AGENDA

1. Call to order
2. Roll call
3. Pledge of Allegiance
4. Recognition of visitors
5. Adoption of agenda
6. Awards / Presentations
   a. Employee 10 Year Anniversary Award – Albert Burnham, Parks, Culture and Recreation
   b. Employee 10 Year Anniversary Award – Peter Gurney, Department of Public Safety
7. Approve minutes of previous meetings, October 22, 2019; October 25, 2019; October 29, 2019 and November 1, 2019
8. Reports
   a. City Manager
   b. Financials
   c. Planning Commission Minutes (information only): September 19, 2019
9. Community Input & Announcements Members of the public may make announcements of interest to the community.
10. Public testimony on agenda items Time for members of the public to testify or provide information to Council regarding items on the agenda. Members of the public may also speak when the issue comes up on the regular agenda by signing up with the City Clerk.
11. Public hearing Members of the public may testify about any item set for public hearing.
   a. Ordinance 2019-12, Second Reading/Public Hearing: Creating Budget Amendment #3 to the Fiscal Year 2020 Budget, recognizing additional Grant Revenue of $25,250 in the General Fund and increasing the Public Safety Operating Budget by $44,250, and reducing Debt Reimbursement Grant Revenue by $68,723 in the General Fund
12. Work session Work sessions are for planning purposes, or studying and discussing issues before the Council.
   a. Discussion – White Paper – Tom Madsen Airport Public Transportation Crisis
   b. Discussion – Changes to Title 8 & 9
   c. Discussion – Comprehensive Plan Update
   d. Discussion – Planning Commission/Platting Board Resolution 2019-11 and Resolution 2019-12
13. Regular agenda *Persons wishing to speak on regular agenda items must sign up with the City Clerk.*
   a. Unfinished Business
   i. Ordinance 2019-12, Second Reading/Public Hearing: Creating Budget Amendment #3 to the Fiscal Year 2020 Budget, recognizing additional Grant Revenue of $25,250 in the General Fund and increasing the Public Safety Operating Budget by $44,250, and reducing Debt Reimbursement Grant Revenue by $68,723 in the General Fund
   b. New Business
   i. Ordinance 2019-14, First Reading: An Ordinance of the Unalaska City Council amending Unalaska Code of Ordinances Section 8.12.170(O)(4,5,6,7,8,9,10 &11) & Section 9.36.090 regarding amortization of existing adult uses and operating hours of adult businesses
   II. Resolution 2019-59, A Resolution of the Unalaska City Council amending City’s State and Federal Priorities for Fiscal Year 2021 to include establishing the stabilization of commercial flights at Tom Madsen Airport as a State and Federal Priority
   c. Approve Travel for Mayor and Council to attend the North Pacific Fishery Management Council Meeting (NPFMC) in Anchorage; December 2-10, 2019

14. Council Directives to City Manager

15. Community Input & Announcements *Members of the public may make announcements of interest to the community.*

16. Adjournment
1. **Call to order**
   Mayor Tutiakoff, Sr. called the Regular Meeting of the Unalaska City Council to order at 6:00pm, in the Unalaska City council chambers.

2. **Roll call**
   Present: Vincent Tutiakoff, Sr., Mayor
   Dennis Robinson (Telephonic)
   Darin Nicholson
   James Fitch (Telephonic)
   Alejandro Tungul
   David Gregory
   Shari Coleman

3. **Pledge of Allegiance**
   Council Member Gregory led the Pledge of Allegiance

4. **Swearing in Ceremony** for Mayor Vincent Tutiakoff, Sr., Council Member David M. Gregory, and Council Member Darin Nicholson
   The Clerk administered the oath of office to Vincent Tutiakoff, Sr., David M. Gregory, and Darin Nicholson.

5. **Adoption of agenda**
   Council Member Gregory made a motion to amend the agenda as follows:
   - Add the following item
     - 4. Swearing in Ceremony – add the name David M. Gregory
   - Remove the following items
     - 10b. Financial Reports
     - 13a. Comprehensive Plan Update
     - 13b. Online Sales Tax Update
   Tungul seconded.
   Roll Call Vote: Robison – yes; Fitch – yes; Nicholson – yes; Coleman – yes; Tungul – yes; Gregory – yes.
   Motion passed 6-0

6. **Recognition of visitors**
   John Lovell, NTSB
   Steve Tompkins, Department of Public Utilities Deputy Director
7. Appointment of Vice Mayor
Council Member Coleman nominated Council Member Robinson to the office of Vice Mayor, Gregory seconded. Council Member Robinson accepted the nomination to the office of Vice Mayor.
Roll Call Vote: Fitch – yes; Nicholson – yes; Coleman – yes; Tungul – yes; Gregory – yes; Robinson – yes.
Motion passed 6-0.

8. Awards / Presentations
   a. Employee 15 Year Anniversary Award – Mark Chisum, Department of Public Works
      Mayor Tutiakoff, Sr. presented 15 Year Anniversary Award to Mark Chisum
   b. Proclamation – November 1, 2019 as “Extra Mile Day” in Unalaska
      Mayor Tutiakoff, Sr. declared November 1, 2019 “Extra Mile Day” and read the proclamation into the record.

9. Approve minutes of previous meeting October 8, 2019
Robinson made a motion to approve October 8, 2019 meeting minutes; Coleman seconded.
No objection.
The motion passed by consensus.

10. Reports
   a. City Manager
      City Manager reported and answered Council questions; City Manager introduced John Lovell, NTSB to Mayor and Council.
      John Lovell presented an update on the PenAir incident at the airport and answered questions.
   b. Financial Reports – this item was removed from the agenda without objection

11. Community Input & Announcements
    PCR Halloween Events -
    • Pumpkin Plunge; Pumpkin Carving; Haunted House
    UCSD
    • Appreciation message from Cordova Superintendent
    • Volleyball Tournament at Lumen Christi
    • Wrestling Team
    • Parent/Teacher Conferences
    Ballyhoo Lions – Community Pot Luck in honor of Frank Kelty, Charter Member
    Fire/EMS – October is Fire Safety month “Operation Smoke Detector” in partnership with Ballyhoo Lions
    Frank Kelty
    • Congratulated Vincent Tutiakoff, Sr., Mayor
    • Asked City Manager for an update on commercial flight status with PenAir, City Manager responded.

12. Public testimony on agenda items – None.

13. Work session
   a. Comprehensive Plan Update: Planning Director Bil Homka will present the results of the online Community Survey and the October 5 Community Meeting – this item was removed from the agenda
   b. Online Sales Tax Update: City Manager Erin Reinders will discuss the next steps to implementation of the Alaska Remote Seller Sales Tax Commission, for the Purpose of Developing, Implementing, and Enforcing a Remote Sellers Sale Tax Code – this item was removed from the agenda
   c. Proposed Resolutions of the Alaska Municipal League: City Manager Erin Reinders will present AML’s proposed resolutions in preparation for the AML Conference next month

City Manager presented information on the AML 2020 Draft Resolutions, 2019 Resolutions and 2020 Position Statement.

14. Regular agenda
Coleman made a motion to adjourn to Regular Session; Tungul seconded.
No objection.
Motion passed by consensus.
   a. Ordinance 2019-12, First Reading, Creating Budget Amendment #3 to the Fiscal Year 2020 Budget, recognizing additional Grant Revenue of $25,250 in the General Fund and increasing the Public Safety Operating Budget by $44,250, and reducing Debt Reimbursement Grant Revenue by $68,723 in the General Fund
Robinson made a motion to move Ordinance 2019-12 to second reading and public hearing on November 12, 2019; Tungul seconded.

Roll Call Vote: Tungul – yes; Gregory – yes; Robinson – yes; Fitch – yes; Nicholson – yes; Coleman – yes. Motion passed 6-0.

b. Approve Travel for Mayor and Council to attend meetings of the Alaska Municipal League in Anchorage: Newly Elected Officials Training Nov. 8-19; Alaska Conference of Mayors Nov. 19; Annual Conference Nov. 20-22, 2019

Gregory made a motion to approve travel for Mayor and up to three council members to be named later to attend meetings of the Alaska Municipal League in Anchorage: Newly Elected Officials Training Nov. 8-19; Alaska Conference of Mayors Nov. 19; Annual Conference Nov. 20-22, 2019; Tungul seconded.

Robinson made a motion to amend to insert the following names: Mayor Vincent Tutiakoff, Sr., Dennis Robinson, Vice Mayor, Shari Coleman and Darin Nicholson; Tungul seconded.

Roll Call Vote on amended motion: Tungul – yes; Gregory – yes; Fitch – yes; Coleman – yes; Nicholson – yes; Robinson – yes. Motion passed 6-0.

Roll Call Vote on main motion as amended: Gregory – yes; Fitch – yes; Coleman – yes; Nicholson – yes; Robinson – yes; Tungul – yes. Motion passed 6-0.

15. Council Directives to City Manager – None.

16. Community Input & Announcements

   Frank Kelty acknowledged efforts of City Manager and staff regarding work on commercial flight status and expressed concern about the lack of outreach from Alaska Airlines and Ravn/PenAir.

   City Manager made a clarification as to why Dave Pflieger, President and CEO of Ravn Air Group, was not in attendance at the meeting.

   Mayor Vincent Tutiakoff Sr. thanked community members, Dennis Robinson, City Manager, staff, and Council Members for their support during and after the election.

17. Adjournment

   Tungul made a motion to adjourn meeting; Coleman seconded.
   No objection.
   Motion passed.
   The meeting adjourned at 7:18 pm.

_____________________
Marjie Veeder,
City Clerk

rfw
MINUTES

1. Call to order
   Mayor Tutiakoff Sr. called the Special Meeting of the Unalaska City Council to order at 6:00pm, in the Unalaska City Council chambers.

2. Roll call
   Present:
   Vincent Tutiakoff Sr., Mayor
   Dennis Robinson, Vice Mayor
   Darin Nicholson
   James Fitch (Telephonic)
   Alejandro Tungul
   David Gregory
   Shari Coleman
   Absent:
   None

3. Reports Regarding Commercial Flights Servicing Unalaska, Alaska
   a. City Manager
      Erin Reinders, City Manager, gave a report on the city’s efforts to:
      - Communicate timely, accurate, and actionable information to all community members
      - Communication with representatives and their staff, city lobbyists, media, community members, city staff, and a variety of airlines about the current situation, challenges and questions.
      - Acknowledged the efforts of community members with the creation of a Facebook page, Unalaska Plane Charter Coordination; a group to help air charter coordination in and out of Unalaska/Dutch Harbor and a clearinghouse for community members to share information about available seats on existing charters.
      - Telephonic Participants:
         - Dave Pfleger, President and CEO, RavnAir Group
           - Mr. Pfleger offered condolences and acknowledged all those injured and their families, presented a three-part plan to restore normal PenAir Saab 2000 service to Dutch Harbor, and answered questions from City Council and community members.
         - Derek Shanks, Chief Commercial Officer, RavnAir Group
           - Mr. Shanks answered questions regarding schedules, pricing, and reservations and other questions from City Council and community members.
         - Missy Roberts, Director of Marketing and Alliances, RavnAir Group
         - Marilyn Romano, Regional Vice President, Alaska Airlines
           - Ms. Romano offered condolences and acknowledged all those injured and their families, explained the pause in marketing flights into Unalaska, and stated goal of resuming flying through a relationship with RavnAir Group, and answered questions from City Council and community members.
         - Scott Habberstad, Director Sales and Community Marketing, Alaska Airlines
           - Mr. Habberstad answered questions from City Council and community members.
Mr. Clark welcomed comments from Council and community on how to further help the community get closer to mainline haul until regularly scheduled flights into and out of Unalaska resume.

Mr. Edgmon commented on conversations he has had with Alaska Airlines representatives, Senator Murkowski staff, seafood industries, and regulatory agencies in an effort to resume regular passenger service into and out of Unalaska.

Mayor and Council asked questions and expressed concerns to airline representatives regarding plans to resume scheduled air service between Anchorage and Unalaska.

4. Public Comment
The following community members provided public comment/questions:
- Tom Robinson
- Frank Kelty
- Brianna Dwyer
- Carlos Tayag
- Peggy McLaughlin
- Matt Scott
- Doug Leggett
- Shirley Marquardt
- Mike Barber
- Melanee Tiura, IFHS Clinic Director
- Katherine Wayner
- Killian Baker
- Jim Wilson, High School Principal
- Reise Wayner

The City Manager provided closing comments regarding:
- Alaska Airline Customer Service phone number
- Research on a longer runway
- Additional community meetings
- Research on a longer runway
- Review processes on how to declare a state of emergency
- Provide feedback on debriefing on the actual event

Dennis Robinson, Vice Mayor, acknowledged the efforts of the first responders to the PenAir accident and the efforts of community businesses, and community members during this time.

Mayor Tutiakoff, Sr. thanked the City Manager and staff for all their work, acknowledged the efforts of first responders and the community’s efforts in response to the PenAir accident.

5. Adjournment
Tungul made a motion to adjourn the meeting; Coleman seconded.
No objection.
The motion passed.
The meeting adjourned at 8:05 pm.

Marjie Veeder
City Clerk

rfw
MINUTES

1. **Call to order**
   Mayor Tutiakoff Sr. called the Special Meeting of the Unalaska City Council to order at 6:00pm, in the Unalaska City council chambers.

2. **Roll call**
   Present:
   - Vincent Tutiakoff, Sr., Mayor
   - Dennis Robinson, Vice Mayor
   - Darin Nicholson (Telephonic)
   - James Fitch (Telephonic)
   - Alejandro Tungul
   - David Gregory (Telephonic)
   - Shari Coleman

   Absent:
   None.

3. **Pledge of Allegiance**
   Vice Mayor Robinson led the Pledge of Allegiance.

4. **Work Session**
   Tungul made a motion to move into Work Session; Coleman seconded.
   No objection.
   Motion passed by consensus.

   Telephonic Participants:
   - Charles Cacciola, City Attorney
   - Bryce Edgmon, Representative
   - Diane Blumer, Lobbyist
   - Jim Sharpe, Interim Finance Director
   - KUCB

   a. **Discussion: Potential City involvement in air travel to and from Unalaska on a temporary basis**
      City Manager led the discussion on potential City involvement in air travel to and from Unalaska. The City Manager’s memo to council included information presented by RavnAir regarding their three-step plan to reestablish regular commercial air service between Unalaska and Anchorage. As part of the discussion, the Mayor made a Declaration of Emergency on October 29, 2019 at 10:40a.m. due to the lack of commercial flights directly between Unalaska and Anchorage, and called for a plan to be created allowing the city to charter two flights a week.
      Council was asked to consider two related resolutions:
      
      **Resolution 2019-56** A Resolution of the Unalaska City Council declaring a local emergency and authorizing the City Manager to take any and all action necessary to alleviate the impact on city residents from the absence of regularly scheduled air service to and from Unalaska
5. **Regular agenda**

Coleman made a motion to reconvene to Regular Session; Tungul seconded.
No objection.
Motion passed by consensus.

   a. **Consideration of Proclamation of Emergency**

      i. **Resolution 2019-56:** A Resolution of the Unalaska City Council declaring a local emergency and authorizing the City Manager to take any and all action necessary to alleviate the impact on the city residents from the absence of regularly scheduled air service to and from Unalaska.

         Robinson made a motion to adopt Resolution 2019-56; Coleman seconded.

         Coleman made a motion to amend Resolution 2019-56 paragraph 6 - strike “two charter flights” and insert “three charter flights”; Tungul seconded.

         Roll Call Vote on the amended motion: Coleman – yes; Nicholson – yes; Robinson – yes; Tungul – yes; Gregory – yes; Fitch – yes.

         Motion passed 6-0.

         Roll Call Vote on main motion as amended: Robinson – yes; Tungul – yes; Gregory – yes; Fitch – yes; Coleman – yes; Nicholson – yes.

         Motion passed 6-0.

      ii. **Resolution 2019-57:** A Resolution of the Unalaska City Council requesting the U.S. Department of Transportation waive certain requirements of 14 C.F.R. Part 380 on a limited and emergency basis.

         Robinson made a motion to adopt Resolution 2019-57; Tungul seconded.

         Coleman made a motion to amend Resolution 2019-57 paragraph 14 - strike “two charters” and insert “three charters”, Robinson seconded.

         Roll Call Vote on the amended motion: Nicholson – yes; Robinson – yes; Tungul – yes; Gregory – yes; Fitch – yes; Coleman – yes.

         Motion passed 6-0.

         Roll Call Vote on main motion as amended: Tungul – yes; Gregory – yes; Fitch – yes; Coleman – yes; Nicholson – yes; Robinson – yes.

         Motion passed 6-0.

6. **Council Directives to City Manager**

Vice Mayor Robinson made a motion to direct the City Manager to develop a White Paper on talking points for City’s congressional delegation; Coleman seconded.
No objection.
Motion passed by consensus.

7. **Adjournment**

Mayor Tutiakoff, Sr. adjourned the meeting at 6:54 pm.

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Marjie Veeder
City Clerk
MINUTES

1. **Call to order**
   Mayor Tutiakoff, Sr. called the Special Meeting of the Unalaska City Council to order at 6:00pm, in the Unalaska City council chambers.

2. **Roll call**
   Present:
   - Vincent Tutiakoff Sr., Mayor
   - Dennis Robinson, Vice Mayor
   - Darin Nicholson (Telephonic)
   - James Fitch (Telephonic)
   - Alejandro Tungul
   - David Gregory (Telephonic)
   - Shari Coleman

   Absent:
   None

3. **Pledge of Allegiance**
   Council Member Coleman led the Pledge of Allegiance.

4. **Work Session**
   Robinson made a motion to move into Work Session; Tungul second. No objection. Motion passed by consensus.

   Telephonic Participants:
   - Charles Cacciola, City Attorney
   - Derek Shanks, Chief Commercial Officer, RavnAir Group
   - KUCB

   a. **Continued Discussion: Potential City involvement in air travel to and from Unalaska on a temporary basis**
      City Manager led the discussion on the City's involvement in air travel to and from Unalaska on a temporary basis. The City Manager reported the city could charter up to three flights a week and make those seats available to members of the public. The City Manager reported the city's goal was to provide the opportunity for the public to book seats through one point of contact and at a fixed and reasonable rate. Council will be asked to formally consider an emergency budget amendment.

   b. **Council Directive to City Manager: To develop a White Paper on talking points for Congressional Delegation**
      Bil Homka, Planning Director and Peggy McLaughlin, Ports Director, developed a White Paper draft titled, “Tom Madsen Airport Public Transportation Crisis”. The White Paper discussion, led by the Planning Director, reviewed present conditions at the airport and offered short-term and long-term solutions. The Planning Director also answered Council questions.
Mayor and Council agreed the draft White Paper was a good beginning and suggested seeking support from all the partners in the Bering Sea fisheries to keep this concerted effort moving forward. Council suggested adding this item to the State and Federal Priorities List.

Mayor Tutiakoff Sr. invited Public Comment.
The following community members provided public comment:
- Frank Kelty
- Janice Krukoff
- Fr. Ivon Bereskin
- June McGlashan

5. **Regular agenda**
   Robinson made a motion to reconvene to Regular Session; Tungul seconded.
   No objection.
   Motion passed by consensus.

   a. **Ordinance 2019-13:** Emergency Ordinance creating an amendment to the Fiscal Year 2020 Budget, creating an appropriation for the payment of charter flights contracted for by the City, creating an appropriation to secure all amounts prepaid by charter participants, and setting rules and procedures for the control, use, retention, and disbursement of such funds

   Robinson made a motion to adopt Emergency Ordinance 2019-13; Tungul seconded.
   Robinson made a motion to amend the title of Emergency Ordinance 2019-13 to read: *Emergency Ordinance creating an amendment to the Fiscal Year 2020 Budget, creating an appropriation for the payment of charter flights contracted for by the City and administrative costs of the Emergency Air Charter Program; Coleman second.*

   Roll Call vote on the amended motion: Tungul – yes; Gregory – yes; Robinson – yes; Fitch – yes; Nicholson – yes; Coleman – yes.
   Motion passed 6-0.

   Coleman made a motion to amend Emergency Ordinance 2019-13 to read:

   *PASSED AND ADOPTED BY THE AFFIRMATIVE VOTE OF THREE-FOURTHS OF THE TOTAL MEMBERSHIP OF THE UNALASKA CITY COUNCIL THIS FIRST DAY OF NOVEMBER 2019; Tungul seconded.*

   Roll Call Vote on amended motion: Fitch – yes; Coleman – yes; Nicholson – yes; Robinson – yes; Tungul – yes; Gregory – yes.
   Motion passed 6-0.

   Roll Call Vote on main motion as amended: Robinson – yes; Fitch – yes; Nicholson – yes; Coleman – yes; Tungul; - Gregory – yes.
   Motion passed 6-0.

6. **Council Directives to City Manager** - None.

7. **Adjournment**
   Robinson made a motion to adjourn; Tungul seconded.
   No objection.
   Motion passed.
   The meeting adjourned at 7:03 pm.

_________________________
Marjie Veeder
City Clerk

rfw
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Erin Reinders, City Manager
Date: November 12, 2019
Re: City Manager Report

Incident Debrief Findings: The Acting Fire Chief and Interim Police Chief provided City Council and members of the public an overview of the response to the October 17, 2019 incident of the a plane going off the runway at the October 22, 2019 Council Meeting. This was supplemented by a presentation of the NTSB Lead Investigator looking into the incident itself. The question then becomes what could have been done better and what we can do now to set us up for a better response in the future.

Members of Police, Ports, Fire, DOT, IFHS, Unisea Safety, and USCG held a technical debriefing on October 23, 2019 regarding the incident. This incident response was officially managed by DOT, but City Police, Fire and Ports personnel provided assistance and leadership with unified incident command, man power, medical care, and scene security. There were many positive aspects identified, including the fast response and the coordinated effort to stabilize the incident quickly, but with all major incidents there is room for improvement. The three key components identified for improvement were: 1. Better radio interoperability and training on channel use during large incidents, 2. Better patient information to the clinic, and 3. Continued training with all parties to better understand strengths and capabilities of each involved agency. The Department of Public Safety and Fire Department are working together to implement a large incident communications plan and increasing multi-departmental training.

City Department Directors participated in a more administrative level debriefing on October 22, 2019. Although we did have meetings where we discussed the potential need for expense tracking, public press releases, transportation management, and internal communication in response to the incident, there remains room for improvement as with any incident. Improving internal communication and coordination in terms of timing, equipment, and methodology was highlighted. The benefit of additional training with ourselves as well as other agencies was also highlighted. One positive aspect we did review was about the press releases to community members and the media. We will work together to incorporate all this feedback – and additional findings that we uncover – in to our efforts to revive our Emergency Preparedness plan and program.

City Charters: In response to RavnAir’s decision to temporarily stop their regularly scheduled commercial fights between Unalaska and Anchorage, the City Council declared a state of emergency and authorized the City to provide for Public Charters. We have booked five charters to provide flights both to and from Unalaska. Reservations may be made through RavnAir at 1-800-866-8394. The price of a one
way ticket is $600 and goes to offset the City’s cost for the charter, insurance and attorney fees.

**Capital Projects:** This month, Staff has begun uploading Capital Project Updates onto the City Website on a monthly basis to increase transparency and have information readily available for all to access. Additionally, the Public Works Director will present an overview of active capital projects at Council meetings every January and June.

**Executive Level Searches:** Executive level vacancies include the Finance Director, Police Chief, and Fire Chief.

- We have extended the posting for the Finance Director and continue recruitment effort. Jim Sharp continues to serve as Interim Finance Director.
- We are currently updating the Police Chief’s job description, posting and position profile and hope to advertise that position the week of November 11, 2019. John Lucking continues to serve as Interim Police Chief.
- The job description and posting for the Fire Chief was never updated to reflect the new executive level classification. We are in the updating those and hope to advertise for the Fire Chief the week of November 11, 2019. Mike Hanson continues to serve as Acting Fire Chief.

**Directives to the City Manager:** The following identifies the status of outstanding Directives to the City Manager:

- **Options for Increased Tobacco Tax (11/27/18). Ongoing.** Council discussed in detail at the July 9, 2019 Council Meeting. Future discussions will include additional information on Tobacco Excise Tax, a combination Tobacco Excise Tax with increased sales tax on alcohol and marijuana, fund dedication options, and potential rates. I am working on some of these details with the City Attorney’s office. We plan to provide Council with information in the coming months.
- **Fiscal Sustainability Plan and Policy (5/14/19). Initiated.** Interim Finance Director Jim Sharpe and I are in the early stages of discussing and researching this. We plan to provide Council with information in the coming months.
- **New Year's Fireworks (8/27/19). Complete.** Council directed the City Manager to issue an RFP for the New Year’s fireworks. An RFP was issued Council selected one of the proposals on October 4, 2019. The contact has been signed and we are making the arraignments for the show now. As always, this is a staff intensive effort with heavy involvement of the Department of Public Unities and the Fire Department.
- **White Paper (10/22/19). Complete.** Council directed the City Manager to draft a white paper with talking points for our congressional delegation. The Port Director Peggy McLaughlin and Planning Director Bil Homka have been working on this since the directive was issued. They presented a draft of the paper at the November 1, 2019 Special Council Meeting, at which time it was decided to bring the paper and a resolution making the issue of sustained commercial air service a state and federal property. The white paper and resolution are on tonight’s meeting agenda.
# General Fund Operating Monthly Summary - Month Ending September 2019

## REVENUES

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<tr>
<th>Description</th>
<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
<th>% OF FY2019 YTD</th>
<th>INC/(DEC) Last Year</th>
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<tr>
<td>Raw Seafood Tax</td>
<td>4,200,000</td>
<td>613,175</td>
<td>1,568,865</td>
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<td>Property Taxes</td>
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<td>Sales Tax</td>
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<td>953,849</td>
<td>3,330,204</td>
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<td>Investment Earnings</td>
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<td>(74,944)</td>
<td>898,355</td>
<td>64%</td>
<td>646,064</td>
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<td>Other Revenues</td>
<td>3,840,231</td>
<td>272,037</td>
<td>1,404,546</td>
<td>37%</td>
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<td>Appropriated Fund Balance</td>
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Total General Fund Revenues: 40,640,385

## EXPENDITURES

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<tr>
<th>Description</th>
<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
<th>% OF FY2019 YTD</th>
<th>INC/(DEC) Last Year</th>
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<td>Mayor &amp; Council</td>
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<td>26,636</td>
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<td>Total City Administration</td>
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<td>Finance</td>
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<td>(8,549)</td>
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<td>Finance</td>
<td>1,034,902</td>
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<td>Information Systems</td>
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<td>373,785</td>
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<td>Total Finance</td>
<td>1,978,587</td>
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<td>Planning</td>
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<td>45,551</td>
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<tr>
<td>Public Safety</td>
<td></td>
<td></td>
<td></td>
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<td>(32,372)</td>
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<tr>
<td>Police and Admin</td>
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<td>Police Communications</td>
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<td>Police Corrections</td>
<td>1,002,135</td>
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<td>Total Public Safety</td>
<td>5,723,392</td>
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<td>19%</td>
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<tr>
<td>Fire &amp; EMS</td>
<td></td>
<td></td>
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<td>138,165</td>
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<tr>
<td>Fire and Emergency Services</td>
<td>1,944,632</td>
<td>148,308</td>
<td>314,728</td>
<td>16%</td>
<td>404,694</td>
</tr>
<tr>
<td>Total Fire &amp; EMS</td>
<td>1,944,632</td>
<td>148,308</td>
<td>314,728</td>
<td>16%</td>
<td>404,694</td>
</tr>
<tr>
<td>Public Works</td>
<td></td>
<td></td>
<td></td>
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<td>(89,966)</td>
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<tr>
<td>DPW Admin &amp; Engineering</td>
<td>799,891</td>
<td>44,811</td>
<td>132,640</td>
<td>17%</td>
<td>155,680</td>
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<tr>
<td>Streets and Roads</td>
<td>3,498,244</td>
<td>564,806</td>
<td>1,016,820</td>
<td>29%</td>
<td>481,880</td>
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<tr>
<td>Receiving and Supply</td>
<td>290,301</td>
<td>24,403</td>
<td>69,427</td>
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<tr>
<td>Veh &amp; Equip Maintenance</td>
<td>1,241,196</td>
<td>78,265</td>
<td>249,148</td>
<td>20%</td>
<td>219,798</td>
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<td>Facilities Maintenance</td>
<td>1,394,166</td>
<td>92,547</td>
<td>291,061</td>
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<td>Total Public Works</td>
<td>7,223,798</td>
<td>804,832</td>
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<td>Parks, Culture &amp; Recreation</td>
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<td>222,085</td>
<td>693,519</td>
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<td>664,897</td>
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<td>Other Expenses</td>
<td>6,054,804</td>
<td>948,883</td>
<td>1,988,542</td>
<td>32%</td>
<td>1,763,050</td>
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<td>Total Operating Expenditures</td>
<td>30,149,328</td>
<td>2,864,820</td>
<td>7,320,075</td>
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<td>6,699,549</td>
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<td>Transfers To General Fund</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
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<tr>
<td>Transfers To Special Revenue</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
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<td>Transfers To Capital Projects</td>
<td>10,046,789</td>
<td>0</td>
<td>10,046,789</td>
<td>100%</td>
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<td>Transfers To Enterprise Funds</td>
<td>0</td>
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<td>Transfers To Enterprise Capital</td>
<td>1,000,000</td>
<td>0</td>
<td>1,000,000</td>
<td>100%</td>
<td>275,006</td>
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<tr>
<td>Total</td>
<td>11,046,789</td>
<td>0</td>
<td>11,046,789</td>
<td>100%</td>
<td>2,926,671</td>
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Surplus/(Deficit): (555,732)
## Electric Proprietary Fund

<table>
<thead>
<tr>
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<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
<th>% OF BUD</th>
<th>FY2019 YTD</th>
<th>INC/(DEC) Last Year</th>
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<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Electric Line Repair &amp; Maint</td>
<td>1,441,983</td>
<td>93,778</td>
<td>294,611</td>
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<td>204,509</td>
<td>90,102</td>
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<td>Electric Production</td>
<td>10,326,628</td>
<td>787,453</td>
<td>2,998,339</td>
<td>29%</td>
<td>3,038,188</td>
<td>(84,849)</td>
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<tr>
<td>Facilities Maintenance</td>
<td>137,042</td>
<td>8,583</td>
<td>33,243</td>
<td>24%</td>
<td>12,697</td>
<td>20,546</td>
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<tr>
<td>Utility Administration</td>
<td>5,518,759</td>
<td>822,855</td>
<td>1,630,341</td>
<td>30%</td>
<td>1,775,262</td>
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<tr>
<td>Veh &amp; Equip Maintenance</td>
<td>61,515</td>
<td>3,992</td>
<td>9,345</td>
<td>15%</td>
<td>23,108</td>
<td>(13,763)</td>
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<tr>
<td>Transfers Out</td>
<td>2,985,968</td>
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<td>100%</td>
<td>1,621,402</td>
<td>1,364,566</td>
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<tr>
<td></td>
<td>20,471,896</td>
<td>1,716,662</td>
<td>7,951,847</td>
<td>39%</td>
<td>6,720,166</td>
<td>1,231,681</td>
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<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(1,423,192)</td>
<td>(240,230)</td>
<td>(2,414,311)</td>
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<td>(950,583)</td>
<td>(1,463,728)</td>
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## Water Proprietary Fund

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<th>September</th>
<th>FY2020 YTD</th>
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<td><strong>REVENUES</strong></td>
<td></td>
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<tr>
<td>Transfers Out</td>
<td>3,009,084</td>
<td>2,002,284</td>
<td>3,009,084</td>
<td>100%</td>
<td>200,000</td>
<td>2,809,084</td>
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<tr>
<td>Facilities Maintenance</td>
<td>57,777</td>
<td>6,791</td>
<td>10,722</td>
<td>19%</td>
<td>30,221</td>
<td>(19,499)</td>
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<tr>
<td>Utility Administration</td>
<td>1,786,637</td>
<td>131,609</td>
<td>498,305</td>
<td>28%</td>
<td>515,116</td>
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<tr>
<td>Veh &amp; Equip Maintenance</td>
<td>38,175</td>
<td>2,764</td>
<td>8,971</td>
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<td>5,860</td>
<td>3,111</td>
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<tr>
<td>Water Operations</td>
<td>1,642,141</td>
<td>145,635</td>
<td>365,719</td>
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<td>214,452</td>
<td>151,266</td>
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<tr>
<td></td>
<td>6,533,814</td>
<td>2,289,083</td>
<td>3,892,801</td>
<td>60%</td>
<td>965,649</td>
<td>2,927,151</td>
</tr>
<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(3,840,607)</td>
<td>(2,008,348)</td>
<td>(2,943,705)</td>
<td></td>
<td>27,979</td>
<td>(2,971,683)</td>
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## Wastewater Proprietary Fund

<table>
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<th>FY2020 Budget</th>
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<th>FY2020 YTD</th>
<th>% OF BUD</th>
<th>FY2019 YTD</th>
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<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Transfers Out</td>
<td>2,649,887</td>
<td>221,311</td>
<td>645,588</td>
<td>24%</td>
<td>639,231</td>
<td>6,358</td>
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<tr>
<td>Facilities Maintenance</td>
<td>86,153</td>
<td>4,929</td>
<td>13,496</td>
<td>16%</td>
<td>14,594</td>
<td>(1,098)</td>
</tr>
<tr>
<td>Utility Administration</td>
<td>1,951,888</td>
<td>256,413</td>
<td>602,303</td>
<td>31%</td>
<td>622,202</td>
<td>(19,899)</td>
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<td>Veh &amp; Equip Maintenance</td>
<td>28,642</td>
<td>3,274</td>
<td>5,882</td>
<td>21%</td>
<td>3,417</td>
<td>2,464</td>
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<td>Wastewater Operations</td>
<td>2,327,203</td>
<td>152,216</td>
<td>423,318</td>
<td>18%</td>
<td>266,083</td>
<td>157,235</td>
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<td><strong>EXPENSES</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4,393,887</td>
<td>416,832</td>
<td>1,044,998</td>
<td>24%</td>
<td>1,698,695</td>
<td>(653,697)</td>
</tr>
<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(1,744,000)</td>
<td>(195,521)</td>
<td>(399,410)</td>
<td></td>
<td>(1,059,465)</td>
<td>660,055</td>
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<tr>
<td>Transfers In</td>
<td>998,248</td>
<td>0</td>
<td>0</td>
<td>0%</td>
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## Solid Waste Proprietary Fund

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<tr>
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<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
<th>% OF BUD</th>
<th>FY2019 YTD</th>
<th>INC/(DEC) Last Year</th>
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<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Facilities Maintenance</td>
<td>78,105</td>
<td>3,033</td>
<td>12,234</td>
<td>16%</td>
<td>14,382</td>
<td>(2,148)</td>
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<tr>
<td>Solid Waste Operations</td>
<td>2,121,923</td>
<td>102,577</td>
<td>305,844</td>
<td>14%</td>
<td>286,996</td>
<td>18,848</td>
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<td>Utility Administration</td>
<td>1,566,186</td>
<td>97,000</td>
<td>319,115</td>
<td>20%</td>
<td>405,124</td>
<td>(86,009)</td>
</tr>
<tr>
<td>Veh &amp; Equip Maintenance</td>
<td>137,603</td>
<td>4,772</td>
<td>15,482</td>
<td>11%</td>
<td>9,735</td>
<td>5,747</td>
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<td>Transfers Out</td>
<td>741,500</td>
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<tr>
<td></td>
<td>4,645,317</td>
<td>207,381</td>
<td>1,394,174</td>
<td>30%</td>
<td>716,236</td>
<td>677,938</td>
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<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(2,042,874)</td>
<td>4,463</td>
<td>(674,124)</td>
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<td>(103,561)</td>
<td>(570,563)</td>
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<tr>
<td>Transfers In</td>
<td>44,622</td>
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<td>0%</td>
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## Operating Monthly Summary - Month Ending September 2019

### Ports & Harbors Proprietary Fund

<table>
<thead>
<tr>
<th></th>
<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
<th>% OF BUD</th>
<th>FY2019 YTD</th>
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<tbody>
<tr>
<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bobby Storrs Small Boat Harbor</td>
<td>149,396</td>
<td>8,163</td>
<td>36,323</td>
<td>24%</td>
<td>41,382</td>
<td>(5,060)</td>
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<tr>
<td>CEM Small Boat Harbor</td>
<td>502,126</td>
<td>30,736</td>
<td>149,391</td>
<td>30%</td>
<td>154,101</td>
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<td>Facilities Maintenance</td>
<td>55,151</td>
<td>1,837</td>
<td>9,607</td>
<td>17%</td>
<td>6,848</td>
<td>2,759</td>
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<tr>
<td>Harbor Office</td>
<td>8,031,646</td>
<td>549,550</td>
<td>1,769,472</td>
<td>22%</td>
<td>1,530,671</td>
<td>238,801</td>
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<tr>
<td>Ports Security</td>
<td>76,211</td>
<td>11,218</td>
<td>19,389</td>
<td>25%</td>
<td>10,189</td>
<td>9,201</td>
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<tr>
<td>Spit &amp; Light Cargo Docks</td>
<td>508,061</td>
<td>27,195</td>
<td>138,007</td>
<td>27%</td>
<td>156,754</td>
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<tr>
<td>Unalaska Marine Center</td>
<td>1,054,667</td>
<td>64,934</td>
<td>400,388</td>
<td>38%</td>
<td>388,452</td>
<td>11,937</td>
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<tr>
<td>Veh &amp; Equip Maintenance</td>
<td>60,531</td>
<td>3,080</td>
<td>11,705</td>
<td>19%</td>
<td>17,649</td>
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<td>1,105,650</td>
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<td>1,105,650</td>
<td>100%</td>
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<td>953,650</td>
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<td><strong>EXPENSES</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(3,285,491)</td>
<td>47,335</td>
<td>(1,498,932)</td>
<td></td>
<td>(665,740)</td>
<td>(833,192)</td>
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### Airport Proprietary Fund

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<td></td>
</tr>
<tr>
<td>Airport Admin/Operations</td>
<td>583,495</td>
<td>40,850</td>
<td>155,746</td>
<td>27%</td>
<td>166,937</td>
<td>(11,192)</td>
</tr>
<tr>
<td>Facilities Maintenance</td>
<td>242,952</td>
<td>5,139</td>
<td>19,913</td>
<td>8%</td>
<td>19,446</td>
<td>466</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(266,447)</td>
<td>(6,208)</td>
<td>(56,283)</td>
<td>21%</td>
<td>(66,219)</td>
<td>9,937</td>
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### Housing Proprietary Fund

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<th>FY2020 Budget</th>
<th>September</th>
<th>FY2020 YTD</th>
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<tbody>
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<td><strong>REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilities Maintenance</td>
<td>227,369</td>
<td>9,986</td>
<td>21,765</td>
<td>10%</td>
<td>35,840</td>
<td>(14,075)</td>
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<td>Housing Admin &amp; Operating</td>
<td>361,143</td>
<td>25,920</td>
<td>97,984</td>
<td>27%</td>
<td>88,821</td>
<td>9,163</td>
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<td></td>
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</tr>
<tr>
<td><strong>NET EARNINGS/(LOSS)</strong></td>
<td>(334,044)</td>
<td>(8,637)</td>
<td>(50,927)</td>
<td>20%</td>
<td>(62,059)</td>
<td>11,132</td>
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</table>
# City of Unalaska
## Utility Revenue Report
### Summary

Below is the Utility Revenue Report for the financial year FY20 ending 07/31/19.

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<thead>
<tr>
<th>Month</th>
<th>Electric</th>
<th>Water</th>
<th>Waste</th>
<th>Solid Waste</th>
<th>Monthly Revenue</th>
<th>FY20 Revenue</th>
<th>FY19YTD Revenue</th>
<th>YTD Inc/(Dec)</th>
</tr>
</thead>
<tbody>
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<td>Jul-19</td>
<td>2,041,702</td>
<td>338,438</td>
<td>213,747</td>
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<td>Aug-19</td>
<td>1,991,612</td>
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<td>211,845</td>
<td>2,144,269</td>
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<td>7,974,822</td>
<td>(196,342)</td>
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<tr>
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<td>0</td>
<td>0</td>
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<td>9,817,718</td>
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<td>2,562,531</td>
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<td>36.2</td>
<td>24.8</td>
<td>28.1</td>
<td>29.2</td>
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## CITY OF UNALASKA

### FY20 PORTS REVENUE

<table>
<thead>
<tr>
<th>Month</th>
<th>Year</th>
<th>Docking/ Moorage</th>
<th>Wharfage Fees</th>
<th>Rental Fees</th>
<th>Utility Dockage</th>
<th>Utility Docking</th>
<th>Wharfage Docking</th>
<th>Small Boat Harbor</th>
<th>Cargo Dock</th>
<th>CEM</th>
<th>Monthly</th>
<th>FY20 YTD</th>
<th>% of Budget</th>
<th>FY19 YTD</th>
<th>YTD Inc(Dec)</th>
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<td>Jul 2019</td>
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<td>282,213</td>
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<td>16,922</td>
<td>3,445</td>
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<td>478,637</td>
<td>173,705</td>
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<td>159,468</td>
<td>377,141</td>
<td>49,478</td>
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<td>36,095</td>
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<td>13,491</td>
<td>744,609</td>
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<td>9,697</td>
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</tr>
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<tr>
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<td>161,447</td>
<td>16,167</td>
<td>8,100</td>
<td>16,167</td>
<td>86,760</td>
<td>17,905</td>
<td>4.3%</td>
<td>82.5%</td>
<td>7.7%</td>
<td>0.8%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Loc total</td>
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<td>4.9%</td>
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<td>165,295</td>
<td>104,665</td>
<td>82.5%</td>
<td>7.7%</td>
<td>0.8%</td>
<td>2.0%</td>
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<td>635,000</td>
<td>313,500</td>
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### PORTS RECEIVABLES

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<th>Month</th>
<th>Year</th>
<th>Current</th>
<th>Over 30 Days</th>
<th>Over 60 Days</th>
<th>Over 90 Days</th>
<th>Total Due</th>
<th>% Past Due 90 Days</th>
<th>Cash Received</th>
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<tr>
<td>Jul 2019</td>
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<td>667,427</td>
<td>104,806</td>
<td>19,654</td>
<td>35,762</td>
<td>827,649</td>
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<td>386,283</td>
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<tr>
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<td>634,450</td>
<td>169,640</td>
<td>21,234</td>
<td>5,641</td>
<td>830,986</td>
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<td>739,289</td>
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<tr>
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<td>806,036</td>
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</tr>
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<td>0</td>
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| YTD Cash Received | 1,602,485 |
### Monthly Revenue

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<th>INCOME</th>
<th>FEES</th>
<th>MONTHLY LEASES INCOME FEES</th>
<th>FY20 YTD LEASES INCOME FEES</th>
<th>% OF FY19 YTD LEASES INCOME FEES</th>
<th>FY19 YTD LEASES INCOME FEES</th>
<th>YTD % IN/(DEC)</th>
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<tbody>
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<td>80,102</td>
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<td>120,165</td>
<td>(788)</td>
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<td>199,831</td>
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<td>JUN</td>
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<td>119,376</td>
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<td>551,500</td>
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<td>% TO BUDGET</td>
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<td>1.7%</td>
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### Receivable Balances

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<th>CURRENT OVER 30 DAYS</th>
<th>OVER 60 DAYS</th>
<th>OVER 90 DAYS</th>
<th>TOTAL DUE</th>
<th>% PAST DUE</th>
<th>CASH 90 DAYS + RECEIVED</th>
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<tr>
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<tr>
<td>JAN</td>
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<tr>
<td>FEB</td>
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<td>MAR</td>
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<tr>
<td>MAY</td>
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<td>YTD TOTAL</td>
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<td>103,945</td>
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# FY 20 HOUSING RENTAL REVENUE

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<tr>
<th>MONTH</th>
<th>YEAR</th>
<th>HOUSING RENTALS</th>
<th>MISC. REVENUE</th>
<th>MONTHLY REVENUE</th>
<th>FY20 YTD REVENUE</th>
<th>% OF FY20 BUDGET</th>
<th>FY19 YTD REVENUE</th>
<th>YTD INC/(DEC)</th>
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<tr>
<td>JUL</td>
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<td>13,398</td>
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<td>5.4%</td>
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<td>AUG</td>
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<td>41,553</td>
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<td>MAR</td>
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<td>JUN</td>
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<td>248,132</td>
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<td>TOTAL</td>
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<tr>
<td>FY20 Budget</td>
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<td>248,500</td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>% TO BUDGET</td>
<td>27.7%</td>
<td></td>
<td>27.7%</td>
<td></td>
<td></td>
<td></td>
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</tr>
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</table>
1. Call to order. Commissioner Bell called the Regular Meeting of the Unalaska Planning Commission to order at 6:00 pm, on September 19, 2019, in the Unalaska City Hall council chambers.

2. Roll call
   Present:
   Vicki Williams
   Helen Brown
   Thomas Bell
   Absent
   Billie Jo Gehring (excused)
   Travis Swangel (excused)

3. Revisions to the Agenda – None

4. Appearance Requests – None.

5. Announcements – None


7. Public Hearing
   None present.

8. New Business
   None

9. Worksession
      Commissioner Williams makes a motion to add bus service to CMMP. Brown seconds the motion.
      Discussion of adding BIA land trails to CMMP
   2. Discuss Survey
      Williams would like to see more people with ages above 60 take the survey. Paper copies printed to take to senior citizens.
10. Adjournment
Bell made a motion to adjourn; Williams seconded.
Motion passed by consensus.
The meeting adjourned at 6:59 pm.

William Homka, AICP
Planning Director

Thomas Bell
Acting Planning Commission Chairman

10-30-19
Date

16-30-19
Date

Prepared by Jasmine Gonzalez, Administrative Assistant
CREATING BUDGET AMENDMENT #3 TO THE FISCAL YEAR 2020 BUDGET, RECOGNIZING ADDITIONAL GRANT REVENUE OF $25,250 IN THE GENERAL FUND AND INCREASING THE PUBLIC SAFETY OPERATING BUDGET BY $44,250, AND REDUCING DEBT REIMBURSEMENT GRANT REVENUE BY $68,723 IN THE GENERAL FUND.

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 FY20 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 #2019-07**

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<th>Sources:</th>
<th>Current</th>
<th>Requested</th>
<th>Revised</th>
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<td>State Homeland Security Grant</td>
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<td>$44,250</td>
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<td>Appropriated Fund Balance</td>
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<td>$68,723</td>
<td>$9,516,077</td>
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<td>Police Operating Expenditures</td>
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<td>$44,250</td>
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<td>Reduction of Debt Reimbursement Grant Revenue</td>
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<td>$137,445</td>
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<tr>
<td>Reduction of Transfers In Revenue</td>
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<td>$ -</td>
<td></td>
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</table>


________________________________________
MAYOR

ATTEST:

________________________________________
CITY CLERK
City of Unalaska  
Summary of Budget Amendment and Schedule of Proposed Accounts  
Budget Amendment 3

1) General Fund - Operating Budget

*Public Safety*
Add $25,250 to Alaska Homeland Security Grant Revenue to recognize grant for active shooter response training
Add $44,250 to the Police operating budget for grant-reimbursable expenditures

*General Government*
Reduce school debt reimbursement grant revenue due to 50% cut in FY20 State budget for that program

<table>
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<tr>
<th>Org</th>
<th>Object</th>
<th>Project</th>
<th>Current</th>
<th>Requested</th>
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<td>$25,250.00</td>
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*Uses:*
Grant Expenditures 01021152 56454 $- $44,250.00 $44,250.00

*General Government*

*Sources:*
Appropriated Fund Balance 01010049 49900 $68,722.50 $9,516,076.50

*Uses:*
Debt Reimbursement Grants 01013541 42152 $206,167.50 $(68,722.50) $137,445.00
MEMORANDUM TO COUNCIL

TO: MAYOR AND CITY COUNCIL MEMBERS
FROM: JIM SHARPE, INTERIM FINANCE DIRECTOR
THRU: ERIN REINDERS, CITY MANAGER
DATE: NOVEMBER 6, 2019
RE: ORDINANCE NO. 2019-12 – CREATING BUDGET AMENDMENT #3 TO THE FISCAL YEAR 2020 BUDGET, REDUCING DEBT REIMBURSEMENT GRANT REVENUE BY $68,723 IN THE GENERAL FUND.

SUMMARY: This Ordinance will amend the budgeted amount of school debt reimbursement revenue to recognize the reduction in state funding for the school debt reimbursement program.


BACKGROUND: The State of Alaska’s school debt reimbursement program has historically provided reimbursement of 70% of debt service payments made by municipalities for qualifying school construction debt. In the State’s FY20 budget funding for payments under this program was reduced by 50%.

DISCUSSION: This ordinance will reduce the amount budgeted for school debt reimbursement revenue to reflect the 50% reduction in state funding for the school debt reimbursement program.

ALTERNATIVES: N/A

FINANCIAL IMPLICATIONS: N/A

LEGAL: N/A

STAFF RECOMMENDATION: Staff recommends adopting Ordinance 2019-12.

PROPOSED MOTION: I move to adopt Ordinance 2019-12.

CITY MANAGER’S COMMENTS: I recommend adoption of Ordinance 2019-12 in order to more accurately reflect our anticipated revenues.
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: John Lucking, Director, Unalaska Department of Public Safety
Through: Erin Reinders, City Manager
Date: October 22nd, 2019

Re: ORDINANCE: 2019-12; BUDGET AMENDMENT INCREASING THE F/Y 2020 PUBLIC SAFETY BUDGET BY $44,250.00, AN AMOUNT REIMBURSABLE BY THE 2019 STATE OF ALASKA HOMELAND SECURITY GRANT PROGRAM

SUMMARY: This budget amendment request will record receivable grant revenues from the State of Alaska Division of Homeland Security and Emergency Management (DHS&EM) 2019 State Homeland Security Program (SHSP), and amend the Unalaska Department of Public Safety Personnel and Operating Budget by an increase of $44,250.00. These added funds will be used to purchase an active shooter response training course kit for officer training.

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

BACKGROUND: The Unalaska Department of Public Safety applied for, and was recently awarded, a DHS&EM SHSP grant in the amount of $44,250.00. The grant was requested to fund the purchase of an active shooter response training course kit. This kit would provide the Department with simulation tools that can be used to better prepare officers for any active shooter response.

DISCUSSION: The Department of Public Safety is requesting that the $44,250.00 awarded in the 2019 DHS&EM SHSP grant award be accepted, and that that amount be dedicated to the FY2020 Department of Public Safety Police Operating Budget under the ‘Grants’ line item 01021152-056454. This grant will reimburse all City expenses after the intended purchase and submission of receipts. These funds are expected to be fully expended in a one-time purchase within the timelines required by the grant. Local procurement rules will be followed.

ALTERNATIVES: The following are alternatives to accepting and dedicating the funds:

1. Decline participation in the 2019 State Homeland Security Grant Program.

FINANCIAL IMPLICATIONS: Failure to comply with grant rules and timelines would make the City ineligible for reimbursement.

LEGAL: The Grant requires that these funds are expended in accordance with all stipulated Grant rules, and that City procurement policies are followed.

STAFF RECOMMENDATION: Staff recommends that Council approve this budget amendment request.
**PROPOSED MOTION:** Request a motion to approve Ordinance 2019-12, accepting the 2019 DHS&EM SHSP grant and include a budget amendment to increase the Department of Public Safety Police 'Grants' line item in the amount of $44,250.00.

**CITY MANAGER COMMENTS:** The City Manager recommends that Council approve the items detailed in this request.

**ATTACHMENTS:**
1. Grant Award document from the State of Alaska DHS&EM
2. Active shooter training product information
The KDL Level 1 Active Shooter Training Kit is combination of 7 cases (with an optional 8th case) carefully assembled and ordered to align with the ALERRT teaching module. The kits are provided in sturdy impact resistant cases to protect the contents while allowing ease of transportation.

1. Weapons and Accessories

Contains simunition training weapons, magazines and accessories

2. Weapons and Devices

Contains mock demo weapons, go bags and concealed carry bags

3. More Weapons and Devices

Contains Training Distribution Devices: blank guns and inert training IEDs
ACTIVE SHOOTER TRAINING KIT

4. Electronics Kits

Contains DVD Camcorders, an LCD projector, two way communication devices, computer peripheral devices, a tactical light and additional miscellaneous instructional aids

5. Breaching Kit

Contains a series of manual breaching tools utilized during the program to demonstrate forced entry techniques

6. and 7. Helmets

Contains equal numbers of personal protective devices designed and engineered specifically for use with the training weapons and ammunition prescribed by the ALERRT Curriculum
CITY OF UNALASKA  
UNALASKA, ALASKA  
RESOLUTION 2019-59

A RESOLUTION OF THE UNALASKA CITY COUNCIL AMENDING CITY’S STATE AND FEDERAL PRIORITIES FOR FISCAL YEAR 2021 TO INCLUDE ESTABLISHING THE STABILIZATION OF COMMERCIAL FLIGHTS AT TOM MADSEN AIRPORT AS A STATE AND FEDERAL PRIORITY

WHEREAS, the City Council of the City of Unalaska establishes State and Federal Funding Priorities for each Fiscal Year; and

WHEREAS, the City Council of the City of Unalaska established State and Federal Funding Priorities September 10, 2019 for Fiscal Year 2021; and

WHEREAS, the Mayor of the City of Unalaska issued a Declaration of Emergency in response to indefinitely halted commercial air service to and from Anchorage to Dutch Harbor; and

WHEREAS, the City Council of the City of Unalaska ratified and extended this Declaration of Emergency; and

WHEREAS, this Declaration of Emergency authorized the expenditure of emergency funds to establish temporary public charter flight services in and out of Unalaska; and

WHEREAS, the City Council of the City of Unalaska recognizes that emergency funds do not completely resolve Unalaska public transportation crisis; and

WHEREAS, the City Council of the City of Unalaska recognizes that the future of Unalaska’s residents and commerce is at risk without stable commercial passenger services; and

WHEREAS, the City of Unalaska does not have funding or regulatory authority to implement necessary changes for stabilization of commercial passenger services; and

WHEREAS, the Alaska Department of Transportation, US Department of Transportation, the Federal Aviation Administration are mandated to regulate and fund safe and efficient public transportation; and

WHEREAS, The City Council of the City of Unalaska will need to partner with State and Federal Agencies in order to stabilize commercial passenger services to and from Anchorage and Dutch Harbor

NOW THEREFORE BE IT RESOLVED that the Unalaska City Council amends the Fiscal Year 2021 State and Federal Priorities to include the stabilization of commercial flights at Tom Madsen Airport.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on November 12, 2019.

___________________________________
Vincent Tutiakoff
Mayor

ATTEST:

___________________________________
Marjie Veeder
City Clerk
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Peggy McLaughlin, Port Director
Through: Erin Reinders, City Manager
Date: November 12, 2019
Re: Resolution 2019-59, a Resolution of the Unalaska City Council establishing the stabilization of commercial flights at Tom Madsen Airport as a State and Federal priority

SUMMARY: This resolution amends the previously established State and Federal Priorities to include the stabilization of commercial flights between Dutch Harbor (DUT) and Anchorage (ANC) at the Tom Madsen Airport. It outlines potential short and long-term solutions to achieve sustainable commercial air service, and sets the funding of these solutions as a priority. Staff recommends approval.

PREVIOUS COUNCIL ACTION:
- Resolution 2019-51: Identifying the City of Unalaska’s State priorities for Fiscal year 2021
- Resolution 2019-52: Identifying the City of Unalaska’s Federal Priorities for Fiscal year 2021
- Declaration of Emergency October 29, 2019

BACKGROUND: AK DOT owns and manages Tom Madsen Airport (DUT) in Unalaska, Alaska. Information about the airport and its runway are outlined in AK DOT’s 2008 Airport Master Plan. On October 17, 2019, Alaska Airlines Flight 3296, operated by Ravn Air, had a fatal accident on the AK DOT owned and managed runway Unalaska’s airport. In response, the airline indefinitely halted commercial passenger services between DUT and ANC. In the days following, the City of Unalaska issued a Declaration of Emergency authorizing the City Manager to spend emergency funds at her discretion to alleviate the backlog of passengers. Council directed the City Manager to prepare a white paper for distribution, outlining the issues and options for amending the City’s, State and Federal Priorities.

DISCUSSION: The development of a white paper helped to clarify the problem statement: “There is no alternative to manage the demand”. To develop talking points with the City’s State and Federal delegates, staff drilled into various details of that problem statement.

First, we have the on-going issue of a short runway, which limits the type of aircraft that can safely land under federal regulations. This will require some significant research and discussion.

Secondly, there is no redundancy. This is a two-fold problem. Essentially, we have one airline (Ravn) with an agreement to cover the route of a second airline (Alaska Airlines). Alaska Airlines’ agreement with Ravn is for the Saab 2000. We do not have multiple airlines with authorization to fly into DUT directly from ANC. Further, there is no redundancy in types of aircraft. Ravn has authorization to fly one type of aircraft into DUT for commercial passengers, the Saab 2000. Ravn self-grounded those planes for flights in and out of DUT.
The questions then become: who does this impact; how can it be resolved; how much does it cost to resolve; and how much will it cost if not resolved? Finally, who then is responsible, logistically or financially, for resolving the problem?

Flights have not resumed in the nearly one month since the fatal accident. The lack of commercial passenger service to and from Anchorage has highlighted how fragile public transportation is for Unalaska and the entire region. The lack of commercial flights has affected Cold Bay, St Paul, Akutan (Akun), Sand Point, Nikolski, and Atka, with additional impacts to the maritime industry, our processors, and support services. This does not begin to address the basic and very significant impact this has had on our year-round residents with myriad requirements including medical care, school trips, family obligations and discretionary travel. This has affected families at the deepest level of their personal health and safety, and pocketbooks.

Quantifying the cascading impacts created by this disruption to air travel is very complicated and will be incomplete at best. When Unalaska seeks funding and support for projects from State and Federal agencies, we must provide a Cost Benefit Analysis (CBA) with that funding request. Our CBA’s always represent a financial benefit to the City, Region, State, and nation, often with international benefits. Unalaska is an international Port, the largest fishing port in the nation in terms of volume of fish landed, and it is the only hub for international container shipping in the entire State of Alaska. Consistent and sustainable public transportation is critical to support commerce related to the billion-dollar-plus maritime industry.

The white paper addresses several approaches to achieve sustainable commercial air service between Unalaska and Anchorage. We are at the starting line of this marathon, and have just begun to realize the complexity of the issue. It is important to note that some of these approaches are potential short-term options and some are long-term options, to be reviewed, studied, and understood. It is possible that a combination of these potential solutions will represent the best fix, but all of these solutions will require the City of Unalaska to engage with and solicit support in policy and/or funding from State and Federal Agencies.

Airport runway enhancements are critical projects requiring a partnership with State and Federal DOT, but such projects are several years out and do not provide a contemporaneous fix. In the meantime, programs like Essential Air Service (EAS) or Alternative Essential Air Service (AEAS) may provide more immediate alternatives and could potentially be considered in the next budget cycle. This would alleviate some of the immediate financial stress of providing redundancy. Working with State and Federal agencies toward policy changes that require redundancy in aircraft or airlines would reduce the future risk and consequences of the only airline pulling service out of our community.

Unalaska is a First Class City and the 13th largest city in the State of Alaska, by population. Air travel is Unalaska’s transportation artery for its people. With no alternative to commercial flights and no service from the Alaska Marine Highway System, Unalaska is now completely cut-off from all public transportation.

To put the situation into perspective, the number of people this potentially affects is on average 58,000 per year. That is the number of ticketed passengers that land in or take off from DUT. This is almost twelve times the permanent population of Unalaska. Our public transportation system is in crisis and it is absolutely critical that the system be stabilized if Unalaska is to sustain itself. We are thankful for the creative transportation options other airline and charter companies have been able to provide on a temporary basis. But these, in combination with the
up to three weekly public charter flights managed by the City, are merely a temporary options and partial solutions to a massive commercial air service problem. These temporary patches cannot be expected to long sustain the City’s robust economy or promote confidence in its commercial growth.

Unalaska has prided itself on self-sufficiency, but these issues are regulated by agencies who are outside the City’s control, and who have a mandate to promote and support public transportation within the United States and the State of Alaska. The Mission Statements of the US and State DOTs as well as those of the FAA support the direction of safe, efficient, and modern transportation.

- **US Department of Transportation**: “Ensure our nation has the safest, most efficient and modern transportation system in the world; that improves the quality of life for all American people and communities, from rural to urban and increases the productivity and competitiveness of American workers and businesses.”

- **AK Department of Transportation**: "Keep Alaska Moving through service and infrastructure."

- **Federal Aviation Administration**: “The mission of the FAA is to provide the safest, most efficient aerospace system in the world. The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States.”

The economic benefits to State and Nation from our fisheries and related industries are measureable in the number of jobs, fuel sales, products sold and shipped, and taxes received, with global implications as well. Without a permanent solution to stabilize commercial passenger air service, not only our but also the State and Federal coffers will see reduced benefits. These entities have a vested interest in being part of the solution through their funding and regulatory authority. The State and the nation benefit from commerce in Unalaska, and the time for these agencies to step up and be part of the solution is now.

**ALTERNATIVES:** Council could adopt Resolution 2019-59, Council could choose to not support Resolution 2019-59, Council could choose to revise Resolution 2019-59

**FINANCIAL IMPLICATIONS:** There are no direct financial impacts by passing this resolution adding this to our State and Federal Priorities.

**LEGAL:** No legal opinion is necessary at this time.

**STAFF RECOMMENDATION:** Staff recommends approving Resolution 2019-59

**PROPOSED MOTION:** I move to approve Resolution 2019-59

**CITY MANAGER’S COMMENTS:** I support Resolutions 2019-59 and we will work to distribute this information to our partners as well as our state and federal delegations as soon as possible.

**ATTACHMENTS:**

- White Paper
Tom Madsen Airport Public Transportation Crisis
November 12, 2019

PRESENT CONDITIONS
The Tom Madsen Airport (PADU) consists of an Alaska DOT owned and managed runway and a terminal facility owned and managed by the City of Unalaska. The airport services the business community of Unalaska/Dutch Harbor as well as the year-round residents. The annual landings at PADU average 58,000 commercially ticketed passengers. It services certain air cargo operations and the US mail. Commercial passenger services are provided by one carrier that has authorization and certification to fly only one type of aircraft into PADU. The airport is the only airport for the nation’s largest fishing port and is critical to the movement of people for the fisheries and support services. It serves as the airport for local residents and their personal and medical travel. Unalaska/Dutch Harbor is an island, and commercial air travel is the only public transportation available year round. PADU is critical to the throughput of people for private and government business, development, and for health and safety.

The PADU air transportation services are in crisis. In response to a fatal accident October 17, 2019 at PADU all commercial passenger flights to Anchorage have been suspended by the airlines. Realizing the impact a lack of available flights is having on the residents and the business community, the City of Unalaska issued a Declaration of Emergency effective October 29, 2019. The lack of air service is a threat to Unalaska’s community health and safety, economy, and educational programs. Unalaska is the largest fishing port in the nation; the interruption threatens the city and Alaska’s economy with significant reductions of tax revenue from the fisheries, processing plants, and support services. It is critical for the short and long-term health of the Unalaska community that passenger services stabilize and alternate options are readily available and deployable. The stop gaps presently implemented to keep people moving are not sustainable. Alternate options for air transportation need to be explored and implemented.

PROBLEM STATEMENT
There is no alternative to manage the demand.
PADU is serviced by one passenger air carrier and that carrier has authorization to fly just one type of aircraft at PADU. Disruptions to this single option creates significant risk and costs to the residents and the businesses of Unalaska/Dutch Harbor, as there is no alternate means of passenger travel in or out of Unalaska. The impact of this disruption creates vulnerabilities to the Alaska and US fishing related economies. Alternate solutions are needed in order to protect local residents and business owners, as well as the interests of commerce for the City, the State of Alaska, and the nation’s fishing related commerce. In order to maintain the service demands for residents and businesses, Unalaska requires more than one commercial option to move passengers.
SOLUTIONS

It is possible that no one solution is available to prevent a repeat of this crisis in Unalaska. Answers should be explored to assist Unalaska and provide a healthy future for passenger air travel. All of the options considered at this point will require support from State and Federal delegates and agencies.

Short Term

Aircraft Certifications:
The airline should be required to have more than one type of aircraft authorized for passenger travel in and out of PADU. This aircraft would need to be readily available in their fleet and approved for the runway’s parameters.

Essential Air Services (EAS)
Unalaska and Alaska Department of Transportation (ADOT) officials should review the city’s eligibility for the EAS program. Though many Alaskan communities rely on air transportation for connectivity to Anchorage, the PADU situation is unique because it is 800 miles from Anchorage and is the largest fishing port in the USA. In December 2018, there were 174 EAS communities in the U.S., 42 are in Alaska (24%). It is currently not known why Unalaska has not been an EAS community since 1998.¹

Alternative Essential Air Service (AEAS) The AEAS program provides money directly to the local community for charter operations. Currently eight communities in the lower 48 are AEAS yet all have access to the highway system. Unalaska is not connected to the highway system.²

Obligations
Unalaska and ADOT should assess USDOT’s mandated obligations to provide/ensure access in/out of communities. Do exceptions exist for communities not on a mainland street system? PADU’s present scenario of a one plane service/one airline airport makes PADU vulnerable to health, economic and education crisis.

Long Term

Implementation of Runway enhancements or alternative
The Unalaska Airport Master Plan Update in 2008 identified and predicted annual enplanements to increase from 29,830 in 2006 to 54,731 in 2026. Meeting this demand means overcoming stringent airport design standards that limit PADU including Instrument Approach Procedures, Runway and Configuration, and Daylight Hours. The Runway Orientation and wind coverage limits flights to landing in winds of 13 knots or less; the 6,000’ runway requirement for approval of all aircraft is unmet (PADU is 4,100’); and runway requirements for safety areas, object free zones, etc. are all sub-par and constrained by water or mountain land features. The master plan estimated the cost to improve PADU to a fully functional airport at a range of $140 - $230 million (in 2003 dollars).³

Environmental Compliance
Unalaska representatives understand that significant reviews and permitting processes exist related to airport projects. Aside from approving and adding more aircraft to service PADU, we are confident that all required Environmental Reviews will reveal no feasible alternatives exist on the island other than to improve the Tom Madsen Airport runway and facilities and are prepared to provide assistance throughout all required federal and state regulations.

¹ Essential Air Service, Congressional Research Service, December 2018
² Ibid
³ Unalaska Airport Master Plan, 2008 CHMD2
BE IT ENACTED by the City Council of the City of Unalaska:

Section 1: Form. This is a Code ordinance

Section 2: Amendment of Chapter 8.12.170
Section 8.12.170 (O)(4,5,6,7,8.9,10 & 11) of the Unalaska Code of Ordinances is hereby amended to read as follows [additions are underlined and deletions are overstruck]

(O) Adult-oriented business.
   (1) Location. Must be separated from any residential district (Single-Family/Duplex, Moderate-Density, High-Density), school, church, public or private park and from a youth- oriented facility or business by a buffer distance of at least 300 feet.
   (2) Compliance with Title 9 Business Regulations. Must comply with all requirements of Chapter 9.32 of this Code.
   (3) Premises out of compliance. Except as provided in subsection (P)(4), an adult-oriented business not in compliance with this section must immediately cease all activities.
   (4) Amortization of existing non-conforming uses. Notwithstanding the provisions of Chapter 8.12.180, adult-oriented businesses lawfully established before the effective date of this subsection (P) [that is, Ordinance No. 2002-04, effective March 12, 2002] may continue to exist as nonconforming uses only if they obtain an amortization permit from the Commission on or before January 1, 2003.
   (5) An application for an amortization permit must be submitted to the Planning Department on or before July 1, 2002, and shall contain the following:
      (a) Financial information demonstrating the actual capital investment made in the business;
      (b) Evidence of compliance with all provisions of Title 9 of this Code, including but not limited to a diagram of the premises showing a plan thereof specifying the location of one or more manager’s stations, the location of all stages, viewing booths, tables, dressing rooms, overhead lighting fixtures and designating any portion of the premises in which patrons will not be permitted. A professionally prepared diagram in the nature of an engineer’s or architect’s blueprint shall not be required; however, each diagram should be oriented to the north or to some designated street or object and should be drawn to a designated scale or with marked dimensions sufficient to show the various internal dimensions of all areas of the interior of the premises to an accuracy of plus or minus six inches. The City may waive the foregoing diagram for renewal applications if the applicant adopts a diagram that was previously submitted and certifies that the configuration of the premises has not been altered since it was prepared.
      (c) Information regarding the number of police calls made to the property between the time it began operation as an adult business and the date of the application;
      (d) Copies of all sales tax returns filed with the City prior to the date of the application or, if no sales tax returns have been filed, evidence of the gross receipts of the adult-oriented business between the date it commenced operations and the date of the application;
      (e) The legal names of all persons who have performed as adult entertainers between the date the adult-oriented business commenced operations and the date of the application;
      (f) Copies of all business licenses issued for the adult-oriented business and to all persons who have performed as adult entertainers between the date the adult-oriented business commenced operations and the date of the application;
      (g) Any other information reasonably requested by the Planning Department.
(6) Upon receipt of an application for an amortization permit under this section which conforms to subsection (P)(5), the Planning Director shall forward that application, together with the director's analysis and recommendations, to the Commission. On receipt of an application and the Planning Director's recommendation, the Commission shall conduct a public hearing with advance notice to the applicant and to the public as provided in § 8.12.200(B) of this Code.

(7) After a public hearing, the Commission shall determine an appropriate period of time, expressed in months or years, during which a nonconforming adult-oriented business may continue business operations under this section. In making that determination, the Commission shall consider:

(a) The actual investment made by the owner in the nonconforming adult-oriented business, the estimated or actual return received to date on that investment, and a reasonable rate of return on that investment;

(b) Any adverse impact continuation of the business may have on surrounding uses of land;

(c) The compatibility of the adult business with the future development of land uses in the surrounding area;

(d) The value of the land and improvements which constitute the nonconforming use relative to the value of surrounding land, improvements, and uses;

(e) The length of the period of nonconforming use;

(f) The nature of the neighborhood surrounding the nonconforming use;

(g) The value and condition of the improvements on neighboring premises;

(h) The nearest area where an adult-oriented business may operate as a conditional use;

(i) The cost of moving an adult-oriented business from an area in which such adult-oriented business is a nonconforming use to an area in which such adult-oriented business is a conforming use;

(j) Any other reasonable costs which bear upon the kind and amount of damages sustained by terminating a non-conforming use; and

(k) Any other factors relevant to this determination.

(8) In connection with approval of an amortization permit under this section, the Commission may impose reasonable requirements governing:

(a) The hours the adult business may be operated;

(b) The size, number, location, and illumination of exterior signage;

(c) Traffic circulation, on-site parking and parking lot illumination;

(d) Proof that each person who will operate or manage the business is at least 21 years of age;

(e) The employment of persons convicted of felonies as operators or managers of the business; and

(f) Buffering, screening, or other measures intended to lessen the impact of the adult business on surrounding residential neighborhoods.

(9) Decisions of the Planning Commission on amortization permits may be appealed as provided in § 8.12.200(E) of this Code.

(10) An amortization permit may be issued only for one adult-oriented business at a fixed and certain location and cannot be transferred to another location.

(11) Amortization permits shall not be required for the continuance of any adult-oriented business lawfully established after the effective date of this subsection (P) [that is, Ordinance No. 2002-04, effective March 12, 2002] which becomes a nonconforming use by reason of the establishment of a lawful residential, school, church, public or private park or youth-oriented facility or business use after the effective date of this subsection (P) within the buffer zone for adult-oriented businesses.

(4) Authorized representatives of the City of Unalaska Public Safety Department shall have the authority to enter any adult-oriented business at all reasonable times to inspect the premises for the purpose of determining compliance with the terms and conditions of applicable permits, codes, regulations and laws. At a minimum, reasonable times shall include the operating hours of the business.
Section 3: Amendment of Chapter 9.36.090  
Section 9.36.090 of the Unalaska Code of Ordinances is hereby amended to read as follows:
[additions are underlined and deletions are overstruck]  

9.36.090  Repealed HOURS OF OPERATION. 
An adult-oriented business, except for an adult motel, may remain open only between the following hours:
(A) Monday 8:00 a.m. through Tuesday 3:00 a.m.
(B) Tuesday 8:00 a.m. through Wednesday 3:00 a.m.
(C) Wednesday 8:00 a.m. through Thursday 3:00 a.m.
(D) Thursday 8:00 a.m. through Friday 3:00 a.m.
(E) Friday 8:00 a.m. through Saturday 3:00 a.m.
(F) Saturday 8:00 a.m. through Sunday 5:00 a.m.

Section 4: Effective Date. This ordinance shall be effective upon adoption


HONORABLE VINCE TUTIAKOFF  
MAYOR

ATTEST:

ROXANA WINTERS, ACTING CITY CLERK
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: William Homka, Director, Planning Department
Through: Erin Reinders, City Manager
Date: November 12, 2019
Re: Ordinance 2019-14 AN ORDINANCE OF UNALASKA CITY COUNCIL
AMMENDING UNALASKA CODE OF ORDINANCES SECTION 8.12.170
(O)(4,5,6,7,8,9,10 & 11) & SECTION 9.36.090 REGARDING
AMORTIZATION OF EXISTING ADULT USES AND OPERATING
HOURS OF ADULT BUSINESSES

SUMMARY: In August 2019 Alaska’s Supreme Court ruled against rules that restrict the
hours of operation for adult businesses. The Court decided that restricting hours of
operation for adult businesses interfered with the First Amendment guaranteeing
freedom of expression and were therefore unconstitutional. This decision also affects
the Unalaska Code of Ordinances. In response to the ruling the Planning Department
drafted changes to Title 8 that eliminate the restriction of operating hours. The
Department also amended Title 9 with regard to amortizing existing adult businesses
into compliance with zoning regulations. This is no longer a concern. The Planning
Commission reviewed the proposed amendments on October 24, 2019 and
recommended approval to City Council. The amendments are now before City Council
for adoption. Staff recommends approval.

PREVIOUS COUNCIL ACTION: Ordinance 2002-03 was on adopted on March 12,
2002 and established hours of operation for adult oriented businesses. Ordinance No.
2002-04 was adopted concurrently on the same day and established regulations for the
location of adult oriented businesses.

BACKGROUND: In 2002 the City of Unalaska faced a possible adult oriented business
coming to the city. The City lacked any ordinances to regulate the development of adult
entertainment businesses. The City developed regulations controlling the placement,
operation hours, definitions, and other tools required to effectively regulate the use. The
City also adopted an ordinance dealing with bringing existing adult businesses into
compliance with zoning regulations. These are typically referred to as amortization of
existing uses. This was developed because it was feared the proposed business would
be developed prior to the adoption of adult business regulations.

The City Planning Commission reviewed this issue at its public meeting on October 17,
2019. After reviewing the matters pertaining to the constitutionality of imposing hours of
operation on adult businesses, as well as the lack of a need to regulate any existing
adult businesses since there currently are none, the Planning Commission passed
Resolution 2019-11 Recommending City Council Adopts Changes to Unalaska City
Code Titles 8 & 9 Regarding Operating Hours of Adult Businesses and Amortization of
Existing Adult Uses.
DISCUSSION: The city passed ordinances in Titles 9 using business licenses to control hours of operation. Title 8 developed zoning rules to control the location as well as to address any existing adult businesses in the community. The City Attorney’s recent email concerning the Alaska Supreme Court decision regarding hours of operation has an effect on Unalaska’s ordinances. The Supreme Court cited a lack of credible evidence linking nude dancing with negative secondary effects and as a result reasoned that First Amendment rights prevail over rules that govern ‘expressive content.’ The City should amend its Unalaska City Ordinances (UCO) related to adult businesses accordingly, specifically (UCO) 9.36.090 requiring adult businesses to close between 3 am and 8 am. Since we do not currently have an existing adult business, we can also eliminate the section in the zoning ordinance of Title 8 dealing with existing adult businesses.

ALTERNATIVES: Without amending UCO 9.36.090 requiring adult businesses to close between 3 am and 8 am the City of Unalaska’s Codified Ordinance could be deemed unconstitutional if challenged in a court of law.

FINANCIAL IMPLICATIONS: There is no cost to amend the ordinance, however there could be financial fines imposed upon the city if its ordinances are ever deemed to be unconstitutional or overly restrictive of the freedom of expression.

LEGAL: This ordinance has been developed at the recommendation of our City Attorney.

STAFF RECOMMENDATION: Staff recommends the City Council approval of Ordinance 2019-14, amending UCO 9.36.090 and eliminating hours of operation associated with adult businesses, and eliminating UCO 8.12.170 (0) (4), (5), (6), (7), (8), (9), (10) and (11) dealing with amortization of existing nonconforming adult businesses.


CITY MANAGER COMMENTS: I support approval of this ordinance.

ATTACHMENTS: One (1)

Resolution 2019-11 Recommending City Council Adopts Changes to Unalaska City Code Titles 8 & 9 Regarding Operating Hours of Adult Businesses and Amortization of Existing Adult Uses.
City of Unalaska, Alaska
Planning Commission/Platting Board
Resolution 2019-11

RESOLUTION 2019-11: A RESOLUTION RECOMMENDING CITY COUNCIL ADOPTS CHANGES TO UNALASKA CITY CODE TITLES 8 & 9 REGARDING OPERATING HOURS OF ADULT BUSINESSES AND AMORTIZATION OF EXISTING ADULT USES

WHEREAS, UCO §8.12.170(O)(4, 5, 6, 7, 8, 9, 10 & 11) set forth the amortization procedures for a "grandfathered" Adult Business; and

WHEREAS, UCO §8.12.170(O)(4, 5, 6, 7, 8, 9, 10 & 11) was established in the Unalaska Code of Ordinances as a reaction to the establishment of an Adult Business; and

WHEREAS, UCO §8.12.170(O)(4, 5, 6, 7, 8, 9, 10 & 11) are no longer needed as there are no existing adult uses currently in town; and

WHEREAS, UCO §9.36.090 sets forth the procedures for the hours of operation for Adult Businesses; and

WHEREAS, the Alaska State Supreme Court has found in the case Club SinRock, LLC v Municipality of Anchorage that First Amendment rights governing the ‘expressive content’ of nude dancing required Anchorage to demonstrate a link between so called ‘adverse secondary effects’ associated with such businesses and the specific hours of closure; and

WHEREAS, the Court ruled that the history of Anchorage’s adoption of the closing hours ordinance did not have proof that problems such as crime and prostitution associated with these establishments were ‘worse’ between 2am and 6am than at other times; and

WHEREAS, the decision creates a situation where the existing code is illegal and subject to expose the city to legal challenge; and

WHEREAS, the City of Unalaska’s Legal Counsel, Brooks Chandler of Boyd, Chandler, Falconer LLP, have reviewed the decision and counseled the Planning Department to remove the offending language; and

WHEREAS, the City of Unalaska’s Legal Counsel advises taking the opportunity to also strike UCO §8.12.170(O)(4, 5, 6, 7, 8, 9, 10 & 11) from the Unalaska Code of Ordinances; and

WHEREAS, notices of the public hearing were posted and mailed; and

WHEREAS, the City of Unalaska Planning Commission held a public hearing on October 17, 2019 to consider this request and to hear testimony of the public, and

WHEREAS, the Planning Commission reviewed the advice of legal counsel;

THEREFORE BE IT RESOLVED, the Planning Commission recommends to the City Council adopts changes to Unalaska Code of Ordinances titles 8 & 9 regarding operating hours of adult businesses and amortization of existing uses.
BE IT FURTHER RESOLVED, the secretary of the Planning Commission is to certify a copy of this Resolution and to file it with the Unalaska City Clerk no later than fifteen (15) working days from the date shown below.

APPROVED AND ADOPTED THIS 24th DAY OF October, 2019, BY THE PLANNING COMMISSION OF THE CITY OF UNALASKA, ALASKA.

Billie Jo Gehring
Commission Chair

Bil Homka, AICP, Planning Director
Secretary of the Commission
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: William Homka, Director, Planning Department
Through: Erin Reinders, City Manager
Date: November 12, 2019
Re: Comprehensive Plan 2030 Update – Public Input

SUMMARY: The Planning Department is conducting an update to the city’s comprehensive plan. The department has held three public forums since October 2017 and has used three different information gathering methods. Further, the department designed a public survey that was available on-line for over 30 days. Over 150 people responded to the survey.

PREVIOUS COUNCIL ACTION: Resolution 2010-15 adopting the 2020 Comprehensive Plan; presentations to City Council about the project and to summarize data obtained from the Housing Conditions Survey and Transportation Study.

BACKGROUND: UCO 8.04.080 requires the city of Unalaska to prepare and adopt a comprehensive plan. Alaska State Statute also requires cities maintain a comprehensive plan. The city regularly prepares updates about every five years and typically brings in consultants or other professionals to conduct the public processes and prepare the update. This time the Planning Department is using its in house experience to prepare the update.

DISCUSSION: Staff has held three public meetings beginning in October 2017 to gather input on a variety of different subjects for use in updating the comprehensive plan. The most recent meeting was held at the Grand Aleutian on October 5, 2019 and about 55 people attended the meeting. Participants discussed results from the on-line survey in break out groups formed around eight discussion topics. The groups were facilitated by volunteers from the city and community organizations. The subject areas and their respective facilitators included:

- Environment & Physical Appeal - Chris Price, Q Tribe
- Public Safety - John Lucking, Police Department
- Housing - Debbie Hanson-Zueger
- Economic Development/Tourism - Peggy McLaughlin, Ports & Carlin Enlow, CVB
- Community Facilities/Transportation - J.R. Pearson, Administration
- Health - Dr. Megan Sarnecki, Clinic
- PCR/Recreation - Roger Blakely, PCR
- Beautification & Well Being - Linda Lybeck-Robinson, Arts Council

The public meeting served several purposes. First, it’s always good to offer several opportunities and a variety of different settings and techniques to invite citizens to be
part of the planning process. The meeting also presented information obtained from the previous two meetings as well as the survey to use as reference materials. The focus groups gave planners the opportunity to test ideas while it offered participants to discuss issues and possible solutions more deeply. This last purpose is the best way to grade the validity of some of the information received thus far and to measure the public’s reaction to some of the issues and solutions put forth for consideration.

Attached to this memo are summaries of the SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) conducted in October 2017 and the on-line survey results. The meeting attendees used the information and some of their discussions are summarized by topic below.

Environment and Physical Appeal

The survey results indicate that respondents believe the city should design/implement programs to encourage property owners to make their property more aesthetically appealing. Respondents believe the island’s built environment appeal/attractiveness is average at present. Conversely the island’s natural environment deserves a top ranking. The respondents overwhelmingly support programs for community wide clean ups, investing in deteriorating historical structures, and protecting historical sites on the island.

Survey respondents also want more public art and would welcome a program that provided paint to improve the exteriors of their housing. Results were mixed at the public meeting on whether or not the city should designate a color palate of paints offered by the city to encourage a more cohesive community theme; however the survey results clearly indicated that people want a more aesthetically pleasing built environment.

The table discussion also identified that more trails and trail heads should be developed to allow residents and visitors more access to explore the island. Trail development should include signage and trail heads with parking and mapping.

Public Safety

Only one community member participated in the Public Safety talk that was not from the Police Department. This person stated the city needs a safe room for protective custody of mental health patients in the new Police Department Building. The room would need to be separate, but could be monitored similarly to the jail cells. Also, employees monitoring the room need additional training to handle people who are mentally stable. The room would be similar to a standard bedroom, but with cameras inside. The idea being that the patient could leave on their own will, unless they are a Title 47 patient. This need arises from the average of 5 to 7 of these patients per year, who cannot be placed in a standard jail cell for liability and design reasons, but needs monitoring. If a room like this is not added to the design of the new Police Department building, then these patients must continue to stay at the clinic with 24 hour surveillance, taking up a valuable bed and costing the clinic extremely expensive overtime, when a corrections officer is at the Police Department, potentially with no inmates to monitor.
The Public Safety table also discussed piloting a School Resource Officer who would alternate between schools to monitor student safety. Both Schools have also expressed concerns that there are so many available entrances and difficulties with monitoring and/or controlling visitors. There is a potential for a drug problem in town, but no one is filing any complaints or tips for them to investigate.

Housing

The city owns several undeveloped tracts of land including a small acreage parcel on Haystack near the bridge, a parcel on the opposite side of Iliuliuk Lake from Broadway, and a large acreage parcel atop Ptarmigan Road at Ski Bowl. Everyone at the table discussions believed housing is an important issue that should be made a priority. Yet not everyone was in agreement about whether or not to develop the city owned land into housing. Options discussed included selling the land to a housing developer, installing public utilities to defray the development costs, to platting the property for residential development and letting the market prices dictate the sales.

There is understanding, however that supply and demand forces means if we open up a lot of land for housing development then the demand will go down and have a negative effect on peoples existing home values. One thought is to develop an entirely different type of home, tiny homes, on small or communal lots where there can be a swift answer to the housing issue yet they are not the same market as the larger single family homes people are currently invested in. Still another suggestion was to work with the Ounalashka Corporation (OC) to lease land for more housing development incrementally.

Retention of city employees was also discussed as an issue related to housing. Most of the participants felt that the city should not buy more housing, but work to make it more affordable to the employees otherwise its not going to be a feasible solution to solving the retention problem.

Economic Development/Tourism

This subject was one of the most popular tables at the meeting. Both sessions had a crowded table. The discussion about cruise ships suggested that a new dock along Airport Beach Road would be better because it would drop people off closer to the attractions and sites they are coming to see. Cruise ship scheduling ideas included limiting one ship in town at a time and to develop opportunities for the ships to stay longer than 4-6 hours. The latter would give local businesses and entrepreneurs the interest groups to develop more activities for people to take part of on the island and increase economic diversity. Although more ships are coming to the island, most do not believe that we are near or over capacity.

There is a need for better infrastructure including transportation, bathrooms, pathways, and signage. Better signage throughout the island, both directional as well as about various features, would help visitors with wayfinding and also improve the aesthetic experience for tourists and residents. Other concerns included the need for the island to
take control of its tourist opportunities and develop niche tours, activities and shops rather than to let speculative investors come to town and do it for us.

The often debated issue about whether the older part of our community, or the 'downtown' was also discussed. The community survey results overwhelmingly calls for the development of what we would consider a ‘downtown’ area and acknowledges the historic and locational importance of the older platted area along Broadway between 5th Street and Alyeska. The discussions noted that the existing parcels are converting from the few commercial uses into residential ones and that the future of a commercial downtown might likely be lost.

Community Facilities and Transportation

The groups’ conversations about road paving centered on taking care of the most populated and trafficked roads and making them priorities; specifically Biorka and Steward Roads. It was, however, preferred that the steeper graded roads, such as those serving Nirvana and Generals Hill, and should remain unpaved because the gravel would provide more support for resurfacing roads for better winter traction than would pavement. Both the group discussions and the survey results indicated that the large cost of the Captains Bay paving project represents money that could be better spent elsewhere. In addition, one group wanted an agreement to pave or maintain the space between the Dutch Harbor Post Office and North Pacific Fuel.

The trails topic also surfaced in this group. Participants said the Pyramid loop trail work needs to be completed and trail development should be designed with more consideration toward berry picking and providing more community access throughout the island.

Overall there was broad support for a public transit system, especially if the system were made to be self-sustaining via grants or partnerships with the Q Tribe and the processors. There was discussion in support of the bus, expecting that it would lower the pressure on the landfill in terms of the number of junk vehicles being sent in. This would mean lower costs to the city to deal with recycling the vehicles, especially in shipping them off island. There was a further expectation that it would result in a lower cost of living for island residents given that there would be less trips on roads and less wear and tear on personal vehicles. There was, however, concern for impact on local businesses (i.e. taxi cabs), but also potential for more customers for other local businesses.

The final topic of discussion for the Community Facilities table was a question: What single project/facility should the city focus on? Results included suggestions ranging from an indoor multipurpose recreation facility to a fortification of critical infrastructure. A couple of suggestions that stuck out included the critical need for a Disaster Preparedness Coordinator on the island which the groups agreed is a major shortfall in the city administrative structure. This person would oversee hardening the shelters and the critical infrastructure, as well as planning for disaster response. Also, a back-up generator for key city facilities was a major concern because City Hall has no back-up
power source which affects the city’s ability to keep its servers up and keep operational throughout outages.

The airport and landfill were both mentioned as concerns, primarily for age and capacity issues. Additionally there were calls for hydropower investigation and geothermal power as well. Finally, in combination with the need for an indoor recreation facility, there was a noted need for the pool to expand its hours to all day, from approximately 8am to 8pm for patrons that are on odd schedules and not able to make it to one of the blocks of hours currently available.

Health

Participation at the Health table was limited but did bear some results. So far a main take away from the table was that it is time for the Clinic to conduct some research on their own to look into health and wellness needs within the community as well as the clinic’s image and reputation. Participants did, however, key into four other areas: communication, education, outreach, and the potential for a hospital.

Communication on the island is always a problem, but that problem is intensified in a clinical setting. Getting outside orders faxed to the lab can be problematic, often needing multiple faxes to send a page over. Furthermore, telemedicine is affected by every outage, as are patient files. Every time there is an outage, patient reports must be done by hand, effectively doubling the amount of necessary paperwork for clinic staff. This can include transcription errors and other issues affecting patient care.

PCR/Recreation

Bike trails, gym floor, sport complex, splash pad and mezzanine were all on the top of the list for the groups and they were all interrelated. Participants really emphasized a need and desire to have a covered sports complex with a full size soccer field to be programed for youth, adults, special events, and as a community gathering place. The group said that this would be the biggest improvement that would benefit the most people in the community. The covered sports facility was a focused discussion from both groups. The discussion also looked at the challenges to having a facility including funding, land issues, proximity to the rest of the PCR buildings. The groups expressed that if we could only do one PCR CMMP project going forward it would be to build this complex.

The groups also wanted to have more signage at all trail heads with maps and even GPS locations. They also wanted paved trails and sidewalks for biking and alternative transportation. They also suggested that the city trails/ bike paths also have an art component to them. This was a consistent theme across multiple tables during the discussion, emphasizing the need for trails maintenance to some degree as well as paved sidewalks. Trails, sidewalks, bike paths were all part of the groups discussion along with placing some bike maintenance stations along the pathways. The groups believed that discussions with OC needed to be started to bring this all about because without OC’s involvement nothing would happen.
While the on-line survey results indicated that a climbing wall was important, this was not what the groups wanted and the discussions helped refine the vision. The groups were more interested in a bolder room where you could climb and enjoy a more recreational experience than a climbing wall would provide. This bolder room idea came up in both groups and they suggested that the PCR convert one of the racquetball courts into a bolder room.

** Beautification & Well Being **

Unalaska has considered building greenhouses for the public before now but the idea didn’t gain enough traction. The groups highlighted there an interest in the nationally recognized effort known as Community Gardening and having a greenhouse on each side of the city (Amaknak/Unalaska). The greenhouse structures and their related programming would provide citizens a sense of ownership, help improve mental health, offer the chance to grow fresh produce of their liking, and provide a new kind of place to work together. Perhaps the PCR could offer a class on gardening. There were other ideas about how the project would operate, involve the community and the general infrastructure that would be required to get the project going.

Art is a big contributor to community quality of life. This is a big concept that tested strongly and creates a positive living environment throughout Unalaska. Our community is a remote place and anything lively and out of the ordinary that expresses the community artistically is a welcome addition to what is often a dark, rainy, windy and cold place. It was noted that many cities across the US have a 1% or 2% For the Arts program where the percentage of the General Fund is set aside annually for public art projects and installations. Concepts for art additions include interpretive walkways, a corridor art project that has installations intermittently along Airport Beach Road between the Airport and the Ounalashka Park in the valley. The art could also emphasize the local culture and history which also ranks high as a goal for the community.

Another important concept that culminated from the SWOT analysis, on-line survey and the discussion group was that there really isn’t a community gathering place that offers a relaxing environment for adults to gather and socialize. Sure there are bars for that sort of socializing and the PCR for the active types, but the community lacks a gathering place that’s not centered on alcohol or sports activities. The concept of the coffee house was one that was considered during the library scoping process and, while it wasn’t deemed a good idea in association with the library, there is still a drive for such a place that also offers a stage /multi-purpose space that can accommodate numerous other community needs such as a 2nd run movie night, open mike night, etc. This might also address the need for community amenities that were highlighted repeatedly throughout the planning process so far.

** NEXT STEPS: ** The Planning Commission staff plans to schedule additional meetings with some stakeholder organizations such as OC, the Q Tribe and perhaps a few of the larger businesses. Another survey is about to be deployed via the Unalaska High School that will invite students in the 9th-12th grade to provide feedback about their
perspectives here in Unalaska. We've also developed a survey for local businesses to contribute their thoughts, concerns and ideas for the Comprehensive Plan Update.

The next public meeting will probably be scheduled in January to present proposed programs, projects, infrastructure etc. for the attendees to view and give feedback. Drafts will be available on the city’s website at that time as well.

**ALTERNATIVES:** No formal action is required at this information gathering stage.

**FINANCIAL IMPLICATIONS:** There are no direct financial implications at this time. Projects and initiatives identified in this process may be included in the Comprehensive Plan, and would be reviewed in further detail as they are considered for implementation or during the CMMP and budgeting process.

**LEGAL:** State Statute and Municipal Code require municipalities to have a comprehensive plan.

**STAFF RECOMMENDATION:** No formal action is required at this time; however, staff is open to receiving feedback on the plan and the process.

**CITY MANAGER COMMENTS:** Comprehensive Plans help our community define and communicate a community vision and identify various action items that provide a community benefit. This Plan then serves as a guide in other decision making processes involving land use, project development, capital planning and budgeting. Special thanks to the Planning Department for organizing this update. I encourage all community members to engage in this process.

**ATTACHMENTS:** SWOT Analysis Summary and On-line Survey Results
Summary

A public meeting was held on October 26, 2017 at the Unalaska High School small gymnasium (cafeteria). About 20 people attended the meeting which conducted a SWOT exercise (Strengths, Weaknesses, Opportunities and Threats). The Planning Commission staff and trained volunteers assisted in facilitating small group discussions at round tables.

Pre-prepared questions developed to elicit responses for each of the SWOT areas were taped up as the groups proceeded individually through the exercise. The four questions were:

1. What strengths contribute to Unalaska’s good quality of life?
2. What weaknesses might Unalaska need to be aware of / or solve in order to continue improving itself in the future?
3. What opportunities does Unalaska have that should be viewed as assets to help improve the community’s sustainability or quality of life?
4. What threats might impede Unalaska’s future, whether they are efforts to improve, be sustainable, or have a good quality of life?

Responses from the first two questions, concerning Strengths and Weaknesses, were grouped by subject/concerns indicating commonalities. Their frequency dictates the strength of response. However, responses to the third and fourth questions regarding Opportunities and Threats, were also grouped by common themes/subjects. However the groups were also asked to rank the groups in order of priority, from first through third. The rankings are arranged in order of priority.

Strengths

Strengths were summed into 10 categories. The most frequently mentioned relate to the islands natural resources and activities. The islands natural beauty, environment, and wildlife combine with the library, city recreation programs and parks to offer residents and visitors impeccable and strong living attributes and qualities. Next most frequently identified is the island’s history, ripe with Unangan culture, and the diversity of people. Camp Q
included in this grouping along with the WWII history, the Q Tribe and the need to preserve the island’s history.

Intra agency support services are the next strong grouping for Strengths. This is a broad category that includes support services such as churches, the health care services, strong volunteerism, as well as interagency support among non-profits. Nonprofits mentioned specifically include USAFV, the Lions Club, the Aleutian Arts Council, Channel 8, KUCB and the Iliuliuk Clinic.

The next grouping is the islands public school system. Participants said the schools are supported well financially, have a great amount of parental involvement, and good administrators and teachers. Participants also cited the breadth of learning opportunities available in the schools such as art, music, sports, as well as the numerous scholarship opportunities that students have available upon graduation.

The next, seemingly natural grouping flows from the islands schools to the good quality of people living and working on the island. The population was described using words like ‘can do people,’ ‘work ethic’ and community involvement with non-profits, school and city council. The participants next highlighted Unalaska’s good infrastructure as a strength. Some comments were specific to city facilities including the airport, water port and the landfill whereas several comments only stated ‘infrastructure.’

The following three are somewhat related, but broad enough categories that warrant their own groupings. Unalaska is a safe community, with fishing opportunities and a strong economy. The city’s low crime rate, low speed limit and lack of traffic control devices combines to offer a safe environment free from most criminal activity on a regular frequency. The fishing opportunities obviously provide for a wide range of catch, which helps with subsistence as well as income producing ventures. The economy is a robust one that is based heavily on the fishing industry.

Weaknesses

The list of participants responses to weaknesses facing the community have been organized into eight (8) main themes plus an ‘other’ category. The most common theme was titled ‘missing/ minimal services with the second most common organized around the islands ‘high cost of living.’ Other categories, listed in descending order include: poor access to/ from island; environmental issues; technology; employee turnover; missing infrastructure, and healthcare.

The missing services category listed a lack of entertainment opportunities, auto repair shops and no auto dealership as weaknesses. The economy is a strong sub-topic in this classification, with the islands single source economy of the fishing industry listed as a weakness. Missing eldercare facilities, state services, and post-secondary training opportunities were also cited.

The high cost of living focused on groceries, shipping and housing costs. The high cost of land, regardless of why, was cited as a weakness. It was also mentioned that in the midst of the higher living costs that not all jobs on the island pay a livable wage. While a common problem in most communities, this particular issue bears more weight in the context of the social services that are missing / not available on the island to help offset conditions stemming from poverty.
Poor access to/from the island due to its remote location and the high cost of travel are problematic. The airport’s missing radar capabilities causes some of the delays, while the single commercial airline relied upon for quick access present inconsistent/irregular access as well as high costs. Unreliable transportation is a weakness for maintaining connectivity as well as controlling business costs.

Environmental issues such as ground contaminants along with climate change present challenges to Unalaska. Limited/lack of recycling programs coupled with the life expectation of the island’s landfill present other risks and challenges. Water pollution, contamination from WW2 era munitions and site specific troubles also present challenges beyond those faced by communities elsewhere in the US.

The limited availability of healthcare and the risks presented by such, along with missing pharmacological services, doctors, and even the capacity to deliver expected pregnancies on island pose as weaknesses for varying reasons.

Technological challenges presented by missing or slow services related to cellular phones, streaming on-line media are obvious problems. Not only are these problematic for business activity, but also for improved connectivity to extended family in Alaska, the lower 48 and the rest of the developed world. Couple technology with missing infrastructure such as a back up to electrical power sources should there ever be a disaster and the island can face many challenges subsequent to any unexpected/unforeseen disaster or situation. Electricity is produced solely by diesel powered generators which also operate the city’s water system.

**Opportunities**

The top three opportunities of the three groups include employment opportunities, tourism, and room for developing new institutional services on the island.

Employment opportunities related to large fuel storage capacity, shipping and fishing industries, taking advantage of the islands strategic location in the Bering Sea, and the need for housing development (construction). Tourism is related, involving business development related to tourism and citing the islands fishing, WW2 history and unique outdoor (hiking) opportunities. Institutions for research in science, greenhouse/indoor farming are seen as a big opportunity for Unalaska. The need for additional health care resources is a potential growth industry for the island too.
The next tier of opportunities is seen as the islands natural resources, including the nearby Makushin Volcano and its geothermal resource. The island’s healthy lifestyle can be coupled with potential new business development in the areas of shipping, commerce, small business development, farmers markets and community greenhouses. Some economic opportunities include work advancement if people stay on the island long enough to build up their work history, its location / importance to the military, coast guard and need for new housing construction are also economic opportunities.

Other opportunities ranked in descending order include governmental cooperation, the island’s healthy financial conditions, the opportunity to capitalize on the islands missing infrastructure (internet / fiber-optic), developing alternative energy, strategic advantage for developing a new department of defense facility, tourism as well as capitalizing on momentum on new island leadership. The island’s school system and its impact on developing future residents are also seen as a good opportunity from the vantage point of students.

**Threats**

Common across all three groups is the threats posed by natural disasters. Chief among them are tsunamis, however the potential for earthquakes, the typical climate, and threat from nearby volcanoes are also perceived to threaten the islands fishing industry, food security and wellbeing. The lack of transportation to and from the island are seen as a threat, along with safety issues related to overworked truck drivers involved in the fishing industry and / or people not obeying traffic laws and leaving cars and trucks running unattended.

Climate change and the potential threat to fresh water threaten the island population as well as the operation of fisheries and processing plants. External threats ranked high in one group, listing uncontrollable trouble caused by foreign governments including China and North Korea, along with the looming state budget crisis and government gridlock on oil prices. The schools were said to be at 90% capacity, intimating that overcrowding will negatively affect the quality of education current students benefit from by living in Unalaska.
How old are you?

- Under 20: 0
- 20-35: 10
- 35-60: 20
- Above 60: 30

Are you a parent or grandparent of children/teenagers?

- Yes: 70
- No: 30

Do your children or grandchildren live on the island?

- Yes: 80
- No: 20
If you had to choose one, what kind of town would you like Unalaska to be in 2030?

- A well-known seasonal tourist destination: 0 votes
- A seafood processing industrial town: 20 votes
- A family-friendly hometown: 40 votes
- A quiet community with no amenities: 60 votes

Answered: 135  Skipped: 11

What is the greatest challenge facing Unalaska over the next ten years?

- Housing
- Change
- Industry
- Cost
- Community
- Infrastructure
- Climate
- Fishing
- People
- Affordable

Answered: 136  Skipped: 10

What is Unalaska's greatest strength?

- Community
- Diversity
- Natural beauty
- Resources
- Seafood

Answered: 135  Skipped: 11

Why is Unalaska the place that you have chosen to make your home?

- Community
- Good job
- Great place
- Small
- Safe
- Family
- School
- Environment
- Wild

Answered: 122  Skipped: 24
Select which Subject Areas you would like to answer more questions about:

Environment and Physical Appeal

How attractive is the island's natural environment?

- Low
- Medium
- High

How attractive/appealing is the town's built environment? (buildings/roads/landscaping/etc.)

- Low
- Medium
- High

Should the City initiate programs and projects to make Unalaska more aesthetically appealing?

- Yes
- No
- Should the City develop a program for community-wide cleanup, including partnership with local businesses and …

- Should the City invest in protection/renovation of historical sites around the island?

- Should the City invest in creatively reusing deteriorating historical structures around the island? (e.g., Old Brick House as offices)

- What structures would you reuse and how?

- Should the City invest in protecting/renovation of historical sites around the island?
How should the Henry Swanson House be used in the future?

If the City provided you with paint would you repaint/touch-up your home?

Do you think Unalaska would benefit from "placemaking"? (i.e., neighborhood identification, signage such as "Welcome to Generals Hill")
Well-Being and Quality of Life

- When someone says to you that “there’s nothing to do in Unalaska,” what is your response?

- What amenity or activity from the lower 48 states would you most like to see here?

- What's your go-to activity to relax?

- How significantly does Unalaska's internet speed affect your personal life?
- How significantly does Unalaska's internet speed affect your business/career?

  - Low
  - Medium
  - High

- Would you support having slower internet speeds at home and at work during emergencies if it increased the capacity for health and safety services to handle them? (e.g., Clinic sending x-rays)

  - Yes
  - No

- Have you volunteered with a community organization during the past year? (i.e., as a member of a board, provide unpaid assistance, helped set up an event, etc.)

  - Yes
  - No
If you are comfortable responding, which organization(s) do you think is not provided by some organization on the island?

If you are satisfied with the level of service provided by Ililiuk Family and Health Services?

What philanthropic/nonprofit/benefit service, if any, do you think is not provided by some organization on the island?

Are you satisfied with the level of service provided by Ililiuk Family and Health Services?

Why not?
Have you used IFHS’ services in the past year?

- Yes: 80
- No: 20

Have you used the Aleutian Pribilof Island Association’s (APIA) services in the past year?

- Yes: 80
- No: 20

Have you traveled off-island for medical services in the past year?

- Yes: 80
- No: 20

Does IFHS need to provide more services? Which?

- Trauma Care: 50
- Birthing: 30
- Pharmacy: 20
- Surgery: 10
- Hospice Care: 10
- Cardiac Care: 10
- The current services are sufficient
- Other: 10

Answered: 104  Skipped: 42
Answered: 104  Skipped: 42
Answered: 102  Skipped: 44
Answered: 101  Skipped: 45
Would you support IFHS providing more health education classes for the community about the importance of preventative care? (ie regular check-ups for adults)

Would you support the development of a separate holding/rehab center for alcohol/drug abuse patients so that those patients do not have to be held at the DPS corrections facility?

What makes Unalaska feel unsafe, if anything?

Is maintaining a jail on-island to hold alleged offenders worth the cost of doing so?
Is maintaining a DMV office on-island worth the cost of doing so?
- Yes
- No

Which of the following is worth pursuing to improve employee retention at Public Safety, Fire, and EMS?
- A local UAF fire science associates degree.
- A vocational track at the HS to train new firefighters and officers
- Neither
- Other

Would you support having a School Resource Officer at the middle/high school? (i.e., an in-school police officer)
- Yes
- No

Which of the following best describes your current housing situation?
- Rent
- Own
- Living with others, not paying
- Living with others, paying

Housing

Answered: 105 Skipped: 41
Answered: 104 Skipped: 42
Answered: 103 Skipped: 43
Answered: 113 Skipped: 33
In which type of housing do you currently live?

- Single-Family: 50
- Duplex: 20
- Apartment: 25
- Condominium: 15

Answered: 112 Skipped: 34

Which type of housing would you like to be living in?

- Single-Family: 70
- Duplex: 30
- Apartment: 60
- Condominium: 40

Answered: 112 Skipped: 34

Do you support continued housing development in Unalaska?

- Yes: 100
- No: 0

Answered: 113 Skipped: 33

Would you join a neighborhood development board to help create housing solutions for your neighborhood and Un...

- Yes: 50
- No: 50

Answered: 110 Skipped: 36
Why?

- High
- Low
- Unalaska
- cheap
- house
- housing

Answered: 76  Skipped: 70

How has Unalaska’s housing shortage affected your life/business?

Answered: 98  Skipped: 48

How satisfied are you with the services provided by Unalaska’s Parks, Culture, and Recreation Department?

Answered: 95  Skipped: 51

What program/amenity (if any) would you most like to see provided by PCR that isn’t currently provided?

Answered: 68  Skipped: 78
Parks, Culture, and Recreation

- Pick which projects you think are the most important for the City to pursue (Choose TWO):

  - Multipurpose Gym Floor
  - Aquatics Center
  - Mezzanine Expansion/Upgrade
  - Multipurpose Covered Sports Complex
  - Indoor Splash Pad
  - Climbing/Bouldering Wall
  - Develop Trail and Bike Trails
  - Ski Hill with Tow/Lift
  - Other

- Which do you believe are the most important PCR programs? (Choose THREE)

  - Outdoor Races
  - Adult Sports Leagues
  - Youth Sports Leagues
  - Fitness & Wellness
  - Culture Camps
  - Community Events
  - Library Services
  - Artist Support...

- If PCR had to focus its programming on one of the following groups, which should take priority?

  - Children
  - Teenagers
  - Young Adults
  - Adults

- Would you participate in a community garden program if there was one in Unalaska?

  - Yes
  - No
Do you own/manage a business?

- Yes
- No

Do you think that Unalaska has a Main Street/Town Square?

- Yes
- No

Do you think that Unalaska should have a Main Street/Town Square?

- Yes
- No

Where?

- Broadway
- Downtown
- PCR
- Town
- School
- Park
- Unalaska City
- Front Beach
- Corner intersection
- Avenue
- "town squares”.
- 4 W. - older part
- School. playground
- "town squares type
- Safeway/Grand
- Original Site
- North 5th Street
- West End
- East Hall
- Formal
- Informally
- Safeway
- Alaska
- Ship parking
- lot/Burma
- Road
- Area.
- Extending
- Unalaska/unalaska...
Why?

What could the City be doing better?

Would you support the City taking a more active role in providing community services that might traditionally be ...?

Would you support the City proactively enforcing ordinances intended to make Unalaska more livable or continue to do so only upon complaint?
Should the City seriously continue to pursue renewable energy options?
- No
- Yes, even if it increases utility rates
- Yes, but only if there's a chance it decreases utility rates
- Other

Should the City continue to pursue recycling solutions?
- Yes, even if it increases landfill rates
- Yes, but only if there's no other way to maintain the landfill
- Other

Are you satisfied with the following services?

Electric
- Yes
- No

Water
- Yes
- No
Police

Yes
No

Answered: 78  Skipped: 68

Fire

Yes
No

Answered: 78  Skipped: 68

Animal Control

Yes
No

Answered: 78  Skipped: 68

Transportation

How important is it that the City:

Construct a separate cruise ship terminal?

1 Low 2 3 4 5 High

Answered: 90  Skipped: 53
- **Start a public Bus System?**

- **Clear roadways of visual obstructions?**

- **Lobby to reduce airfares?**
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members  
From: William Homka, Director, Planning Department  
Through: Erin Reinders, City Manager  
Date: November 12, 2019  
Re: City Planning Commission CMMP Project Resolutions

SUMMARY: The Planning Department made several changes to the CMMP process for Fiscal Years 21-25. One of the changes includes involving the City Planning Commission in the nomination, review and recommendation process. At its meeting on September 19, 2019 the Commission passed two resolutions nominating respective projects. These are to develop a public trails maintenance and identification project to examine old jeep roads and 17B easements for expansion of the trails system. The other resolution is to pursue the development of a public transit system on the island. These resolutions are presented for information purposes this evening. If Council agrees that these project should be included CMMP, staff recommends that Council direct the City Manager to assign staff to prepare the nominations.

PREVIOUS COUNCIL ACTION: Presentations to City Council about the 2017-2018 Transportation Study prepared by the Planning Department; Presentation to City Council of the revised CMMP Process Guide and Prioritization Methodology; and annual review and adoption of Unalaska’s CMMP.

BACKGROUND: The Planning Department is the lead agency for preparing the 2020 Update to the Unalaska Comprehensive Plan and to coordinate Unalaska’s CMMP. The Comprehensive Plan process has included public forums and an on-line survey. Both have yielded strong support for increased public trails and for public transportation. The City Planning Commission reviewed the FY19-24 CMMP and noticed the document lacks any mention of the aforementioned issues. The City Planning Commission members unanimously adopted two resolutions requesting the City Council direct the Planning Commission staff to prepare two CMMP project nominations. The first nomination is for a public trails maintenance and identification project. The second nomination is for a public transportation nomination.

DISCUSSION: Staff has held three public meetings beginning in October, 2017 to gather input on a variety of different subjects for use in updating the comprehensive plan. The most recent meeting was held at the Grant Aleutian on October 5, 2019 and about 55 people attended the meeting. Participants discussed results from the on-line survey in break out groups formed around eight discussion topics. The groups were facilitated by volunteers from the city and community organizations. Two of the subject areas were PCR/Recreation and Community Facilities/Transportation, where both improved trail system and a public transportation system were discussed.
PCR/Recreation

The groups also wanted to have more signage at all trail heads with maps and even GPS locations. They also wanted paved trails and sidewalks for biking and alternative transportation. They also suggested that the city trails/bike paths also have an art component to them. This was a consistent theme across multiple tables during the discussion, emphasizing the need for trails maintenance to some degree as well as paved sidewalks. Trails, sidewalks, bike paths were all part of the groups discussion along with placing some bike maintenance stations along the pathways. The groups believed that discussions with OC needed to be started to bring this all about because without OC’s Involvement nothing would happen.

Community Facilities and Transportation

Overall there was broad support for a public transit system, especially if the system were made to be self-sustaining via grants or partnerships with the Q Tribe and the processors. There was discussion in support of the bus, expecting that it would lower the pressure on the landfill in terms of the number of junk vehicles being sent in. This would mean lower costs to the city to deal with recycling the vehicles, especially in shipping them off island. There was a further expectation that it would result in a lower cost of living for island residents given that there would be less trips on roads and less wear and tear on personal vehicles. There was, however, concern for impact on local businesses (i.e. taxi cabs), but also potential for more customers for other local businesses.

The trails topic also surfaced in this group. Participants said the Pyramid loop trail work needs to be completed and trail development should be designed with more consideration toward berry picking and providing more community access throughout the island.

ALTERNATIVES: No formal action is required at this information gathering stage. However, it seems appropriate for the City Council to consider the Planning Commission’s resolutions and, if in agreement, to provide the City Manager with at Council Directive to assign staff to prepare the nominations or not to prepare the nominations

The Planning Department staff has met with Tom Cohenour, Public Works Director, regarding the process for preparing the project nominations from the Planning Commission. It was agreed the Planning Department would prepare the Public Transportation project nomination and Public Works would prepare the Public Trails project nomination. This is due to each departments familiarity with the subjects based on previous projects and work.

FINANCIAL IMPLICATIONS: Costs associated with projects and initiatives are identified or estimated in the CMMP nominations. City Council will have the opportunity to review the nomination and either approve or disapprove of their inclusion in the CMMP. Preliminary discussion with Qawalangin Tribe officials has identified several large, renewable grant resources for funding public transit in underserved areas with demand.
LEGAL: This is being processed in accordance with municipal code.

STAFF RECOMMENDATION: Staff recommends the City Council consider the Planning Commission resolutions and provide direction via the City Manager.

CITY MANAGER COMMENTS: Both these items have been discussed by community members and City Council. Creating CMMP Projects allows for these topics to be explored in more detail and for more informed decisions to be made in the future.

ATTACHMENTS: Two (2)

Resolution 2019-09 Recommending City Council Pursue Public Transportation in the FY20-25 CMMP and Directing the Planning Department to Nominate such a Project

Resolution 2019-10 Recommending City Council Pursues a Trails Maintenance and Identification Project in the FY20-25 CMMP and Directing the Planning Department to Nominate such a Project
City of Unalaska, Alaska
Planning Commission/Platting Board
Resolution 2019-09

RESOLUTION 2019-09: A RESOLUTION RECOMMENDING CITY COUNCIL PURSUES PUBLIC TRANSPORTATION IN THE 2020 - 2025 CMMP AND DIRECTING THE PLANNING DEPARTMENT TO NOMINATE SUCH A PROJECT.

WHEREAS, The Planning Commission is a part of the Capital and Major Maintenance Plan process; and

WHEREAS, the Planning Commission recognized a need for Public Transportation in Unalaska to support elderly, processor, community members without cars and financially unstable populations; and

WHEREAS, the City of Unalaska Planning Department conducted a study over 2 weeks in 2017 and 2018; and

WHEREAS, the results of the study were convincing enough to warrant further investigation by professional transit planners; and

WHEREAS, The Planning Commission recognizes that potential for grant funding to assist in the establishment and maintenance of a public transit system; and

WHEREAS, The Planning Commission sees value in potentially partnering with the Qawalangin Tribe and fish processors; and

WHEREAS, notices of the public hearing were posted and mailed; and

WHEREAS, the City of Unalaska Planning Commission held a public hearing on September 19, 2019 to consider this request and to hear testimony of the public, and

WHEREAS, the Planning Commission reviewed the list of existing Capital and Major Maintenance Plan projects, heard public testimony, and on that basis finds that a Public Transit System is reasonable, in the public interest, and in conformance with the goals and objectives of the Comprehensive Plan.

THEREFORE BE IT RESOLVED, the Planning Commission recommends to the City Council approval of a Capital and Major Maintenance Plan project investigating and establishing a Public Transit System.

APPROVED AND ADOPTED THIS 24th DAY OF October, 2019, BY THE PLANNING COMMISSION OF THE CITY OF UNALASKA, ALASKA.

Billie Jo Gehring
Commission Chair

Bil Homka, AICP, Planning Director
Secretary of the Commission
RESOLUTION 2019-10: A RESOLUTION RECOMMENDING CITY COUNCIL PURSUES A TRAILS MAINTENANCE AND IDENTIFICATION PROJECT IN THE 2020 - 2025 CMMP AND DIRECTING THE PLANNING DEPARTMENT TO NOMINATE SUCH A PROJECT.

WHEREAS, the Planning Commission is a part of the Capital and Major Maintenance Plan process; and

WHEREAS, the Planning Commission recognized a need for Trails in Unalaska to support health, wellness, quality of life, and recreation; and

WHEREAS, the City of Unalaska contains within its borders a robust and enjoyable system of both walking, former Jeep trails, and 17B Easements; and

WHEREAS, the trails are unmarked, not maintained, and have no amenities; and

WHEREAS, the Planning Commission recognizes the lack of maintenance, amenities and signage is detrimental to the enjoyment and safety of the general public and tourists; and

WHEREAS, the Planning Commission sees value in partnering with the Qawalangin Tribe, Ounalashka Corporation, and Bureau of Land Management; and

WHEREAS, notices of the public hearing were posted and mailed; and

WHEREAS, the City of Unalaska Planning Commission held a public hearing on September 19, 2019 to consider this request and to hear testimony of the public, and

WHEREAS, the Planning Commission reviewed the list of existing Capital and Major Maintenance Plan projects, heard public testimony, and on that basis finds that a Public Trails System is reasonable, in the public interest, and in conformance with the goals and objectives of the Comprehensive Plan.

THEREFORE BE IT RESOLVED, the Planning Commission recommends to the City Council approval of a Capital and Major Maintenance Plan project investigating and establishing a Public Trails System.

APPROVED AND ADOPTED THIS 24th DAY OF October, 2019, BY THE PLANNING COMMISSION OF THE CITY OF UNALASKA, ALASKA.

Billie Jo Gehring Commission Chair

Bil Homka, AICP, Planning Director Secretary of the Commission
MEMORANDUM TO COUNCIL

To: Mayor and City Council Members  
From: Michelle Price, Administrative Coordinator  
Through: Erin Reinders, City Manager  
Date: December 12, 2019  
Re: North Pacific Fishery Management Council

The North Pacific Fishery Management Council will meet in Anchorage the week of December 2-10, 2019

Estimated travel costs for one traveler are:

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<tr>
<th>Description</th>
<th>Cost</th>
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<tr>
<td>Air Fare</td>
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<tr>
<td>Lodging in Anchorage</td>
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As of November 5, 2019, the available funds in the Council travel budget are: $45,722.56

The Travel Policy for the Mayor and Council indicates that no more than three Council Members are to travel to the same meeting or conference; that travel be conducted in the most direct and economical manner possible to accomplish City business; and that at least twenty-one days prior to an upcoming trip, the council will discuss the travel, identify the Council Members to travel, and approve the travel by motion.
AGENDA - 247th Plenary Session
The North Pacific Fishery Management Council will meet December 2-10, 2019, at the Hilton Hotel, 500 W. 3rd Avenue, Anchorage, AK. Meetings to be held during the week are listed below.

Scientific and Statistical Committee: Dec. 2-4, 2019 – King Salmon/Iliamna
Advisory Panel: Dec. 3-6, 2019 – Dillingham/Katmai
Council: December 4-10, 2019 – Aleutian Room
Community Engagement Committee: Monday, Dec. 2, 2019, 1-5pm – Fireweed AGENDA
Charter Halibut Management Committee: Tuesday, Dec. 3, 2019, 8am-3pm – Birch/Willow AGENDA (1105)

Enforcement Committee: Tuesday, Dec. 3, 2019, 10:30am-1pm – Fireweed AGENDA

All meetings are open to the public except for executive sessions. Information on submitting comments in writing or in person can be found in the Public Comment Information attached in Item A1 below. The deadline for written comments—online or received through mail—is 12:00 pm (AST) on Friday, November 29, 2019. Click on the comment link for the agenda item you wish to comment on or mail to: NPFMC, 605 W. 4th Avenue, Anchorage, AK 99501. The Council meeting is broadcast will be broadcast at https://npfmc.adobeconnect.com/december2019 (https://npfmc.adobeconnect.com/december2019). Motions are posted following the meeting.

A. CALL MEETING TO ORDER

A1 Comment Now (0) Approval of Agenda
In Meeting Minutes (committee minutes and reports drafted during this meeting)

B. REPORTS

B1 Comment Now (0)  
Executive Director's Report

B2 Comment Now (0)  
NMFS Management Report

B3 Comment Now (0)  
NOAA GC Report

B4 Comment Now (0)  
NOAA Enforcement Report

B5 Comment Now (0)  
ADF&G Report (including biennial Halibut Subsistence Report)

B6 Comment Now (0)  
USCG Report

B7 Comment Now (0)  
USFWS Report

B8 Comment Now (0)  
IPHC Report

C. MAJOR ISSUES / FINAL ACTION ITEMS

C1 Comment Now (0)  
C1 BSAI Groundfish Specifications – a) BSAI Ecosystem Status Report, b) Joint Plan team Report, c) BSAI Groundfish Plan Team Report, d) Groundfish Harvest Specifications

C2 Comment Now (0)  
C2 GOA Groundfish Harvest Specifications – a) GOA Ecosystem Status Report, b) GOA Groundfish Plan Team Report, c) Groundfish Harvest Specifications
C3  Comment Now (0)  C3 2020 Charter Halibut Management Measures for Areas 2C and 3A

C4  Comment Now (0)  C4 BSAI Parallel Waters – Final Action

C5  Comment Now (0)  C5 Crab Partial Deliveries – Final Action

C6  Comment Now (0)  C6 St. Matthew Blue King Crab Rebuilding Plan – Initial Review

C7  Comment Now (0)  C7 Central GOA Rockfish Reauthorization – Initial Review

C8  Comment Now (0)  C8 Unguided Halibut Rental Boat Registration – Initial Review

D. OTHER ISSUES

D1  Comment Now (0)  D1 Halibut ABM - Review Staff Workplan (Council Only)

D2  Comment Now (0)  D2 Sablefish Discards - Discussion Paper

D3  Comment Now (0)  D3 Aleutian Islands Community Follow-up – Discussion Paper

D4  Comment Now (0)  D4 Comments on the NS1 Tech. Guidance on ABC Control Rule Provisions (SSC Only)

E. STAFF TASKING / COMMITTEES

E1  Comment Now (0)  Committees and Tasking – Review

(https://www.akfin.org) Website hosted by Alaska Fisheries Information Network
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<th>Time</th>
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*Time Certain*

NOTE: The above agenda items may not be taken in the order in which they appear and are subject to change as necessary.

All meetings are open to the public (with the exception of Executive Sessions)
### DRAFT AGENDA
247th Plenary Session, North Pacific Fishery Management Council  
December 2 to 10, 2019, Hilton Hotel, Anchorage, AK

The North Pacific Fishery Management Council will meet December 2 through 10, 2019 at the Hilton Hotel, Anchorage, AK. Other meetings to be held during the week are:

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<th>Committee/Panel</th>
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<td>Scientific and Statistical Committee</td>
<td>December 2 - 4, 2019 – King Salmon/Iliamna Room</td>
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<tr>
<td>Advisory Panel</td>
<td>December 3 - 6, 2019 – Katmai/Dillingham Room</td>
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<tr>
<td>Community Engagement Committee</td>
<td>December 2, 2019 – 1pm-5pm - Fireweed</td>
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<tr>
<td>Charter Halibut Management Committee</td>
<td>December 3, 2019 – 8am – 3pm – Birch/Willow</td>
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<tr>
<td>Enforcement Committee</td>
<td>December 3, 2019 – 10:30am – 1pm – Fireweed</td>
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**Red = SSC items**

### A. CALL MEETING TO ORDER
A1 Approval of Agenda

### B. Reports
- B1 Executive Director’s Report
- B2 NMFS Management Report (including Final 2020 ADP, year-end season management report)
- B3 NOAA General Counsel Report
- B4 NOAA Enforcement Report
- B5 ADF&G Report (including biennial Halibut subsistence report)
- B6 USCG Report
- B7 USFWS Report
- B8 IPHC Report

### C. Major Issues/Final Action Items
- C1 BSAI Groundfish Specifications – a) BSAI Ecosystem Status Report, b) Joint Plan Team report, c) BSAI Groundfish Plan Team Report, d) Groundfish Harvest and PSC Specifications
- C2 GOA Groundfish Specifications – a) GOA Ecosystem Status Report, b) Groundfish Plan Team report, c) Groundfish Harvest and PSC Specifications
- C3 2020 Charter Halibut Management Measures for Areas 2C and 3A
- C4 BSAI parallel waters – Final Action
- C5 Crab partial deliveries – Final Action
- C6 St Matthew Blue King Crab Rebuilding Plan – Initial Review
- C7 Central GOA Rockfish Reauthorization – Initial Review
- C8 Non-guided halibut rental boat registration – Initial Review

### D. Other Issues
- D1 Halibut ABM – Review staff workplan *(Council only)*
- D2 Sablefish discards – Discussion paper
- D3 Aleutian islands Community follow-up – Discussion paper
- D4 Comments on NS1 Tech. Guidance on ABC control rule provisions *(SSC only)*

### E. Staff Tasking
- E1 Committees and Tasking – Review

TOTAL HOURS (includes additional 1 hr for SSC report and 2 hrs for Executive Session) 50