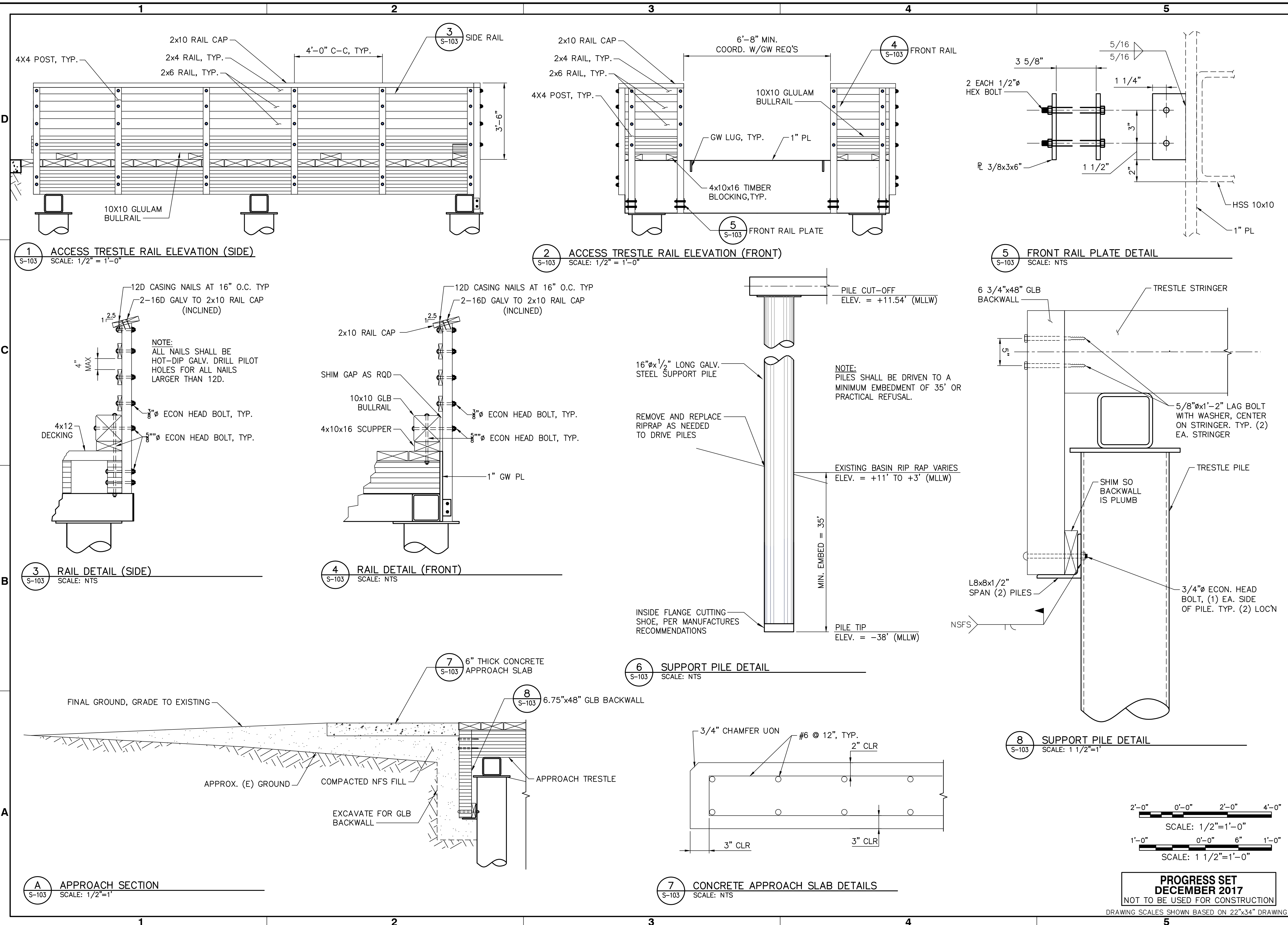
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Dwn by:	Consultant's Project No.:	
Reviewed by:	9860	
Submitted by:	Drawing code:	
C-BALZARINI	Drawing Scale: AS SHOWN	
MOFFATT & NICHOL	Plot scale: 1:1 (D SHEET)	

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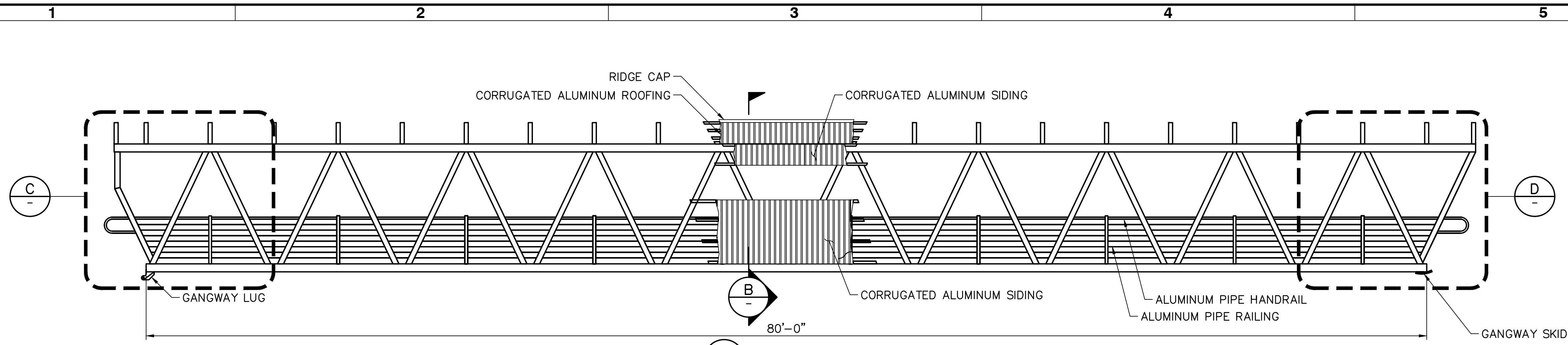
Sheet Reference Number:
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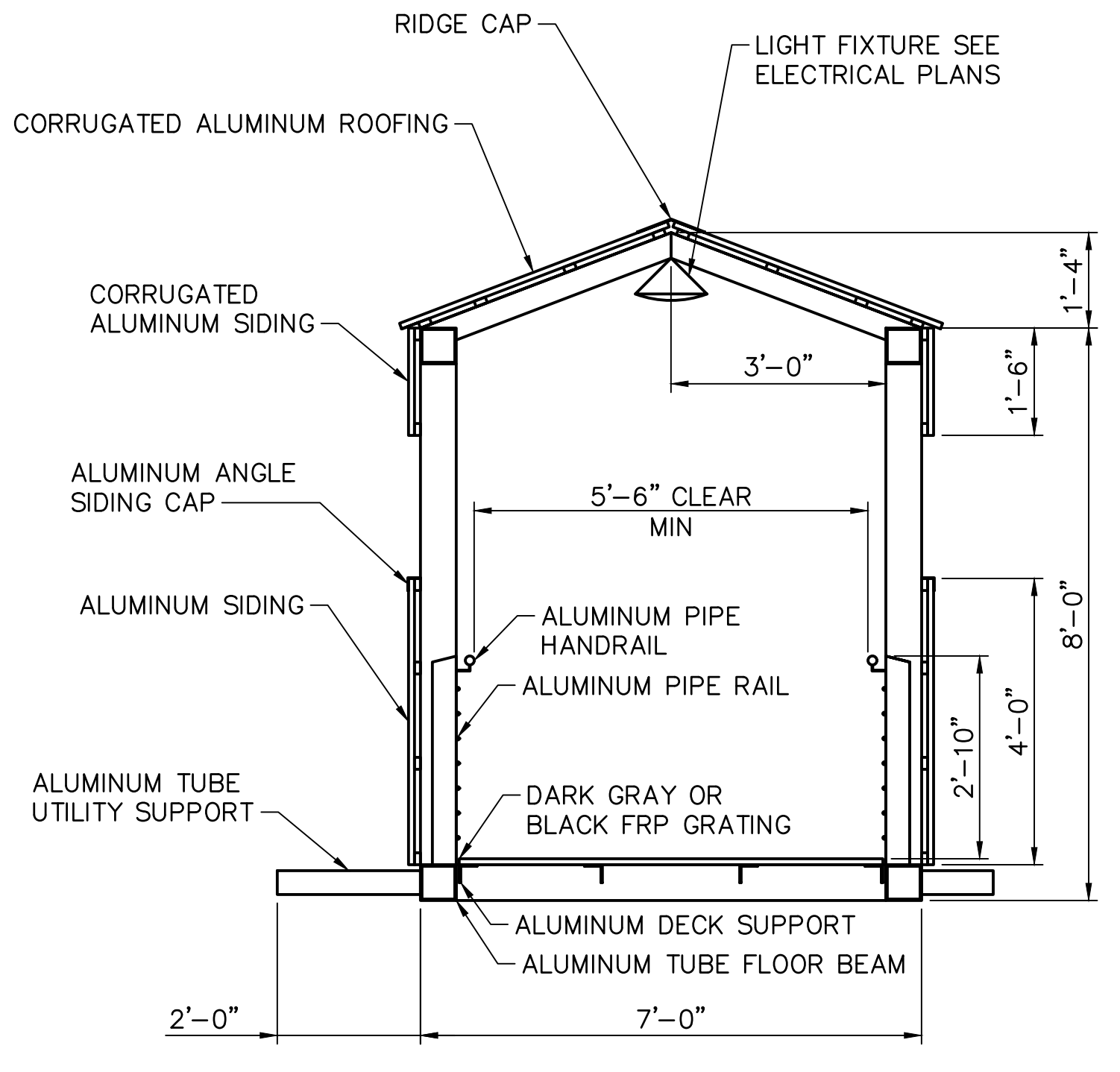
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DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

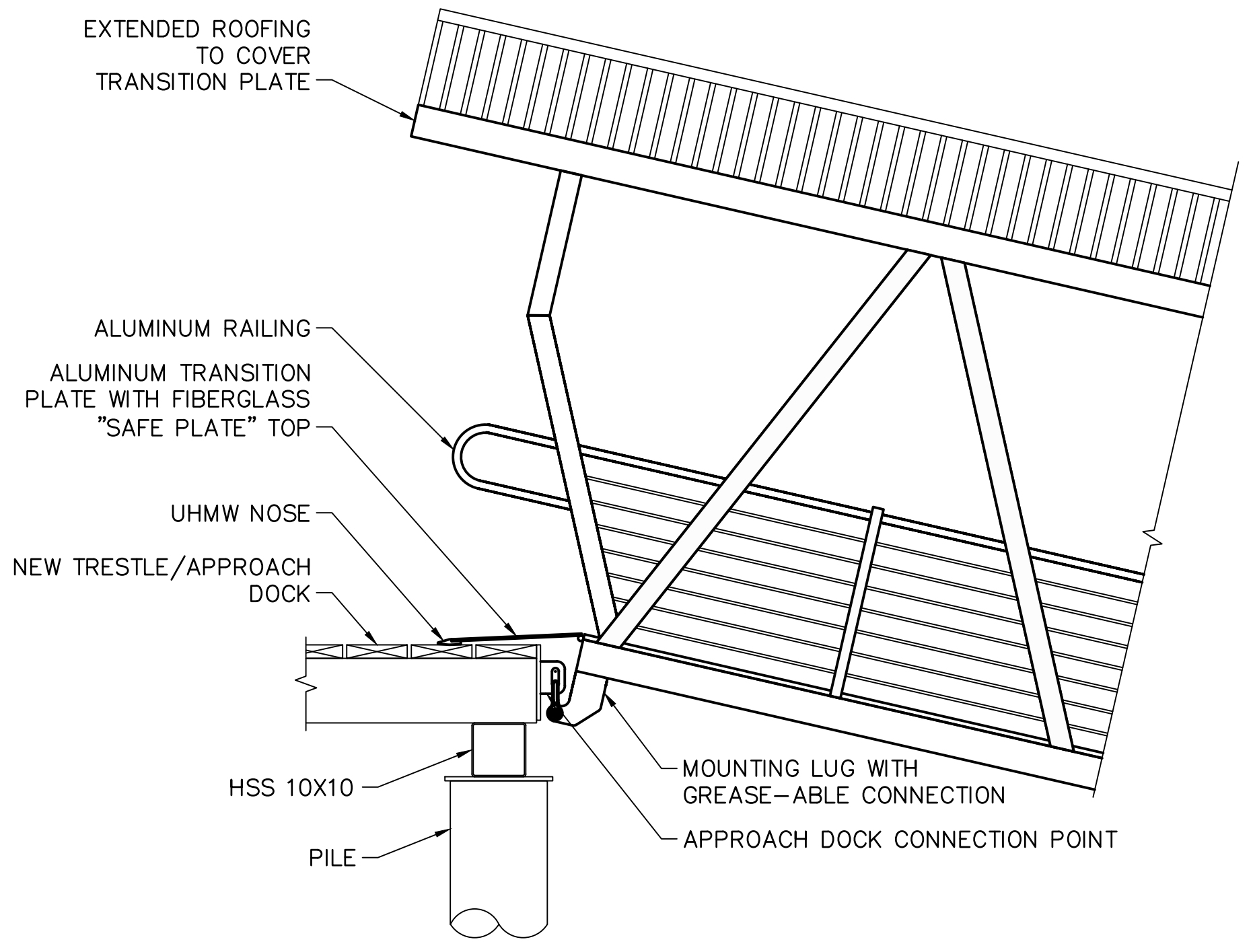
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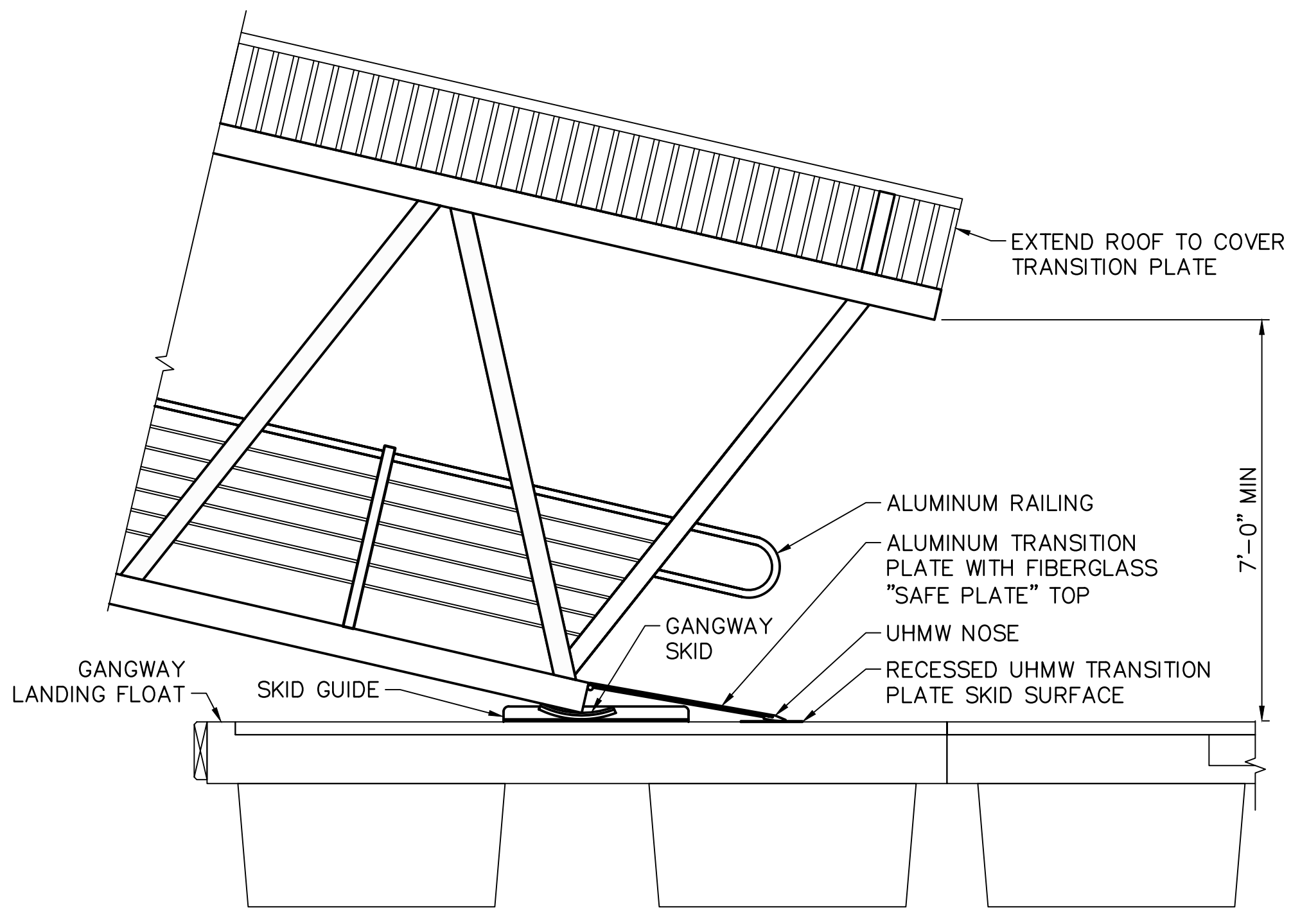
A GANGWAY ELEVATION
SCALE: 1/4" = 1'-0"



B GANGWAY SECTION
SCALE: 1/2" = 1'-0"

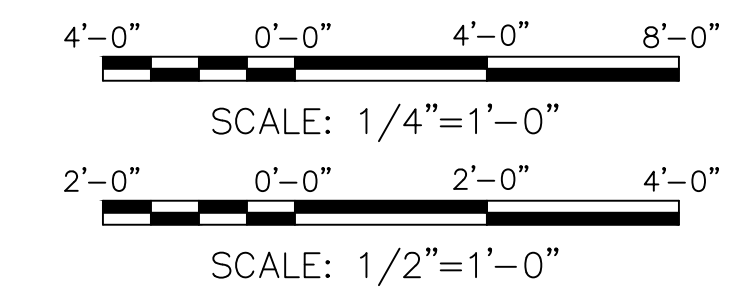


C GANGWAY ELEVATION AT APPROACH TRESTLE
SCALE: 1/2" = 1'-0"

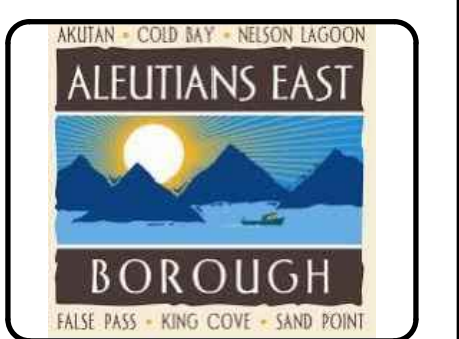


D GANGWAY ELEVATION AT LANDING FLOAT
SCALE: 1/2" = 1'-0"

NOTE:
CONTRACTOR TO INSTALL OWNER SUPPLIED GANGWAY, MOUNTING LUGS, SKID GUIDE, TRANSITION PLATES, ETC. DETAILS SHOWN THIS SHEET ARE FOR REFERENCE.



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DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING



Rev.	Date	Description

ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT
ALUMINUM GANGWAY DETAILS

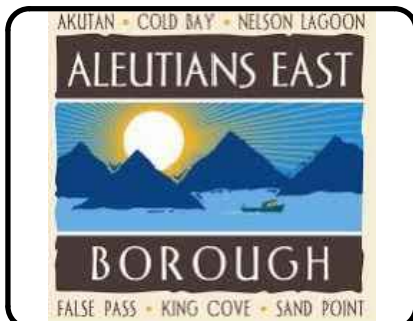
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Dwn by:	Consultant's Project No.:	
	9860	
	Drawing code:	
Submitted by:	Drawing Scale:	AS SHOWN
C. BALZARINI	Plot scale:	1:1 (D SHEET)
MOFFATT & NICHOL		

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Rev.	Date	Description

**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT**

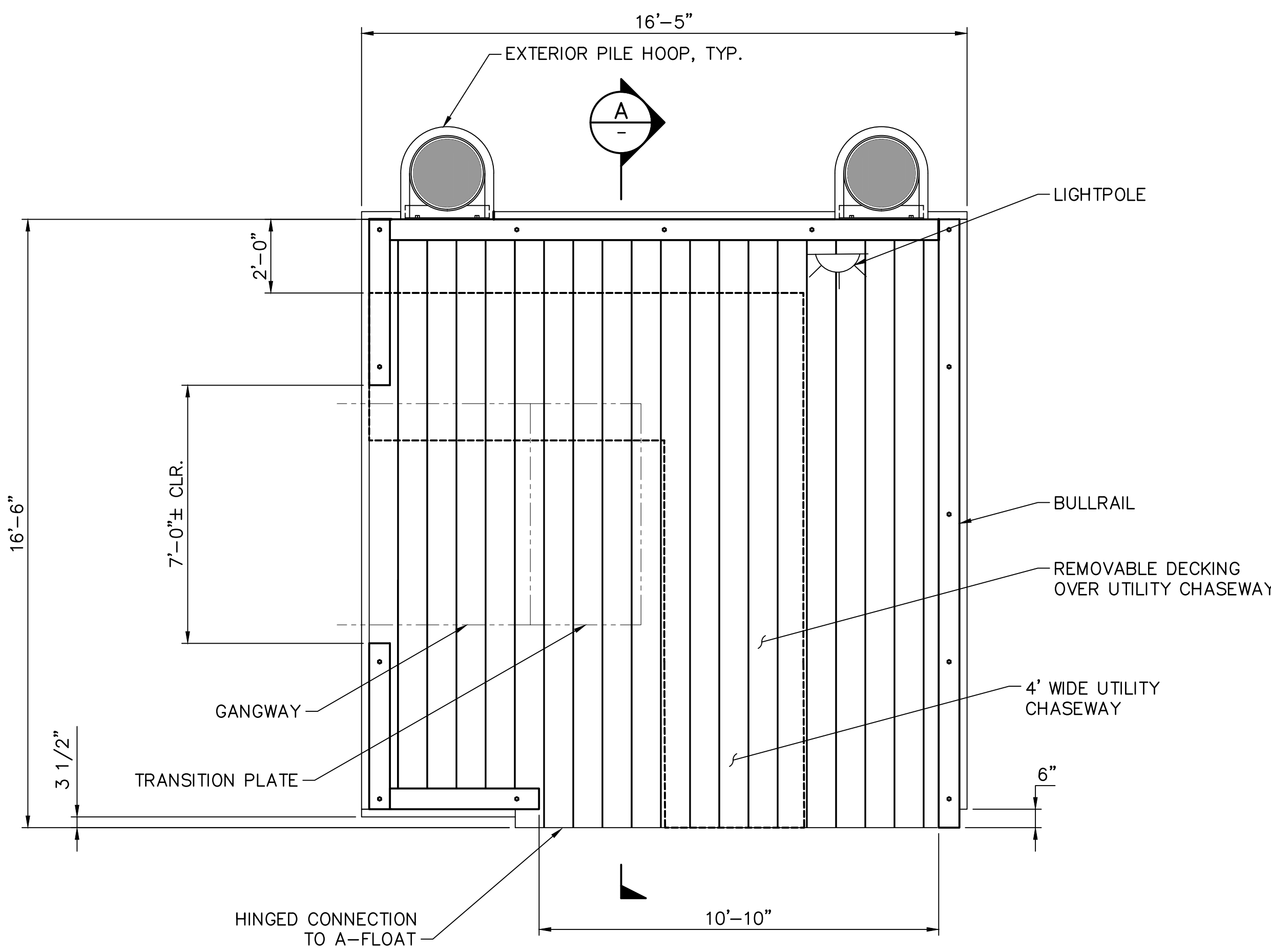
GANGWAY FLOAT PLAN AND DETAILS

Designed by:	Date:	Rev.:
Dwn by:	Consultant's Project No.:	
Reviewed by:	9860	
Submitted by:	Drawing code:	
C-BALZARINI MOFFATT & NICHOL	Drawing Scale: AS SHOWN	Plot scale: 1:1 (D SHEET)

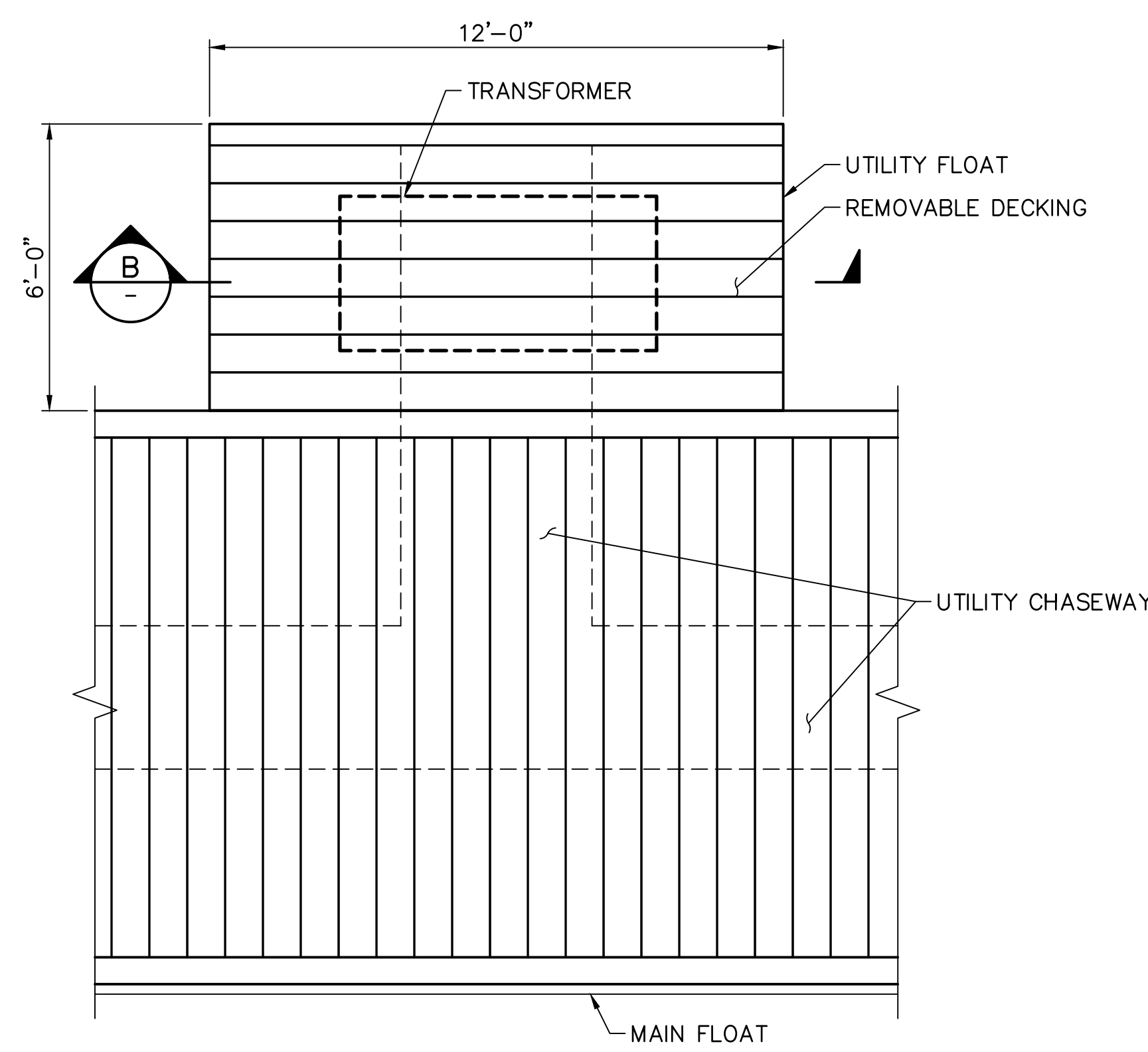
880 H STREET
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(907) 677-7500

SEAL

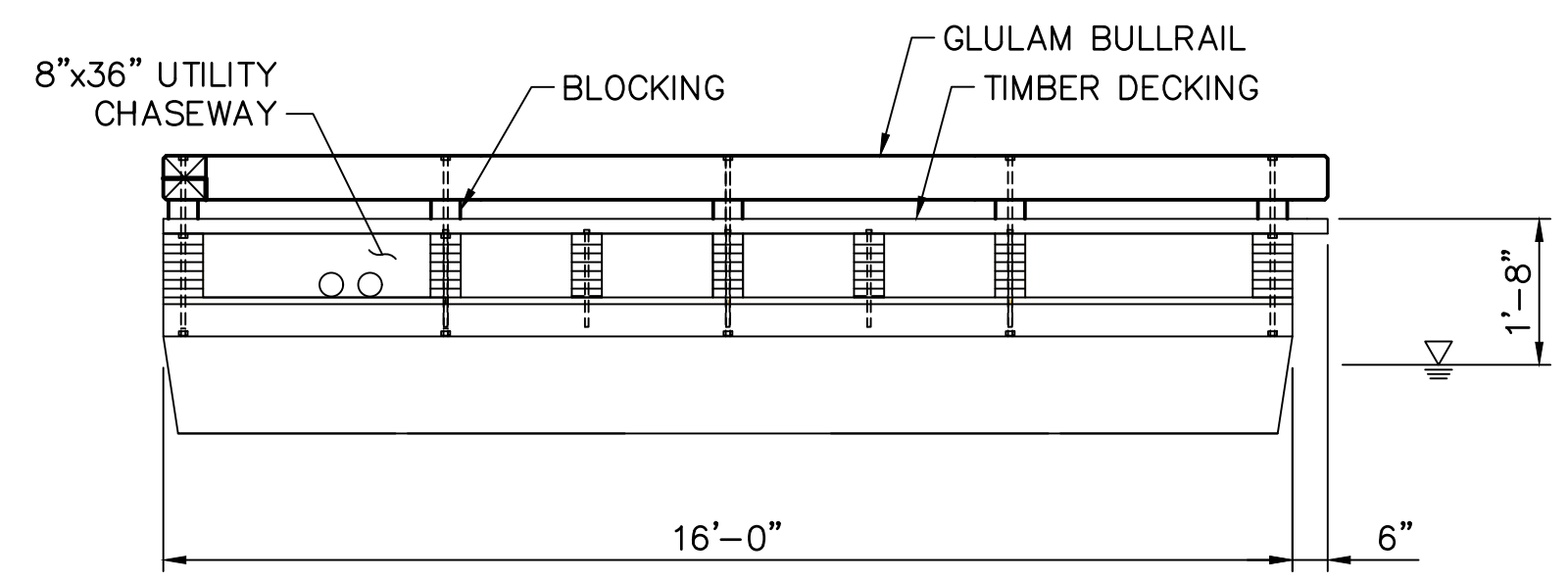
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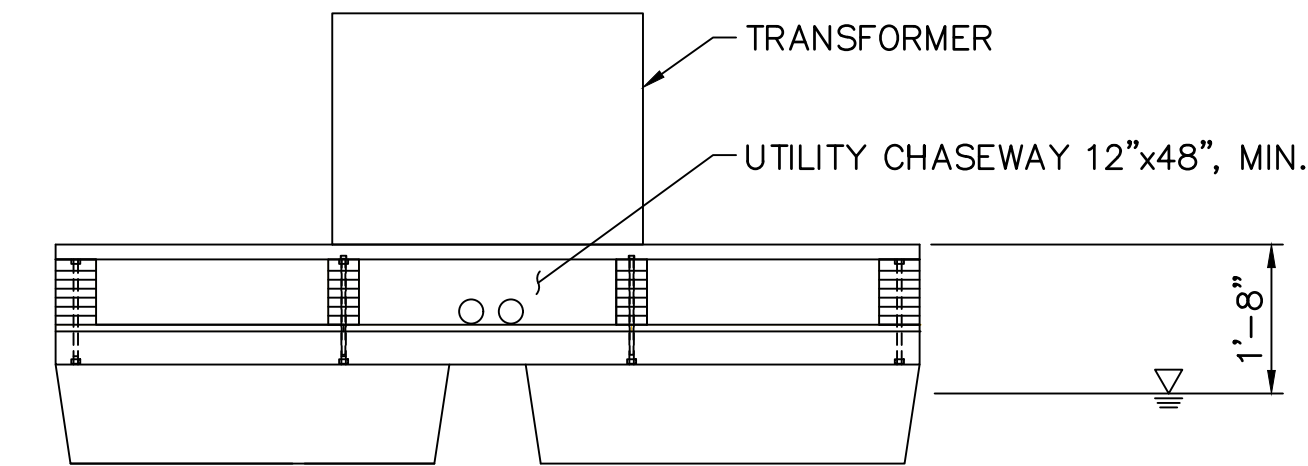
1 GANGWAY FLOAT PLAN
SCALE: 3/8" = 1'-0"



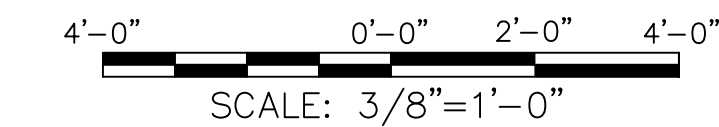
2 UTILITY FLOAT PLAN
SCALE: 3/8" = 1'-0"



A GANGWAY FLOAT SECTION
SCALE: 3/8" = 1'-0"



B UTILITY FLOAT SECTION
SCALE: 3/8" = 1'-0"

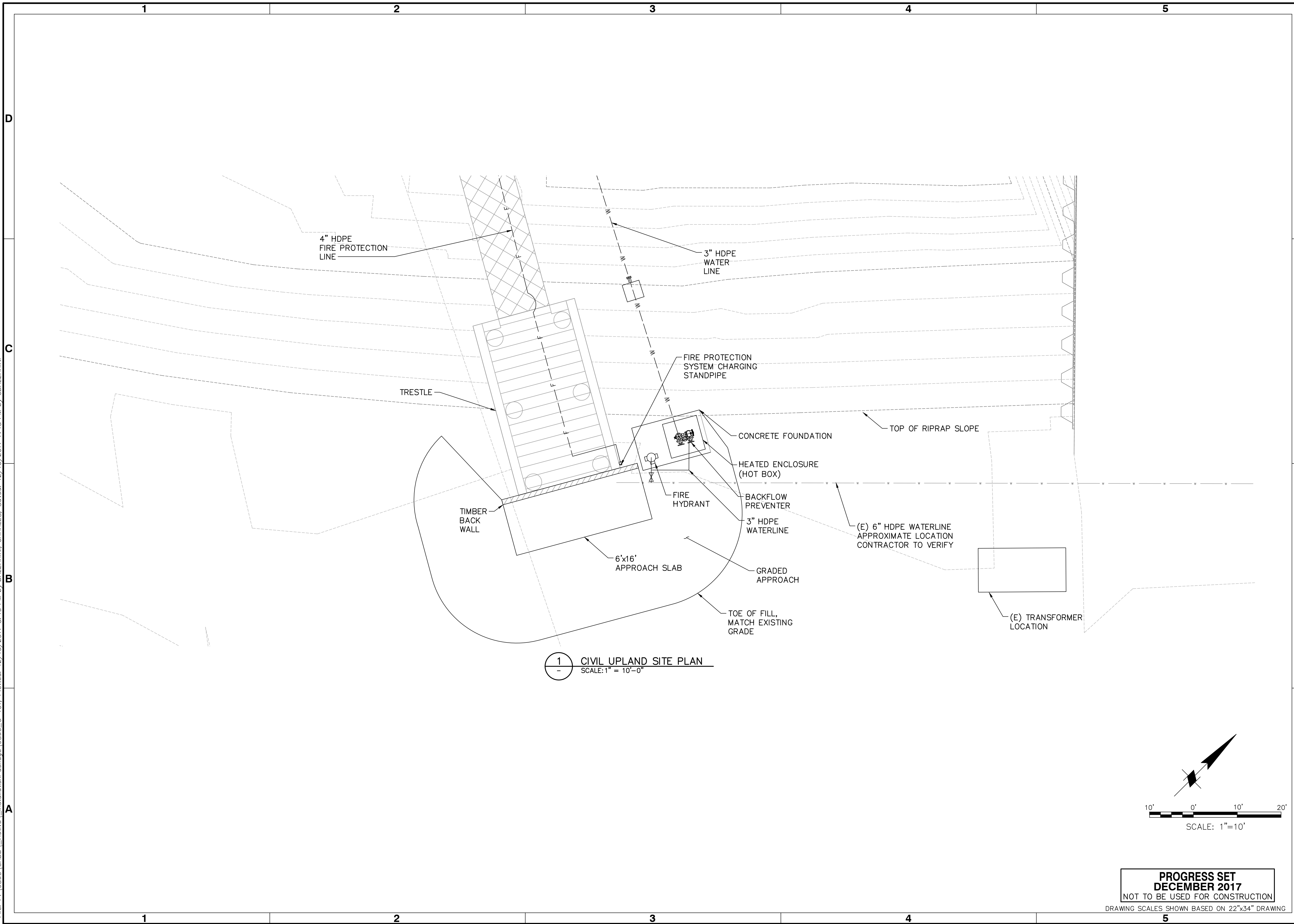


NOTE:
FRAMING SHOWN SCHEMATICALLY, ACTUAL FRAMING MAY VARY.

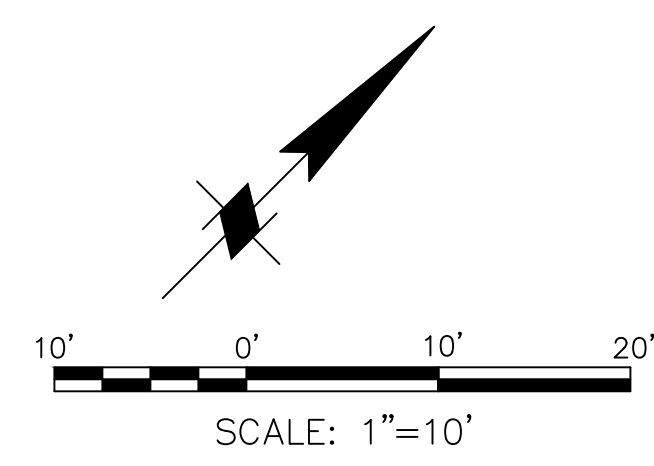
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DECEMBER 2017**
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

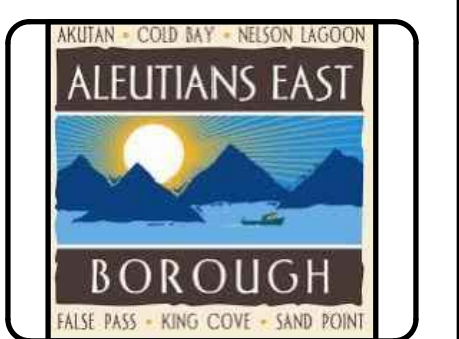
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1 CIVIL UPLAND SITE PLAN
SCALE: 1" = 10'-0"



**PROGRESS SET
DECEMBER 2017**
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Mark	Description	Date	Appr.

**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT**

UPLAND SITE PLAN

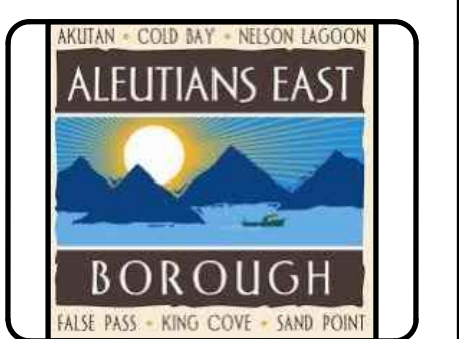
Designed by: CB	Checked by: MB	Drawn by: MB	Reviewed by: JD	Submitted by: C. BALZARINI MOFFATT & NICHOL	Rev.:	Date:	Consultant's Project No. 9860	Drawing code:	Drawing Scale: AS SHOWN	Plot scale: 1:1 (D SHEET)
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(907) 677-7500

SEAL

Sheet Reference
Number:
C-101
INDEX: 15 OF 26

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Rev.	Date	Description

**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT**

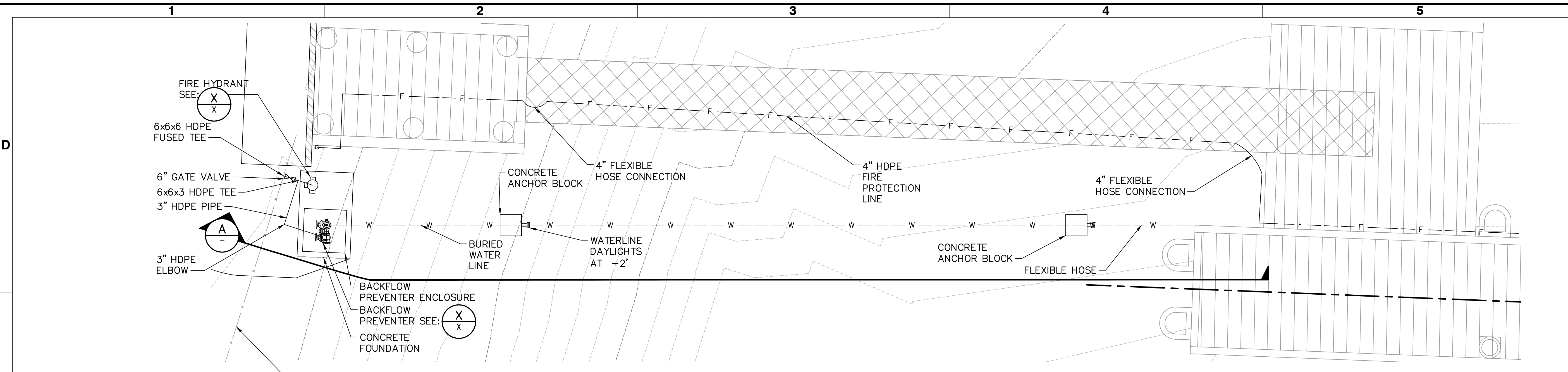
SITE PLAN

Designed by:	Date:	Rev.:
Dwn by:	Consultant's Project No.:	
	9860	
	Drawing code:	
Reviewed by:	Submitted by:	Drawing Scale: AS SHOWN
	MOFFATT & NICHOL	Plot scale: 1:1 (D SHEET)

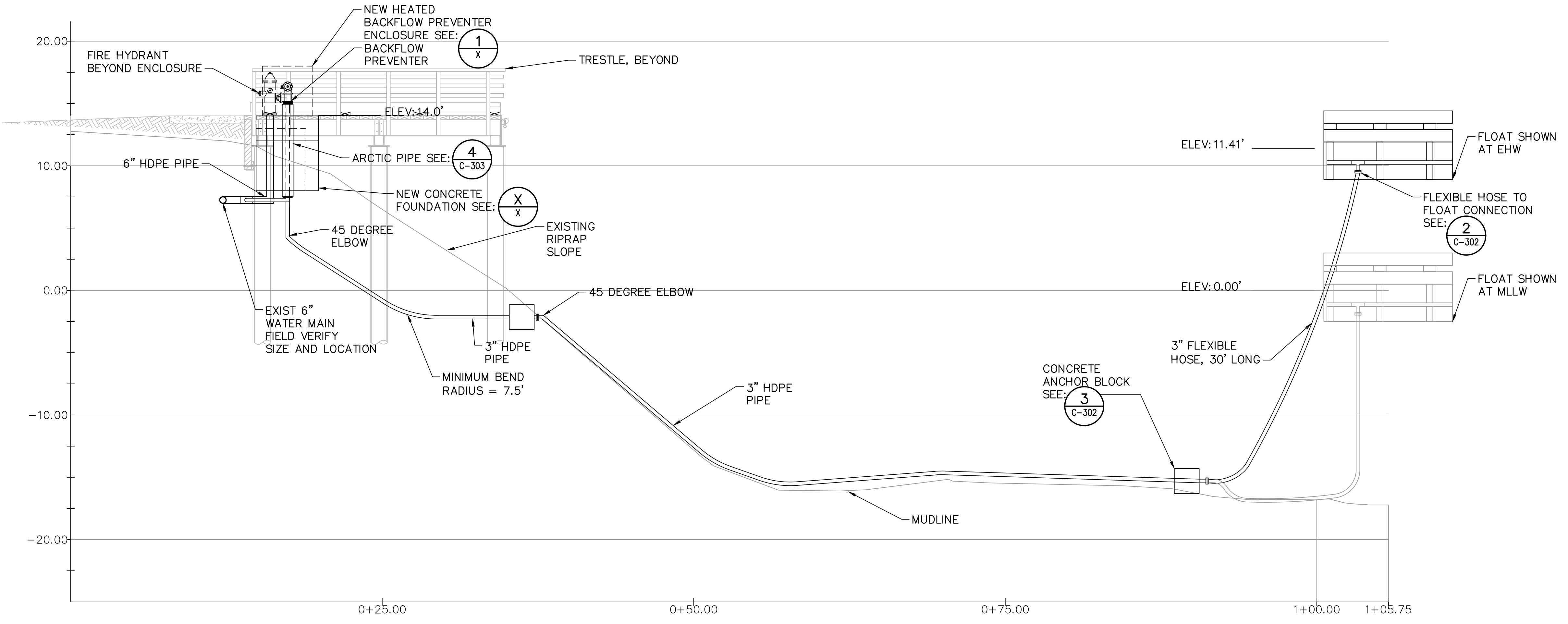
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(907) 677-7500

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Sheet Reference Number:
C-201
INDEX: 16 OF 26



1 WATERLINE PLAN
SCALE: 1" = 5'-0"



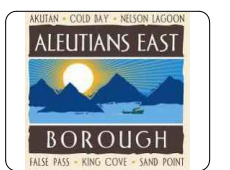
A WATERLINE PROFILE
SCALE: 1" = 5'-0"

5' 0' 5' 10'
SCALE: 1" = 5'

**PROGRESS SET
DECEMBER 2017**
NOT TO BE USED FOR CONSTRUCTION

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

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Rev.	Date	Description	Mark

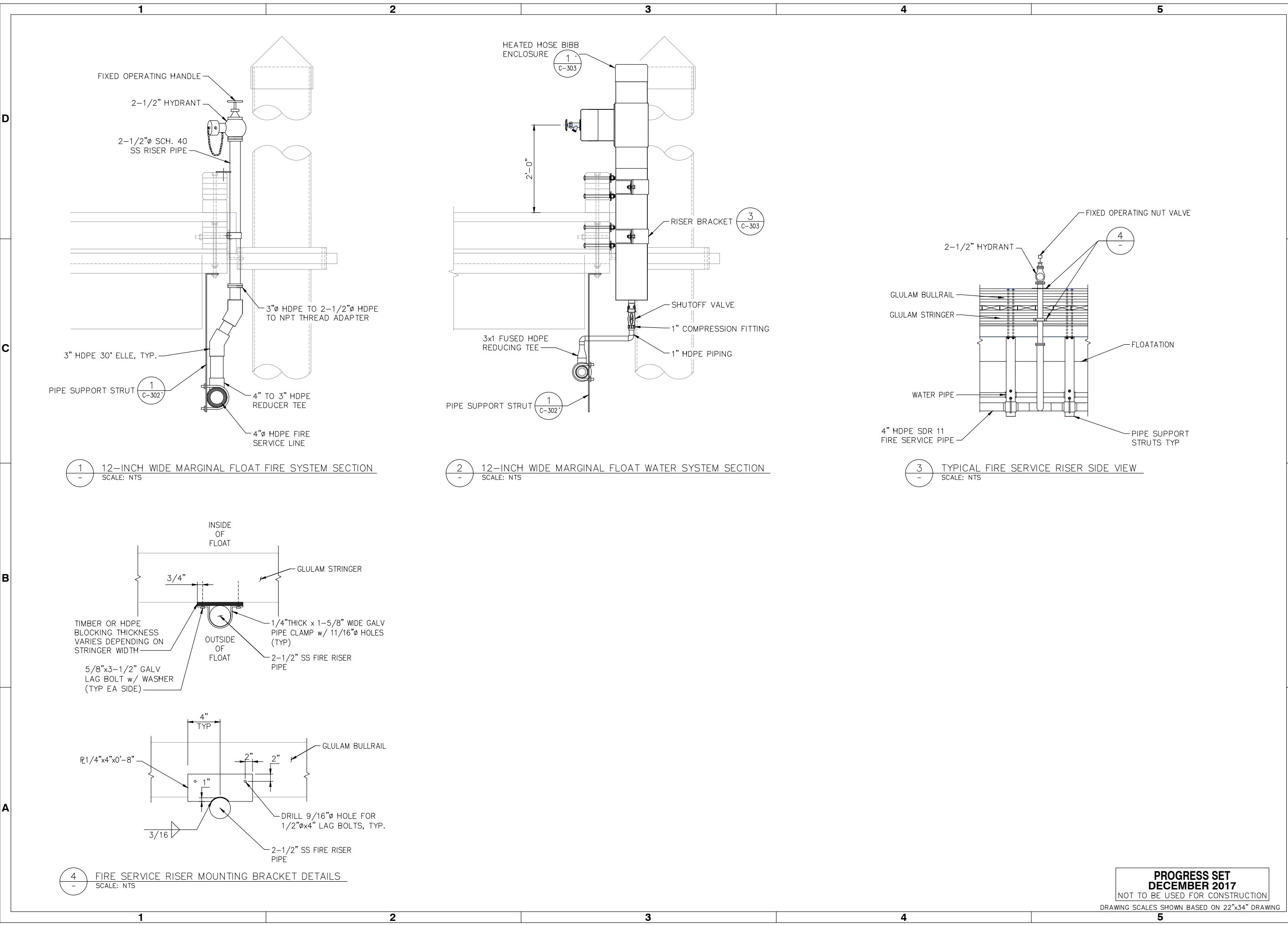
**ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT
WATER AND FIRE SYSTEMS
SUPPORT DETAILS**

Designed by:	Rev.:	Date:	Consultant's Project No.:
Dwn by:			9860
Reviewed by:	Drawing code:		
Submitted by:	Drawing Scale:	AS SHOWN	
MOFFATT & NICHOL	Plot scale:	1:1 (D SHEET)	

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SEAL

Sheet Reference Number:
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1 12-INCH WIDE MARGINAL FLOAT FIRE SYSTEM SECTION
SCALE: NTS

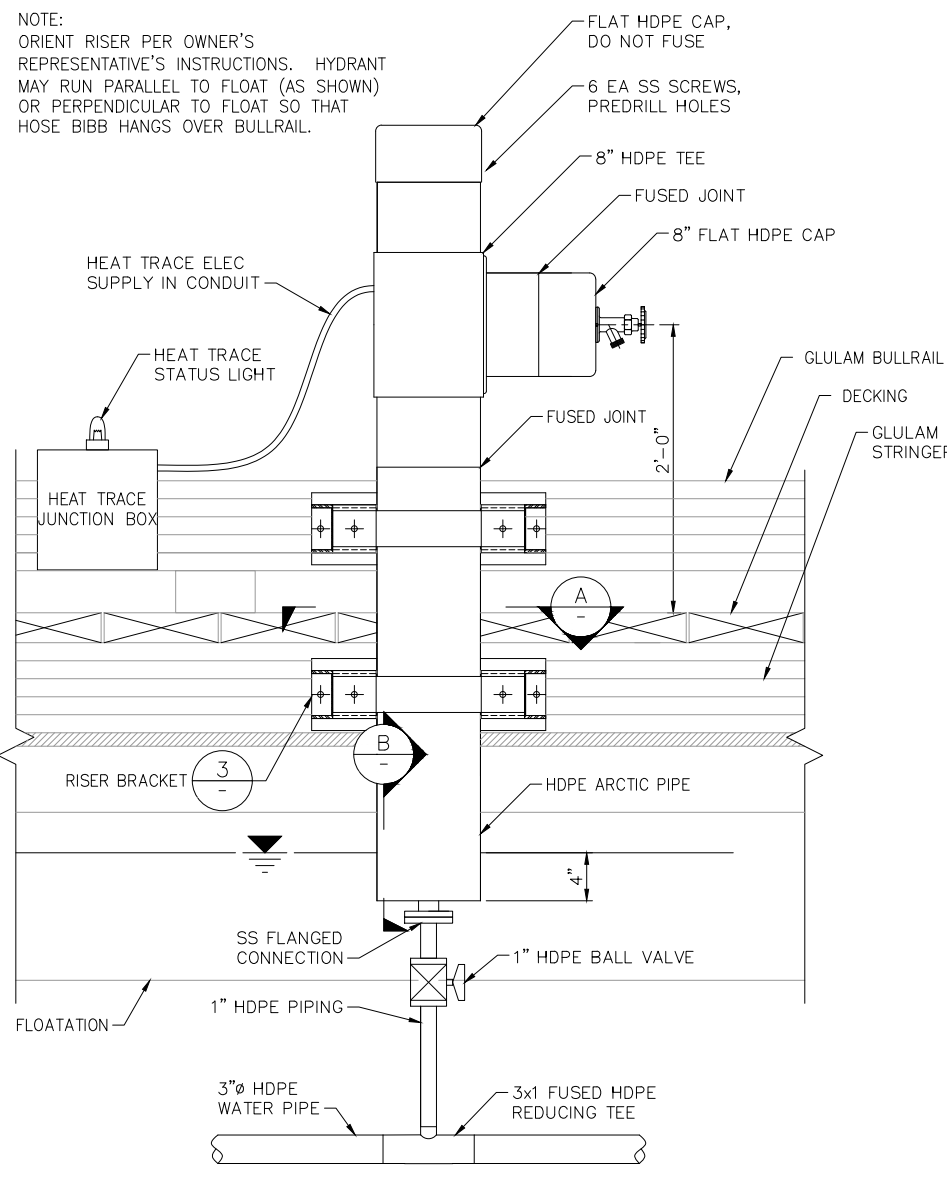
2 12-INCH WIDE MARGINAL FLOAT WATER SYSTEM SECTION
SCALE: NTS

3 TYPICAL FIRE SERVICE RISER SIDE VIEW
SCALE: NTS

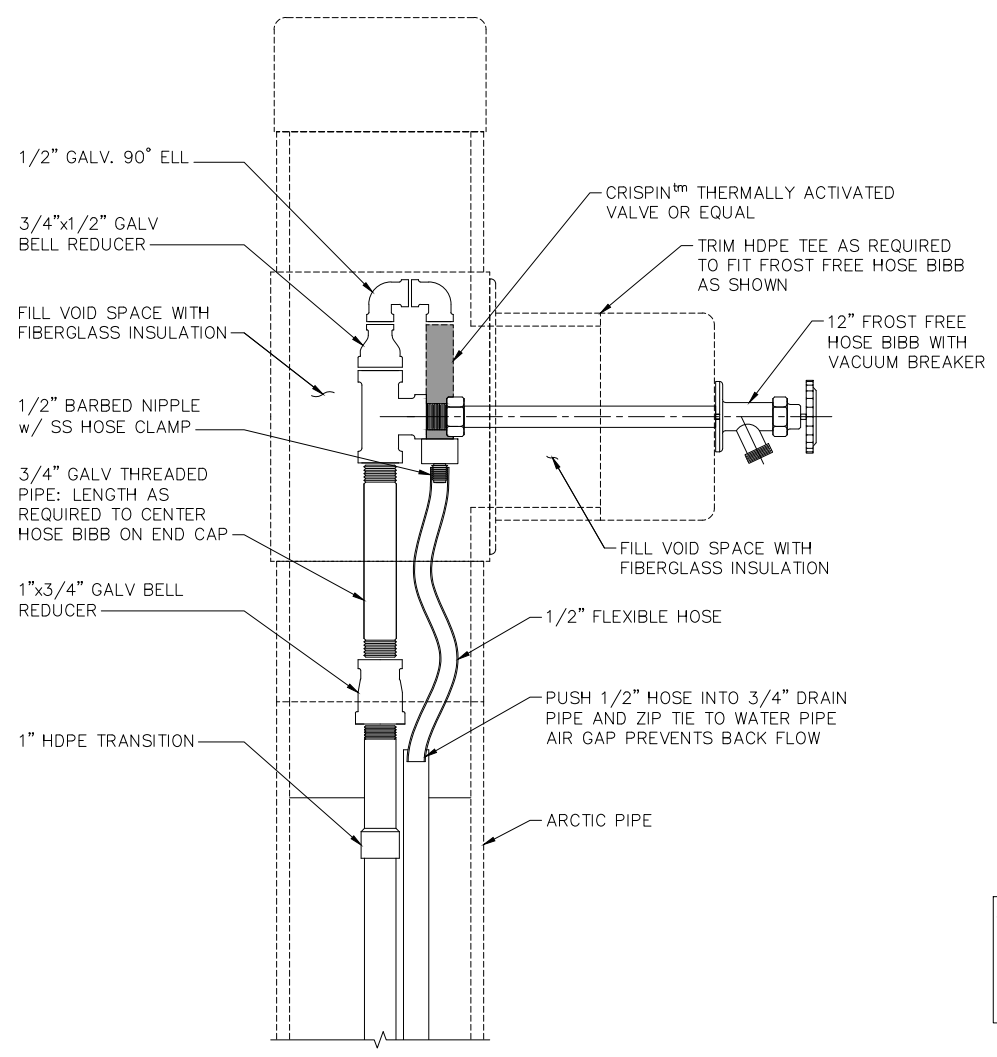
4 FIRE SERVICE RISER MOUNTING BRACKET DETAILS
SCALE: NTS

**PROGRESS SET
DECEMBER 2017**
NOT TO BE USED FOR CONSTRUCTION
DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING

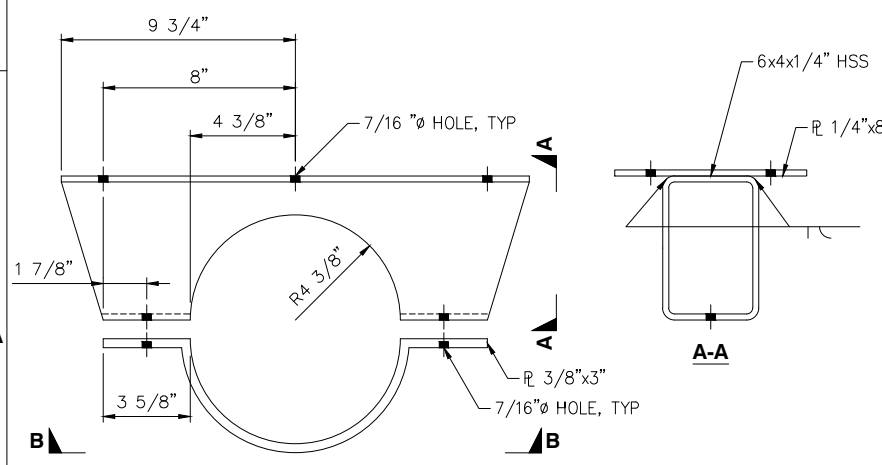
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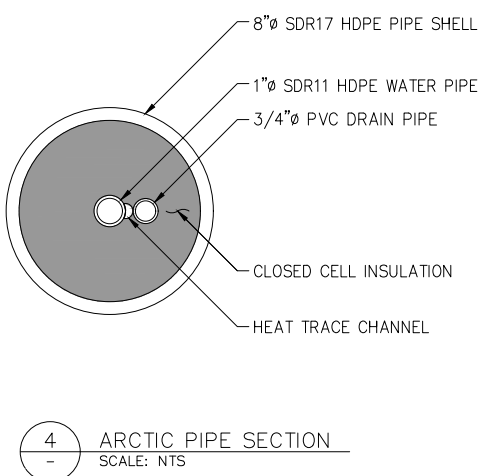
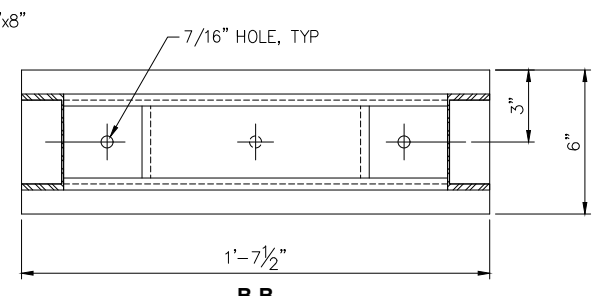
1 TYPICAL ALL SEASON WATER SERVICE
SCALE: NTS



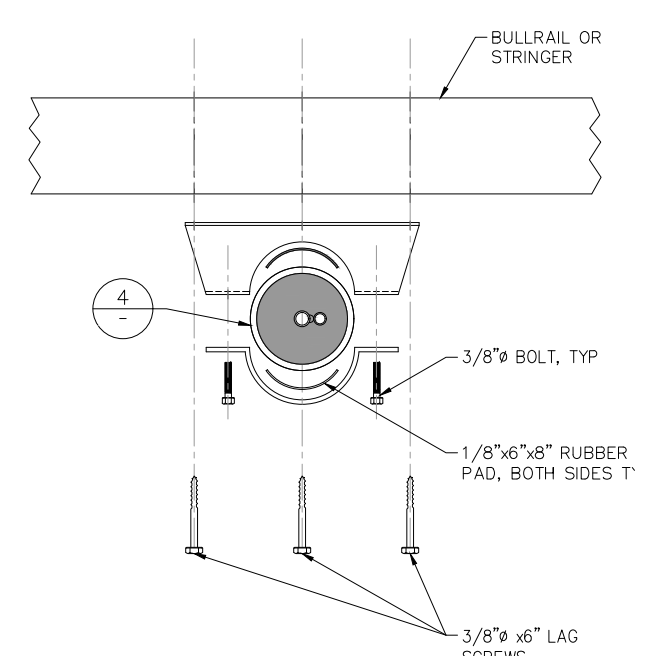
2 WATER SERVICE PIPING DETAIL
SCALE: NTS



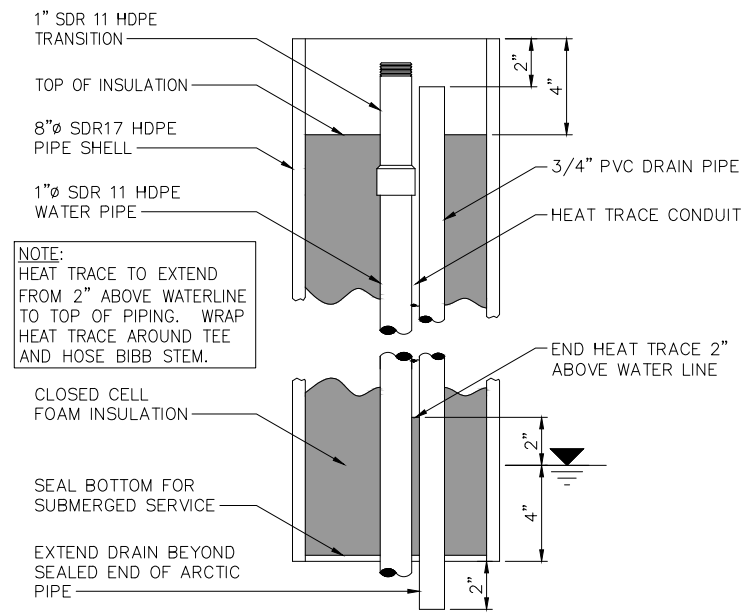
3 WATER SERVICE BRACKET DETAILS
SCALE: NTS



4 ARCTIC PIPE SECTION
SCALE: NTS

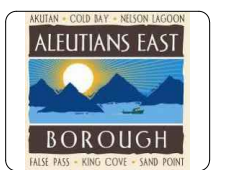


A EXPLODED INSTALLATION VIEW
SCALE: NTS



B ARCTIC PIPE FABRICATION DETAIL
SCALE: NTS

PROGRESS SET
DECEMBER 2017
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DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING



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ALEUTIANS EAST BOROUGH
INSTALLATION DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT

ALL-SEASON WATER RISER
SUPPORT DETAILS

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Date:	Consultant's Project No.:	Drawing code:	Drawing Scale: AS SHOWN
	9860		
			Plot scale: 1:1 (D SHEET)

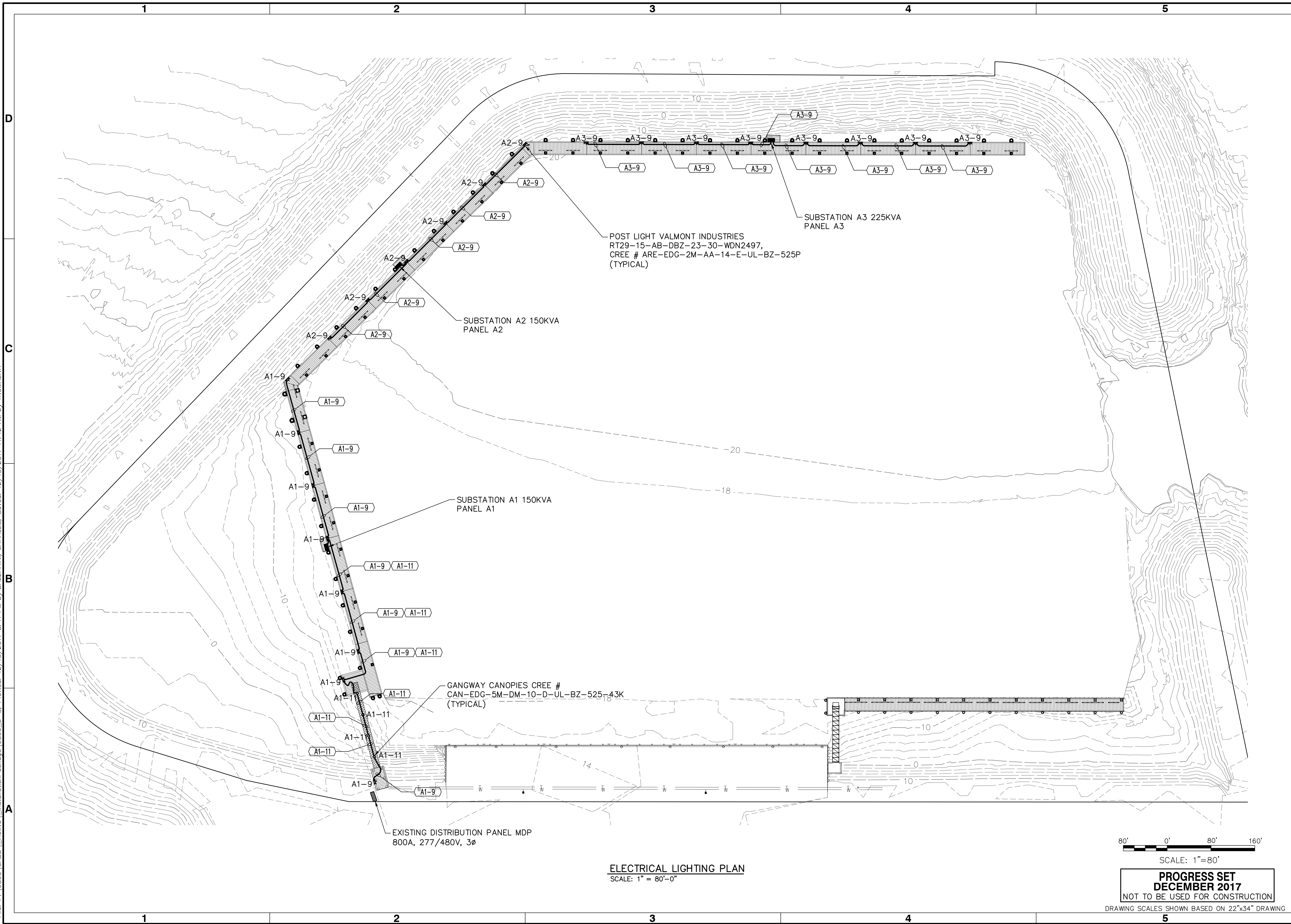
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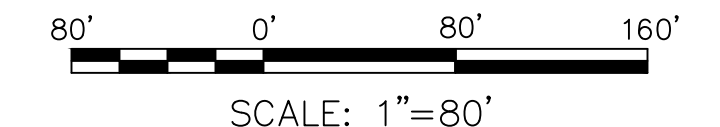
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C-303

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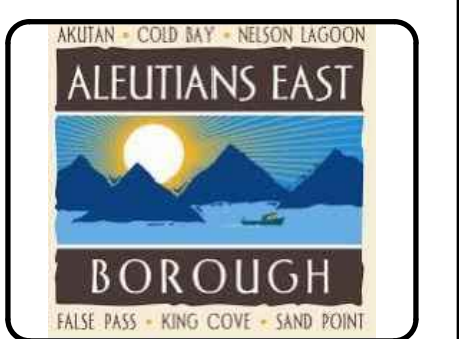
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ELECTRICAL LIGHTING PLAN
SCALE: 1" = 80'-0"



SCALE: 1"=80'
PROGRESS SET
DECEMBER 2017
NOT TO BE USED FOR CONSTRUCTION
DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING



Rev.	Date	Description	Mark

ALEUTIANS EAST BOROUGH
PROGRESS SET DRAWINGS
SANDPOINT NEW HARBOR A-FLOAT
ELECTRICAL LIGHTING PLAN

Designed by:	Date:	Rev.
Dwn by:	OCT 2017	OCT 2017
Reviewed by:	Consultant's Project No.:	Consultant's Project No.:
Submitted by:	9860	9860
C-BALZARINI	Drawing code:	Drawing code:
MOFFATT & NICHOL	Drawing Scale: AS SHOWN	Drawing Scale: AS SHOWN
	Plot scale: 1:1 (D SHEET)	Plot scale: 1:1 (D SHEET)

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Sheet Reference Number:
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