CITY OF UNALASKA
UNALASKA, ALASKA
REGULAR MEETING
TUESDAY, NOVEMBER 12, 2013, 7:00 P.M.
UNALASKA CITY HALL COUNCIL CHAMBERS
AGENDA

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIANCE:
RECOGNITION OF VISITORS
ADDITIONS TO AGENDA
MINUTES: OCTOBER 22, 2013
FINANCIAL REPORT
BOARD/COMMISSION REPORTS: PLANNING COMMISSION MINUTES AUGUST 8, 2013 & SEPTEMBER 19, 2013
AWARDS/PRESENTATIONS
MANAGER'S REPORT
COMMUNITY INPUT/ANNOUNCEMENTS
PUBLIC INPUT ON AGENDA ITEMS

LEGISLATIVE

1. **OATH OF OFFICE:**

   CITY COUNCIL SEAT D – DAVID GREGORY

EXECUTIVE SESSION: GRANITE PAVING PROJECT

PUBLIC HEARING

1. **ORDINANCE 2013-12**: AMENDING UNALASKA CITY CODE CHAPTER 14.08.090 – OPERATION OF A FIFTH WHEEL
2. **ORDINANCE 2013-13:** AMENDING THE SCHEDULES OF FEES AND CHARGES TO BE ASSESSED FOR CITY-PROVIDED SERVICES
3. **ORDINANCE 2013-14**: CREATING BUDGET AMENDMENT NO. 3 TO THE FY14 OPERATING BUDGET TO INCREASE STATE GRANT FUNDING, PUBLIC SAFETY EQUIPMENT AND TRAINING, AND PORTS SECURITY, AND TO INCREASE THE CAPITAL BUDGET BY FUNDING A POWERHOUSE CONTROL SYSTEM UPGRADE PROJECT AND A PORTS HIGH MAST LIGHTS AND LED PROJECT

WORK SESSION

1. **DISCUSSION**: COMPENSATION AND CLASSIFICATION STUDY IMPLEMENTATION OPTIONS

RECONVENE TO REGULAR SESSION

CONSENT AGENDA

1. **RESOLUTION 2013-73:** CONFIRMING THE MAYOR'S APPOINTMENT OF ANTHONY GRANDE TO THE UNALASKA PUBLIC LIBRARY ADVISORY COMMITTEE
2. **RESOLUTION 2013-74:** CONFIRMING THE MAYOR'S RE-APPOINTMENT OF FRANK KELTY TO THE ILIULIUK FAMILY AND HEALTH SERVICES BOARD

UNFINISHED BUSINESS

1. **ORDINANCE 2013-12 – SECOND READING**: AMENDING UNALASKA CITY CODE CHAPTER 14.08.090 – OPERATION OF A FIFTH WHEEL
2. **ORDINANCE 2013-13 – SECOND READING:** AMENDING THE SCHEDULES OF FEES AND CHARGES TO BE ASSESSED FOR CITY-PROVIDED SERVICES
3. **ORDINANCE 2013-14 – SECOND READING**: CREATING BUDGET AMENDMENT NO. 3 TO THE FY14 OPERATING BUDGET TO INCREASE STATE GRANT FUNDING, PUBLIC SAFETY EQUIPMENT AND TRAINING, AND PORTS SECURITY, AND TO INCREASE THE CAPITAL BUDGET BY FUNDING A POWERHOUSE CONTROL SYSTEM UPGRADE PROJECT AND A PORTS HIGH MAST LIGHTS AND LED PROJECT

NEW BUSINESS

1. **LICENSE REVIEW**: ANNUAL REVIEW OF LIQUOR LICENSES
2. **TRAVEL**: CHANGING THE DATES OF PREVIOUSLY APPROVED TRAVEL TO WASHINGTON, DC. FROM OCTOBER 8^{TH}-10^{TH} TO DECEMBER 10^{TH} – 12^{TH}

COUNCIL DIRECTIVES TO MANAGER
COMMUNITY INPUT
ANNOUNCEMENTS
ADJOURNMENT

CITY OF UNALASKA
UNALASKA, ALASKA
REGULAR MEETING
October 22, 2013

The regular meeting of the Unalaska City Council was called to order at 7:00 p.m., October 22, 2013, in the Unalaska City Hall Council Chambers. Roll was taken:

PRESENT	Mayor	Shirley Marquardt
		Alejandro Tungul
		Dennis Robinson
		Tom Enlow
		Zoya Johnson
		Roger Rowland
ABSENT		David Gregory

PLEDGE OF ALLEGIANCE: Mayor Marquardt led the Pledge of Allegiance.

RECOGNITION OF VISITORS: No visitors were introduced.

APPROVAL OF AGENDA: The agenda was adopted by consensus.

MINUTES: The minutes of the September 24, 2013 regular meeting and October 4, 2013 special meeting were approved as submitted.

FINANCIAL REPORT: Financial reports for August and September 2013 were included in the packet.

BOARD/COMMISSION REPORTS: No reports were included in the packet.

AWARDS/PRESENTATIONS: Mayor Marquardt presented Roger Bacon with a plaque celebrating his 20 years of service to the City of Unalaska.

MANAGER'S REPORT: City Manager Chris Hladick reported that representatives of liquid natural gas company will visit Unalaska in early November to provide the City with some preliminary numbers.

COMMUNITY INPUT/ANNOUNCEMENTS:

1. A high school swim meet with visiting Bartlett High School will be held on Friday at 7:30 p.m. and Saturday at 1:00 p.m.
2. Youth basketball games are being held on Saturdays at the Community Center.
3. The United Methodist Church is holding a fundraiser pancake feed Wednesday evening at 5:30 p.m. to raise funds for Kids' Night Out.
4. Abner Hoage was introduced as the newly elected president of the school board.
5. Through the combined efforts of the Unalaska Fire Department and Ballyhoo Lions Club, Operation Smoke Detector will be held Thursday evening.
6. The PCR will, once again, host the annual Halloween Carnival on October 31st from 5:00 p.m. to 7:00 p.m.
7. New exhibits arrived on Friday at the Museum of the Aleutians. The Grand Opening of the newly remodeled museum for the public will be December 8th.
8. The annual fundraising auction for the Museum of the Aleutians will be held November 9th at the Grand Aleutian.

9. October is Planning Month, and the Planning staff has spent the month working with children at the library on a model community based on what they learned in story-time from books read by Planning staff members. The model is on display in the lobby of City Hall.
10. Residents of the Senior Center will welcome all young people in costume who want to drop by for treats and a visit with the senior citizens.

PUBLIC INPUT No members of the public spoke.

LEGISLATIVE

1. **OATH OF OFFICE:** The City Clerk administered the oath of office to Mayor Marquardt and Council Members Rowland and Tungul.

PUBLIC HEARING There were no items for Public Hearing.

WORK SESSION Rowland made a motion to move into a Work Session; Johnson seconded. Motion passed by general consent.

1. **DISCUSSION**: ORDINANCE 2013-12: AMENDING UNALASKA CITY CODE CHAPTER 14.08.090 – OPERATION OF A FIFTH WHEEL

Public Safety Director Jamie Sunderland addressed the issues associated with UCO 14.08.090 and responded to questions by Council members.

2. **DISCUSSION:** ORDINANCE 2013-13: AMENDING THE SCHEDULES OF FEES AND CHARGES TO BE ASSESSED FOR CITY-PROVIDED SERVICES

Public Safety Director Jamie Sunderland gave a brief history of the fees for ambulance service and provided a justification for the recommended increase in fees.

3. **DISCUSSION:** CMMP PROCESS GUIDE AND FORMAT

City Manager Chris Hladick, with input from Planning Director Erin Reinders, gave a brief review of the CMMP process and asked Council members to consider whether or not they would like to receive a summary document in lieu of or in addition to the complete CMMP.

4. **DISCUSSION**: RESOLUTION 2013-70: AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH MCKINLEY SERVICES & EQUIPMENT, INC. FOR THE AMOUNT OF $714,133.02 FOR THE PURCHASE OF THREE ELECTRATHERM SERIES 4000 GREEN MACHINES FOR THE DUTCH HARBOR POWERHOUSE

City Manager Chris Hladick reviewed the waste heat recovery system and the advantages encompassed in the use of the system. Public Utilities Director Dan Winters responded to questions from Council members.

5. **DISCUSSION**: ORDINANCE 2013-14: CREATING BUDGET AMENDMENT NO. 3 TO THE FY14 OPERATING BUDGET TO INCREASE STATE GRANT FUNDING, PUBLIC SAFETY EQUIPMENT AND TRAINING, AND PORTS SECURITY, AND TO INCREASE THE CAPITAL BUDGET BY FUNDING A POWERHOUSE CONTROL SYSTEM UPGRADE PROJECT AND A PORTS HIGH MAST LIGHTS AND LED PROJECT

City Manager Chris Hladick gave a brief review of each item included in the recommended budget amendment.

RECONVENE TO REGULAR SESSION

CONSENT AGENDA There were no items on the Consent Agenda.

UNFINISHED BUSINESS There was no Unfinished Business.

NEW BUSINESS

1. **ORDINANCE 2013-12 – FIRST READING**: AMENDING UNALASKA CITY CODE CHAPTER 14.08.090 – OPERATION OF A FIFTH WHEEL

Robinson made a motion to move Ordinance 2013-12 to Public Hearing and Second Reading on November 12th; Tungul seconded.

The following members of the public spoke to the issue:

Ed Hammond addressed the distribution of weight at various levels when blocks are used. He also expressed concern about safety issues associated with the possibility of the kingpin snapping.

Doug Leggett expressed concern about paragraph B: "any modification which prevents the trailer chassis from operating in this level position is prohibited." He feels the words "any modification" are too sweeping and vague. He would like to see the parameters better defined.

Debbie Jeffrey indicated her agreement with the thoughts expressed by Doug Leggett.

Council discussed the issues associated with the ordinance.

Robinson made a motion to amend paragraph B of the ordinance by stating the following: "It is the goal of this section to have tractor trailer units operate with the chassis/container in the lowest position possible, distributing the weight evenly between the trailer axles. Any modification which prevents the trailer chassis from operating in the lowest possible position is prohibited." Tungul seconded.

VOTE on Amendment: Motion approved unanimously.

VOTE on Main Motion as Amended: Motion approved unanimously.

2. **ORDINANCE 2013-13 – FIRST READING**: AMENDING THE SCHEDULES OF FEES AND CHARGES TO BE ASSESSED FOR CITY-PROVIDED SERVICES

Johnson made a motion to move Ordinance 2013-13 to Public Hearing and Second Reading on November 12th; Enlow seconded.

VOTE: Motion approved unanimously.

3. **ORDINANCE 2013-14 – FIRST READING**: CREATING BUDGET AMENDMENT NO. 3 TO THE FY14 OPERATING BUDGET TO INCREASE STATE GRANT FUNDING, PUBLIC SAFETY EQUIPMENT AND TRAINING, AND PORTS SECURITY, AND TO INCREASE THE CAPITAL BUDGET BY FUNDING A POWERHOUSE CONTROL SYSTEM UPGRADE PROJECT AND A PORTS HIGH MAST LIGHTS AND LED PROJECT

Johnson made a motion to move Ordinance 2013-14 to Public Hearing and Second Reading on November 12th; Tungul seconded.

VOTE: Motion passed unanimously.

4. **RESOLUTION 2013-68**: ACCEPTING A GRANT FROM THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION IN THE AMOUNT OF $3,000,000 FOR THE CONSTRUCTION OF THE NEW WATER TREATMENT PLANT – LT2 RULE – PROJECT

Robinson made a motion to approve Resolution 2013-68; Enlow seconded.

VOTE: Motion passed unanimously.

5. **RESOLUTION 2013-70**: AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH MCKINLEY SERVICES & EQUIPMENT, INC. FOR THE AMOUNT OF $714,133.02 FOR THE PURCHASE OF THREE ELECTRATHERM SERIES 4000 GREEN MACHINES FOR THE DUTCH HARBOR POWERHOUSE

Robinson made a motion to approve Resolution 2013-70; Enlow seconded.

VOTE: Motion passed unanimously.

COMMUNITY INPUT/ANNOUNCEMENTS

COUNCIL DIRECTIVES

In a directive to the City Manager, Rowland made a motion to send Council Member Gregory to the Alaska Municipal League Local Government Conference Newly Elected Officials training; Robinson seconded.

VOTE: Motion passed unanimously.

ADJOURNMENT The meeting adjourned at 8:49 p.m.

Elizabeth Masoni
City Clerk

CITY OF UNALASKA
UNALASKA, ALASKA
PLANNING COMMISSION MINUTES
Thursday, August 8, 2013
CITY COUNCIL CHAMBERS, CITY HALL
7:00 P.M.

1. **Call to Order:**

Chair Chris Bobbitt called the meeting to order at 7:01 P.M.

Staff Present:
Erin Reinders, AICP, Planning Director
Anthony Grande, Planning Administrator

Roll Call:
Commissioners present:
Chris Bobbitt
Peter Sturdivant
Vicki Williams
Commissioners absent:
Steven Gregory
Doanh Tran

2. **Revisions to the Agenda:**

None

3. **Appearance Requests:**

None

4. **Minutes:**

Peter Sturdivant moved to approve the minutes from the July 25, 2013 meeting. There was a second. Chair Bobbitt called for a discussion or comments on the minutes. There being no comments, Chair Bobbitt called for a vote and the motion to approve the minutes was unanimous (3-0). The minutes for the July 25, 2013 meeting were adopted.

5. **Announcements:** None

PUBLIC HEARING ACTION ITEMS:

6. **Conditional Use Permit allowing for a Non-Permanent Containerized Bunkhouse on Track A, Base of Spit Subdivision, Plat 82-4 located on Ballyhoo road.**

Chair Bobbitt opened the public hearing and called for any ex parte communication or conflicts of interest to be disclosed. Hearing none, the Chair called for staff presentation.

Staff explained that the applicant had contacted the Planning Department about the possibility of locating several bunkhouses on their property to serve as housing for their employees. Staff said that bunkhouses are permitted by right in a Marine Dependent Industrial District and the applicant did state in their application that they intend to use the bunkhouses in the foreseeable future. However, because connexes are portable and temporary in nature but the code states that only permanent bunkhouses are permitted, staff decided the best route would be through a conditional use permit. As we all know a conditional use application will have to go through a public hearing to get all the feedback from the community and also to allow the Planning Commission to make certain that the conditional use application meet the tests of code, meet the goals of the Comprehensive Plan, consistent with the surrounding use and would not have a permanent negative impact on the area. Code also allows for certain conditions to be added safeguarding the interest of the community. The conditions for approval states that all the conditions in the building permit are met. All of these conditions are written in the Resolution that is pending Planning Commission's approval.

Staff informed the Commissioners that letters were sent out to adjacent landowners requesting for comments but Planning has not received any feedback. Staff also informed the Commissioners that Doanh Tran who couldn't make it tonight submitted her comments for consideration.

Ms. Williams asked how the containers were going to be tied down. Chris Pugmire said that they are going to work hand in hand with an Engineer to do Stability Analysis and the preferred option is to place concrete pads at each corner of the containers and in addition to that anchors will be embedded in the ground and the containers will be attached to these anchors. The size of these anchors will be determined by the Stability Analysis that is necessary to withstand the conditions in the area. He further stated that there are attachments in between that secure the containers together.

Before any other questions were asked Chair Bobbitt inquired from the applicant if he would like to make a presentation. Mr. Pugmire said that the staff report in the meeting packet pretty much summarizes all their intentions.

Mr. Sturdivant stated that he has a lot more questions but after conferring with Staff agreed that these were more directed to other city departments.

At this point Chair Bobbitt asked if there were any public comments. Hearing none, Chair Bobbitt closed the Public Hearing and called for a motion to approve Resolutions 2013-13. Ms. Williams moved to approve Resolution 2013-13. There was a second.

Commission Discussion:

The discussion focused primarily on the temporary nature of the housing and they would want to see a permanent structure as stated in code. But they also acknowledge that housing in that area is needed and the proposed bunkhouses are better quality than what is there now.

Chair Bobbitt asked if there were any other questions from the Commissioners. Hearing none, Chair Bobbitt called for a vote and the motion passed unanimously (3-0). The motion carried and Resolutions 2013-13 was adopted.

REGULAR MEETING: None

OTHER BUSINESS

- Staff informed the Commissioners that there will be a Planning Commission meeting on September 19, 2013.
- Staff informed that Commission that Planning has not received word from the American Planning Association regarding their Land Use Plan visit.
- Staff asked the Commissioners to keep thinking about training ideas that they would like and how often they would want to have it.

ADJOURNMENT

Chair Bobbitt adjourned the meeting at 7:20 P.M.

PASSED AND APPROVED THIS 19 DAY OF September 2013 BY THE CITY OF UNALASKA, ALASKA PLANNING COMMISSION.

Chris Bobbitt
Chair

9/19/13
Date

Erin Reinders, AICP
Recording Secretary

9/19/13
Date

Prepared by Veronica De Castro and Erin Reinders, Planning Department

CITY OF UNALASKA
UNALASKA, ALASKA
PLANNING COMMISSION MINUTES
Thursday, September 19, 2013
CITY COUNCIL CHAMBERS, CITY HALL
7:00 P.M.

1. **Call to Order:**

Chair Chris Bobbitt called the meeting to order at 7:00 P.M. Chair Bobbitt requested for a moment of silence in honor of Planning Commissioner Peter Sturdivant who passed away last August 22, 2013.

Staff Present:
Erin Reinders, AICP, Planning Director
Anthony Grande, Planning Administrator

Roll Call:
Commissioners present:
Chris Bobbitt
Steven Gregory
Doanh Tran
Commissioner absent:
Vicki Williams

2. **Revisions to the Agenda:** None

3. **Appearance Requests:** None

4. **Minutes:**

Steven Gregory moved to approve the minutes from the August 8, 2013 meeting. There was a second. Chair Bobbitt called for a discussion or comments on the minutes. There being no comments, Chair Bobbitt called for a vote and the motion to approve the minutes was unanimous (3-0). The minutes for the August 8, 2013 meeting were adopted.

5. **Announcements:** None

PUBLIC HEARING ACTION ITEMS:

6. **Preliminary Plat of Unalaska Tideland Survey (UTS) 103, Tract A-1 and A-2, a 6.37 acre subdivision Tract A of UTS 103, Tracts A, B, C, and D, Plat Number 2013-13 located in Captains Bay.**

Chair Bobbitt opened the Public Hearing and called for any ex parte communication or conflicts of interest to be disclosed. Hearing none, the Chair called for staff presentation.

Staff explained that OSI is going through the tidelands leasing process and as part of the process they are required to submit a Tideland Subdivision Plat identifying the property that they are interested in leasing. Staff is recommending approval of Resolution 2013-14.

Chair Bobbitt asked if the Commissioners have any questions for Staff. There being none, Chair Bobbitt asked the applicant if he would like to make a presentation. The OSI representative, Jared Davis, said he have no presentation but was available to answer any questions that the Commissioners might have. Chair Bobbitt asked the Commissioners if they have any questions for Mr. Davis. Mr. Gregory asked if Mr. Davis is in agreement with the conditions of approval. Mr. Davis answered in the affirmative.

At this point Chair Bobbitt asked if there were any public testimony. Hearing none, Chair Bobbitt closed the Public Hearing and called for a motion to approve Resolutions 2013-14. Ms. Tran moved to approve Resolution 2013-14. There was a second.

Chair Bobbitt asked if there were any questions or comments from the Commissioners. Hearing none, Chair Bobbitt called for a vote and the motion passed unanimously (3-0). The motion carried and Resolutions 2013-14 was adopted.

7. **Conditional Use Permit allowing for a Single Family Residential Unit in a General Commercial Zoning District on Lot 3, Block 4, USS 1992, in Unalaska Townsite located at 17 4th Street.**

Chair Bobbitt opened the Public Hearing and called for any ex parte communication or conflict of interest to be disclosed. Hearing none, the Chair called for staff presentation.

Staff explained that the next two items in the Agenda are related to the same development request so both items will be discussed altogether. The property has been used the same way since the Zoning code was implemented in 1996. It is a mixed-use property, the structure is residential but it is also being used as a dispatch center for the property owner's taxicab business. The building is deteriorating and in need of repair and so the owner would like to build a new structure and eventually use it as a replacement to the old building in the property. Since this is a General Commercial District, this requires a Conditional Use Permit. Because it is General Commercial it also requires a 20-foot side and rear yard setbacks when it is adjacent to residentially zoned properties, therefore the need for a variance in order for him to build a residential unit in the property.

Staff is recommending approval of Resolution 2013-15, approving the Conditional Use Permit because if furthers the goals of the Comprehensive Plan by providing more housing and improving the condition of the property. The use of the property is compatible with the surrounding area as there are a number of General Commercial zones within the neighborhood. Staff believes no negative impact to the neighborhood. The only condition of approval is that the property owner obtains the required building permit and all other related requirements identified with the building permit process.

Chair Bobbitt asked if the Commissioners have any questions for Staff. The group agreed to discuss the resolution before moving on to another resolution from the same applicant. It was generally agreed that since there is no mixed-use zone in the city's code property owners have

to have a conditional use to run a business in a Residential district or a conditional use to build a dwelling unit in a General Commercial district. It was also discussed that the current zoning for the property is appropriate for the intended use and is compatible with the rest of the surrounding area.

Chair Bobbitt asked the applicant if he would like to do a presentation. Mr. Tim Moyer informed the Commission that the shed in the corner of his property that shows in the map near the property line has long been demolished. He planned for the location of the building with 10-foot setbacks as he was not aware that his current zoning calls for a 20-foot side and rear yard setbacks in these specific situations.

Chair Bobbitt asked the Commissioners if they have any questions for Mr. Moyer. Hearing none, Chair Bobbitt asked if there were any public testimony. Hearing none, Chair Bobbitt closed the Public Hearing and called for a motion to approve Resolutions 2013-15. Mr. Gregory made the motion to approve Resolution 2013-15. There was a second.

Chair Bobbitt asked if there were any questions or comments from the Commissioners. Hearing none, Chair Bobbitt called for a vote and the motion passed unanimously (3-0). The motion carried and Resolutions 2013-15 was adopted.

8. **A 10-Foot Variance allowing for 10-foot side and rear yard setbacks on Lot 3, Block 4, USS 1992, in Unalaska Townsite located at 17 4th Street.**

Chair Bobbitt opened the public hearing and called for any ex parte communication or conflict of interest to be disclosed. Hearing none, the Chair called for staff presentation.

Staff stated that the resolution is correlated with the previously discussed Resolution 2013-15 and the facts of the case are the same. Staff recommends approval of the resolution based on the same argument that it furthers the goals of the Comprehensive Plan and it has no negative impact on the surrounding area.

Chair Bobbitt asked if there were any questions from the Commissioners for Staff. Mr. Gregory raised the concern that the variance would run with the land and what would happen if in the future the property is sold and the house is remodeled into a shop. Staff explained that remodeling would require a building permit and that possible impact may be addressed during that process.

Chair Bobbitt asked if there were any questions for Mr. Moyer. Hearing none, Chair Bobbitt asked if anyone from the public would like to comment on the matter. Hearing none, Chair Bobbitt moved to close the Public Hearing and called for a motion to approve Resolutions 2013-16. Ms. Tran made the motion to approve Resolution 2013-16. There was a second.

Chair Bobbitt asked if there were any questions or comments from the Commissioners. Hearing none, Chair Bobbitt called for a vote and the motion passed unanimously (3-0). The motion carried and Resolutions 2013-16 was adopted.

9. **A 7.5-Foot Variance allowing for a 2.5-foot front yard setback on Tract B1, Little South America Subdivision, Number 2, Plat 2010-10 located on Henry Swanson Drive.**

Chair Bobbitt opened the public hearing and called for any ex parte communication or conflict of interest to be disclosed. Ms. Doanh Tran stated that she has a conflict of interest and recused herself.

Chair Bobbitt informed the applicant that he has the option to wait for another Public Hearing in-front of a full Planning Commission Board or to go ahead with a short Board. The applicant signified that he would like the board to hear Sea Aleutian Seafoods' variance application.

Staff explained that the application was for a seafood packaging facility in a site with an existing foundation and a partial structure. They plan to expand the structure and this would require building on the existing foundation, which is short of the 10-foot minimum setbacks required by code. The applicant would need a variance to make use of the existing foundation and structure on the property. Although this structure and foundation is an existing nonconforming structure, its alteration would require a variance.

Staff recommends the approval of the Resolution 2013-17 because the application, with the conditions outlined in the resolution, meets the tests of code. Staff finds that the existing structure prevents the applicant from putting it into good use without a variance. Development of the existing structure and foundation is in accordance with the Comprehensive Plan's goal to have more developable land in Unalaska. Public Works' concern regarding snow shedding into the roadway as a result of the less-than-minimum setback can be mitigated by the conditions of approval of the resolution.

Chair Bobbitt asked if there were any questions from the Commissioners for Staff. Mr. Gregory asked if the nonconforming status of the foundation negates the need for a variance. Staff explained this is an expansion and a nonconforming status only applies as long as the structure is not changed or in this case expanded.

Chair Bobbitt asked the applicant if he would like to speak on this item. Ms. Tran, representing Sea Aleutian Seafoods, informed the Commission that the applicants, together with OC and Tyler Zimmerman, met with the different City Departments to make sure that the building would not be a safety concern. She asked Commission to support the resolution so they can start with the building before winter comes.

Chair Bobbitt asked if there were any more questions from the Commissioner. Chair Bobbitt asked if the applicant plan to extend beyond the structure's footprint and asked about the parking requirements. The applicant stated that they are going to build on the footprint of the existing foundation. The location of this foundation is not a result of the applicant's actions or activity. Regarding the parking plan, Mr. Zimmerman informed the Commission that the required eight parking spaces will likely be situated on the north end of the building.

Chair Bobbitt asked if anyone from the public would like to comment on this item. Hearing none, Chair Bobbitt closed the Public Hearing and made the motion to approve Resolution 2013-17. There was a second.

Chair Bobbitt asked if there were any questions or comments from the Commissioners. Hearing none, Chair Bobbitt called for a vote and the motion passed unanimously (2-0). The motion carried and Resolutions 2013-17 was adopted.

REGULAR MEETING: None

OTHER BUSINESS: None

ADJOURNMENT:

Chair Bobbitt adjourned the meeting at 7:36 P.M.

PASSED AND APPROVED THIS 18th DAY OF October 2013 BY THE CITY OF UNALASKA, ALASKA PLANNING COMMISSION.

Chris Bobbitt — 10/18/13
Chair — Date

Erin Reinders, AICP — 10/18/13
Recording Secretary — Date

Prepared by Veronica De Castro and Erin Reinders, Planning Department

Manager's Report
Regular City Council Meeting
November 12, 2013

1. **LNG:** WesPac representatives were here to give a presentation on their early findings regarding bringing LNG to the community. Mike Hubbard, the city's financial engineering consultant was here and will be developing an economic model based on their numbers to better define possible benefits and to project into the future what savings might be dependent on the price of diesel in the future. Currently, with present diesel prices it does not appear to pencil out. However there are also possible environmental benefits and home heating benefits dependent on costs of construction etc. We hope to have information for the council by December.
2. **Waste Water Treatment Project:** The project is behind schedule due to several factors, one of which is AMI's batch plant for making concrete has experienced setbacks. We hoping that concrete is poured today (Friday) and things get back on track. We are told that AMI will do everything they can to make up time in the schedule.
3. **Website:** A big thanks goes out to Marjie Veeder for fostering the website project to completion. As of today the website is in final review and should go live by council meeting time. I will definitely let you know when that happens. This project has been a lot of work, most of it extra, on the part of department heads and their supervisors. Many thanks to all involved. I think that you will be impressed at the outcome and so will the community. This is an ongoing project so there will be improvements made as time passes. This is the beginning. This project will result in a huge improvement to the current site hands down.
4. **Granite:** I am planning on meeting with Granite while in Anchorage for AML the third week of November. We have performed a number of tests on the project and are ready to sit down one more time to discuss. We have received a cost estimate from Knik for removing 2 inches of asphalt and repaving the entire length of the project on Airport Beach road and East Broadway to Lear Road. Our goal is to have a solution in place by January 1.
5. **AML:** The Alaska Municipal League is meeting in Anchorage November 18th to the 22nd. I will take advantage of being in Anchorage by setting up as many meetings as possible with consultants, attorney Brooks Chandler etc. in addition to the AML meetings.
6. **Director Position Openings:** We recently had Patricia Soule here from Idaho, a perspective finance director finalist, for a second round interview. We are conducting interviews for PCR and DPW in the coming week. This is a time consuming endeavor that is well worth the effort.
7. **Horizon Lines:** Staff is meeting with Horizon Lines representatives today to discuss a possible follow one PUA. The current PUA expires the end of November.
8. **Arctic Policy Commission:** The commission met in Fairbanks October 23 and 24th. I was unable to attend that meeting due to council meetings here in Unalaska. The next Commission meeting is the second week in December which is the same week that our contingent will be in Washington DC. A preliminary report is due to the Legislature by the beginning of this next session.

CITY OF UNALASKA
P.O. BOX 610
UNALASKA, ALASKA 99685-0610
(907) 581-1251 FAX (907) 581-1417

CITY OF UNALASKA

OATH OF OFFICE

I, DAVID GREGORY, DO SOLEMNLY SWEAR THAT I WILL HONESTLY, FAITHFULLY, AND IMPARTIALLY PERFORM THE DUTIES OF A MEMBER OF THE UNALASKA CITY COUNCIL IN TRUE ACCORD WITH THE CONSTITUTION OF THE UNITED STATES OF AMERICA, THE LAWS OF THE STATE OF ALASKA, AND THE CODE OF ORDINANCES OF THE CITY OF UNALASKA.

I TAKE THIS OATH FREELY, WITHOUT THE LEAST EQUIVOCATION, MENTAL RESERVATION, OR SELF-EVASION OF MIND, WHATSOEVER.

_____
DAVID GREGORY

SUBSCRIBED AND SWORN TO BEFORE ME, THIS 12TH DAY OF NOVEMBER 2013.

_____
CITY CLERK

CITY OF UNALASKA
UNALASKA, ALASKA

ORDINANCE 2013-12

AN ORDINANCE OF THE UNALASKA CITY COUNCIL AMENDING UNALASKA CITY CODE CHAPTER 14.08.090 – OPERATION OF A FIFTH WHEEL

BE IT ENACTED by the City Council of the City of Unalaska:

Section 1: Form. This is a Code ordinance.

Section 2: Amendment of Title 14. Section 14.08.090 of the Unalaska Municipal Code is hereby amended to read as follows: [additions are underlined]

§ 14.08.090 OPERATION OF A FIFTH WHEEL.

(A) No person may operate a commercial motor vehicle with the fifth wheel in any position other than the "standard" or bottom position when on any public road, highway, and/or right-of-way within the City of Unalaska.

(B) It is the goal of this section to have tractor trailer units operate with the chassis /container in ~~a level~~ **the lowest possible** position, distributing the weight evenly between the trailer axles. Any modification which prevents the trailer chassis from operating in ~~this level~~ **the lowest possible** position is prohibited.

(C) This ordinance only applies to those tractor trailer units with containers mounted on the chassis.

Section 6. Effective Date. This ordinance is effective January 1, 2014.

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS 12TH DAY OF NOVEMBER 2013.

_____
MAYOR

ATTEST:

_____
CITY CLERK

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS
FROM: JAMIE SUNDERLAND, DIRECTOR
THRU: CHRIS HLADICK, CITY MANAGER
FROM: DEPARTMENT OF PUBLIC SAFETY
DATE: 10/3/13
RE: ORDINANCE 2013-12

SUMMARY: At the October 22, 2013 Council meeting we will discuss modifications to the 5th wheel ordinance, 14.08.080.

During the June 4, 2012 the council unanimously passed Ordinance 2012-06 which added specific language to City of Unalaska Code of Ordinances, Title 14, addressing the use of tire chains and operating tractor trailer vehicles with fifth wheels. The changes to Title 14 were made in an effort to limit the damage to our paved roadways caused by commercial vehicles.

We have now discovered small changes need to be made to make the ordinance more enforceable and more clearly understood.

PREVIOUS COUNCIL ACTION: The council passed changes to Title 14 in June 2012 in an effort to increase the serviceable life of the pavement by reducing damage caused by commercial vehicle traffic.

BACKGROUND:

1. The City hired a consultant in 2011 to review the damage being done to the paved roadways in Unalaska. The consultant was asked to detail why the damage was occurring, and to identify ways to reduce the damage. There were many reasons identified for the damage, and the council took action on two of these causes by passing Ordinance 2012-06. One of these causes was the operation of tractor/trailer units with the fifth wheel in an "up" position, as the load weight was shifted to the rear axle group causing increased wear on the pavement.

DISCUSSION:

1. The Department of Public Safety began active enforcement efforts of Unalaska City Ordinance 14.08.090 (Operation of a Fifth Wheel) on July 1, 2012, and continues with these efforts regularly. A search of the Department's records indicates that

between July 1, 2012 and October 1, 2013 there was a total of eight citations issued for violating this ordinance and multiple verbal warnings.

2. Since beginning enforcement efforts, Public Safety Officers have noted an increased number of tractor/trailer units being modified in a manner that prevents the fifth wheel from being completely lowered to a horizontal position. These modifications have largely consisted of a steel block being welded onto the frame, prohibiting the trailer from being lowered to a horizontal position, which would balance the load weight properly.

3. Public Safety Officers performed axle weight inspections on seven of these modified tractor/trailer units on June 19, 2013. These inspections showed that the weights on the axle groups were not balanced properly, with the rear axle bearing as much as 160% more of the load weight than the first axle.

4. Title 14.08.090 language currently states:

   "No person may operate a commercial motor vehicle with the fifth wheel in any position other than the bottom position when on any public road, highway, and/or right-of-way within the City of Unalaska."

   The modification would add the following:

   (B) It is the goal of this section to have tractor trailer units' operate with the chassis/container in a level position, distributing the weight evenly between the trailer axles. Any modification which prevents the trailer chassis from operating in this level position is prohibited.

   This ordinance only applies to those tractor trailer units' with containers mounted on the chassis.

   The welded block modification currently being observed creates a gray area for enforcement as the trailer cannot be lowered any further, yet it doesn't allow for the trailer to be lowered to a horizontal position. The horizontal position allows for the load weight to be balanced among all axle groups, reducing wear on the pavement. These types of modifications were not foreseen when the ordinance was originally drafted.

5. Tractor/trailer units without an attached container are clearly not transporting a load and operating the fifth wheel in the "up" position doesn't significantly increase wear on the pavement.

ALTERNATIVES:

1. Accept the recommended changes to Title 14.

2. Keep Title 14 in its current form.

3. Change Title 14 in some other manner.

FINANCIAL IMPLICATIONS: There are no immediate financial implications associated with this change.

LEGAL: The proposed changes to the ordinance have been reviewed by the city attorney and there were no concerns or conflicts noted.

STAFF RECOMMENDATION: Staff recommends the Council approve the Ordinance as drafted.

PROPOSED MOTION: Request a motion to approve Ordinance 2013-12.

CITY MANAGER'S COMMENTS: I recommend approval of these changes.

§ 14.08.090 OPERATION OF A FIFTH WHEEL.

(A) No person may operate a commercial motor vehicle with the fifth wheel in any position other than the bottom position when on any public road, highway, and/or right-of-way within the City of Unalaska.

(B) It is the goal of this section to have tractor trailer units' operate with the chassis/container in a level position, distributing the weight evenly between the trailer axles. Any modification which prevents the trailer chassis from operating in this level position is prohibited.

This ordinance only applies to those tractor trailer units' with containers mounted on the chassis.

SHANNON & WILSON, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

SEATTLE
RICHLAND
FAIRBANKS
ANCHORAGE
DENVER
SAINT LOUIS
BOSTON

April 7, 2011

City of Unalaska
Department of Public Works
PO Box 610
Unalaska, Alaska 99685

ATTN: Ms. Nancy Peterson, Director

Phone: (907) 581-1260
Email: npeterson@ci.unalaska.ak.us

RE: TAKS 3 REPORT, ROAD IMPROVEMENT MASTER PLAN, UNALASKA, ALASKA

Please find attached to this letter the Task 3 Report for the Road Improvement Master Plan project for Unalaska, Alaska. The report, authored by Mr. Thomas Moses, P.E. and titled *Road Improvement Master Plan – Task 3 Report, Unalaska, Alaska, Effects of Truck Loads on Pavement* presents the results of studies related to the effect of truck loading on the structural life of paved roads. The results are based on truck weights collected over the previous year by City of Unalaska employees. The purpose of the study was to estimate the magnitude of loading that the paved roads experience and formulate recommendations for improving the life of paved roads for the City as related to structural degradation of the pavement caused by traffic loads.

We appreciate the opportunity to work on this project for the City of Unalaska. If you have any questions regarding the information in this report, please contact the undersigned.

Sincerely,

SHANNON & WILSON, INC.

Kyle Brennan, P.E.
Associate

Attachments: Road Improvement Master Plan – Task 3 Report, Unalaska, Alaska, Effects of Truck Loads on Pavement

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Road Improvement Master Plan – Task 3 Report, Unalaska , Alaska

Effects of Truck Loads on Pavement

Prepared By:
Thomas Moses, PE
20506 Leprechaun Drive,
Chugiak, Alaska, 99567

Phone: (907)688-3723
Email: mosesna@aol.com

Introduction

This is a supplemental report completed at the request of the City of Unalaska after the presentation of the Road Improvement Master Plan to the City Council on Feb 16, 2010. This is the third report prepared for the *Road Improvement Master Plan* for the City of Unalaska.

The first report, *Road Improvement Master Plan, Task 1 Report* submitted April 2009, summarized the types and causes of pavement distress on Airport Beach Road and East Broadway Avenue. This report also presented recommendations for repair and maintenance necessary to extend the pavement life.

The second report, *Road Improvement Master Plan, Task 2 Report* submitted February 2010, presented recommendations for a road classification system based on traffic volumes; life cycle cost benefit analysis of various road surface options for each road category; and pavement/surfacing design standards for each recommended road surface option.

This supplemental report summarizes the effects on pavement of trucks hauling fish product from the processing plants to the docks. This report includes an analysis of two sets of truck weight data collected by the City of Unalaska, Department of Public Safety.

Background

Trailers – The trailers have a rated gross weight of approximately 75,000 pounds and a rated net payload capacity of approximately 65,000 pounds. Tractor/trailer trucks operated by various local trucking companies typically use two different axle configurations to haul the majority of the fish product from the processors to the docks.

The trailers for APL primarily have four dual tire rear axles (Fig. 2). APL ships all of their cargo to international ports that have higher weight restrictions for their road system than the U. S. These containers are loaded with approximately 50,000 – 55,000 pounds of fish product for a total Gross Vehicle Weight (GVW) of approximately 91,000 to 97,000 pounds.

The trailers for Horizon/Maersk/Sealand generally have three dual tire axles and a single tire lift axle. (Fig. 1) The lift axle is located approximately 14’ from the front of the trailer. The driver can raise and lower the lift axle as needed. Horizon/Maersk/Sealand ships their cargo to both international and U.S. ports. The containers bound for domestic ports are loaded to approximately 44,000 pounds for a total GVW of approximately 80,000 to 85,000 pounds. The trucks with containers bound for international ports are loaded with approximately 52,500 pounds of fish product for a total GVW of 91,000 to 98,000 pounds.

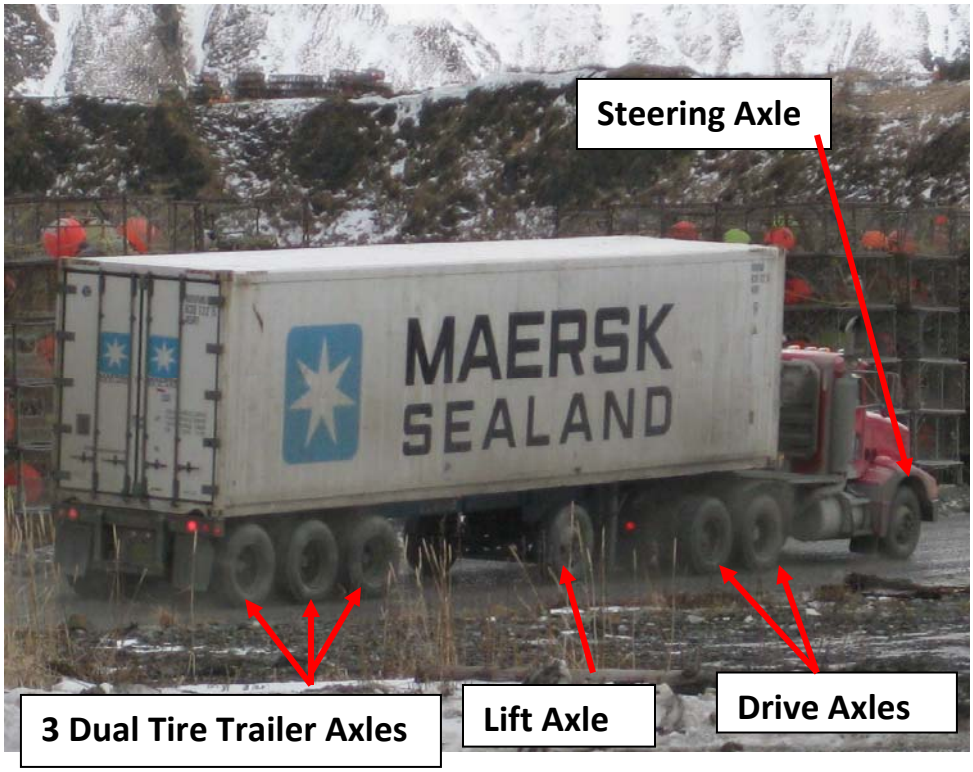


Fig. 1 - Trailer with single tire lift axle and three dual tire axles

Fig. 2 – Trailer with four dual tire axles

Fifth Wheel – A unique part of the tractors hauling fish product in Unalaska is that the tractors use a "Bartlett" 5th wheel (Figure 3). The 5th wheel is the slanted horseshoe shaped coupling device mounted on the tractor to secure the trailer to the tractor. The "Bartlett" 5th wheels used on the tractors in Unalaska are different than the standard 5th wheel coupling devices that are commonly used on tractors that haul trailers over a long distance.

A standard 5th wheel used for line hauling over long distances can not move up or down. Attaching or detaching a trailer to a tractor with a standard 5th wheel requires the driver to manually crank the landing gear to raise and lower the landing gear each time that the trailer is attached or detached to the tractor.

The "Bartlett" 5th wheels are commonly used in truck yards where tractors are constantly moving and dropping trailers. The "Bartlett" 5th wheel can be easily raised and lowered which expedites moving trailers short distances. When the "Bartlett" 5th wheel is in the down position, the tractor unit can back in and attach to a trailer. The "Bartlett 5th wheel is then raised by the driver using a control switch in the cab. Raising the "Bartlett" 5th wheel lifts the front end of the trailer off the landing gear (two small wheels/pads that support the front end of the trailer when it is not attached to a tractor). This allows the driver to attach the tractor unit to a trailer, drive and drop off a trailer without leaving the cab to crank the landing gear up or down. Not having to crank the landing gear saves the driver a significant amount of time each time that a trailer is attached or detached to the tractor. The landing gear needs to be off the ground 6-12 inches so that the trucks can maneuver. It is not known how often the trailers are connected and disconnected to the tractors while unloading and loading containers.

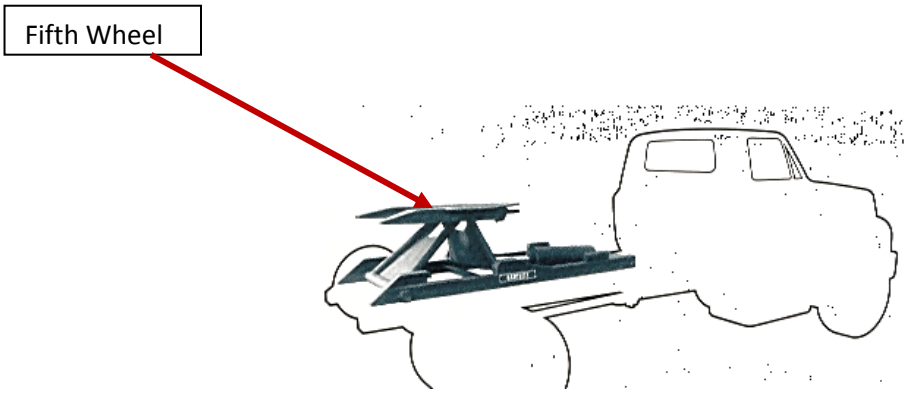


Fig. 3 – "Bartlett" 5th Wheel

Lift Axles – Some of the trailers are equipped with single tire lift axles that are located approximately 14' from the front of the trailer. Since using the lift axle makes the truck more difficult to steer, the driver usually lowers the lift axle only when carrying heavy loads

The driver adjusts the load on the lift axle by controls on the trailer. The load that the lift axle carries is measured by the lift axle pressure gauge. The more pressure that the lift axle applies to the road, the more load is transferred from the trailer and drive axles to the lift axle.

It is critical that the lift axle is lowered to the proper position to apply the proper load to the pavement. The more that the lift axle is lowered the greater the pressure on the road and the greater the amount of load is transferred from the trailer axles and drive axles to the lift axle. If the lift axle is lowered too much and too much pressure is applied to the road, then the load of the single tire lift axle can significantly damage the pavement.

Truck Weight Data

To develop an understanding of the effects that raising and lowering of both the "Bartlett" 5th wheel and the lift axle have on pavement, the Unalaska Department of Public Safety (DPS) weighed and measured seven trucks with different 5th wheel and lift axle positions. There were a total of seventeen different truck weight measurements. The trucks were weighed with a Haenni Type I jump scales certified by the State of Alaska. Each set of tires were weighed individually. The dual tires were weighed together. The weight and measurement information from DPS is in Appendix A.

Throughout this report, the position of the 5th wheel is referred to in the "up" and "down" positions. The "stand" (standard) position is referred to a tractor mounted with a standard 5th Wheel. The "oper" (operating) position is used to refer to the position of the 5th wheel when the truck was stopped to be weighed.

The first four trucks were weighed in February 2010 with the 5th wheel in both the "up" and "down" positions. The analysis in this report assumes that the "down" position represents the lowest possible position that 5th wheel can be lowered to keep the landing gear high enough off the ground so that the trucks can maneuver. For the "down" position, it is not known if the 5th wheel was in the normal operating position or if the driver lowered the 5th wheel prior to weighing. The trucks weighed and measured in Feb. 2010 include:

- Two trucks with four dual tire trailer axles hauling cargo bound for an international location.

- Two trucks with a single tire lift axle and three dual tire trailer axles. One of these trucks was loaded with an international bound cargo and one truck was loaded with domestic bound cargo. The lift axles for both of these trucks were in the "down" position.

Three additional trucks were weighed and measured in September of 2010. The trucks weighed and measured in Sept. 2010 include:

- One truck with three dual tire trailer axles loaded with domestic bound cargo. This truck was weighed with the "Bartlett" 5th wheel in the "up", "down", and "oper" positions. The "oper" position is the position of the "Bartlett 5th" wheel when the truck was loaded and driving to the port.

- One truck with four dual tire trailer axles loaded with international bound cargo was weighed with the "Bartlett" 5th wheel in the "up" and "down" positions.

- One truck with a single tire lift axle and three dual tire trailer axles with international bound cargo was weighed with:

    - "Bartlett" 5th wheel in the "up" position and the lift axle raised off the pavement.

    - "Bartlett" 5th wheel in the "down" position and the lift axle raised off the pavement surface.

    - "Bartlett" 5th wheel in the "oper" position and the lift axle lowered to apply a load to the pavement.

    - "Bartlett" 5th wheel in the "down" position and the lift axle lowered to apply a load to the pavement.

The truck weight information is summarized in Table 2 in the back of the report.

- The first number for the truck designation ("Truck #" column) represents the truck number.

- The second letter represents the position of the "Bartlett" 5th wheel - "U" is for the "up" position, "D" is for the "down" position, "O" is for "operating" position and "S" is for "stand" position (Tables 2-7 in the back of the report). "Stand" is the estimated axle loads if a standard 5th wheel coupling device was used and the loads for each axle group are equally distributed to all of the axles within the axle group. The "S" position would require raising the landing gear. For the "S" position, the lift axles were assumed to carry 10,000 pounds. The axle loads in the "stand" condition should be considered estimates. Additional truck weights need to be measured to provide an accurate determination of the weights on the individual axles in the "stand" condition.

- For Truck #7, a third character is used – "1" designates that the lift axle in the raised position or "2" designates that the lift axle in the lowered position.

The total weight (cumulative weight of all axels) of each individual truck varied (with different positions of the 5th wheel) from 400 pounds to 5,200 pounds. For example, Truck #2U with the "Bartlett" 5th in the "up" position weighed 400 pounds more than Truck #2D - the same truck weighed with the "Bartlett" 5th wheel in the "down" position. Due to this scale variability, the total weight of each truck was adjusted to the lowest total weight for each individual truck. This adjustment was prorated to all of the axles and is presented in Table 3 in the back of this report.

Summary - In summary, the truck weight data indicates:

- For trailers with four dual tire axles, raising the "Bartlett" 5th wheel transfers a significant portion of the load to the two rear trailer axles and significantly reduces the load on the front two trailer axles. When the "Bartlett" 5th wheel is raised to the "up" position, the load carried by the last trailer axle increased from an average of 11.7% of the total weight of the truck to an average of 25.8%. Raising the 5th wheel also decreased the load carried by the front trailer axle from an average of 11.7% of the total weight of the truck to an average of 1.5%. (Figure 4 and Table 7 in the back of the report)

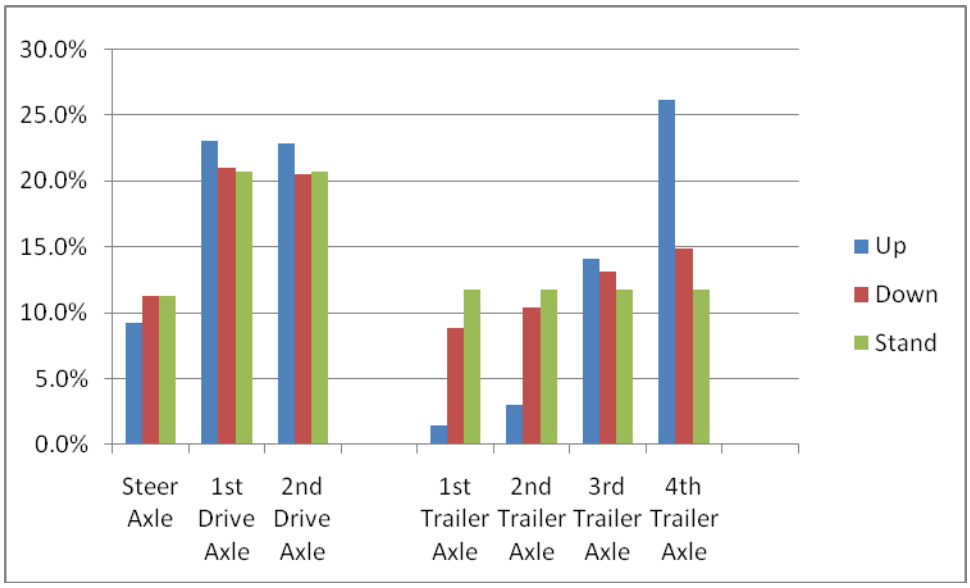


Figure 4 – Percent of Total Truck Weight Carried by Each Individual Axle for Truck #6.

- For trailers with three dual tire trailer axles, raising the 5th wheel transfers a significant portion of the weight to the two rear trailer axles and significantly reduces the load on the front trailer axle.

- For example, when the "Bartlett" 5th wheel is raised to the "up" position in Truck #5 (domestic bound cargo), the load carried by the last trailer axle increased from 15% of the total weight of the truck to 27%. Raising the 5th wheel also decreased the load carried by the front trailer axle from 15% of the total weight of the truck to 2%. (Figure 5 and Table 7 in the back of the report)

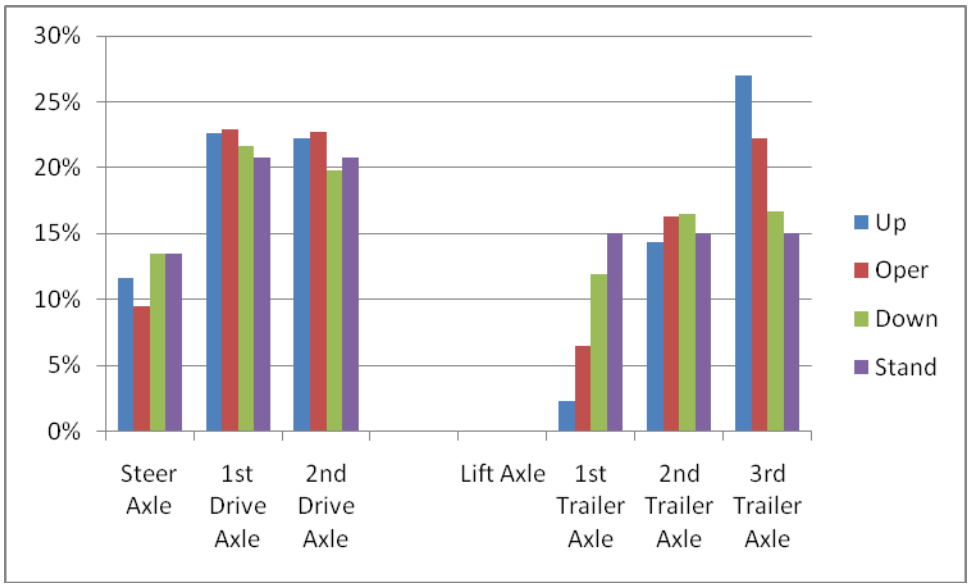


Figure 5 - Percent of Total Truck Weight Carried by Each Individual Axle for Truck #5

- For Truck #4 (international bound cargo), when the "Bartlett" 5th wheel is raised to the "up" position, the load carried by the last trailer axle increased from 14% of the total weight of the truck to 25%. Raising the 5th wheel also decreased the load carried by the front trailer axle from 14% of the total weight of the truck to 3%. (Figure 6 and Table 7 in the back of the report)

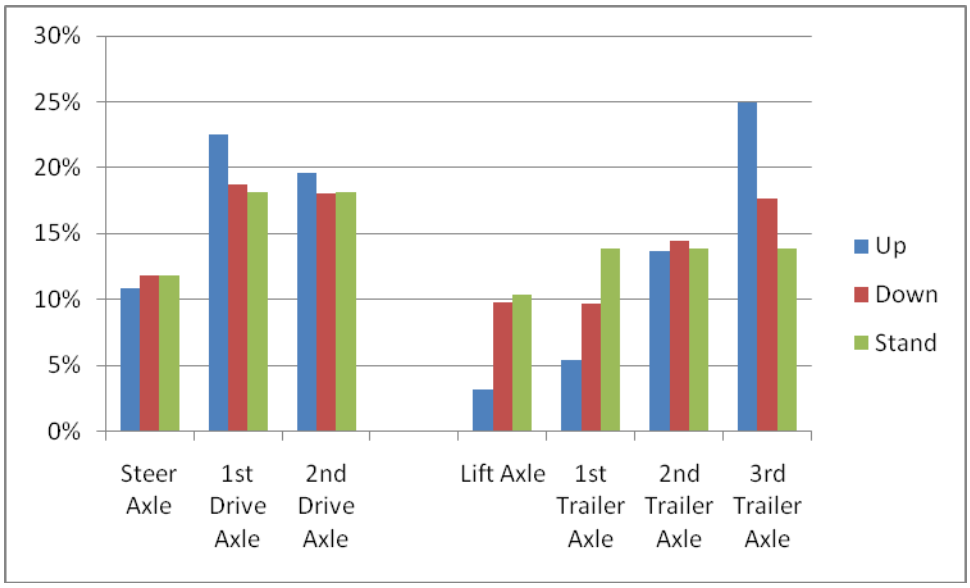


Figure 6 – Percent of Total Weight Carried by Each Individual Axle for Truck #4

In addition, the height of the top of both the front and back of the trailer was measured for Trucks #5 thru #7. This data is summarized in Table 7 at the end of the report. Based on this limited information:

- The front of the trailers in the "up" position was approximately 20" – 21" higher than in the "stand" position, 13" to 14" higher than the "down" position and 8" to 10" than in the "oper" position.

- The front of the trailers in the "oper" position was approximately 4" to 5" higher than in the "down" position and 11" to 12" higher than the estimated "stand" position.

Truck Survey

Three truck surveys were conducted by the Department of Public Works on April 15, 2010, April 16, 2010 and May 4, 2010. The purpose of the surveys was to determine if the "Bartlett" 5th wheel was in the "up" or "down" position and if the lift axles were lowered. It is not known what criteria were used to distinguish the "up" position from the "down" position. For the purposes of this report, it is assumed that the "up" position in the truck survey applies to trailers that had the visual appearance of being higher in the front in comparison to the back. As such, the definition of "up" position is not considered the same as the "up" position in the truck weight data collected (i.e. the highest possible position of the 5th wheel). The truck surveys are in Appendix B.

In summary:

- April 15, 2010 – Seventeen of 21 trucks with four dual tire axle trailers hauling to the port had the 5th wheel in the "up" position.

- April 16, 2010 – All 35 of the trucks with three dual tire axle trailers with lift axles hauling to the port had the lift axles in the "up" position. Thirty out of 35 trucks also had the 5th wheel in the "up" position. It is not known if this ship had any international bound cargo.

- May 4, 2010 – Twenty six out of 28 of the trucks with three dual tire axle trailers with lift axle hauling to the port had the lift axles in the "up" position. Twenty five of the trucks also had the 5th wheel in the "up" position. It is not known if this ship had any international bound cargo.

Legal Vehicle Weight Regulations

Maximum Allowable Weight - The maximum allowable weight of vehicles is defined by 17 AAC 25.013 – Legal Vehicle Weight. The following three methods are used to determine the maximum allowable weight of vehicles traveling on the State of Alaska road system. The most restrictive limitation is used to determine the maximum allowable weight.

1. Axle Weight – The maximum allowable weight allowed on axle and axle groups are shown in Table 1. All axles in an axle group must carry at least 6,000 pounds. This method is significant for determining the vehicle weight effects on pavement.

Axles/Axle groups	Weight (pounds)
Single Axle	20,000
2 - Axle Group	38,000
3 – Axle Group	42,000
4- Axle Group	50,000

Table 1 - Allowable Weight per Axle Group

2. Gross Vehicle Weight (GVW) – The maximum allowable GVW for a tractor/trailer unit is determined by a formula based on the GVW (tractor/trailer unit), number of axles and distance between the front and last axle of the tractor/trailer unit. For trucks without lift axles on the tractor unit, an additional 3,000 pounds is added to the allowable GVW. An additional 1,000 pounds is also allowed for variability of the scales. This method for determining allowable GVW for a truck is critical for determining the vehicle weight effects on bridge structures.

The distance between the front axle of the tractor and the rear axle of the trailer is approximately 50 feet. For a tractor/trailer unit with four trailer axles (including lift axle), the allowable GVW is 92,000 pounds. For a tractor/trailer unit with three trailer axles (lift axle raised), the allowable GVW is 87,000 pounds.

3. Weight on Single Tire – The maximum weight per tire on the steering axle shall not exceed 600 pounds per inch of "manufacturer's rating of nominal tire width". The maximum weight for all other tires shall not exceed 550 pounds per inch of the "manufacturer's rating of nominal tire width".

Misinterpretations of 17 AAC 25.013 - Common misinterpretations of 17 AAC 25.013 are:

- Axle Weight - Individual axles are not commonly weighed to determine if all of the axles in an axle group carry 6,000 pounds when a conventional 5th wheel is used. However, this is critical for trucks using a "Bartlett" 5th wheel coupling device. When the "Bartlett" 5th wheel is elevated, the front end of the trailer is lifted, reducing the load on the front axle of the rear axle group. If the 5th wheel is elevated high enough, the weight of the first axle in a three axle group and the weight of the first two axles of a four axle group are less than 6,000 pounds.

- Weight on Single Tire – The "manufacturer's rating of nominal tire width" should be used instead of the measured tire width. The tires commonly used on trucks have a manufacturer's nominal tire width rating of 11inches. However, the measured tire width is dependent on tire pressure and is commonly measured at 9 inches. This means that the allowable weight per tires on the steering axle with the most common tire (11 inches) is 6,600 pounds. The allowable weight on all other tires is 6,050 pounds per tire.

Compliance with 17 AAC 25.013 – Legal Vehicle Weight - The three key factors that affect compliance with 17 AAC 25.013 – Legal Vehicle Weight are the load (international or domestic bound), height that the 5th wheel is raised, and if the lift axle is lowered. Table 3 summarizes the compliance to 17 AAC 25.013 of each of the trucks weighed. In summary:

- Only one of the seventeen cargo/5th wheel position/lift axle position conditions weighed was in compliance with 17 AAC25.013. Truck #5D (Table 5 in the back of the report) with a domestic bound container and the "Bartlett" 5th wheel in the "down" position was in compliance with 17 AAC 25.013.

- Only one out of eight conditions where the 5th wheel is raised met the requirement that each axle in a multi-axial group must carry a minimum of 6,000 pounds.

- All five of the trucks with the heavier international bound cargo exceeded the allowable GVW. These vehicles exceeded the GVW requirement by 1 to 6 percent.

- All three trucks with the four axle trailers exceeded the allowable drive axle group weight of 38,000 pounds. However, none of these trucks exceeded the maximum allowable four axle group weight of 50,000.

- Two of the three trucks with lift axles exceeded the maximum allowable single axle (lift axle) weight of 12,000 pounds when the 5th wheel is lowered. Proper adjustment of the lift axle would have put the truck in compliance with axle load requirements of 17 AAC 25.013.

Axle Load Analysis

Although determination of the legal loads for trucks is based on axle group loads (17 AAC 25.013), the actual effect on the pavement is dependent on the individual axle loads. The requirements for the allowable axle group weights in 17 AAC 25.013 (Table 1) were developed with the assumption that a conventional 5th wheel coupling device would be used which allows for a relative equal distribution of the weight to all of the axles in each axle group. However, the "Bartlett" 5th wheel coupling device elevates the front end of the trailer and transfers a portion of the load from the front axles of the trailer axle group to the back axles of the axle group. When elevated, the "Bartlett" 5th wheel also increases the load on the drive axles. The amount of load transferred to the drive axles and the rear trailer axles is dependent on how high the "Bartlett" 5th wheel is raised.

Key factors that affect the structural life of the pavement are: 1) pavement thickness; 2) thickness and quality of the underlying structural materials; and 3) number and weight of vehicles – specifically the weight of the axles on trucks. The structural life of the pavement is the period that the pavement surface can carry vehicle loads. Pavements are normally designed for a 20 year structural life. The first sign of structural failure of the pavement is the development of fatigue (alligator cracks) in the wheel paths. Structural failure of the pavement requires the complete removal and replacement of the asphalt pavement. The information in this report addresses the effects of the axle loads on the structural life of the pavement and not the mechanical wear (abrasion) of the pavements due to chain wear.

Each vehicle axle pass causes a small amount of damage to the pavement structure and subtracts a finite amount of the pavement structural life. If the weight on the axle increases, the amount of damage to the pavement caused by the axle increases exponentially by the power of 4.33 (according to the Alaska Pavement Flexible Pavement Design Guide). For example, if the weight on an axle increases by 20%, the amount of damage to the pavement increases by 120%.

Vehicle weights used for pavement design are calculated in terms of Equivalent Single Axle Loads (ESALs). ESALs are defined as a single pass of an 18,000 pound, dual tire axle. The

ESALs for a legal loaded tractor/trailer truck ranges from 3.16 to 4.26 depending on the number and location of the axles on the trailer. In comparison, a passenger vehicle is only 0.0007 ESALs. In essence, one pass of a legally loaded truck is equivalent to 4,500 to 6,000 passes of a passenger vehicle.

The relative effects on the pavement by the position of the "Bartlett" 5th wheel were analyzed by determining the ESALs of each individual axle when the 5th wheel in the "up", "down", "oper" and "stand" positions. Table 6 in the back of the report summarizes these results. A pavement design analysis would be needed to accurately quantify the reduction in the structural life caused by the current truck operations.

Conclusions

- Raising the "Bartlett" 5th wheel can significantly increase the damage to the pavement. The amount of increased damage is dependent on how high the "Bartlett" 5th wheel is raised,
    - Trucks #1, #2 and #6, tractor/trailer units with four dual tired axle trailers in the "up" position cause approximately 79 to 126 percent more damage to the pavement than a tractor/trailer unit using a conventional "stand" coupling device.
    - Trucks #3, #4, #5 and #7, tractor/trailer units with three dual tire axle trailers with lift axles, cause approximately 29 to 138 percent more damage to the pavement than a tractor/trailer unit using a conventional coupling device. The amount of damage is also dependent on the load carried by the lift axle.
- Based on the limited truck weight data available, the trucks with the four dual tire trailer axles causes more damage to the pavement than a truck with three dual tire trailer axles and a lift axle.
    - Truck #1D (adjusted GVW = 92,600 pounds) with a four dual tire axle trailer caused approximately 10 percent more damage to the pavement than Truck #7D (adjusted GVW = 91,300 pounds) with dual tire three axle trailers and lift axle. The damage to the pavement caused by Truck #7D could be further reduced if the load on the lift axle was lowered below 12,000 pounds.
    - Trucks #2D and #6D (adjusted GVW = 96,100 to 96,800 pounds) with a four dual tire axle trailers caused approximately 10 to 20 percent more damage to the pavement than Truck #4D (adjusted GVW = 96,100 pounds) with dual tire three axle trailers and lift axle. The damage to the pavement caused by Truck #4D

could be further reduced if the load on the lift axle was lowered to below 12,000 pounds.

- A lift axle loaded too heavy has a significant impact on the damage to the pavement. For example, a single tire lift axle carrying 13,575 pounds (Truck #7O) causes 275 percent more damage than a single tire lift axle carrying only 10,000 pounds.

- Truck #3 (three dual tire trailer axles (no lift axle)) carrying domestic bound cargo can meet all of the requirements of 17 AAC 25.013, if the 5th wheel is in the proper lowered position.

- The trucks with three dual tire trailer axles and single tire lift axle carrying international bound cargo may be able to meet all of the requirements of 17 AAC 25.013, with the exception of the GVW requirement, if the 5th wheel is in the lowered position and if the lift axle is carrying the proper load – at least 9,500 pounds and not more than 12,100 pounds. (Additional truck weight data would be needed to accurately determine the minimum load that the lift axle has to carry.)

- The lift axles for two of the three trucks weighed exceeded the maximum allowable load of 12,100 pounds.

- The trucks with four dual tire trailer axles carrying international bound cargo will not meet the requirements of 17 AAC 25.013. These trucks exceed the allowable GVW and the allowable weight for the drive axles. These vehicles may be in compliance of the allowable weight for the drive axles in 17 AAC 25.013 if the 5th wheel is lowered as low as possible such that the trailer unit is level. This would require raising the landing gear. These vehicles may also be in compliance of the allowable weight requirement for the drive axles in 17 AAC 25.013 if a conventional 5th wheel coupling device is used instead of the "Bartlett" 5th wheel. (Additional truck weight data would be needed to determine if this is possible.)

Recommendations

The common practices of operating the loaded trucks with the "Bartlett" 5th wheel raised and the incorrect operation of the lift axle overloads the trailer axles and reduces the structural life of the pavement. At a cost of more than $1 million per mile for paving, the City and the shipping industry can work together to minimize the damage to the pavement and protect the community's investment in the road system. If compliance with the axle weight requirements of 17 AAC 25.013 is not readily achievable, feasible or easily enforceable, the following recommendations should be implemented to reduce the future pavement damage and extend the structural life of the pavement.

1. Develop guidelines on how much the “Bartlett” 5th wheel needs to be lowered on trucks loaded with domestic bound cargo for the trucks to be in compliance with 17 AAC 25.013. These guidelines could be based on either: 1) height that the front of the trailer is off the ground; 2) difference in height of the front and back of the trailer; or 3) distance that the landing gear is above the ground.

2. Develop guidelines on how much weight the lift axle needs to carry and how much the 5th wheel needs to be lowered for a truck loaded with international bound cargo to be in compliance with the axle weight requirements of 17 AAC 25.013. These guidelines could be based on the pressure gauge readings of the lift axle. In addition, guidelines could also be developed to optimize the position of the “Bartlett” 5h wheel and lift axle to reduce as low as possible the damage to the pavement.

3. If the first two recommendations are implemented, evaluate the effects of overweight vehicles on the bridges that are used by trucks that haul fish product from the processing plants to the docks. Develop regulations or a process that will permit trucks with 10% overloads.

4. Encourage use of three dual tire axle trailers with single tire lift axle instead of four dual tire axle trailers.

TABLES 2-7

Date	Truck #	Domestic / International	5th Wheel Position	Trailer Front Elevated	Tractor				Trailer						Total Weight
					Steering Axle	1st Drive Axle	2nd Drive Axle	Drive Axle Group	Lift Axle	1st Trailer Axle	2nd Tailer Axle	3rd tailer Axle	4th Trailer Axle	Tailer Axle Group	
2/19/2010	1D	Int	Down		9,500	19,700	19,400	39,100	N/A	5,400	4,600	13,400	20,600	44,000	92,600
	1U		Up		9,100	21,100	21,300	42,400		1,600	2,000	14,350	24,500	42,450	93,950
	2D	Int	Down		10,800	20,400	19,600	40,000	N/A	7,900	7,600	13,400	17,100	46,000	96,800
	2U		Up		10,800	22,200	21,600	43,800		1,600	2,300	14,400	24,300	42,600	97,200
2/25/2010	3D	Dom	Down		11,600	14,900	13,500	28,400	12,300	8,400	12,700	12,000	NA	33,100	85,400
	3U		Up		10,800	16,300	16,500	32,800	6,400	3,300	14,500	18,000		35,800	85,800
	4D	Int	Down		11,500	18,300	17,600	35,900	9,500	9,400	14,100	17,200	NA	40,700	97,600
	4U		Up		10,400	21,600	18,800	40,400	3,000	5,200	13,100	24,000		42,300	96,100
9/1/2010	5U	Dom	Up	23"	9,800	19,100	18,800	37,900	-	1,900	12,100	22,800	N/A	36,800	84,500
	5O		Oper	14"	7,500	18,200	18,000	36,200	-	5,100	12,900	17,600		35,600	79,300
	5D		Down	8"	11,000	17,700	16,200	33,900	-	9,700	13,500	13,600		36,800	81,700
	6U	Int	Up	22"	9,000	22,400	22,200	44,600		1,400	2,900	13,700	25,400	43,400	97,000
	6D		Down	7.5"	10,800	20,200	19,700	39,900	N/A	8,500	10,000	12,600	14,300	45,400	96,100
	7U	Int	Up	23.5"	10,000	23,500	22,400	45,900	-	2,600	10,800	22,600	N/A	36,000	91,900
	7O		Oper	11.5"	10,700	18,800	18,000	36,800	14,200	7,200	11,100	15,500		33,800	95,500
	7D1		Down	8"	10,900	21,600	20,000	41,600	-	11,000	13,600	14,200		38,800	91,300
	7D2		Down	8"	11,400	17,700	17,800	35,500	15,000	8,600	11,300	13,400		33,300	95,200

Table 2 – Summary of Truck Weight Data

Truck	Truck #	Domestic / International	5th Wheel Position	Tractor				Trailer						Total Weight
				Steering Axle	1st Drive Axle	2nd Drive Axle	Drive Axle Group	Lift Axle	1st Trailer Axle	2nd Tailer Axle	3rd tailer Axle	4th Trailer Axle	Tailer Axle Group	
4 Axle Trailer	1U	Int	Up	8,969	20,797	20,994	41,791	N/A	1,577	1,971	14,144	24,148	41,840	92,600
	1D		Down	9,500	19,700	19,400	39,100		5,400	4,600	13,400	20,600	44,000	92,600
	1S		Stand *	8,969	20,895	20,895	41,791		10,460	10,460	10,460	10,460	41,840	92,600
	2U	Int	Up	10,756	22,109	21,511	43,620	N/A	1,593	2,291	14,341	24,200	42,425	96,800
	2D		Down	10,800	20,400	19,600	40,000		7,900	7,600	13,400	17,100	46,000	96,800
	2S		Stand *	10,800	20,000	20,000	40,000		11,500	11,500	11,500	11,500	46,000	96,800
	6U	Int	Up	8,916	22,192	21,994	44,186	N/A	1,387	2,873	13,573	25,164	42,997	96,100
	6D		Down	10,800	20,200	19,700	39,900		8,500	10,000	12,600	14,300	45,400	96,100
	6S		Stand *	10,800	19,950	19,950	39,900		11,350	11,350	11,350	11,350	45,400	96,100
3 axle trailer w/ lift axle	3U	Dom	Up	10,750	16,224	16,423	32,647	6,370	3,285	14,432	17,916	NA	35,633	85,400
	3D		Down	11,600	14,900	13,500	28,400	12,300	8,400	12,700	12,000		33,100	85,400
	3S		Stand *	11,600	14,948	14,948	29,895	10,000	11,302	11,302	11,302		33,905	85,400
	5U	Dom	Up	9,197	17,925	17,643	35,568	0	1,783	11,355	21,397	N/A	34,535	79,300
	5O		Oper	7,500	18,200	18,000	36,200	0	5,100	12,900	17,600		35,600	79,300
	5D		Down	10,677	17,180	15,724	32,904	0	9,415	13,103	13,200		35,719	79,300
	5S		Stand *	10,677	16,452	16,452	32,904	0	11,906	11,906	11,906		35,719	79,300
3 axle trailer w/ lift axle	4U	Int	Up	10,400	21,600	18,800	40,400	3,000	5,200	13,100	24,000	NA	42,300	96,100
	4D		Down	11,323	18,019	17,330	35,348	9,354	9,256	13,883	16,936		40,074	96,100
	4S		Stand *	11,323	17,464	17,464	34,928	10,000	13,283	13,283	13,283		39,848	96,100
	7U	Int	Up	9,935	23,347	22,254	45,600	-	2,583	10,729	22,452	N/A	35,765	91,300
	7D1		Down	10,900	21,600	20,000	41,600	-	11,000	13,600	14,200		38,800	91,300
	7S1		Stand *	10,900	20,800	20,800	41,600	-	12,933	12,933	12,933		38,800	91,300
	7O		Oper	10,229	17,973	17,208	35,182	13,575	6,883	10,612	14,818		32,314	91,300
	7D1		Down	10,933	16,975	17,071	34,046	14,386	8,248	10,837	12,851		31,936	91,300
	7S2		Stand (2) *	10,933	18,338	18,338	36,677	10,000	11,230	11,230	11,230		33,690	91,300

Table 3 – Truck Weight Data Adjusted to the Lowest Weight per Truck
*Approximate Axle Loads – Additional Truck Weight Data Needed to Verify

Truck	Truck #	Domestic / International	5th Wheel Position	Front	Rear	Diff. in Height - Front and Rear Trailer	Ht. of Landing Gear Above Ground
4 Axle Trailer	1U	Int	Up	14'9"			
	1D		Down	14'5"			
	1S		Stand	?			
	2U	Int	Up	14'10"			
	2D		Down	14'2"			
	2S		Stand	?			
	6U	Int	Up	15'	13'2"	22"	
	6D		Down	13'11"	13'2.5"	8.5"	
	6S		Stand	13'3"	13'3"	0"	
3 axle trailer w/ lift axle	3U	Dom	Up	14'5"			
	3D		Down	14'			
	3S		Stand	?			
	5U	Dom	Up	15'0.5"	13'1.5"	23"	
	5O		Oper	14'4"	13'2"	14"	
	5D		Down	13'11"	13'3"	8"	
	5S		Stand	13'4"	13'4"	0"	
3 axle trailer w/ lift axle	4U	Int	Up	14'10.5"			
	4D		Down	14'3"			
	4S		Stand	?			
	7U	Int	Up	15'0.5"	13'	24.5"	14"
	7D1		Down	13'10"	13'2"	8"	3"
	7S1		Stand	13'3"	13'3"	0"	?
	7O		Oper	14'2"	13'2.5"	11.5"	5.5"
	7D1		Down	13'10"	13'2"	8"	3"
	7S2		stand (2)	13'3"	13'3"	0"	?

Table 4 – Trailer Height Measurements

Truck	Truck #	Domestic / International	5th Wheel Position	Axle Weight						Gross Vehicle Weight		Compliance
				Steering Axle less than 13,200 lbs.	Drive Axle Group less than 38,000 lbs.	Lift Axle less than 12,100 lbs.	Trailer 3 Axle Group les than 42,000 lbs.	Trailer 4 Axle Group less than 50,000 lbs.	All Axles in Group carry 6,000 lbs.	Less than allowable (Note 1 & 2)	% Overload	
4 Axle Trailer	1U	Int	Up	Yes	No	N/A	N/A	Yes	No	No (1)	2%	No
	1D		Down	Yes	No			Yes	No	No (1 &3)	1%	No
	2U	Int	Up	Yes	No	N/A	N/A	Yes	No	No (1)	6%	No
	2D		Down	Yes	No			Yes	Yes	No (1)	5%	No
	6U	Int	Up	Yes	No	N/A	N/A	Yes	No	No (1)	5%	No
	6D		Down	Yes	No			Yes	Yes	No (1)	4%	No
3 axle trailer w/ lift axle	3U	Dom	Down	Yes	Yes	Yes	Yes	NA	No	Yes (2)	N/A	No
	3D		Up	Yes	Yes	No	Yes		Yes	Yes (2)		No
	5U	Dom	Up	Yes	Yes	N/A	Yes	N/A	No	Yes (2)	N/A	No
	5O		Oper	Yes	Yes		Yes		No	Yes (2)		No
	5D		Down	Yes	Yes		Yes		Yes	Yes (2)		Yes
3 axle trailer w/ lift axle	4U	Int	Up	Yes	No	Yes	No(3)	NA	No	No (1)	4%	No
	4D		Up	Yes	Yes	Yes	Yes		Yes	No (1)	6%	No
	7U	Int	Up	Yes	No	N/A	Yes	N/A	No	No (2)	6%	No
	7O		Oper	Yes	Yes	No	Yes		Yes	No (1)	4%	No
	7D1		Down	Yes	No	N/A	Yes		Yes	No (2)	5%	No
	7D2		Down	Yes	Yes	No	Yes		Yes	No (1)	3%	No

Table 5 – Conformance to 17 AAC 25.100

Note (1) – Allowable Load for 7 Axle Tractor/Trailer (Including Lift Axle in Lowered Position) = 92,000 lbs.

Note (2) – Allowable load for 6 axle tractor/trailer (w/ lift axle raised off the ground) = 87,000 lbs,

Note (3) – Within 1,000 lbs. allowance for scale variation

Truck	Truck #	Domestic / International	5th Wheel Position	Tractor				Trailer						Total ESALS (per axle)	% Increase from Stand
				Steering Axle	1st Drive Axle	2nd Drive Axle	Drive Axle Group	Lift Axle	1st Trailer Axle	2nd Tailer Axle	3rd Tailer Axle	4th Trailer Axle	Tailer Axle Group		
4 Axle Trailer	1U	Int	Up	0.28	1.87	1.95	3.18	N/A	0.00	0.00	0.35	3.57	0.55	8.02	79%
	1D		Down	0.36	1.48	1.38	2.38		0.01	0.00	0.28	1.79	0.69	5.31	18%
	1S		Stand *	0.28	1.91	1.91	3.18		0.10	0.10	0.10	0.10	0.55	4.48	0%
	2U	Int	Up	0.62	2.44	2.16	3.82	N/A	0.00	0.00	0.37	3.60	0.59	9.20	111%
	2D		Down	0.63	1.72	1.45	2.63		0.03	0.02	0.28	0.80	0.83	4.93	13%
	2S		Stand *	0.63	1.58	1.58	2.63		0.14	0.14	0.14	0.14	0.83	4.36	0%
	6U	Int	Up	0.28	2.48	2.38	4.04	N/A	0.00	0.00	0.29	4.27	0.62	9.70	126%
	6D		Down	0.63	1.65	1.48	2.60		0.04	0.08	0.21	0.37	0.79	4.46	4%
	6S		Stand *	0.63	1.56	1.56	2.60		0.14	0.14	0.14	0.14	0.79	4.30	0%
3 axle trailer w/ lift axle	3U	Dom	Up	0.62	0.64	0.67	1.09	0.06	0.00	0.38	0.98	NA	0.28	3.36	29%
	3D		Down	0.86	0.44	0.29	0.60	1.11	0.04	0.22	0.17		0.20	3.14	20%
	3S		Stand *	0.86	0.45	0.45	0.74	0.45	0.13	0.13	0.13		0.22	2.61	0%
	5U	Dom	Up	0.32	0.98	0.92	1.58	-	0.00	0.14	2.11	N/A	0.24	4.46	82%
	5O		Oper	0.13	1.05	1.00	1.71	-	0.00	0.24	0.91		0.27	3.33	35%
	5D		Down	0.60	0.82	0.56	1.13	-	0.06	0.25	0.26		0.28	2.55	4%
	5S		Stand *	0.60	0.68	0.68	1.13	-	0.17	0.17	0.17		0.28	2.46	0%
3 axle trailer w/ lift axle	4U	Int	Up	0.54	2.20	1.21	2.74	0.00	0.00	0.25	3.48	NA	0.58	7.68	103%
	4D		Down	0.78	1.00	0.85	1.54	0.34	0.06	0.32	0.77		0.46	4.12	9%
	4S		Stand *	0.78	0.88	0.88	1.46	0.45	0.27	0.27	0.27		0.45	3.79	0%
	7U	Int	Up	0.44	3.08	2.51	4.63	-	0.00	0.11	2.60	N/A	0.28	8.74	138%
	7D1		Down	0.66	2.20	1.58	3.11	-	0.12	0.30	0.36		0.40	5.21	42%
	7S1		Stand *	0.66	1.87	1.87	3.11	-	0.24	0.24	0.24		0.40	5.12	39%
	7O		Oper	0.50	0.99	0.82	1.51	1.71	0.02	0.10	0.43		0.18	4.57	24%
	7D1		Down	0.67	0.78	0.79	1.31	2.19	0.03	0.11	0.23		0.17	4.81	31%
	7S2		Stand (2) *	0.67	1.08	1.08	1.81	0.45	0.13	0.13	0.13		0.22	3.68	0%

Table 6 – Summary of Equivalent Single Axle Loads (ESALs)

Approximate Axle Loads – Additional Truck Weight Data Needed to Verify

Truck #	Domestic / International	5th Wheel Position	Tractor				Trailer					
			Steering Axle	1st Drive Axle	2nd Drive Axle	Drive Axle Group	Lift Axle	1st Trailer Axle	2nd Tailer Axle	3rd tailer Axle	4th Trailer Axle	Tailer Axle Group
1U	Int	Up	9.7%	22.5%	22.7%	45.1%	N/A	1.7%	2.1%	15.3%	26.1%	45.2%
1D		Down	10.3%	21.3%	21.0%	42.2%		5.8%	5.0%	14.5%	22.2%	47.5%
1S		Stand	9.7%	22.6%	22.6%	45.1%		11.3%	11.3%	11.3%	11.3%	45.2%
2U	Int	Up	11.1%	22.8%	22.2%	45.1%	N/A	1.6%	2.4%	14.8%	25.0%	43.8%
2D		Down	11.2%	21.1%	20.2%	41.3%		8.2%	7.9%	13.8%	17.7%	47.5%
2S		Stand	11.2%	20.7%	20.7%	41.3%		11.9%	11.9%	11.9%	11.9%	47.5%
6U	Int	Up	9.3%	23.1%	22.9%	46.0%	N/A	1.4%	3.0%	14.1%	26.2%	44.7%
6D		Down	11.2%	21.0%	20.5%	41.5%		8.8%	10.4%	13.1%	14.9%	47.2%
6S		Stand	11.2%	20.8%	20.8%	41.5%		11.8%	11.8%	11.8%	11.8%	47.2%
3U	Dom	Up	12.6%	19.0%	19.2%	38.2%	0	3.8%	16.9%	21.0%	NA	41.7%
3D		Down	13.6%	17.4%	15.8%	33.3%	14.4%	9.8%	14.9%	14.1%		38.8%
3S		Stand	13.6%	17.5%	17.5%	35.0%	11.7%	13.2%	13.2%	13.2%		39.7%
5U	Dom	Up	11.6%	22.6%	22.2%	44.9%	-	2.2%	14.3%	27.0%	N/A	43.6%
5O		Oper	9.5%	23.0%	22.7%	45.6%	-	6.4%	16.3%	22.2%		44.9%
5D		Down	13.5%	21.7%	19.8%	41.5%	-	11.9%	16.5%	16.6%		45.0%
5S		Stand	13.5%	20.7%	20.7%	41.5%	-	15.0%	15.0%	15.0%		45.0%
4U	Int	Up	10.8%	22.5%	19.6%	42.0%	3.1%	5.4%	13.6%	25.0%	NA	44.0%
4D		Down	11.8%	18.8%	18.0%	36.8%	9.7%	9.6%	14.4%	17.6%		41.7%
4S		Stand	11.8%	18.2%	18.2%	36.3%	10.4%	13.8%	13.8%	13.8%		41.5%
7U	Int	Up	10.9%	25.6%	24.4%	49.9%	-	2.8%	11.8%	24.6%	N/A	39.2%
7D1		Down	11.9%	23.7%	21.9%	45.6%	-	12.0%	14.9%	15.6%		42.5%
7S1		Stand	11.9%	22.8%	22.8%	45.6%	-	14.2%	14.2%	14.2%		42.5%
7O		Oper	11.2%	19.7%	18.8%	38.5%	14.9%	7.5%	11.6%	16.2%		35.4%
7D1		Down	12.0%	18.6%	18.7%	37.3%	15.8%	9.0%	11.9%	14.1%		35.0%
7S2		Stand (2)	12.0%	20.1%	20.1%	40.2%	11.0%	12.3%	12.3%	12.3%		36.9%

Table 7 – Percent of Total Truck Weight Carried by Each Axle

APPENDIX A

Truck Weight Data

Feb. 19, 2010 & Feb 25, 2010

Sept. 1, 2010

Summary report of CMV weights:
Director Sunderland wanted loads from APL and Horizon weighed. Specifically, he wanted to know if the vehicles were overweight (the international loads), what the gross, axle group and axle weights were; and finally how moving the fifth wheel up changed the weight distribution.

Both companies have come up with modification to some of their trailers in an attempt to allow them carry larger loads. APL has attached two additional axles to the rear of several of their chassis bring the total number of axles on these trailer to 4 (up from 2). Horizon has added a their axle to the back of some of their trailers and more recently has a drop axle near the front of some of their trailers, which brings the number of axles on these trailers to 4 as well.

APL provided an international load with a Total Cargo Wt. reported at 53,488#, and this load was placed on two different trucks these loads on 2/19/10. The Cargo Manifest is attached.

Horizon provided the loads on 2/25/10. Horizon ships product both domestically and internationally. The Domestic load provided had a reported Total Cargo Wt of 44,123 # and the International load provided had a reported Total Cargo Wt of 50,144#.. Copies of Cargo Manifests are attached.

The weighing was done using Haenni Type 101 jump scales that are certified annually by the State of Alaska. Officer Meta Mendenhall, who has received CMV Training and has experience weighing vehicles, weighed each tractor-trailer combination following the manufacture's guidelines

The results were as follows:

APL Load #1 2/19/10 Wheel base length 49'6" #of Axles 7, 9"tires

Axle:	Weight 5th wheel down, ht: 14'5"	Allowed Weight	Weight 5th Wheel up ht: 14'9"	Allowed Weight
Steering	9500 #	10,800 #	9,100 #	10,800 #
Drive #1	19,700 #	19,800 #	21,100 #	19,800 #
Drive #2	19,400 #	19,800 #	21,300 #	19,800 #
Axle Group	39,100 #	38,000 #	42,400 #	38,000 #
Rear Trailer 1	5,400 #	19,800 #	1,600 #	19,800 #
Rear Trailer 2	4,600 #	19,800 #	2,000 #	19,800 #
Rear Trailer 3	13,400 #	19,800 #	14,350 #	19,800 #
Rear Trailer 4	20,600 #	19,800 #	24,500 #	19,800 #
Axle Group	44,000 #	50,000 #	42,450 #	50,000 #
Gross	**92,600** #	92,000 #	**93,950** #	92,000 #

UDPS Summary Report of sample weights
Page 1 of 3
Prepared by: 1Sg Matt Betzen

APL Load #2 2/19/10 Wheel base length 49'9" # of Axles 7, 9"tires

Axle:	Weight 5th wheel down, ht: 14'2"	Allowed Weight	Weight 5th Wheel up ht: 14'10"	Allowed Weight
Steering	10,800 #	10,800 #	10,800 #	10,800 #
Drive #1	20,400 #	19,800 #	22,200 #	19,800 #
Drive #2	19,600 #	19,800 #	21,600 #	19,800 #
Axle Group	40,000 #	38,000 #	43,900 #	38,000 #
Rear Trailer 1	7,900 #	19,800 #	1,600 #	19,800 #
Rear Trailer 2	7,600 #	19,800 #	2,300 #	19,800 #
Rear Trailer 3	13,400 #	19,800 #	14,400 #	19,800 #
Rear Trailer 4	17,100 #	19,800 #	24,300 #	19,800 #
Axle Group	46,000 #	50,000 #	42,600 #	50,000 #
Gross	**96,800** #	92,000 #	**97,300** #	92,000 #

Horizon Load #1 2/25/10 Wheel base length 49'9" #of Axles 7, 9" tires (Domestic)

Axle:	Weight 5th wheel down, ht: 14'	Allowed Weight	Weight 5th Wheel up ht: 14'5"	Allowed Weight
Steering	11,600 #	10,800 #	10,800 #	10,800 #
Drive #1	14,900 #	19,800 #	16,300 #	19,800 #
Drive #2	13,500 #	19,800 #	16,500 #	19,800 #
Axle Group	28,400 #	38,000 #	32,800 #	38,000 #
Center Lift Axle	12,300 #	9,900 #	6,400 #	9,900 #
Rear Trailer 2	8,400 #	19,800 #	3,300 #	19,800 #
Rear Trailer 3	12,700 #	19,800 #	14,500 #	19,800 #
Rear Trailer 4	12,000 #	19,800 #	18,000 #	19,800 #
Axle Group	33,100 #	42,000 #	35,800 #	42,000 #
Gross	**85,400** #	92,000 #	**85,800** #	92,000 #

UDPS Summary Report of sample weights
Page 2 of 3
Prepared by: 1Sg Matt Betzen

Horizon Load #2 2/25/10 Wheel base length 49'5" #of Axles 7, 9" tires (International)

Axle:	Weight 5th wheel down, ht: 14' 3"	Allowed Weight	Weight 5th Wheel up ht: 14'10.5"	Allowed Weight
Steering	11,500 #	10,800 #	10,400 #	10,800 #
Drive #1	18,300 #	19,800 #	21,600 #	19,800 #
Drive #2	17,600 #	19,800 #	18,800 #	19,800 #
Axle Group	35,900 #	38,000 #	40,400 #	38,000 #
Center Lift Axle	9,500 #	9,900 #	3,000 #	9,900 #
Rear Trailer 2	9,400 #	19,800 #	5,200 #	19,800 #
Rear Trailer 3	14,100 #	19,800 #	13,100 #	19,800 #
Rear Trailer 4	17,200 #	19,800 #	24,000 #	19,800 #
Axle Group	40,700 #	42,000 #	42,300 #	42,000 #
Gross	**97,600** #	92,000 #	**96,100** #	92,000 #

UDPS Summary Report of sample weights
Page 3 of 3
Prepared by: 1Sg Matt Betzen

02/26/2010 11:35 FAX 9075811204 APL DUTCH HARBOR 002

CONTAINER MANIFEST (5)

APL VES / VOY	LOAD PORT	SEAL NUMBER	CONTAINER NUMBER
	Cml Dock DUT IAK	AUC01141	PREFIX APRU 506342-0

PROCESSOR / SUPPLIER	ORIGIN PORT	DISCHARGE PORT	FINAL DESTINATION
F/V Clipper Epic	DUT, AK USA		Qingdao

STUFFING DATE (MONTH / DAY / YEAR)	CONNECTING CARRIER	CONTAINER TYPE (DRY / RFR)	REEFER TEMPERATURE: RECEIVED TEMP	REQUIRED / SET TEMP
01 / 23 / 10	To order of shipper	/ X	-15 °F	-15 °F

B/L NUMBER	SHIPPER / CONSIGNEE	MARKS	NO. PKGS.	COMMODITY	WEIGHT KG	COMMENTS
	Bering Select ~~Eds~~ To order of shipper		1217	JPC 2	52,488	CEC 10A01

ALL WEIGHTS IN KILOGRAMS

EXCEPTIONS All pallets weighed w/ fish

Bkg# ~~TBD~~ HOLD

TOTAL PKGS.	D & H LABEL	TOTAL CARGO WT.	CTR TARE	GROSS WT.
1217cs		52,488 lbs KG	KG	KG

SIGNED [signature] 01/23/10
SHIPPER / AGENT DATE

SIGNED [signature] 1/23/10
APL RECEIVED DATE

APL Limited

Alaska-Far East service

MAERSK SEALAND

A1

DOCK RECEIPT

B/L NO.

Shipper/Exporter (complete name and address)

ALYESKA SEAFOODS, INC.

Chantal

Booking No.

Export References

Forwarding agent -references

WSI

FOUR (4) COPIES REQUIRED BY THE PIER

Point & Country of Origin

Domestic routing/export instructions

Maruha Nichiro Seafoods, Inc.
1-2, 1-Chome, Otemachi, Chiyoda-Ku
Tokyo, Japan

*Precarriage by			*Place of Receipt		
*Vessel		Voy No.	*Port of Loading	DUTCH	Onward inland routing
*Port of Discharge			*Place of Delivery	HAKATA, JAPAN	

CARRIER'S RECEIPT — PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE

Container No./Seal No. Marks and Numbers	No. of Containers or pkgs.	Kinds of packages; description of goods	Gross Weight	Measurement
PR #11 MMAU 103071-9 ML-US7149995	950	3rd & 4th Term production ROE, FROZEN POLLOCK N/N 48,380# 21,945 kg 18 Pallets 486# Total Gross Weight GRADE: T Heat Treated Pallets Date Codes: See Attached Signature/Company Date 2/25/10 Alyeska Seafoods, Inc.	50,144#	T-316(3rd Term) T-634(4th Term)
		TEMPERATURE CONTROL	-28.1 C	

RECEIVED FOR MAERSK SEALAND, RECEIVED THE ABOVE-DESCRIBED MERCHANDISE FOR SHIPMENT AS INDICATED HEREON SUBJECT TO ALL CONDITIONS OF THE MAERSK SEALAND COMBINED TRANSPORT BILL OF LADING, INCLUDING ANY AMENDMENTS OR CHANGES WHICH ARE IN EFFECT ON THE DATE THIS DOCK RECEIPT IS ISSUED. FOR CARGO SHIPPED TO OR FROM THE UNITED STATES THE UNITED STATES CARRIAGE OF GOODS BY SEA ACT IS INCORPORATED IN TEH MAERSK SEALAND COMBINED TRANSPORT BILL OF LADING, THAT ACT AS INCORPORATED INCLUDES PROVISIONS WHICH LIMIT MAERSK SEALAND'S AND ITS SUBCONTRACTORS' LIABILITY FOR LOSS OR DAMAGE TO A MAXIMUM OF $500.00 PER PACKAGE OR PER CUSTOMARY FREIGHT UNIT, UNLESS THE NATURE AND VALUE OF THE CARGO HAS BEEN DECLARED BY THE SHIPPER BEFORE SHIPMENT AND INSERTED ON THE FACE OF THE BILL OF LADING AND EXTRA FREIGHT PAID. A COPY OF THE MAERSK SEALAND COMBINED TRANSPORT BILL OF LADING MAY BE OBTAINED ON REQUEST OF THE LOCAL AGENT.

ATTENTION OF SHIPPERS IS DIRECTED TO U.S. COAST GUARD REGULATIONS COVERING EXPLOSIVES OR OTHER DANGEROUS ARTICLES PUBLISHED IN CODE OF FEDERAL REGULATIONS TITLE 46 SHIPPING PART 148.

MAERSK SEALAND

As agent for the Master and Owners of the above named vessel.

D/R No.

Prepared By	
Receiving Clerk	Barry Fredericks
Date	02/25/10

NON-NEGOTIABLE

MOOS-V3 — S277/10M/12-03/DR — AGENT'S COPY

C1

UNIFORM STRAIGHT BILL OF LADING INSTRUCTIONS
ORIGINAL — NOT NEGOTIABLE
HORIZON SERVICES OF ALASKA, LLC

Date	02/25/10
Freight Bill No	PF #72
Shipper's Ref No	

SHIPPER PLEASE COMPLETE ITEMS 1-13

BOOKING NO.: BUD397324

(1) CONTAINER NUMBER: **SEAU 571536-1**

(2) SEAL NUMBER: **821-0006692**

(3) RECEIVED, SUBJECT TO THE CLASSIFICATIONS AND TARIFFS IN EFFECT ON THE DATE OF THE ISSUE OF THE BILL-OF-LADING.

CONTAINER RECEIVED AT: **DUTCH HARBOR**

(4) RECEIVED FROM: **ALYESKA SEAFOODS**
(IF DIFFERENT FROM SHIPPER)

(5) SHIPPER (COMPLETE NAME AND ADDRESS)

NAME	ALYESKA SEAFOODS, INC.		
ADDRESS	P.O. BOX 530		
CITY, STATE	UNALASKA, ALASKA	Zip Code	99685
CSXL ACCT NO	357960	Telephone No	907-581-1211

(6) CONSIGNEE (COMPLETE NAME AND ADDRESS)

NAME	ALYESKA SEAFOODS, INC./WSI		Portia
ADDRESS	C/O SEAFREEZE 206 West Michigan		
CITY, STATE	SEATTLE, WASHINGTON	Zip Code	98106
CSXL ACCT NO	357962	Telephone No	

(7) BILL TO PARTY (COMPLETE NAME AND ADDRESS)

NAME	ALYESKA SEAFOODS, INC		
ADDRESS	P.O. BOX 31359		
CITY, STATE	SEATTLE, WA	Zip Code	98103
CSXL ACCT NO	357962	Telephone No	

(8) SPECIAL BEYOND ROUTING INSTRUCTIONS:

TO HZN TERMINAL, TACOMA. NOA THERESA @ 206-547-2100

(11) No. Packages	Hazardous Material **	(12) Description of Articles Special Marks, and Exceptions	(13) WEIGHT (Subj to Correction)
		FILLETS, FROZEN POLLOCK	
400		IQF 6/8 @25# N/N 10,000#	
405		IQF 4/6 @25# N/N 10,125#	
200		6/8 @45# N/N 9,000#	
200		8+ @45# N/N 9,000#	
1,205		Totla N/N 38,125#	42,945#
		31 Pallets	1,178#
		Total Gross Weight	44,123#
		KEEP FROZEN: -15 F	

TEMPERATURE CONTROL (I.E. Fahrenheit or KFF):

** Indicate whether any of the cargo is Hazardous Material under DOT, IMCo or other regulations and indicate correct commodity number in Box

(9) PREPAID X
COLLECT
CHECK ONE

(10) If charges are to be prepaid, write here "To be Prepaid"

Received $
to apply in prepayment of the charges on the property described hereon.

Agent or Cashier

Per

(The signature here acknowledges only the amount prepaid).
Charges advanced:

Subject to Section 7 of conditions of shipment, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this statement without payment of freight and all other lawful charges.

(Signature of consignor)

EXPENSES, FINES: The shipper and consignee shall be liable for and shall indemnify Carrier and vessel and hold them harmless against, and Carrier shall have a lien on the goods for: all expenses and charges of mending, coopering, repacking, rebagging, salvaging, restowing, storing or reconditioning, and all expenses incurred for the benefit or protection of the goods, also for any payment, duty fine or other expenses including but not limited to court costs, expenses, and reasonable attorney's fees incurred or levied upon Carrier or the vessel in connection with the goods because of shipper's failure to comply with any laws or regulations.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

SL-1201 7/00

SEE TARIFF FOR SPECIFIC BILL-OF-LADING TERMS AND CONDITIONS

APPENDIX B

Truck Survey

April 15, 2010 - May 4, 2010

Horizon Domestic

Date: 9/01/2010 Time: 1250 Hours

Tractor Plate DYC 330 Trailer Plate 2423SM

Container ID # SEAU570642 DRIVER: Robert D GRUENHAGEN

Declared Load Weight 44,512

	5th Wheel ↑/Lift axle ↑	5th Wheel ↑/Lift Axle ↓	5th Wheel ↓/Lift Axle ↑	5th Wheel ↓/Lift Axle ↓
Axle	Weight	Weight	Weight	Weight
Steering	4800 5000	3,500 4000	5300 5700	-
Front Drive	9600 9500	9100 9100	8,500 9,200	-
Rear Drive	8600 10200	8700 9300	8000 8200	-
Lift	N/A	N/A	NA	
Trailer 1	900 1000	2400 2700	4700 5000	-
Trailer 2	5700 6400	6200 6700	6,600 6900	-
Trailer 3	10,900 11,900	8500 9100	6500 7100	-
Lift Axle Preassure	N/A		N/A	
Gross Weight				

UP OPERATING Hight DOWN

Measurement	Ft'In"
Steering Axle to Rear Trailer Axle	49-3½
Steering Axle to Rear Drive Axle	17-3
Rear Drive Axle to Lift Axle	
Lift Axle to Front Trailer Axle	
Lift Axle to Rear Trailer Axle	
Height of front of Trailer with 5th wheel up	15-0½
Height of back of Trailer with 5th wheel up	13-1½
Distance of Landing Wheels above ground w/5th up	N/A
Height of front of Trailer with 5th wheel down	13-11
Height of back of Trailer with 5th wheel down	13-3
Distance of Landing Wheels above ground w/5th down	N/A

OPERATING Height

~~14-2½~~ 14-4

~~13-2½~~ 13-2

APL International

Date: 9/01/2010

Time: 15:00 Hours

Tractor Plate FLA 393

Trailer Plate 8689 SK

DRIVER SCOTT J LACKNER
AK 6566888 DOB 4-10-1967

Container ID # APRU 560218

Declared Load Weight 50,039.64

	5th Wheel ↑	5th Wheel ↓
Axle	Weight	Weight
Steering	4600 4400	5300 5500
Front Drive	10700 11700	9,800 10,400
Rear Drive	10800 11400	9,100 10,600
Trailer 1	600 800	3,900 4,600
Trailer 2	1400 1500	5100 4,900
Trailer 3	6600 7100	6100 6500
Trailer 4	12,100 13300	6700 7,600
Gross Weight	50,039.64	50,039.64

Measurement	Ft'In"
Steering Axle to Rear Trailer Axle	50-7
Steering Axle to Rear Drive Axle	18-2
Height of front of Trailer with 5th wheel up	15-0
Height of back of Trailer with 5th wheel up	13-2
Distance of Landing Wheels above ground w/5th up	1-6 9½
Height of front of Trailer with 5th wheel down	13-11
Height of back of Trailer with 5th wheel down	13-3½
Distance of Landing Wheels above ground w/5th down	8 0

Horizon ~~Domestic~~ INTERNATIONAL

Date: 9/01/2010 Time: 1028 - 1215

Tractor Plate OYC 330 Trailer Plate 4783 SM

Container ID # MAEU5768365

DRIVER: Robert D Gruenhagen
D.O.B 11-15-1961
AK 1062229

Declared Load Weight 34,650 / 14,850 = TOTAL 49,500

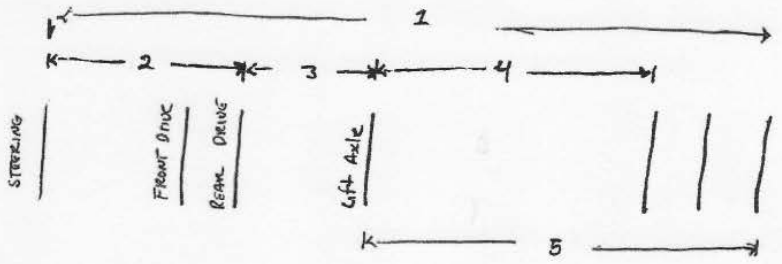
	5th Wheel ↑/Lift axle ↑	5th Wheel ↑/Lift Axle ↓	5th Wheel ↓/Lift Axle ↑	5th Wheel ↓/Lift Axle ↓
Axle	Weight	Weight	Weight	Weight
Steering	4,900 5100	5,200 5,500	5,400 5,500	5,800 5,600
Front Drive	11,700 11,800	9,300 9,500	10,800 10,800	8,700 9,000
Rear Drive	10,600 11,800	8600 9,400	9,400 10,600	8,700 9,100
Lift		7000 7200		7,600 7,400
Trailer 1	1,100 1,500	3,300 3,900	5000 6000	3,700 4900
Trailer 2	5200 5,600	5,500 5600	6800 6800	5,400 5,900
Trailer 3	10,400 12,200	7,400 8100	7000 7200	6,400 7000
Lift Axle Preassure	N/A		N/A	92 PSI
Gross Weight				

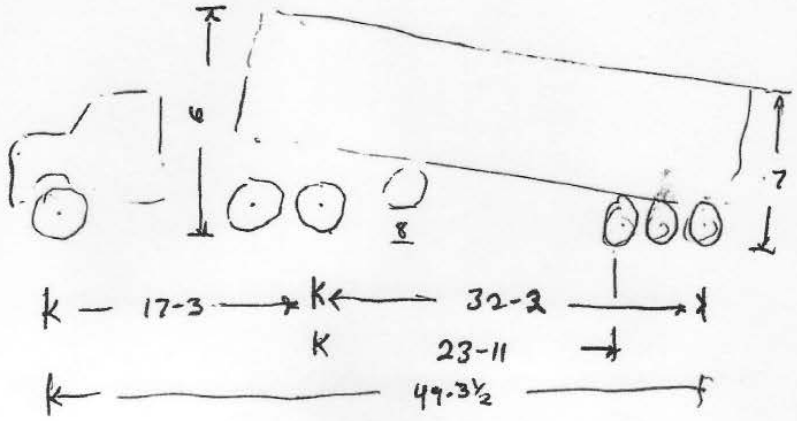
UP 15-0½ — DRIVE — DOWN

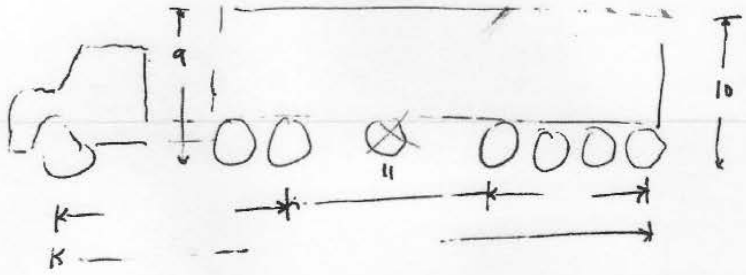
Measurement	Ft'In"
Steering Axle to Rear Trailer Axle	49-2½
Steering Axle to Rear Drive Axle	17-3½
Rear Drive Axle to Lift Axle	9-10
Lift Axle to Front Trailer Axle	14-1
Lift Axle to Rear Trailer Axle	22-2
Height of front of Trailer with 5th wheel up	15-0½
Height of back of Trailer with 5th wheel up	13-0
Distance of Landing Wheels above ground w/5th up	14"
Height of front of Trailer with 5th wheel down	13-10
Height of back of Trailer with 5th wheel down	13-2
Distance of Landing Wheels above ground w/5th down	3"

DRIVING POSITION

→ 14-2
→ 13-2½
→ 5½







Engage From OUTSIDE CAB Disengage From either CAB or OUTSIDE.

? Is the ~~5th wheel~~ Lift. Axle operated From Inside the TRACTOR CAB YES OR NO.

? Hydraulic Lift operated From Inside tractor CAB YES OR NO.

L. Driver closed. H.

6 - 8¼ - 10½ 20½

HORIZON LINES

November 6, 2013

Unalaska City Council

PO Box 610

Unalaska, AK 99685

Unalaska City Council Members:

During the City council meeting held on October 22, 2013 it was requested by council to have "industry" provide further information with regard to Ordinance 2013-12 – Unalaska City Code Chapter 14.08.090 – Operation of a fifth wheel.

Enclosed you will find the following information from Horizon Lines:

- Exhibit A – 18 pages — Photos of tractors, fifth wheels and chassis.
- Exhibit B – 10 Pages — Email correspondences between Horizon Lines Safety Manager, Ed Hammond and MSCVE Statewide Supervisor – Lt. Heidi Anderson.
- Exhibit C – 4 pages — Kalmar Bartlett lifting devices spec sheets.

It is and always has been Horizon Lines' policy to work with local authorities and local government. Horizon Lines is in no way trying to work around the ordinance set in place and or to find loop holes. As mentioned at the October 22, 2013 council meeting the blocks that have been welded into place on the frames of the fifth wheels have been put there to reduce the damage to our equipment due to the uneven surfaces of the roads in which we operate on.

Horizon Lines does not believe that the transportation industry is solely responsible for the damage to the roads. For example, previous to the re-asphalting of the valley this summer, the road between the Unalaska High School and the rock quarry in the valley were in extremely poor condition. Most of the transportation companies seldom operate in that direction and the extensive damage to that stretch of road was in no way caused by our tractors and loads.

If you have any further questions with regards to the information enclosed please feel free to contact me. In addition, if any of the council members would like to look at the equipment that we use on a daily basis in person we would be more than happy to have one of our journeymen mechanics walk you through a tour of our equipment.

Regards,

Jennifer Tungul

Terminal Operations Manager

Tel: 907-581-7910

Email: jtungul@horizonlines.com

Exhibit A

Photos of tractors, elevation angles of chassis & equipment damage


MAERSK
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Reefer Plus
HORIZON
LINES
www.horizonlines.com
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HORIZON
11/06/2013

APL Mac tractor – elevation angle from front of chassis to rear of chassis connected to a Bartlett fifth wheel in lowest position = 0.7 degrees.

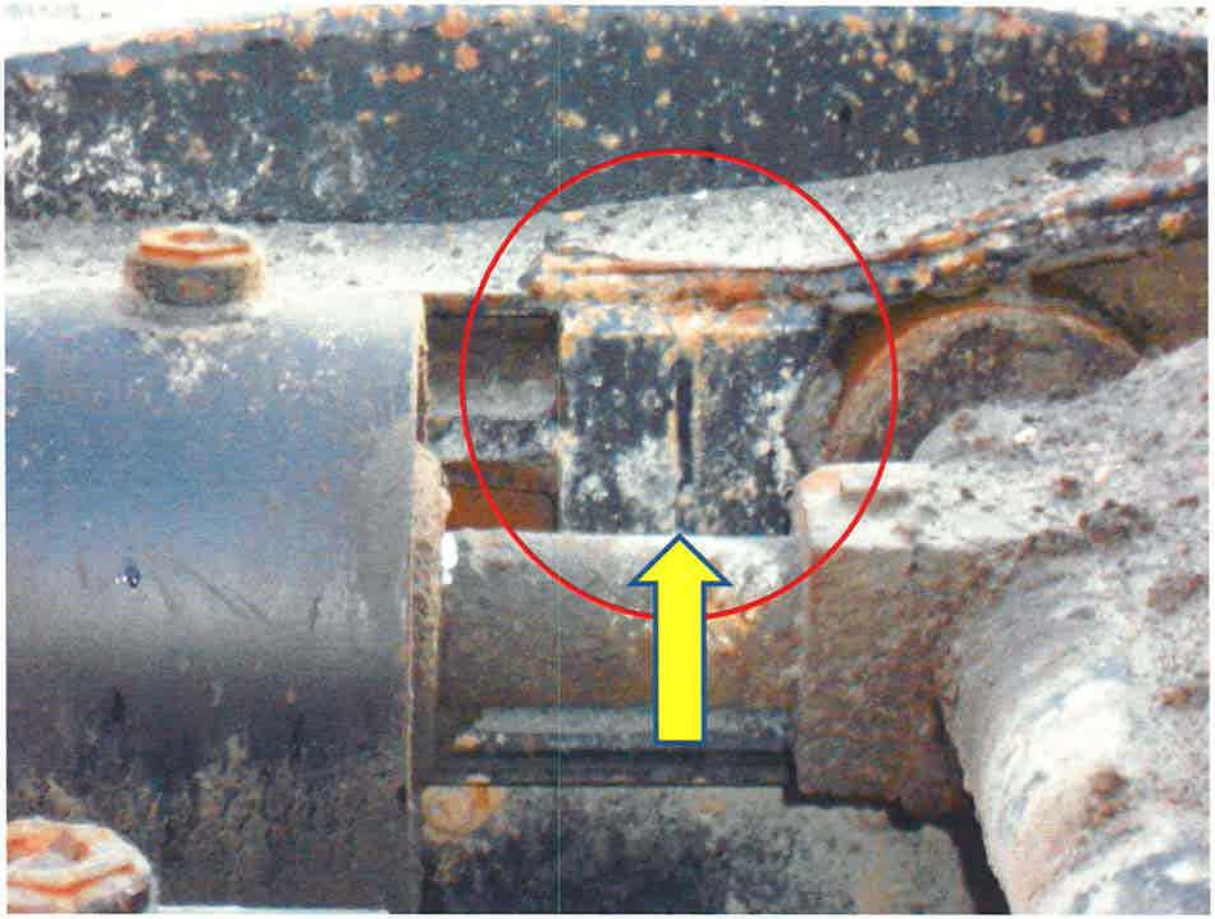
APL Kenworth tractor – elevation angle from front of chassis to rear of chassis connected to a Bartlett fifth wheel in lowest position = 0.8 degrees

Horizon Lines Volvo tractor – elevation angle from front of the chassis to rear of the chassis, connected a Bartlett fifth wheel in lowest position = 1.0 degree.

Picture of Horizon Lines Peterbuilt tractor – elevation angle from front of chassis to rear of chassis connected Bartlett fifth wheel in lowest position = 0.8 degree

Picture of Horizon Lines Peterbuilt tractor – elevation angle from front of chassis to the rear of the chassis connected to a Bartlett fifth wheel in lowest position = 0.7 degree

Fender damage before stop block was installed –
due to uneven road surfaces

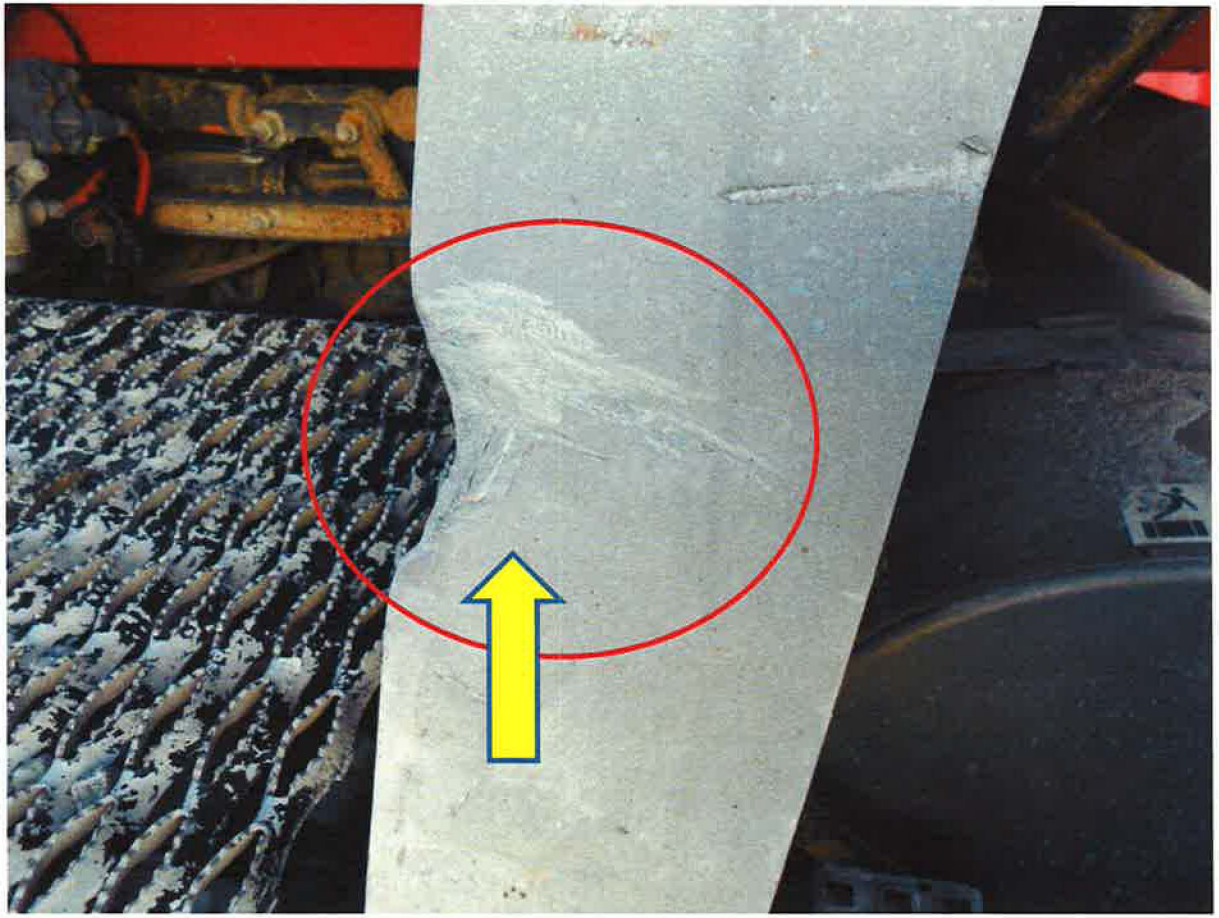


Stop block installed on Volvo tractor.

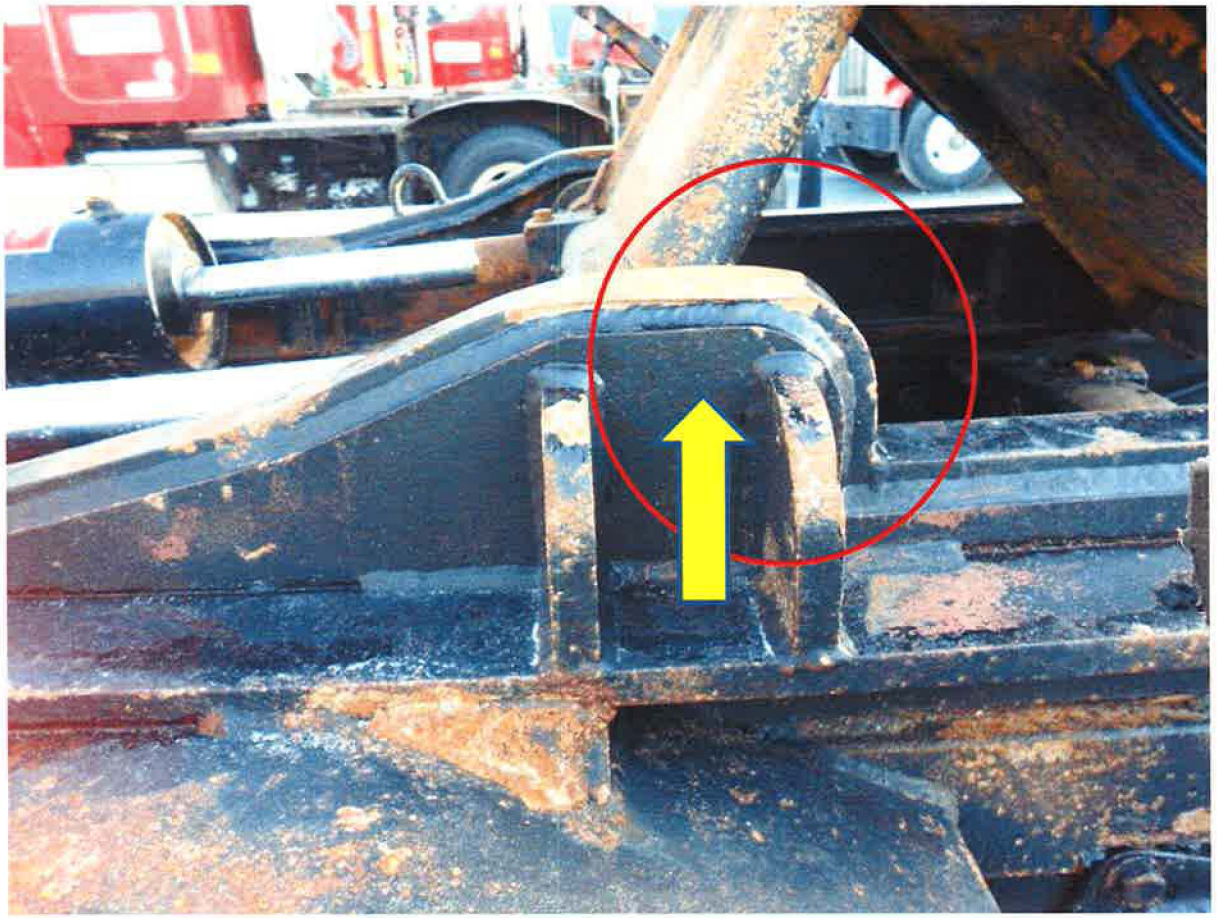
Cylinder ram on fifth wheel does not sit all the way below the fifth wheel.

Cylinder ram shaft sticking out of cylinder on Bartlett fifth wheel with no stop block.

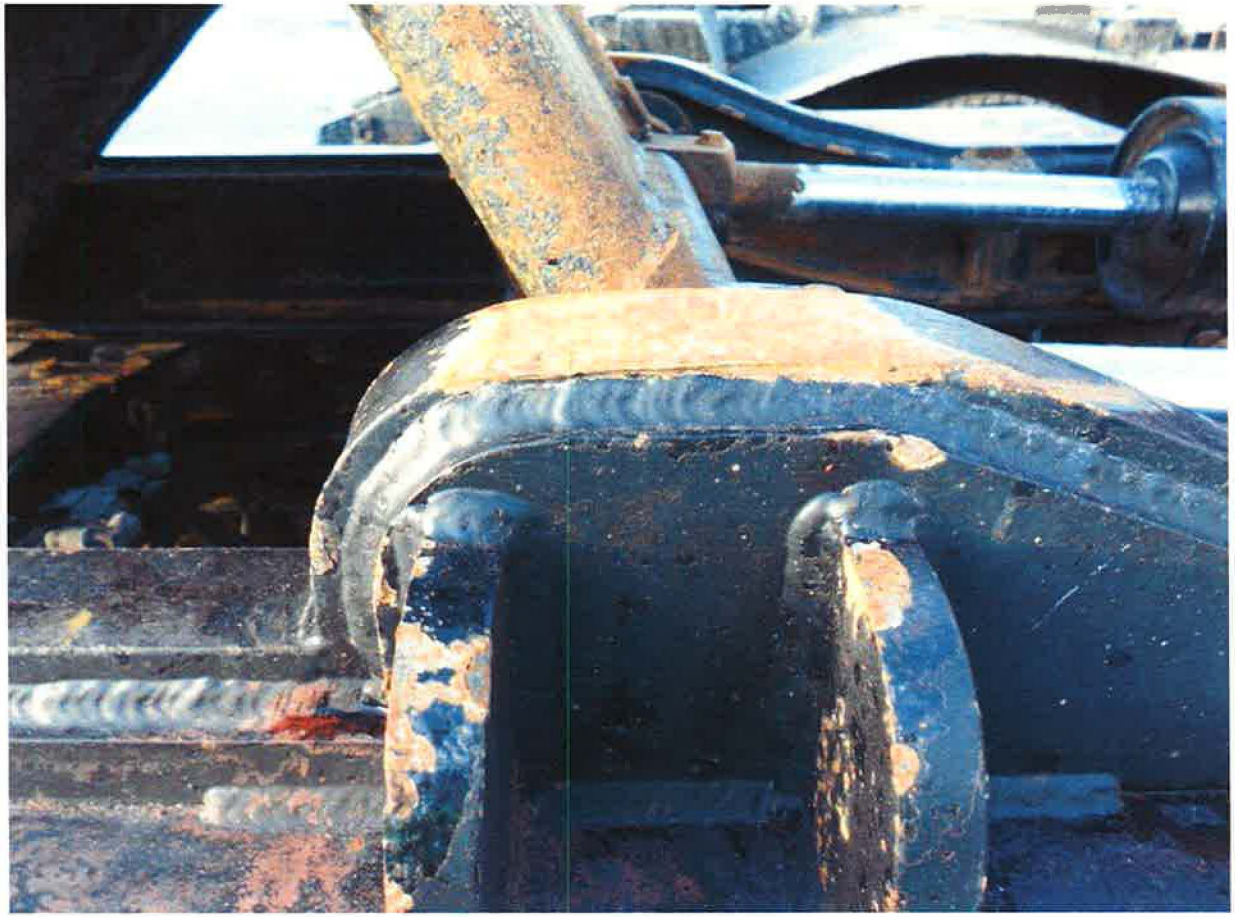
Damage to headache rack on the back of the Volvo tractor prior to installing stop block.



Damage to frame of headache rack on the back of the Volvo tractor prior to installing stop block.

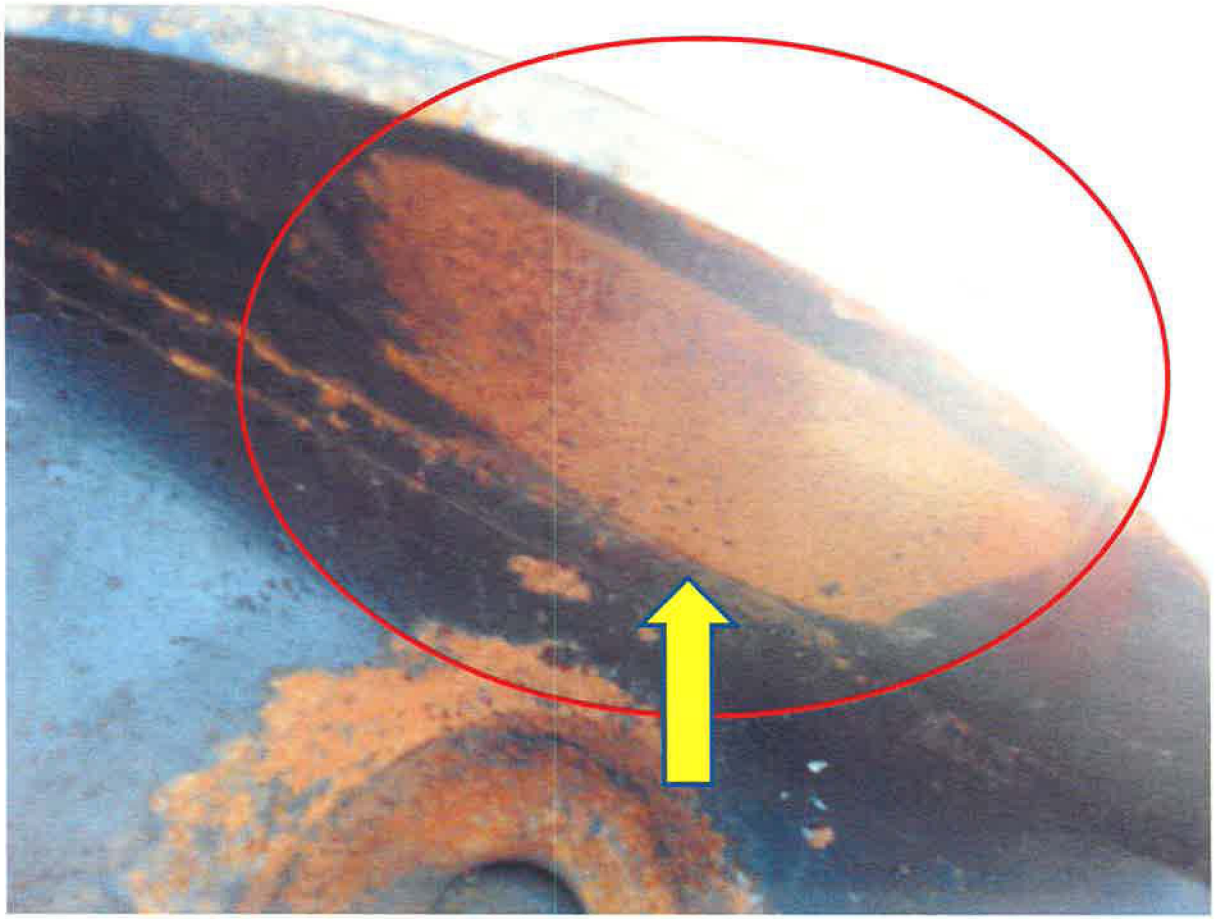


Damage to main frame from fifth wheel plate riding on main frame.



Damage to main frame from fifth wheel plate riding on main frame from a different angle.

Fifth wheel plate riding on main frame – no stop blocks



Bottom of fifth wheel plate getting worn away from main frame.

Exhibit B

Email correspondence between MSCVE Statewide Supervisor- Lt. Heidi Anderson and Horizon Lines Safety Manager, Ed Hammond

Hammond, Ed

From: Anderson, Heidi M (DOT) <heidi.anderson@alaska.gov>
Sent: Tuesday, October 29, 2013 9:04 AM
To: Hammond, Ed
Cc: Brown, Brad
Subject: RE: Vehicle Weight Inspection Sheet

Ed,
I suspect that there is some misinterpretation of 17AAC 25 going on, but then again, maybe they have other Local/Muni laws they are referencing.

I suggest having them show you the exact regulation that they say you are violating, copy it, and send it to me if you can.

I suspect they are misinterpreting this portion of 17AAC 25.013(a)(4)

> * Any axle spaced less than 8 feet and 1 inch from any other axle, measured between the centers of the nearest axles, is considered as part of an axle group. In multi-axle groups, all axles must carry at least 6,000 pounds if the axle group weight is more than 50 percent of the legal group weight. Lift axles or variable suspension axles are allowed in the drive axle group of the power vehicle, but may not be used for calculation of legal allowable vehicle gross weight.

This simply means that when you have an axle group that consists of more than one axle and the axle group weighs more than 50% of the legal allowable weight for the group, all the axles in the group must carry a minimum of 6000 lbs. This does not apply to single axles nor does it apply to lighter loads of less than 50% of the allowable load on that group.

So, a 2 axle group is allowed 38,000 lbs. legally. 50% of that is 19,000 lbs. If your 2 axle group weighs more than 19,000 lbs., then each axle must have a minimum of 6000 lbs. on it to be legal.

For 3 axle groups. 42,000 lbs. is legal. 50% is 21,000 lbs. If the group weighs over 21,000 lbs. then each axle must carry at least 6000 lbs.

The only other place in 17 AAC 25 that 6000 lb. minimum is mentioned is under Specialized Equipment in reference to rotating drum mixers and does not apply to this case.

As far as making all the axles in the group carry the same load, this is almost impossible to do nor is it required by state law. The 6000 pound minimum in the above 17 AAC 25 excerpt is the minimum weight distribution required by state law.

Hope this is helpful.

Heidi Anderson, Lt.
MSCVE Statewide Supervisor
DOT&PF, MS/CVE Division
11900 Industry Way, Bldg M
Anchorage AK 99515

Phone: (907) 365-1213
Cell: (907) 360-0603

From: Hammond, Ed [mailto:EHammond@HorizonLines.com]
Sent: Monday, October 28, 2013 7:20 AM
To: Anderson, Heidi M (DOT)
Cc: Tungul, Jennifer; Brown, Brad
Subject: RE: Vehicle Weight Inspection Sheet

What we are being told is the Drop axel must be 6k and the other axle groups on the trailer must have the same weight on each wheel group. Thank you for all your help.

From: Anderson, Heidi M (DOT) [mailto:heidi.anderson@alaska.gov]
Sent: Friday, October 25, 2013 2:36 PM
To: Hammond, Ed
Cc: Brown, Brad
Subject: RE: Vehicle Weight Inspection Sheet

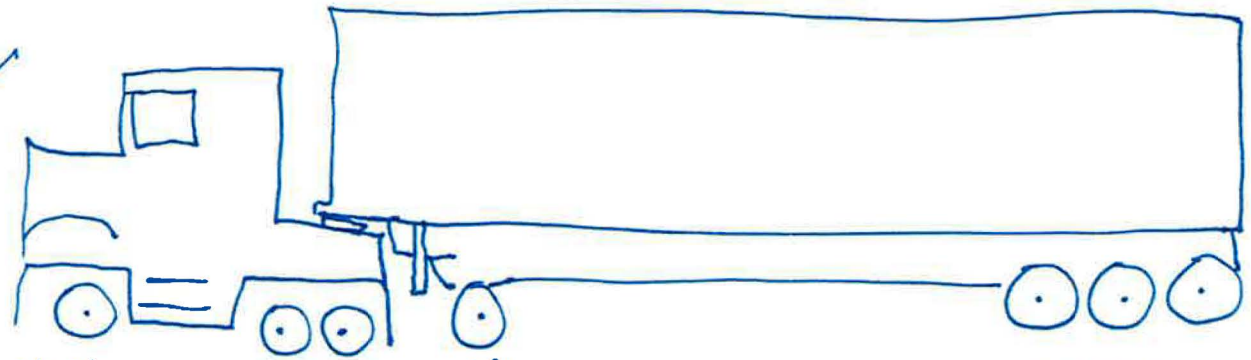
Ed,
I took a look at all 7 records. Other than some over weights on the Drive axles of the trailers I don't see a problem with the way it is loaded. Again, I am not sure what the Muni laws say in Unalaska and Dutch Harbor, I can only convey what State Law says.

I'm not sure what their issue is with respect to the weight distribution? Maybe you could get them to write down what the specific issue is? It might help us both to understand.

Record #1 - was Good on Gross wt. and axle wts., after the 2% was subtracted for using portable scales
Record #2 - had a mistake on the Steer wt, should be 9600 lbs. not 9000 lbs. but all weights were within limits.
Record #3 - The Gross wt. was good but the Drive axles were over wt. by 795 lbs. after the 2% was subtracted.
Record #4 - The Gross wt. was good but the Drive axles were over wt. by 318 lbs. after the 2% was subtracted.
Record # 5 - All wts. looked good
Record #6 – The Gross wt. was good but the Drive axles were over wt. by 318 lbs. after the 2% was subtracted.
Record # 7 - All wts. looked good.

Heidi Anderson, Lt.
MSCVE Statewide Supervisor
DOT&PF, MS/CVE Division
11900 Industry Way, Bldg M
Anchorage AK 99515
Phone: (907) 365-1213
Cell: (907) 360-0603

Axle Weight Limits



Steer Axle

Allowed 20 K or Limited by Tire size or Tire MFR Load Rating Whichever is the Least

Drive Axles

Allowed 38 K for Tandem Axles

Lift axle

Allowed 20 K or Limited by Tire size or Tire MFR Load Rating, Whichever is the Least

Trailer Axle Group

Allowed 42 K but allowed more if 48' trailer with wider axle spacings of 5' min = 43.5 K
6' min = 45 K

Gross Vehicle Weight

Limited by Bridge Formula

63 Ft Wheelbase over 7 axles

Charted at 97.K add 3 K because there is no lift axle in the Drive Group

So 100 K is max allowed Gross Vehicle wt.

(1)

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

Date: 6/19/2013 Time Started: 0930

Carrier: HORIZON LINES. License-Tractor/Trailer: EJE342 / 2403SM

3/21/1965

Driver Name: BARRY W. FREDRICKS OLN(ST/#): 0944700

Shipper: WESTWARD 51,946 Declared Weight: 90,940 - 960. Horizon Scale

Wheel Base: 49' 6" 50 # of Axles: 7

Axle Position	Left (DRIVER)	Right (PASS)	Group Total
Steering Axle	5,000	5000	10,000
Drive Axle #1	8,950	10,250	19,200 38,100
Drive Axle #2	9,100	9,890	18,900
Trailer Axle #1	3000	3,000	6,000
Trailer Axle #2			
R. Trailer Axle #1	5,700	5,700	11,400
R. Trailer Axle #2	6,000	6,600	12,600 38,850
R. Trailer Axle #3	6,700	8,150	14,850
R. ~~Trailer Axle #4~~			
Total			

10,000
38,100
6,000
38,850
92,950
1887
92,463

Drop

Peterbuilt. 1" block

From to 5th wheel 1" gap.

WESTWARD: 51,946.

Allowed Weight: 80,000 90,940

End Time:

Citation/Warning # Officer: WOOD

(2)

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

Date: 6/19/2013 Time Started: 1030

Carrier: Horizon Lines License-Tractor/Trailer: FSV307/47765M

Driver Name: Brent Zirlott II OLN(ST/#): 0540056

Shipper: OSI 49,680 Declared Weight: 89,780

Wheel Base: 47'5" 48' 88,000 # of Axles: 7

Axle Position	Drive Left	Pass Right	Group Total
Steering Axle	4,900	4,700	9000
Drive Axle #1	9,900	10,200	20,100
Drive Axle #2	8,200	9,150	
Drop. Trailer Axle #1	2,450	2,550	5000
Trailer Axle #2			
R. Trailer Axle #1	4,150	4,850	9,000
R. Trailer Axle #2	5,850	6,500	12,350 38,600
R. Trailer Axle #3	7,900	9,350	17,250
R. Trailer Axle #4			
Total			

Allowed Weight: 88,000 89,780 ✓

End Time: 1055.

Citation/Warning # ______ Officer: Ub9 Wood

Vo I vo 2" Buck

Gap Frame to 5th wheel. 3 3/8.

(3)

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

Date: 6-19-2013 Time Started: 11:04

Carrier: Horizon License-Tractor/Trailer: DVK 554 / 2416SM

Driver Name: Robert Dean Gruenhagen OLN(ST/#): 1062229

Shipper: Maersk Sealand - Trident Declared Weight: 52,000

Wheel Base: 49-5 50' # of Axles: 7

Peterbuilt

NO-BLOCK

Axle Position	DRIVE Left	PASS Right	Group Total
Steering Axle	5,300	5050	10,350
Drive Axle #1	9,200	11,050	20,250 39,750 x
Drive Axle #2	9,550	9,950	
Trailer Axle #1	2,100	2,100	4,200
Trailer Axle #2			
R. Trailer Axle #1	4,100	4,950 = 9050	9050
R. Trailer Axle #2	6,150	7,000 =	13,150 38,700
R. Trailer Axle #3	7,400	9,100 =	16,500
R. Trailer Axle #4			
Total			

Drop

10,350
39,750
4,200
38,700
93,000
- 1860 2%
91,140

Tight to FRAME: (Frame to 5th wheel)

Allowed Weight: 89,000 Horizon Scale 92,620.

End Time: 1130

Citation/Warning # Officer: WOOD

OLN
Medical
Reg
IFTA
Annual Inspect
1 - Fire Secure
2 - Trailer/Frame

(4)

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

Date: 6/14/13 Time Started: 11:51

Carrier: Horizon License-Tractor/Trailer: FSV307/244USM

Driver Name: Brett Zirlott OLN(ST/#): 0540056

Shipper: Maersk Sealand ~~Trucker~~ OSI Declared Weight: 52000

Wheel Base: 48 # of Axles: 7

Volvo 2" Block

Loaded Weight truck + trailer empty 38,600

Axle Position	Left	Right	Group Total	
Steering Axle	5400	5400	10,800	
Drive Axle #1	9,000	11,650	20,650	39,150
Drive Axle #2	7,900	10,600	18,500	
Trailer Axle #1	2,500	2,750	5,250	
Trailer Axle #2				
R. Trailer Axle #1	2,950	5,200	8,150	
R. Trailer Axle #2	6,500	7,100	13,600	37,250
R. Trailer Axle #3	7,550	7,950	15,500	
R. Trailer Axle #4				
Total				

Drop 26-40

3 5/8 OR Frame

10,800
39,150
5,250
37,250
92,450
1849 2%
90,601

Allowed Weight: 88,000 Horizon - Lines 91,320

End Time: 12:20

Citation/Warning #_____ Officer: Wood

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

(5)

Date: 6/19/13 Time Started: 1229

Carrier: Horizon License-Tractor/Trailer: DYC 329 / 24105M

Driver Name: Christopher M Gannon OLN(ST/#): 580 733 481 (New York)

Shipper: Crowley Declared Weight: 52500

Wheel Base: 50 # of Axles: 7

Axle Position	Left	Right	Group Total
Steering Axle	5100	5300	10,400
Drive Axle #1	8,850	10,050	18,900 37,700
Drive Axle #2	7,750	10,050	17,800
Trailer Axle #1	2,150	2,100	4,250
Trailer Axle #2			
R. Trailer Axle #1	4,500	4,750	9,250
R. Trailer Axle #2	6,200	6,750	12,950 40,000
R. Trailer Axle #3	8,550	9,250	17,800
~~R. Trailer Axle #4~~			
Total			

Drop

Peterbuilt. 1" Block

Block 2

Flight to Frame 0"

10,400
37,700
4,250
40,000
92,350
x2% 1847
90,503

Allowed Weight: 89,000 Horizon Scale = 92240

End Time: 1250

Citation/Warning #

Officer: WOOD

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

(6)

Date: 6/14/13 Time Started: 1335

Carrier: Horizon License-Tractor/Trailer: FSV303/241654

Driver Name: Brett Zirbel OLN(ST/#):

Shipper: OSI Declared Weight: 52000

Wheel Base: 48 # of Axles: 7

Axle Position	Left	Right	Group Total
Steering Axle	5450	5150	10,600
Drive Axle #1	9,650	~~[illegible]~~ 11,000	19,650
Drive Axle #2	9,500	10,000	19,500 39,150
Trailer Axle #1	2,200	2,150	4,350
~~Trailer Axle #2~~			
R. Trailer Axle #1	2,850	4,000	6,850
R. Trailer Axle #2	5,950	7,000	12,950 · 37,650
R. Trailer Axle #3	7,800	10,050	17,850
~~R. Trailer Axle #4~~			42,000
Total			

Volvo. 2" Block. From to 5th wheel 45"

Drop

10,600
39,150
4,850
37,650
91,750
- 2% 1835
89915

5th wheel underside plate

Allowed Weight: 88,000 Horizon Line 92430

End Time:

Citation/Warning #: Officer: Wood

(17)

Unalaska Department of Public Safety
Commercial Vehicle Weight Inspections Sheet

Date: 6/19/13 Time Started: 14:12

Carrier: Horizon License-Tractor/Trailer: EJE398/24105M

Driver Name: Bradley William Dista OLN(ST/#): 730123 AK ½ load.

Shipper: Crowley dock Declared Weight: 9900 Kgs x 2.2 (21,780 LBS)

Wheel Base: 50 # of Axles: 7

Axle Position	Left	Right	Group Total
Steering Axle	4,850	4,800	9,650
Drive Axle #1	8,500	7,150	15,650
Drive Axle #2	7,650	8,200	15850 31,500
Trailer Axle #1	1,300	1250	2,550
Trailer Axle #2			
R. Trailer Axle #1	1,650	1,550	3,200
R. Trailer Axle #2	2,450	2,700	5,150 16,210
R. Trailer Axle #3	3,400	4,450	7,860
~~R. Trailer Axle #4~~			
Total			

Drop

9650
31,500
2550
16,210
59,910
1198 2%
58,712

Peterbuilt Block 1"

From to Unalaska of 5th wheel plate. 13'4"

Allowed Weight: 89,000 Horizon Scale 61,300

End Time: 1435

Citation/Warning # ______ Officer: WOOD/Lee

Exhibit C

Kalmar Bartlett lifting devices spec sheets

KALMAR BARTLETT LIFTING DEVICES

Table of Contents

Heavy Duty Materials Handling Equipment and Services

About Us

Kalmar is a global provider of heavy duty materials handling equipment and services to ports, inter-modal traffic, terminals and demanding industrial customers. Kalmar focuses on supplying handling solutions that enable customers to operate with a high level of efficiency and reliability. Every fourth container or trailer transfer at terminals around the world is handled by a Kalmar machine.

Kalmar is part of Cargotec Corporation, which is the world's leading provider of cargo handling solutions for ships, ports, terminals and local distribution. Cargotec's net sales were EUR 1.9 billion in 2004. Cargotec shares are listed on the Helsinki Stock Exchange.

Kalmar Industries purchased Bartlett Lifting Devices in 1999 to round out their product line for the lifting and moving trailers in all sorts of industries. Bartlett has been designing, manufacturing and selling elevating 5th wheels since the "50's". The Bartlett product transforms an over the road truck into terminal tractors or spotting tractors for a fraction of the price of commercial terminal tractors. A Bartlett conversion can be used for over the road service to transport loaded trailers down public highways with the same performance as an over the road truck. Bartlett 5th wheels are used in freight distribution, manufacturing plants, container movement, and dumping of various commodities using our mid-lifting product.

There are 2 basic products, the standard elevating 5th wheel and the mid-lift 5th wheel. The standard 5th wheel will raise the front of a trailer 13 in. to 18.5 in. It has the capability of moving trailers with a gross combined weight (GCW, combined weight of trailer and payload) of 60,000 lbs to 120,000 lbs.

The mid-lift product has the ability of raising a trailer 72 in. (6 ft.) and a GCW rating of 60,000 lbs. It is used to dump trailers where steep angles are not needed to dump the load, such as fruit and vegetables, plastic pellets, house modules, tankers, and some grains at a lot lower cost than having dump trailers. The mid-lift can be used in conjunction with a pit to increase the dumping angle for lower cost than dumping trailers or high lift 5th wheels and far more safer. Vibrators can be used along with the trailer to dislodge materials that tend to bridge and create ledges or materials that tend to cling to the trailer surfaces such as damp materials.

Standard-Lifting 5th Wheels

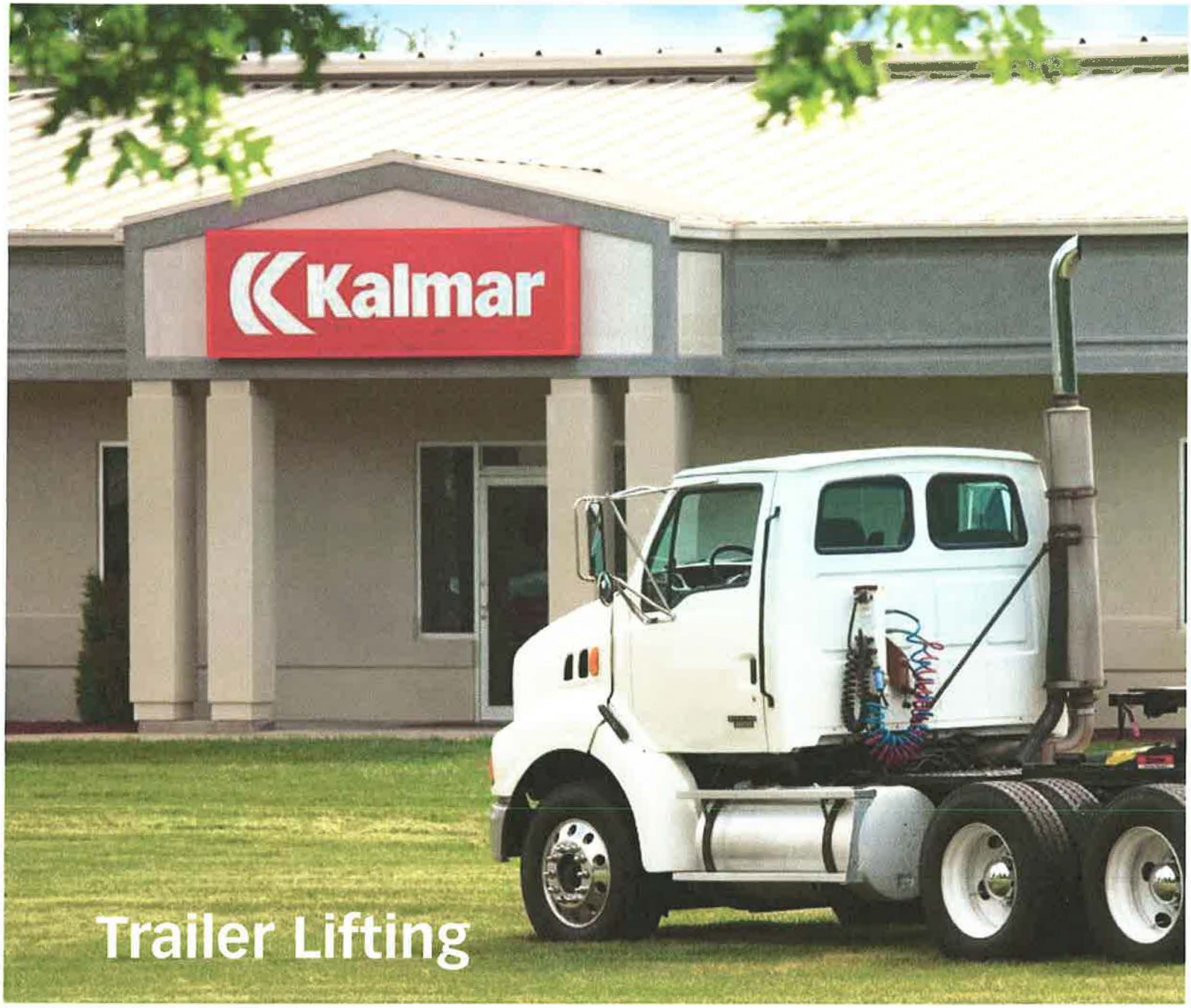
For moving trailers and containers in yard and public road applications, products available are:

Bartlett manufactures a variety of lifting 5th wheels that speed trailer handling and dumping.

Trailer spotting 5th wheels convert standard road tractors into versatile spotting tractors.

Specifications: Top-Frame Mounted Lifting 5th Wheels for Yard and Road Use

Table I	M85		M92		M95	
Gross Weight Capacity 2 (Lbs., Kg.)	60,000	27,216	90,000	41,000	60,000	27,216
Minimum Tractor C. A. Dim 3 (Ins., mm)	72	1829	72	1829	84	2134
Lifting Height 4 (Ins., mm)	13	330	13	330	18.50	470
Down Height 5 (Ins., mm)	8.5	216	8.5	216	9.5	241
Dimensions (Ins., mm)						
A. Width[6]	34	864	40.83	1037	34	864
B. Length	87.25	2216	85.38	2169	105.5	2680
C. Cyl Bore Dia.	7	178	7	178	7	178
D. Cyl. O.D.	7.75	197	7.75	197	7.75	197



Kalmar Lifting 5th Wheels Improve Productivity by 2.5 Times

The Kalmar Lifting 5th Wheel is designed to make trailer spotting much more efficient by saving time, labor and improving safety. The cranking of the landing gear is eliminated so the Kalmar Lifting 5th Wheel can do more work in less time and reduce operator fatigue. By serving as a trailer spotter and over the road delivery vehicle, it speeds up trailer movement operations by making handling more efficient and flexible. It can also serve as a transport vehicle to various plant locations. Three of our Lifting 5th wheel models permit converted tractors to do double duty by spotting trailers and hauling over the road. After reviewing this brochure, please fill out the selection guide summary included. Then, your knowledgeable representative will analyze your operation to see which Kalmar product is right for you. Kalmar has over 45 years of designing and manufacturing Lifting 5th Wheels, so we truly are dedicated to making things easier for you.

The Kalmar Lifting 5th Wheel provides a simple, cost effective way to convert standard road tractors into hard working yard tractors with on-road capabilities. It can provide improved safety and less operator fatigue to move many trailers from one location to another – as with just-in-time manufacturing.

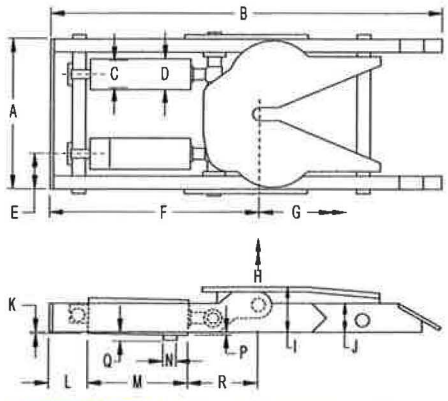
Lifting maximum height horizontal position of 13"

18" lift with full oscillation available to clear ramps

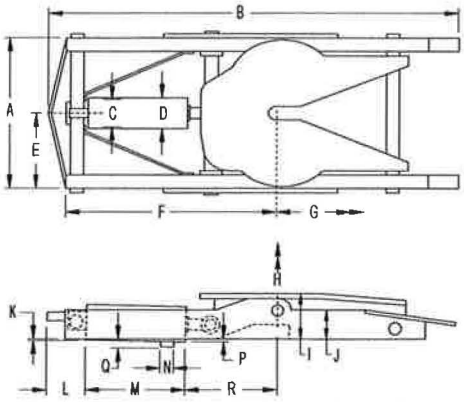
Full down position

When you choose a Kalmar Lifting 5th Wheel our global expertise goes to work for you.

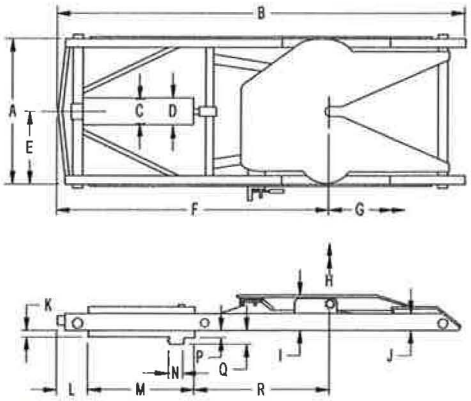
We want to make things easier for you, so here are the specifications to help you determine which Kalmar Lifting 5th wheel best meets your needs. These models are suitable for most applications. All of these models are mounted on top of the truck frame. Please read the footnotes before ordering.



Bartlett M62, M63, M92 Twin Cylinder



Bartlett M85, M60, M61, Single Cylinder



Bartlett M95, Single Cylinder

Models and Specifications	Bartlett M85		Bartlett M92		Bartlett M95		Bartlett M60HD-14		Bartlett M61HD-14T		Bartlett M62HD-14T		Bartlett M63HD-14T	
	U.S.	METRIC	U.S.	METRIC	U.S.	METRIC	U.S.	METRIC	U.S.	METRIC	U.S.	METRIC	U.S.	METRIC
Gross Weight Capacity[2] (Lbs., Kg.)	60,000	27,216	90,000	41,000	60,000	27,216	60,000	27,216	70,000	31,752	100,000	45,360	120,000	54,432
Minimum Tractor C.A. Dim.[3] (inches, mm)	72	1829	72	1829	84	2134	72	1829	72	1829	72	1829	72	1829
Lifting Height[4] (inches, mm)	13	330	13	330	18.50	470	14	356	14	356	14	356	14	356
Down Height[5] (inches, mm)	8.50	216	8.5	216	9.5	241	10.25	260	10.25	260	10.25	260	10.25	260
Dimensions (inches, mm)														
A. Width	34	864	34	864	34	864	34	864	34	864	34	864	34	864
B. Length	84.37	2143	86.50	2197	105.5	2680	86.25	2191	86.25	2191	88	2235	88	2235
C. Cyl. Bore Diameter	7	178	7	178	7	178	7	178	8	203	7	178	8	203
D. Cyl. O.D.	7.75	197	7.75	197	7.75	197	7.75	197	8.75	222	7.75	197	8.75	222
E. Cyl. Center to Frame	17	432	9.25	235	17	432	17	432	17	432	8	203	8	203
F. Frame Front to King Pin, Down Pos.	50.25	1175	52	1320	64.25	1632	47	1194	47	1194	52.50	1333	52.50	1333
G. Travel Back, Up Pos.	6	152	6	152	11	280	6.50	165	6.50	165	6.50	165	6.50	165
H. Lifting Height[4]	13	330	13	330	18.50	470	14	356	14	356	14	356	14	356
I. Down Height[5]	8.5	216	8.5	216	9.5	241	10.25	260	10.25	260	10.25	260	10.25	260
J. Frame Height	3.88	99	3.88	99	3.88	99	5.63	143	5.63	143	5.63	143	5.63	143
K. Cyl. Front Below Frame	2.38	61	2.25	57	2.25	57	.38	10	.88	22	.38	10	.88	22
L. Cyl. to Frame Front	8	203	9.25	235	8	203	8	203	8	203	9.38	238	9.38	238
M. Cyl. Barrel Length	22.12	562	22.5	572	25.5	648	22.5	572	22.5	572	22.5	572	22.5	572
N. Cyl. Port Block Length	2.75	70	2.75	70	2.75	70	2.75	70	2.75	70	2.75	70	2.75	70
P. Cyl. Rear Below Frame	2.25	57	2	51	2	51	.75	19	1.25	32	.75	19	1.25	32
Q. Port Block Below Frame	4.5	114	4	102	4.25	108	3.38	86	3.75	95	3.38	86	3.75	95
R. King Pin to Cyl. Barrel	19.5	495	20	508	34.13	867	20	508	20	508	20	508	20	508
Dry Weight (Lbs., Kg.)	1325	601	1400	636	1400	636	1325	601	1325	601	1475	670	1475	670

Footnotes

1. Top-Frame Mounted models fit most tractors. **2.** Gross weight refers to trailer and contents. **3.** C.A. refers to distance from last above-frame obstruction (i.e. transmission mount) behind tractor cab to center of single or tandem axles. C.A. figures based on 36-inch king pin setting. Most models fit single and tandem tractors. **4.** Lifting height refers to distance from down height to maximum raised height. **5.** Down height refers to distance from top of tractor frame to top of 5th Wheel plate when unit is in the down position. **6.** Shaft extension adds 1/4 inch to each side.

Road Kit: Standard on most models.

King Pin Release: Pneumatic with cab control valve. For public road use, Road Kit is required.

Hydraulic Cylinders: 7" or 8" bore, depending on model.

Fluid Type: Anti-wear hydraulic oil with pour-point rated according to operating temperatures and conditions. (Not included with unit).

Extra Heavy Duty: Optional models are available for more severe applications.

Pump: Hydraulic gear pump with integral valve. Output at 1500 rpm: 20 gpm, 2000psi maximum pressure. Restrictor valve installed to limit descent speed. Air shift for the valve comes standard. Hydraulic System fittings and tubing are supplied for installation. System is power-up, gravity down with cylinder barrel rod end for the hydraulic reservoir.

PTO Ratio: Recommended: Twin cylinder fifth wheel models --- 90-110%: Single cylinder fifth wheel models 80-90%.

Air Shift Kit: An air shifting kit for the air shift functions is available as an extra cost option. Kit consists of air controls for PTO, hydraulic valve and jaw release that are mounted in a console for cab installation.

CITY OF UNALASKA
UNALASKA, ALASKA

ORDINANCE 2013-13

AN ORDINANCE OF THE UNALASKA CITY COUNCIL AMENDING THE SCHEDULES OF FEES AND CHARGES TO BE ASSESSED FOR CITY-PROVIDED SERVICES.

BE IT ENACTED BY THE UNALASKA CITY COUNCIL AS FOLLOWS:

Section 1: Form. This is a Non-Code ordinance.

Section 2: Adoption of a Schedule of Rates and Charges. The Council hereby amends the following schedule of rates and charges to be paid by consumers of the identified City-provided services, labor, and equipment. The schedule adopted is listed individually below and are attached hereto. The schedule shall remain in effect until such time as it may be amended by subsequent ordinance.

- Department of Public Safety

Section 3. Effective Date. This ordinance shall take effect upon approval.

Section 3. Effective Date. This ordinance shall take effect upon adoption.

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS 12TH DAY OF NOVEMBER 2013.

_____
MAYOR

ATTEST:

_____
CITY CLERK

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: ABNER HOAGE, ACTING DIRECTOR OF PUBLIC SAFETY

THRU: CHRIS HLADICK, CITY MANAGER

FROM: DEPARTMENT OF PUBLIC SAFETY

DATE: 10/10/13

RE: **ORDINANCE 2013-13**

SUMMARY: During the October 22, 2013 meeting, we will be discussing proposed changes to the City of Unalaska Schedule of Fees and Charges. In the Public Safety portion, a change to the fees charged for ambulance services is suggested. These changes are being recommended based primarily on two factors. The first is that IFHS has not paid the City of Unalaska for ambulance fees in over two years and is no longer interested in billing for ambulance services. The second is because our current fee is not in line with Medicare and AK Medicaid allowable limits.

PREVIOUS COUNCIL ACTION: The fee schedule is reviewed on an annual basis, during the May 28, 2013 meeting it was noted that the ambulance billing portion of the fee schedule would be brought forward at a later date.

BACKGROUND:

The Division of Fire and Emergency Medical Services has charged for Ambulance Service for many years. The current fee schedule sets a flat rate of $400 for all Ambulance calls, and further states that "IFHS will do the billing and keep $100 and remit $300 to the City. The $100 the clinic keeps is to cover the costs of billing, collection, and minor restocking of the ambulance." IFHS is no longer interested in billing for ambulance service and the flat rate fee for all ambulance services is too low and not in line with Medicare and AK Medicaid allowable limits. We are proposing a tiered fee schedule for ambulance services based on the level of care provided and a per mile charge when transporting, as outlined below:

AMBULANCE FEES:

Loaded Mileage	$ 11.00/mile
BLS	$300.00
BLS-E	$500.00
ALS1	$600.00
ALS2	$800.00

DISCUSSION:

1) The prior arrangement with IFHS was for them to do billing on our behalf at a rate of $400 per ambulance call of which $100 would be retained by IFHS as payment for billing services and minor restocking of ambulances. We have been unable to locate any kind of written contract or agreement for this service, however this fee schedule as written was originally adopted by council in 2002.

2) Under this arrangement Public Safety would submit a bill to IFHS for $300 per patient transported, and include with the invoice all information needed for IFHS to complete billing including date of transport, patient name, and chief complaint. From 2002 when the current fee schedule was adopted through February 2011 IFHS paid the bill in full each month and would then bill the patient for the $400 authorized by the fee schedule.

3) Beginning in March 2011 through present no additional payments have been received from IFHS; despite $140,400 (City portion of the fees) being billed to IFHS for 468 transports between March 2011 and March 2013. It is our understanding that IFHS continued to bill patients for City ambulance services at least through May 15, 2013 when IFHS Director, Mrs. Conlon-Scott said in an email to Karl Swanson, Acting Finance Director; "Going forward to FY 2014, I do not foresee us billing for ambulances anymore..."

4) Following this communication Chief Hoage began researching alternatives for ambulance billing. Beginning with a survey of other members of the Alaska Fire Chiefs Association to determine how they were accomplishing ambulance billing and what they were charging. Twelve agencies replied and of those two (2) were using internal staff to accomplish ambulance billing. The rest were using primarily one of three different third party billing companies; System Design West, Omni Billing, and Whittman Enterprises.

5) Chief Hoage contacted each of these companies and obtained verbal quotes for service. System Design West quoted a fixed cost per patient on a sliding scale based on the number of patients transported each month. The other two companies both quoted a percentage of the total amount collected. System Design West was chosen over the other two companies because having a fixed cost per patient will make budgeting expenses easier and costs will not change as fee schedules change.

6) System Design West (SDW), has provided us with information regarding the fees their other Alaska based clients are charging (attachment 1). Additionally Medicare's expectation is that agencies will bill for Loaded Mileage, BLS-E, ALS1 and ALS2 levels of service (attachment 2). Medicare and AK Medicaid have set their allowable limits with this in mind, so we want to be sure to set our fees at least as high as what they allow or we will be "leaving money on the table".

Current Medicare Super-Rural allowable limits for Alaska:

Mileage=$10.74
BLS-E=$457.29
ALS1=$543.03
ALS2=$785.96

Current Alaska Medicaid allowable limits:
Mileage=$8.03
BLS-E=$458.95
ALS1=$545.01
ALS2=$635.98

7) Commercial insurances (Aetna, Cigna, United Healthcare, etc.) will not hold us to a fee schedule (unless we contract with them, which SDW does not recommend) and usually pay 70-80% of the amount billed, which is another reason to set our fees relatively high. Due to a lack of information regarding our payer mix SDW could not say with any accuracy how much more this would gain us in revenue, but they did state "$400 is definitely too low". SDW also stated that "Many clients are concerned that their bills not be a burden to those who must pay out of pocket, so they set very low rates, but this can be addressed via a lenient collection policy rather than letting insurance companies pay your low fee and keep the rest for themselves".

8) Based on our call volume SDW has proposed pricing for us on a sliding scale (attachment 3) this method will result in a reduced rate for us during busy months and a slightly increased rate during slower months.

9) In CY12 we responded to 286 combined ambulance and medevac calls. If SDW had been billing for us as outlined in the above structure we would have paid $10,010 in charges for patient billing. Assuming we could only collect 80% of the billed amount and if every one of these calls were billed at the BLS-E level, we would have recovered the amount paid for billing services after just 25 of the 286 or 8.75% of patients had paid. Again based on collecting 80% of the billed amount and at the BLS-E level of service if all of the remaining patients were to pay it would have resulted in an additional $104,400 in revenue.

ATTACHMENTS:

1). Current Billing Rates for SDW's Alaska Clients

2). Ambulance Service Category Definitions

3). SDW Proposed Sliding Scale Pricing for Billing Service

4). Estimated Ambulance Run Cost

ALTERNATIVES:

1). Accept the changes as recommended to the fee schedule.

2). Keep the fees in the current form.

3). Modify the fees in another manner.

FINANCIAL IMPLICATIONS: Under the current fee schedule we will be missing out on a significant amount of income. Under the scenario outlined above the possible revenue from ambulance billing would be equal to 47% of the Division of Fire and EMS annual operating budget.

LEGAL: None.

STAFF RECOMMENDATION: Staff recommends the Council approve the language as drafted.

PROPOSED MOTION: Request a motion to approve Ordinance 2013-13, and schedule for second reading.

CITY MANAGER'S COMMENTS: I recommend approval of these changes.

Client Name	BLS-NE (non-res)	BLS-E (non-res)	ALS1-E (non-res)	ALS2 (non-res)	SCT (non-res)	Mileage (non-res)	Non-TX (non-res)	Bill Supplies?	Use Coll Agency?	Balance Bill Res?	Effective Date
	A0428	A0429	A0427	A0433	A0434	A0425	A0998				
Bear Creek-Kenai, AK	300	500	600	800		11		N	N	Y	1/1/2012
Central Emergency Svcs-Kenai, AK	300	500	600	800		11		N	Y	Y	1/1/2012
Cordova, AK		500						N	N	Y	10/1/2012
Craig, AK	375	475	675	775	675	7	175	Y	N	Y	6/1/2011
Delta Medical Transport	700	750	800	850	900	12.5		N	N	Y	8/1/2011
Dillingham	400	450	550	650	750	13	200	N	N	Y	5/1/2013
Kachemak-Kenai, AK	300	500	600	800		11		N	Y	Y	1/1/2012
Kenai, AK	350	550	650	800		11		N	N	Y	12/1/2010
Ketchikan, AK	400 (600)	500 (600)	700 (800)	900 (1100)				N	Y	Y	11/1/2008
Ketchikan Gateway-N/S Tongass	562	562	668	966		8.94		N	Y	Y	
Kodiak, AK		500	600	800		11		N	N	Y	7/1/2012
Nikiski-Kenai, AK	300	500	600	800		11		N	Y	Y	1/1/2012
North Pole, AK		400 (800)	400 (800)	400 (800)		11		N	Y	N	1/1/2012

Attachment 1

AMBULANCE SERVICE CATEGORIES

Under the fee schedule, there are seven categories of ground ambulance services and two categories of air ambulance services. In this section, each of the categories and their requirements is outlined. Medicare pays only for the category of service provided and then only when medically necessary. Use the HCPCS code to reflect the type of service the beneficiary received and not the type of vehicle used. Even if a local government requires an ALS response for all calls, Medicare pays only for the level of service provided and then only when medically necessary.

The seven ground ambulance categories, which apply to both land and water transportation include:

1. Basic Life Support (BLS);
2. Basic Life Support (BLS) Emergency;
3. Advanced Life Support (ALS), Level One;
4. Advanced Life Support (ALS), Level One, Emergency;
5. Advanced Life Support (ALS), Level Two;
6. Specialty Care Transport; and
7. Paramedic Intercept (This only applies to ambulance services in New York state.)

The following definitions apply to both land and water (hereafter referred to as "ground") ambulance services unless otherwise specified as applying to air ambulance services:

BASIC LIFE SUPPORT

Definition: Basic life support (BLS) is transportation by ground ambulance vehicle and the provision of medically necessary supplies and services, including BLS ambulance services as defined by the state. The ambulance must be staffed by an individual who is qualified in accordance with state and local laws as an emergency medical technician basic (EMT Basic). These laws may vary from state to state or within a state. For example, only in some jurisdictions is an

EMT-Basic permitted to operate limited equipment onboard the vehicle, assist more qualified personnel in performing assessments and interventions and establish a peripheral intravenous (IV) line.

EMERGENCY RESPONSE

Definition: Emergency response is one in which a BLS or ALS1 level of service has been provided in immediate response to a 911 call or the equivalent. An immediate response is one in which the ambulance supplier begins as quickly as possible to take the steps necessary to respond to the call.

Application: The phrase "911 call or equivalent" is intended to establish the standard that the nature of the call at the time of dispatch is the determining factor. Regardless of the medium by which the call is made (i.e., a radio call could be appropriate) the call is of an emergent nature when based on the information available to the dispatcher at the time of the call, it is reasonable for the dispatcher to issue an emergency dispatch in light of accepted, standard dispatch protocol. An emergency call need not come through 911 even in areas where a 911 call system exists. However, the determination to respond emergently must be in accord with the local 911 or equivalent service dispatch protocol. If the call came in directly to the ambulance supplier, then the supplier's dispatch protocol and the dispatcher's actions must meet at a minimum, the standards of the dispatch protocol of the local 911 or equivalent service. In areas that do not have a local 911 or equivalent service, both the protocol and the dispatcher's actions must meet at a minimum, the standards of the dispatch protocol in another similar jurisdiction within the state; or, if there is no similar jurisdiction, then the standards of any other dispatch protocol within the state. Where the dispatch was inconsistent with this standard of protocol, including where no protocol was used, the beneficiary's condition (for example, symptoms) at the scene determines the appropriate level of payment.

ADVANCED LIFE SUPPORT, LEVEL 1

Definition: Advanced life support, level 1 (ALS1) is the transportation by ground ambulance vehicle and the provision of medically necessary supplies and services including the provision of an ALS assessment or at least one ALS intervention.

ADVANCED LIFE SUPPORT ASSESSMENT

Definition: Advanced life support (ALS) assessment is an assessment performed by an ALS crew as part of an emergency response that was necessary because the patient's reported condition at the time of dispatch was such that only an ALS crew was qualified to perform the assessment. An ALS assessment does not necessarily result in determining that the patient requires an ALS level of service.

The determination to respond emergently with an ALS ambulance must be in accord with the local 911 or equivalent service dispatch protocol.

ADVANCED LIFE SUPPORT, LEVEL 2

Definition: Advanced life support, level 2 (ALS2) is the transportation by ground ambulance vehicle and the provision of medically necessary supplies and services including: (1) at least three separate administrations of one or more medications by intravenous push/bolus or by continuous infusion (excluding crystalloid fluids); or (2) ground ambulance transport and the provision of at least one of the ALS2 procedures listed below.

Application: Crystalloid fluids include fluids such as 5% dextrose in water, saline and lactated ringers. Medications that are administered by other means, i.e., intramuscular/subcutaneous injection, oral, sublingually or nebulizer, do not qualify to determine whether the ALS2 level rate is payable. However, this is not an all-inclusive list. Likewise, a single dose of medication administered fractionally, i.e., one-third of a single dose quantity, on three separate occasions does not qualify for the ALS2 payment rate. The criterion of multiple administrations of the same drug requires a suitable quantity and amount of time between administrations that is in accordance with standard medical practice guidelines. The fractional administration of a single dose, for this purpose meaning a standard or protocol dose, on three separate occasions does not qualify for ALS2 payment. In other words, the administration of one third of a qualifying dose three times does not equate to three qualifying doses for purposes of indicating ALS2 care. One third of X given three times might = X (where X is a standard/protocol drug amount), but the same sequence does not equal three times X. Thus, if three administrations of the same drug are required to show that ALS2 care was given, each of those administrations must be in accord with local protocols. The run will not qualify on the basis of drug administration if that administration was not according to protocol.

An example of a single dose of medication administered fractionally on three separate occasions that would not qualify for the ALS2 payment rate would be the use of intravenous (IV) epinephrine in the treatment of pulseless ventricular tachycardia/ventricular fibrillation (VF/VT) in the adult patient. Administering this medication in increments of 0.25 mg, 0.25 mg and 0.50 mg for a total of 1 mg would not qualify for the ALS2 level of payment. This medication, according to the American Heart Association (AHA) Advanced Cardiac Life Support (ACLS) protocol, calls for epinephrine to be administered in 1 mg increments every 3 to 5 minutes. Therefore, in order to receive payment for an ALS2 level of service, three separate administrations of epinephrine in 1 mg increments must be administered for the treatment of pulseless VF/VT.

A second example that would not qualify for the ALS2 payment level is the use of adenosine in increments of 2 mg, 2 mg and 2 mg for a total of 6 mg in the treatment of an adult patient with paroxysmal supraventricular tachycardia (PSVT). According to ACLS guidelines, 6 mg of adenosine should be given by rapid intravenous push (IVP) over 1 to 2 seconds. If the first dose does not result in the elimination of the supraventricular tachycardia within 1 to 2 minutes, 12 mg of adenosine should be administered IVP. If the supraventricular tachycardia persists, a second 12 mg dose of adenosine can be administered for a total of 30 mg of adenosine. Three separate administrations of the drug adenosine in the dosage amounts outlined in the later case would qualify for ALS2 payment.

For purposes of this definition, the ALS2 procedures are:

1. Manual defibrillation/cardioversion;
2. Endotracheal intubation;
3. Central venous line;
4. Cardiac pacing;
5. Chest decompression;
6. Surgical airway; or
7. Intraosseous line.

Endotracheal intubation is one of the services that will qualify for the ALS2 level of payment; therefore, it is not necessary to consider medications administered by endotracheal intubation for the purpose of determining whether the ALS2 rate is payable. The monitoring and maintenance of an endotracheal tube that was previously inserted prior to the transport also qualifies as an ALS2 procedure.

ADVANCED LIFE SUPPORT INTERVENTION

Definition: Advanced life support (ALS) intervention is a procedure that is in accordance with state and local laws beyond the scope of practice of an emergency medical technician-basic (EMT-Basic).

Application: An ALS intervention must be medically necessary to qualify as an intervention for payment of an ALS level of service. An ALS intervention applies only to ground transports.

ADVANCED LIFE SUPPORT (ALS) PERSONNEL

Definition: ALS personnel are individuals trained to the level of the emergency medical technician-intermediate (EMT-Intermediate) or paramedic.

EMT-INTERMEDIATE

Definition: EMT-Intermediate is an individual who is qualified in accordance with state and local laws, as an EMT-Basic and who is also certified in accordance with state and local laws to perform essential advanced techniques and to administer a limited number of medications.

EMT-PARAMEDIC

Definition: EMT-Paramedic possesses the qualifications of the EMT-Intermediate and in accordance with state and local laws has enhanced skills that include being able to administer additional interventions and medications.

SPECIALTY CARE TRANSPORT

Definition: Specialty care transport (SCT) is hospital-to-hospital transportation of a critically injured or ill beneficiary by a ground ambulance vehicle, including the provision of medically necessary supplies and services, at a level of service beyond the scope of the EMT-Paramedic. SCT is necessary when a beneficiary's condition requires ongoing care that must be furnished by one or more health

professionals in an appropriate specialty area, for example emergency or critical care nursing, emergency medicine, respiratory care, cardiovascular care or a paramedic with additional training.

Application: SCT is necessary when a beneficiary's condition requires ongoing care that must be furnished by one or more health professionals in an appropriate specialty area. The EMT-Paramedic level of care is set by each state. Care above that level that is medically necessary and that is furnished at a level of service above the EMT-Paramedic level of care, is considered SCT. That is to say if EMT-Paramedics without specialty care certification or qualification are permitted to furnish a given service in a state, then that service does **not** qualify for SCT. The phrase "EMT-Paramedic with additional training" recognizes that a state may permit a person who is not only certified as an EMT-Paramedic but who also has successfully completed additional education as determined by the state in furnishing higher level medical services required by critically ill or critically injured patients to furnish a level of service that otherwise would require a health professional in an appropriate specialty care area (for example, a nurse) to provide. "Additional training" means the specific additional training that a state requires a paramedic to complete in order to qualify to furnish specialty care to a critically ill or injured patient during an SCT.

Attachment 3

Exhibit "A"

Systems Design EMS Transport Billing Services
2013 Sliding Scale Pricing

The following represents the cost per transport processed by Date of Service on a monthly basis for billing EMS Transports for seasonal and lower volume clients.

Number of transports (per month)	Cost Each
1-10	$ 35.00
11-20	$ 30.00
21 plus	$ 25.00

Attachment 4

Estimated Ambulance Run Cost
Fiscal Year 2014 Budget

1999 Marque Ambulance 4X4	143,311	
2013 New Ambulance	191,875	
Cost of Ambulances (to the City)	335,186	
Approximate life of ambulance - years	20	
Allocated Cost per Year		16,759
Insurance Cost per Year		17,062
Fuel and Maintenance		7,000
Medical Supplies Cost per Year		15,000
Medical Director		16,000
EMS Administrator		19,640
Average Annual Salary for one Paid Staff	123,333	
33% of average annual salary		40,700
Average Volunteer Stipend/call	22	
Estimated Annual Stipends for 3 volunteers		15,378
ESTIMATED AMBULANCE COST PER YEAR		147,540
Average runs per year (5 year average)		208
Approximate cost per run		709

EXCERPT FROM SCHEDULE OF FEES

DEPARTMENT OF PUBLIC SAFETY

****

POLICE

Civil Process Service Request	
Served or Unserved	50.00
Private Party Fingerprints	25.00

PUBLIC INFORMATION REQUESTS:

Copy of report	20.00
Copy of DVD/CD	5.00

CHAUFFEURS LICENSE:

Chauffeurs license (Original)	55.00 plus State of Alaska processing fee for fingerprinting
Renewal	15.00
Taxi Meter Inspection	20.00

EMS CLASS FEES:

Heartsaver First Aid	$ 75.00
Heartsaver First Aid CPR AED	$ 75.00
Heart Saver CPR AED	$ 75.00
BLS for Healthcare Providers	$ 75.00
BLS Instructor	$150.00
Heartsaver Instructor	$150.00
ACLS	$150.00
PALS	$150.00
ETT	$300.00
EMT I	$400.00
EMT II	$500.00
EMT III	$500.00
ETT Refresher	$100.00
EMT I, II, III Refresher	$200.00
All CPR Refreshers	$ 50.00

AMBULANCE FEES	~~$400.00~~
Loaded Mileage	$ 11.00/mile
BLS	$300.00
BLS-E	$500.00
ALS1	$600.00
ALS2	$800.00

~~IFHS will do the billing and keep $100 and remit $300 to the City. The $100 the clinic keeps is to cover the costs of billing, collection, and minor restocking of the ambulance.~~

VEHICLE IMPOUND:

Storage of Vehicle	20.00 per day

TOWING SERVICE:

Actual cost of towing service will be as charged by provider.

ANIMAL CONTROL:

Dog Impound – 1st offense	25.00
Dog Impound – 2nd offense	50.00
Dog Impound – 3rd offense	100.00
Animal License	5.00
Replace lost tag	5.00
Maintenance Fee	20.00 per day

CITY OF UNALASKA
UNALASKA, ALASKA

ORDINANCE NO. 2013-14

AN ORDINANCE OF THE UNALASKA CITY COUNCIL CREATING BUDGET AMENDMENT NO. 3 TO THE FY14 OPERATING BUDGET TO INCREASE STATE GRANT FUNDING, PUBLIC SAFETY EQUIPMENT AND TRAINING, AND PORTS SECURITY, AND TO INCREASE THE CAPITAL BUDGET BY FUNDING A POWERHOUSE CONTROL SYSTEM UPGRADE PROJECT AND A PORTS HIGH-MAST LIGHTS AND LED PROJECT

BE IT ENACTED BY THE UNALASKA CITY COUNCIL

Section Classification: This is a non-code ordinance.
Section Effective Date: This ordinance becomes effective upon adoption.
Section Content: The City of Unalaska FY14 Budget is amended as follows:

A. That the following sums of money are hereby accepted and the following sums of money are hereby authorized for expenditure.
B. The following are the changes by account line item:

Amendment No. 3 to Ordinance 2013-09

	Current	Released	Revised
I. OPERATING BUDGET			
A. General Fund			
Revenues			
Intergovernmental	12,699,920	69,650	12,769,570
Expenditures			
Public Safety	5,289,661	35,250	5,324,911
Transfers to Enterprise Operations	-	34,400	34,400
B. Proprietary Funds			
Ports and Harbors Fund			
Transfers from General Fund	-	34,400	34,400
Expenditures	7,776,626	34,400	7,811,026
II. CAPITAL BUDGET			
Electrical Fund			
Current Year Budget Surplus	589,635	561,072	28,563
Powerhouse Control System Upgrade	-	561,072	561,072
Ports and Harbors Fund			
Budgeted Use of Net Assets	1,360,716	1,411,000	2,771,716
High-Mast Lights and LED	-	1,411,000	1,411,000

PASSED AND ADOPTED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS 12TH DAY OF NOVEMBER 2013.

_____
MAYOR

ATTEST

_____
CITY CLERK

Summary of Budget Amendment
and Schedule of Proposed Accounts

1) **Public Safety and Ports** - This request is to receive $69,650 in grant funding from the State of Alaska Department to pay for training activities and preparedness equipment for Public Safety and a security system for the Ports and Harbors Fund.

2) **Powerhouse Control System Upgrade Project** - This request will provide for the design and installation of a new control system which will allow monitoring and control of the different electrical generating equipment of the Electric Utility. This will be funded by the current year budget surplus.

3) **Ports High-Mast Lights and LED Project** - This request will provide for the design and installation of high-mast LED light at the City's ports. This will be funded by an appropriation of net assets.

	Org	Object	Project	Current	Requested	Revised
General Fund - Public Safety						
Sources:						
Misc. State Oper Grants PS	0101 1041	42199		14,343	69,650	83,993
Uses:						
Supplies (Grants)	0102 1152	56450		-	35,250	35,250
Transfer to Enterprise Oper	0102 9854	59920		-	34,400	34,400
Electric Utility Operating Fund						
Sources:						
Current year budgeted surplus				589,635	561,072	28,563
Uses:						
Transfers to Ent. Cap Projects	5002 9854	59940		204,310	561,072	765,382
Electric Fund - Powerhouse Expansion Fund						
Sources:						
Transfers from Enterprise Oper	5041 9848	49130	EL403	-	561,072	561,072
Uses:						
Engineering	50425053	53240	EL403	-	399,509	399,509
Supplies	50425053	56100	EL403	-	10,000	10,000
Telephone	50425053	55310	EL403	-	200	200
Travel	50425053	55903	EL403	-	15,000	15,000
Machinery	50425053	57400	EL403	-	85,357	85,357
Other	50425053	55999	EL403	-	51,006	51,006
Ports and Harbors Fund						
Sources:						
Transfers from General Fund	5401 9848	49100		-	34,400	34,400
Budgeted use of Net Assets	54017049	49910		1,360,716	1,411,000	2,771,716
Uses:						
Supplies (Grants)	5402 5352	56450		-	34,400	34,400
Transfer to Enterpr Capt Proj	54029854	59940		1,780,788	1,411,000	3,191,788
Ports and Harbors Fund - Capital Projects						
Sources:						
Transfer from Enterprise Oper	54119848	49130	PH401	-	1,411,000	1,411,000
Uses:						
Engineering	54127053	53240	PH401	-	67,000	67,000
Construction Services	54127053	54500	PH401	-	1,344,000	1,344,000

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: JAMIE SUNDERLAND, PUBLIC SAFETY DIRECTOR

THRU: CHRIS HLADICK, CITY MANAGER

FROM: DEPARTMENT OF PUBLIC SAFETY

DATE: 10/15/13

RE: **BUDGET AMENDMENT ORDINANCE 2013-14**

SUMMARY: During the October 22, 2013 meeting, we will be discussing the budget amendment request necessary to record grant revenues received from the Alaska Division of Homeland Security and Emergency Management (DHS&EM) 2013 State Homeland Security Grant Program, and to reallocate funds to the FY14 Police Operating Budget and Ports Security Budget.

The total amount is: $69,650.00.

PREVIOUS COUNCIL ACTION: There has been no previous council action on this item.

BACKGROUND:

1) $69,650.00 is a grant received from Alaska Division of Homeland Security and Emergency Management, as part of the 2013 State Homeland Security Grant Program. This grant is 100% funded, and covers training activities and preparedness equipment. Specifically, this money will provide; servers and accessories for a Ports video surveillance system, overtime and equipment to be used in the Alaska Shield 2014 exercise, travel for an after action review of the Alaska Shield 2014 exercise, and for the purchase of an evidence collection and storage trailer.

DISCUSSION:

1) The $69,650.00 being requested is to purchase servers and accessories, an evidence collection trailer, and travel/training pursuant to the guidelines set forth in the grant scope. The grant reimburses all expenses to the City of Unalaska upon purchase and submission of receipts. All funds are expected to be fully expended within the grant timelines. Local procurement rules must be followed.

2) The Dept. of Public Safety has traditionally managed the grant, although it is not the sole beneficiary. This year, the Ports department will use the grant for servers and accessories to continue work on the planned video surveillance project.

The City will be participating in the Alaska Shield 2014 exercise. The overtime, materials, and travel will support exercise activities. Finally, Public Safety will use the grant to purchase a crime scene/evidence collection trailer. This small trailer would be used to store and transport items associated with large crime scenes.

ALTERNATIVES:

1) Decline participation in the 2013 State Homeland Security Grant program.

FINANCIAL IMPLICATIONS: In some cases, depending on the grant requirements, either the remaining balances must be returned at the close of the granting period, or if the allocated funds are not expended by the grant period, expenses beyond that date will be bore entirely by the City.

LEGAL: The legal obligation is to expend the funds in accordance with the scope of the grant. Remaining balances must be refunded unless the grant specifications are categorized as reimbursable. In that case, if the funds are not expended by the expiration of the grant period, the granting agency will not fund or reimburse the City.

STAFF RECOMMENDATION: Staff recommends the Council approve the budget amendment request in order for the department to remain in compliance with the scope and intent of the grant guidelines.

PROPOSED MOTION: Request a motion to approve Ordinance 2013-14.

CITY MANAGER'S COMMENTS: I recommend approval.

Department of Public Safety Attachment

ISSUING AGENCY	Description	Amount	ALLOCATE TO BUDGET ACCOUNT
State of Alaska Department of Military and Veterans Affairs Division of Homeland Security and Emergency Management	Misc. State Operating Grants PS	$69,650.00	01011041-42199
State of Alaska Department of Military and Veterans Affairs Division of Homeland Security and Emergency Management	Grants (supplies)	$35,250.00	01021152-56450
State of Alaska Department of Military and Veterans Affairs Division of Homeland Security and Emergency Management	Ports security grant funds	$34,400.00	54025352-56450

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: DAN WINTERS, DIRECTOR OF PUBLIC UTILITIES

THRU: CHRIS HLADICK, CITY MANAGER

DATE: OCTOBER 22, 2013

RE: **ORDINANCE #2013-14 -** BUDGET AMENDMENT REQUEST: CREATE NEW CAPITAL PROJECT TITLED "POWERHOUSE CONTROL SYSTEM UPGRADE".

SUMMARY: This Budget Amendment request will create a new capital project for FY2014 titled "Powerhouse Control System Upgrade". This project will provide for the design and installation of a new control system which will allow monitoring and control of the Wartsila Gen/Sets, the current and future C-280 16 Gen/Sets, the Black Start Gen/Set, Gensets 8 & 9, and the new Waste Heat Recovery Units. It will also control the relays and meters in the new Powerhouse, the Town Substation, and select relays and meters in the old Powerhouse. Total estimated project costs are $561,072. Funding for this project will come from the Electric Proprietary Fund.

Electric Power Systems, Inc. (EPS) is our SCADA maintenance and upgrade contractor and will be performing the needed upgrade to the Powerhouse Control System.

PREVIOUS COUNCIL ACTION: Council has taken no specific action regarding this project. However:

- During the May 28, 2013 Council Meeting, Council adopted the FY2014 operating and capital budget for the City of Unalaska through Ordinance 2013-04.
- Council has approved contracts with Electric Power Systems in the past, including the design of the new Powerhouse.

BACKGROUND: The existing powerhouse control system was purchased in 2004 along with the two Wartsila Gen/Sets. It was designed to control four Wartsila Gen/Set systems. The control system does not have the capacity to control the new technologies that come with the new C-280 16, the field equipment, and our reporting needs. Due to substantial workability problems with the existing powerhouse control system, the project needs to proceed as soon as funding can be made available.

DISCUSSION: Approval of this amendment will add this project to the FY2014 CMMP. The existing Powerhouse control system does not have the capacity to operate the future additions of Gen/Sets, future field monitoring equipment, and will not create functional monthly log sheets needed for State and Federal reporting. Currently, much of the data required to be monitored

and reported requires considerable time deciphering the correct data, exporting to an Excel spreadsheet, and manually collecting and calculating various readings from the old powerhouse. Powerhouse staff cannot proficiently produce accurate reports and up to 16 man-hours are needed to generate a useable report. The new control system will allow the Powerhouse reports to be generated concurrently with customer meter readings. This is necessary for accurate Power Cost Equalization reports that must be submitted to Alaska Energy Authority. The existing system only works with full month data and cannot be set to coincide with customer meter reads.

These upgrades to the Powerhouse control system will correct deficiencies in the existing system that are related to the PLC system, the HMI interface, and associated hardware; establish a more robust communications standard within the control system; provide a functional alarm system and remove numerous nuisance alarms; automate the process of starting engines; and provide long-term historical trending. Powerhouse staff needs long-term trending for troubleshooting and efficient monitoring of customer usage. The existing system can only store six months of trending data and one year of operational data.

ALTERNATIVES: Staff has researched other alternatives to upgrading the powerhouse control system but has found none. This upgrade must be installed before the new C-280 16.

FINANCIAL IMPLICATIONS: This amendment creates a new "Powerhouse Control System Upgrade" Capital Project with funding in the amount of $561,072 from the Electric Proprietary Fund. The proposed new budget is set forth below.

OBJECT CODE	TITLE		PROPOSED BUDGET
53240	Engineering	$	399,509
56100	Supplies	$	10,000
55310	Telephone	$	200
55903	Travel	$	15,000
57400	Machinery	$	85,357
	Contingency	$	51,006
	Total	$	561,072

LEGAL: N/A.

STAFF RECOMMENDATION: DPU staff recommends approving this budget amendment request.

PROPOSED MOTION: I move to approve Ordinance #2013-14.

CITY MANAGER'S COMMENTS: I recommend approval of this budget amendment.

Attachments: CMMP

Proposal from Electric Power Systems, Inc.

CITY OF UNALASKA
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY 2014 - FY 2018
NEW PROJECT NOMINATION APPLICATION

_____ Feasibility ☒ Design ☒ Construction

Prepared by: Jim Fitch, Powerhouse Operator III **Date:** August 15, 2013

Department: Public Utilities – Power Production Division

Project Name: Powerhouse Control System Upgrade

This project will begin in Fiscal Year: FY2014

1. **Project location / legal description / tax lot ID (attach site map from GIS):**

___1_____	_____	Powerhouse_____
Lot No.	Block No.	Subdivision
_____	_____	_____
Tract	USS	Unsubdivided

Does the City own the property? [X] YES _____ NO
(Check Yes or No)
Does the City lease the property? _____ YES [X] NO
(Check Yes or No)

If not, how will it be acquired? (Purchase, lease, easement, etc.)

2. **Project description:** This project will provide for the design and installation of a new control system which will allow monitoring and control of the Wartsila Gen/Sets, the current and future C-280 16 Gen/Sets, the Black Start Gen/Set, and Gensets 8 & 9. It will also control the relays and meters in the new Powerhouse, the Town Substation, and select relays and meters in the old Powerhouse.

These upgrades to the Powerhouse control system will also correct deficiencies in the existing system that are related to the PLC system, the HMI interface, and associated hardware. The upgrades will establish a more robust communications standard within the control system and remove numerous nuisance alarms. With the upgrades, data needed for regulatory reporting will be more readily accessible.

The new upgrades will automate the process of starting engines based on load and frequency, reducing both engine start-up time and the chance of outages due to unknown increases in the grid demand. This can help to limit outage duration because it will automatically bring engines online in the event of a failure of another engine.

Improved monitoring capabilities will reduce the time needed to produce the required reports.

The new control system will provide a functional alarm system. Nuisance alarms have been an ongoing problem with the existing system. Operators spend valuable time responding to alarms when nothing is wrong, often due to misinformation generated by the system that causes alarm conditions.

Software provided with the new system will provide long-term historical trending. The existing system can only save trends for six months and operating data up to one year.

The new control system will provide all demand and production readings in kilowatts and kilowatt hours, which will result in more accurate and useable data. Some of the data in the existing system provides only megawatt readings with no way to accurately convert to kilowatts.

The new control system will allow Powerhouse reports to be generated concurrently with customer meter readings. This is necessary for accurate Power Cost Equalization reports that are submitted to Alaska Energy Authority. The existing system only works with full month data and cannot be set to coincide with customer meter reads.

3. **Project purpose and need:** The existing Powerhouse control system is not big enough to operate the future additions of Gen/Sets, future field monitoring equipment, and is not efficient enough to create monthly log sheets that are required for State and Federal reporting. Currently, much of the data required to be monitored and reported requires considerable time deciphering the correct data, exporting to an Excel spreadsheet, and manually collecting and calculating various readings from the old powerhouse. It can take up to 16 work hours to generate a useable report. The existing system can only store six months of trending data and one year of operational data; these limitations deter operations during system trouble shooting, and hinder the trending customer usage history.

4. **Development plan and status:** Not applicable to this project.

5. **Project time line:**

Project Phase	Start Date	Finish Date
Initiation / Concept:	n/a	n/a
Feasibility / Pre-Design:	n/a	n/a
Engineering / Design:	11/2013	02/2014
Construction:	03/2014	06/2014

6. **Permitting:**

Are any permits required for the work? _____YES [X] NO

(Check Yes or No)

If "Yes", please describe the permit and provide an estimated timeline / process for obtaining the permit(s):

7. **Utility Services:**

Will this project require new or relocated utility services? _____ YES [X] NO
(Check Yes or No)
If "Yes", please describe the type of utilities (electric, water, sewer, phone/data) and provide information on their installation or relocation:

8. **Cost and financing data:**

A. Will this project generate revenue? _____ YES [X] NO
(Check Yes or No)
If "Yes", complete Appendix "A" and include the following:
- **All fees to be charged by user group with rates, if applicable.**
- **How the proposed fee(s) were determined.**
- **Projected annual revenue.**

B. Write a narrative describing the overall project costs, funding source(s), and how much of the overall cost will be paid by each source. If grant funding is proposed, identify the source. Complete Appendix "B" Capital Costs. If applicable, complete Appendix "C" Future Operational Costs/ (Savings).

This project is anticipated to cost approximately $556,435 to construct. Funding will come from the Electric Proprietary Fund. No grant monies are involved in this project.

9. **Relationship to other scheduled projects:** This project will have an impact on the 4th Engine Installation Project and the Waste Heat Recovery Project. The Powerhouse Control System Upgrade must be completed before both of these projects are brought on-line.

10. **Attachments included as part of this Nomination. (Check all that are included.)**

_____ Board or Commission Resolution of Support.

_____ Federal or State Regulatory Agency mandate documentation.

_____ Copy of Master Plan identifying project need.

Appendix A - Revenue Sources

Project Name: Powerhouse Control System Upgrade **Fund:** Electric Proprietary **Dept. Name:** Public Utilities/Power Production Division

Revenue Source	Existing Funds	Fiscal Year Funding Requests					
		FY14	FY15	FY16	FY17	FY18	Total
General Fund							$ -
1% Sales Tax							$ -
Grant*							$ -
Proprietary Fund		$ 561,072					$ 561,072
TOTALS	$ -	$ 561,072	$ -	$ -	$ -	$ -	$ 561,072

How were the revenue numbers derived? Example: Financial Engineering Rate Study, WAG based upon previous project, etc. Please specify project WAG numbers are based upon.

Project costs were estimated by obtaining proposal from Electric Power Systems, Inc. A copy of the proposal is attached. The proposal is a T&M cost estimate so a contingency of 10% was included.

*Specify Grant Funding Source(s) here: N/A

Appendix B - Capital Costs

Project Name: Powerhouse Control System Upgrade **Fund:** Electric Proprietary **Dept. Name:** Public Utilities/Power Production Division

Object Code	Title	Existing Funds	Fiscal Year Funding Requests					
			FY14	FY15	FY16	FY17	FY18	Total
51100	Salaries & Wages							$ -
52100-52900	Employee Benefits							$ -
52400	Solid Waste							$ -
53230	Legal Services							$ -
53240	Engineering Services		$ 399,509					$ 399,509
53300	Other Prof Services							$ -
53430	Surveying Services							$ -
54500	Construction Services							$ -
55310	Telephone		$ 200					$ 200
55901	Advertising							$ -
55903	Travel & Related Costs		$ 15,000					$ 15,000
55907	Permiting							$ -
56100	Supplies		$ 10,000					$ 10,000
57100	Land							$ -
57400	Machinery & Equipment		$ 85,357					$ 85,357
	UTILITY CONSTRUCTION							$ -
	CONTINGENCY (10%)		$ 51,006					$ 51,006
	PROJECT INSPECTION (C.E.I.) (10%)							$ -
	TOTAL	$ -	$ 561,072	$ -	$ -	$ -	$ -	$ 561,072

Appendix C – Future Operational Costs/ (Savings)

Project Name: Powerhouse Control System Upgrade **Fund:** Electric Proprietary **Dept. Name:** Public Utilities/Power Production Division

Object Code	Title	Existing Funds	Fiscal Year Funding Requests					
			FY14	FY15	FY16	FY17	FY18	Total
51100	Salaries & Wages *							$ -
52100-52900	Employee Benefits							$ -
52400	Solid Waste							$ -
53230	Legal Services							$ -
53240	Engineering Services							$ -
53300	Other Prof Services							$ -
53430	Surveying Services							$ -
54500	Construction Services							$ -
55310	Telephone							$ -
55901	Advertising							$ -
55903	Travel & Related Costs							$ -
55907	Permit Fees							$ -
56100	Supplies							$ -
57100	Land							$ -
	Other (specify)							$ -
	Other (specify)							$ -
	Other (specify)							$ -
	TOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Additional (or less) FTE's - must be in total cost/ (savings) above

Position	FY13	FY14	FY15	FY16	FY17

Electric Power Systems inc.
Consulting Engineers

3305 Arctic Blvd, Suite 201
Anchorage, AK 99503

August 13, 2013

City of Unalaska
P.O. Box 610
Unalaska, AK 99685

Attn: Dan Winters

Mr. Winters,

The following is an estimate from Electric Power Systems Inc. (EPS) to implement the Powerhouse Control System Upgrade for the City of Unalaska power plant for an **Estimated cost of $510,066.** Please refer to the scope of work below for the cost breakdown. The list of included HMI screens below can be expanded as a separate item. This estimate also includes thin clients, LCD panels, and licensing for three operator stations. More can be added for a cost of $10,063 each.

The Powerhouse Control System Upgrade will allow monitoring and control of the Wartsila generators 1 and 2, the current and future CAT generators, the blackstart generator, generators #8 and #9 as well as the relays and meters in the new power plant, the town substation, and select relays and meters in the old power plant (see SCADA Estimate worksheet for details). The controls from the old plant that are currently available in the Wartsila HMI system will also be available in the Powerhouse Control System. The new 735s and 700Gs for generator #8 and #9 as well as the new level transducers for the tanks in the old plant are also included. However, additional controls from the old power plant are outside the scope of this estimate.

The new plant station PLC will function as a communication and calculation hub for the HMI system. It will streamline communications with the Wartsila PLCs. The old plant station PLC will similarly provide a central point for communications and I/O integration for the select items included within the old plant.

The items listed below that require work on site include estimated travel expenses. We recommend combining several of these items together to save on travel expenses. As a general guide, estimated travel time and expenses for two weeks on site is $7,470 per person (not including engineering time).

The software purchased does not expire, but the (optional) annual support cost of $8,415 (plus $1,714 for each additional operator station) includes continual version upgrades and vendor support.

Total $510,066

Included HMI Screens:

1. Main Menu
2. System Overview
3. Generator Detail
    a. Wartsila 1 & 2
    b. CAT (and future second CAT)
    c. Blackstart Generator
    d. Old Plant Generators #8 & #9
4. Relay/Meter Detail
    a. Multilin 735 (qty 2)
    b. Multilin 745 (qty 6)
    c. Multilin 750 (qty 4)
    d. Multilin 760 (qty 1)
    e. EPM 6000 (qty 7)
    f. SEL 351A (qty 1)
    g. SEL 351R (qty 5)
    h. SEL 300G (qty 4)
    i. SEL 700G (qty 2)
    j. Bitronics (qty 2)
    k. VAMP 260 (qty 3)
    l. VAMP 265 (qty 2)
5. Ancillary (overview of 8 fuel tanks)
6. Communications
7. Trend
8. Alarm
    a. Current
    b. Priority
    c. Historical
9. Reporting
    a. Daily
    b. Monthly
    c. Generator Runtime

This estimate is provided on a **Time and Materials** basis. Travel expenses are estimated. While the total cost should be close to this estimate, it may vary. If you need any additional information, please call me at (907) 646-5103 or e-mail me at dburlingame@epsinc.com.

Sincerely,

David Burlingame, P.E.
Principal
Office (907) 646-5103
Cell (907) 440-2479

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

THRU: CHRIS HLADICK, CITY MANAGER

FROM: PEGGY MCLAUGHLIN, PORT DIRECTOR

DATE: OCTOBER 22, 2013

RE: BUDGET AMENDMENT FOR PORTS HIGH MAST LIGHTS AND LED PROJECT ORDINANCE 2013-14

SUMMARY:

This request is for a budget amendment to move funds from the Port Net Assets to the Capital budget for the Ports High Mast Light and LED Project. This amendment provides the funding to design, develop the contract and bid documents, administer the bid process, construction costs, contingencies, and inspection for the replacement of the High Mast Lighting systems at UMC, USCG dock, and LCD, and to upgrade the Spit Dock Facility with LED fixtures. The amount is based on a ROM provided in the Lighting Alternatives Analysis and design proposal from PND Engineers. Also included in this amount is the 10% added cost for contingency and 10% additional cost for inspection.

The total amount requested for this amendment is: $1,411,000.

PREVIOUS COUNCIL ACTION:

March 12, 2013 Ordinance 2013-01: Budget Amendment to the Ports Fund to Other Professional Services for Ports Lighting Analysis

March 12, 2013 Resolution 2013-20: authorizing the City Manager to enter into an Agreement with PND Engineers for Port Lighting Analysis

May 28, 2013 Ordinance 2013-02: Adopting the City Operating and Capital Budget for FY14

BACKGROUND: -

Early in the winter of 2013, the Port recognized failure in the current High Mast Lighting System that was both costly to the City as well as a danger to the public. We placed the upgrade and repair to these lights as a priority during the CMMP Budget process. We did not have a cost associated with the replacement and upgrades to the systems before the Capital Budget was considered by Council for review and adoption. The CMMP budget was adopted with the Ports Lighting Project in Place; however, the cost was "To Be

Determined". We contracted with PND Engineers to conduct a lighting analysis and provide options and alternatives to replacing and or upgrading the current lighting systems. This analysis was completed after the budget process. We have reviewed the analysis and believe that this budget amendment request reflects a reasonable solution for the upgrade to the lighting system. This budget amendment requests that the CMMP recognizes $1,411,000 for the cost of this project.

DISCUSSION:

High Mast Lighting was implemented during the construction of the docks beginning in 1992 with UMC, followed by the LCD in 2000 and USCG in 2002. The HML are designed with a halo system that is supposed to drop the light bank to a height where routine maintenance can be performed. However, with Aleutian weather these halos have corroded and are failing. Because we cannot consistently maintain the HML locally, we recognized the need to address these failing systems with an alternative system.

PND Engineers conducted a review of the current HML and their configurations. They provided the Port with the Lighting Alternative Analysis which took into consideration the current 150' HML and provided 3 alternatives for each High Mast Light location. The analysis reviewed replacement or major repair of the current system, or two replacement alternatives which included reducing the height of the mast and replacing with 120' masts or removing the masts altogether and adding additional 50' light poles. PND also included in their analysis the cost of converting to LED fixtures.

The Port has a few objectives to meet when reviewing the options for the High Mast Lights. First, we need to be able to maintain the lights locally. Doing this this meant reducing the height of the mast. The other goal was to make sure that we met OSHA requirements for illumination levels on the ground based on the operations at the facility. Further, we wanted to reuse existing utilities where practical and replace fixtures with more efficient LED fixtures. PND took into consideration those requests when developing alternatives.

Because all of the HML are at locations that have cargo operations, the OSHA requirement for illumination is a minimum of 5 foot candles across the area of work. Because cargo gets stacked and can block light or cast shadows, the consensus is that to lower the lights to 50' would require more poles and create hazards or reduce the operational area. We know that we cannot maintain 150' mast lights.

For these reasons, we believe that the 120' HML is the best alternative for the HML replacement at the cargo locations. This budget amendment is based on the costs in the analysis to reduce the HML to 120' with the LED fixtures and to upgrade the existing poles at the Spit Dock with LED Fixtures.

This Budget Amend Amount is based on the findings of the Lighting Analysis and is a rough estimate of the project costs.

Construction for replacing the 6-150' HML at LCD, UMC and the USCG Dock is estimated at $1,070,000 million. The replacement of the fixtures at the Spit to LED is $50,000, and Contingency and inspection for construction is $224,000.

The detailed Design Cost Estimate, Contract Development, Bid Support, Evaluation and Award Costs: $67,000

This budget amendment does not assume a contract award for design or construction, but takes into consideration the best possible information for design alternatives and costs.

ALTERNATIVES:

1) Council could fully fund this request.

2) Council could choose to fund part of this request

3) Council could choose not to support the requested budget amendment.

FINANCIAL IMPLICATIONS:

These funds will be coming from the Port Net Assets. While the design cannot be capitalized the construction of this is a capital asset and needs to be recognized through the Capital Budget.

LEGAL: N/A

STAFF RECOMMENDATION:

Staff recommends approving this budget amendment

PROPOSED MOTION:

I move to approve the first reading of Ordinance 2013-14 and to send it to second reading and public hearing on 11/12/2013.

CITY MANAGER'S COMMENTS:

Attachment:

Unalaska Marine Facilities Lighting Alternative Analysis- PND Engineers

Unalaska Marine Facilities
LIGHTING ALTERNATIVES ANALYSIS

Draft Report

Submitted to:
City of Unalaska & Port of Dutch Harbor

Submitted by:
PND Engineers, Inc.
1506 W. 36th Ave.
Anchorage, AK 99503

RSA Engineering, Inc.
2522 Arctic Blvd., Ste. 200
Anchorage, AK 99503

August 14, 2013

INTRODUCTION

This report is intended to evaluate the existing lighting installation at the Port facilities in Unalaska, Alaska and examine possible upgrade options and alternatives. The information contained within is based on a combination of the following: discussions with City of Unalaska personnel, discussions with personnel from other ports/harbor around Alaska, as-built electrical design drawings, and direct observations from a site visit performed in April 2013.

Refer to Table 1 of Appendix A for information received from other Alaska ports/harbors regarding their high-mast light (HML) installations.

The Port facilities rely predominantly on high-mast type lighting for general illumination and the City is dissatisfied with the cost and difficulty of maintaining the existing lighting. Unlike regular street poles which are accessible with boom trucks, high-mast poles are virtually inaccessible without the use of a large crane. As such, most high-mast poles are designed to allow the raising and lowering of the lighting assembly via a system of pulleys and cables. Over the past 25 years, the lowering systems in the existing lighting installations have degraded to the point that the fixtures cannot be lowered to the ground as originally intended. This has left the light fixtures nearly unreachable and has substantially increased the cost of necessary routine

maintenance such as lamp replacement; therefore, the City is looking to improve upon the existing lighting system, both to allow for easier maintenance and to reduce energy usage.

This report identifies lighting alternatives and associated cost estimates for each facility.

CALCULATION CRITERIA

Dock facilities are required by the Occupational Safety and Health Administration (OSHA) to meet specific minimum illumination levels based on a combination of the location and the work performed. These requirements are designed to minimize workplace hazards and provide a safe environment for workers.

Per OSHA standard 1918.92, illumination for cargo transfer operations is required to meet a minimum average of 5 foot-candles (fc) across the area of work. When additional illumination is required for safety, supplemental lighting must be provided. Areas surrounding cargo transfer operations are not specifically referenced by OSHA, however Illuminating Engineers Society (IES) guidelines specify a minimum 3 fc average in surrounding areas.

UMC CITY DOCK AND BACKREACH AREA

The City Dock is a high-traffic cargo container loading/unloading area along Ballyhoo Drive. At approximately 750 feet long by 250 feet wide this represents the largest and busiest dock associated with this project. Two dockside container cranes are operate on a rail system along the pier waterline, both owned and operated by Horizon Lines. Loading and unloading utilizes the northern crane only as southern crane is not operational and Horizon is considering removing it entirely. Based on shop drawings of the northern crane provided to us by the Port Office, the operating arm of the crane is approximately 100 feet above the dock with the crane's highest point being 185 feet above the dock.

Existing UMC dock illumination is provided through a combination of (2) high-mast light (HML) poles and numerous crane-mounted directional light fixtures. The existing poles are 150-ft tall structures with (12) High-Intensity-Discharge (HID) type light fixtures per pole, arranged in a circular pattern around a lowering system ring and individually aimed. Pole bases are located along Ballyhoo Drive, approximately 40 feet from the edge of the road, along the north and south ends of the dock. Electrical power for the high mast fixtures feeds from an existing 200A, 277/480V GE switchboard located at the base of the southern pole. Lighting controls are minimal and appear limited to a single west-facing photocell mounted on the switchboard enclosure. Per discussions with the Port Director, we understand the high-mast lighting installation is approximately 25 years old. Complementing the high-mast lighting, crane mounted flood lights provide directed illumination beneath the crane and further supplement the illumination levels in working areas.

Alternative #1: Replace existing (2) 150-ft HML with (2) 120-foot HML

High-mast lighting is the most efficient method available to light the UMC dock. Stacked cargo containers and the dockside crane create physical barriers that block horizontally distributed light and require light fixture be mounted as high as possible to overcome. Balancing this need, the City has indicated that maintenance equipment in the area is incapable of operating on structures taller than 120 foot and, as mentioned above, the existing 150-foot high-mast structures are too tall. As such, the tallest practical height for a high-mast pole is 120 foot.

Existing 150-foot high-mast lighting poles will be removed; foundations and existing electrical distribution equipment will remain and be reused. (2) New 120-foot high-mast poles will be installed in existing locations mounting to existing foundations. New CREE high-output, flood-type LED fixtures (Part #FLD-EHO-15-AA-24-D-UH-SV-700) will be attached to ring platforms at the top of the poles (12 per high-mast pole) and individually aimed. Fixtures will be controlled by a photocell. Since the dock is active 24 hours a day, we anticipate the fixtures being on at full capacity during dark hours without the need for dimming or other additional forms of lighting control.

The new 120-foot galvanized high mast pole will have a bottom-latching lowering device, constructed of stainless steel and making use of a portable drive unit to raise/lower the ring platform. All major components and hardware will be stainless steel to reduce corrosion over the life of the product. The ring platform will be raised and lowered by a ground-based drive unit via an electrically powered winch system. The pole will not have provisions for direct access to the light fixtures while the ring platform is fully raised (no pole-mounted ladder).

Per our calculations, the new lighting layout provides an average illumination of approximately 4 fc with illumination heavily weighted toward the edge of the pier. Additional lighting in the Active Shipping Area will be provided by the flood lights mounted to the crane itself, boosting that area to greater than 5 fc. As the crane will be active during periods of loading/unloading, the lighting levels are in compliance with OSHA regulations.

<u>Advantages:</u>

- Using existing high-mast pole foundation will reduce project cost.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated-life; more than double the existing HID fixtures.
- Fixture Resilience: LED type fixtures do not utilize filaments as a light-producing element. This makes them more resilient to vibration and less likely to fail in high wind situations that could shatter glass HID-type bulbs.
- Reduced Energy Cost: LED fixtures provide better illumination at reduced energy usage compared to HID. The existing HID fixtures have an operating energy usage of approximately 1080W. The new LED fixtures operate at 557W and provide equivalent illumination levels. All else being equal, this is a 48% reduction in energy usage.
- Reduced Pole Height: 120-foot high-mast poles are more accessible than 150-foot and a crane operates in the area that has sufficient reach to allow access to 120-foot poles.

- Corrosion Resistant Pole: High-mast poles and components are specifically designed for corrosive coastal environments.

Disadvantages:

- Container Stacking: Sufficiently high container stacks could result in shadowing to the staging area.

Rough Order of Magnitude (ROM) Cost Estimate: $350,000

Alternative #2: Replace existing (2) 150-ft HML with (14) new 50-ft Poles

A large number of shorter poles with flood type fixtures would provide a better lighting distribution than the existing high-mast lighting system. Rather than trying to shine over and around container stacks or the dockside cranes, poles could be individually located to provide illumination directly where it is needed.

Existing 150-foot high-mast lighting poles will be removed, including foundations; existing electrical distribution equipment will remain and be extended to the new light poles. (14) New 50-foot poles will be installed in new locations around the dock area. New poles will have either (2) or (6) new CREE flood-type LED fixtures (Part # FLD-EDG-40-AA-10-D-UH-SV-525) individually aimed to provide illumination to desired locations, for a total of (56) new fixtures. All fixtures will be controlled by a photocell. Since the dock is active 24 hours a day, we anticipate the fixtures being on at full capacity during dark hours without the need for dimming or other additional forms of lighting control.

Per our calculations, the new lighting layout provides an average illumination of approximately 4 fc. Additional lighting in the Active Shipping Area will be provided by the flood lights mounted to the crane itself, boosting that area to greater than 5 fc. As the crane will be active during periods of loading/unloading, the lighting levels are in compliance with OSHA regulations.

Advantages:

- Reduced Pole Height: 50-foot poles are accessible for maintenance with lifts or cranes.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated life, more than double the existing HID fixtures.
- Fixture Resilience: LED type fixtures do not utilize filaments as a light-producing element. This makes them more resilient to vibration and less likely to fail in high wind situations that could shatter glass HID-type bulbs.
- Reduced Energy Cost: LED fixtures provide better illumination at reduced energy usage compared to HID. Based on our calculations, the new LED fixtures would reduce energy usage by approximately 50%.
- Better Uniformity: Fixtures in multiple locations reduces the effect of container stacking and the potential shadowing that can affect lighting provided by high-mast.

Disadvantages:

- Much Higher Quantity of Poles: Poles are distributed throughout the dock area increasing the chance that a pole will be impacted during regular dock operation.
- Limited Flexibility: Poles are permanent additions to the dock facility and will reduce flexibility of the site. Personnel and equipment will have to work around the new poles, limiting cargo stacking options and driving pathways.
- Pole Locations: Poles located immediately behind the crane rail pathway are within the travel path of containers being moved by the crane.

ROM Cost Estimate: $550,000

Alternative #3: Retrofit existing (2) 150-ft HML Poles

Existing high-mast light poles can be retrofitted rather than replaced. The existing poles would be taken down and the lowering rings, winch systems, cabling and light fixtures removed. New lowering rings and associated latching systems would be installed and new light fixtures mounted to the rings. (24) New CREE high-output, flood-type LED fixtures (part #FLD-EHO-14-AA-24-D-UH-SV-700) will be mounted and individually aimed based on lighting calculations. Following the installation of the new retrofit equipment, the poles will be reinstalled in existing locations and reconnected to existing electrical distribution equipment.

The new lowering system will be a bottom-latching device, constructed of stainless steel and will make use of a portable drive unit to raise/lower the ring platform. All major components and hardware will be stainless steel to reduce corrosion over the life of the system. There will be no provisions for direct access to the light fixtures while the ring platform is fully raised.

This option assumes that the existing high-mast poles are still in good condition structurally and will need to be verified prior to the start of work by a qualified structural engineer.

Advantages:

- Reduced Cost: Using existing high-mast poles and foundations will saves approximately 30% compared to purchasing and installing new high-mast poles.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated-life; more than double the existing HID fixtures.
- Fixture Resilience: LED type fixtures do not utilize filaments as a light-producing element. This makes them more resilient to vibration and less likely to fail in high wind situations that could shatter glass HID-type bulbs.
- Reduced Energy Cost: LED fixtures provide better illumination at reduced energy usage compared to HID. The existing HID fixtures have an operating energy usage of approximately 1080W. The new LED fixtures operate at 557W and provide equivalent illumination levels. All else being equal, this is a 48% reduction in energy usage.

Disadvantages:

- Container Stacking: Sufficiently high container stacks could result in shadowing to the staging area.
- Pole Height: High-mast poles remain at 150 foot height and are inaccessible for maintenance in the event of lowering device component failures.
- Longevity: Existing poles are already approaching the end of their expected life and may not be structurally sound.

ROM Cost Estimate: $250,000

U.S. COAST GUARD DOCK

The UMC USCG Dock (Coast Guard Dock) is located immediately north of the City Dock and serves as a pier and storage area for Coast Guard vessels operating in the area. Unlike the City Dock, there are no permanent crane structures operating on this pier and the area appears to be used far less frequently than its busier counterpart. It is our understanding that loading/ unloading of cargo containers on this pier does not normally occur.

Facility lighting is provided by (2) 150-foot high-mast poles, located at the north and south ends of the pier, each with (12) 1000W MH, flood-type fixtures mounted to them. Fixtures are aimed individually to provide illumination levels that are consistent with OSHA requirements for dock lighting. Light fixtures are controlled via a contactor located in the mechanical room of the quarterdeck shack and are ultimately switched with a photocell. Based on as-built drawings in our office archives, the lighting at this facility was installed in approximately 2000.

Alternative #1: Replace existing (2) 150-ft HML with (2) 120-ft HML

High-mast lighting offers greater flexibility to the site than alternate lighting methods and requires the smallest footprint. As the City of Unalaska has indicated that maintenance equipment is available that is capable of operating on 120 foot structures, the tallest practical height for new high mast lighting is 120 foot.

Existing 150-foot high-mast lighting poles will be removed; foundations and existing electrical distribution equipment will remain. (2) New 120-foot high-mast poles will be installed in existing locations mounting to existing foundations. New CREE high-output, flood-type LED fixtures (Part #FLD-EHO-15-AA-24-D-UH-SV-700) will be attached to ring platforms at the top of the poles (8-12 per high-mast pole) and individually aimed. Fixtures will be controlled by a photocell however the option for increased levels of lighting control will be left open for future upgrades.

The new 120-foot galvanized high mast pole will have a bottom-latching lowering device, constructed of stainless steel and making use of a portable drive unit to raise/lower the ring platform. All major components and hardware will be stainless steel to reduce corrosion over the life of the product. The ring platform will be raised and lowered by a ground-based drive unit via an electrically powered winch system. The pole does not have provisions for direct access to the light fixtures while the ring platform is fully raised (no pole-mounted ladder).

Based on our calculations, illumination at the active portion of the dock with this configuration would exceed 6 fc, meeting OSHA requirements by a comfortable margin.

Advantages:

- Using existing high-mast pole foundation will reduce project cost.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated-life; more than double the existing HID fixtures.
- Fixture Resilience: LED type fixtures do not utilize filaments as a light-producing element. This makes them more resilient to vibration and less likely to fail in high wind situations that could shatter glass HID-type bulbs.
- Reduced Energy Cost: Reduced Energy Cost: LED fixtures provide better illumination at reduced energy usage compared to HID. The existing HID fixtures have an operating energy usage of approximately 1080W. The new LED fixtures operate at 557W and provide equivalent illumination levels. All else being equal, this is a 48% reduction in energy usage.
- Corrosion Resistant Pole: High-mast poles and components are specifically designed for corrosive coastal environments.

Disadvantages:

- Cost: In an area that is not heavily utilized, the cost of new high-mast systems may not be justifiable.

ROM Cost Estimate: $350,000

Alternative #2: Replace existing (2) 150-ft HML with (6) new 50-ft Poles

Existing 150-foot high-mast lighting poles will be removed, including foundations; existing electrical distribution equipment will remain and be extended to new light poles. (6) New 50-foot poles will be installed in new locations around the dock area. New poles will each have (4)

new CREE flood-type LED fixtures (Part # FLD-EDG-40-AA-10-D-UH-SV-525) individually aimed to provide illumination to desired locations. Fixtures will be controlled by a photocell however the option for increased levels of lighting control will be left open for future upgrades.

Based on our calculations, illumination at the active portion of the dock would exceed 6 fc, meeting OSHA requirements by a comfortable margin.

Advantages:

- Reduced Pole Height: 50-foot poles are easily accessible with lifts or cranes.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated life, more than double the existing HID fixtures.
- Fixture Resilience: No moving parts in LED fixtures means no bulbs to break from high wind vibration.
- Reduced Energy Cost: LED fixtures provide higher lumens per watt than HID.
- Cost Savings: Cheaper to install than high-mast systems.

Disadvantages:

- Higher Quantity of Poles: Poles are distributed throughout the dock area increasing the chance that a pole will be impacted during regular dock operation.
- Limited Flexibility: Poles are permanent additions to the dock facility and will reduce flexibility of the site. Personnel and equipment will have to work around the new poles, limiting cargo stacking options and driving pathways.

Rough Order of Magnitude Cost Estimate: $300,000

Alternative #3: Retrofit existing (2) 150-ft HML Poles

Existing high-mast light poles can be retrofitted rather than replaced. The existing poles would be taken down and the lowering rings, winch systems, cabling and light fixtures removed. New lowering rings and associated latching systems would be installed and new light fixtures mounted to the rings. (24) New CREE high-output, flood-type LED fixtures (part #FLD-EHO-14-AA-24-D-UH-SV-700) will be mounted and individually aimed based on lighting calculations. Following the installation of the new retrofit equipment, the poles will be reinstalled in existing locations and reconnected to existing electrical distribution equipment.

The new lowering system will be a bottom-latching device, constructed of stainless steel and will make use of a portable drive unit to raise/lower the ring platform. All major components and hardware will be stainless steel to reduce corrosion over the life of the system. There will be no provisions for direct access to the light fixtures while the ring platform is fully raised.

The existing high-mast poles are relatively new and this location has the greatest potential for a retrofit option. This option assumes that the existing high-mast poles are still in good condition

structurally and will need to be verified prior to the start of work by a qualified structural engineer.

Advantages:

- Reduced Cost: Using existing high-mast poles and foundations will saves approximately 30% compared to purchasing and installing new high-mast poles.
- Reduced Maintenance: New LED fixtures have 60,000 hour rated-life; more than double the existing HID fixtures.
- Fixture Resilience: LED type fixtures do not utilize filaments as a light-producing element. This makes them more resilient to vibration and less likely to fail in high wind situations that could shatter glass HID-type bulbs.
- Reduced Energy Cost: LED fixtures provide better illumination at reduced energy usage compared to HID. The existing HID fixtures have an operating energy usage of approximately 1080W. The new LED fixtures operate at 557W and provide equivalent illumination levels. All else being equal, this is a 48% reduction in energy usage.

Disadvantages:

- Container Stacking: Sufficiently high container stacks could result in shadowing to the staging area.
- Pole Height: High-mast poles remain at 150 foot height and are inaccessible for maintenance in the event of lowering device component failures.

ROM Cost Estimate: $250,000

LIGHT CARGO DOCK

The Light Cargo Dock is composed of (2) small sheet pile cell docks with catwalks that allow access to mooring dolphins. The dock is open to the public and capable of supporting vehicle traffic; metal catwalks are foot-traffic only. Existing illumination is provided by a combination of high-mast lighting and standard height street-light type poles. Area lighting is provided by (2) 150-foot high-mast poles, each with (12) 1000W, Metal Halide (MH) type flood light fixtures Fixtures are individually aimed and appear to provide some spill illumination to Ballyhoo Road in addition to the pier area. Supplemental illumination is provided by (12) 250W MH type flood lights mounted to (6) 30-foot roadway type steel poles that provide direct illumination to both the catwalks and the dock itself. Light fixtures all appear to be controlled by photocell. Electrical distribution equipment for both the lighting systems and shore power is located inside stainless steel enclosures directly beneath the southern high-mast pole. Based on electrical drawings in our archives, the electrical systems at this dock were installed in approximately 1999.

A portion of the southern high-mast pole lowering ring, holding (4) light fixtures, was broken off during a windstorm earlier this year and fell to the ground. The loss of a portion of the lowering ring structure has severely unbalanced the remaining structure and will require significant effort to repair, likely requiring a high reach crane.

Alternative #1: Remove existing (2) 150-ft HML Poles, Upgrade existing 30-ft Poles

The existing HID fixtures will be removed from existing 30-foot poles and replaced with flood type LED fixtures (Part #FLD-EDG-40-AA-10-D-UH-SV-525) on a 1-for-1 basis. One new 30-foot pole will be added between the two dock cells with (4) new LED flood type fixtures. High-mast fixtures and poles will be removed. Per our calculations, the new lighting installation would provide 5 fc along the perimeter of the dock and greater than 3 fc along the shore parking lot area. This is compliant with OSHA requirements for dock lighting. Lighting controls will remain limited to photocell control.

Advantages:

- Lower Cost: Moving away from high-mast lighting in this area will substantially reduce both installation costs and future maintenance costs.
- Removal of HML would reduce hazard to aircraft, as one of these lights is in the flight approach path to the airport and requires a red light.

Disadvantages:

- Lower Illumination Levels:
- LED floods on 30-ft poles will provide adequate illumination directly on the pier but substantially reduce spill light on the surrounding parking area and Ballyhoo Drive.
- Requires demolition and replacement of concrete pavement for installation of new light pole.

ROM Cost Estimate: $130,000

Alternative #2: Replace existing (2) 150-ft HML with (2) 120-ft HML, Replace HID Fixtures on 30-ft Poles with LED

Existing HID fixtures will be removed from existing 30-foot poles and replaced with flood type LED fixtures (Part #FLD-EDG-40-AA-10-D-UH-SV-525) on a 1-for-1 basis, per Alternative #1 above, the additional 30-ft pole would not be added. Existing 150-foot high-mast poles and associated fixtures will be removed; existing pole foundations and electrical distribution equipment will remain. (2) New 120-foot high-mast poles will be installed in existing locations mounting to existing foundations. New CREE high-output, flood-type LED fixtures (Part #FLD-EHO-15-AA-24-D-UH-SV-700) will be attached to ring platforms at the top of the poles (12 per high-mast pole) and individually aimed. New lighting controls will be added to control the high-mast fixtures based on a combination of user programming, timers, and photocell control to reduce lighting levels during periods of inactivity.

The new 120-foot galvanized high mast pole will have a bottom-latching lowering device, constructed of stainless steel and making use of a portable drive unit to raise/lower the ring platform. All major components and hardware will be stainless steel to reduce corrosion over the life of the product. The ring platform will be raised and lowered by a ground-based drive

unit via an electrically powered winch system. The pole will not have provisions for direct access to the light fixtures while the ring platform is fully raised (no pole-mounted ladder).

Lighting calculations indicate greater than 5 fc both on the pier and all along the parking area; this is fully compliant with OSHA requirements for dock illumination.

Advantages:

- Better Lighting Levels: Greater illumination levels over a larger area.
- Less Glare: Fixtures mounted at 120 feet reduce the opportunity for glare on the dock surface.
- Reduces hazard to aircraft as high-mast pole is 30-ft shorter. Red hazard light may still be required – requires further investigation.
- Does not require demolition and replacement of concrete pavement for installation of new light pole.

Disadvantages:

- Cost: High-mast poles are substantially more expensive than smaller pole options.
- Higher Maintenance Costs: Performing high-mast pole maintenance is more expensive than maintaining smaller poles.

Rough Order of Magnitude Cost Estimate: $370,000

SPIT DOCK

The Spit Dock is a pile supported concrete surfaced dock located at the end of Ballyhoo Rd, with open access to the public and vehicle traffic. The dock serves a variety of medium sized fishing and crabbing boats. Existing illumination to the dock surface is provided by (24) 250W, 480V, MH type flood light fixtures mounted to (12) 30-foot dock-mounted galvanized steel poles. Per as-built drawings, the lighting equipment was installed in 2006. Light fixtures are fed from an 8'x20' connex, located on the pier, which houses the dock electrical distribution equipment. All fixtures appear to be controlled by a north-facing photocell.

Alternative #1: LED Replacement

Existing HID fixtures will be removed and replaced with flood type LED fixtures (Part #FLD-EDG-40-AA-10-D-UH-SV-525) on a 1-for-1 basis. Existing poles will be reused and the new fixtures will be reconnected to existing electrical circuits and distribution equipment. Per our calculations, we can achieve a 6 fc average over the length of the pier; this is in full compliance with the 5fc average required by OSHA.

Advantages:

- Better lighting uniformity.
- Reduced Energy Cost: Based on replacing existing light fixtures one-for-one, energy savings will be approximately 40%.

- Reduced Maintenance: New LED fixtures have 60,000 hour rated life, more than double the existing HID fixtures.

Disadvantages:

- Cost: The existing lighting system was installed approximately 7 years ago and is less than half-way through its lifecycle. It is unlikely that cost savings realized through energy savings would offset the initial investment cost to perform the upgrade.

ROM Cost Estimate: $50,000

Alternative #2: Do Nothing

The existing lighting installation is less than halfway through its life-cycle and is still fully functional. Since maintenance is not an issue at the Spit Dock and the light fixtures are operational, we feel that lighting upgrades to this installation should be considered a low priority.

Advantages:

- Inexpensive.

Disadvantages:

- No lighting upgrades. System remains in current state.

ROM Cost Estimate: No cost.

APPENDIX A:
HML Concerns at Other Alaska Ports/Harbors

Table 1. HML Concerns at other Alaska Ports/Harbors

Location	Year Installed	Height	Maintenance Frequency	Maintenance Concerns	Other Comments
Valdez Port	N/A	100 ft	2x per yr	No substantive concerns at this time.	Preparing to replace HMLs in the next year or so.
Homer Harbor	Phased 2003-2005 for most recent replacements	150 ft	1x per yr	No substantive concerns at this time. Maintenance only done when wind condition is dead calm.	Looked into replacing HPS bulbs with LED or MH a few years ago, but decided against at the time.
Kodiak Shipyard*					
Seward*					
Dillingham*					
Whittier*					

*Still awaiting information at this time.

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: PATRICK JORDAN, ASST. CITY MANAGER

THRU: CHRIS HLADICK, CITY MANAGER

FROM: DEPARTMENT OF ADMINISTRATION

DATE: NOVEMBER 12, 2013

RE: **WORK SESSION:** PROPOSED COMPENSATION AND CLASSIFICATION STUDY AND IMPLEMENTATION RECOMMENDATION FROM STAFF

SUMMARY: At this work session staff will present a recommended option for implementing the Compensation and Classification Study prepared by Fox Lawson. In a work session on October 21, 2013, Fox Lawson representative Lori Messer was present before the Council to explain in-depth the methodology and findings of the Compensation/Classification Study. City Manager Hladick stated that there would be at least one additional work session for the purpose of working through the numbers, especially for Title 3 employees, and that staff would have a recommendation for implementation. If council approves, the next step would be a budget revision to provide for an increase in wages for Title 3 employees. Additionally, Title 3 would have to be amended to incorporate the new salary schedule and banding method.

PREVIOUS COUNCIL ACTION: At the August 21, 2012 Council Meeting, City Council passed Resolution 2012-61, awarding a contract to Fox Lawson and Associates for completion of a comprehensive Compensation and Classification Study. On October 21, 2013, the Council held a Special Meeting with Lori Messer present. The Comp Study was explained in detail and opportunity for Q and A was offered. All employees were notified of the meeting and the Comp Study was posted to the City's website the week prior to October 21.

BACKGROUND: Tonight we are focusing on two things: One is the salary range recommendations and the other, since the report indicates that Title 3 wages are lagging, is what to do with Title 3 for this fiscal year in an effort to reflect the study. The new salary ranges reflect an increase in spread. Current Title 3 language reflects a 30% range which Fox Lawson has indicated is very narrow compared to industry standards. The new salary ranges provide for a 30% spread for entry level positions A10, a 50% spread for A11 through C52 and a 60% spread for D and E bands, which are the professional positions. Separate from these are the police and lineman wages. Tonight we are focusing on Title 3. Staff recommends that the council adopts the salary ranges to provide current employees with incentive to stay and to provide administration with flexibility when hiring new employees. The comparative communities are wide ranging from Nome to Fairbanks and Anchorage. The Study comparison of job descriptions only included jobs with a 70% match of job duties. What the study really tells us is "what is our competition in the marketplace?"

We are recommending that council give an increase to existing Title 3 employees above what they have received this year at July 1, 2013 which was a 3% increase. The Study shows that many of the Title 3 positions are lagging the market. Some are below the new recommended minimum wage. Our recommendation is, at the least, bring to minimum those employees identified in the Study. Then give a 3% increase to those employees between the new minimum and the new midpoint, and a 2% increase to the employees currently above the midpoint. We looked at developing increases for each job class to try and adjust their wages to the study findings but that became very complicated quickly. Staff attempted to find a solution that is fair to Title 3 employees while not being overly burdensome to the budget for 30 employees. One of the options, bring to midpoint, would have cost the city some $300,000 for 30 employees.

There is a wide array of options available for discussion; staff has narrowed the range of options mostly due to the cost. However, staff feels strongly that Title 3 needs to be adjusted based on the findings of the study.

ALTERNATIVES:

1. Council can elect to implement a different option than the staff recommendation.

2. Council could elect to implement one of the Fox Lawson Options, or create another hybrid implementation plan.

3. Council could choose not to act at this time.

4. Council could choose to implement Staff's option attached. The Staff Recommendation moves everyone to at least the new Minimum salary level. Anyone presently below the Min would move to the Min, but get at least 3%. Those above the Min but below the new Midpoint would get 3%. Those above the new Midpoint would get 2%. All increase would be retroactive to July 1, 2013.

FINANCIAL IMPLICATIONS: Staff's recommendation would impact the current budget by $102,309.20 including PERS and WCOMP costs.

LEGAL: No legal opinion is necessary for this item.

STAFF RECOMMENDATION: Staff recommends Council move with a budget revision and revisions to Title 3 in the Unalaska Municipal Code. Staff also recommends Council implement the Move to Min option described in ALTERNATIVES #4 above and attached.

City of Unalaska, AK
Title 3 Implementation Cost Analysis

Department Name	CurrentPositionDescription	DBM Rating	Current Grade	Annual	Current Pay Rate	Current Annual Rate		Proposed Annual Minimum	Proposed Annual Midpoint	Proposed Annual Maximum		Proposed new Salary		Increase over Current
Administration	Administrative Assistant II	A13	6	2080	$18.72	$38,937.60		$41,183.74	$51,479.67	$61,775.60		$41,183.74		$2,246.14
Public Safety	Office Manager	B23	9	2080	$29.34	$61,027.20		$47,946.39	$59,932.99	$71,919.59		$62,247.74		$1,220.54
Public Works	Office Manger DPU/W	B31	10	2080	$3,048.69	$73,168.56		$50,766.42	$63,458.02	$76,149.63		$74,631.93		$1,463.37
Administration	Assistant City Manager	E84	15	2080	$4,440.62	$106,574.88		$93,520.95	$121,577.24	$149,633.53		$109,772.13		$3,197.25
Clerks	City Clerk	E81	14	2080	$3,633.77	$87,210.48		$80,786.92	$105,022.99	$129,259.07		$89,826.79		$2,616.31
Parks, Culture and Recreation	Parks, Culture & Recreation Director	E82	14	2080	$3,984.94	$95,638.56		$84,826.26	$110,274.14	$135,722.02		$98,507.72		$2,869.16
Planning	Planning Director	E82	14	2080	$4,089.53	$98,148.72		$84,826.26	$110,274.14	$135,722.02		$101,093.18		$2,944.46
Ports & Harbors	Ports & Harbor Director	E82	15	2080	$3,960.08	$95,041.92		$84,826.26	$110,274.14	$135,722.02		$97,893.18		$2,851.26
Public Utilities	DPU Director	E83	15	2080	$4,457.13	$106,971.12		$89,067.58	$115,787.85	$142,508.12		$110,180.25		$3,209.13
Public Works	DPW Director	E83	15	2080	$4,457.13	$106,971.12		$89,067.58	$115,787.85	$142,508.12		$110,180.25		$3,209.13
Public Safety	Public Safety Director	E83	15	2080	$4,399.67	$105,592.08		$89,067.58	$115,787.85	$142,508.12		$108,759.84		$3,167.76
Finance	Finance Director	E83	15	2080	$4,544.86	$109,076.64		$89,067.58	$115,787.85	$142,508.12		$112,348.94		$3,272.30
Public Works	City Engineer	C45	13	2080	$3,684.61	$88,430.64		$69,244.68	$86,555.86	$103,867.03		$90,199.25		$1,768.61
Public Works	DPW Engineerin Tech	C41	10	2080	$2,721.17	$65,308.08		$56,967.77	$71,209.72	$85,451.66		$67,267.32		$1,959.24
Finance	Proj. Mgmt/fixed Assets Acct.	C41	11	2080	$2,281.38	$54,753.12		$56,967.77	$71,209.72	$85,451.66		$56,967.77		$2,214.65
Ports & Harbors	Harbor Master	C41	12	2080	$3,614.07	$86,737.68		$56,967.77	$71,209.72	$85,451.66		$88,472.43		$1,734.75
Finance	Network Administrator	C41	11	2080	$2,913.63	$69,927.12		$56,967.77	$71,209.72	$85,451.66		$72,024.93		$2,097.81
Finance	IS Supervisor	C43	12	2080	$3,760.32	$90,247.68		$62,806.97	$78,508.71	$94,210.45		$92,052.63		$1,804.95
Public Utilities	Utilities Analyst/Compliance	C45	11	2080	$3,428.39	$82,281.36		$69,244.68	$86,555.86	$103,867.03		$84,749.80		$2,468.44
Clerks	Deputy City Clerk	C41	10	2080	$37.99	$79,019.20		$56,967.77	$71,209.72	$85,451.66		$80,599.58		$1,580.38
City Manager	Natural Resource Analyst	C41	13	2080	$4,123.27	$98,958.48		$56,967.77	$71,209.72	$85,451.66		$100,937.65		$1,979.17
Planning	Planning Administrator	C42	11	2080	$2,486.70	$59,680.80		$59,816.16	$74,770.20	$89,724.24		$61,471.22		$1,790.42
Administration	Risk Manager	C41	10	2080	$2,642.35	$63,416.40		$56,967.77	$71,209.72	$85,451.66		$65,318.89		$1,902.49
Administration	HR Manager	C44	13	2080	$3,239.15	$77,739.60		$65,947.32	$82,434.15	$98,920.98		$80,071.79		$2,332.19
City Manager	Administrative Coordinator	B23	8	2080	$25.09	$52,187.20		$47,946.39	$59,932.99	$71,919.59		$53,752.82		$1,565.62
Administration	HR Administrative Specialist	B23	8	2080	$27.40	$56,992.00		$47,946.39	$59,932.99	$71,919.59		$58,701.76		$1,709.76
Finance	City Treasurer/Controller	D61	11	2080	$4,074.01	$97,776.24		$69,910.50	$90,883.65	$111,856.80		$99,731.76		$1,955.52
Public Safety	Deputy Police Chief	D61	12	2080	$4,212.00	$101,088.00		$69,910.50	$90,883.65	$111,856.80		$103,109.76		$2,021.76
Public Safety	Fire Chief	D61	13	2080	$3,776.61	$90,638.64		$69,910.50	$90,883.65	$111,856.80		$93,357.80		$2,719.16
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$14.10	$7,332.00		$7,391.30	$8,500.00	$9,608.70		$7,551.96		$219.96
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$14.52	$7,550.40		$7,391.30	$8,500.00	$9,608.70		$7,776.91		$226.51
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$14.95	$7,774.00		$7,391.30	$8,500.00	$9,608.70		$8,007.22		$233.22
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$14.10	$7,332.00		$7,391.30	$8,500.00	$9,608.70		$7,551.96		$219.96
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.28	$6,905.60		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$485.70
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.69	$7,118.80		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$272.50
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.69	$7,118.80		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$272.50
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.28	$6,905.60		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$485.70
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.28	$6,905.60		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$485.70
Parks, Culture and Recreation	Lifeguard I	A10	4	520	$13.28	$6,905.60		$7,391.30	$8,500.00	$9,608.70		$7,391.30		$485.70
Parks, Culture and Recreation	Aquatics Manager	B32	9	2080	$2,174.17	$52,180.08		$54,147.75	$67,684.68	$81,221.62		$54,147.75		$1,967.67
Parks, Culture and Recreation	Operations & Facilities Manager	B32	9	2080	$2,174.17	$52,180.08		$54,147.75	$67,684.68	$81,221.62		$54,147.75		$1,967.67
Parks, Culture and Recreation	Librarian	C43	12	2080	$3,909.62	$93,830.88		$62,806.97	$78,508.71	$94,210.45		$95,707.50		$1,876.62
Parks, Culture and Recreation	Recreation Manager	C43	9	2080	$2,737.40	$65,697.60		$62,806.97	$78,508.71	$94,210.45		$67,668.53		$1,970.93
Total						**$2,735,278.16**		**$2,264,234.48**	**$2,872,641.22**	**$3,481,047.96**		**$2,812,320.28**		**$77,042.12**

FICA/Medicare	7.65%	$5,893.72
PERS	22%	$16,949.27
Workers Comp - Est. Average	3.15%	$2,424.10
Total With Burden		$102,309.20

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2013-73

A RESOLUTION OF THE UNALASKA CITY COUNCIL CONFIRMING THE MAYOR'S APPOINTMENT OF ANTHONY GRANDE TO THE UNALASKA PUBLIC LIBRARY ADVISORY COMMITTEE.

WHEREAS, City of Unalaska Code of Ordinances §2.60.030 states that each member of a board or committee shall be appointed by the Mayor, subject to approval of the City Council; and

WHEREAS, Mayor Marquardt has considered the application of a member of the public to the Unalaska Public Library Advisory Committee and has submitted the name to the City Council for approval;

NOW THEREFORE BE IT RESOLVED that the Mayor's appointment of Anthony Grande to the Unalaska Public Library Advisory Committee is confirmed:

MEMBER	**EXPIRING**
ANTHONY GRANDE	FEBRUARY 2016

PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS 12TH DAY OF NOVEMBER 2013.

_____
MAYOR

ATTEST:

_____
CITY CLERK

BOARD APPLICATION

NAME OF BOARD APPLYING FOR:

Library Advisory Committee

Date: 11/4/13 Note: Application expires one year from date received.

NAME: Anthony Grande

ADDRESS: PO Box 921557
Dutch Harbor AK 99692

PHONE: Daytime: 581-3100 Evening: 359-7288

OCCUPATION: Planner

EMPLOYER: City of Unalaska

PREVIOUS BOARD/COMMITTEE EXPERIENCE:

Urban Planning and Policy Student Association: Activities Coordinator

(Attached pages additional if necessary)

Check the main reason(s) for your interest:

_____ I am a returning board or commission member whose term recently expired.

_____ I have expertise I want to contribute.

__X__ I am interested in the activities the Board/Commission handles.

_____ I want to participate in local government.

_____ I want to make sure my segment of the community is represented.

_____ Other _____

Please explain in greater detail those you have checked:

I have interest and experience in making policy recommendations for community enhancement. The library is of interest to me in general, as it is an important asset to the community.

It is suggested you attach an outline of your education, work and volunteer experience, and other interests.

How did you learn of this vacancy (circle one): Media (Word of Mouth) Solicitation Other_____

11/4/2013
DATE

SIGNATURE

THANK YOU FOR YOUR INTEREST IN SERVING ON A CITY BOARD OR COMMISSION

PLEASE RETURN COMPLETED FORM TO
CITY CLERK, CITY OF UNALASKA, PO BOX 610, UNALASKA, AK 99685
OR DROP IT OFF AT CITY HALL

Anthony M Grande

PO Box 921557, Dutch Harbor AK 99692 – (907) 359-7288 – tonygrande23@gmail.com

Education

University of Illinois at Chicago
Master of Urban Planning and Policy, May 2013
Concentration: Economic Development
GPA: 3.85

Coursework and Skills
Planning skills and theory
Land use law
Economic analysis, development finance

University of Wisconsin-Madison
Bachelor of Science, May 2011
Overall GPA: 3.92 – Degree GPA: 3.89
Graduated with Distinction

Coursework and Skills:
Majors: Mathematics and Geography
Completed pre-med coursework

Experience

City of Unalaska, Alaska Planning Administrator, July 2013 – Present

- Engaged in development review, coordinating requests between developers and city staff.
- Maintained accuracy of city GIS database with recorded plats and zoning ordinances.
- Conducted legal research and analysis of state and local land use laws.

Chicago Metropolitan Agency for Planning LTA Intern, January 2012 – May 2013

- Local Technical Assistance Program: provided staff assistance for plan making in local communities.
- Produced maps and processed data for use in plan making process.
- Analyzed public comments and created visualizations for plan recommendations.

Urban Transportation Center - UIC Research Assistant, August 2012 – May 2013

- Developed methods to evaluate environmental impacts of rail transportation projects.
- Formatted and evaluated GIS data sources and mathematical models for impact analysis.

University of Illinois at Chicago Research Assistant, August 2011 - May 2012

- Worked with Prof. Ning Ai on municipal waste management policy research project.
- Developed policy recommendations for sustainable waste management.

Skills

- Geographic Information Systems: ArcGIS and Google Earth
  - Map making/design and spatial analysis
- Statistical Analysis: SPSS and MS Excel
- Economic Analysis
  - Development pro forma budgets and cash flow statements
  - Economic impact analysis with IMPLAN input-output modeling
  - Shift-share industry analysis, economic forecasting
- Adobe design: Illustrator, InDesign, Photoshop
- Qualitative skills: Planning and leading public meetings, public presentations, writing, interviewing

Academic Initiatives

- Conferences/Publications
  - "Environmental Impact Assessment of Rail Infrastructure in Illinois." Joint Rail Conference: NURail Presentation, April 2013
  - "Financially Viable Approaches to Municipal Solid Waste Management during Economic Recession." Air & Waste Management Association Conference: Publication, June 2012
- Projects
  - *Thorndale Economic Development Study*: Master's Project, Spring 2013
  - *Washington Park 2030*: Plan Making Studio, Spring 2012

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2013-74

A RESOLUTION OF THE UNALASKA CITY COUNCIL CONFIRMING THE MAYOR'S RE-APPOINTMENT OF FRANK KELTY AS THE CITY'S REPRESENTATIVE ON THE ILIULIUK FAMILY & HEALTH SERVICES BOARD.

WHEREAS, Unalaska City Code Section 2.60.030 states that each member of a board shall be appointed by the Mayor subject to approval of the City Council; and

WHEREAS, Mayor Marquardt has appointed a City Representative to the Iliuliuk Family & Health Services Board, and has submitted the name to the City Council for approval.

NOW THEREFORE BE IT RESOLVED that the following Mayor's re-appointment as City Representative to the ILIULIUK FAMILY & HEALTH SERVICES BOARD is confirmed:

MEMBER:	**TERM EXPIRING:**
Frank Kelty	JULY 1, 2016

PASSED AND APPROVED BY A DULY CONSTITUTED QUORUM OF THE UNALASKA CITY COUNCIL THIS 12TH DAY OF NOVEMBER, 2013.

_____
MAYOR

ATTEST:

_____
CITY CLERK

BOARD APPLICATION

NAME OF BOARD APPLYING FOR:
IFHS Clinic Board

Date: 11/7/13 Note: Application expires one year from date received.

NAME: Tinka Kelly

ADDRESS: PO Box 162

PHONE: Daytime: 907-581-1301 Evening: 581-1424

OCCUPATION: Resource Analyst

EMPLOYER: City of Unalaska

PREVIOUS BOARD/COMMITTEE EXPERIENCE:
Resume attached

(Attached pages additional if necessary)

Check the main reason(s) for your interest:

- [X] I am a returning board or commission member whose term recently expired.
- [X] I have expertise I want to contribute.
- [X] I am interested in the activities the Board/Commission handles.
- [ ] I want to participate in local government.
- [X] I want to make sure my segment of the community is represented.
- [ ] Other _____

Please explain in greater detail those you have checked:

It is suggested you attach an outline of your education, work and volunteer experience, and other interests.

How did you learn of this vacancy (circle one): Media Word of Mouth Solicitation Other_____

11/7/13
DATE

Tinka Kelly
SIGNATURE

THANK YOU FOR YOUR INTEREST IN SERVING ON A CITY BOARD OR COMMISSION

PLEASE RETURN COMPLETED FORM TO
CITY CLERK, CITY OF UNALASKA, PO BOX 610, UNALASKA, AK 99685
OR DROP IT OFF AT CITY HALL

FRANK V. KELTY
P.O. Box 162
Unalaska, Alaska 99685
Phone: 581-1424 (home) / 581-7726 (work)
E-Mail fkelty@ci.unalaska.ak.us
Resident of Unalaska: 43 years

EDUCATION

Graduate Renton High School 1968

Olympic College 1968-1970

OCCUPATION

2000 – Present	City of Unalaska, Natural Resource Analyst
1985 – 2000	Alyeska Seafood's Inc., Manager
1970 - 1985:	East Point Seafood's Inc., Manager

ELECTED & APPOINTED POSITIONS

1991 – 2000	Mayor, City of Unalaska
1983 – 1991	Unalaska City Council
1975 – Present	Unalaska Fish & Game Advisory Committee Chairman
1994 – 1999	State of Alaska, Coastal Policy Council Public Member
2000 – 2011	Aleutian West Coastal Resource Service Area Board Chairman
2001 – Present	Marine Conservation Alliance, Board Member
2002 – Present	Resource Development Council, Board Member
2004 – Present	Bering Sea Fisheries Research Foundation, Board Member
2004 – 2010	North Pacific Fisheries Research Foundation, Advisory Panel
2007 - Present	North Pacific Council Steller Sea Lion and Crab Committees
1990- 2008	Southwest Alaska Municipal Conference Board Member
2010- Present	Illuliuk Family Health Clinic Board Member

MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS

THROUGH: CHRIS HLADICK CITY MANAGER

FROM: ELIZABETH MASONI, CITY CLERK

DATE: NOVEMBER 8, 2013

RE: ANNUAL LIQUOR LICENSE RENEWALS AND REVIEW OF NEW LICENSE APPLICATION

SUMMARY: Liquor licenses must be renewed with the State of Alaska every two years. Each year, Council reviews the businesses that have liquor licenses, and the Council determines whether or not the City will protest the request for renewal submitted by those businesses whose licenses are up for renewal. A total of nine liquor licenses are held Unalaska businesses, and eight come up for renewal in 2013. It is recommended that the City not file any protests on any businesses at this time.

In addition, on October 22, 2013, the Alcoholic Beverage Control (ABC) Board notified the City, as required under AS 04.11.520, that they have received an application for a new beverage dispensary license. Council may respond with a protest of the approval of the application within 60 days of notification, or Council may choose not to protest approval of the application.

PREVIOUS COUNCIL ACTION: Council discussed protesting specific license renewals in 1995, 2002, and 2006 due to delinquent utility bills. However, Council did not file any protests. In 2010, through Resolution 2010-77, Council protested the renewal of the liquor license held by Myong Sun Chong, dba Peking Restaurant, because of delinquent sales tax, property tax, and utility bills, and because the business had no physical location due to fire.

BACKGROUND: AS 04.11.400 defines the distribution of liquor licenses based on population and location. For every 1,500 or fraction thereof of population count, one restaurant/eating place license is authorized. Such licenses allow the establishment to serve only beer and wine. For every 3,000 or fraction thereof of population count, one beverage dispensary license is authorized and one package store license is authorized. Beverage dispensary and restaurant/eating place licenses that are designated as tourism, convenience, or airport do not count as licenses based on population. The ABC Board lists the city's population as 4,364. As a consequence, the City of Unalaska has the following breakdown of licenses authorized:

Establishment	License Type	Explanation
Alaska Ship Supply	Package Store	One of two package store licenses allowed by population
Harbor View Liquor Store	Package Store	One of two package store licenses allowed by population
Dutch Harbor Fast Food	Restaurant/Eating Place	One of three restaurant/eating place licenses allowed by population
Amelia's Restaurant	Restaurant/Eating Place – Public Convenience	Restaurant/Eating Place – Public Convenience is not counted in population per AS 04.11.400(g)

Airport Restaurant & Lounge	Beverage Dispensary - Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)(2)
Grand Aleutian Hotel	Beverage Dispensary - Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Grand Aleutian Hotel Chart Room	Beverage Dispensary – Tourism Duplicate	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Harbor View Bar & Grill	Beverage Dispensary - Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Harbor Sushi	Beverage Dispensary	One of the two beverage dispensary licenses allowed by population

Based on population, Unalaska has two unused restaurant/eating place licenses and one beverage dispensary license remaining.

Council may also protest the ABC Board's approval of an application for a new license. Alaska Statute 04.11.420 allows the City 60 days to protest the approval of a new application for a liquor license by furnishing the board and the applicant with a clear and concise written statement of reasons in support of a protest within 60 days of receipt of the state's notice.

DISCUSSION: The City has received notice that two businesses, Dutch Harbor Fast Food and Amelia's Restaurant, have requested that their licenses be renewed for the next two years. It is anticipated that the remaining businesses will also request renewal. Rather than bring the license renewal discussion to Council with each application for renewal, all licenses are being brought forward for review at this time.

Licenses are issued on a two-year cycle, and the following licenses are up for renewal for 2014 & 2015:

Alaska Ship Supply	Package Store
Harbor View Liquor Store	Package Store
Harbor View Bar & Grill	Beverage Dispensary - Tourism
Grand Aleutian Hotel/Cape Cheerful	Beverage Dispensary - Tourism
Grand Aleutian Hotel/Chart Room	Beverage Dispensary - Tourism
Harbor Sushi	Beverage Dispensary
Amelia's Restaurant	Restaurant/Eating Place - Convenience
Dutch Harbor Fast Food 2	Restaurant/Eating Place

The Airport Restaurant & Lounge is not on the same renewal cycle as the other eight licenses.

None of the businesses is behind in taxes or utilities payments owed to the City. Council also considers the number of public safety calls made to an establishment each year. Although the Airport Restaurant & Lounge license is not up for renewal this year, Council traditionally examines the police calls for all establishments holding liquor licenses. Public safety calls for each establishment with a liquor license in Unalaska are listed below:

	01/01/2013 – 11/01/2013
Dutch Harbor Fast Food	0
Amelia's Restaurant	3
Harbor Sushi	0
Harbor View Bar	117
Grand Aleutian (Cape Cheerful)	4

Grand Aleutian Chart Room	0
Harbor View Liquor Store	7
Alaska Ship Supply	6
Airport Restaurant	22

In addition, a new business has applied for a beverage dispensary license. M&M Holdings, LLC, which will do business as the Norwegian Rat Saloon, will be located at 1906 Airport Beach Road. The Planning Department has indicated that the location is zoned general commercial, which is appropriate for the new business. The ABC Board has stated that a beverage dispensary license is available based on population. Council may protest the approval of this application by furnishing the ABC board and the applicant with a clear and concise written statement of reasons in support of the protest.

ALTERNATIVES:

1. Direct the City Clerk to inform the ABC Board that no protests will be filed; or
2. At the November 26, 2013 meeting adopt a resolution protesting the continued licensing of one or more businesses; and/or
3. Protest the approval of the application by M&M Holdings, LLC for a beverage dispensary license; or
4. Remain silent on approval of the application.

FINANCIAL IMPLICATIONS: None

LEGAL: None

STAFF RECOMMENDATION: Staff recommends that Council not file any protests at this time.

PROPOSED MOTION: If Council does not wish to file any protests a motion may be made to direct the City Clerk to notify the ABC Board that no protests will be filed this year.

If Council wishes to file a protest on a liquor license, staff may be directed to create a resolution protesting the renewal of the liquor license for an establishment: "I move to schedule a resolution filing a protest against the continued operation of [Name of Business(es)] on November 26, 2013."

CITY MANAGER'S COMMENTS:

ATTACHMENT

- ABC Board Renewal Application Notice
- ABC Board Letter concerning the Norwegian Rat Saloon

THE STATE of ALASKA
GOVERNOR SEAN PARNELL

Department of Commerce, Community, and Economic Development

ALCOHOLIC BEVERAGE CONTROL BOARD

2400 Viking Drive
Anchorage, Alaska 99501
Main: 907.263.5900
TDD: 907.465.5437
Fax: 907.263.5930

October 17, 2013

Renewal Application Notice

City of Unalaska
Attn: City Clerk
VIA EMAIL: cityclerk@ci.unalaska.ak.us

DBA	Lic Type	Lic #	Owner	Premise Address
Amelia's Restaurant	Restaurant/Eating Place-Public Convenience	4048	Edelmira Cortez	Corner of Airport & East Point
Dutch Harbor Fast Food 2	Restaurant/Eating Place	3811	Tuyet Soung Thi Nguyen	11 North 2nd Street

We have received a renewal application for the above listed licenses within your jurisdiction. This is the notice as required under AS 04.11.520. Additional information concerning filing a "protest" by a local governing body under AS 04.11.480 is included in this letter.

A local governing body as defined under AS 04.21.080(11) may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the board **and** the applicant with a clear and concise written statement of reasons in support of a protest within 60 days of receipt of this notice. If a protest is filed, the board will not approve the application unless it finds that the protest is "arbitrary, capricious and unreasonable". Instead, in accordance with AS 04.11.510(b), the board will notify the applicant that the application is denied for reasons stated in the protest. The applicant is entitled to an informal conference with either the director or the board and, if not satisfied by the informal conference, is entitled to a formal hearing in accordance with AS 44.62.330-44.62-630. **IF THE APPLICANT REQUESTS A HEARING, THE LOCAL GOVERNING BODY MUST ASSIST IN OR UNDERTAKE THE DEFENSE OF ITS PROTEST.**

Under AS 04.11.420(a), the board may not issue a license or permit for premises in a municipality where a zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages, unless a variance of the regulation or ordinance has been approved. Under AS 04.11.420(b) municipalities must inform the board of zoning regulations or ordinances which prohibit the sale or consumption of alcoholic beverages. If a municipal zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages at the proposed premises and no variance of the regulation or ordinance has been approved, please notify us and provide a certified copy of the regulation or ordinance if you have not previously done so.

Protest under AS 04.11.480 and the prohibition of sale or consumption of alcoholic beverages as required by zoning regulation or ordinance under AS 04.11.420(a) are two separate and distinct subjects. Please bear that in mind in responding to this notice.

AS 04.21.010(d), if applicable, requires the municipality to provide written notice to the appropriate community council(s).

If you wish to protest the application referenced above, please do so in the prescribed manner and within the prescribed time. Please show proof of service upon the applicant. For additional information please refer to 13 AAC 104.145, Local Governing Body Protest.

Note: Applications applied for under AS 04.11.400(g), 13 AAC 104.335(a)(3), AS 04.11.090(e), and 13 AAC 104.660(e) must be approved by the governing body.

Sincerely,

SHIRLEY A. COTÉ
Director

/s/*Christine C. Lambert*

Christine C. Lambert
Licensing & Records Supervisor
Christine.lambert@alaska.gov

THE STATE of ALASKA
GOVERNOR SEAN PARNELL

Department of Commerce, Community, and Economic Development

ALCOHOLIC BEVERAGE CONTROL BOARD

2400 Viking Drive
Anchorage, Alaska 99501
Main: 907.263.5900
Fax: 907.263.5930

October 22, 2013

City of Unalaska
Attn: Elizabeth Masoni, City Clerk
VIA Email: cityclerk@ci.unalaska.ak.us

M&M Holdings, LLC – Beverage Dispensary License #5264 DBA The Norwegian Rat Saloon

☒ **New Application** ☐ **Transfer of Ownership** ☐ **Transfer of Location**

☐ **Restaurant Designation Permit** ☐ **DBA Name Change**

We have received an application for the above listed licenses (see attached application documents) within your jurisdiction. This is the notice as required under AS 04.11.520. Additional information concerning filing a "protest" by a local governing body under AS 04.11.480 is included in this letter.

A local governing body as defined under AS 04.21.080(11) may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the board **and** the applicant with a clear and concise written statement of reasons in support of a protest within 60 days of receipt of this notice. If a protest is filed, the board will not approve the application unless it finds that the protest is "arbitrary, capricious and unreasonable". Instead, in accordance with AS 04.11.510(b), the board will notify the applicant that the application is denied for reasons stated in the protest. The applicant is entitled to an informal conference with either the director or the board and, if not satisfied by the informal conference, is entitled to a formal hearing in accordance with AS 44.62.330-44.62-630. **IF THE APPLICANT REQUESTS A HEARING, THE LOCAL GOVERNING BODY MUST ASSIST IN OR UNDERTAKE THE DEFENSE OF ITS PROTEST.**

Under AS 04.11.420(a), the board may not issue a license or permit for premises in a municipality where a zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages, unless a variance of the regulation or ordinance has been approved. Under AS 04.11.420(b) municipalities must inform the board of zoning regulations or ordinances which prohibit the sale or consumption of alcoholic beverages. If a municipal zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages at the proposed premises and no variance of the regulation or ordinance has been approved, please notify us and provide a certified copy of the regulation or ordinance if you have not previously done so.

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AS 04.21.010(d), if applicable, requires the municipality to provide written notice to the appropriate community council(s).

If you wish to protest the application referenced above, please do so in the prescribed manner and within the prescribed time. Please show proof of service upon the applicant. For additional information please refer to 3 AAC 304.145, Local Governing Body Protest.

Note: Applications applied for under AS 04.11.400(g), 3 AAC 304.335(a)(3), AS 04.11.090(e), and 3 AAC 304.660(e) must be approved by the governing body.

Sincerely,

SHIRLEY A. COTÉ
Director

Sarah D. Oates
Business Registration Examiner
sarah.oates@alaska.gov
(907)263-5921

State of Alaska
Alcoholic Beverage Control Board

Date of Notice: October 22, 2013

Application Type: **NEW** X

_____**TRANSFER**
_____Ownership
_____Location
_____Name Change

Governing Body: **City of Unalaska**
Community Councils: None

License #: 5264
License Type: Beverage Dispensary
D.B.A.: The Norwegian Rat Saloon
Licensee/Applicant: M&M Holdings, LLC
Physical Location: 1906 Airport Beach Road, Dutch Harbor, AK 99692
Mail Address: PO Box 920845, Dutch Harbor, AK 99692
Telephone #: 907-359-3615
EIN: 46-3790254

Corp/LLC Agent:	Address	Phone	Date and State of Incorporation	Good standing?
John Kauffman Agent	510 L Street, Suite 500 Anchorage, AK 99501	907-359-3615	06/03/2013 Alaska	Yes

Please note: the Members/Officers/Directors/Shareholders (principals) listed below are the principal members. There may be additional members that we are not aware of because they are not primary members. We have listed all principal members and those who hold at least 10% shares.

Member/Officer/Director:	DOB	Address	Phone	Title/Shares (%)
Rogue Proerties, LLC Member		PO Box 920524 Dutch Harbor, AK 99692	907-359-3615	50%
Weak Link, LLC Member		PO Box 920785 Dutch Harbor, AK 99692	907-359-2165	50%

If **transfer** application, current license information:

License #:
Current D.B.A.:
Current Licensee:
Current Location:

Additional comments: