

## **FY 2012 Marine Passenger Fee Fund Proceeds Recommendations**

11/16/11

As per Ordinance No. 2011-29, the Marine Passenger Fee Fund Committee met on October 3, 2011 to review and provide their recommendations on the FY2012 projects/proposals received from the community. To view the complete packet of projects/proposals click [here](#).

There were five proposals received and the committee and the Administrator's recommendation are as follows:

### **1. The Sitka Convention and Visitors Bureau Cruise Passenger Information Desk Worker**

Committee Recommendation — Recommend

Approval Administrator Recommendation — Recommend Approval

### **2. Lincoln Street Crosswalk Enhancement**

Committee Recommendation — Recommend Disapproval— may reconsider at a later date

Administrator Recommendation — Recommend Disapproval

### **3. The Public Fishing Pier and Hatchery Work Float**

Committee Recommendation — Recommend Disapproval

Administrator Recommendation — Recommend Disapproval

### **4. Old Sitka Dock Improved Passenger Access**

Committee Recommendation — Split Vote

Administrator Recommendation — Recommend Disapproval —Insufficient data provided at this time; i.e. number of cruise ships committed to Old Sitka Dock, if any, during coming season not known. Would then require agreement with Halibut Point Marine Services as to the methodology they would use to disperse funds

### **5. Our World/Our Water Mural under O'Connell Bridge**

Committee Recommendation — Recommend Disapproval

Administrator Recommendation — Recommend Disapproval

The proposals and recommendations was presented to the Assembly for their consideration at the November 15th Assembly meeting and postponed until the November 29<sup>th</sup> Assembly meeting.

*CBS Ordinance 2011-29*

# Marine Passenger Fee Fund Projects/Proposals 2012





City & Borough of Sitka

**Administration Office**

100 Lincoln Street, Sitka AK 99835

Telephone: 907-747-1808 Fax: 907-747-7403



## **Memorandum**

October 17, 2011

To: Mayor & Assembly  
From: Jim Dinley  
Subject: FY12 Passenger Fee Proceeds Recommendations (CPET)

As per Ordinance No. 2011-29, the community was asked to submit proposals for additional projects/proposals to be presented to the Assembly. The following five proposals were received:

1. SCVB Cruise Passenger Information Desk Worker
2. Lincoln Street Crosswalk Enhancement
3. SSSC Public Fishing Pier & Hatchery Work Float
4. Old Sitka Dock Improved Passenger Access
5. Our World/Our Water Mural Under O'Connell Bridge

As required by Ordinance No. 2011-29 the proposals were submitted to the Marine Passenger Fee Fund Committee for their review and comments. Fred Reeder (cruise line industry representative) was the only member to provide written comments.

The representatives from the Tourism Commission, Sitka Convention & Visitors Bureau, Port & Harbors Commission, and the Sitka Historical Preservation Commission met with Michael Harmon and I on October 3, 2011.

## Marine Passenger Fee Fund Committee Members

Fred Reeder – Cruise Line Industry

Ken Creamer – Port & Harbors Commission

Linda Speerstra – Sitka Convention & Visitors Bureau

Peter Gorman – Historic Preservation Commission

Bruce Conine – Tourism Commission

Jay Sweeny

Michael Harmon

Jim Dinley

## CITY AND BOROUGH OF SITKA

### ORDINANCE NO. 2011-29

#### AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AMENDING SITKA GENERAL CODE CHAPTER 4.05 ENTITLED "MARINE PASSENGER FEE FUND", AT SECTION 4.05.030 ENTITLED "PROCEDURES"

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the City and Borough of Sitka General Code (SGC).

2. **SEVERABILITY.** If any provision of this ordinance or any application to any person or circumstance is held invalid, the remainder of this ordinance and application to any person or circumstance shall not be affected.

3. **PURPOSE.** The Tourism Commission has unanimously requested that SGC 4.05.030 entitled "Procedures" be re-written for the purposes of appropriating the Marine Passenger Fee Fund proceeds the City and Borough of Sitka receives from the State of Alaska.

4. **ENACTMENT.** NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that SGC 4.05.30 entitled "Procedures" is amended as follows (new language underlined; deleted language stricken):

#### Section 4.05.030 Procedures.

- A. Annual formation of the Marine Passenger Fee Fund Committee (MPFFC). Annually, no later than May 15<sup>th</sup>, the members of the MPFFC shall be reestablished to participate in the review and solicitation of projects for the Marine Passenger Fee Fund Implementation Plan. The MPFFC shall be made up of members representing the cruise line industry, Sitka Tribe of Alaska, Sitka Convention and Visitors Bureau, Tourism Commission, Port and Harbors Commission, Historic Preservation Commission, and City and Borough staff directly involved with capital projects and funding, including the Administrator, Finance Director, and Public Works Director.

~~Preparation of list. The Administrator shall annually solicit for marine passenger fee project requests. The solicitation will be posted on the City and Borough of Sitka website and published in a newspaper of general circulation no later than December 1. The Administrator shall annually no later than January 1, prepare a draft list of projects and programs proposed for funding in the City and Borough budget for the following year by revenues from the passenger fee.~~

- B. Preparation of Marine Passenger Fee Fund Implementation Plan (MPFFIP). The Administrator shall annually prepare a draft MPFFIP

identifying current active and planned projects for the next fiscal year, and submit them to the Assembly for approval no later than the last Assembly meeting in June. Annually, no later than July 15th, the Administrator shall solicit new requests for Marine Passenger Fee Fund projects. The solicitation, including the current Assembly approved Plan and a submission form for new projects will be available on the municipal website and in the Municipal Clerk's office. Annually, a PSA announcing this posting will be published in the newspaper of general circulation and sent to the local media no later than July 15<sup>th</sup>. The public solicitation period will close annually on August 15<sup>th</sup>.

The draft list shall be posted on the City and Borough of Sitka website and forwarded to the cruise line industry, the Sitka Convention and Visitors Bureau, the Tourism Committee, and the Port and Harbor committee not later than January 15, providing an opportunity for the public, cruise line industry, and the three boards to review and comment on the draft list. The comment period shall close on February 15. The Administrator's final recommendations will be posted on the City and Borough of Sitka website and published in a newspaper of general circulation no later than March 1.

- C Annually, no later than September 15<sup>th</sup>, the current Assembly approved Plan and the submitted project request forms shall be forwarded to the MPFFC to be reviewed. The MPFFC will review the project request forms, and no later than October 15<sup>th</sup>, submit a recommendation to the Administrator regarding the merits of all requested projects and any recommended revisions to the current Plan.

The Administrator shall forward all submittals, cruise line industry comments, the three boards comments, public comments, and the Administrator's final recommendations to the Assembly for consideration. The Assembly will approve the recommendations during its deliberations on the annual City and Borough budget.

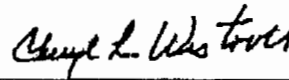
- D. The Administrator will prepare recommendations regarding proposed projects. Annually, no later than November 1<sup>st</sup>, the Administrator's final recommendations will be posted on the municipal website and a PSA announcing this posting shall be published in a newspaper of general circulation and sent to the local media. The Administrator shall forward all submittals, comments, and documents received timely related to the solicitation, including review comments by the MPFFC and the Administrator's final recommendations to the Assembly. The Assembly shall vote on the recommendations during its first regularly scheduled meeting in November.

Funds shall be transferred or expended from the marine passenger fund only to the extent authorized by the Assembly by ordinance.

**E. Funds shall be transferred or expended from the Marine Passenger Fee Fund only to the extent approved by the Assembly.**

5. **EFFECTIVE DATE.** This ordinance shall become effective on the day after the date of its passage.

**PASSED, APPROVED, AND ADOPTED** by the Assembly of the City and Borough of Sitka, Alaska this 12<sup>th</sup> day of July, 2011.



Cheryl Westover, Mayor

ATTEST:



Colleen Ingman, MMC  
Municipal Clerk



# City and Borough of Sitka

100 Lincoln Street • Sitka, Alaska 99835

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July 14, 2011

## **Public Service Announcement/News Release**

***Please run on a space available basis through August 15<sup>th</sup>.***

### **Request for Marine Passenger Fee Fund Proposals**

Proposals are now being accepted by the City and Borough of Sitka for projects to be funded from the Commercial Passenger Excise Tax funds. Application forms can be picked up from the Municipal Clerk's Office or obtained online at [www.cityofsitka.com](http://www.cityofsitka.com).

Proposals must be received by the Municipal Clerk's Office on or before 5:00pm Monday, August 15, 2011. Submitted proposals will be forwarded to the Marine Passenger Fee Fund Committee for review no later than September 15, 2011. Final determination will be made by the Assembly in November.

Current projects/proposals pending Assembly approval are listed on the City and Borough of Sitka website. A listing of these current projects/proposals is also available from the Deputy Municipal Clerk.

For further information please contact Deputy Municipal Clerk Sara Peterson at 747-1808.



To: Cathy Bagley

From: Sara Peterson

Publish: July 15, 20, 29,  
August 3, 12

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# Marine Passenger Fee Fund Committee Recommendations

Item 1      SCVB Cruise Ship Passenger Information Desk Worker

Committee Recommendation – Recommend Approval (unanimous vote)

Administrator Recommendation – Recommend Approval

Item 2      Lincoln Street Crosswalk Enhancement

Committee Recommendation – Recommend Disapproval – may reconsider at a later date (unanimous vote)

Administrator Recommendation – Concur with Committee Recommendation

Item 3      SSSC Public Fishing Pier & Hatchery Work Float

Committee Recommendation – Recommend Disapproval (unanimous vote)

Administrator Recommendation – Concur with Committee Recommendation

Item 4      Old Sitka Dock Improved Passenger Access

Committee Recommendation – Even Split Vote

Administrator Recommendation – Does Not Recommend - Insufficient data provided at this time; i.e. number of cruise ships committed to Old Sitka Dock, if any, during coming season not known. Would then require agreement with Halibut Point Marine Services as to the methodology they would use to disperse funds.

Item 5      Our World/Our Water Mural Under O'Connell Bridge

Committee Recommendation – Recommend Disapproval (unanimous vote)

Administrator Recommendation – Concur with Committee

# Marine Passenger Fee Fund Committee Recommendations

## Item 1      SCVB Cruise Ship Passenger Information Desk Worker

The MPFFC unanimously agreed with SCVB proposal to hire a part-time position during the 2012 summer season. This paid position will be supplemented by volunteers.

Recommends Approval

## Item 2      Lincoln Street Crosswalk Enhancement

Michael Harmon, Public Works Director, asked that this project be withdrawn. He desired to further review the proposal with local contractors and advised the committee that his Public Works staff may resubmit in the future if this technology becomes more cost competitive in Southeast Alaska.

## Item 3      SSSC Public Fishing Pier & Hatchery Work Float

The committee unanimously recommended disapproval for several reasons: project does not meet criteria for the use of cruise ship funds; **see Fred Reeder's comment**. In addition, committee did not support the project as the SSSC desired to lock the gate when the SSSC is closed.

Recommend disapproval. The CBS Public Works Department estimated a quality pile supported pier to cost between \$1.6 million to \$2.1 million based off of professional costs figures provided for comparable pile supported walkways in Southeast Alaska. This is considerably more than the \$486,000 estimated by the SSSC for the public funded portion of the project.

## Item 4      Old Sitka Dock Improved Passenger Access

Insufficient data provided on proposal. The committee was divided on this proposal. Members of the committee in favor of supporting the proposal

explained their position based on more passengers would disembark, would allow longer time for passengers to shop, more services available to ships and make Sitka more attractive to the larger ships as a port of call. The dock would be safer than lightering.

Members not supporting the proposal expressed concerns on increased traffic on HPR, loss of lightering fees for CBS Harbor Department, no procedure presented for cash disbursement, and had concerns on subsidizing a private entity.

Recommendations: Approve, although at the present time no cruise ships have contracted to dock at this dock—hence might be several years before implementation. Cash disbursement must also be finalized before implementation.

Item 5      Our World/Our Water Mural Under O'Connell Bridge

The proposed location – on the "wall" under O'Connell Bridge was not considered favorable by the committee for several reasons. The primary reason is the O'Connell Bridge is a state bridge. The inability for the Respect Mural to be approved by the state was of concern. The state continued to add additional conditions at every contact, hence; the Respect Mural is now on school property.

Recommend Disapproval

## Serena Wild

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**From:** CLAA-Fred Reeder <fredr@claalaska.com>  
**Sent:** Thursday, September 29, 2011 11:46 AM  
**To:** 'Serena Wild'  
**Cc:** Bob Berto; eberto@claalaska.com; Chris McGraw; jbinkley@alaska.net  
**Subject:** RE: Marine Passenger Fund Meeting

Serena,

My thoughts on the requests for the 2012 funding cycle for the Passenger Excise Tax money that comes from the State of Alaska would be as follows:

1. Request from the Visitors Bureau for a person to answer questions from Cruise passengers at Harrigan Hall would be a good use of \$5,166. RECOMMEND DO PASS
2. Making crosswalks safer for cruise passengers and to make them clear to see. Some of this should be in the remodel of the Harrigan Visitor Center remodel of the parking lot. RECOMMEND DO PASS
3. Fishing pier at Sitka Sound Science Center; while a nice project clearly does not really benefit Cruise passengers who have paid the tax- DO NOT RECOMMEND
4. Transport Passengers from the Old Sitka Dock, clearly this is the most direct use of the funds that I see and it will directly benefit the passengers should a ship use the Old Sitka Dock, the city could do an RFP to solicit bids on doing the transport of the passengers from the Old Sitka Dock to town and \$3.00 seems reasonable. RECOMMEND DO PASS
5. Mural work- DO NOT RECOMMEND AT THIS TIME

Sorry I can not attend the meeting but will be in Juneau at the ATIA Convention.

Rgds,

Fred Reeder  
Port Manager  
CLAA-Sitka

**From:** Serena Wild [mailto:serena@cityofsitka.com]  
**Sent:** Wednesday, September 28, 2011 10:23 AM  
**To:** fredr@claalaska.com  
**Subject:** RE: Marine Passenger Fund Meeting

Unfortunate to hear but I will pass it along to Mr. Dinley. If you have recommendations you would like me to pass onto him I would be happy to do so. Have a nice trip.

*Serena*

Serena Wild, Assistant Clerk  
City and Borough of Sitka  
100 Lincoln Street  
Sitka, AK 99835  
Phone: (907) 747-1826

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# Project/Proposal # 1



## Call for Marine Passenger Fee Fund Proposals

Funding Source is the CPET (Commercial Passenger Excise Tax) Funds

**Proposal Title:** SCVB Cruise Passenger Information Desk Worker

**Your Name:** Tonia Rioux

**Address:** 303 Lincoln Street, Suite #4, Sitka, AK 99835

**Email address:** director@sitka.org

**Phone:** 907.747.5940

**Cell:** 907.738.5940

**RECEIVED**  
AUG 15 2011  
Clerk's Office  
City & Borough of Sitka

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**NOTE - Proposals must enhance at least one of the following: the safety, transportation or efficiency of cruise ship passengers.**

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### PROPOSAL

**Summary:** The Sitka Convention and Visitors Bureau respectfully requests an allocation from the Cruise Passenger Excise Tax Funds to pay for a single, part-time position during the 2012 summer season to staff information desks at Harrigan Centennial Hall and O'Connell Bridge. The total disbursement amount requested for this position is \$5,166.00.

**Background:** Both informational desks are currently staffed by a team of volunteers, who have graciously shared their love of Sitka with the many visitors who visit our docks each year. While we wholeheartedly appreciate their contributions (and will continue to incorporate them into the staffing schedule), we have been experiencing an increased shortage of volunteers over the last few years. During the 2011 cruise season, we experienced an extreme deficiency in volunteer availability. The trend continued throughout the year, despite our efforts to recruit additional volunteers via local media outlets and word-of-mouth referrals. As a result of the volunteer shortage, the information desks have been inadequately staffed throughout the summer. We expect the trend to continue in 2012.

**CPET Funding Justification:** It is vitally important that the informational needs of cruise visitors be sufficiently met while in port. However, to do that, we must have an adequate number of individuals to disseminate information to the huge influx of queries received during these hours.

Our solution to this deficiency is to hire a part-time paid employee to work in conjunction with our volunteers on cruise days. We are requesting that \$5,166.00 of the Cruise Passenger Excise Tax Funds be allocated to the SCVB to fund a part-time Cruise Passenger Information Desk Worker. ***The SCVB feels it would be an appropriate use of CPET funding because this service directly impacts the cruise visitors who pay into the tax, it would benefit our community by providing a local part-time employment opportunity, and it enhances the required criteria of efficiency, transportation, and safety as outlined below:***

**Efficiency** – The greatest impact of this position is in the area of efficiency. With a limited amount of time in town, providing accurate and timely information to cruise passengers is crucial. Individuals disembarking cruise ships are often unclear or confused about how to get around town, where to go for specific types of excursions, where the nearest trails are, and have a host of other questions. Detailed, accurate information is needed to make the best use of their time in Sitka and to ensure the best experience possible while in port. Additionally, once cruise passengers receive the information/directions they need, dock areas are quickly vacated. As a result, this staff position will expedite the efficiency with which visitors flow from the over-congested Crescent Harbor / O'Connell Bridge lightering areas and move into other less-crowded areas of Sitka.

**Transportation** – Although the visitor information desks do not provide direct transportation services, they do provide a wealth of information on the various transport services available. Providing this information is an essential component in successfully linking visitors to the most appropriate transportation mode for their individual needs. Information provided includes phone numbers to local taxi companies, directions to independent tour companies and fare structure and boarding locations of the Visitor Transit Bus, the RIDE public transit system, and the shuttles to the Raptor Center and Fortress of the Bear.

**Safety** – Our visitor information desks enhance overall safety by cautioning visitors about potential risks they might encounter during their time in Sitka, providing maps and directions, and connecting them to reputable, licensed guides. For example: travelers interested in exploring Sitka's trails are given a trail map that includes distances and hike times, educated on the importance of bear safety, and – during times of peak bear activity – encouraged to choose an experienced guide to escort them while they explore Sitka's wilderness.

**Budget:** The table below illustrates the breakdown of our funding request. The requested amount would pay for the gross wages of a seasonal part-time, non-benefitted, non-exempt position with the SCVB. The staffer's sole duties would be to staff and prepare handout materials for our information desks (specifically during times that large cruise ships are tendering to/from Sitka's lightering facilities).

Please note that our request is only for gross hourly wages, all additional fringe costs will be paid for by the SCVB.

Item	Amount	Description
Training	\$ 480.00	40 Training Hours @ \$12.00 per hour
Work Hours	\$ 4,686.00	71 Ship Days X 5.5 Hours per Day @ \$12.00 per hour
Wage Fringe	\$ N/A	Associated employment costs will be absorbed by SCVB
<b>Grand Total Request</b>	<b>\$ 5,166.00</b>	



# Project/Proposal # 2



## **Call for Marine Passenger Fee Fund Proposals**

Funding Source is the CPET (Commercial Passenger Excise Tax) Funds

**Proposal Title:** Lincoln Street Crosswalk Enhancement

**Your Name:** Dan Tadic

**Address:** 100 Lincoln Street

**Email address:** dantadic@cityofsitka.com

**Phone:** 907-747-1807

**Cell:**

**RECEIVED**  
AUG 15 2011  
Clerk's Office  
City & Borough of Sitka

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**NOTE - Proposals must enhance at least one of the following: the safety, transportation or efficiency of cruise ship passengers.**

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### **Proposal:**

Background- Lincoln Street sees the bulk of the cruise passengers who visit Sitka. St. Michael's Cathedral, U.S. Post Office, banks, shopping, and restaurants are a few of the many attractions for visitors along this busy corridor. The current crosswalks along Lincoln Street do not provide sufficient visibility and also require regular maintenance costing the CBS valuable resources that could be expended elsewhere. In order to improve safety, transportation, efficiency, and aesthetics for cruise ship passengers, each crosswalk along Lincoln Street from Harbor Drive to Lake Street should be enhanced to provide tasteful, visible, safe pedestrian corridors that stand out to motorists, cyclists, and pedestrians alike.

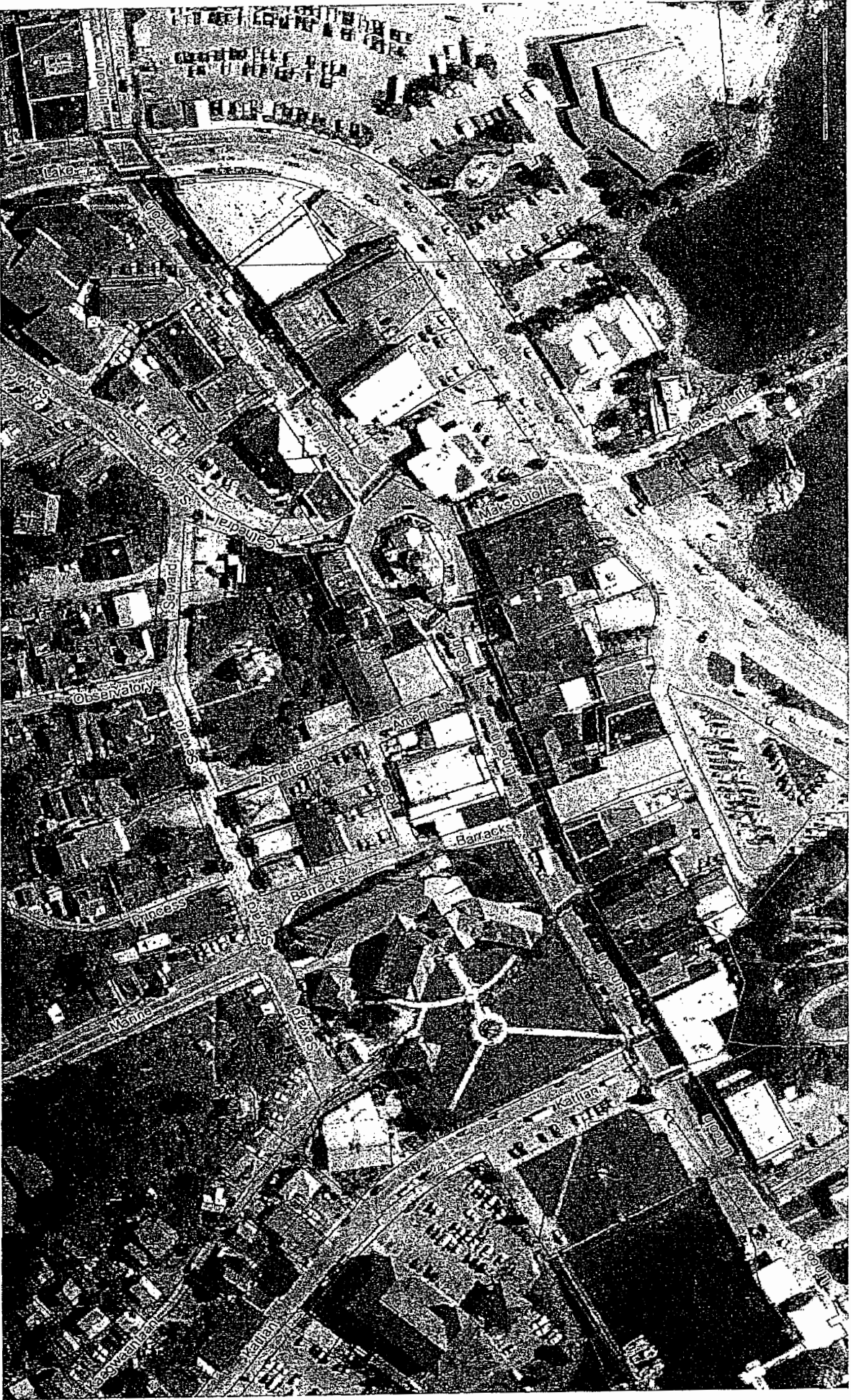
Product- Durable thermoplastic products can be inlaid into asphalt in numerous colors and patterns via a heat application process. This method of crosswalk enhancement has little case history in Alaska, but has been successfully utilized in locales of similar climate (Bellingham, Washington). A major advantage of this product is the installation is very fast and crosswalks can be ready for traffic in as little as 90 minutes. The product is inlaid into the asphalt producing a slip-resistant surface that is snow-plow friendly. The product requires very low maintenance and is relatively easy to replace with new pre-cut sections and heat application. See attached manufacturer literature for further information.

Options- Since there are numerous color and pattern options available, the Assembly and/or an appointed Commission could select a pattern/color that best meets the character and style of Sitka. See attached manufacturer literature for various color and pattern options.

Cost- The attached figure indicates the extent of the proposed crosswalk enhancements. It is estimated that the total coverage area would be approximately 10,500 square feet. A cost estimate of \$15/SF was provided by a local contractor who is familiar with the product. Estimated cost as shown: ~\$157,500.

LINCOLN STREET CROSSWALK ENHANCEMENT

8/15/11

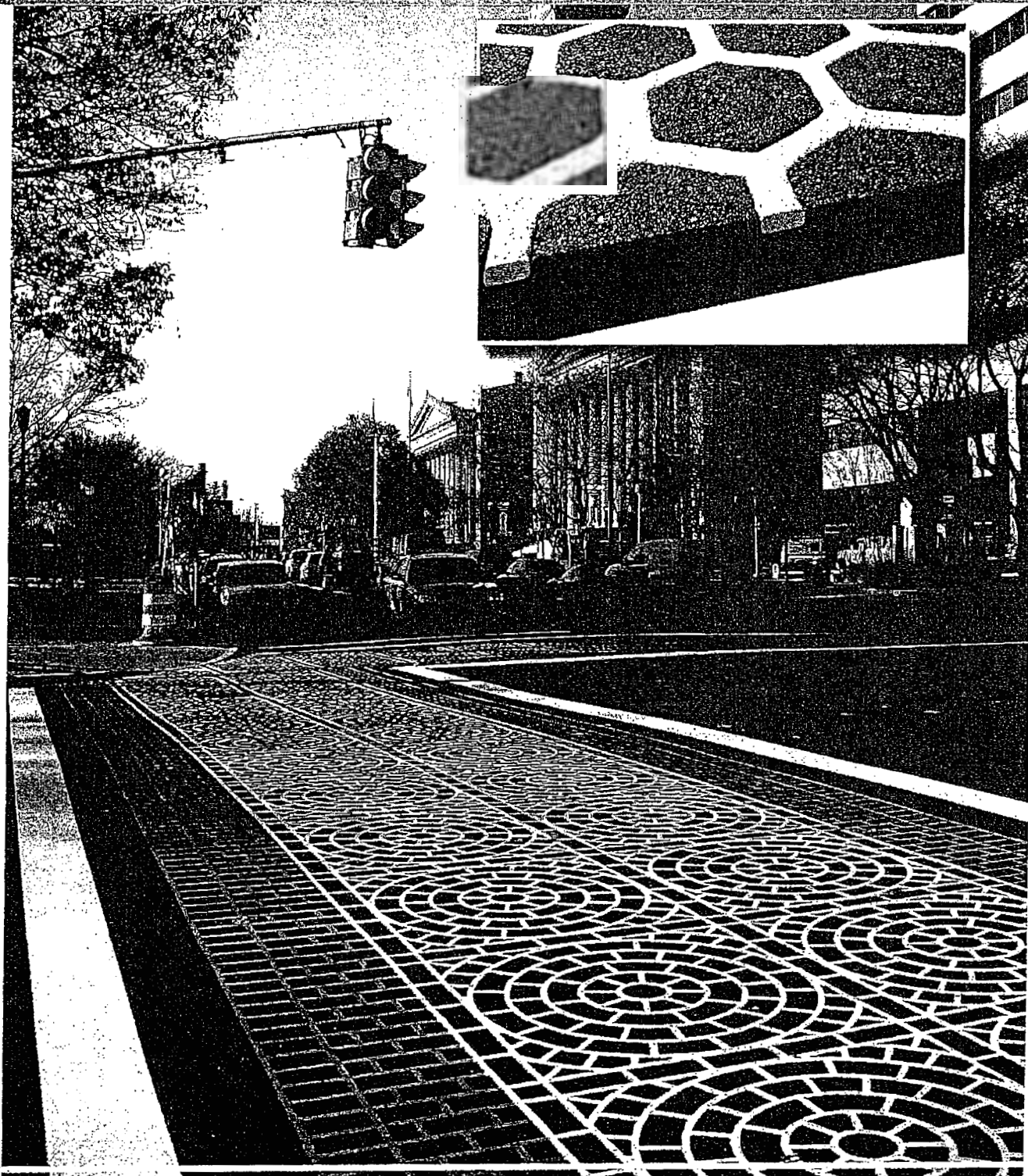


EXISTING CROSSWALK TO BE ENHANCED  
PROPOSED NEW ENHANCED CROSSWALK

Streetscape  
Asphalt Inlaid Surfacing System

  
**DuraTherm**<sup>®</sup>  
BY FLINT

DURABLE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS



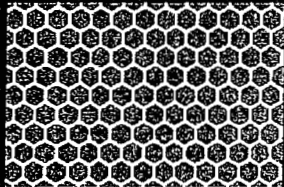
BUILT TOUGH FOR HIGH-TRAFFIC CROSSWALKS



## STANDARD PATTERNS AND COLORS



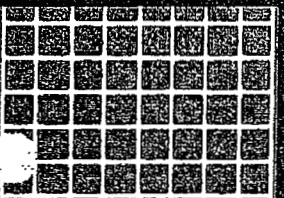
Offset Brick



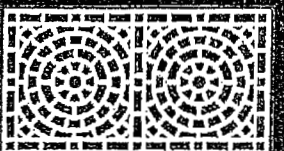
Honeycomb



Diagonal Herringbone



12-inch Tile



Wagon Wheel



Light Blue



Cinnamon



Sand



School Green



White



Yellow



Burnt Orange



Sienna

Non-standard and custom  
colors and patterns are available  
requiring a minimum purchase.



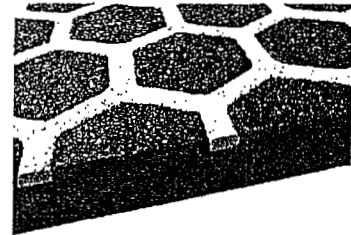
# DuraTherm® BY FLINT

## STREETSCAPE ASPHALT SURFACING SYSTEM

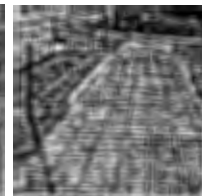
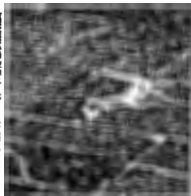
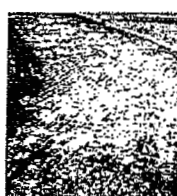
DuraTherm® is a specially-designed preformed thermoplastic material that is inlaid into imprinted asphalt using StreetHeat® asphalt reheating technology. The process of inlaying DuraTherm® into asphalt protects it from wear and ensures that it retains its attractive look for years. Communities across the country agree that DuraTherm® enhances both the beauty of their neighborhoods and pedestrian safety among shared roadway users. DuraTherm® helps to:

- Improve traffic safety especially at intersections and multi-use paths
- Enhance visibility for motorists, cyclists and pedestrians
- Promote and/or revitalize community image and pride
- Channel pedestrians across busy commercial parking areas

Flint Trading trains and monitors a network of Certified Applicators so you can be confident that your design intentions will translate to fully-met expectations on the job site. Flint can help you choose the right applicator for your specific project.

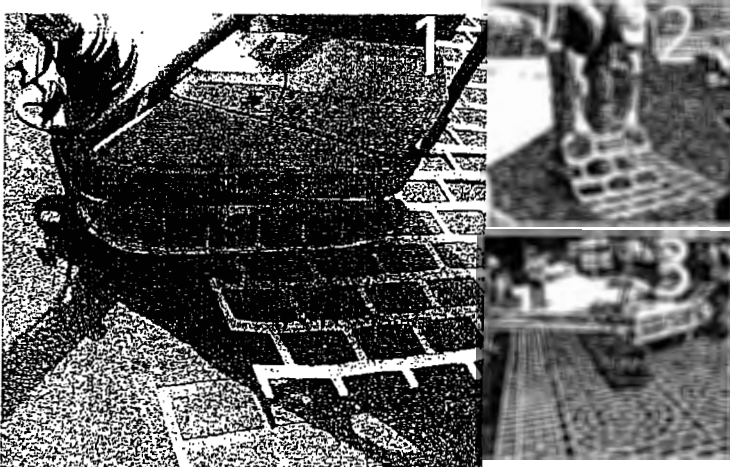


DuraTherm®, shown above, offers ADA compliance, fast installation, lower cost, and minimal maintenance compared to stamped concrete and pavers (shown below) which can result in maintenance headaches, pedestrian hazards, slow installation, and lengthy traffic disruptions.



## FAST INSTALLATION

- Installations are performed by Certified Applicators who are trained for this specific technology.
- Crosswalks can be ready for traffic in as little as 90 minutes per lane.



*A specialized pavement heater softens the existing asphalt. Templates are pressed into the surface to create the imprinted pattern. Pre-cut sections of DuraTherm are set into these impressions. The specialized heater is used again to bond the material to the asphalt surface.*

## HIGH SKID/SLIP RESISTANT FOR SAFETY

- Anti-skid materials are added at time of manufacturing for a more consistent, controlled application.

## ENHANCED DURABILITY

- Designed specifically for high-traffic crosswalks
- Provides optimum wear in adverse conditions
- Snowplow friendly
- Eliminates the maintenance and safety concerns of loose pavers

## ACCESSIBILITY

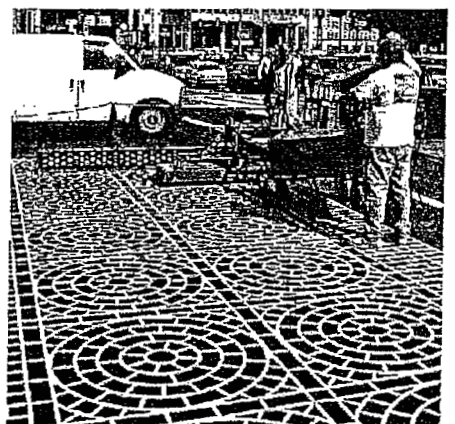
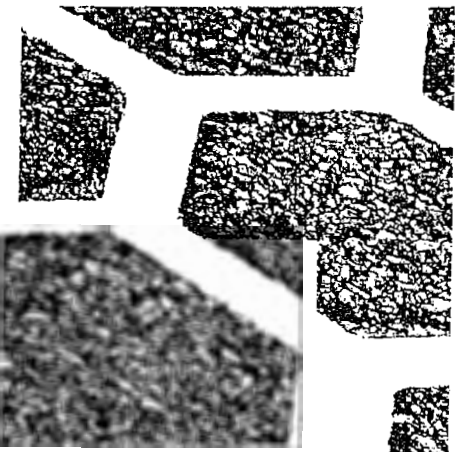
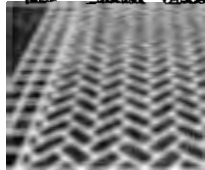
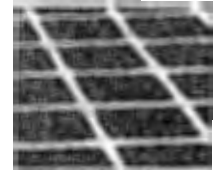
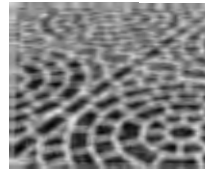
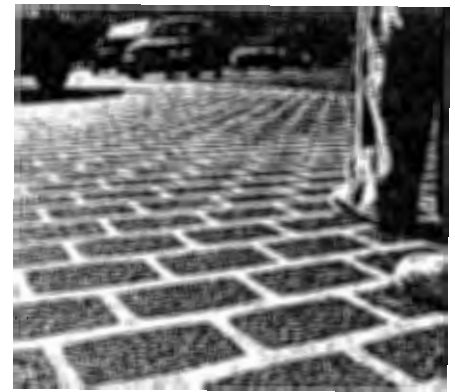
- DuraTherm® is inlaid to be flush with the asphalt. There is no additional vibration or rigid bumpy effect and, therefore, is wheelchair friendly.

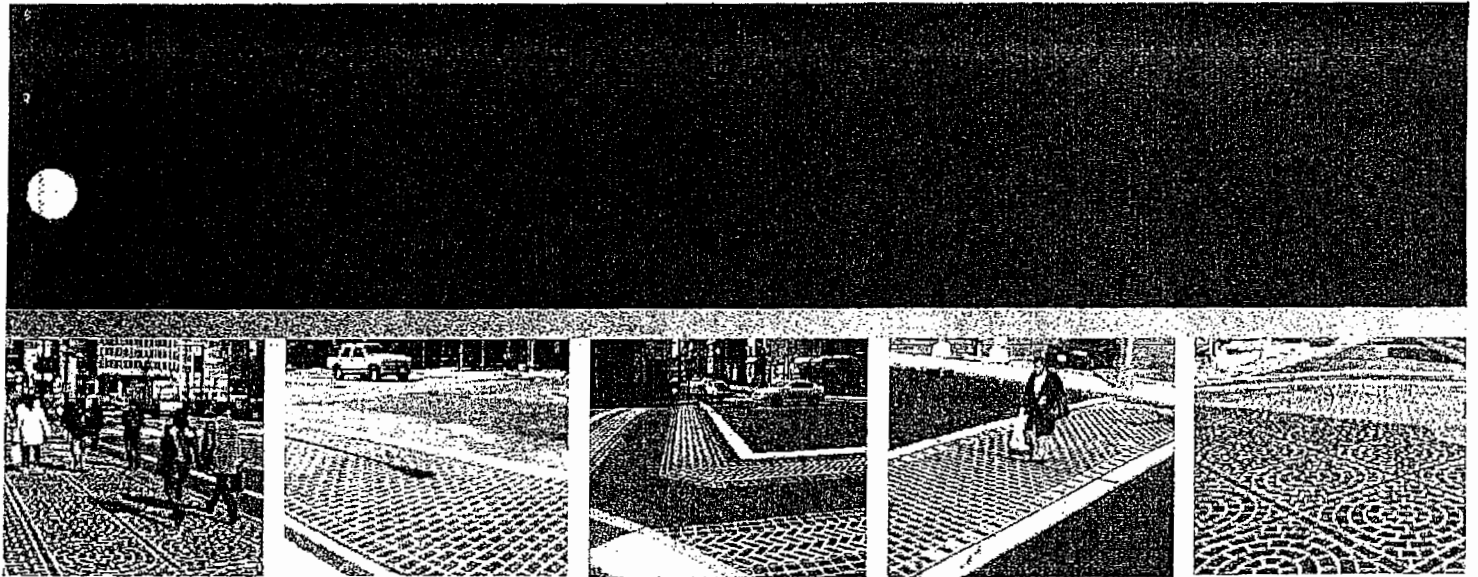
## MAINTENANCE

- Although virtually maintenance free, it is easy to repair sections of material quickly and with minimal traffic disruption. Just remove the damaged section, replace with new material, and heat in place.

## MANUFACTURING CONTROL

- All DuraTherm® preformed thermoplastic materials are made at Flint's manufacturing facility which is ISO 9001:2008 certified for design, development and manufacturing.





Section 3G.01 of the 2009 MUTCD states the following Guidance: "Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines, or that might be mistaken by road users as a traffic control application." According to the MUTCD, the colored pavement portion should be non-retroreflective while the required white crosswalk lines are retroreflective. Flint recommends the use of brick-like colors that are more subdued for crosswalks on public roadways.

# Flint

TRADING INC.®

115 Todd Court

Thomasville, NC 27360

Phone: (336) 475-6600

Fax: (336) 475-7900

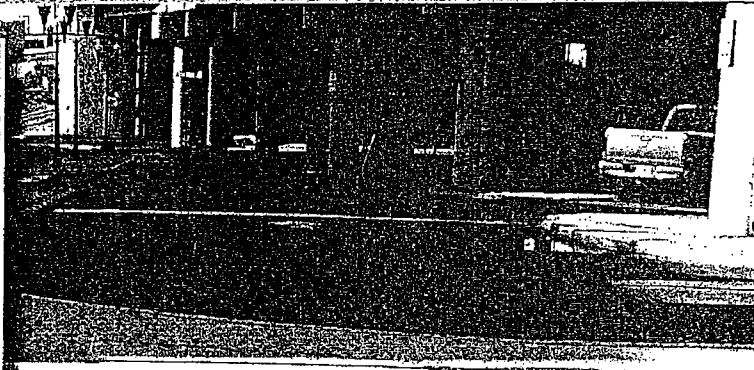
[sales@flinttrading.com](mailto:sales@flinttrading.com)

[www.flinttrading.com](http://www.flinttrading.com)

Streetscape  
Stamped Asphalt  
Surfacing System

*TrafficPatterns*<sup>®</sup> XD  
BY FLINT

DURABLE PRE-TOoled PAVING SYSTEM FOR MAXIMUM



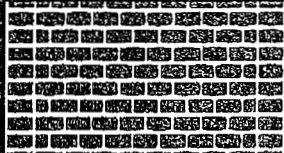
BUILT TOUGH FOR HIGH-TRAFFIC CROSSWALKS



# TrafficPatterns®XD BY FLINT

STREETSCAPE STAMPED ASPHALT SURFACING SYSTEM

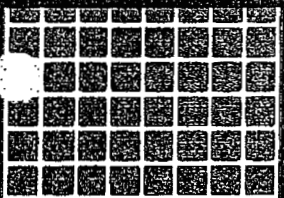
## STANDARD PATTERNS AND COLORS



Offset Brick



Diagonal Herringbone



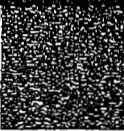
6-inch Tile



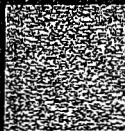
White



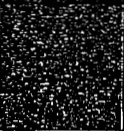
Colonial Brick



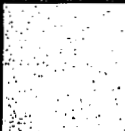
Field Gray



Sonoma Sand



Santa Fe Clay



Yellow

Non-standard and custom colors  
and patterns are available  
requiring a minimum purchase.

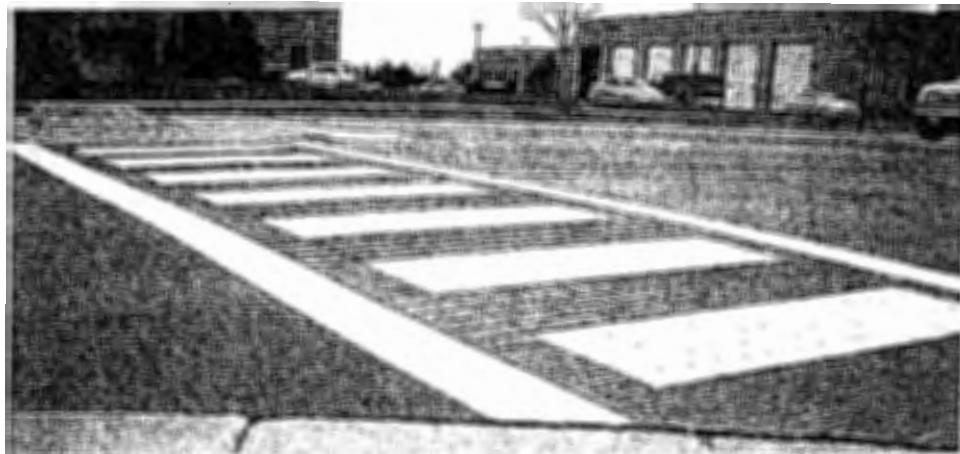
TrafficPatterns® XD is an extremely durable preformed thermoplastic material that incorporates a unique aggregate-reinforced formula with unprecedented wear resistance. Supplied at 180 mil thickness, the 2' x 2' sheets of material are easily positioned, heated, and then stamped into the asphalt using StreetHeat® asphalt reheating technology. Prestamping the asphalt is not necessary.



TrafficPatterns® XD helps to:

- Improve traffic safety especially at intersections and multi-use paths
- Enhance visibility for motorists, cyclists and pedestrians
- Promote and/or revitalize community image and pride
- Channel pedestrians across busy commercial parking areas

Flint Trading trains and monitors a network of Certified Applicators so you can be confident that your design intentions will translate to fully-met expectations on the job site. Flint can help you choose the right applicator for your specific project.

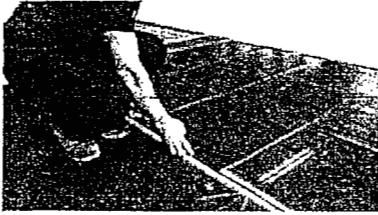


TrafficPatterns®XD, shown above, offers fast and efficient installation, skid and slip resistance, and minimal maintenance compared to stamped concrete and pavers (shown below) which can result in maintenance headaches, pedestrian hazards, slow installation, and lengthy traffic disruptions.



## FAST AND PRODUCTIVE APPLICATION

- Applications are performed by Certified Applicators who are trained for this specific technology. Below are the 5 basic steps:



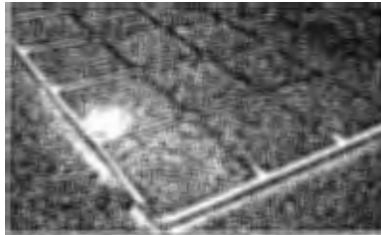
*The sheets of material are positioned on the non-stamped asphalt surface.*



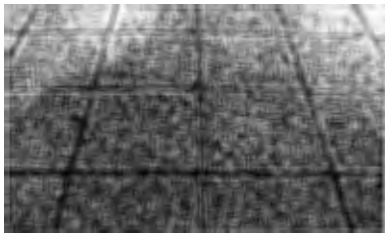
*The material is heated until molten*



*Sand is dispersed liberally across the material surface to embed the anti-skid elements while material sets*



*A 3/8" grid stamps a pattern into the material surface and gently through to the top layer of the asphalt.*



*The finished product is a brick-like high-performance crosswalk built to last and look great; an investment in safety that makes good economic sense.*

## HIGH SKID/SLIP RESISTANT FOR SAFETY

- The dispersement of sand while the material is hot allows the anti-skid properties to embed properly into the material as it sets.

## ENHANCED DURABILITY

- Designed for high-traffic crosswalks and traffic calming surfaces
- Stands up to extreme use and wear

## ACCESSIBILITY

- Although the material is stamped to create the look of bricks, it does not leave a bumpy, rigid feel as with pavers. Rather, the result is a pedestrian and wheelchair-friendly surface.

## MAINTENANCE

- Eliminates the maintenance and safety concerns of loose pavers
- Repairs can be made with minimal traffic disruption.

## MANUFACTURING CONTROL

- All TrafficPatterns® XD preformed thermoplastic materials are made at Flint's manufacturing facility which is ISO 9001:2008 certified for design, development and manufacturing.



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# Project/Proposal

## # 3



**Call for Marine Passenger Fee Fund Proposals**  
Funding Source is the CPET (Commercial Passenger Excise Tax) Funds

**RECEIVED**  
AUG 15 2011  
Clerk's Office  
City & Borough of Sitka

Proposal Title: **The Public Fishing Pier and Hatchery Work float**

Your Name: **Sitka Sound Science Center and Northern Southeast Aquaculture Association**

Address: **834 Lincoln Street**

Email address: **lbusch@sitkasoundsciencecenter.org ; steve.reifenstuhl@gmail.com**

Phone: **907 747 8878**

Cell: **907 738 3004**

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***NOTE - Proposals must enhance at least one of the following: the safety, transportation or efficiency of cruise ship passengers.***

---

**Proposal:**

The Public Fishing Pier and Hatchery Work Float project will enhance safety, transportation and efficiency.

**Summary**

Sitka Sound Science Center (SSSC) and the Northern Southeast Regional Aquaculture (NSRAA) propose construction of a Public Fishing Pier and Hatchery Work Float which will provide a structured opportunity to fish and observe marine life and will greatly enhance safety and pedestrian transportation downtown while also enhancing learning and recreational opportunities. This project will also provide safe access to the saltwater net pens in a unique and efficient way that will help educate visitors on the salmon life-cycle and the salmon industry in our region. This project will dovetail with NSRAA's proposed chinook release program. NSRAA plans to release Chinook smolt in front of the Science Center to distribute chinook beyond Silver Bay. The Chinook smolt release in collaboration with the proposed Public Fishing Pier and Hatchery Work Float will provide a safe location for visitors and community members to harvest salmon.

**The Need:**

Sitka Sound Science Center's (SSSC) downtown location makes it an ideal place for educating visitors about salmon fishing in the region. From the SSSC Lincoln Street site, visitors and residents can view commercial, sport and subsistence fishing in Crescent Bay. The public has the opportunity to learn about hatcheries and the importance of salmon to the local economy and culture. A downtown fishing pier will provide a structured opportunity to fish and observe marine life and will greatly enhance the learning and the recreational experience as well as the safety and pedestrian efficiency of downtown.

Currently, there is no downtown fishing pier or float in downtown Sitka even though this goal has been part of the Parks and Recreation plan for over two decades. Finding a suitable location for a pedestrian pier has been difficult. Meanwhile, children and tourists, in search of a place to fish, often climb over the rip rap rock of the Crescent Harbor breakwater to access the fish returning to the hatchery. This is dangerous and unsafe. Since the early 1980s, Sheldon Jackson Hatchery staff has escorted tourists and children, some with broken limbs, off the breakwater. The rip rap has large and slippery boulders that are uneven, making the trek across the breakwater more of a climb and scramble than a stroll or a walk. The area is not accessible to anyone with mobility issues.



Providing access to the water efficiently for pedestrians – visitors and residents – is one of the primary goals of this NSRAA/SSSC- proposed project and it dovetails with the proposed Seawalk. The Sitka Seawalk is also an efficiency and transportation project. It aims to move people around downtown in an orderly, safe and efficient manner while highlighting the community. The Public Fishing Pier and Hatchery Work Float will integrate well with this project. As people move along the Seawalk, the fishing pier will provide access to the water for people who are transporting themselves by foot, in an

efficient, safe manner. The inclusion of the ramp and netpen float will allow visitors and residents the unique opportunity to see millions of salmon smolt feeding in situ, greatly enhancing their understanding and enjoyment of our local fish.

Currently SSSC holds pink salmon and chum salmon in our saltwater net pens in the spring. Pink, chum and coho salmon adults return to the hatchery each year. The Northern Southeast Regional Aquaculture Association is looking for locations to release Chinook salmon within Sitka Sound. In a Permit Alteration Request (PAR), NSRAA is requesting that the Alaska Department of Fish and Game permit a release of chinook smolt in front of the Sitka Sound Science Center. The hatchery at the Science Center has historically reared and released Chinook salmon at this location and in the past it has been a draw to local fishers. The Science Center has phased out rearing Chinook salmon on its own primarily due to cost. This project would consist of rearing smolt in saltwater net pens for a few weeks prior to the release. This location was selected because the NSRAA board is attempting to distribute chinook beyond Silver Bay. Also Silver Bay can have a high density of jellyfish which interfere with commercial troll harvest. There is no doubt that both the Chinook smolt release and the proposed fishing pier will increase community opportunity for salmon harvest which will benefit resident sport harvesters.

This new chinook release site will create and enhance the opportunity for SSSC to expand local public use, tourism, and the opportunity to illuminate visitors about our fisheries and marine resources. However, at present there is no safe way for the public to access and fish for returning salmon to the Science Center hatchery, except to risk life and limb scrambling on the rip rap. A fishing pier adjacent to the release site provides for a unique and safe recreational opportunity to harvest fish downtown.

Sitka Sound Science Center will work collaboratively on this project with NSRAA. NSRAA will provide the chinook smolt for the project. Sitka Sound Science Center staff will tend the chinook smolt during salt water rearing and imprinting in net pens that will be set up for several weeks in the spring prior to release. The Fishing Pier and Hatchery Work float will allow residents and visitors safe and efficient access to view smolts and harvest returning adult salmon, and will also allow Sitka Sound Science Center staff to more efficiently access SSSC and NSRAA net pens.

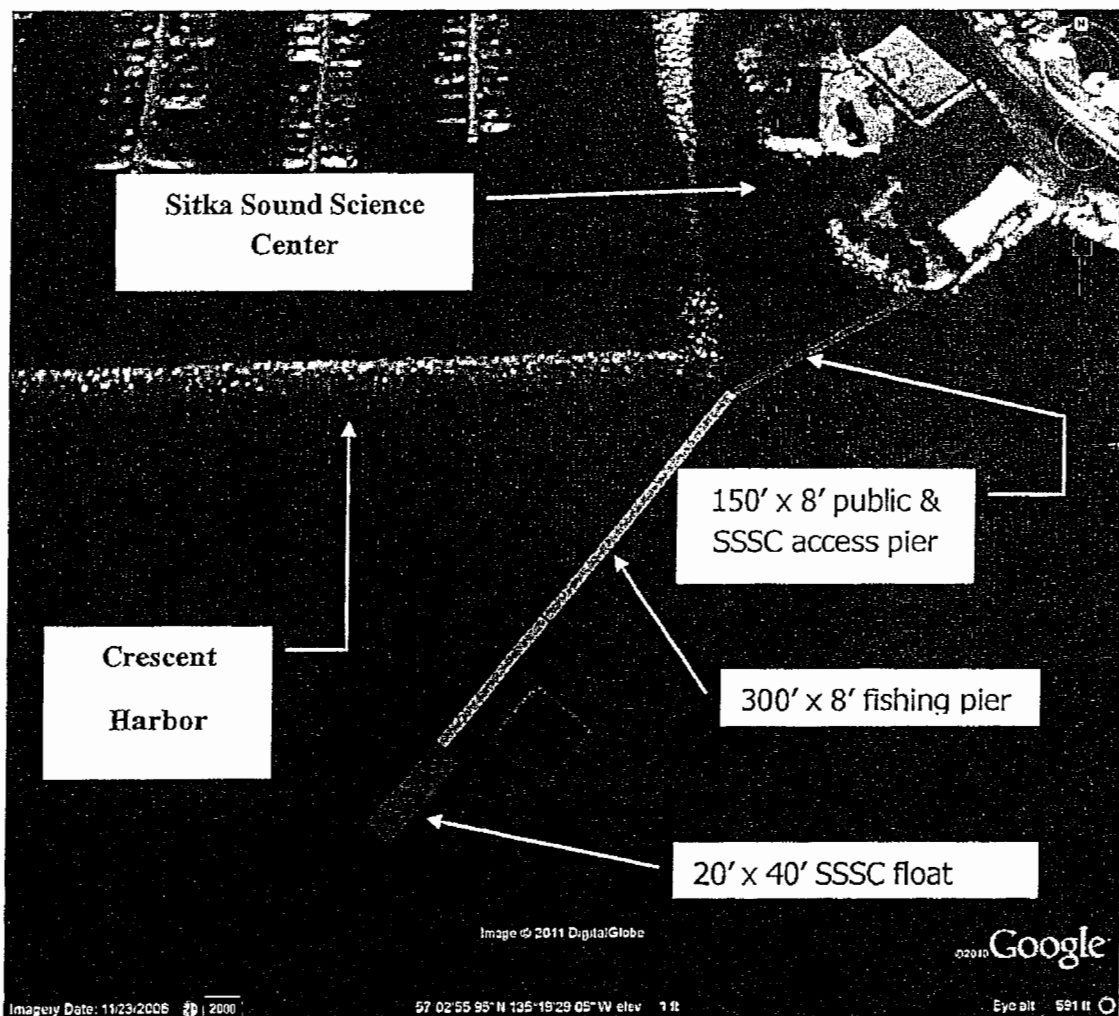
#### *The Project*

Sitka Sound Science Center and NSRAA propose construction of a 150' X 8' pier that leads to the corner of Crescent Breakwater, then turns out toward the existing pilings for 300' ; with a 70-foot aluminum ramp leading to a 20' X 40' float. The project will improve safety and access to the marine environment for visitors and residents. Improving access for non motorized transportation to the water via a safe public pier will decrease liability to the City because there will be fewer people crossing the unsafe Crescent Breakwater. This project, dovetails well with Parks and Recreation plans over the past two decades and will provide new opportunities for visitors. It will also dovetail with the proposed Seawalk. While the pier will begin on SSSC property and cross deeded tidelands owned by SSSC, the facility will also cross some tidelands SSSC currently leases from the City.

Two Phases- This project can be divided into two phases: 1. the Public Pier and 2. The Hatchery Work Float. The Public Pier will be funded through the Passenger Fee Fund. This facility will take off perpendicular to SSSC beachfront directly in front of the round pounds and go 150' out toward Crescent Breakwater; then a 300' pier will extend to the existing pilings (these pilings were remnants from an old fuel transportation system); The Hatchery Work Float(phase 2) will be funded privately. It will be an aluminum ramp and 20 X40 float that will continue out beyond the old pilings from the Pier. This float and ramp will allow more efficient access to the net pens for hatchery functions.

WS Construction estimates \$120/square foot for the pier and float. Mantle Inc. provided estimate for ramp. The old pilings will be removed as part of this project and the Sitka Sound Science Center would be responsible for maintenance and operation of the new facility.

Diagram of proposed facility





### Sitka Public Fishing Pier & SSSC Saltwater Access

Public Fishing Pier (public funding)		
8' wide x 300' long fishing pier	\$	288,000
8' wide x 150' access pier from SSSC & Seawalk	\$	144,000
Engineering	\$	10,800
10% Contingency	\$	43,200
Subtotal	\$	486,000

SSSC saltwater float & ramp (private funding)		
20' wide x 40' long float & pilings	\$	96,000
70' aluminum ramp	\$	35,000
Engineering	\$	3,275
10% Contingency	\$	13,100
Subtotal	\$	147,375



# Project/Proposal

## # 4



**Call for Marine Passenger Fee Fund Proposals**  
Funding Source is the CPET (Commercial Passenger Excise Tax) Funds

**Proposal Title: Old Sitka Dock Improved Passenger Access**

**Your Name: Chris McGraw — Halibut Point Marine Services**

**Address: 4513 Halibut Point Road - Sitka**

**Email address: chris@halibutpointmarine.com**

**Phone: 907-747-4999**

**Cell: 907-738-9011**

**RECEIVED**  
AUG 15 2011  
Clerk's Office  
City & Borough of Sitka

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**NOTE - Proposals must enhance at least one of the following: the safety, transportation or efficiency of cruise ship passengers.**

---

**Proposal:**

The State of Alaska collects a fee from each visitor that visits Sitka. Per Alaska Statute 43.52.200 the City and Borough of Sitka receives \$5 paid by each cruise ship passenger that visits Sitka. Per the state statute the City is required to utilize this money in a ***manner calculated to improve port and harbor facilities and other services to properly provide for vessel or watercraft visits and to enhance the safety and efficiency of interstate and foreign commerce.***

*"For each voyage of a commercial passenger vessel providing overnight accommodations, the commissioner shall identify the first five ports of call in the state and the number of passengers on board the vessel at each port of call. Subject to appropriation by the legislature, the commissioner shall distribute to each port of call \$5 per passenger of the tax revenue collected from the tax levied under AS 43.52.200 - 43.52.295. If the port of call is a city located within a borough not otherwise unified with the borough, the commissioner shall, subject to appropriation by the legislature, distribute \$2.50 per passenger to the city and \$2.50 to the borough. Each port of call receiving funds under this section shall use the funds in a manner calculated to improve port and harbor facilities and other services to properly provide for vessel or watercraft visits and to enhance the safety and efficiency of interstate and foreign commerce."*

Halibut Point Marine Services would like to propose that the City and Borough of Sitka utilize \$3 of the head tax collected to enhance the safety and efficiency and provide for proper transportation services for cruise ship passengers between the Old Sitka Dock and downtown Sitka.

It is proposed that passengers will be transported between the Old Sitka Dock and downtown Sitka in 2 potential ways at no cost to the passengers. Tour Operators, and a Shuttle Bus System.

### ***Tour Operators:***

Many of the larger tour operators have 2 tours per day. It has been proposed that some of the land based and water based tour operators would pick up their first tour groups at the dock in the morning. After the tours completion, the operators would end their tour in downtown Sitka and the passengers would disembark. The second tour of the day would begin from downtown Sitka and passengers would be dropped off at the Old Sitka dock at the end of the tour.

Based on this model, the tour operators would be providing transportation for passengers between the dock to downtown Sitka. Under this proposal the tour operators would receive \$1.50 for each of the morning passengers for picking them up at the dock and dropping them off downtown. They would also receive \$1.50 for each of the afternoon passengers for transporting them from downtown to the dock.

### ***Shuttle Bus:***

A shuttle bus system will be implemented to provide scheduled bus service between the Old Sitka Dock and Downtown Sitka. For large cruise ships it is anticipated that 10 buses would need to be utilized for larger vessels. This would result in a bus departing approximately every 7 minutes.

Per the Statue this system would provide proper services for ship visits and enhance the safety and efficiency of commerce. In addition, this system would encourage the current ships that visit Sitka to utilize the Old Sitka Dock by minimizing their transportation costs associated with getting their passengers off of the ship.

### **Impact of Dock Utilization to the City of Sitka.**

Cruise Ship Passenger Visits have been declining over the past 5 years and 2012 will see nearly half of the passengers as 2008. As a result Sitka's economy has suffered. Local tourism based employment has declined and sales tax revenues have also significantly declined.

Currently there are no plans for Sitka to get additional cruise ship passengers. So, the only way to improve the economic impact of the cruise ship visitors to Sitka is to maximize the impact of the visitors that currently come to Sitka by making it easier for them to access the local merchants, and tour operators.

Currently all cruise ship visitors access Sitka by utilizing tender boats. It can take over an hour for the ship to anchor, set tender boats in the water, and transport the first passengers to town.

Depending on the anchor location, tender boats can take up to an hour to make a round trip hauling passengers from the ship to the tender dock. This along with the inconvenience of having to wait in line on the ship to board the tender, the frequent poor weather in Sitka Sound, and accessibility issues with older passengers, tendering results in fewer visitors getting off the ship.

Currently the first passengers off of the ship are those booked on shore excursions. The travelers that want to explore downtown Sitka and shop have to wait on the ship until all of the shore excursion passengers have been transported to shore on the tender boats. With the utilization of the dock, passengers wanting to shop will not have to wait.

If the ships were to utilize the Old Sitka Dock passengers would meet their shore excursion operator at the dock. Tours would be able to start shortly after the ship arriving. This would have a major effect on many tour operators because limited port time by the ship limits the tour operators on the number of tours that they can offer during a port call. The utilization of a dock would result in tour operators having more time to offer tours which may result in an additional tour during the port call which intern results in more revenue for the operator and more sales tax for the city.

Passengers not on tours would have better access to local merchants if the ships utilized the Old Sitka Dock. A transportation shuttle would be provided from the dock to downtown Sitka. For large ships 10 busses would be provided for transportation. So when the ship arrives 10 busses could be loaded and 500 passengers would be dropped off downtown within 30 minutes of the ships arrival and 1000 passengers could be dropped off within 1 hour.

Many people believe that the head tax funds should be utilized for capital improvements such as the renovation of the Centennial Building to improve facilities for the cruise ship visitors. Many of the local retailers and tour operator's are struggling to maintain their business with the declining cruise ship visitors. If these retailers and tour operators close their businesses, Sitka's visitor numbers will continue to decline because the ships will have nothing for their passengers to do if they come to Sitka. If this happens there will be no more head tax money and the capital improvements made utilizing head tax money will have been wasted.

Sitka needs to focus on maximizing the impact of its current visitors and make Sitka attractive to new ships. By utilizing head tax money to improve access for passengers from the ship to downtown Sitka both local business and the City and Borough of Sitka will benefit.

Following is an estimate of the financial impact utilizing data from the 2011 Cruise Ship Calendar.

1. There are 104 days when cruise ships will be in port. On 18 of the 104 days there will be 2 ships in Sitka on the same day for a total of 122 ship stops in Sitka.
2. The estimate passenger count for the 2011 season is 123,140 people.

#### Current situation

##### *Assumptions:*

1. The CBS Finance Department in the past has estimated that each passenger spends roughly \$85 per person while town.
2. Cruise Line Agencies of Alaska (CLAA) estimates that only 80% of passengers come ashore in lightering ports (less in stormy and rainy conditions)
3. The CBS fee for Lightering Vessels is \$699 per vessel.

#### Revenue calculations

123,140 passengers x 80% = 98,512 passengers

98,512 passengers x \$85/passenger = \$8,373,520 dollars into the community

6% Sales Tax = \$502,411 in sales tax revenue

112 ships calling on Sitka x \$699 = \$78,288 in CBS fees

**Total \$ into Community: \$8,373,520**

**Total \$ to CBS: \$580,699**

#### Old Sitka Dock

In 2011, if all ships during single ship days and the larger of the two ships during two ship days tied to HPM the estimated revenue to the community would be the following:

##### *Additional Assumptions:*

1. The smaller of the two ship days in the Sitka equals 12,212 passengers of the estimated 123,140 total.
2. CLAA estimates that over 90% of passengers come ashore at docking facilities.
3. CLAA estimates that passengers at docking facilities spend 1.5 to 2 times more than lightering passengers.

CBS lightering facility revenue calculations:

12,212 passengers x 80% = 9,770 passengers

9,770 passengers x \$85 = \$830,450 to the community

6% Sales Tax = \$49,827 in sales tax revenue

18 lightering ships x \$699 = \$12,582 in CBS fees

Old Sitka Dock revenue calculations:

110,928 x 90% = 99,835 passengers

99,835 passengers x \$127.50 (\$85 x 1.5) = \$12,728,963 to the community

6% Sales Tax = \$763,738 in sales tax revenue

**Total \$ into community = \$13,559,413 (\$5,185,893 increase)**

**Total \$ to CBS = \$826,147 (\$245,448 increase)**

The above estimates clearly show the financial impact of improving visitor access to Sitka. With the improved access an additional \$5.1 million dollars will be inserted into the community and the City of Sitka will receive an additional \$245,000 in sales tax revenue. This proposal will use head tax money which the City can only spend on cruise ship related projects and services and in return the City is going to gain additional sales tax revenue which can be spent by the City on anything it chooses.

## **Implementation**

The transportation system would be implemented through a Request for Proposal (RFP) Process. The City and Borough of Sitka would issue an RFP for a shuttle bus service provider. Private companies would be able to submit proposals to operate the shuttle service. The city would choose a service provider based on the proposers ability to adequately provide transpiration services for \$3 per passenger based on the total number of passengers on each ship. In addition, the proposer would be required to distribute funds to tour operators that also provide transportation for visitors between the Old Sitka Dock and downtown Sitka.

If ships utilize Old Sitka Dock, the head tax funds utilized for transportation will benefit over 90% of the cruise ship visitors that come to Sitka. Halibut Point Marine Services proposes that the City and Borough of Sitka implement this transportation service for the 2012 and 2013 cruise ship seasons. By offering this service for 2 years the City will be able to measure the economic results of providing better access for visitors and it will show the Cruise Industry that Sitka is working to improve access for the Cruise ship industry and may encourage new ships to call on Sitka.

# THE GREATER SITKA chamber OF COMMERCE

GREATER SITKA CHAMBER OF COMMERCE  
BOARD OF DIRECTORS  
RESOLUTION 2011-05  
IN SUPPORT OF ALLOCATION OF HEAD TAX FUNDS  
FOR TRANSPORTATION TO AND FROM THE OLD SITKA DOCK

**WHEREAS**, the Greater Sitka Chamber of Commerce has a responsibility to proactively encourage the long term interests of Sitka area businesses;

**WHEREAS**, the Greater Sitka Chamber of Commerce believes that long term economic growth in the Sitka area requires increased attention to the needs of the tourism industry;

**WHEREAS**, Cruise Ship Passenger Visits have been declining over the past 5 years and 2012 will see nearly half as many passengers as 2008;

**WHEREAS**, by providing transportation to and from The Old Sitka Dock, ships will dock rather than lightering, thereby increasing revenues to the local economy by an estimated \$5,185,893 and tax revenues to the City and Borough by an estimated \$245,448 during the first year;

**WHEREAS**, by providing transportation to and from The Old Sitka Dock, cruise ships will be encouraged to visit Sitka rather than seeking out other more accessible ports;

**NOW THEREFORE BE IT RESOLVED** that the Greater Sitka Chamber of Commerce does hereby endorse efforts to fund transportation between the Old Sitka Dock and downtown Sitka.

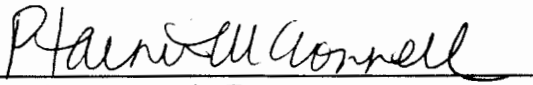
**BE IT FURTHER RESOLVED** that the Greater Sitka Chamber of Commerce does hereby request the Sitka Assembly to also endorse efforts to fund transportation between the Old Sitka Dock and downtown Sitka.

**BE IT FURTHER RESOLVED** that this resolution shall be effective immediately;

**BE IT FURTHER RESOLVED** that the officers and agents of the Greater Sitka Chamber of Commerce be and hereby are authorized to take all action necessary to effect the foregoing resolution.

## CERTIFICATION

I hereby certify that the foregoing resolution was adopted by the Sitka Chamber of Commerce in accordance with its organic documents at a Meeting of the Sitka Chamber of Commerce held on November 15, 2011 and said resolution appears in the record of said Meeting as set forth above. Dated this 15<sup>th</sup> day of November, 2011.

  
Ptarmica McConnell, Treasurer

  
Aaron Wilkinson, Director



# Project/Proposal # 5

Serena Wild &lt;serena@cityofsitka.com&gt; 08/15/11 4:57PM

[Print](#) [Cancel](#)

**From:** Ellen Frankenstein <artchangeinc@gmail.com>  
**To:** serena@cityofsitka.com  
**Received-On:** Today 4:57 PM  
**Subject:** Marine passenger Fund letter/proposal for a mural  
**More...**

RECEIVED  
AUG 15 2011

Clerk's Office  
City & Borough of Sitka

Our World/Our Water-a Mural Project under John O'Connell Bridge  
From: artchangeinc  
[artchangeinc@gmail.com](mailto:artchangeinc@gmail.com)

We have just finished painting the Choose Respect Mural at the University of Alaska Hangar. In the course of a week, over one hundred and fifty Sitkans plus visitors came and helped paint this project. As they helped, they asked, where is the next mural going? Ideas and locations came up, as brushes dipped into 98 containers of shades of colors.

We'd like to propose another mural, under the bridge, on the blank "walls." This is a quickly written letter of inten, since the paint is barely dry on the mural yet to be installed.

We'd like to ask for a chance to expand the proposal too.

The theme would be place, environment, the marine world. This would serve visitors who come here as well as locals. It will share and celebrate our marine world and our relationship to it. The tentative budget (we need to get measurements) for artists, supplies, installation, insurance, administration is \$80,000. Our goal would be to make this a collaborative project, involving the city, the Science Center, Fine Arts Camp, the Arts Council, Whale Fest and other appropriate organizations,. artchange inc is the host, a new non-profit, that sponsored the Respect Mural (see [www.artchangeinc.org](http://www.artchangeinc.org)). We'd seek input on design and concepts, put out an RFP to artists and again involve the community in painting the mural.

Thanks for your consideration and for hopefully giving us an opportunity to expand this proposal.

Ellen Frankenstein

--

Ellen Frankenstein  
Director, artchange inc.  
[www.artchangeinc.org](http://www.artchangeinc.org)  
ph 907.747.3399  
cell 907.738.2174  
fax 907.747.7365  
twitter: eatingalaska