



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Meeting Agenda

City and Borough Assembly

*Mayor Steven Eisenbeisz,
Deputy Mayor Kevin Knox,
Vice Deputy Mayor Kevin Mosher,
Thor Christianson, Crystal Duncan, Rebecca Himschoot,
David Miller*

*Municipal Administrator: John Leach
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Tuesday, May 10, 2022

6:00 PM

Assembly Chambers

REGULAR MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. RECITAL OF LANDS ACKNOWLEDGEMENT

IV. ROLL CALL

V. CORRESPONDENCE/AGENDA CHANGES

[22-076](#) Reminders, Calendars, and General Correspondence

Attachments: [Calendars and Reminders](#)

[May 2022 Public Works Assembly Update](#)

VI. CEREMONIAL MATTERS

[22-069](#) Service Awards - Members of the COVID-19 Emergency Operations Center

Attachments: [EOC Certificates.](#)

VII. SPECIAL REPORTS: Government to Government, Municipal Boards/Commissions/Committees, Municipal Departments, School District, Students and Guests (five minute time limit)

- [22-070](#) Special Report: Tree and Landscape Committee - Chair Deb Miller and Vice Chair Joe D'Arienzo

Attachments: [Tree and Landscape Committee](#)

VIII. PERSONS TO BE HEARD

Public participation on any item off the agenda. All public testimony is not to exceed 3 minutes for any individual, unless the mayor imposes other time constraints at the beginning of the agenda item.

IX. CONSENT AGENDA

All matters under Item IX Consent Agenda are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

- A** [22-066](#) Approve the minutes of the April 7, 12, 19, and 26 Assembly meetings

Attachments: [Consent and Motion](#)
[Minutes](#)

- B** [22-071](#) Approve a liquor license renewal for Alaska Yacht Charters, LLC

Attachments: [Motion and memos](#)
[#4811 Alaska Yacht Charters LLC](#)

- C** [RES 22-13](#) Authorizing a 50/50 matching grant application to the Office of Justice Programs - Bulletproof Vest Partnership

Attachments: [Motion Memo Res 2022-13](#)

X. BOARD, COMMISSION, COMMITTEE APPOINTMENTS

- D** [22-073](#) Appoint Elias Erickson to a three-year term on the Tree and Landscape Committee

Attachments: [Motion Erickson](#)
[Erickson-Tree and Landscape](#)

- E** [22-074](#) Reappoint Wendy Alderson to a three-year term on the Planning Commission

Attachments: [Motion Alderson](#)
[Alderson-Planning](#)

- F** [22-075](#) Reappoint Scott Saline to a three-year term on the Historic Preservation Commission in the category of At-Large

Attachments: [Motion Saline](#)
[Saline-HPC](#)

XI. UNFINISHED BUSINESS:

- G** [ORD 22-09](#) Making supplemental appropriations for fiscal year 2022 (Cross Trail Repair)

Attachments: [Motion](#)
[Memo and Ord 2022-09](#)

XII. NEW BUSINESS:**New Business First Reading**

- H** [ORD 22-13](#) Amending Title 2 “Administration” of the Sitka General Code by repealing and replacing sections of Chapter 2.04 “City and Borough Assembly” to address Assembly and public participation

Attachments: [Motion](#)
[Memo](#)
[Ord 2022-13](#)

- I** [ORD 22-12](#) Amending Title 4 “Revenue and Finance” of the Sitka General Code by adding a new subsection to Chapter 4.09 “Sales Tax” to establish a consumer’s sale tax on marijuana and marijuana products, in place of the existing consumer’s sales tax; and amending Chapter 4.25 “Student Activities Dedicated Travel Fund” such that the tax proceeds will be deposited into and disbursed from that fund for extracurricular student activities; and submitting the question of such amendment to the qualified voters at the regular election on October 4, 2022

Attachments: [Motion](#)
[Memo](#)
[Ord 2022-12](#)

- J** [ORD 22-10](#) Adopting budgets and capital improvement plan for the General Fund, Internal Service Funds, and Special Revenue Funds for the fiscal year July 1, 2022 through June 30, 2023

Attachments: [Motion Ord 2022-10](#)
[FY23 Budget Memo](#)
[Ord 2022-10 General Fund and others](#)
[FY23 Draft Budget](#)

- K** [ORD 22-11](#) Adopting the budget and capital improvement plan for Enterprise Funds for the fiscal year July 1, 2022 through June 30, 2023, amending rates in Title 15 "Public Utilities" of the Sitka General Code and adopting moorage rates and other harbor fees

Attachments: [Motion Ord 2022-11](#)
[FY23 Budget Memo.](#)
[Ord 2022-11 Enterprise Funds](#)

Additional New Business Items

- L** [RES 22-14](#) Supporting the Alaska State Legislature House Bill 149 "an act relating to allowing certain child day care providers to organize for the purpose of collective bargaining; and establishing the Child Day Care Provider Fund"

Attachments: [Motion Memo and Res 2022-14](#)
[HB149-ss-fields](#)
[HB 149 Supporting Document-Chamber of Commerce Report Childcare 2022](#)

- M** [RES 22-11](#) Authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Transportation Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP)

Attachments: [Motion Memo Res 2022-11](#)
[Application Res 2022-11](#)

- N** [RES 22-12](#) Authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Infrastructure Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP)

Attachments: [Motion Memo Res 2022-12](#)
[Application Res 2022-12](#)

- O** [RES 22-15](#) Authorizing the Municipal Administrator to apply for a Maritime Administration, Department of Transportation (DOT) Port Infrastructure Development Program (PIDP) Grant for \$7,842,488 with a 20% match commitment to support the reconstruction of the sheet pile wall and crane at the Marine Service Center (MSC)

Attachments: [Motion Memo Res 2022-15](#)
[2022 PIDP Sitka MSC Narrative with Appendix](#)

XIII. PERSONS TO BE HEARD:

Public participation on any item on or off the agenda. Not to exceed 3 minutes for any individual.

XIV. REPORTS

a. Mayor, b. Administrator, c. Attorney, d. Liaison Representatives, e. Clerk, f. Other

XV. EXECUTIVE SESSION

Not anticipated.

XVI. ADJOURNMENT

Note: Detailed information on these agenda items can be found on the City website at <https://sitka.legistar.com/Calendar.aspx> or by contacting the Municipal Clerk's Office at City Hall, 100 Lincoln Street or 747-1811. A hard copy of the Assembly packet is available at the Sitka Public Library. Regular Assembly meetings are livestreamed through the City's website, aired live on KCAW FM 104.7, and broadcast live on local television channel 11. To receive Assembly agenda notifications, sign up with GovDelivery on the City website.

*Sara Peterson, MMC, Municipal Clerk
Publish: May 6*



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-076 **Version:** 1 **Name:**

Type: Item **Status:** AGENDA READY

File created: 5/5/2022 **In control:** City and Borough Assembly

On agenda: 5/10/2022 **Final action:**

Title: Reminders, Calendars, and General Correspondence

Sponsors:

Indexes:

Code sections:

Attachments: [Calendars and Reminders](#)
[May 2022 Public Works Assembly Update](#)

Date	Ver.	Action By	Action	Result
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REMINDERS

<u>DATE</u>	<u>EVENT</u>	<u>TIME</u>
Tuesday, May 10	Regular Meeting	6:00 PM
Tuesday, May 24	Regular Meeting	6:00 PM



Assembly Calendar

2021 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec 2023

May 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 May	2	3	4	5	6	7
Miller	Miller	6:30pm Climate Action Task Force - Liaison Mosher	6:00pm <u>Library Commission- Liaison Miller</u> 6:00pm <u>School Board - Liaison Himschoot</u> 7:00pm Planning Commission- Liaison Christianson	12:00pm Sitka Bear Task Force		
8	9	10	11	12	13	14
		12:00pm <u>Parks and Recreation Committee- Liaison Knox</u> 6:00pm <u>Regular Assembly Mtg</u>	5:00pm <u>Tree & Landscape - Liaison Himschoot</u> 6:00pm <u>Historic Preservation Commission- Liaison Miller</u> 6:00pm <u>Ports & Harbors- Liaison Knox</u>	12:00pm <u>Local Emergency Planning- Liaison Miller</u>		
15	16	17	18	19	20	21
			12:00pm <u>Health Needs & Human Services - Liaison Duncan</u> 7:00pm Planning Commission - <u>Liaison Christianson</u>			
22	23	24	25	26	27	28
		6:00pm <u>Regular Assembly Mtg</u>	Miller 5:30pm <u>Police and Fire - Liaison Duncan</u>	Miller	Miller	Miller
29	30	31	1 Jun	2	3	4
Miller	Miller	Miller	Miller 6:00pm <u>Library Commission- Liaison Miller</u>	Miller 12:00pm Sitka Bear Task Force	Miller	Miller

June 2022

Sunday		Monday	Tuesday	Wednesday		Thursday	Friday	Saturday
29	<u>May</u>	30	31	1	Jun	2	3	4
Miller		Miller	Miller	Miller 6:00pm <u>Library Commission- Liaison Miller</u> 6:00pm <u>School Board - Liaison Himschoot</u> 7:00pm <u>Planning Commission- Liaison Christianson</u>		Miller	Miller	Miller
5	Miller	Miller	Miller 6:30pm <u>Climate Action Task Force - Liaison Mosher</u>	Miller 5:00pm <u>Tree & Landscape - Liaison Himschoot</u> 6:00pm <u>Historic Preservation Commission- Liaison Miller</u> 6:00pm <u>Ports & Harbors- Liaison Knox</u>		Miller 12:00pm <u>Local Emergency Planning- Liaison Miller</u>	Miller	
12		13	14 12:00pm <u>Parks and Recreation Committee- Liaison Knox</u> 6:00pm <u>Regular Assembly Mtg</u>	15 12:00pm <u>Health Needs & Human Services - Liaison Duncan</u> 7:00pm <u>Planning Commission - Liaison Christianson</u>		16	17	18
19		20	21	22 5:30pm <u>Police and Fire - Liaison Duncan</u>		23	24	25
26		27	28 6:00pm <u>Regular Assembly Mtg</u>	29	30	1	<u>Jul</u>	2

PUBLIC WORKS ASSEMBLY UPDATE
WORK COMPLETED THROUGH APRIL 2022

Sitka Seaplane Base (SPB) (PLANNING & DESIGN PHASES)		
General Completion EA & Design Phase	Schedule Remains on Schedule	Budget Grant Funding Secured for Design
Key Status Updates: <ul style="list-style-type: none"> Total Project is 15% complete. Permitting is 25%, Land Acquisition is 50%, and Planning & Enviro. Assess (EA) is 99% complete. Design, Bidding and Construction are 3% complete. Budget is 20.82% spent. 		
Milestones This Period: <ul style="list-style-type: none"> Project design kick-off Purchase Sale Agreement (PSA) of Upland Parcel under contract with ADEED Preliminary sub-division plat for upland parcel dividing a portion off for the USCG Base. Geotech fieldwork, both marine and upland boring completed. 		
Future Milestones: <ul style="list-style-type: none"> Complete Section 106 Consultation: June 2022 Complete 65% marine design and marine permitting applications: October 2022 Submit Land Acquisition Land Grant Application: July 2022 Design: March 2024 Construction: 2024-2025. 		
Estimated Total Project Cost: \$19.8 million		
Authorized Budget: PHASE 1: <ul style="list-style-type: none"> FAA Airport Improvement Program (AIP) Grant : \$842,629.00 General Fund Working Capital: \$56,176.00 PHASE 2: <ul style="list-style-type: none"> Federal Aviation Administration Airport Improvement Program – Design Grant- \$3,208,066.00 <p style="text-align: right;">Total Project Funding: \$4,106,871.00</p>		
Contracts: <ul style="list-style-type: none"> DOWL – Planning and EA (\$707,079.00) and Design (\$2,280,281): \$2,987,360.00 		
Background <p>The existing SPB is more than 65 years old and at the end of useful life. The Assembly passed an action plan to construct a new facility inside the breakwater on Japonski Island, making this a priority to secure funding and land. Federal funding is anticipated to cover 93.75% of construction costs plus \$150k/year in annual entitlements for long-term major maintenance or expansion.</p>		

For more information and history on this project, visit www.dowl.com/outreach and look for the Sitka SPB Project.

Airport Terminal Improvements (DESIGN PHASE)

General Complicated Contract Delivery Method, Phasing & Funding	Schedule Funding Delays	Budget Additional Funding Sources Required
Key Status Updates: <ul style="list-style-type: none"> • Total project is 12% complete. • 35% design is 94% complete. • Construction is 0% complete. • Permitting is 0% complete. • Current budget is 15.95% spent. 		
Milestones This Period: <ul style="list-style-type: none"> • Selected a Construction Manager At Risk (CMAR) and executed an Agreement. • Completed the 100% design submittal for the TSA Baggage Screening area & equipment. 		
Future Milestones: <ul style="list-style-type: none"> • Complete the 65% Design: July 2022. • Construct Phase 1: 2022/2023. • Identify funding sources to fill predicted shortfalls for improvements beyond the Passenger Facility Charges (PFC) & Bonding and State of Alaska Airport Improvement Project (AIP) Grant, such as fees for airport terminal users, parking, taxi permits, etc. 		
Estimated Total Project Cost: \$18.5 - \$20 million.		
Authorized Budget: <ul style="list-style-type: none"> • Passenger Facility Charge Revenue \$4,025,000 - Bond Secured • TSA Design Grant \$158,569 - Secured • TSA Design Grant Amendment \$86,817 - Secured • TSA Construction Grant Funding \$3,397,500 - Unsecured • AIP Grant AK-DOT Funding Plan FY23 \$7,000,000 - Unsecured 		
Contracts: <ul style="list-style-type: none"> • MCG Architects (design) \$552,243 • MCG Constructors, Inc./Dawson Construction, Inc. – JV (pre-construction phase) \$90,530 		
Background: <p>The Airport Terminal Improvement Project is intended to remedy critical problems identified in the Airport Terminal Master Plan 2008-2011, including conditions in the baggage make-up and TSA baggage screening areas, congested passenger waiting/queuing/screening, etc. CBS accepted a TSA design grant totaling \$245,385.95 to design baggage screening improvements. The Assembly approved moving forward to the 65% Schematic Design Milestone for the preferred concept plan that was presented to the Assembly on August 8, 2017. PFCs were applied for and approved by the State and FAA and collection of PFCs began May 1, 2018. The total anticipated revenue</p>		

collection over a 20-year period is \$6,840,000.00, which will finance the \$4,025,000.00 revenue bond along with its fees and debt service. The State has included the project in the FY23 AIP Funding Plan for \$7 million. The project is one of the CBS 2021 Legislative Priorities - requesting assistance from the State to help fund the project predicted funding shortfall.

Critical Secondary Water Supply (CONSTRUCTION PHASE)

General	Schedule	Budget										
	Major Supply Chain Delays											
Key Status Updates: <ul style="list-style-type: none">Total project is 95% complete.Design is 100% complete.Construction is 90% complete.Permitting is 100% complete.Budget is 75% spent.Delayed availability of critical materials will shift substantial completion date to fall 2022. The team is working on options to mitigate the delays by rearranging the commissioning and start up activities.												
Milestones This Period: <ul style="list-style-type: none">Membrane Plant structurally complete.Secondary raw water intake structures installed.Began commissioning coordination meetings.All major water tie-ins completed.												
Future Milestones: <ul style="list-style-type: none">Complete site grading, May 2022.Complete filtration equipment, electrical, mechanical and process piping installation, June 2022.Commissioning and start-up, Summer-Fall 2022.Substantial construction completion, October 10, 2022.												
Estimated Total Project Cost: \$18,000,000												
Authorized Budget: <table><tr><td>Working Capital</td><td>\$530,000</td></tr><tr><td>Alaska Clean Water Fund loan</td><td>\$17,620,000</td></tr><tr><td>Alaska Clean Water Fund loan</td><td><u>\$400,000</u></td></tr><tr><td>Total Available Project Funding</td><td>\$18,550,000</td></tr></table>			Working Capital	\$530,000	Alaska Clean Water Fund loan	\$17,620,000	Alaska Clean Water Fund loan	<u>\$400,000</u>	Total Available Project Funding	\$18,550,000		
Working Capital	\$530,000											
Alaska Clean Water Fund loan	\$17,620,000											
Alaska Clean Water Fund loan	<u>\$400,000</u>											
Total Available Project Funding	\$18,550,000											
Contracts: <table><tr><td>PTS, Inc. (project management)</td><td>\$190,000</td></tr><tr><td>CRW Engineering Group (design and construction mgmt)</td><td>\$1,769,046</td></tr><tr><td>Jacobs (design review, design management)</td><td>\$87,000</td></tr><tr><td>Pall Water (supply filtration equipment)</td><td>\$2,341,355</td></tr><tr><td>McGraw/Dawson JV (construction)</td><td>\$11,879,378</td></tr></table>			PTS, Inc. (project management)	\$190,000	CRW Engineering Group (design and construction mgmt)	\$1,769,046	Jacobs (design review, design management)	\$87,000	Pall Water (supply filtration equipment)	\$2,341,355	McGraw/Dawson JV (construction)	\$11,879,378
PTS, Inc. (project management)	\$190,000											
CRW Engineering Group (design and construction mgmt)	\$1,769,046											
Jacobs (design review, design management)	\$87,000											
Pall Water (supply filtration equipment)	\$2,341,355											
McGraw/Dawson JV (construction)	\$11,879,378											

Background:

The project will provide a secondary water source, for use when the primary water source – Blue Lake penstock – is unavailable. A new membrane filtration plant will also be constructed as Blue Lake water may also require filtration – not just the UV treatment currently available– if turbidity levels exceed regulatory thresholds. Blue Lake water will not be available when the Electric Department inspects and maintains the penstock providing water from the dam to the power plant.

For more information and history on this project, visit the City website at:

www.cityofsitka.com > Public Works Department > Public Works Projects > Critical Secondary Water Supply

or go directly to: <https://www.cityofsitka.com/government/departments/publicworks/projects.html>
www.cityofsitka.com > Public Works Department > Public Works Projects > Critical Secondary Water Supply

or go directly to: <https://www.cityofsitka.com/government/departments/publicworks/projects.html>

Sitka Sea Walk Phase 2 (DESIGN PHASE)

General	Schedule	Budget Budget Is Tight
Key Status Updates: <ul style="list-style-type: none"> • Total project is 11% complete. • Design is 20% complete. • Scoping report 100% complete. • Construction is 3% complete. • Permitting is 0% complete. • CBS Budget (match funding) is 10% spent. • Total Project Budget is 3% spent. 		
Milestones This Period: <ul style="list-style-type: none"> • DOT&PF awarded the design to PND Engineers, Inc. 		
Future Milestones: <ul style="list-style-type: none"> • Environmental Document, October 2021-July 2022. • Design phase, March 2022-September 2022. • Construction, Summer 2023. 		
Estimated Total Project Cost: \$2,500,000		
Authorized Budget: <ul style="list-style-type: none"> • CBS Budget- General Funds and/or Commercial Passenger Excise Tax (CPET) funds for federal match \$153,058 • Project Budget- Grants from WFL \$2,487,388 • Project Budget- ADOT&PF match for Grant funding <u>\$58,695</u> Total Available Project Funding \$2,699,141		
Contracts: <ul style="list-style-type: none"> • PTS, Inc. (project management) \$50,000 		

Background:

The project includes extending the Sitka Sea Walk from the Sitka Public Library toward (and under) O’Connell Bridge and terminating at the West end of Lincoln Street at its intersection with Harbor Way. Phase 2 of the Sea Walk, an 8-foot-wide handicap accessible multi-use path, will continue the same theme as the first phase of the Sea Walk that extends from Harrigan Centennial Hall East through Crescent Harbor Park toward Sitka National Historical Park. Per the Scoping Report completed in 2020, construction of only a portion of the remaining Sea Walk alignment is expected to fit within the available budget. This portion of the Sea Walk will travel along the outside embankment of O’Connell Bridge and will connect to existing pedestrian facilities on either end.

The project is being delivered (managed) by ADOT and WFL in coordination with CBS. Development of the environmental document to begin in 2021, design will follow through 2022, and construction is expected to begin in 2023. Multiple rounds of public involvement are anticipated throughout the design process.

Wachusett Street Fish Passage Culvert Improvements (DESIGN PHASE)

General	Schedule	Budget
		Actively pursuing grant opportunities to supplement General Funds in order to limit requesting additional funds
Key Status Updates: <ul style="list-style-type: none"> • Total project is 15% complete. • Design is 95% complete. • Construction is 0% complete. • Permitting is 0% complete. • Budget is 5% spent. • Project team is actively seeking additional funding sources to supplement existing General Funds. If additional funding is not acquired, construction may be delayed until the summer of 2024. 		
Milestones This Period: <ul style="list-style-type: none"> • Remaining funds from Peterson Street project transferred. • Applied to US Fish and Wildlife (USFWS) Southeast Alaska Fish Habitat Partnership (SEAKFHP) grant. • DOWL submitted 95% design documents. 		
Future Milestones: <ul style="list-style-type: none"> • Receive Assembly approval to apply for two additional grants at the April 12th meeting. • Schedule coordination meetings with stakeholders (electrical department, utilities, emergency responders)- May 2022 • Begin permitting process- Fall 2022. • Complete design, Fall 2022. • Bid for construction Winter 2022-2023 • Complete construction summer 2023 or 2024, depending on funding. 		

Estimated Total Project Cost: \$1,600,000	
Authorized Budget:	
<ul style="list-style-type: none"> General Fund Working Capital 	\$303,000
Anticipated Grant Funding (not procured at this time and not guaranteed)	
<ul style="list-style-type: none"> USFWS SEAKFHP 	\$50,000
<ul style="list-style-type: none"> USFWS Bipartisan Infrastructure Legislation (BIL) construction grant 	\$1,025,000
<ul style="list-style-type: none"> USFWS National Fish Passage Program (NFPP) construction grant 	\$100,000
<ul style="list-style-type: none"> Alaska Sustainable Salmon Fund (AKSSF) grant 	<u>\$125,000</u>
Total Available Project Funding	\$1,603,000
<ul style="list-style-type: none"> If any of the prospective grants are not awarded, if the full requested grant amount is not awarded, or if scope modifications needed during final design and construction occur, additional General Funds may be required to complete the project 	
Contracts:	
<ul style="list-style-type: none"> DOWL (design) 	\$38,360
<ul style="list-style-type: none"> PTS, Inc. (project management) 	\$40,000
Background:	
<p>The project includes replacement of two existing 48" CMP culverts carrying Peterson Creek under Wachusett Street and to replace them with a stream simulation design structure to restore fish passage and natural channel function. The project is the sister project to Peterson Storm Sewer Rehabilitation project that was completed last year. Completing the replacement of the Wachusett culvert will open a total of 1.2 km of stream habitat for coho and pink salmon, and Dolly Varden char and decrease City and Borough of Sitka (CBS) maintenance efforts associated with the existing failing culvert.</p> <p>Similar to its sister project on Peterson Street, this project has the support from and partnership with the US Fish and Wildlife Service (USFWS).</p>	

Brady Lift Station Rehabilitation (CONSTRUCTION PHASE)		
General	Schedule	Budget
	Project Completed Behind Schedule, But Successfully	Project Came In Under Budget
Key Status Updates:		
<ul style="list-style-type: none"> Total project is 99.9% complete. Design is 100% complete. Construction is 99% complete. Permitting is 100% complete. Budget is 84% spent. 		
Milestones This Period:		
<ul style="list-style-type: none"> Substantial completion achieved. List station commissioned 3/16/2022. 		
Future Milestones:		

<ul style="list-style-type: none"> • Complete surface restoration, May 1, 2022. • Complete close out documentation, May 2022. 	
Estimated Total Project Cost: \$1,100,000	
Authorized Budget: <ul style="list-style-type: none"> • Alaska Clean Water Fund (ACWF) loan \$217,400 • Wastewater Fund Working Capital \$828,759 • Funds from Channel/Eagle Way <u>\$36,679</u> Total Available Project Funding \$1,082,838 <ul style="list-style-type: none"> • Leak repairs and coordination to be paid from separate funding source (project # 90936). 	
Contracts: <ul style="list-style-type: none"> • DOWL (Brady portion of bigger design project) \$150,218 • DXPE (Brady portion of pump supply contract) \$53,730 • Boreal Control (Brady portion of control equipment supply contract) \$78,192 • PTS, Inc. (project management) \$43,000 • K&E Alaska (construction) \$722,255 	
Background: Brady Lift Station is responsible for pumping all sewage generated north of Brady Street to the Wastewater Treatment Plant. A plug valve in the lift station has failed, making it impossible to isolate one of the three pumps for maintenance. Equipment is outdated and requires excessive maintenance. Project will rehabilitate lift station, re-using existing infrastructure to the extent feasible. Work is scheduled to minimize impacts to True Value and adjacent properties.	

<u>Knutson Drive Emergency Road Reconstruction (DESIGN PHASE)</u>		
General See Schedule And Budget Notes	Schedule Completion of construction as soon as possible is a high priority due to risk of further slope failure	Budget Budget is tight based on bid received and preliminary estimates
Key Status Updates: <ul style="list-style-type: none"> • Total project is 18% complete. • Design is 95% complete. • Construction is 0% complete. • Permitting is 0% complete. • Budget is 13% spent. 		
Milestones This Period: <ul style="list-style-type: none"> • 95% design documents submitted. 		
Future Milestones: <ul style="list-style-type: none"> • Negotiate construction contract and begin Phase II- Construction, May-June 2022. • Construction, June 2022-September 2022. 		

<ul style="list-style-type: none"> Substantial completion September 2022. 	
Estimated Total Project Cost: \$1,000,000	
Authorized Budget: <ul style="list-style-type: none"> General Fund Working Capital \$1,000,000 	
Contracts: <ul style="list-style-type: none"> DOWL (design) \$48,070 PTS, Inc. (project management) \$80,000 Marble Island, LLC (design-build, Phase 1) \$78,177 	
Background: <p>The project was developed to study embankment stabilization and road repairs necessary due to the gradual subsidence of the slope on the downhill side of Knutson Drive in two locations. The slope failures have required the closure of 1 lane of Knutson Drive in two locations. CBS previously contracted with DOWL to perform geotechnical explorations and a report analyzing the Knutson Drive embankment, as well as conceptual slope stabilization designs. A design build contract has since been awarded to Marble Island, LLC to facilitate final design and construction in 2022. Only Phase 1, design, has been authorized for Marble at this time. Phase 2, construction, will be authorized based on final design and associated construction cost estimate received from Marble. Additional funding may be needed, pending final design and cost estimate.</p>	

<u>Crescent Harbor High Load Dock and Net Shed (DESIGN PHASE)</u>		
General	Schedule Schedule Delayed Due to Lack of Bids	Budget Additional Funding Requested
Key Status Updates: <ul style="list-style-type: none"> Total project is 15% complete. Design phase is 15% complete. Construction is 0% complete. Permitting is 0% complete. Budget 16% spent. 		
Milestones This Period: <ul style="list-style-type: none"> Bid project with no responses. Revise Design Build Request for Proposal to include all critical repairs as base bid. Request additional funding. 		
Future Milestones: <ul style="list-style-type: none"> Acquire additional funding, July 1, 2022. Advertise D/B RFP July 2022. Proposals Due August 2022. Notice to proceed to contractor, September 2022. Construction, Late Fall/Early Winter 2022/2023. Substantial completion, Spring 2023. 		

Estimated Total Project Cost: \$1,212,000	
Authorized Budget:	
<ul style="list-style-type: none"> Harbor Fund Working Capital 	\$450,000
Contracts:	
<ul style="list-style-type: none"> Jacobs (design) 	\$16,100
<ul style="list-style-type: none"> PTS, Inc. (project management) 	\$70,500
Background:	
<p>This project was developed to assess the condition of the Crescent Harbor High Load Dock and Net Shed. Jacobs Engineering performed a site visit to assess both above water and below water conditions in 2019. Jacobs prepared a report in 2020 which found that several elements of the facility need repairs/maintenance to extend the life of the dock to its design life of 2037. Most notably, 4 piles were severely deteriorated, resulting in closure of a portion of the dock by CBS. Jacobs provided additional design and analysis for more cost effective structural and preventative pile repairs. The analysis also prioritized other repairs needed to extend the life of the facility as a whole. A design build solicitation will be advertised this summer to include all critical repairs, including those recommended repairs in the 2019 condition assessment and will include 3 additive alternates – 1) electrical repairs, 2) ladder repairs, 3) condition assessment.</p>	

<u>City Hall HVAC (DESIGN PHASE)</u>		
General	Schedule	Budget Additional Funding Requested For Construction
Key Status Updates: <ul style="list-style-type: none"> • Total project is 15% complete. • Design is 100% complete. • Construction is 0% complete. • Permitting is 0% complete. • Budget is 14% spent. 		
Milestones This Period: <ul style="list-style-type: none"> • Held 95% design review meeting 1/27/22. • Requested additional funding. • Bid document preparation underway. 		
Future Milestones: <ul style="list-style-type: none"> • Finalize funding- July 1, 2022. • Bid project, June 2022, pending funding. • Construction, Summer-Fall 2022. 		
Estimated Total Project Cost: \$800,000		
Authorized Budget: <ul style="list-style-type: none"> • Working Capital 		\$500,000
Contracts: <ul style="list-style-type: none"> • PTS, Inc. (project management and design) 		\$122,000
Background: The existing HVAC system controls at City Hall are out of date an inconsistent with city-wide systems. This project will retrofit the existing HVAC system controls in City Hall. Phase 1 entailed traveling to Sitka to digitally scan the building for use in preparing measured drawings by which a retrofit design can be prepared. Phase 2, underway now, will include design, bidding, and construction of retrofits. Additional funding is needed for construction based on revised construction cost estimate.		

Transfer Station Compactor Procurement and Upgrades (PLANNING PHASE)		
General	Schedule Grant Delays	Budget
Key Status Updates: <ul style="list-style-type: none"> • Total project is 10% complete. • Design is 0% complete. • Construction is 0% complete. • Permitting is 0% complete. • Budget is 1% spent. 		
Milestones This Period: <ul style="list-style-type: none"> • Draft grant applications submitted 3/18/2022. • Began acquisition process for compactor unit with SSI out of Oregon. 		
Future Milestones: <ul style="list-style-type: none"> • Finalize grant application and apply for grant, May 2022. • Complete purchase agreement for compactor, May 2022. • Complete transfer station retrofit design, Fall 2022. • Bid construction package, Fall 2022. • Receive compactor unit from manufacturer, Winter 2022 • Construction, Spring 2023. • Substantial Completion, Summer 2023. 		
Estimated Total Project Cost: \$3,000,000		
Authorized Budget: <ul style="list-style-type: none"> • Working Capital \$3,000,000 		
Contracts: <ul style="list-style-type: none"> • PTS, Inc. (design and PM task order authorization pending) \$259,000 		
Background: <p>Sitka has agreements in place with Alaska Marine Lines and Republic Services to transport and dispose of Sitka's residential solid waste in Washington State. Requirements associated with the transportation of Sitka's solid waste to Washington State have changed to include the need to utilize sealed containers and provide additional compaction of waste being shipped from the Sitka Transfer Station. This project will evaluate the addition of a compactor at the Jarvis Street Transfer Station to assist with the packing and shipping of solid waste out of Sitka. The CBS Public Works Department is working with consultants PTS, Inc and Herrera Environmental Consultants (HEC), to research and arrange the acquisition of a compactor unit and retrofits needed at the transfer station. Phase 1 entails evaluation of compactor alternatives in a technical memorandum and assisting in procurement and delivery of the selected compactor. Phase 2 entails the design and coordination of necessary retrofits at the transfer station as well as a memo assessing long term solid waste planning alternatives. Phases will run concurrently.</p> <p>CBS is pursuing grant funding to assist with project expenses.</p>		

Sitka Cross Trail Phase 6 (CONSTRUCTION PHASE)		
General	Schedule	Budget
High Profile Community Project	Delayed Due to River Crossings, Weather Impacts Winter 2021/22	Budget is short, seeking additional funding for Cruise Ship connector trail
Key Status Updates: <ul style="list-style-type: none"> Total project is 81% complete. Design is 100% complete. Permitting is 100% complete. Construction of trail tread is 89% complete. Budget is 89% spent. 		
Milestones This Period: <ul style="list-style-type: none"> 330 lineal feet of trail constructed since last report. No Name Bridge installation, 0.3 miles of Sitka Sound Dock (SSD) connector trail and finishing course of D-1 gravel remain to complete. The final section down to the No Name Bridge from the south side had extremely challenging conditions including a significant cut. It took four months, \$288,000 to complete 534 feet. 330 of Cruise Ship connector constructed. Abutments complete for No Name Bridge. Wayfinding signage in final design. STW was awarded \$75,000 for Cruise Ship Connector by private corporation. 		
Future Milestones: <ul style="list-style-type: none"> Installation of No Name Creek Bridge, 2022. Substantial Completion of mainline by Summer 2022. Additional funding for Cruise Ship connector secured. 		
Estimated Total Budget Cost: \$2,597,869		
Authorized Budget: <ul style="list-style-type: none"> Federal Lands Access Grant from Western Fed. Lands \$2,382,698 City General Fund and Passenger Tax Funds -match \$72,575 CARES Community Conservation Corps revegetation - match \$22,575 Sitka Trail Works contribution- match <u>\$142,596</u> Total Available Project Funding <u>\$2,620,444</u> 		
Contracts: <ul style="list-style-type: none"> Sitka Trail Works, Inc. \$2,260,644 		
Background: <p>The project is being constructed by Sitka Trail Works, who has managed the development of the project from start to finish. The project includes extending the Sitka Cross Trail from Harbor Mountain Road north to the Starrigavan Boat Launch overflow parking lot, adjacent to the USFS Forest & Muskeg trailhead. The project also includes a connector trail and small parking lot for users to access the Cross Trail from the Old Sitka cruise ship dock. The total length of new trail to be constructed is 14,000 feet (2.6 miles), increasing the total length of the Sitka Cross Trail system to over 8 miles, including multiple access points throughout.</p>		

Environmental Division

The Critical Secondary Water Treatment Plant is in the final stages of construction. Covid-related equipment delays have impacted start-up which is currently scheduled to commence in August.



A leak was discovered on a sewer force main near on the SEARHC campus. Crews were able to isolate the leak and make the repair.



Water and wastewater staff completed their annual laboratory proficiency testing. This testing is required to maintain our Alaska State Laboratory Certification. Results were all within acceptable levels.

Construction on the Brady Lift Station project is complete. This was a challenging project primarily due to its location on the shoreline in the True Value parking lot as well as the sewer bypass that was needed to perform the work. Construction often had to occur around the tides which often meant early mornings or late evenings. We are very pleased with the outcome.



Central Garage

- Senior Center vans trouble shoot found blown head gasket, repaired defective purge valve, replaced radiator hose, DIAGNOSE OVERHEATING VAN.
- Repair locks Ford pick ups
- Mount new plow four-wheeler Unit 344
- Unit 483 installed winter tires
- Unit 384 jumped dead truck replaced alternator
- Repaired controls unit 307 crane truck
- Changed leaking pressure gage unit 307 crane truck
- Unit 405 replaced driver's mirror
- Unit 467 Freightliner Bucket Truck serviced replaced filters.
- Unit 456 rewired plow harness
- Unit 487 ambulance replaced thermostat
- Unit 437 replaced steering shaft
- Harbors oil collection tank replaced 3" valve
- Unit 502 operator complaint of engine knocking added oil discovered bad turbo
- 272 966 loader fuel issue
- Unit 361 case loader replaced lights
- Unit 469 replaced worn plow blade
- Unit 413 replaced battery box
- Unit 379 replaced hydraulic hose replaced slack adjusters
- Unit 404 replaced glad hands
- Repaired gate at Granite Creek
- Repaired sand truck door (Sunday call in)
- Unit 379 replaced hydraulic cylinder
- Assisted Wastewater on Thomson Harbor generator repairs
- 443 Turbo issues recalibrated engine
- Changed from winter tires to summer tires on approx. 15 units

Streets:

- Snow removal and ice removal
- Bio solids
- Potholes
- Vehicle maintenance
- Water main break Lakeside HPR
- Water main break Lake Street
- Water main break GPIP
- Patch HPR water main break
- Push back snow for drainage
- Hauled snow
- Replaced manhole lid Price and Burkhart
- Moved snow High School
- Moved equipment - Tsunami Warning
- Repaired sewer line A&B Harbor bathroom
- Repaired wind damaged road signs
- Grade gravel roads
- Checked drains during rain event
- Store De-Ice chemical

- Open drains
- Ditching
- Open road for test drilling SMC
- Rec glass
- Assisted Harbors with sunk boat
- Repaired manhole covers on De Armond and Osprey St.
- Camel Vaults for Electric Department
- Remove asphalt from section of Price St.
- Haul material from overburden pile haul D-1 back
- Repair culvert Viskari St.
- Work on temp sign Katlian
- Camel drains
- Demolish boats landfill
- Install new catch basin DeArmond
- Grade Moller track
- Started street sweeping
- Work on bus stop GPIIP
- Switch sand truck to water truck
- Repaired sewer force main Tongass Ave
- Water dusty roads

Solid Waste:

- Bury solid waste from wastewater treatment
- Operate scrap yard
- Issue request for quotation – weigh station building
- Issue request for proposal – expand biosolid pit

Building Maintenance:

- Monthly/quarterly preventative maintenance work orders
- FY23 Budget planning with building occupants
- Reports for insurance
- City/State – Provide support for State Electrical Work in IT closet for temporary air-conditioning unit due to overheating of State IT network.
- Building System Contract for HVAC Controls
- Custodial monthly tours with contractors
- City Hall, misc. office setups and furniture moves due to staff changes
- City Hall restrooms tile stripped and resealed
- Library bookshelf relocation
- Library floor cleaning/refinished along with high areas.
- Building Recycling Station set up at Public Service Center, City Hall, and Library.
- Senior Center Ameri Corp volunteer painting project.
- Senior Center VCT floor damage by occupants' equipment leaks – repaired.
- Tsunami event CBS PW Activation - January 2022

Grounds Maintenance:

- Seasonal work orders and preventative maintenance
- FY23 budget
- Birds and Benches MOU/A

- Tsunami event CBS PW Activation - January 2022
- Cross Trail, Indian River small bridge replaced.
- Whale Park, railing replace due to winter damage
- Whale Park Board Walk repairs due to winter damage
- Cross Trail culvert Installed due to washout.
- Whale Park restroom vandalism
- Crescent Harbor restroom vandalism
- Herring Cove vandalism - graffiti
- Kimsham Complex vandalism – graffiti
- Communities' playground drum set vandalism
- Moller Field game light out – need to investigate and coordinate with Electric Dept for necessary repair.
- Trees & Landscape volunteer work, Harrigan/Library campus, and bed work
- Volunteer CBS trash pick and cleanups, SHS Track Team, Sitka litter free over 5,000 pounds.



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-069 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Service Awards - Members of the COVID-19 Emergency Operations Center

Sponsors:

Indexes:

Code sections:

Attachments: [EOC Certificates.](#)

Date	Ver.	Action By	Action	Result
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Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Amy Ainslie


for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.




Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk

Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Maegan Bosak

for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk

Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Maegan Bosak


for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk

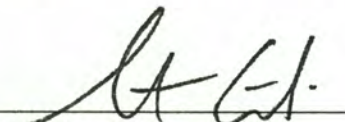
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

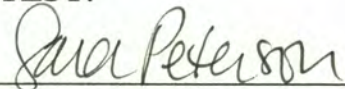
Dr. Elliot Bruhl

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



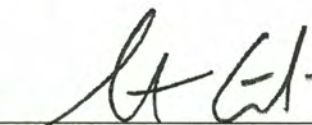
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


Thor Christianson

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk




Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

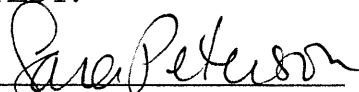
Anne Davis

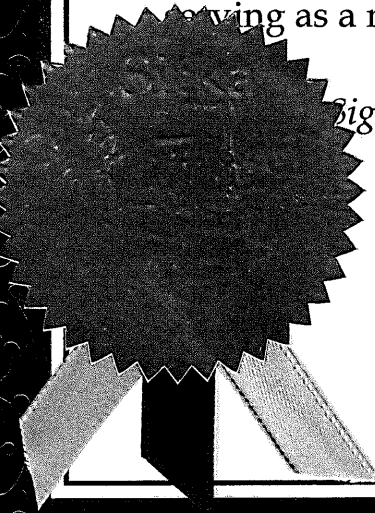
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



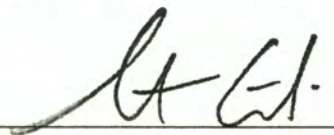
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

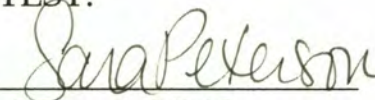
Denise Ewing

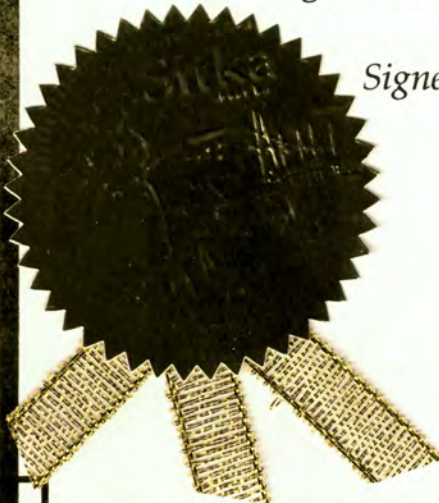
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Lisa Gassman

for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk


Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Melissa Haley

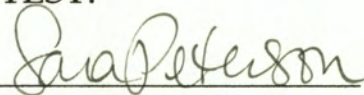
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk




Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

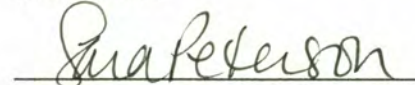
Frank Hauser

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk




Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


Melissa Henshaw

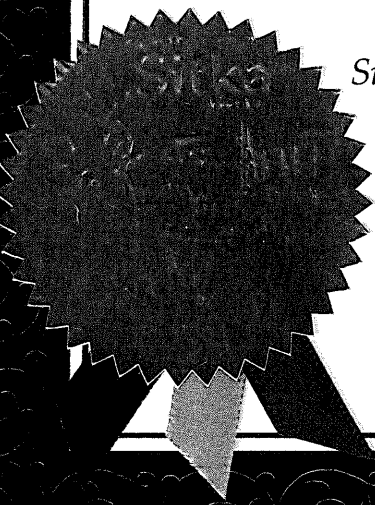
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


John Holst

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

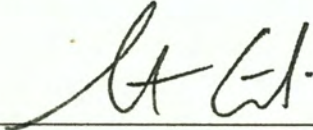
The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Jessica Ieremia

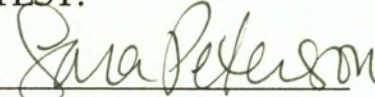
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.




Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk

Service Award

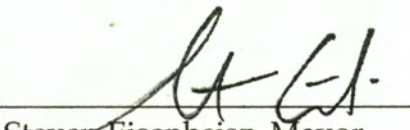
The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Rob Janik

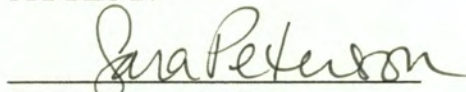
for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.




Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk

Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


David Johnson

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


John Leach

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Dave Miller

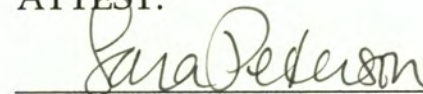
for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk

Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Sara Peterson

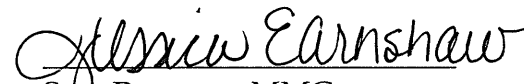
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.

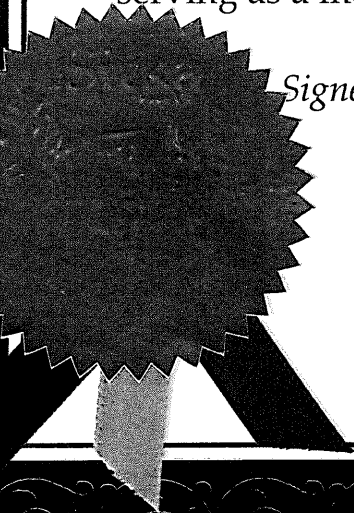


Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk



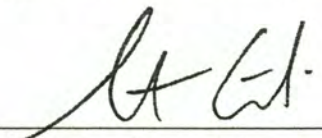
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


Grace Roller

for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk




Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Rachel Roy

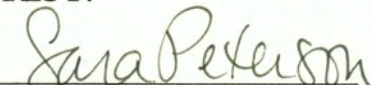
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Shoshauna Schmidt


for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk



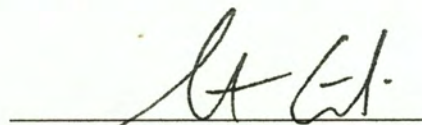
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

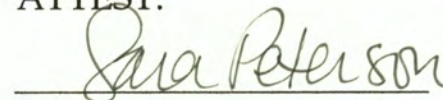
Jay Sweeney

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk




Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


Travis Miller

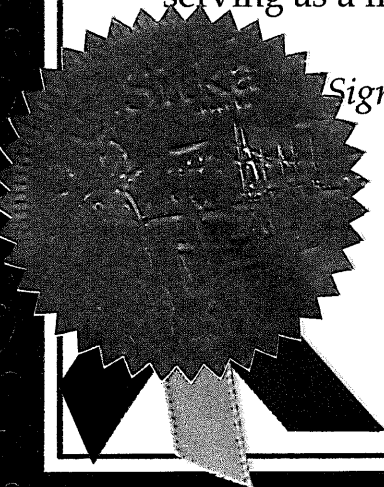
for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



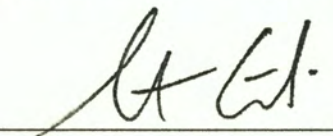
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

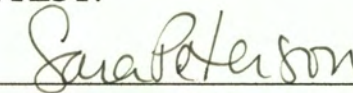
Irish White

for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

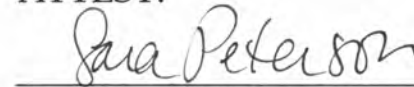
Grant Turner

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



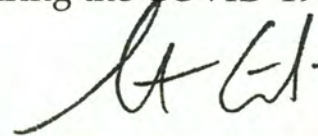
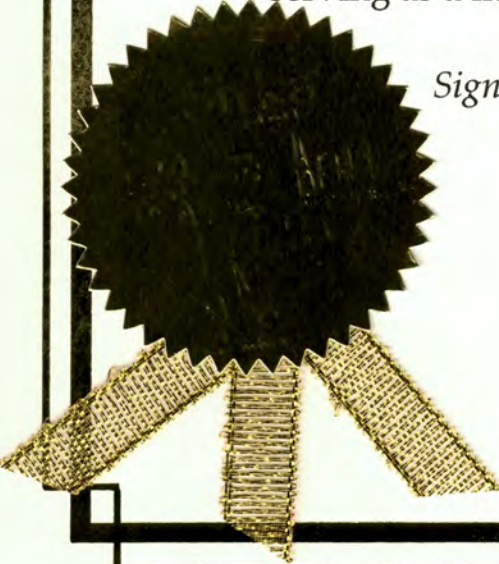
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Janelle Vanasse

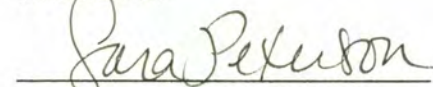
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk

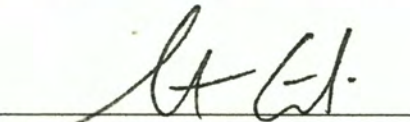
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

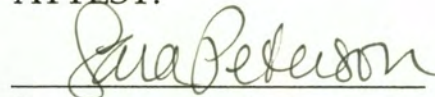
Craig Warren

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



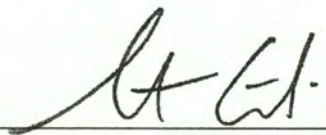
Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to


Dr. Richard Wein

for his dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.


Steven Eisenbeisz, Mayor

ATTEST:


Sara Peterson, MMC
Municipal Clerk



Service Award

The City and Borough of Sitka
hereby recognizes, and expresses their sincere gratitude, to

Roberta White

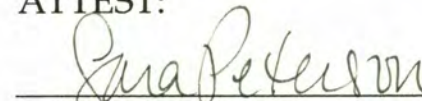
for her dedicated service and valued contributions to the community of Sitka while
serving as a member of the Emergency Operations Center during the COVID-19 pandemic.

Signed and sealed this 10th day of May, 2022.



Steven Eisenbeisz, Mayor

ATTEST:



Sara Peterson, MMC
Municipal Clerk



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-070 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Special Report: Tree and Landscape Committee - Chair Deb Miller and Vice Chair Joe D'Arienzo

Sponsors:

Indexes:

Code sections:

Attachments: [Tree and Landscape Committee](#)

Date	Ver.	Action By	Action	Result
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SPECIAL REPORT

Tree and Landscape Committee
Chair Deb Miller and Vice Chair Joe D'Arienzo



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-066 Version: 1 Name:
Type: Minutes Status: AGENDA READY
File created: 4/19/2022 In control: City and Borough Assembly
On agenda: 5/10/2022 Final action:
Title: Approve the minutes of the April 7, 12, 19, and 26 Assembly meetings
Sponsors:
Indexes:
Code sections:
Attachments: [Consent and Motion](#)
[Minutes](#)

Date	Ver.	Action By	Action	Result
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CONSENT AGENDA

POSSIBLE MOTION

**I MOVE TO APPROVE THE CONSENT AGENDA
CONSISTING OF ITEMS A, B, and C.**

I wish to remove Item(s) _____

**REMINDER – When making the motion to approve the
consent agenda, please read the title of each item
being voted on that is included in the consent vote.**

Should this item be pulled from the Consent Agenda the following motion is suggested:

POSSIBLE MOTION

I MOVE TO approve the minutes of the April 7, 12, 19, and 26 Assembly meetings.



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Minutes - Draft

City and Borough Assembly

*Mayor Steven Eisenbeisz,
Deputy Mayor Kevin Knox,
Vice Deputy Mayor Kevin Mosher,
Thor Christianson, Crystal Duncan, Rebecca Himschoot,
David Miller*

*Municipal Administrator: John Leach
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Thursday, April 7, 2022

6:00 PM

Assembly Chambers

SPECIAL MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. RECITAL OF LANDS ACKNOWLEDGEMENT

IV. ROLL CALL

Present: 5 - Christianson, Mosher, Eisenbeisz, Himschoot, and Miller

Absent: 2 - Knox, and Duncan

V. CORRESPONDENCE/AGENDA CHANGES

None.

VI. PERSONS TO BE HEARD

None.

VII. NEW BUSINESS:

A [22-052](#)

Discussion / Direction / Decision of the FY2023 Draft Administrator's Budget with focus on other governmental funds (Assembly action may be taken)

Finance Director Melissa Haley provided an overview of the Agency Funds, Trust Funds, Permanent Fund, Debt Service Fund, and Special Revenue Funds.

A motion was made by Christianson to increase the expected revenue in the

Utility Subsidization Fund for FY23 from \$236,400 to \$356,400 and increase the FY23 appropriation from \$118,200 to \$198,200. The motion PASSED by the following vote.

Yes: 5 - Eisenbeisz, Christianson, Mosher, Himschoot, and Miller

Absent: 2 - Knox and Duncan

From the public, Kent Barkhau suggested the money be appropriated for a heat pump rebate program.

A motion was made by Christianson to direct the Municipal Administrator to fund Visit Sitka at the base rate of \$300,000 as well as an additional amount of \$225,000 for FY23 for additional services as described during the work session on March 22, 2022 and reflect these amounts in the annual budget for the Visitor Enhancement Fund. The motion PASSED by the following vote.

Yes: 5 - Eisenbeisz, Himschoot, Mosher, Miller, and Christianson

Absent: 2 - Knox and Duncan

Laurie Booyse of Visit Sitka told of the original request for an additional \$275,000 and what a reduction to \$225,000 would mean for operations.

A motion was made by Christianson to direct the Municipal Administrator to formally notify the Sitka School District that local funding for education for FY2023 will be in the amount of \$8,818,868 total, including, \$7,986,868 to be disbursed monthly/as needed, up to \$500,000 of Secure Rural Schools funding (payable on receipt by the CBS), \$150,000 for reimbursement for maintenance of school buildings, \$122,000 for swimming pool operations, and up to \$60,000 paid by the general fund for PAC utilities. The motion PASSED by the following vote.

Yes: 5 - Christianson, Himschoot, Miller, Mosher, and Eisenbeisz

Absent: 2 - Knox and Duncan

B [22-053](#)

Discussion / Direction / Decision of the FY2023 Draft Administrator's Budget as it relates to the General Fund, Enterprise Funds, Internal Service Funds, School Funding, and other Funds (Assembly action may be taken)

Himschoot wondered about the capital project list. Administrator Leach commented the list would be included in the FY23 Budget. Assembly Members thanked Melissa Haley and the staff for their work.

VIII. PERSONS TO BE HEARD:

None.

IX. EXECUTIVE SESSION

None.

X. ADJOURNMENT

A motion was made by Christianson to ADJOURN. Hearing no objections, the meeting ADJOURNED at 7:23pm.

ATTEST: _____
Sara Peterson, MMC
Municipal Clerk



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Minutes - Draft

City and Borough Assembly

*Mayor Steven Eisenbeisz,
Deputy Mayor Kevin Knox,
Vice Deputy Mayor Kevin Mosher,
Thor Christianson, Crystal Duncan, Rebecca Himschoot,
David Miller*

*Municipal Administrator: John Leach
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Tuesday, April 12, 2022

6:00 PM

Assembly Chambers

REGULAR MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. RECITAL OF LANDS ACKNOWLEDGEMENT

IV. ROLL CALL

Present: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

V. CORRESPONDENCE/AGENDA CHANGES

No agenda changes.

[22-061](#)

Reminders, Calendars, and General Correspondence

VI. CEREMONIAL MATTERS

None.

VII. **SPECIAL REPORTS: Government to Government, Municipal Boards/Commissions/Committees, Municipal Departments, School District, Students and Guests (five minute time limit)**

[22-055](#)

Special Reports: 1) Alaska Division of Elections - Director Gail Fenumiai, and 2) Gary Paxton Industrial Park Board - Chair Scott Wagner

Lauri Wilson, Division of Elections Region I Supervisor, provided an overview of the

voting processes for the 2022 nonpartisan top four Primary Election and the 2022 General Election using ranked-choice voting.

Scott Wagner, Chair of the Gary Paxton Industrial Park Board, spoke about the Board's history, projects, and successes.

Amy Ainslie, Planning Director, gave an update on the execution of the short-term tourism plan.

VIII. PERSONS TO BE HEARD

Bridgette Hitchcock spoke about the naming of public places and the importance of diverse representation.

IX. CONSENT AGENDA

A motion was made by Mosher that the Consent Agenda consisting of items A, B, & C be APPROVED. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

- A** [22-056](#) Approve the minutes of the March 22 and 29 Assembly meetings

This item was APPROVED ON THE CONSENT AGENDA.

- B** [22-054](#) Approve liquor license renewal applications for: 1) Alejandro Vazquez dba Agave Restaurant at 236 Lincoln Street #107, 2) Dove Island Lodge & Sitka Sportfishing Charters, LLC dba Dove Island Lodge at Lot 1 Dove Island, and 3) Talon Charters Inc. dba Talon Lodge at Apple Island

This item was APPROVED ON THE CONSENT AGENDA.

- C** [ORD 22-08](#) Making supplemental appropriations for fiscal year 2022 (Pet Adoption Fund)

This item was APPROVED ON THE CONSENT AGENDA FOR FIRST READING.

X. BOARD, COMMISSION, COMMITTEE APPOINTMENTS

- D** [22-057](#) Appoint: 1) Allison Lawrie to a three-year term on the Library Commission, 2) Albert (Alec) Duncan to an unexpired term on the Health Needs and Human Services Commission, and 3) Kenneth Cameron to a three-year term on the Employment Relations Board (CBS Representative Seat)

Duncan disclosed Alec Duncan was her nephew and requested to be recused. Mayor Eisenbeisz agreed. The agenda item was divided.

A motion was made by Knox to APPOINT Allison Lawrie to a three-year term on the Library Commission and Kenneth Cameron to a three-year term on the Employment Relations Board. The motion PASSED by the following vote.

Yes: 7 - Knox, Eisenbeisz, Himschoot, Mosher, Miller, Christianson, and Duncan.

A motion was made by Knox to APPOINT Albert Duncan to an unexpired term on the Health Needs and Human Services Commission. The motion PASSED by the following vote.

Yes: 6 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, and Miller

Recused: 1 - Duncan

E [22-058](#)

Assign an Assembly Liaison and appoint the following representatives to the Sitka Bear Task Force: Olivia Magni (Sitka National Historical Park), Martha Moses (Sitka Tribe of Alaska), Lillian Feldpausch (Baranof Island Housing Authority), Andrew Thoms (Sitka Conservation Society), Claire Turner (Fortress of the Bear), Bradley Shaffer (at-large seat), and Trenton Hammock (at-large seat)

Stephen Bethune of the Alaska Department of Fish & Game thanked volunteers for serving. Eisenbeisz hoped there would be a participant from Alaska Waste. Duncan and Miller volunteered to serve as liaisons. Municipal Clerk Sara Peterson announced the Clerk's Office would contact members with the date/time of the first meeting.

A motion was made by Duncan that this Item be APPROVED. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

XI. UNFINISHED BUSINESS:

F [ORD 22-04S](#)

Amending Title 11 "Vehicles and Traffic" of the Sitka General Code by updating Chapter 11.75 "All-Purpose Vehicles" by amending Section 11.75.040 "Operations of APVs on Public Roadways within the City and Borough"

From the public, Valorie Nelson, Mike Finn, and Andy Nye spoke in opposition.

A discussion of the Assembly ensued. Some members were comfortable with UTV's for hire, however, not ATV's. Others expressed hesitation about having either for hire. Municipal Attorney Hanson reminded the code did not cover the distinction between an ATV and UTV.

A motion was made by Himschoot that this Ordinance be APPROVED on SECOND AND FINAL READING. The motion FAILED by the following vote.

Yes: 3 - Knox, Mosher, and Himschoot

No: 4 - Christianson, Eisenbeisz, Duncan, and Miller

G [ORD 22-06](#)

Amending Title 2 "Administration" of the Sitka General Code by updating Chapter 2.40 "Elections"

Christianson stated a candidate could still have their name placed on the ballot if they did not submit a photo, bio, and advocacy statement. Municipal Attorney Hanson confirmed that was correct.

A motion was made by Duncan that this Ordinance be APPROVED on SECOND

AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

H [ORD 22-07](#)

Authorizing the lease of Granite Creek Industrial Site Lease Areas 2 and 3, a 12.7 acre parcel, for material extraction and sale

A motion was made by Knox that this Ordinance be APPROVED on SECOND AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

XII. NEW BUSINESS:

I [22-059](#)

Approve the license agreement between the Sitka Tribe of Alaska and the City and Borough of Sitka for the purpose of the Family Story Totem art display at Harrigan Centennial Hall

Administrator Leach provided an overview. Municipal Attorney Hanson thanked Sitka Tribe of Alaska's (STA) Attorney for their work on the agreement. Knox wondered about the site selection. Leach explained the artist, representatives from STA, and Harrigan Centennial Hall met and selected the location based on everyone's needs.

A motion was made by Himschoot that this Item be APPROVED. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

J [22-060](#)

Approve the Purchase and Sale Agreement for Sitka Community Hospital (former) site (possible executive session)

A motion was made by Mosher that this Item be APPROVED. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

K [RES 22-07](#)

Authorizing the Municipal Administrator to apply for a RAISE 2022 Grant with the Department of Transportation for \$7,842,488 with a 20% match commitment to support the reconstruction of the steel pile wall and crane at the Marine Services Center

Administrator Leach explained a great deal of work had been put into the grant applications, including time spent with grant writers and the lobbyist firm Blank Rome.

A motion was made by Christianson that this Resolution be APPROVED on FIRST AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

L [RES 22-08](#)

Authorizing the Municipal Administrator to apply for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 2022 Grant with the Department of Transportation for \$7,350,400 with a 20% match commitment to support haulout infrastructure at the Gary Paxton Industrial Park

Himschoot thanked the staff for their work.

A motion was made by Mosher that this Resolution be APPROVED on FIRST AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

M [RES 22-09](#)

Authorizing the Municipal Administrator to apply for and execute a grant with the Alaska Sustainable Salmon Fund (AKSSF) for \$125,000 to support the Wachusett Storm Sewer Rehabilitation Project

Knox disclosed he and his mother lived near the project, however, he had no bias. Eisenbeisz ruled no conflict.

A motion was made by Himschoot that this Resolution be APPROVED on FIRST AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

N [RES 22-10](#)

Authorizing the Municipal Administrator to apply for and execute a grant with the US Fish and Wildlife Service (USFWS) National Fish Passage Program (NFPP) for \$100,000 to support the Wachusett Storm Sewer Rehabilitation Project

A motion was made by Christianson that this Resolution be APPROVED on FIRST AND FINAL READING. The motion PASSED by the following vote.

Yes: 7 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, Duncan, and Miller

XIII. PERSONS TO BE HEARD:

None.

XIV. REPORTS

a. Mayor, b. Administrator, c. Attorney, d. Liaison Representatives, e. Clerk, f. Other

Mayor - Eisenbeisz told of the upcoming lobbying trip and attendance at the SeaTrade Cruise Global convention.

Administrator - Leach told of continued port agreements regarding COVID and possible funding opportunities for shovel-worthy projects.

Liaison Representatives - Knox spoke to the April 12 Parks and Recreation Committee meeting and told of the upcoming Port and Harbors Commission meeting on April 13.

Clerk - Peterson told of upcoming meeting dates, read through the list of board/commission vacancies, and reminded of the April 18 Town Hall Meeting regarding short-term rentals.

Other - Miller mentioned the upcoming High School Baseball Tournament. Mosher reminded of the Short-Term Rental Town Hall Meeting. In regards to item J, Duncan disclosed she was an Alaska Native Tribal Health Consortium employee whose office was housed on the Southeast Alaska Regional Health Consortium Campus.

XV. EXECUTIVE SESSION

None.

XVI. ADJOURNMENT

A motion was made by Christianson to ADJOURN. Hearing no objections, the meeting ADJOURNED at 7:59pm.

ATTEST: _____

Sara Peterson, MMC
Municipal Clerk



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Minutes - Draft

City and Borough Assembly

*Mayor Steven Eisenbeisz,
Deputy Mayor Kevin Knox,
Vice Deputy Mayor Kevin Mosher,
Thor Christianson, Crystal Duncan, Rebecca Himschoot,
David Miller*

*Municipal Administrator: John Leach
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Tuesday, April 19, 2022

6:00 PM

Assembly Chambers

SPECIAL MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. RECITAL OF LANDS ACKNOWLEDGEMENT

IV. ROLL CALL

Present: 6 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, and Duncan

Absent: 1 - Miller

V. CORRESPONDENCE/AGENDA CHANGES

No agenda changes.

VI. PERSONS TO BE HEARD

Richard Wein stressed the need for a boat haulout in Sitka.

VII. NEW BUSINESS:

A [22-062](#)

Annual evaluation for Municipal Administrator John Leach (requests evaluation be held in public)

Eisenbeisz stated Leach had requested his evaluation be held in public. Assembly members provided comments and offered feedback to Leach.

A motion was made by Knox to offer a 3% salary increase to the Municipal Administrator in the upcoming year. The motion PASSED by the following vote.

Yes: 6 - Eisenbeisz, Christianson, Knox, Mosher, Duncan, and Himschoot

Absent: 1 - Miller

From the public, Richard Wein spoke in support of the pay increase. On the motion to give an "outstanding" mark, Wein reminded there was always room for improvement.

A motion was made by Knox to give the Municipal Administrator an outstanding evaluation. The motion PASSED by the following vote.

Yes: 6 - Christianson, Knox, Mosher, Eisenbeisz, Himschoot, and Duncan

Absent: 1 - Miller

B [22-063](#)

Annual evaluation for Municipal Attorney Brian Hanson (requests evaluation be held in executive session)

Eisenbeisz stated Hanson had requested his evaluation be held in executive session.

A motion was made by Himschoot to go into executive session* under the statutory categories of discussing subjects that 1) may tend to prejudice the reputation and character of an individual, and, 2) may have an adverse effect upon the finances of the City and Borough of Sitka and invite in, when ready, Municipal Attorney Brian Hanson. In addition, pursuant to customary practice, I move to exclude the Municipal Administrator and Municipal Clerk. The motion PASSED by the following vote.

Yes: 6 - Christianson, Himschoot, Duncan, Knox, Mosher, and Eisenbeisz

Absent: 1 - Miller

From the public, Richard Wein spoke in opposition.

The Assembly was in executive session from 6:58pm to 7:45pm. Himschoot left the meeting at 7:45pm.

A motion was made by Knox to convene as the Assembly in regular session. The motion PASSED by unanimous consent.

A motion was made by Knox to give the Municipal Attorney an outstanding evaluation and offer a 3% salary increase for the upcoming year. The motion PASSED by the following vote.

Yes: 5 - Christianson, Knox, Mosher, Eisenbeisz, and Duncan

Absent: 2 - Himschoot, and Miller

VIII. PERSONS TO BE HEARD:

None.

IX. ADJOURNMENT

A motion was made by Knox to ADJOURN. Hearing no objections, the meeting ADJOURNED at 7:48pm.

ATTEST: _____

Sara Peterson, MMC
Municipal Clerk



CITY AND BOROUGH OF SITKA

ASSEMBLY CHAMBERS
330 Harbor Drive
Sitka, AK
(907)747-1811

Minutes - Draft

City and Borough Assembly

*Mayor Steven Eisenbeisz,
Deputy Mayor Kevin Knox,
Vice Deputy Mayor Kevin Mosher,
Thor Christianson, Crystal Duncan, Rebecca Himschoot,
David Miller*

*Municipal Administrator: John Leach
Municipal Attorney: Brian Hanson
Municipal Clerk: Sara Peterson*

Tuesday, April 26, 2022

6:00 PM

Assembly Chambers

REGULAR MEETING

I. CALL TO ORDER

II. FLAG SALUTE

III. RECITAL OF LANDS ACKNOWLEDGEMENT

IV. ROLL CALL

Mosher left the meeting at 6:35pm.

Present: 6 - Christianson, Knox, Mosher, Himschoot, Duncan, and Miller

Absent: 1 - Eisenbeisz

V. CORRESPONDENCE/AGENDA CHANGES

None.

[22-065](#)

Reminders, Calendars, and General Correspondence

VI. CEREMONIAL MATTERS

None.

VII. SPECIAL REPORTS: Government to Government, Municipal Boards/Commissions/Committees, Municipal Departments, School District, Students and Guests (five minute time limit)

[22-064](#)

Special Reports: 1) Sitka Tribe of Alaska - Tribal Chair Lawrence

Widmark, 2) Library Commission - Chair Nicole Filipek, and 3) Walk, Bike, Win Program - Amy Ainslie, Doug Osborne, and Ben Hughey

Sitka Tribe of Alaska Tribal Chairman, Woody Widmark, reported on recent Tribal Council business items.

Library Commission Chair, Nicole Filipek, told of the Commission's work and provided an overview of Library services provided.

Amy Ainslie, Ben Hughey, and Doug Osborne relayed information about the Walk Bike Win program, a downtown commuter challenge starting May 7 and running through September 29. Sitka Trail Works, SEARHC, Sitka Conservation Society, the Sitka Cycling Club, and the City and Borough of Sitka were noted as sponsors.

VIII. PERSONS TO BE HEARD

Marcia Strand told of limited computer use at the Library. Richard Wein spoke to the visitor industry and noted he would be speaking about various historical issues in the future at Assembly meetings. Tyler Green stressed the importance of a boat haulout in Sitka.

IX. CONSENT AGENDA

- A [22-067](#) Approve liquor license renewal applications for the following: 1) American Legion Post #13 at 205 Lincoln Street, and 2) JL Sitka, Inc. dba Westmark Sitka Hotel at 330 Seward Street

Richard Wein spoke to the nonlocal ownership of the Westmark Sitka Hotel.

A motion was made by Duncan that this Item be APPROVED. The motion PASSED by the following vote.

Yes: 6 - Christianson, Knox, Mosher, Himschoot, Duncan, and Miller

Absent: 1 - Eisenbeisz

X. BOARD, COMMISSION, COMMITTEE APPOINTMENTS

None.

XI. UNFINISHED BUSINESS:

- B [ORD 22-08](#) Making supplemental appropriations for fiscal year 2022 (Pet Adoption Fund)

Richard Wein wondered if the scope of the appropriation was intended for more than kitten adoptions.

A motion was made by Mosher that this Ordinance be APPROVED on SECOND AND FINAL READING. The motion PASSED by the following vote.

Yes: 6 - Christianson, Knox, Mosher, Himschoot, Duncan, and Miller

Absent: 1 - Eisenbeisz

XII. NEW BUSINESS:

- C** [ORD 22-09](#) Making supplemental appropriations for fiscal year 2022 (Cross Trail Repair) 1st reading
- From the public, Richard Wein spoke about the \$30,000 appropriation and wondered about the entity responsible for maintenance and repairs. Sitka Trail Works Executive Director Ben Hughey spoke in support of the appropriation and the reasons surrounding the trail failure.

A motion was made by Christianson that this Ordinance be APPROVED on FIRST READING. The motion PASSED by the following vote.

Yes: 5 - Christianson, Knox, Himschoot, Duncan, and Miller

Absent: 2 - Mosher, and Eisenbeisz

- D** [22-068](#) Discussion / Direction: 1) Request the Health Needs and Human Services Commission and the Police and Fire Commission provide recommendations on how snow removal can be improved in Sitka, and 2) Request the Health Needs and Human Services Commission provide recommendations on how to improve childcare availability and program services in Sitka

Sponsors Himschoot and Knox explained their intent behind having the Police and Fire Commission make recommendations on snow removal and the Health Needs and Human Services Commission make recommendations on how to improve childcare availability. When queried about specific guidance to each Commission, the sponsors said they didn't want to stifle conversation and creativity by putting a lot of parameters on the topics.

Christianson reminded state roads were outside of the city's jurisdiction. Miller noted there was an exceptional amount of snowfall the past winter and spoke to the need for sidewalk ice and snow removal.

From the public, Richard Wein and Tyler Green spoke to the challenges of snow removal in Sitka.

A motion was made by Himschoot to request the Police and Fire Commission provide recommendations on how snow removal can be improved in Sitka and then refer to the Health Needs and Human Services Commission, as needed. The motion PASSED by the following vote.

Yes: 5 - Himschoot, Knox, Duncan, Miller, and Christianson

Absent: 2 - Mosher and Eisenbeisz

From the public, speaking about the lack of childcare availability in Sitka, were Annette Evans, Tori Hay, Amy Ellis, and Richard Wein. Lolly Miller, Director of the Sheldon Jackson Child Care Center, told of long waitlists and staffing shortages at centers and emphasized this was a nationwide problem.

Duncan, liaison to the Health Needs and Human Services Commission, spoke to their

current projects and wondered about the expected timeline for providing recommendations. Himschoot and Knox hoped over the next nine to twelve months , the Commission would have an opportunity to hear from other community resources, brainstorm, and offer possible solutions.

A motion was made by Christianson to request the Health Needs and Human Services Commission provide recommendations on how to improve childcare availability and program services in Sitka. The motion PASSED by the following vote.

Yes: 5 - Christianson, Knox, Himschoot, Duncan, and Miller

Absent: 2 - Mosher, and Eisenbeisz

XIII. PERSONS TO BE HEARD:

Richard Wein spoke about the lack of childcare availability, encouraged individuals to run for office, and thanked Nicole Filipek for her service on the Library Commission.

XIV. REPORTS

a. Mayor, b. Administrator, c. Attorney, d. Liaison Representatives, e. Clerk, f. Other

Liaison Representatives - Christianson reported on the Planning Commission; Himschoot thanked the Tree and Landscape Committee members for their landscaping work at the Library; Duncan reported on the Sitka Bear Task Force and Police and Fire Commission meetings; and Knox on the Port and Harbors Commission.

Other - Knox reported on the April 18 Town Hall Meeting regarding short-term rentals.

XV. EXECUTIVE SESSION

None.

XVI. ADJOURNMENT

A motion was made by Himschoot to ADJOURN. Hearing no objections, the meeting ADJOURNED at 7:53pm.

ATTEST: _____
Sara Peterson, MMC
Municipal Clerk



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-071 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Approve a liquor license renewal for Alaska Yacht Charters, LLC

Sponsors:

Indexes:

Code sections:

Attachments: [Motion and memos](#)
[#4811 Alaska Yacht Charters LLC](#)

Date	Ver.	Action By	Action	Result
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Should this item be pulled from the Consent Agenda the following motion is suggested:

POSSIBLE MOTION


I MOVE TO approve a liquor license renewal application for Alaska Yacht Charters, LLC and forward this approval to the Alcoholic Beverage Control Board without objection.



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members
Thru: John Leach, Municipal Administrator 
From: Sara Peterson, Municipal Clerk
Date: May 2, 2022
Subject: Liquor License Renewal – Alaska Yacht Charters

The Municipal Clerk's Office has received notification of the following liquor license renewal application submitted by:

Lic #:	4811
DBA:	Alaska Yacht Charters
License Type:	Common Carrier
Licensee:	Alaska Yacht Charters, LLC
Premises Address:	Alaskan waters

This yacht visits Sitka a few times each year. Memos were circulated to the various departments who may have a reason to protest this request. No departmental objections were received.

Recommendation:

Approve a liquor license renewal for Alaska Yacht Charters, LLC and forward this approval to the Alcoholic Beverage Control Board without objection.



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Utility Billing Clerk – Erica
Collections - Carolyn
Municipal Billings – Erica
Sales Tax/Property Tax - Justin

Fire Department
Police Department
Building Official(s)

From: Sara Peterson, Municipal Clerk

Date: April 22, 2022

Subject: Liquor License Renewal – Alaska Yacht Charters

The Municipal Clerk's Office has been notified by the Alcohol and Marijuana Control Office of the following liquor license renewal application submitted by:

Lic #: **4811**
DBA: Alaska Yacht Charters
License Type: Common Carrier
Licensee: Alaska Yacht Charters, LLC
Premises Address: Alaskan waters

Please notify no later than **noon April 29** of any reason to protest. This request is scheduled to go before the Assembly on May 10.

Thank you.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Commerce, Community,
and Economic Development

ALCOHOL & MARIJUANA CONTROL OFFICE
550 West 7th Avenue, Suite 1600
Anchorage, AK 99501
Main: 907.269.0350

April 19, 2022

City and Borough of
SitkaVia Email:
sara.peterson@cityofsi
tka.org;
jessica.earnshaw@city
ofsitka.org

Re: Notice of 2022/2023 Liquor License Renewal Application

License Type:	Common Carrier	License	4811
Licensee:	Alaska Yacht Charters LLC.		
Doing Business As:	Alaska Yacht Charters		

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This is the notice required under AS 04.11.480.

A local governing body may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of receipt of this notice, and by allowing the applicant a reasonable opportunity to defend the application before a meeting of the local governing body, as required by 3 AAC 304.145(d). If a protest is filed, the board will deny the application unless the board finds that the protest is arbitrary, capricious, and unreasonable.

To protest the application referenced above, please submit your written protest within 60 days, and show proof of service upon the applicant and proof that the applicant has had a reasonable opportunity to defend the application before a meeting of the local governing body.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen Klinkhart", with a stylized flourish at the end.

Glen Klinkhart, Director
amco.localgovernmentonly@alaska.gov

STATE OF ALASKA - ALCOHOLIC BEVERAGE CONTROL BOARD

LICENSE NUMBER

FORM CONTROL

XXXX

ISSUED
04/19/2022
ABC BOARD

LIQUOR LICENSE
2022 - 2023
TEMPORARY

4811

LICENSE RENEWAL APPLICATION DUE
DECEMBER 31, 2023 (AS 04.11.270(b))

THIS LICENSE EXPIRES MIDNIGHT
FEBRUARY 28, 2024 UNLESS DATED BELOW

TYPE OF LICENSE: Common Carrier

5/15 - 9/15

LICENSE FEE: \$500.00

1122

CITY / BOROUGH: Alaskan Waters
Unorganized Borough

D/B/A: Alaska Yacht Charters
Alaskan Waters

Mail Address:
Alaska Yacht Charters, LLC.
P.O. Box 11301
Bainbridge IS, WA 98110

This license cannot be transferred without permission
of the Alcoholic Beverage Control Board

[] Special restriction - see reverse side

ISSUED BY ORDER OF THE
ALCOHOLIC BEVERAGE CONTROL BOARD



DIRECTOR

04-900 (REV 7/21)

THIS LICENSE MUST BE POSTED IN A VISIBLE PLACE ON THE PREMISES

STATE OF ALASKA - ALCOHOLIC BEVERAGE CONTROL BOARD

LICENSE NUMBER

FORM CONTROL

XXXX

ISSUED
04/19/2022
ABC BOARD

LIQUOR LICENSE
2022 - 2023
TEMPORARY

4811

LICENSE RENEWAL APPLICATION DUE
DECEMBER 31, 2023 (AS 04.11.270(b))

THIS LICENSE EXPIRES MIDNIGHT
FEBRUARY 28, 2024 UNLESS DATED BELOW

TYPE OF LICENSE: Common Carrier

5/15 - 9/15

LICENSE FEE: \$500.00

CITY / BOROUGH: Alaskan Waters
Unorganized Borough

This license cannot be transferred without permission
of the Alcoholic Beverage Control Board

[] Special restriction - see reverse side

ISSUED BY ORDER OF THE
ALCOHOLIC BEVERAGE CONTROL BOARD

COPY

DIRECTOR

D/B/A: Alaska Yacht Charters
Alaskan Waters

Mailing Address:
Alaska Yacht Charters, LLC.
P.O. Box 11301
Bainbridge IS, WA 98110

THIS LICENSE MUST BE POSTED IN A VISIBLE PLACE ON THE PREMISES

04-900 (REV 7/21)



Alaska Alcoholic Beverage Control Board

Form AB-17: 2022/2023 General Renewal Application

- This form and any required supplemental forms must be completed, signed by the licensee, and postmarked no later than 12/31/2021 per AS 04.11.270, 3 AAC 304.160, with all required fees paid in full, or a non-refundable \$500.00 late fee applies.
- Any complete application for renewal or any fees for renewal that have not been postmarked by 02/28/2022 will be expired per AS 04.11.540, 3 AAC 304.160(e).
- All fields of this application must be deemed complete by AMCO staff and must be accompanied by the required fees and all documents required, or the application will be returned without being processed, per AS 04.11.270, 3 AAC 304.105
- Receipt and/or processing of renewal payments by AMCO staff neither indicates nor guarantees in any way that an application will be deemed complete, renewed, or that it will be scheduled for the next ABC Board meeting.

Establishment Contact Information

Licensee (Owner):	Alaska Yacht Charter LLC	License #:	4811
License Type:	common carrier / seasonal		
Doing Business As:	Alaska Yacht Charter		
Premises Address:	Alaskan waters - unorganized Borough		
Local Governing Body:	Sitka AK 99835		
Community Council:	Sitka AK 99835		

If your mailing address has changed, write the NEW address below:

Mailing Address:					
City:		State:		ZIP:	

Section 1 - Licensee Contact Information

Contact Licensee: The individual listed below must be listed in Section 2 or 3 as an Official/Owner/Shareholder of your entity and must be listed on CBPL with the same name and title.

This person will be the designated point of contact regarding this license, unless the Optional contact is completed.

Contact Licensee:	Debra K. Bennett	Contact Phone:	(206) 780-0822
Contact Email:	AKSONG@AOL.COM		

Optional: If you wish for AMCO staff to communicate with anyone other than the Contact Licensee about your license, list them below:

Name of Contact:		Contact Phone:	
Contact Email:			

Name of Contact:		Contact Phone:	
Contact Email:			

Name of Contact:		Contact Phone:	
Contact Email:			

AMCO



Alaska Alcoholic Beverage Control Board

Form AB-17: 2022/2023 License Renewal Application

Section 2 – Entity or Community Ownership Information

Sole Proprietors should skip this Section.

Use the link from Corporations, Business and Professional Licensing (CBPL) below to assist you in finding the Entity #.

<https://www.commerce.alaska.gov/cbp/main/search/entities>

Alaska CBPL Entity #:	10118500
-----------------------	----------

READ BEFORE PROCEEDING: Any new or changes to Shareholders (10% or more), Managers, Corporate Officers, Board of Directors, Partners, Controlling Interest or Ownership of the business license must be reported to the ABC Board within 10 days of the change and must be accompanied by a full set of fingerprints on FBI-approved card stock, AB-08a's, payment of \$48.25 for each new officer with a date-stamped copy of the CBPL change per AS 04.11.045, 50 & 55, or a Notice of Violation will be issued to your establishment and your application will be returned.

The only exception to this is a Corporation who can meet the requirements set forth in AS 04.11.050(c).

DO NOT LIST OFFICERS OR TITLES THAT ARE NOT REQUIRED FOR YOUR ENTITY TYPE.

- Corporations of any type including non-profit must list ONLY the following:
 - All shareholders who own 10% or more stock in the corporation
 - Each President, Vice-President, Secretary, and Managing Officer regardless of percentage owned
- Limited Liability Corporations, of any type must list ONLY the following:
 - All Members with an ownership interest of 10% or more
 - All Managers (of the LLC, not the DBA) regardless of percentage owned
- Partnerships of any type, including Limited Partnerships must list ONLY the following:
 - Each Partner with an interest of 10% or more
 - All General Partners regardless of percentage owned

Important Note: All entries below must match our records, or your application will be returned per AS 04.11.270, 3 AAC 304.105. You must list full legal names, all required titles, phone number, percentage of shares owned (if applicable) and a full mailing address for each official of your entity whose information we require. **If more space is needed: attach additional completed copies of this page. Additional information not on this page will be rejected.**

Name of Official:	Geoffrey Allan Wilson			
Title(s):	owner	Phone:	(206) 910-7007	% Owned: 50
Mailing Address:	PO Box 11301			
City:	Bainbridge Is	State:	WA	ZIP: 98110

Name of Official:	Debra Kay Bennett			
Title(s):	owner	Phone:	(206) 780-0822	% Owned: 50
Mailing Address:	PO Box 11301			
City:	Bainbridge Is	State:	WA	ZIP: 98110

Name of Official:				
Title(s):		Phone:		% Owned:
Mailing Address:				
City:		State:		ZIP:

AMCO



Alaska Alcoholic Beverage Control Board

Form AB-17: 2022/2023 License Renewal Application

Section 3 – Sole Proprietor Ownership Information

Corporations, LLC's and Partnerships of ALL kinds should skip this section.

READ BEFORE PROCEEDING: Any new or changes to the ownership of the business license must be reported to the ABC Board within 10 days of the change and must be accompanied by a full set of fingerprints on FBI approved cardstock, AB-08a's, payment of \$48.25 for each new owner or officer and a date stamped copy of the CBPL change per AS 04.11.045, or a Notice of Violation will be issued to your establishment and your application will be returned.

Important Note: All entries below must match our records, or your application will be returned per AS 04.11.270, 3 AAC 304.105. You must list full legal names, phone number, and mailing address for each owner or partner whose information we require.

If more space is needed, attach additional copies of this page. Additional owners not listed on this page will be rejected.

This individual is an: ☐ Applicant ☐ Affiliate

Name:				Contact Phone:	
Mailing Address:					
City:		State:		ZIP:	
Email:					

This individual is an: ☐ Applicant ☐ Affiliate

Name:				Contact Phone:	
Mailing Address:					
City:		State:		ZIP:	
Email:					

Section 4 – License Operation

Check ONE BOX for EACH CALENDAR YEAR that best describes how this liquor license was operated:

- | | 2020 | 2021 |
|---|-------------------------------------|-------------------------------------|
| 1. The license was regularly operated continuously throughout each year. (Year-round) | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. The license was only operated during a specific season each year. (Seasonal)
<i>If your operation dates have changed, list them below:</i>
<u>5/15</u> to <u>9/15</u> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. The license was only operated to meet the minimum requirement of 240 total hours each calendar year.
<i>A complete AB-30: Proof of Minimum Operation Checklist, and all documentation must be provided with this form.</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. The license was not operated at all or was not operated for at least the minimum requirement of 240 total hours each year, during one or both calendar years. <i>A complete Form AB-29: Waiver of Operation Application and corresponding fees must be submitted with this application for each calendar year during which the license was not operated.</i> | <input type="checkbox"/> | <input type="checkbox"/> |

If you have not met the minimum number of hours of operation in 2020 and/or 2021, you are not required to pay the fees, however a complete AB-29 is required with Section 2 marked "OTHER" and COVID is listed as the reason.

Section 5 – Violations and Convictions

Have **ANY** Notices of Violation been issued for this license **OR** has **ANY** person or entity in this application been convicted of a violation of Title 04, 3AAC 304 or a local ordinance adopted under AS 04.21.010 in 2020 or 2021?

Yes ☐ No ☒

If you checked YES, you MUST attach a list of all Notices of Violation and/or Convictions per AS 04.11.270(a)(2)

If you are unsure if you have received any Notices of Violation, contact the office before submitting this form.

AMCO

JAN 3 2022



Alaska Alcoholic Beverage Control Board

Form AB-17: 2022/2023 License Renewal Application

Section 6 – Certifications

As an applicant for a liquor license renewal, I declare under penalty of perjury that I have read and am familiar with AS 04 and 3 AAC 304, and that this application, including all accompanying schedules and statements, are true, correct, and complete.

- I agree to provide all information required by the Alcoholic Beverage Control Board or requested by AMCO staff in support of this application and understand that failure to do so by any deadline given to me by AMCO staff will result in this application being returned and potentially expired if I do not comply with statutory or regulatory requirements.
- I certify that all current licensees (as defined in AS 04.11.260) and affiliates have been listed on this application, and that in accordance with AS 04.11.450, no one other than the licensee(s) has a direct or indirect financial interest in the licensed business.
- I certify that this entity is in good standing with Corporations, Business and Professional Licensing (CBPL) and that all entity officials and stakeholders are current and accurately listed, and I have provided AMCO with all required changes of Shareholders (10% or more), Managers, Corporate Officers/Board of Directors, Partners, Controlling Interest or Ownership of the business license, and have provided all required documents for any new or changes in officers.
- I certify that all licensees, agents, and employees who sell or serve alcoholic beverages or check identification of patrons have completed an alcohol server education course approved by the ABC Board and keep current, valid copies of their course completion cards on the licensed premises during all working hours, if applicable for this license type as set forth in AS 04.21.025 and 3 AAC 304.465.
- I certify that I have not altered the functional floor plan or reduced or expanded the area of the licensed premises, and I have not changed the business name from what is currently approved and on file with the Alcoholic Beverage Control Board.

I certify on behalf of myself or of the organized entity that I understand that providing a false statement on this form or any other form provided by AMCO is grounds for rejection or denial of this application or revocation of any license issued.

Debra Bennett Geoff Wilson

Alesia Barker

Signature of licensee

Signature of Notary Public

Debra Bennett Geoff Wilson

Notary Public in and for the State of: WASHINGTON

Printed name of licensee

My commission expires: 02-09-2023

Subscribed and sworn to before me this 28 day of December, 2021.



Restaurant/Eating Place applications must include a completed AB-33: Restaurant Receipts Affidavit

Recreational Site applications must include a completed Recreational Site Statement

Tourism applications must include a completed Tourism Statement

Wholesale applications must include a completed AB-25: Supplier Certification

Common Carrier applications must include a current safety inspection certificate

All renewal and supplemental forms are available online

Any application that is not complete or does not include ALL required completed forms and fees will not be processed and will be returned per AS 04.11.270, 3 AAC 304.105.

FOR OFFICE USE ONLY

License Fee:	\$ <u>500</u> —	Application Fee:	\$ 300.00	Misc. Fee:	\$ <u>0</u>
Total Fees Due:					\$ <u>800</u> <i>XL</i>

AMCO

JAN 3 2022

ENTITY DETAILS

Name(s)

Type

Legal Name

Name

Alaska Yacht Charters, LLC

Entity Type: Limited Liability Company**Entity #:** 10118500**Status:** Good Standing**AK Formed Date:** 11/26/2019**Duration/Expiration:** Perpetual**Home State:** ALASKA**Next Biennial Report Due:** 1/2/2023**Entity Mailing Address:** PO BOX 11301, BAINBRIDGE ISLAND, WA 98110**Entity Physical Address:** 1345 FRITZ COVE, JUNEAU, AK 99801

Registered Agent

Agent Name: Daniel Bruce**Registered Mailing Address:** PO BOX 32819, JUNEAU, AK 99803**Registered Physical Address:** 9309 GLACIER HWY, STE A-201, JUNEAU, AK 99801

Officials

AK Entity #**Name****Titles**☐ Show Former**Owned**

Debra Bennett

Member

50.00

Geoffrey Wilson

Member

50.00

Filed Documents

Date Filed**Type****Filing****Certificate**

11/26/2019

Creation Filing

[Click to View](#)[Click to View](#)

12/03/2019

Initial Report

[Click to View](#)

12/09/2019

Agent Change

[Click to View](#)

1/19/2021

Agent Change

[Click to View](#)

4/25/2021

Biennial Report

[Click to View](#)

8/13/2021

Agent Change

[Click to View](#)[Close Details](#)[Print Friendly Version](#)

LICENSE DETAILS

License #: 2095994

[Print Business License](#)

Business Name: Alaska Yacht Charters LLC

Status: Active

Issue Date: 12/06/2019

Expiration Date: 12/31/2022

Mailing Address: PO Box 11301
Bainbridge Island, WA 98110

Physical Address: CT Corporation System
9360 Glacier Highway Suite 202
Juneau, AK 99801

Owners

Alaska Yacht Charters, LLC

Activities

Line of Business	NAICS	Professional License #
71 - Arts, Entertainment and Recreation	713990 - ALL OTHER AMUSEMENT AND RECREATION INDUSTRIES	

Endorsements

No Endorsements Found

License Lapse(s)

If this business license lapsed within the last four years the lapsed periods will appear below. Lapsed periods are the unlicensed period between an expiration date and renewal date.

No Lapses on record for the last 4 years.

[Close License Detail](#)

[Print Friendly Version](#)



CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 22-13 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Authorizing a 50/50 matching grant application to the Office of Justice Programs - Bulletproof Vest Partnership

Sponsors:

Indexes:

Code sections:

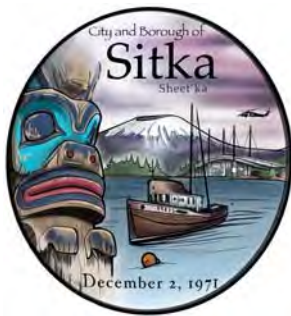
Attachments: [Motion Memo Res 2022-13](#)

Date	Ver.	Action By	Action	Result
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Should this item be pulled from the Consent Agenda the following motion is suggested:

POSSIBLE MOTION

I MOVE TO approve Resolution 2022-13 on first and final reading authorizing a 50/50 matching grant application to the Office of Justice Programs - Bulletproof Vest Partnership.




CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Robert Baty, Chief of Police

Date: April 13, 2022

Subject: Approval of Application for Bulletproof Vest Partnership Grant

Background

The Office of Justice Programs has an annual reimbursement 50/50 matching grant thru the Bulletproof Vest Partnership for the reimbursement of bulletproof vest purchases. These vests are the type that are worn under a uniform shirt. The Sitka Police Department has historically applied for this grant every year since 2003, with awards ranging from \$1400 to \$4000.

Analysis

This year's grant request would be for reimbursements of up to \$2,312.50 and expire 8/31/2024. Those funds would cover reimbursement for 50% of approximately 5 vests.

Fiscal Note

This is a 50/50 matching grant. The Police Department purchases the vests and then submits for reimbursement for 50% of the cost of the vest. This saves CBS 50% of the cost of the bulletproof vest, which must be purchased for new officer and replaced every 5 years. No new appropriation is required if this grant is approved.

Recommendation

Approve this Resolution authorizing the Municipal Administrator to apply for this grant and execute it should it be awarded.

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2022-13

**A RESOLUTION OF THE CITY AND BOROUGH OF SITKA
AUTHORIZING A 50/50 MATCHING GRANT APPLICATION TO THE
OFFICE OF JUSTICE PROGRAMS – BULLETPROOF VEST
PARTNERSHIP**

WHEREAS, the City and Borough of Sitka Police Department seeks to obtain financial assistance to purchase the required bulletproof vests for officers; and

WHEREAS, the Office of Justice has a 50/50 Federal Matching Grant program thru the Bulletproof Vest Partnership; and

WHEREAS, the Federal Matching Grant program will provide 50% reimbursement for the purchase of all standard issue bulletproof vests.

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka that the Administrator is authorized to apply for and execute a grant with the Office of Justice Program – Bulletproof Vest Partnership for the reimbursement of bulletproof vests.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 10th day of May, 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading: 5/10/2022

Sponsor: Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-073 Version: 1 Name:
Type: Item Status: AGENDA READY
File created: 5/4/2022 In control: City and Borough Assembly
On agenda: 5/10/2022 Final action:
Title: Appoint Elias Erickson to a three-year term on the Tree and Landscape Committee
Sponsors:
Indexes:
Code sections:
Attachments: [Motion Erickson](#)
[Erickson-Tree and Landscape](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO appoint Elias Erickson to a three-year term on the Tree and Landscape Committee.



Application for Appointment to Boards, Committees, and Commissions
City and Borough of Sitka

Board/Commission/Committee: Tree & Landscaping Committee
Name: Elias Erickson Preferred Phone: [REDACTED]
Address: [REDACTED] Alternate Phone: N/A
Email Address: [REDACTED] Fax Number: N/A
Length of Residence in Sitka: 22 years Registered to vote in Sitka? ☒ Yes ☐ No
Employer: Likity Split Logistics
Organizations you belong to or participate in:

N/A

Explain your main reason for applying:

I have always admired trees and I would love the chance to learn more about them.

What background, experience or credentials will you bring to the board, commission, or committee membership?

I'm a lifelong Sitkan who has experience volunteering in the community.

Please disclose any potential conflicts of interest that may arise from your appointment. These may include but are not limited to:

- A substantial financial interest of \$1000 annually that could be influenced by your appointment.
- An immediate family member employed within the scope of this appointment.

Please attach a letter of interest, outline, or resume which includes your education, work, and volunteer experience that will enhance your membership.

→ (To be considered, your application must be complete AND be accompanied by one of the above supporting documents.)

Date: 04/27/22 Signature: [Signature]

Your complete application and resume should be returned to the Municipal Clerk's Office by noon on the Wednesday prior to an advertised Assembly meeting.

Please note: all information submitted will be made public and published online. Appointments are normally made during open session of an Assembly meeting, however, Assembly members may vote to discuss applicant(s) in closed executive session. In this case, do you wish to be present when your application is discussed? ☐ Yes ☐ No

Return to:

Jess Earnshaw, Deputy Clerk/Records Specialist, 100 Lincoln Street
Fax: 907-747-7403 Email: clerk@cityofsitka.org

Resume of

Elias Nathaniel Erickson

Experience & Past Occupations

- Former music director & coordinator for saturday night music services at Grace Harbor Church, 2014 - 2017
- Barista at Sitka Backdoor cafe, 2015 - 2018
- Host of weekly radio show "Brainhoney" on Raven Radio KCAW, 2015 - 2020
- Appointed student representative to the Sitka School Board, 2016 - 2017
- Externship with Alaska State Representative Jonathan Kreiss-Tomkins, 2017
- Publicly elected to the Sitka School Board, 2017 - 2020
- Appointed Chair to the Alaska Association of School Board's policy development subcommittee on Funding in November 2018, & Governance in 2019
- Elected Vice-Chair of Sitka School Board, 2018 - 2019
- Full-Time Sales Consultant for Prime Communications, 2018 - 2020
- President of the Sitka School Board, 2019 - 2020
- Full-Time Sales Consultant for Prime Communications, July 2021 - September 2021
- FedEx Ground mail courier, September 2021 - present

Education

- Graduated Sitka High School, 2018

Strengths

- Effectively working with others across differences
- Organization
- Adaptability to evolving environments
- Competency with complex tasks
- Information retention
- Organizational leadership

Professional References

Brent Nelson (907).738.7474 Current supervisor at AT&T Sitka	Stewart Pook (907).738.2736 Lifelong Pastor & Mentor
--	--



TREE AND LANDSCAPE COMMITTEE

NAME	CONTACT NUMBERS	TERM STARTS	EXPIRES	CATEGORY
DEB MILLER 708 Lake St.	738-1175 sitkadjm@gmail.com	10/22/13	10/22/16 10/25/19 11/12/22	CHAIR
JOE D'ARIENZO 2219 SMC	907-419-0213 delsenzo@live.com	7/24/01	7/24/04 7/13/07 7/10/10 6/22/13 11/12/16 11/22/19 12/10/22	VICE CHAIR
LISA MOORE PO Box 2943	747-5534 738-3614 moorelisa@aol.com	7/24/01	7/24/04 7/13/07 9/25/10 10/26/13 11/12/16 11/22/19 11/12/22	SECRETARY
LIZ MCKENZIE PO Box 144	752-7046 c liz.creativeworks@gmail.com	12/8/15	12/8/18 12/20/21 12/28/24	
BRENNON O'CONNOR 110 College Drive Ste. 111	440-371-7913 boconno5@kent.edu	2/9/22	2/9/25	
NOAH GOODWIN-BAIN 236 Lincoln Street, Apt. 1	440-865-2747 noshig6@icloud.com	2/23/22	2/23/25	
<i>MAT TURNER 112 Shotgun Alley</i>	<i>747-7205 h matthew.g.turner@uscg.mil</i>	<i>1/12/16</i>	<i>12/9/17</i>	<i>Hennessy's term</i>
REBECCA HIMSCHOOT PO Box 6075	623-8235 assemblyhimschoot@cityofsitka.org			Assembly Liaison
DAVID MILLER 839 Lincoln Street	738-6890 assemblymiller@cityofsitka.org			Alternate Assembly Liaison

MUNICIPAL STAFF SUPPORT

Michael Colliver 100 Lincoln Street	747-4039	michael.colliver@cityofsitka.org	Building, Grounds and Parks Supervisor
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Established by Ord. 01-1625; revised by Ord. 03-1718
 7 members 3-year terms
 Meets: 2nd Wednesday, 5:00 p.m.

Revised: April 13, 2022



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-074 Version: 1 Name:
Type: Item Status: AGENDA READY
File created: 5/4/2022 In control: City and Borough Assembly
On agenda: 5/10/2022 Final action:
Title: Reappoint Wendy Alderson to a three-year term on the Planning Commission
Sponsors:
Indexes:
Code sections:
Attachments: [Motion Alderson](#)
[Alderson-Planning](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO reappoint Wendy Alderson to a three-year term on the Planning Commission.



Application for Appointment to Boards, Committees, and Commissions
City and Borough of Sitka

Board/Commission/Committee: Planning Commission

Name: (Frances) Wendy Alderson Preferred Phone: _____

Address: _____ Alternate Phone: _____

Email Address: _____ Fax Number: _____

Length of Residence in Sitka: 27 years (+/-) Registered to vote in Sitka? ☒ Yes ☐ No

Employer: Self, Commercial Fisher

Organizations you belong to or participate in:

Alaska Longline Fishermen's Assn., Seafood Producers Coop, Sitka Fine Arts Camp,
Homeless Coalition, CBS Planning Commission

Explain your main reason for applying:

I have been on the Planning Commission for 1 1/2 years and I have really enjoyed it. I've learned a lot, I had no idea it was as involved as it is.

What background, experience or credentials will you bring to the board, commission, or committee membership?

I have been on the Commission for 1 1/2 years. I have been involved as a board member and a volunteer in Sitka for many years. I am interested in continuing to participate.

Please disclose any potential conflicts of interest that may arise from your appointment. These may include but are not limited to:

- A substantial financial interest of \$1000 annually that could be influenced by your appointment.
- An immediate family member employed within the scope of this appointment.

N/A

Please attach a letter of interest, outline, or resume which includes your education, work, and volunteer experience that will enhance your membership.

→ (To be considered, your application must be complete AND be accompanied by one of the above supporting documents.)

Date: 5/02/2022 Signature: Wendy Alderson

Your complete application and resume should be returned to the Municipal Clerk's Office by noon on the Wednesday prior to an advertised Assembly meeting.

Please note: all information submitted will be made public and published online. Appointments are normally made during open session of an Assembly meeting, however, Assembly members may vote to discuss applicant(s) in closed executive session. In this case, do you wish to be present when your application is discussed? ☐ Yes ☐ No

Return to:

Jess Earnshaw, Deputy Clerk/Records Specialist, 100 Lincoln Street
Fax: 907-747-7403 Email: clerk@cityofsitka.org

Dear Assembly Members,

I would like to apply for a full term on the Planning Commission. I am currently on the Commission, finishing out a term to which I was appointed in October 2020.

When I first applied to fill a vacated seat on the Planning Commission I admit I was pretty cavalier about it. My attitude was that "well, the city needs volunteers for boards and commissions, so here I am!" I had no idea what a responsibility it is to be on the Planning Commission. Or and board or commission for that matter.

I feel I've learned a tremendous amount in the last year and a half. Not just about policy, but about listening and compromise. I've learned that I greatly respect my fellow Commissioners, even if I don't always agree with them. I've learned that I can change my mind, when given all the information, and that some of the preconceived notions I had about issues were based more on what benefited me, as opposed to what was best for the community. (In my opinion, of course- but that's why there are five of us)

I've learned that some of the reasons I was interested in being on the Commission originally ended up not being so important to me and some way more important than I could have imagined.

So, I hope you will consider renewing my appointment for a full term. I would be honored to continue to serve on the Planning Commission.

Thank you for your time,

Wendy Alderson



PLANNING COMMISSION

NAME	CONTACT NUMBERS	TERM STARTS	EXPIRES	CATEGORY
CHRIS SPIVEY 109 Lillian Drive	738-2524 spi3050@yahoo.com	12/11/12	2/8/14 1/28/17 1/24/20 1/14/23	CHAIR
DARRELL WINDSOR PO Box 1973	738-4046 dwindsor@gci.net	6/28/11	6/28/14 6/24/17 7/25/20 8/11/23	VICE CHAIR
STACY MUDRY PO Box 1366	738-8693 stacym@sitkareadymix.com	8/27/19	8/27/22	
WENDY ALDERSON 714 Etolin Street	752-0246 wendyalderson@gci.net	9/22/20	5/14/22	
CATHERINE RILEY 1709 Halibut Pt Rd Spc 1	907-209-2019 katie.really@gmail.com	10/13/20	10/26/24	
Amy Ainslie Planning Director	747-1815 amy.ainslie@cityofsitka.org			Staff Liaison
Ben Mejia Planner I	747-1814 ben.mejia@cityofsitka.org			Secretary
Thor Christianson 500 Lincoln Street A9	738-2491 assemblychristianson@cityofsitka.org			Assembly Liaison
Crystal Duncan PO Box 174	738-1910 assemblyduncan@cityofsitka.org			Alternate Assembly Liaison

5 members from public, 3-year terms

Established by Ordinance 74-118/SGC2.18 & Charter Article VIII

Must be registered to vote

First and Third Wednesday at 7:00 p.m. – Harrigan Centennial Hall, 330 Harbor Drive

CONFLICT OF INTEREST FORMS OATHS OF OFFICE

Revised: October 27, 2021



CITY AND BOROUGH OF SITKA

Legislation Details

File #: 22-075 Version: 1 Name:

Type: Item Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Reappoint Scott Saline to a three-year term on the Historic Preservation Commission in the category of At-Large

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Saline](#)
[Saline-HPC](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO reappoint Scott Saline to a three-year term on the Historic Preservation Commission in the category of At-Large.



Application for Appointment to Boards, Committees, and Commissions
City and Borough of Sitka

Board/Commission/Committee: Historic Preservation
Name: Scott Saline Preferred Phone: [REDACTED]
Address: [REDACTED] Alternate Phone: _____
Email Address: [REDACTED] Fax Number: _____
Length of Residence in Sitka: 40 yr Registered to vote in Sitka? ☒ Yes ☐ No
Employer: me

Organizations you belong to or participate in:

SITKA HISTORICAL SOCIETY
NAVAL PROCEEDINGS@USN1

Explain your main reason for applying:

same desire as city administrator to improve communication w/ the community to ensure accurate information is out there

What background, experience or credentials will you bring to the board, commission, or committee membership?

ONLY PERSON LIVING IN SITKA to have purchased restricted deed in a bid facilitated by STA + reviewed through "COBEL"

Please disclose any potential conflicts of interest that may arise from your appointment. These may include but are not limited to:

- A substantial financial interest of \$1000 annually that could be influenced by your appointment.
- An immediate family member employed within the scope of this appointment.

Please attach a letter of interest, outline, or resume which includes your education, work, and volunteer experience that will enhance your membership.

→ (To be considered, your application must be complete AND be accompanied by one of the above supporting documents.)

Date: 20 April 22 Signature: [Signature]

Your complete application and resume should be returned to the Municipal Clerk's Office by noon on the Wednesday prior to an advertised Assembly meeting.

Please note: all information submitted will be made public and published online. Appointments are normally made during open session of an Assembly meeting, however, Assembly members may vote to discuss applicant(s) in closed executive session. In this case, do you wish to be present when your application is discussed? ☐ Yes ☐ No

Return to:

Jess Earnshaw, Deputy Clerk/Records Specialist, 100 Lincoln Street
Fax: 907-747-7403 Email: clerk@cityofsitka.org



HISTORIC PRESERVATION COMMISSION

NAME	CONTACT NUMBERS	TERM STARTS	EXPIRES	CATEGORY
ROBERTA LITTLEFIELD 4102 Halibut Point Road	738-4004 c 747-3444 h robbylittlefield@gci.net	7/13/10 4/24/12 5/27/15 6/26/18	01/27/12 4/24/15 5/27/18 6/22/24	Chair At large
ROBERT SAM 456 Katlian Street	738-5033 Bob_sam777@hotmail.com	2/24/15 2/27/18 3/9/21	2/24/18 2/27/21 3/9/24	Vice Chair STA
JAMES POULSON 1610 Sawmill Creek Road	747-3219 w 747-6567 h james.poulson1@gmail.com	2/22/11 2/25/14	2/22/14 2/25/17 9/8/18 8/11/24	Secretary Historical Society
SCOTT SALINE PO Box 3183	738-7889 c shsaline@gci.net	4/26/16	4/26/19 5/14/22	At large
CHUCK MILLER 314 Katlian Street	738-4025 chuck.miller@sitkatriben-sns.gov	7/14/20	7/14/23	Native Community
KAREN LUCAS 224 Katlian Street	747-7803 karenjeanlucas@yahoo.com	10/14/21	10/14/24	At large
DANIELLE PENSLEY PO BOX 1644	202-957-7994 pensley.ds@gmail.com	11/09/21	11/9/24	At large
Ben Mejia Planner I	747-1814 ben.mejia@cityofsitka.org			Staff Liaison/ Secretary
David Miller 839 Lincoln Street	738-6890 assemblymiller@cityofsitka.org			Assembly Liaison

7 members from selected categories 3-year terms

Sitka Historical Society (1), Native Community (2) - one representing Sitka Tribe of Alaska, At-Large (4)

Established by Ordinance 92-1075, Amended by Ordinance 93-1150, Addition by Ordinance 97-1409

Second Wednesday, 6:00 p.m. – Harrigan Centennial Hall, 330 Harbor Drive

Revised: November 10, 2021



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 22-09 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 4/19/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Making supplemental appropriations for fiscal year 2022 (Cross Trail Repair)

Sponsors:

Indexes:

Code sections:

Attachments: [Motion](#)
[Memo and Ord 2022-09](#)

Date	Ver.	Action By	Action	Result
4/26/2022	1	City and Borough Assembly		

POSSIBLE MOTION

I MOVE TO approve Ordinance 2022-09 on second and final reading making supplemental appropriations for fiscal year 2022 (*Cross Trail Repair*).



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator

From: Michael Harmon P.E., Public Works Director *WH*

Date: April 20, 2022

Subject: FY2022 Supplemental Capital Appropriation for Repairs to the Cross Trail: Exemption from Competitive Process by Sole Source and Specialized Equipment for procuring Troy's Excavation for repairs to the Cross Trail

Background

On January 21, 2022, the Cross Trail sustained substantial damage between Kramer and Cascade Creek spur trails. Heavy rain caused the land above to erode, causing embankment failure making the trail unsafe and impassable.

CBS Public Works department is seeking FY2022 supplemental appropriation for Capital Projects Funds for repairs to the Cross Trail using sole source procurement of Troy's Excavation. Work will be required to be completed no later than June 15, 2022, coinciding with the beginning of the summer tourism season.

Analysis

Public Works is seeking a supplemental capital appropriation to procure Troy's Excavation to complete repairs to the washed-out section of the Cross Trail between Kramer and Cascade Creek spur trails. A sole source procurement is recommended as Troy's Excavation has constructed the entire Cross Trail thus far and understands the log reinforcements in this section of trail and drainage issues. Contractor's knowledge will be beneficial for the long haul of material over the existing trail without causing damage; this requires appropriately sized equipment.

Locally in Sitka there are two known companies with access to the appropriately sized equipment (i.e., Marooka 2 Cubic Yard MST660 rubber mounted or equivalent): Troy's Excavation and Pacific Services. On March 18, 2022, Pacific Services' Mr. Jerome Mahoskey was contacted and confirmed during conversation his company is not interested in submitting a bid on this project based on the size of the project and

existing workload. This leaves Troy's Excavation as the sole company located in Sitka with the appropriate equipment.

CBS Municipal Engineer, Mike Schmetzer met with Troy of Troy's Excavation onsite to review his proposed approach for constructing the trail repair and drainage improvement; Mike Schmetzer fully concurs with Troy's approach to complete needed repairs.

Fiscal Note

CBS is responsible for repairs to the Cross Trail per the existing maintenance agreement.

On April 20, 2022, Troy's Excavation provided a cost estimate to repair the washed-out section of the Cross Trail for an amount of \$24,999.00. This amount includes mobilization, equipment, labor, and materials (drainage culvert, D-1 for resurfacing).

Total cost for this repair is \$30,000.00 including internal cost to manage the project and perform some of the work. Funds for this repair will be transferred from the General Fund into the Capital Projects Fund. As mentioned, this contract for this repair will be procured without following the normal competitive process based on the justifications outlined in this memo.

Recommendation

It is recommended to approve FY2022 supplemental capital appropriation for Repairs to the Cross Trail to be funded from the General Fund.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2022-09
AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA MAKING SUPPLEMENTAL
APPROPRIATIONS FOR FISCAL YEAR 2022
(Cross Trail Repair)

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. **CLASSIFICATION.** This ordinance is not of a permanent nature and is not intended to be a part of the Sitka General Code of the City and Borough of Sitka, Alaska.

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

3. **PURPOSE.** The purpose of this ordinance is to make a supplemental Capital appropriation for FY2022.

4. **ENACTMENT.** In accordance with Section 11.10 (a) of the Charter of the City and Borough of Sitka, Alaska, the Assembly hereby makes the following supplemental appropriation for the budget period beginning July 1, 2021 and ending June 30, 2022.

<u>FISCAL YEAR 2022 EXPENDITURE BUDGETS</u>
CAPITAL PROJECTS
Fund 700 -Cross Trail Repair Project – Operations: Increase appropriations in Contracted/Purchased Services in the amount of \$30,000 for repairing the Cross Trail due to the washout. The funds will come from the General Fund undesignated working capital.

EXPLANATION

On January 21, 2022, the Cross Trail sustained substantial damage between Kramer and Cascade Creek spur trails. Heavy rain caused the land above to erode, causing embankment failure making the trail unsafe and impassable.

CBS Public Works department is seeking FY-2022 Supplemental Appropriation for Capital Projects Funds for repairs to the Cross Trail using sole source procurement of Troy's Excavation. Work will be required to be completed no later than June 15, 2022, coinciding with the beginning of the summer tourism season.

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 10th day of May 2022.

ATTEST:

Steven Eisenbeisz, Mayor

Sara Peterson, MMC
Municipal Clerk

1st reading: 4/26/2022

2nd and final reading: 5/10/2022

Sponsor: Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 22-13 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Amending Title 2 "Administration" of the Sitka General Code by repealing and replacing sections of Chapter 2.04 "City and Borough Assembly" to address Assembly and public participation

Sponsors:

Indexes:

Code sections:

Attachments: [Motion](#)
[Memo](#)
[Ord 2022-13](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Knox, Mosher, and Duncan

POSSIBLE MOTION

I MOVE TO approve Ordinance 2022-13 on first reading amending Title 2 “Administration” of the Sitka General Code by repealing and replacing sections of Chapter 2.04 “City and Borough Assembly” to address Assembly and public participation.



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

From: Assembly Members Knox, Mosher, and Duncan

Date: May 2, 2022

Subject: Repealing and replacing sections of Chapter 2.04 "City and Borough Assembly" to address Assembly and public participation

Background

At the start of the pandemic, teleconferencing and videoconferencing were relied on out of necessity to conduct business. In February 2022, the Assembly was reminded the current use of telephonic and videoconference participation does not align with Sitka General Code (SGC). The Municipal Clerk brought forward an agenda item requesting direction on:

- Use of videoconferencing when an Assembly Member cannot attend a meeting in-person
- Amending SGC to change the required notification time to the Municipal Clerk if attending by videoconference.
- Amending SGC to allow for remote participation by the Assembly as a whole in the event of an emergency declaration.
- Amending SGC to allow for the public to offer testimony by telephone during meetings.

It is the sponsors desire to update participation guidance and modes of participation of the Assembly of the City and Borough of Sitka towards the current technology and the capabilities of our digital society.

Accountability and transparency is of great importance when it comes to how elected officials participate in meetings, in-person or when away. When participating in person, the public is allowed to see and hear how an elected official is engaged in the deliberative process in the governance of our community. In the current digital landscape there is a higher expectation of participation when officials are not available in-person. Participating by teleconference has limitations and a lot can be lost both to those who are on the phone and those at the meeting in-person. Participating via videoconference gives all members

greater access to more aspects of presentation, dialogue, debate, and process by being able to hear and see all who are a part of the Assembly.

Public satisfaction with political processes can be best enhanced through a broad range of methods of engagement, to enable citizens to participate to the extent and in the ways that they prefer. Public accountability and transparency is also an important factor for elected official's means of participation in any public meeting, and through video participation the public is better able to view and understand the nonverbal aspects of communication that builds on that transparency and accountability. When fully able to communicate both verbally and non verbally we are best able to collaborate, problem solve and more thoroughly understand the full view point of those we interact with. Enhancing our modes of participation for those who are participating remotely is an import step in modernizing our practice of meeting, and our public access and participation.

In review of other municipal participation models, Sitka General Code does not provide a clear guide to rules of decorum nor sufficient guidance on how to manage situations when decorum is broken. Good governance and public engagement relies on foundations of participation that embrace diverse viewpoints, an equal chance to participate, an acknowledgement that with rights come responsibilities, clear outlines of expectations and reduced uncertainty, and our best efforts to eliminate risks of intimidation or heckling. These underlying expectations apply to both Assembly debate and decorum as well are outlined for public engagement with the governing body, public and in public meetings.

Analysis

At the February 22, 2022 meeting, there was consensus of the Assembly to address the areas identified by the Municipal Clerk surrounding videoconference and teleconference participation. In addition, the sponsors desire to provide further guidance on Assembly conduct during debate and discussion as well as public participation rules and enforcement.

- **SGC 2.04.050 Conduct of debate and discussion**
This section provides detailed guidance and procedures for debate and discussion at the Assembly table. It also identifies the roles of the Administrator, Municipal Clerk, and Municipal Attorney during debate and discussion.
- **SGC 2.04.130 Public participation**
 - (A) Rules for public participation
This section states there shall be an opportunity for public participation on agenda items and "persons to be heard" at meetings, provides an explanation for public participation on "discussion/direction/decision" items, states the allotted time for testimony and expectations of the speaker, and addresses inquiries made by a member of the public regarding municipal business during testimony.
 - (B) Rules of order and decorum
This section states the presiding officer shall preserve order and decorum

at all times and identifies behavior that will not be tolerated.

- (C) Enforcement of order and decorum

This section states the presiding officer, or upon majority vote of the Assembly, the presiding officer may order the removal of any person committing disruptive acts at a meeting or work session. Any person removed shall be excluded from further attendance at the meeting from they have been removed, unless permission to attend is granted upon motion made and adopted by a majority vote of the Assembly before the next agenda item.

- SGC 2.04.185 Remote participation by the Mayor and Assembly Members

This section has been renamed remote participation and allows for members to participate by videoconference, **not telephonic**, with the exception of executive session. Key points:

- Members participating remotely shall make every effort to participate in the entire meeting and **must have their video turned on** except during breaks.
- During executive session, for security purposes, **the member shall participate by telephone**. The member participating shall acknowledge there is no other person with the member or in close enough proximity to hear executive session discussion. Members participating remotely are prohibited from electronically recording or taking notes in the executive session.
- The Mayor, or presiding officer, **shall not preside over a meeting** in which they are participating remotely, except as provided in subsection H.
- **No more than the first three members** to contact the Municipal Clerk requesting remote participation at a particular meeting may participate remotely, except as provided in subsection H.
- The member shall **notify** the municipal clerk and presiding officer at least **24 hours in advance** of their intent to participate remotely in a meeting or work session.
- **All voting is by roll call** when a member is participating remotely.
- **Remote participation is limited to four regular meetings during a twelve-month period.** The twelve-month period begins at the first regular meeting of the assembly after the regular election in October. **Remote participation is not allowed consecutively for more than two regular meetings.**
- **Remote participation in a meeting while out of town on municipal**

business does not count toward the four times which remote participation is limited or toward the two consecutive regular meetings limit on remote participation.

- When the administrator, assembly, governor, or federal government has **declared an emergency**, a quorum of assembly members may be established with the combined total of members participating physically, partially remote, or entirely remote. In this instance, the mayor, or presiding officer, may preside over the meeting remotely.
- **SGC 2.04.186 Telephonic participation by the public**
 - Any member of the public may request to provide comment by telephone on any agenda item or “Persons to be heard” item. To participate by telephone, the person shall provide the Municipal Clerk with a telephone contact number by 5:00 p.m. on the Monday before the Tuesday regular meeting, and at least 24 hours before any special or emergency meeting, when such notice is reasonably practicable.
 - Any member of the public who participates by telephone shall not be charged for any costs associated with telephonic participation.
 - Public participation rules and enforcement in Section 2.04.130 apply to members of the public participating by telephone.

Fiscal Note

No fiscal impacts are anticipated. With regards to videoconferencing and teleconferencing, the necessary IT infrastructure is in place.

Recommendation

Approve this Ordinance amending repealing and replacing sections of Chapter 2.04 “City and Borough Assembly” addressing Assembly and public participation.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2022-13

**AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AMENDING TITLE 2
“ADMINISTRATION” OF THE SITKA GENERAL CODE BY REPEALING AND
REPLACING SECTIONS OF CHAPTER 2.04 “CITY AND BOROUGH ASSEMBLY”
TO ADDRESS ASSEMBLY AND PUBLIC PARTICIPATION**

1. CLASSIFICATION. This ordinance is of a permanent nature and is intended to become a part of the 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 purpose of this ordinance is to provide a comprehensive rewrite of guidelines for assembly debate, remote participation by the assembly, and public participation, both in-person and telephonic.

4. ENACTMENT. NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that the Sitka General Code Title 2, entitled “Administration”, Chapter 2.04, entitled “City and Borough Assembly”, be repealed at Section 2.04.050 entitled “Debate”, 2.04.060 entitled “Rules of Public Participation”, 2.04.130 entitled “Public Participation”, and 2.04.185 entitled “Teleconference Participation” and replaced with 2.04.050 entitled “Conduct of Debate and Discussion”, 2.04.130 entitled “Public Participation”, 2.04.185 entitled “Remote Participation by the Mayor and Assembly Members”, and 2.04.186 entitled “Telephonic Participation by the Public” to read as follows (deleted language stricken, new language underlined):

**Title 2
ADMINISTRATION**

Chapters:

2.04 City and Borough Assembly

* * *

**Chapter 2.04
CITY AND BOROUGH ASSEMBLY**

Sections:

* * *

2.04.050 ~~Debate.~~ Conduct of debate and discussion

~~2.04.060 Rules of public participation.~~

* * *

2.04.130 Public participation.

* * *

2.04.185 ~~Teleconference participation.~~ Remote participation by the mayor and assembly members.

2.04.186 Telephonic participation by the public.

* * *

~~2.04.050 Debate.~~

~~A. During assembly debate on a motion, a member or the administrator may speak more than once with priority of access to the floor given to members or the administrator who have not spoken on the motion.~~

~~B. Assembly members, as well as members of boards, commissions and committees, staff, and members of the public, shall speak and refer to each other in a respectful manner, and shall not attack or question the motives of others.~~

~~C. After obtaining recognition from the chair, a member may ask direct questions of another member of the assembly or to a person appearing before the assembly.~~

~~D. Consideration of an ordinance by paragraph shall not be required unless demanded. A demand that consideration by paragraph take place may be overridden by a majority vote of the assembly.~~

2.04.050 Conduct of debate and discussion.

A. When desiring to speak, assembly members and staff shall respectfully address the presiding officer, and shall refrain from speaking until recognized by the presiding officer.

B. Members of the assembly will be recognized by the presiding officer by name. The presiding officer shall determine who shall speak first when two or more members request recognition at the same time.

C. The presiding officer shall preserve order and decorum at all times and shall make such rulings as deemed necessary to preserve order and decorum.

D. Any assembly member may challenge a ruling of the presiding officer by motion, and, if duly seconded will proceed to a vote. The presiding officer's ruling shall stand unless overridden by a majority vote of the assembly.

E. During assembly debate on a motion, an assembly member may speak more than once with priority of access to the floor given to members who have not spoken on the motion. Members shall speak to the subject under debate, endeavor to provide the body with relevant facts and arguments, and shall strive to avoid redundancy.

F. After obtaining recognition from the presiding officer, an assembly member may ask direct questions of another member, municipal staff and/or members of boards, commissions, and committees or to a person appearing before the assembly.

G. Assembly members and staff shall speak and refer to each other in a respectful manner and shall not attack the motives of others.

H. The administrator may participate in the same manner as an assembly member.

I. The municipal clerk may comment on parliamentary procedure. The municipal attorney may comment on procedural and legal issues.

J. Parties to an appeal may testify in a quasi-judicial administrative or adjudicatory proceeding, except as provided otherwise in the code.

K. Consideration of an ordinance by paragraph shall not be required unless demanded. A demand that consideration by paragraph take place may be overridden by a majority vote of the assembly.

2.04.060 Rules of public participation.

A. ~~The hearing will be conducted by the mayor, or by the presiding officer in the absence of the mayor.~~

B. ~~The mayor will open the hearing by summarizing its purposes and reemphasizing the rules of procedure.~~

C. ~~The mayor may set a time limit on speakers if it appears necessary to gain maximum participation and conserve time. Such time limit may be extended by a majority of the assembly.~~

D. ~~Citizens will be encouraged to submit written presentations and exhibits.~~

E. ~~The mayor will set forth the item or subject to be discussed and will rule nongermane comments out of order.~~

F. ~~All speakers, public and assembly members must be recognized by the chair.~~

G. ~~Members of the public will precede their remarks by stating their names and area of residence.~~

H. ~~Members of the assembly will be recognized by the chair by name.~~

1. ~~The assembly members, members of boards, commissions and committees, staff, and members of the public who speak during public participation will refrain from argument and debate.~~

2. ~~Assembly members, members of boards, commissions and committees, staff, and members of the public shall speak and refer to each other in a respectful manner, and shall not attack or question the motives of others.~~

I. ~~The administrator may participate in the same manner as an assembly member.~~

* * *

2.04.130 Public participation.

~~No person except a member of the assembly or the administrator may participate in assembly proceedings except as follows:~~

A. ~~Members of the public may participate during the public participation section concerning an agenda item;~~

~~B.—Parties to an appeal may testify in a quasi-judicial administrative or adjudicatory proceeding, except as provided otherwise in the code;~~

~~C.—The municipal attorney or municipal clerk may comment on parliamentary, procedural and/or legal issues; or~~

~~D.—Any assembly member may request municipal staff and/or members of commissions, committees, or boards to answer questions or provide information at any time during assembly proceedings.~~

A. Rules for public participation. There shall be an opportunity for public participation on agenda items and “Persons to be heard” at each regular meeting, special meeting, and emergency meeting of the assembly. Agenda items are those appearing on the consent agenda; board, commission, and committee appointments; unfinished business; and, new business. Public participation on “discussion/direction/decision” items, under new business, is allowed when authorized by the presiding officer or a majority vote of the assembly.

1. The presiding officer shall instruct members of the public that the testimony time available is not to exceed three minutes per individual on each item, unless the presiding officer imposes other time constraints at the beginning of the agenda item. Such time limits may be overridden by a majority vote of the assembly.

2. No person shall speak during a meeting until that person is recognized by the presiding officer. Upon recognition that person shall state their full name for the record.

3. All persons shall speak to the assembly as a whole and not to individual assembly members, or to members of the public.

4. Assembly members shall refrain from engaging in discussion with the person testifying or answering questions directed by the person testifying.

5. All persons testifying shall immediately cease speaking when notified by the presiding officer that the allotted time has expired.

6. An inquiry made by a member of the public regarding municipal business may be referred to the administrator. An answer shall not be provided at the meeting by the assembly or staff. By majority vote of the assembly, the assembly may direct the administrator or municipal attorney to report back to the assembly regarding the inquiry made by a member of the public at a meeting.

B. Rules of order and decorum.

1. The presiding officer shall preserve order and decorum at all times and shall make such rulings as deemed necessary to preserve order and decorum.

2. A member of the public shall not engage in the assembly debate or deliberations.

3. A person addressing the assembly shall not make personal, impertinent, unduly repetitive, slanderous, or profane remarks to the assembly, staff, or general public, nor use loud, threatening, personal or abusive language, nor engage in any other disorderly conduct that disrupts or otherwise impedes the orderly conduct and decorum of any meeting.

4. All persons attending any meeting must observe the assembly's rules of procedure and adhere to the same standards of order and decorum as members of the assembly. Persons in the audience shall not engage in disorderly or boisterous conduct, including the utterance of loud, threatening or abusive language, whistling, clapping of hands, stamping of feet or other acts which disturb, disrupt or otherwise impede the orderly conduct and decorum of any meeting.

C. Enforcement of order and decorum. At the discretion of the presiding officer or upon majority vote of the assembly, the presiding officer may order the removal of any person committing any of the following acts of disruptive conduct with respect to a regular meeting, special meeting, emergency meeting, adjourned meeting, or work session of the assembly:

1. Disorderly, contemptuous or insolent behavior toward the assembly or any member thereof, which interrupts the due and orderly course of the meeting;

2. A breach of the peace, boisterous conduct or violent disturbance, which interrupts the due and orderly course of the meeting;

3. Disobedience of any lawful order of the presiding officer, which shall include an order to be seated or to refrain from addressing the assembly; and,

4. Any other interference which interrupts the due and orderly course of the meeting.

Any person so removed shall be excluded from further attendance at the meeting from which they have been removed, unless permission to attend is granted upon motion made and adopted by a majority vote of the assembly before the next agenda item.

* * *

2.04.185-Teleconference participation. Remote participation by the mayor and assembly members.

A.—~~The use of teleconferencing at assembly meetings is for the convenience of government officials and the public. Teleconference participation by the mayor, assembly members and the public is authorized by AS 44.62.310(a) and 44.62.312. While physical presence of the mayor, assembly members and the public is the preferred method of participation at assembly meetings, the mayor, assembly members, and the public are allowed to participate at assembly meetings in the following manner:~~

1.—~~Participation of Mayor and Assembly Members by Teleconference.~~

a.—Any assembly member may participate in any assembly meeting by teleconference. Teleconference participation is solely at the discretion of the assembly member who requests this method of participation if the assembly member is out of town or incapacitated. The assembly member shall notify the municipal clerk to arrange for teleconference participation by four p.m. on the Friday before the Tuesday regular assembly meeting, and at least twelve hours before any special assembly meeting.

b.—The mayor, or the presiding officer in the absence of the mayor, may also participate in any assembly meeting by teleconference. The mayor, or the presiding officer in the absence of the mayor, shall notify the municipal clerk to arrange for teleconference participation by four p.m. on the Friday before the Tuesday regular assembly meeting, and at least twelve hours before any special assembly meeting. However, the mayor, or the presiding officer in the absence of the mayor, shall not preside over the assembly meeting when participating by teleconference.

c.—The mayor and any assembly member participating by teleconference shall be deemed to be present at the assembly meeting for all purposes, including for quorum and voting, except as provided in subsection (A)(1)(b) of this section.

d.—The mayor and any assembly member participating by teleconference shall have the same right to participate in any matter as if physically present at the assembly meeting, including debate under Section 2.04.050, executive sessions, adjudicatory matters, and presentations. Reasonable efforts shall be made to make available to the mayor and any assembly member participating by teleconference any pertinent documents that are to be discussed and/or acted upon, including the assembly packet.

e.—The mayor and any assembly member participating by teleconference shall have the same right to vote on any matter as if physically present at the assembly meeting. All voting at the meeting shall be by roll call vote. The assembly member who is participating by teleconference, or the mayor when participating by teleconference, determines whether the member or the mayor has had the opportunity to evaluate all pertinent information, including any testimony and/or evidence, and is prepared to vote.

f.—Teleconference participation at any assembly meeting is limited to four times a year by each assembly member or by the mayor. However, teleconference participation by a member or the mayor will not be allowed consecutively for more than two regular meetings.

2.—Participation of Public by Teleconference. Any member of the public who will not be present within the city and borough of Sitka during any assembly meeting, and who wants to participate by teleconference concerning any agenda item which allows for public participation under Section 2.04.060, may request participating by teleconference. The assembly agenda is available from the municipal clerk and the

~~city and borough of Sitka website prior to the assembly meeting, in accordance with Section 2.04.010. In order to participate by teleconference, the member of public shall provide the municipal clerk with a telephone contact number for the teleconference participation by four p.m. on the Monday before the Tuesday regular assembly meeting, and at least twelve hours before any special assembly meeting. The municipal clerk will call that phone number during the public participation section on the agenda item.~~

~~B. Cost of Teleconference Participation. The mayor, any assembly member, and any member of the public who participates by teleconference shall not be charged for any telephone costs associated with the teleconference participation.~~

A. The mayor or any assembly member may participate in and vote at a regular meeting, special meeting, emergency meeting, or work session of the assembly by remote participation (videoconferencing or similar technology) provided the following circumstances are met:

1. The meeting or work session is held with a quorum of members physically present, except as provided in subsection H of this section;

2. Reasonable technical capabilities are available at the meeting location to allow the member(s) to participate, to include being able to hear and engage in discussion, and being audible to all persons participating in the meeting;

3. The member(s) participating remotely has/have the ability to obtain the meeting agenda and other pertinent documents to be discussed and/or acted upon;

4. The member(s) participating remotely shall make every effort to participate in the entire meeting and must have their video turned on except during breaks.

5. For executive session, the member(s) shall participate by telephone, not videoconference. The member(s) participating shall acknowledge that there is no other person(s) with the member(s) or in close enough proximity to hear the executive session discussion. Member(s) participating remotely are prohibited from electronically recording or taking notes in the executive session.

B. The mayor, or the presiding officer in the absence of the mayor, shall not preside over a meeting in which they are participating remotely, except as provided in subsection H of this section.

C. No more than the first three members to contact the municipal clerk requesting remote participation at a particular meeting may participate remotely, except as provided in subsection H of this section.

D. The member shall notify the municipal clerk and the presiding officer at least 24 hours in advance of their intent to participate remotely in a meeting or work session.

E. If the remote connection cannot be made or is made and then lost, the meeting shall commence or continue as scheduled and the municipal clerk shall attempt to establish or

347 restore the connection, provided that if the member(s) participating remotely is/are
348 necessary to achieve a quorum, the meeting shall recess or adjourn as necessary until
349 the remote connection is established or restored.

350
351 F. All voting at the meeting when a member(s) is/are participating remotely shall be by
352 roll call vote.

353
354 G. For the mayor and other assembly members, remote participation is limited to four
355 regular meetings during the twelve-month period. This twelve-month period begins at the
356 first regular meeting of the assembly after the regular election in October. Remote
357 participation by the mayor or a member will not be allowed consecutively for more than
358 two regular meetings. Remote participation in a meeting while out of town on municipal
359 business does not count toward the four times for which remote participation is limited or
360 toward the two consecutive regular meetings limit on remote participation.

361
362 H. When the administrator, assembly, governor, or federal government has declared an
363 emergency, a quorum of assembly members may be established with the combined total
364 of members participating physically, partially remote, or entirely remote. In this instance
365 the mayor, or presiding officer, may preside over the meeting remotely. When an
366 emergency has been declared, limits established in subsection G don't apply.

367
368 I. The mayor or any assembly member(s) who participate(s) remotely shall not be
369 charged for any costs associated with remote participation.

370
371 **2.04.186 Telephonic participation by the public.**

372 A. Any member(s) of the public may request to provide comment by telephone on any
373 agenda item or "Persons to be heard" which allows for public participation under Section
374 2.04.130(A). To participate by telephone, the person shall provide the municipal clerk with
375 a telephone contact number and indicate which agenda item(s) they wish to provide
376 comment on by 5:00 p.m. on the Monday before the Tuesday regular meeting, and at
377 least 24 hours before any special or emergency assembly meeting, when such notice is
378 reasonably practicable. The municipal clerk will call that phone number during the public
379 participation section on the agenda item or during "Persons to be heard". If the person is
380 not available at the time of public comment for the item, the presiding officer will move to
381 the next person. A person participating by telephone must be able to hear and engage in
382 discussion and be audible to all persons participating in the meeting.

383
384 B. Any member(s) of the public who participates by telephone shall not be charged for
385 any costs associated with telephonic participation.

386
387 C. Public participation rules and enforcement in Section 2.04.130 apply to members of
388 the public participating by telephone.

389
390 * * *

391
392 **5. EFFECTIVE DATE.** This ordinance shall become effective the day after
393 the date of its passage.
394

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough
of Sitka, Alaska, this 24th day of May, 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st reading: 05/10/2022
2nd and final reading: 05/24/2022

Sponsors: Knox / Mosher / Duncan



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 22-12 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Amending Title 4 "Revenue and Finance" of the Sitka General Code by adding a new subsection to Chapter 4.09 "Sales Tax" to establish a consumer's sale tax on marijuana and marijuana products, in place of the existing consumer's sales tax; and amending Chapter 4.25 "Student Activities Dedicated Travel Fund" such that the tax proceeds will be deposited into and disbursed from that fund for extracurricular student activities; and submitting the question of such amendment to the qualified voters at the regular election on October 4, 2022

Sponsors:

Indexes:

Code sections:

Attachments: [Motion.](#)
[Memo](#)
[Ord 2022-12](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Knox, Mosher, and Himschoot

POSSIBLE MOTION

I MOVE TO approve Ordinance 2022-12 on first reading amending Title 4 “Revenue and Finance” of the Sitka General Code by adding a new subsection to Chapter 4.09 “Sales Tax” to establish a consumer’s sale tax on marijuana and marijuana products, in place of the existing consumer’s sales tax; and amending Chapter 4.25 “Student Activities Dedicated Travel Fund” such that the tax proceeds will be deposited into and disbursed from that fund for extracurricular student activities; and submitting the question of such amendment to the qualified voters at the regular election on October 4, 2022.



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

From: Assembly Members Knox, Mosher, and Himschoot

Date: May 4, 2022

Subject: Approve Ordinance 2022-12 Marijuana point of sale tax

Background

Most larger Alaska cities with marijuana growers and retail establishments are collecting targeted taxes on marijuana cultivation and sales, along with any standard city sales tax. Anchorage, Juneau, Fairbanks, North Pole and Ketchikan are just a few that leverage sales or excise taxes.

In 2021 the Assembly considered a point of sale tax on marijuana and marijuana products that failed to pass the assembly and get placed on the ballot. This new version takes into account concerns that were raised by businesses, the public and Assembly members. Key differences include:

- Elimination of standard CBS Sales tax and providing a dedicated single Marijuana and Marijuana products point of sale consumer tax.
- Graduated rate structure over a three year period – 6%, 8%, 10%
- Addition of language clarifying that the CBS Senior Sales Tax exemption does not apply.
- Further clarification of dedication of revenue to the SSD Student Activities Fund

Analysis

Revenue generation is a large driver for any tax. Special taxation on products like marijuana, alcohol and cigarettes is often very well supported by voters and communities looking to distribute taxation away from necessary and critical needs and services to place a greater burden on “luxury” items.

Like alcohol and tobacco, the price of marijuana has been found to have the greatest deterrent impact on youth rates of use. Youth are the most price sensitive demographic in the purchasing spectrum when it comes to products like this. The US Surgeon General and the Centers for Disease Control have countless quantitative surveys that outline best practices for alcohol, sugar sweetened beverages and tobacco pricing; though at this time there isn't hard data on marijuana, there is speculative certainty from many of the same researchers that marijuana will be similar. This body of research points to higher prices as a barrier to youth use.

Fiscal Note:

Based on recent retail sales tax data from Sitka's marijuana industry it is estimated that the 6%, 8%, 10% point of sale tax revenue would be approximately \$210,000, \$280,000, and \$350,000 annually. All sales conducted within the CBS will be subject to the tax unless specifically exempted as a wholesale transfer or sale, or other allowed exempt sale. Any tax holidays and the senior sales tax exemption will not apply to this tax. Currently marijuana is exempt under the senior sales tax exemption with an approximate \$6,500 reduction in sales tax revenue from applied exemptions. The current total reduction in sales tax revenue due to the proposed exemption of marijuana sales would be approximately \$195,000.

The Sitka School District currently budgets \$268,476 to student activities which covers everything from the Athletic and Activities Director, coaching staff, officials and referees, activities travel and other supplies and expenses.

Dedicating Revenue:

The ordinance contains a provision to dedicate revenue to the Sitka School District's Student Activity Fund. The Sitka Health Summit Coalition, Sitka School District, Sitka Tribe of Alaska and the Children's Health Fund Action Group originally collaborated to develop the Fund, which now holds and distributes proceeds of marijuana licensing fees.

Sitka has some significant inequities, with great disparity evident in income, opportunity and health outcomes along class and racial lines. Overall, more than 10% of Sitka's children live in poverty and 36% qualify for free or reduced lunch programs, with that number rising to over 45% in 2020.

The cost of extracurricular and after school activities is increasingly high and growing with the inflation of travel costs, and equipment and supply needs. For a single child to participate in one season of a typical club, sport or other organized healthy activity in Sitka, a family must be able to pay up to several hundred if not thousands of dollars in registration, uniform, travel costs, and other fees.

Some activities have tried to shift this burden on families by engaging in fundraising campaigns, with some Sitka School District seasonal sports and activities needing to raise

tens of thousands of dollars for each activity. Fundraising activities carry their own stress of time commitment, and in reality financial contribution buy families, students and organizers. The same workload and the does not in fact remove This financial burden is in addition to the challenge of providing youth with the necessary gear, snacks and transportation needed for full participation in activities. For families with limited resources, these barriers are often insurmountable and kids – often those with the greatest need for healthy, safe activities - are missing out on opportunities to exercise, play, build new skills, and gain exposure to positive peer and adult mentors.

The SSD Student Activity Fund was designed to help close this opportunity gap by funding student participation in activities that improve health and wellbeing. Expanding that mission to provide a stable revenue mechanism to provide activities funding for all Sitka School District youth with affordable and accessible activities benefits the community as a whole.

The Sitka School District's Activities Director manages the program and Sitka School District distributes the funds. The Sitka School District is an ideal partner since they can use the application process that students use to be eligible for free and reduced school lunches to determine eligibility for assistance from the Activities Fund. Funds within the Student Activity Fund would then also be equitably distributed to ensure the greatest success to student extracurricular programs throughout the Sitka School District.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2022-12

BALLOT PROPOSITION OCTOBER 4, 2022

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA AMENDING TITLE 4 “REVENUE AND FINANCE” OF THE SITKA GENERAL CODE BY ADDING A NEW SUBSECTION TO CHAPTER 4.09 “SALES TAX” TO ESTABLISH A CONSUMER’S SALE TAX ON MARIJUANA AND MARIJUANA PRODUCTS, IN PLACE OF THE EXISTING CONSUMER’S SALES TAX; AND AMENDING CHAPTER 4.25 “STUDENT ACTIVITIES DEDICATED TRAVEL FUND” SUCH THAT THE TAX PROCEEDS WILL BE DEPOSITED INTO AND DISBURSED FROM THAT FUND FOR EXTRACURRICULAR STUDENT ACTIVITIES; AND SUBMITTING THE QUESTION OF SUCH AMENDMENT TO THE QUALIFIED VOTERS AT THE REGULAR ELECTION ON OCTOBER 4, 2022

1. CLASSIFICATION. This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.

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 purpose of this ordinance is to amend the SGC Title 4 “Revenue and Finance” by adding a new subsection in Chapter 4.09 “Sales Tax” to provide for specific consumer sales tax on marijuana and marijuana products and exempt these sales from the general sales tax in section 4.09.010(A). Revenues are to fund the Student Activities Fund of the Sitka School District to support extracurricular student activities and associated travel costs.

4. ENACTMENT. NOW, THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka that the Sitka General Code Title 4, entitled “Revenue and Finance”, be amended by adding a new subsection, and updating existing sections and subsections in Chapter 4.09, entitled “Sales tax”, section 4.09.010, entitled “Levy of sales tax”, section 4.09.020, entitled “Collection of tax”, section 4.09.100, entitled “Exemptions”, and Chapter 4.25, entitled “Student Activities Dedicated Travel Fund”, to read as follows (deleted language stricken, new language underlined):

**Title 4
FINANCE AND REVENUE**

Chapters:

*** * ***

4.09 Sales Tax

*** * ***

4.25 Student Activities Dedicated Travel Fund

*** * ***

Chapter 4.09
SALES TAX

Sections:

4.09.010 Levy of sales tax.

4.09.020 Collection on tax.

* * *

4.09.100 Exemptions.

* * *

4.09.010 Levy on sales tax.

A. There is levied a consumer's sales tax on sales, rents, and leases made in the city and borough of Sitka. This tax applies to sales, rentals, and leases of tangible personal property; sales of services sold within the city and borough of Sitka; sales of services performed wholly or partially within the city and borough of Sitka when the provision of such services originates or terminates within the city and borough of Sitka; and rentals and leases of real property located within the city and borough of Sitka. Notwithstanding any provision of law, air or sea charter services, provided a person or entity in the business of providing such charter services, are exempt from sales tax by the city and borough of Sitka if the charter does not commence and end within the city and borough of Sitka.

B. The rate of levy of the sales tax levied under subsection A of this section is five percent on sales made during the months of October, November, December, January, February, and March. The rate of levy of the sales tax levied under subsection A of this section is six percent on sales made during the months of April, May, June, July, August, and September.

C. A flat rate of ten dollars per fish box shall be levied on the packaged fish and/or seafood caught or taken and retained by fish charter customers as part of the fish charter. This tax shall be paid by the fish charter customer, collected by whoever packages the fish and/or seafood caught or taken by the fish charter customer, and is in addition to any sales tax paid based on the cost of the charter. This tax is effective January 1, 2007. For purposes of this subsection, a "fish box" means any packaging by a fish charter operator or processor of fish and/or seafood caught or taken as part of the charter by a fish charter customer. The sales tax collected from this levy on fish boxes shall be deposited by the finance director in the following funds in the following ratios:

1. Thirty percent in the harbor fund;
2. Thirty percent in a fisheries enhancement fund, available to be used for any fisheries enhancement proposal upon approval of the proposal by the assembly; and
3. Forty percent in the general fund.

D. In place of the consumer's sales tax levied in subsection A of this section, there is levied a consumer's sales tax on sales made in the city and borough of Sitka of marijuana, as "marijuana" is defined in AS 17.38.900(10), and marijuana products, as "marijuana products" is

defined in AS 17.38.900(15). The rate of levy of the sales tax under this subsection is six percent on sales made during the first year, starting on January 1, 2023, eight percent on sales made during the second year, and ten percent on sales made during the third year and each year thereafter. The sales tax collected under this subsection shall be deposited by the finance director into the Student Activities Fund. Each year during the annual budget process an appropriation from the Student Activities Fund will be made based on projected annual revenue and the funds appropriated will be transferred to the Sitka School District. This funding will be restricted to the support of extracurricular student activities and associated travel costs.

~~E~~D. Except as provided in subsection C and D of this section, all moneys accumulated under the terms of this chapter shall be deposited by the finance director in the general fund of the city and borough of Sitka and shall be used for the general operating expenses of the city and borough of Sitka in such a proportion as deemed advisable from time to time by the assembly.

4.09.020 Collection on tax.

A. The tax described in Section 4.09.010(A) and (D) is imposed on the purchaser and must be collected by the seller and paid to the city and borough of Sitka by the seller as provided in Section 4.09.270. The seller holds all taxes collected in trust for the city and borough of Sitka. The tax must be applied to the sales price.

* * *

4.09.100 Exemptions.

* * *

~~R. Reserved.~~ Marijuana and marijuana products. Sales of marijuana and marijuana products under section 4.09.010(D) are exempt from the levy of sales tax imposed by section 4.09.010(A).

* * *

Y. Exemption for Persons Who Have Reached the Age of Sixty-Five.

1. Any person, sixty-five years of age or older, who is a resident of the state of Alaska may apply for and be issued by the finance director a senior citizen sales tax exemption certificate which entitles the person, person's spouse, or the person's qualified domestic partner to be exempt from sales tax for the purchase of goods, services or rentals which are solely for the personal use or consumption of the person, person's spouse, or the person's qualified domestic partner. This exemption does not apply for purchases for the person, person's spouse, or the person's qualified domestic partner:

a. For use in any trade or business, including but not limited to commercial fishing;
or

b. For purchase of alcoholic beverages, cigarettes, or other tobacco products and marijuana or marijuana products.

* * *

Chapter 4.25 STUDENTS ACTIVITIES DEDICATED TRAVEL FUND

Sections:

4.25.010 Student activities ~~dedicated travel~~ fund.

4.25.020 Revenue source for the student activities ~~dedicated travel~~ fund.

* * *

4.25.010 Student activities ~~dedicated travel~~ fund.

A student activities ~~dedicated travel~~ fund is hereby created. The student activities ~~dedicated travel~~ fund shall be maintained separate and apart from all other funds and accounts of the city and borough. The student activities ~~dedicated travel~~ fund shall only be used to assist with the payment of expenses associated with extracurricular student activities and associated travel costs that is part of a Sitka School District sponsored activity.

4.25.020 Revenue source for the student activities ~~dedicated travel~~ fund.

Notwithstanding any other provision of law, all proceeds received by the city and borough of Sitka from the state of Alaska resulting from marijuana licensing fees and the consumer's sales tax on marijuana and marijuana products shall be deposited in their entirety in the student activities ~~dedicated travel~~ fund.

Proceeds will be appropriated during the annual budget process. The amount transferred is to be included in the calculation of the local support of education per AS 14.17.410.

* * *

5. BALLOT PROPOSITION. The following question shall be placed on the ballot at the regular election on October 4, 2022:

Shall the Sitka General Code be amended, effective January 1, 2023, by exempting marijuana and marijuana products from the general levy of sales tax and adding a specific levy of sales tax, using a graduated annual scale (6% the first year, 8% the second year, and 10% the third year and each subsequent year), for marijuana and marijuana products sold in the municipality, and placing the tax revenues in a dedicated municipal fund for the Sitka School District for extracurricular student activities and associated travel costs?

Yes ☐ No ☐

Informational: See Ordinance 2022-12

An affirmative vote on this ballot proposition would amend the Sitka General Code section 4.09.010, entitled "Levy on Sales tax", by exempting marijuana and marijuana products from the general sales tax (5% October-March and 6% April-September) and concurrently creating a specific sales tax (6% for first year, 8% for second year, and 10% for third and each subsequent year) on marijuana and marijuana products. If approved by a majority of qualified voters, this amendment will become effective January 1, 2023.

The net effect of approval of the ballot proposition exempting marijuana and marijuana products from general sales tax and creating the marijuana and

marijuana specific sales tax would be a zero to one percent increase in taxes in the first year, a two to three percent increase for the second year and a four to five percent increase for the third and all subsequent years, depending on the time of the year the tax is collected.

6. EFFECTIVE DATE. This ordinance shall become effective January 1, 2023, upon certification of the October 4, 2022, election results that show a majority of qualified voters approved the enactment.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska, this 24th day of May, 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st reading: 5/10/2022

2nd and final reading: 5/24/2022

Sponsors: Knox / Mosher / Himschoot



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 22-10 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Adopting budgets and capital improvement plan for the General Fund, Internal Service Funds, and Special Revenue Funds for the fiscal year July 1, 2022 through June 30, 2023

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Ord 2022-10](#)
[FY23 Budget Memo](#)
[Ord 2022-10 General Fund and others](#)
[FY23 Draft Budget](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Ordinance 2022-10 on first reading adopting budgets and capital improvement plan for the General Fund, Internal Service Funds, and Special Revenue Funds for the fiscal year July 1, 2022 through June 30, 2023.





CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Melissa Haley, Finance Director 

Date: May 3, 2022

Subject: FY2023 Budget, Capital Improvement Plan, and Rate Adjustments

Background

The Assembly has met seven times over the course of four months, beginning first with staff seeking feedback and direction on what the Assembly wished to include in or exclude from the budget, and then moving on to review the FY2023 budget draft and its implications for the future.

Analysis

Revenue (General Fund): The overall takeaway from the meetings seeking direction was that staff and Assembly were comfortable with an optimistic, but cautious approach. Revenue projections for the General Fund assumed sales tax revenue rebounds from the pandemic but did not anticipate significant growth based on the projected increase in tourism.

Expenditures (General Fund): On the expense side, the outcome of the meetings was that not making key investments now would hurt the municipality going forward. Both inflation, increased tourism, and maintaining momentum on improvements in municipal operations have impacted the expenditure-side of the budget, resulting in an increase of 15% from spending anticipated through the end of the current year.

Infrastructure (Governmental): In addition to increased spending on operations, the FY2023 budget includes a rebound in investing in infrastructure repair projects that were delayed while the municipality was reeling from reduced revenues from the pandemic. While the increase capital investment doesn't fully make up for pandemic-related contractions, it is a move in the right direction.

Enterprise Funds and Rates: With infrastructure-heavy enterprise funds dealing with inflationary pressures, particularly in relation to increased costs of capital projects, rate

increases were recommended for all utilities and moorage, with a goal of ensuring that future spiked increase are mitigated. With a year-to-year CPI increase over 7% at the time of budget development, the rate increases in many cases are higher than prior year inflationary increases. The rate increases in the omnibus ordinance are as follows:

- Electric-4%
- Water-5%
- Wastewater-8%
- Solid Waste-7.5% (also included is a rate for additional pickups, which had been unintentionally lost from code)
- Moorage 8.3%

The Administrator's Letter, included at the front of the budget document, provides additional detail and analysis.

Fiscal Note

The General Fund budget results in a surplus of \$380,000, which, should adjustments be needed mid-year, could become a deficit, which would mean that operations would be supported by our undesignated fund balance. On the other side, sales tax projections are conservative, so it is possible that the surplus could grow.

For the enterprise funds, while revenue (with the corresponding rate increases) less operating expense provide a positive cash flow, in some cases key investments in capital repairs require some funds to use up some of their unrestricted net position from prior years, in other cases, an enterprise fund may be adding considerably to its working capital, however this is generally in preparation for future projects/debt service.

The only new debt proposed for FY2023 is a DEC loan to repair the Thomsen lift station. The Assembly has already provided preliminary approval of this loan.

Recommendation

Approve Ordinances 2022-10 and 2022-11 that includes the FY2023 budget, Capital Improvement Plan, approval of new debt, and rate increases for the Electric, Water, Wastewater, Solid Waste, and Harbor Funds.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2022-10

**AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA
ADOPTING BUDGETS AND CAPITAL IMPROVEMENT PLAN FOR THE GENERAL FUND,
INTERNAL SERVICE FUNDS, AND SPECIAL REVENUE FUNDS
FOR THE FISCAL YEAR JULY 1, 2022 THROUGH JUNE 30, 2023**

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. CLASSIFICATION. This ordinance is not of a permanent nature and is not intended to be a part of the Sitka General Code of the City and Borough of Sitka, Alaska.

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

3. PURPOSE. The purpose of this ordinance is to set forth budgetary requirements for the operation of the various divisions, departments and organizations of the City and Borough of Sitka for Fiscal Year 2023.

4. ENACTMENT. NOW THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska that the following expenditure budgets (see below) for the fiscal period beginning July 1, 2022 and ending June 30, 2023 and related capital improvement plan (included in the FY2023 Administrator's Budget) are hereby adopted as follows:

	<u>REVENUE</u>	<u>EXPENDITURE BUDGET</u>		
<u>GENERAL FUND</u>	REVENUE	OPERATIONS	CAPITAL/ TRANSFER	TOTAL
General Fund	\$37,545,485	\$31,494,141	\$5,670,911	\$ 37,165,052

<u>INTERNAL SERVICE FUNDS</u>	REVENUE	OPERATIONS	CAPITAL/ TRANSFER	TOTAL
Information Technology Fund	\$1,599,310	\$2,094,153	\$30,000	\$ 2,124,153
Central Garage Fund	\$1,724,436	\$1,513,762	\$835,000	\$ 2,348,762
Building Maintenance Fund	\$825,539	\$1,279,735	\$-0-	\$1,279,735

<u>SPECIAL REVENUE FUNDS</u>	REVENUE	OPERATIONS	CAPITAL/ TRANSFER	TOTAL
Pet Adoption Fund	\$5,600	\$25,000	\$-0-	\$25,000
Sitka Forfeiture Fund	\$1,000	\$50,000	\$-0-	\$50,000
Library Building Fund	\$200	\$1,000	\$-0-	\$1,000

Southeast Alaska Economic Development Fund	\$20,000	\$20,000	\$-0-	\$20,000
GPIP Contingency Fund	\$5,000	\$10,000	\$-0-	\$10,000
Sitka Community Hospital Dedicated Fund	\$1,688,000	\$1,667,722	\$-0-	\$1,667,722
Student Activities Travel Fund	\$2,630	\$5,000	\$-0-	\$5,000
Fisheries Enhancement Fund	\$37,500	\$50,000	\$-0-	\$50,000
Utility Subsidization Fund	\$356,400	\$198,200	\$-0-	\$198,200
Commercial Passenger Vessel Excise Tax Fund	\$1,512,000	\$1,212,892	\$-0-	\$1,212,892
Visitor Enhancement Fund	\$570,000	\$531,200	\$-0-	\$531,200
Revolving Fund	\$10,180	\$15,150	\$-0-	\$15,150
Guarantee Fund	\$2,280	\$3,500	\$-0-	\$3,500
Cemetery Fund	\$2,000	\$2,000	\$-0-	\$2,000
Rowe Trust Fund	\$1,800	\$1,800	\$-0-	\$1,800
Library Endowment Fund	\$8,200	\$30,000	\$-0-	\$30,000
Bulk Water Fund	\$7,875	\$10,200	\$-0-	\$10,200
Seasonal Sales Tax/School Bond Debt Service Fund	\$3,132,249	\$2,304,200	\$ -0-	\$2,304,200
<u>PERMANENT FUND</u>				
Permanent Fund	\$500,000	\$1,261,739	\$-0-	\$1,261,739

<u>GENERAL FUND CAPITAL PROJECT FUND</u>	REVENUE	OPERATIONS	CAPITAL/ TRANSFER	TOTAL
General Capital Project Fund	\$3,425,000	\$-0-	\$3,425,000	\$3,425,000
General Capital Contingent on State/Federal Funding	\$780,000	\$-0-	\$780,000	\$780,000

EXPLANATION

Details of individual budgets and capital improvement plans are contained in the FY2023 Administrator's Budget. Support to the Sitka School District has been included in the General Fund Expenditures. Budgeted amounts for all funds include revenue, operating expenditures and new capital appropriations. This ordinance fulfills the requirements of Section 11.08 of the Home Rule Charter of the City and Borough of Sitka regarding annual adoption of a capital improvements program.

5. EFFECTIVE DATE. This ordinance shall become effective on July 1, 2022.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 24th day of May 2022.

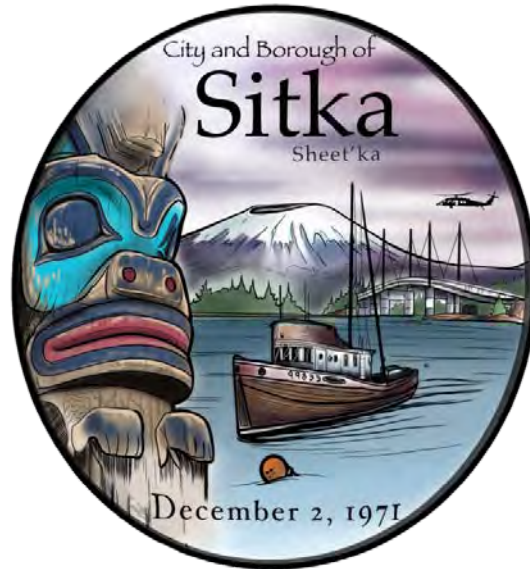
Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st reading: 5/10/2022
2nd and final reading: 5/24/2022

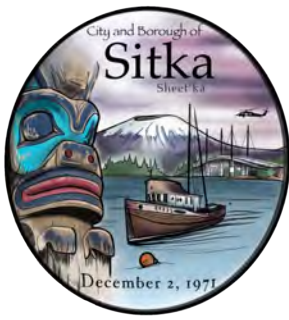
Sponsor: Administrator



CITY AND BOROUGH OF SITKA

FISCAL YEAR 2023

Draft CONSOLIDATED OPERATING BUDGET



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

April 21, 2022

Mayor Eisenbeisz, Assembly Members and Fellow Citizens of the City and Borough of Sitka,

In accordance with the provisions of Article XI, Section 11.02 of the Home Rule Charter of the City and Borough of Sitka, the Fiscal Year 2023 (FY23) Consolidated Operating Budget of the City and Borough of Sitka (CBS) is hereby presented for your approval.

The Last Year in Review

The last two years for the CBS have largely been defined by uncertainty, and the associated budgets were constructed with caution in mind. The COVID-19 pandemic had detrimental effects on our local economy, but with keen oversight of our municipal budget, federal and state aid, and a risk-sharing partnership with the Sitka School District (SSD), we were able to prevent major reductions in services to residents and students.

The receipt of a \$1.0 million American Rescue Plan Act (ARPA) grant disbursed by the state and the anticipation of the second Treasury disbursement of the municipality's ARPA commitment, partially alleviated the General Fund budget deficit of FY22. The Assembly's FY22 budget decisions balanced many competing demands, and the use of federal funds to replace lost revenue has stabilized our foundation for FY23, including investing in needed infrastructure repair.

Despite significant impact to sales tax revenue in July – September 2020, we saw overall FY21 sales tax receipts nearly rebound to 2019 levels with revenue exceeding our budget estimates by \$377,000. Currently, FY22 sales tax revenue for the first half of the year is exceeding budget by \$1.8 million and is on track to exceed pre-pandemic revenue levels.

FY23 Revenue Assumptions

Although recent revenues have been optimistic, we are still approaching the FY23 budget with caution due to the tapering effects of the pandemic, inflationary concerns, and possible impacts of international events. Sales tax revenue is estimated at a 7% increase from conservative FY22 projections. There is an estimated \$10.9 million increase in overall property valuation, and a 2.2% increase from FY22 levels has been budgeted.

Revenue streams are recovering and are on track to exceed pre-pandemic levels, however, the cost of capital and governmental services continues to increase with historic rates of inflation. Our assumption in the FY23 budget is that inflation will slow as we near the summer of calendar year 2022 (Q1 FY23). Maintaining status quo services will likely cost more due to supply chain

challenges, a shortage of available labor, and rising fuel costs. The inflationary effects in the economy will translate to cost-of-living adjustments for non-represented CBS employees and be a factor in the ongoing labor negotiations for CBS union represented employees. Employee turnover could prove to be very costly given the current labor market.

In the spring of 2021, it was announced that Sitka is expected to receive its largest cruise visitor season on record in 2022 with 400,000 passengers anticipated. This forecast was increased to 480,000 during the summer months, with estimates for 2023 and beyond ranging from 500,000 – 520,000. Sitka's largest cruise season on record was in 2008 with approximately 285,000 passengers. Not only is the increase to 480,000 passengers a significant increase over this previous high, the logistics of cruise ship visitation in Sitka has changed with the opening of the privately owned Sitka Sound Cruise Terminal. Although significant sales tax revenues are anticipated from this substantial increase in tourism, uncertainty remains on pandemic related travel impacts. In addition, the CBS is required to allocate substantial financial resources to facilitate the logistics and infrastructure necessary to effectively capture revenue from tourist spending.

The CBS learned of a potential for Medicaid ambulance reimbursements through the Supplemental Emergency Medical Transport (SEMT) Program. SEMT is a voluntary program that will allow eligible publicly owned and operated Medicaid providers to voluntarily submit annual reports to be reimbursed Medicaid supplemental payments. SEMT providers submit annual cost reports to the Department of Health and Social Services that are used to calculate a provider's cost per transport. The supplemental payment will be the federal portion of the difference between the provider's cost per transport and the payment that the provider has already received in fee-for-service Medicaid payments and any other source of reimbursement. The amount estimated in the FY23 budget is \$460,000 that covers two years and is anticipated to be finalized and disbursed in FY23.

Federal relief funding related to the COVID-19 pandemic is ending and a final ARPA distribution of \$1.0 million will be received and used as revenue replacement. We largely expect state funding to remain flat for FY23, however we anticipate possible federal funding for infrastructure to be available with the Infrastructure Investment and Jobs Act (IIJA) enacted on November 15, 2021. The IIJA provides for \$973 billion over five years (FY22-26), of which \$423 billion (43%) will be used for baseline program reauthorizations like transportation (DOT/FAA) and public works (EPA), and \$550 billion will be used for "new spending" on broadband, energy and power, electric vehicles, cybersecurity, etc. Funds should begin arriving in calendar year 2022 and continue for 5 fiscal years.

Using a conservative approach to forecasting, the FY23 budgeted revenue is \$37,545,485.

FY23 Expense Budget Comments

Given the cautions revenue assumptions, we are presenting an expense budget that largely maintains core services to status quo. Those services are Charter or Code driven and involve Public Safety, Public Works, Education, Support Services (Planning, Assessing, Legal, IT, Finance, Admin/Clerks), and Infrastructure. However, other non-core expenses related to Charitable Contributions, Social Services, and Economic Development were also kept to status quo.

Budgeted expenditures provide for the current level of services, with middle of the road inflation increases assuming that inflation continues through calendar Q1 2022 and then levels off by calendar Q2 2022. In addition to the “status quo” budget, several new initiatives and investments have been pursued to increase efficiency across the organization.

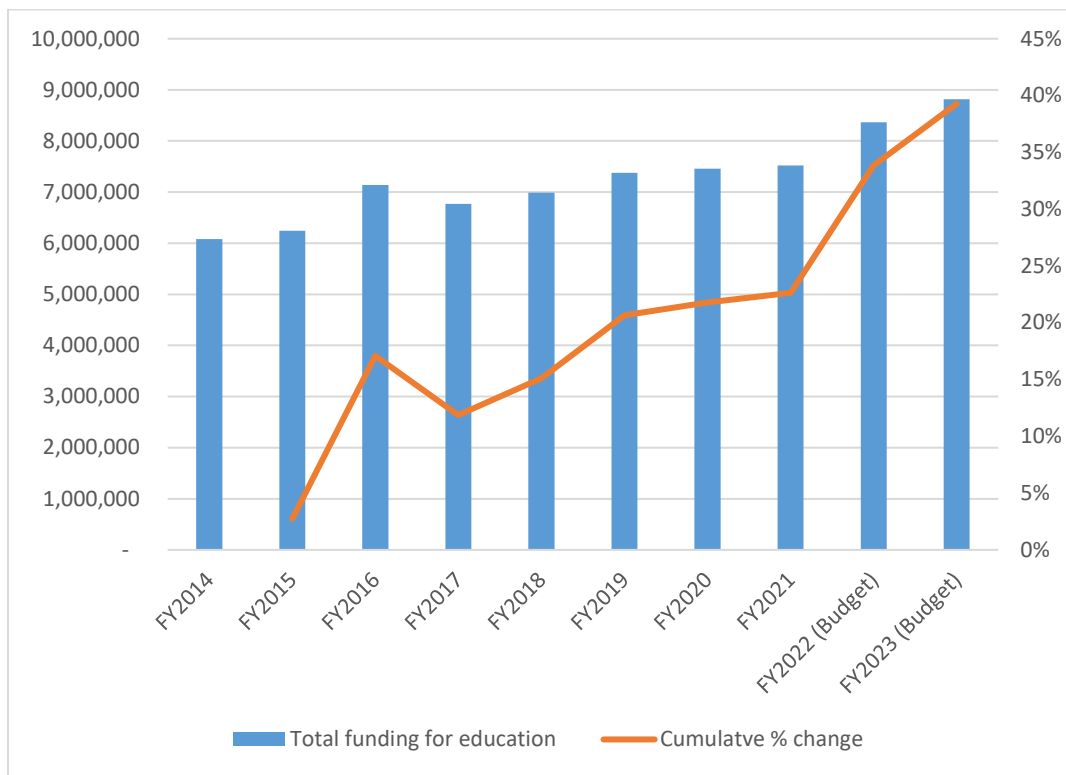
Resources were directed to address weaknesses in core services or to pursue improvements in core services that were requested by staff, the community, and/or the Assembly. Those additions include:

1. **Code Enforcement** – A Code Enforcement Officer will ensure closer adherence to many issues that have been largely non-compliant with Sitka General Code. Examples of these issues are trash (attracting bears), parking, litter, noise, sidewalk shoveling, illegal junkyards, abandoned vehicles, unpermitted short-term rentals, and tax code (sales tax, bed tax, fish box tax, etc.).
2. **Sustainability Coordinator** – A Sustainability Coordinator will support environmental programs, helping the CBS achieve sustainability goals. Duties of a Sustainability Coordinator revolve around advising management and staff on product and program development. The goal is to create initiatives within the CBS that reduce environmental damage. The position would posture us to better to pursue current Federal initiatives and ensure the ongoing sustainability of municipal operations.
3. **Tourism** – While services maintained by the CBS have been adequate for current/prior levels of tourist traffic, significant efforts will be required to ensure that visitor and local experience is maintained (and maximum sales tax is collected) with the increase in cruise passengers. This includes impacts to public safety (Police, Fire, and EMS), Harrigan Centennial Hall, Building and Grounds, Library, and IT. This also includes some revenue assumptions where direct and indirect costs are reimbursed through CPV funds.
4. **Growth in Sitka** – Southeast Alaska Regional Health Consortium (SEARHC) and U.S. Coast Guard expansion will create a strain on the already stretched permitting office. Since 2018 and prior to upcoming growth, the CBS has seen a 40% increase in permit reviews. To ensure timely issuance of necessary permits, resources will be required to maintain an acceptable level of service.
5. **Managing and Prioritizing Risk** – This new approach to operations began in the FY22 budget as Asset Management. No positions have been added to further support this project, but minimal financial resources will be used to further develop a systematic approach to managing assets in a way that optimizes the balance between risk, cost, and level of service, to ensure that the greatest value is brought to the organization, and in turn to the citizens of Sitka.
6. **Federal Infrastructure Funding** – Levels of deferred maintenance have increased over the last two years. An Asset Management program is underway to fully evaluate the risks of and urgency of repairing critical infrastructure across the board. Probable opportunities for outside funding are on the horizon, but we need to be poised to have projects that are eligible for funding.
7. **Community Recreation** – Currently the City of Sitka has no community-wide program that helps facilitate recreation and activities such as Community Schools or Parks & Recreation. We may be one of the only communities in Alaska our size without a centralized way of scheduling, organizing, and promoting city facilities for community use.

Our budget does propose service fee increases in our electric (4.0%), water (5.0%), wastewater (8.0%), and municipal solid waste (7.5%) utilities that were kept at or below inflation as much as possible to keep a positive working capital fund balance. A rate increase of 8.5% was proposed in the harbor fund by the Ports & Harbors Commission and adopted by the Assembly in order to keep future increases more manageable.

The City's local contribution to education for FY23 to SSD is equivalent to the "cap" funding plus 100% of Secure Rural Schools (SRS), up to \$500,000 should it be authorized. Additional funding was provided to include \$150,000 for maintenance of school buildings, \$60,000 for utilities expenses at the Performing Arts Center, and \$122,000 for pool operations, for a total contribution of \$8,818,868.

Historical Perspective of Local Contribution to Education



The FY23 budget contains employee salary increases that are in alignment with calculated inflation rates, that are identified in the Sitka General Code, or were necessary to recruit and retain qualified employees in hard to fill positions. All four of the existing collective bargaining units (ASEA, IAFF, IBEW, and PSEA), representing nearly two-thirds of CBS employees, recently renegotiated their contracts with the CBS. The total economic impact of those bargaining agreements has not yet been incorporated into the FY23 budget.

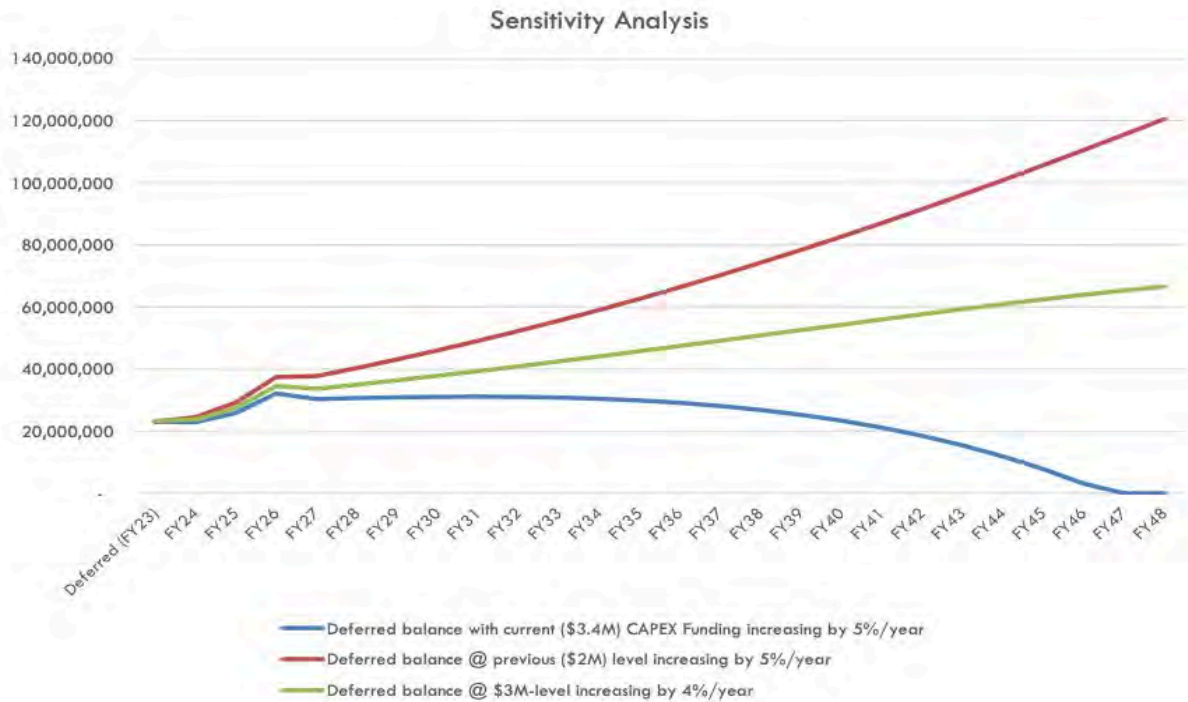
The FY23 General Fund expense budget is \$37,165,052 which results in a \$380,000 budget surplus.

Capital Improvement Program

Sitka continues to invest in its future by constructing important improvements to municipal assets. Recent projects include the Peterson Street Culvert/Fish Passage, Brady Lift Station, Secondary Water Filtration Plant, and the Wastewater Treatment Plant Remodel; despite the COVID challenges of the past two budget years, these projects were all completed within budget and on or ahead of schedule apart from Brady Lift Station due to an unforeseen break in the force main. This year's projects include final design of the Airport Expansion, Seaplane Base, Lincoln Street, Police Station HVAC, Wachusett Storm Culvert and the construction of Knutson Drive, Senior Center Upgrades, High Load Dock, Sea Walk, Transfer Station Compactor, and City Hall HVAC. The CBS has dedicated \$3,125,000 to capital projects from the Public Infrastructure Sinking Fund along with an additional \$300,000 from a General Fund budget surplus.

Authorized/in progress Total		4,059,195	-	7,026,870	473,660	-	-	-	11,559,725
NEW FY23	90838 Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	1,879,000	-	-	-	-	1,879,000
NEW FY23	90866 City Hall HVAC & Controls Replacement	-	-	250,000	-	-	-	-	250,000
NEW FY23	90907 Police Department Heat Pumps/HVAC	-	-	200,000	-	-	-	-	200,000
NEW FY23	90925 Knutson Drive Critical Repairs	-	-	380,000	-	-	-	-	380,000
NEW FY23	TBD CBS Facilities Condition Assessment + Schools	-	-	400,000	-	-	-	-	400,000
NEW FY23	TBD Senior Center Interior Floor Replacement Upgrade Common Areas	-	-	40,000	-	-	-	-	40,000
NEW FY23	TBD Senior Center Roof Replacement	-	-	175,000	-	-	-	-	175,000
NEW FY23	TBD Water/Wastewater Replacement at Senior Center	-	-	101,000	-	-	-	-	101,000
NEW FY23	90961 Wachusett Storm Drains (phase 2 Peterson)	-	-	-	-	780,000	-	-	780,000
NEW FY23 Total		-	-	3,425,000	-	780,000	-	-	4,205,000

Referencing the Sensitivity Analysis below, one will notice that with a 5% annual increase to the current year's Capital Expenditures, the CBS can begin to make progress at eliminating our deferred maintenance balance. In order to maximize potential for Federal Infrastructure funding, available through the IIJA, we need to make investments to make our projects "shovel worthy" to capitalize on the five-year bill.



In the fall of 2021, CBS officially launched a formal Asset Management program to better optimize the balance between risk, cost, and service level for the city's broad array of assets. In line with optimizing this balance, this year's capital projects were selected through a risk-based prioritization process. Applying this process, each candidate project was subjected to an assessment that examined existing risks related to safety, regulatory compliance, reliability, reputation, and financial impact that the respective project was hoping to mitigate. In total, 69 candidate projects were assessed. Of the 69 projects that were assessed, the projects that would mitigate the most risk for the available funding were selected for proposal to the Assembly.

Looking forward into future budget years, the Asset Management Program is focused on alignment with the outputs from the 2022 Strategic Planning process. Aligning with the 2022 Strategic Plan will ultimately allow CBS to prioritize future projects in a manner that optimizes the balance between cost, risk, and service level in a way that aligns with the expectations of its citizens.

The City and Borough of Sitka mid to long-range Capital Improvement Program is included within this budget document.

Summary

The economic future of Sitka appears strong, but we must exercise caution as inflation and market volatility looms. It is imperative that we focus on the right investments to ensure the continued

health of our financial position and responsible growth for our community that can create a better quality of life.

The key challenge facing the CBS continues to be the alignment of governmental services and assistance desired by the citizens and partners of the Municipality with sustainable revenue streams to not only pay for the operating costs of those services, but also provide for maintenance and replacement of the infrastructure and assets to provide those services. Our municipal government continues to provide a comprehensive and complex array of services to our citizens (above and beyond Public Safety, Public Works, and Education) through the collective efforts of our elected Assembly and our dedicated municipal employees. As revenue signals get stronger, the Municipality must find ways to be more efficient while making focused investments to enhance the quality of life and address long-term affordability concerns for its citizens. Using our 2022 Strategic Plan and Asset Management program as our guides, our efforts this year will focus on balancing risk, budget, and level of service to provide the highest value to the citizens of the City and Borough of Sitka. Taking this approach, we will no longer place our infrastructure needs secondary to non-core governmental services and continue to close the gap between the need and actual expenditures.

I thank the Assembly for its willingness to work collaboratively on the FY23 budget and our Strategic Planning process. This budget will pave the way to economic growth, improvement in services, and opportunities for an enhanced quality of life. I appreciate the hard work of all the CBS staff to prepare this budget, as well as their efforts to reduce expenditures and spend responsibly. This budget reflects significant efforts by CBS staff to retain and improve status quo services with targeted investments for future success. We will continue to provide the best possible service to Sitkans while carefully managing the resources they provide us to do the job.

Service – Honesty – Respect

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Leach', written over a horizontal line.

John M. Leach
Municipal Administrator

City and Borough of Sitka

Sitka, Alaska

MISSION

To assure quality public services that provide for the well-being of the citizens of the City and Borough of Sitka. To provide the best *service, budget management, and planning* for the future of our community.

OVERALL GOALS

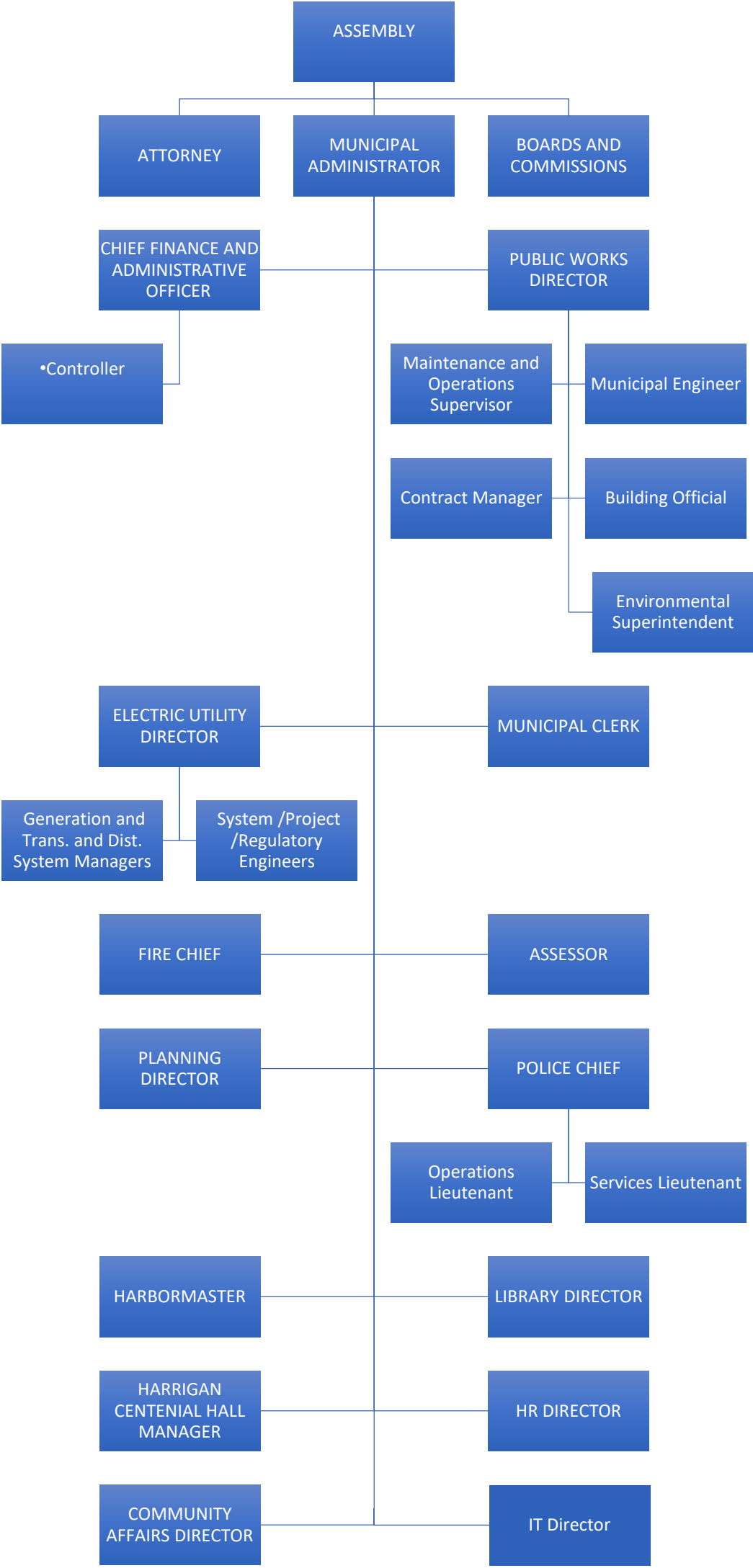
- Increase percent of operating budget provided by Permanent Fund earnings.
- Ensure quality of Municipal infrastructure.
- Increase year round employment opportunities.
- Comply with Vision: Small town atmosphere and high quality of life with sustained economic opportunity.

ONGOING PRIORITY ACTION

- Expand Sitka's presence as a regional health care center.
- Provide positive conditions for economic development.
- Implement and fund waterfront and harbor infrastructure.

MUNICIPAL VALUES

- **Accountability** - Accepting responsibility for job performance, actions, and behavior.
- **Commitment** - Individual and collective dedication of employees in providing quality services to meet customer needs.
- **Equal Opportunity** - Providing a work environment that is fair to all employees through equal treatment and equal access.
- **Honesty** - Truthful interaction among employees, the Assembly, and the public which fosters trust and a lasting working relationship.
- **Open Communication** - The honest exchange of ideas and information with coworkers, the public, other departments, and the Assembly.
- **Professionalism** - Promoting honesty, respect, and team effort while adhering to a high standard of ethical conduct.
- **Respect** - Consistently demonstrating a deep regard for the needs and feelings of all people.



CITY AND BOROUGH OF SITKA
FY23 STAFFING TABLE

Position	Position	Grade	Pay	FTE	
001 - Administrator	Administrative Coordinator	27	\$ 28.62	1	
	Administrator		\$ 70.37	1	
	Asset Manager	36	\$ 54.39	0.5	
	Public & Government Relations Director	34	\$ 42.48	1	
	Human Resources Assistant	27	\$ 26.60	1	
	Human Resources Director	37	\$ 54.36	1	5.5
002 - Attorney	Attorney		\$ 73.58	1	
	Legal Assistant	27	\$ 33.20	1	2
003 - Municipal Clerk	Deputy Clerk	28	\$ 31.69	1	
	Municipal Clerk	36	\$ 50.52	1	2
004 - Finance	Accountant	28	\$ 39.58	1	
	Accounting Clerk - A/P		\$ 25.28	1	
	Accounting Clerk-A/R Coll		\$ 26.46	1	
	Budget/Treasury Officer	33	\$ 46.24	1	
	Compliance Officer	33	\$ 46.24	1	
	Controller	36	\$ 54.39	1	
	Customer Service Rep		\$ 21.97	1	
	Finance Director	41	\$ 69.39	1	
	Procurement Specialist	28	\$ 28.71	1	
	Grant Accountant	28	\$ 32.48	1	
	Payroll Specialist	26	\$ 29.59	1	
	Accounting Manager	32	\$ 38.63	1	
	Sr. Customer Service Rep		\$ 25.11	1	
	Supervisory Senior Accountant	32	\$ 41.60	1	
	Tax Specialist	27	\$ 29.34	1	
	Utility/Harbor/Misc Billing Clerk		\$ 27.11	1	16
005 - Assessing	Appraisal Technician		\$ 27.71	1	
	Appraiser		\$ 31.74	1	
	Assessor	36	\$ 45.73	1	3
006 - Planning	Planner 1	28	\$ 31.69	1	
	Sustainability Coordinator	29	\$ 32.84	1	
	Planning & Community Development Dir.	37	\$ 50.49	1	
	Planning Manager	30	\$ 35.08	1	4

021 - Police

Administrative Assistant	25	\$	28.26	1	
Animal Control Officer		\$	21.74	1	
Dispatch & Records Clerk		\$	22.49	1	
Dispatch & Records Clerk		\$	22.49	1	
Dispatch & Records Clerk		\$	24.83	1	
Dispatch & Records Clerk		\$	23.05	1	
Dispatch & Records Clerk		\$	23.05	1	
Dispatch & Records Clerk		\$	22.49	1	
Dispatch & Records Supervisor		\$	28.48	1	
Jail Officer		\$	23.37	1	
Jail Officer		\$	26.45	1	
Jail Officer		\$	24.55	1	
Jail Officer		\$	22.80	1	
Jail Officer II		\$	31.43	1	
Lieutenant - Operations	34	\$	60.10	1	
Lieutenant - Services	34	\$	41.43	1	
Multi-Service Officer		\$	25.42	1	
Code Enforcement Officer		\$	25.42	1	
Multi-Services Officer		\$	26.75	1	
Police Chief	38	\$	84.13	1	
Police Officer		\$	31.04	1	
Police Officer		\$	36.95	1	
Police Officer		\$	32.66	1	
Police Officer		\$	31.87	1	
Police Officer		\$	29.48	1	
Police Officer		\$	36.95	1	
Police Officer		\$	36.05	1	
Police Officer - Detective		\$	31.87	1	
Police Officer - Detective		\$	36.95	1	
Sergeant		\$	41.93	1	
Sergeant		\$	38.54	1	
Sergeant		\$	40.09	1	
Sergeant		\$	43.84	1	33

022 - Fire Protection

Assistant Fire Chief	33	\$	40.88	1	
EMS/Fire Captain		\$	44.51	1	
Fire Chief	37	\$	55.69	1	
Fire Engineer		\$	24.03	1	
Fire Engineer		\$	27.48	1	
Fire Engineer		\$	22.33	1	
Fire Engineer		\$	24.87	1	
Fire Engineer		\$	23.23	1	
Fire Engineer		\$	22.29	1	
Office Assistant		\$	19.53	1	
Senior Fire Engineer		\$	41.72	1	11

031 - Public Works - Administration

Asst. Contract Coord./Office Mgr.	25	\$	26.25	1	
Contract Manager	29	\$	34.51	1	
Maint. & Operations Superintend	35	\$	51.76	1	
Asset Manager	36	\$	54.39	0.5	
Asset Management Analyst		\$	31.53	1	
Public Works Director	41	\$	69.39	1	5.5

032 - Engineering

Senior Engineer	36	\$	45.73	1	
Municipal Engineer	39	\$	62.94	1	
Project Manager	34	\$	51.73	1	3

033 - Streets

Heavy Equipment Operator		\$	30.55	1	
Maintenance Worker		\$	25.97	1	
Maintenance Worker		\$	25.97	1	
Streets Superintendent	32	\$	36.78	1	
Senior Operator		\$	36.57	1	5

034 - Recreation

Bldg & Grounds Maint Specialist		\$	31.96	1	
Parks & Grounds Maintenance Specialist		\$	26.37	1	
Parks & Grounds Maintenance Specialist		\$	30.26	1	
Parks & Rec Coordinator	29	\$	31.25	1	
Parks & Rec Specialist	25	\$	23.21	1	5

035 - Building Department

Building Inspector		\$	29.40	1	
Plan Reviewer		\$	29.40	1	
Building Official	33	\$	46.24	1	3

041 - Library

Acquisitions Librarian		\$	28.94	1	
Adult Services Librarian		\$	26.80	1	
Library Assistant		\$	16.89	0.48	
Library Assistant		\$	17.74	0.58	
Library Assistant		\$	16.49	0.45	
Library Assistant		\$	19.21	0.38	
Library Assistant		\$	17.74	0.48	
Library Director	35	\$	44.65	1	
Technical Services Librarian		\$	34.30	1	
Youth Services Librarian		\$	31.23	1	7.37

043 - Centennial Building

Cent. Building Attendant		\$	19.30	1	
Cent. Building Attendant		\$	19.30	1	
Cent. Building Attendant		\$	19.78	1	
Cent. Building Manager	30	\$	38.72	1	
Cent. Building Supervisor		\$	29.29	1	5

200 - Electric

Meter Technician		\$	54.37	1	
Contract Manager	29	\$	34.51	1	
Electric Utility Director	44	\$	82.35	1	
General Foreman		\$	72.78	1	
Generation Facilities Mechanic		\$	51.35	1	
Generation Facilities Mechanic		\$	51.35	1	
Generation System Manager	40	\$	66.09	1	
Line Crew Supervisor		\$	69.62	1	
Line Worker		\$	53.30	1	
Line Worker		\$	53.30	1	
Line Worker		\$	53.30	1	
Meter Reader		\$	35.34	1	
Meter Technician		\$	54.37	1	
Office Manager	25	\$	26.25	1	
Operator		\$	51.35	1	
Operator		\$	51.35	1	
Operator		\$	51.35	1	
Operator		\$	51.35	1	
Project & Regulatory Engineer	36	\$	48.05	1	
Relay Control Technician		\$	54.37	1	
Relay Control Technician		\$	54.37	1	
Relay Control Technician		\$	54.37	1	
Senior Operator		\$	54.37	1	
Sr. Gen Facilities Mechanic		\$	55.00	1	
T&D System Manager	40	\$	66.09	1	
Warehouse Person		\$	49.31	1	26

210 - Water

Chief Water Facilities Operator		\$	39.89	1	
Senior Water Facilities Operator		\$	37.07	1	
Water Operator 1		\$	31.85	1	3

220 - WWTP

W/WW Facilities Mech.		\$	44.34	1	
Chief WW Facilities Operator		\$	39.89	1	
Environmental Superintendent	39	\$	64.52	1	
SMC WW Facilities Operator		\$	34.44	1	
W/WW Facilities Electrician		\$	54.07	1	
W/WW Facilities Electrician (4 month overlap)		\$	54.07	1	
WW Facilities Operator 1		\$	27.89	1	
WW Facilities Operator/Lab		\$	34.18	1	
WW Facilities Operator/Maint.		\$	32.80	1	9

230 - Solid Waste

Asst Landfill/Scrapyard Operator		\$	22.51	1	
Asst Landfill/Scrapyard Operator		\$	22.51	1	
Landfill/Scrapyard Hvy Operator		\$	29.59	1	3

240 - Harbor

Assistant Harbormaster		\$	26.98	1	
Assistant Harbormaster		\$	21.35	1	
Assistant Harbormaster		\$	23.34	1	
Deputy Harbormaster	27	\$	31.60	1	
Harbor Maintenance Specialist		\$	28.30	1	
Harbor Maintenance Supervisor		\$	30.18	1	
Harbormaster	34	\$	49.26	1	
Office Manager		\$	25.11	1	
Office Manager		\$	25.11	1	9

250-Airport

Airport Terminal Manager	27	\$	26.60	1	1
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300 - MIS

Information Systems Director	36	\$	54.39	1	
IT Specialist (Police)		\$	34.61	1	
IT System Administrator	32	\$	43.72	1	
System Support Technician		\$	33.77	1	
Systems Analyst		\$	37.52	1	5

310 - Central Garage

Chief Heavy Equipment Mechanic		\$	34.41	1	
Heavy Equipment Mechanic		\$	29.29	1	2

320 - Building Maintenance

Bldg, Grounds & Parks Supervisor	32	\$	43.72	1	
Bldg. Maintenance Specialist		\$	31.17	1	
Bldg. Maintenance Specialist		\$	34.44	1	3

171.4

City and Borough of Sitka
Revenue and Appropriations Summary
Fiscal Year 2023

<u>Fund</u>	<u>Revenues</u>	<u>Operating Appropriations</u>	<u>Capital Appropriations</u>	<u>Net Change to Fund Balance</u>
General	\$ 37,545,485	\$ 31,494,141	\$ 5,670,911	\$ 380,433
Electric	\$ 20,561,447	\$ 25,619,486	\$ 3,593,630	\$ (8,651,669)
Water	\$ 3,364,830	\$ 3,441,980	\$ 171,000	\$ (248,150)
Wastewater	\$ 4,132,582	\$ 4,125,050	\$ 120,000	\$ (112,468)
Solidwaste	\$ 5,941,351	\$ 5,704,580	\$ -	\$ 236,771
Harbor	\$ 4,376,010	\$ 5,335,800	\$ 947,000	\$ (1,906,790)
Airport Terminal	\$ 767,386	\$ 1,069,476	\$ -	\$ (302,090)
Marine Service Center	\$ 291,785	\$ 270,873	\$ -	\$ 20,912
Gary Paxton Industrial Park	\$ 232,051	\$ 677,288	\$ 25,000	\$ (470,237)
Management Information Systems	\$ 1,599,310	\$ 2,094,153	\$ 30,000	\$ (524,843)
Central Garage	\$ 1,724,436	\$ 1,513,762	\$ 835,000	\$ (624,326)
Building Maintenance	\$ 825,539	\$ 1,279,735	\$ -	\$ (454,196)
Visitor Enhancement	\$ 570,000	\$ 531,200	\$ -	\$ 38,800
Combined Fund Totals	\$ 81,362,212	\$ 82,626,323	\$ 11,392,541	\$ (12,656,652)
Total Revenue & Appropriations	\$ 81,932,212	\$ 94,018,864		

City and Borough of Sitka
Undesignated Working Capital Summary (excluding capital project funds)

<u>Fund</u>	<u>June 30, 2021</u>	<u>Budgeted/ Projected* June 30, 2022</u>	<u>Additions to (deletions from) budgeted FY2023</u>	<u>Projected June 30, 2023</u>
General (unassigned fund balance)	\$ 7,893,419	\$ 12,343,290	\$ 380,433	\$ 12,723,723
Electric	\$ 9,483,710	\$ 8,426,273	\$ (748,417)	\$ 7,677,855
Water	\$ 3,251,648	\$ 4,034,962	\$ 1,144,101	\$ 5,179,063
Wastewater	\$ 5,942,741	\$ 5,961,857	\$ 771,081	\$ 6,732,937
Solid Waste	\$ (1,155,449)	\$ (1,876,392)	\$ 413,291	\$ (1,463,101)
Harbor	\$ 6,315,447	\$ 2,802,881	\$ (171,563)	\$ 2,631,318
Airport Terminal	\$ 326,253	\$ 254,525	\$ (130,729)	\$ 123,796
Marine Service Center	\$ 2,163,888	\$ 2,227,982	\$ 52,127	\$ 2,280,109
Gary Paxton Industrial Park	\$ 599,947	\$ 522,022	\$ (60,070)	\$ 461,952
Information Technology	\$ 500,670	\$ 298,687	\$ (258,673)	\$ 40,014
Central Garage	\$ 5,643,789	\$ 5,968,311	\$ 44,793	\$ 6,013,104
Building Maintenance	\$ 1,208,892	\$ 701,955	\$ (453,315)	\$ 248,640
Combined fund totals	\$ 42,174,955	\$ 41,666,352	\$ 983,059	\$ 42,649,411

**General Fund only*

**City and Borough of Sitka
Fixed Asset Schedule
FY2023**

General Fund

Printer - Public Works	\$7,000.00
Repairs to Rock'n Raft at Crescent Playground	\$20,000.00
Printer - Library Staff	\$7,000.00
Printer/Copier/Multifunction Machine for Library Public Use	\$17,000.00
Building and Grounds Large Stock/Storage Tent - PW	\$18,000.00
	<u>\$69,000.00</u>

Water Fund

W/WW Muller Hydrant Wrench	\$21,000.00
	<u>\$21,000.00</u>

Informational Technology Systems

Data Center Backplane Switch	\$30,000.00
	<u>\$30,000.00</u>

Central Garage Fund

5 Yard Dump Truck - Street (Replaces #413)	\$275,000.00
Loader Backhoe 580SN - Electric (Replaces #325)	\$160,000.00
Road Grader - Streets (Replaces #247)	\$400,000.00
	<u>\$835,000.00</u>

TOTAL FIXED ASSETS	<u>\$955,000.00</u>
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**City and Borough of Sitka
Travel and Training Budget
General Fund
FY2023**

Assembly/Administrator

AML Summer Conf Sitka, Admin,	\$525.00
AML Winter Conf Juneau, Admin,	\$4,551.00
AML/NEO Conf Anc, Admin, Mayor, 2	\$11,500.00
Congressional Lobby, Admin, Mayor,	\$11,400.00
P&G Relations	
Gov Relations & Lobbying Cert from	
Public Affairs Council	\$4,000.00
ICMA National managers Conf	\$3,000.00
ICMA Online Training	\$1,500.00
SE Conf Annual Mtg KTN, Admin,	\$6,900.00
SE Conf Mid-Session Summit JNU,	\$4,041.00
State Lobby JNU, Admin, Mayor, P&G	\$3,600.00
	<u>\$51,017.00</u>

HR

SHRM Annual	\$5,400.00
HRCI	\$2,500.00
Training for CBS Employees Webinars	\$5,000.00
	<u>\$12,900.00</u>

Legal

Alaska Bar Convention	\$1,500.00
AMAA Conference- Attorney and Legal	\$2,500.00
Assistant Travel	
ILMA Conference- Attorney Travel	\$2,400.00
	<u>\$6,400.00</u>

Clerk

AAMC Annual Conference - Anchorage	
(Clerk and Deputy)	\$3,350.00
IIMC Conference (Clerk or Deputy	\$4,000.00
NW Clerks Institute Professional	\$1,500.00
Parliamentary Training (Clerk)	\$100.00
Records Management Conference	\$1,525.00
	<u>\$10,475.00</u>

Finance

Accounting Training	\$2,500.00
AGFOA/AML Anchorage	\$2,400.00
Federal Grant Training	\$2,250.00
GFOA Training	\$7,000.00
Procurement/Contract Training	\$2,500.00
Tyler Connect (Training on ERP)	\$4,000.00
	<u>\$20,650.00</u>

**City and Borough of Sitka
Travel and Training Budget
General Fund**

Assessing

Training & Travel	\$4,750.00
	<u>\$4,750.00</u>

Planning

American Planning Association	\$4,000.00
Conference - Alaska Chapter	
Graduate program assistance	\$4,000.00
Virtual GIS & Historic Preservation	\$500.00
Training Opportunities	
	<u>\$8,500.00</u>

Police

Administrative Travel	\$4,000.00
Academy Tuition	\$14,000.00
Officer Training	\$27,001.00
Dispatch Training	\$7,000.00
MSO Training	\$2,450.00
ACO Training	\$1,800.00
Jail Academy	\$6,810.00
	<u>\$63,061.00</u>

Fire

Alaska State Firefighters Assn Conf	\$6,000.00
Arson Assn Conf	\$3,000.00
Confined Space Training	\$2,500.00
Dive Training	\$3,000.00
Fire Marshal ICC certs	\$7,000.00
Firefighter I Training	\$5,000.00
Firefighter II Training	\$2,500.00
Hazmat Technician Class	\$3,000.00
Hazmat Training	\$2,500.00
Methods of Instruction	\$5,000.00
Rope Rescue	\$5,000.00
	<u>\$44,500.00</u>

Ambulance

EMS Conferences	\$3,000.00
EMT Transition Training	\$5,500.00
Local CME Classes	\$2,000.00
Paramedic Refresher	\$4,000.00
Physician Training	\$5,000.00
Recertifications	\$3,500.00
Training Materials	\$3,000.00
Wilderness EMT	\$5,000.00
	<u>\$31,000.00</u>

**City and Borough of Sitka
Travel and Training Budget
General Fund**

SAR

Anchorage MRA Accredidatin	\$2,000.00
CPR, WFR and EMT Training	\$1,000.00
K-9 Training	\$3,500.00
Rigging for Rescue Class	\$7,500.00
SAR Training	\$2,000.00
	<u>\$16,000.00</u>

Public Works-Administration

Asset Manager	\$1,000.00
Contract Manager	\$1,000.00
M&O Superintendent	\$1,000.00
Public Works Director	\$1,000.00
	<u>\$4,000.00</u>

Engineering

Engineering CEU	\$1,500.00
Kelli Cropper CMAR Seminar	\$750.00
	<u>\$2,250.00</u>

Streets

Training and Travel	\$2,200.00
	<u>\$2,200.00</u>

Recreation

Master Garden Cert	\$1,730.00
Training and Certification	\$412.00
	<u>\$2,142.00</u>

Building Official

Training and Travel	\$14,000.00
	<u>\$14,000.00</u>

Library

Training and Travel	\$5,100.00
	<u>\$5,100.00</u>

TOTAL GENERAL FUND TRAVEL AND TRAINING

\$298,945.00

**City and Borough of Sitka
Travel and Training Budget
Enterprise & Internal Service Fund**

Electric Fund

Distribution Engineering & Planning	\$2,000.00
Distribution Overcurrent Protection	\$2,000.00
Educational Webinars	\$2,500.00
FERC & NHA Regional Hydro Conference	\$4,000.00
Lobbying & Government Relations	\$1,000.00
NWPPA ETF & ENO	\$4,000.00
NWPPA Utility Cost of Service	\$2,000.00
NWPPA Utility System Operations	\$6,000.00
PE Required CEU's	\$2,000.00
Professional Development	\$2,000.00
SE Conference - Annual Meeting	\$2,000.00
State & Regional Utility Conference	\$5,000.00
NWPPA Materials Management	\$2,000.00
Safety Training	\$3,000.00
Safety Training	\$4,000.00
Visual Emissions Evaluation Certificate	\$2,000.00
Mobile Crane Certification	\$5,000.00
Metering Class	\$3,000.00
	<u>\$53,500.00</u>

Water Fund

Water Distribution Continuing Education	\$3,500.00
Water Treatment Continuing Education	\$5,000.00
	<u>\$8,500.00</u>

Wastewater Fund

Wastewater Collection Operator Continuing Education, Training	\$9,000.00
Wastewater Treatment Operator Continuing Education	\$3,000.00
	<u>\$12,000.00</u>

Solid Waste Fund

SWANA Training/Certification	\$2,000.00
Asbestos Training	\$10,000.00
Training - Scrapyard	\$2,000.00
	<u>\$14,000.00</u>

Harbor Fund

AK Harbormaster Conference	\$2,500.00
Legislatvie Fly In, AK Harbormaster Board Meeting	\$1,500.00
Port Security Training (CPET)	\$3,000.00
	<u>\$7,000.00</u>

**City and Borough of Sitka
Travel and Training Budget
Enterprise & Internal Service Fund**

Management Information Systems

IT Training	\$7,500.00
Tyler Connect Conference	<u>\$5,000.00</u>
	<u>\$12,500.00</u>

Central Garage Fund

Training	<u>\$2,000.00</u>
	<u>\$2,000.00</u>

Building Maintenance Fund

HVAC Training	\$11,500.00
Locksmith Training	\$3,000.00
Misc Training Certifications	<u>\$1,100.00</u>
	<u>\$15,600.00</u>

**TOTAL ENTERPRISE & INTERNAL SERVICE FUND
TRAVEL AND TRAINING**

\$125,100.00

CITY AND BOROUGH OF SITKA

PROJECTS	Year	Deferred	FY24	FY25	FY26	FY27	FY28	LONG RANGE	GRANT	LOAN	CAPITAL	TOTAL
GENERAL FUND												
Streets & Roads												
<i>Streets with Curb, Gutter & Sidewalk (scheduled for replacement under current funding levels)</i>												
Etolin Street Paving	2012	253,000	-	-	-	-	-	-	-	-	253,000	253,000
Observatory Street Paving	2021	192,500	-	-	-	-	-	-	-	-	192,500	192,500
Katlian Avenue Paving (HPR to Olga)	2021	1,650,000	-	-	-	-	-	-	-	-	1,650,000	1,650,000
Lincoln Street Paving (Harbor Way to Harbor Drive)	2021	1,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000
Lincoln Street Paving (Jeff Davis to Harbor Way)	2023	4,000,000	-	-	-	-	-	-	-	-	4,000,000	4,000,000
Brady Hospital Sidewalk Repaving	2022	90,000	-	-	-	-	-	-	-	-	90,000	90,000
Brady Street Paving (Gavan to End)	2022	49,000	-	-	-	-	-	-	-	-	49,000	49,000
Brady & Gavan Utility & Street Improvements (additional project funding)	2022	21,000	-	-	-	-	-	-	-	-	21,000	21,000
Cascade Creek Road Paving	2022	90,700	-	-	-	-	-	-	-	-	90,700	90,700
Cascade Street Paving	2023	1,187,500	-	-	-	-	-	-	-	-	1,187,500	1,187,500
Lake Street & Hirst Utility & Paving (additional project funding)	2022	9,130	-	-	-	-	-	-	-	-	9,130	9,130
Oja Street Paving	2022	202,400	-	-	-	-	-	-	-	-	202,400	202,400
Seward Street Paving (Marine to Observatory)	2022	341,550	-	-	-	-	-	-	-	-	341,550	341,550
American Street Paving	2023	238,700	-	-	-	-	-	-	-	-	238,700	238,700
Barracks Street Paving	2023	138,600	-	-	-	-	-	-	-	-	138,600	138,600
Kostromentinnoff Street Paving	2023	166,100	-	-	-	-	-	-	-	-	166,100	166,100
Lake Street Paving (Arrowhead to Verstovia)	2023	2,084,500	-	-	-	-	-	-	-	-	2,084,500	2,084,500
Monastery Street Paving (Pherson to Verstovia)	2023	301,400	-	-	-	-	-	-	-	-	301,400	301,400
Seward Street Paving (Observatory to Cathedral Way)	2023	223,300	-	-	-	-	-	-	-	-	223,300	223,300
Marine Street Paving: Phase 1 (New Archangel to Erler)	2025	-	-	880,000.00	-	-	-	-	-	-	880,000	880,000
Maksoutoff Street (Harbor to Lincoln)	2025	-	-	220,000.00	-	-	-	-	-	-	220,000	220,000
Katlian Avenue Paving (Olga to Lincoln)	2026	-	-	-	6,710,000	-	-	-	-	-	6,710,000	6,710,000
Peterson Street - (HPR to Lake)	2026	-	-	-	2,200,000	-	-	-	-	-	2,200,000	2,200,000
Lake Street (Arrowhead to Kinhead)	2027	-	-	-	-	155,331	-	-	-	-	155,331	155,331
Long Range (Streets with Curb, Gutter & Sidewalk)	2027-2041	-	-	-	-	-	-	19,800,000	-	-	19,800,000	19,800,000
Streets & Roads Subtotal (Streets with Curb, Gutter & Sidewalk)		12,239,380	-	1,100,000	8,910,000	155,331	-	19,800,000	-	-	42,204,711	42,204,711
<i>Streets without Curb, Gutter & Sidewalk (NOT scheduled for replacement under current funding levels)</i>												
Barlow Street Paving	2020	77,000	-	-	-	-	-	-	-	-	77,000	77,000
Finn Alley Paving	2015	99,000	-	-	-	-	-	-	-	-	99,000	99,000
Jarvis Street Paving (Public Service Complex to Beardslee)	2020	231,000	-	-	-	-	-	-	-	-	231,000	231,000
Lakeview Drive Paving	2019	429,000	-	-	-	-	-	-	-	-	429,000	429,000
Lance Drive Paving	2020	561,000	-	-	-	-	-	-	-	-	561,000	561,000
Monastery Street Paving (DeGroff to First)	2019	440,000	-	-	-	-	-	-	-	-	440,000	440,000
Mills Street Paving	2021	221,100	-	-	-	-	-	-	-	-	221,100	221,100
New Archangel Paving (Marine to Andrews)	2017	253,000	-	-	-	-	-	-	-	-	253,000	253,000
Wachusett Street Paving	2017	198,000	-	-	-	-	-	-	-	-	198,000	198,000
Arrowhead Street Paving	2022	23,980	-	-	-	-	-	-	-	-	23,980	23,980
Mikele Street Paving	2022	40,150	-	-	-	-	-	-	-	-	40,150	40,150
Anna Drive Paving	2023	122,100	-	-	-	-	-	-	-	-	122,100	122,100
Baranof Street Paving	2023	55,000	-	-	-	-	-	-	-	-	55,000	55,000
Crabapple Drive Paving	2023	101,200	-	-	-	-	-	-	-	-	101,200	101,200
Kimsham Street Paving	2023	739,200	-	-	-	-	-	-	-	-	739,200	739,200
Metlakatla Street Paving	2023	126,500	-	-	-	-	-	-	-	-	126,500	126,500
Nicole Drive Paving (Somer to Patterson)	2023	40,700	-	-	-	-	-	-	-	-	40,700	40,700
O'Cain Street Paving	2023	75,350	-	-	-	-	-	-	-	-	75,350	75,350
Osprey Street Paving (Andrews to O'Cain)	2023	27,500	-	-	-	-	-	-	-	-	27,500	27,500
Osprey Street Paving (Marine to Andrews, O'Cain to O'Cain)	2023	129,800	-	-	-	-	-	-	-	-	129,800	129,800
Patterson Way Paving (Nicole to Kinkroft)	2023	125,400	-	-	-	-	-	-	-	-	125,400	125,400
Pherson Street Paving (Monastery to Austin)	2023	222,200	-	-	-	-	-	-	-	-	222,200	222,200
Princess Way Paving	2023	31,900	-	-	-	-	-	-	-	-	31,900	31,900
Sand Dollar Drive Paving	2023	112,750	-	-	-	-	-	-	-	-	112,750	112,750
Shotgun Alley Paving	2023	232,100	-	-	-	-	-	-	-	-	232,100	232,100
Shuler Drive Paving	2023	92,400	-	-	-	-	-	-	-	-	92,400	92,400
Valhala Way Paving	2023	92,400	-	-	-	-	-	-	-	-	92,400	92,400
A Street Paving	2024	-	96,800	-	-	-	-	-	-	-	96,800	96,800
Anna Circle Paving	2024	-	93,500	-	-	-	-	-	-	-	93,500	93,500
Andrews Street Paving	2024	-	145,750	-	-	-	-	-	-	-	145,750	145,750
Austin Street Paving	2024	-	78,650	-	-	-	-	-	-	-	78,650	78,650
Barker Street Paving	2024	-	62,700	-	-	-	-	-	-	-	62,700	62,700
Charles Street Paving	2024	-	95,700	-	-	-	-	-	-	-	95,700	95,700
Erler Street Paving	2024	-	60,500	-	-	-	-	-	-	-	60,500	60,500
Highland Street Paving	2024	-	76,450	-	-	-	-	-	-	-	76,450	76,450
Kinhead Street Paving	2024	-	48,950	-	-	-	-	-	-	-	48,950	48,950
Merrill Street Paving	2024	-	123,200	-	-	-	-	-	-	-	123,200	123,200
Moller Avenue Paving	2024	-	79,750	-	-	-	-	-	-	-	79,750	79,750
Moller Drive Paving	2024	-	92,400	-	-	-	-	-	-	-	92,400	92,400
Race Street Paving	2024	-	36,300	-	-	-	-	-	-	-	36,300	36,300
Rands Drive Paving	2024	-	81,950	-	-	-	-	-	-	-	81,950	81,950
Rigling Way Paving	2024	-	20,460	-	-	-	-	-	-	-	20,460	20,460
Ross Street Paving (Barker to End)	2024	-	51,150	-	-	-	-	-	-	-	51,150	51,150
Somer Drive Paving	2024	-	112,750	-	-	-	-	-	-	-	112,750	112,750
Tlingit Way Paving	2024	-	93,500	-	-	-	-	-	-	-	93,500	93,500
Viking Way Paving	2024	-	92,400	-	-	-	-	-	-	-	92,400	92,400
Wolff Drive Paving	2024	-	398,200	-	-	-	-	-	-	-	398,200	398,200
Charteris Street Paving	2025	-	-	181,500	-	-	-	-	-	-	181,500	181,500
Darrin Drive Paving	2025	-	-	211,750	-	-	-	-	-	-	211,750	211,750
Knutson Drive Paving	2025	-	-	322,300	-	-	-	-	-	-	322,300	322,300
Price Street Paving	2025	-	-	101,200	-	-	-	-	-	-	101,200	101,200

CITY AND BOROUGH OF SITKA

PROJECTS	Year	Deferred	FY24	FY25	FY26	FY27	FY28	LONG RANGE	GRANT	LOAN	CAPITAL	TOTAL
Sirstad Street Paving	2025	-	-	284,900	-	-	-	-	-	-	284,900	284,900
Davidoff Street Paving	2026	-	-	-	209,000	-	-	-	-	-	209,000	209,000
Hemlock Street Paving	2026	-	-	-	198,000	-	-	-	-	-	198,000	198,000
Jamestown Drive Paving	2026	-	-	-	214,500	-	-	-	-	-	214,500	214,500
Kaagwaantaan Street	2026	-	-	-	451,000	-	-	-	-	-	451,000	451,000
Wortman Loop (Charteris to Edgcombe Drive)	2027	-	-	-	-	307,395	-	-	-	-	307,395	307,395
Long Range Roads (No Curb, Gutter & Sidewalk)	2027-2041	-	-	-	-	-	-	20,900,000	-	-	20,900,000	20,900,000
Streets & Roads Subtotal (Streets without Curb, Gutter & Sidewalk)		4,899,730	1,941,060	1,101,650	1,072,500	307,395	-	20,900,000	-	-	30,222,335	30,222,335
STREETS & ROADS SUBTOTAL		17,139,110	1,941,060	2,201,650	9,982,500	462,726	-	40,700,000	-	-	72,427,046	72,427,046
Parking Lots												
Upper Moller Parking Lot Paving	2020	650,000	-	-	-	-	-	-	-	-	650,000	650,000
City Hall Parking Lot Paving	2022	209,000	-	-	-	-	-	-	-	-	209,000	209,000
City/State Parking Lot Paving	2022	550,000	-	-	-	-	-	-	-	-	550,000	550,000
Long Range Parking Lots	2027-2041	-	-	-	-	-	-	1,431,100	-	-	1,431,100	1,431,100
PARKING LOTS SUBTOTAL		1,409,000	-	-	-	-	-	1,431,100	-	-	2,840,100	2,840,100
Parks and Recreational Facilities												
Discus and Shot Put Area Improvements	2021	11,000	-	-	-	-	-	-	-	-	11,000	11,000
Ball Field Scoreboard Replacement (7 total, 2 per year)	2021-2025	66,000	-	11,000	-	-	-	-	-	-	77,000	77,000
Long Range Parks & Rec	2027-2041	-	-	-	-	-	-	3,984,750	-	-	3,984,750	3,984,750
PARKS & RECREATION SUBTOTAL		77,000	-	11,000	-	-	-	3,984,750	-	-	4,072,750	4,072,750
Building Maintenance												
Animal Shelter (Building Maintenance Needs)	1993-2041	239,690	57,000	-	-	30,000	-	185,900	-	-	512,590	512,590
Crescent Harbor Restrooms	2021	350,000	-	-	-	-	-	-	-	-	350,000	350,000
City Hall (Building Maintenance Needs)	2013-2041	673,182	186,000	445,000	-	-	-	1,271,600	-	-	2,575,782	2,575,782
City-State Building - Police Dept. HVAC System Upgrades	2021	570,000	-	-	-	-	-	-	-	-	570,000	570,000
City-State Building (Building Maintenance Needs)	1984-2041	1,910,200	-	-	129,500	-	-	301,000	-	-	2,340,700	2,340,700
Fire Hall - Retaining Wall Stabilization	2021	16,500	-	-	-	-	-	-	-	-	16,500	16,500
Fire Hall (Building Maintenance Needs)	2015-2041	396,000	253,000	-	-	-	-	1,017,000	-	-	1,666,000	1,666,000
Harrigan Centennial Hall (Building Maintenance Needs)	2023-2041	29,700	-	51,700	-	158,400	-	3,572,000	-	-	3,811,800	3,811,800
Library (Building Maintenance Needs)	2026	-	-	-	-	21,000	-	1,044,000	-	-	1,065,000	1,065,000
Senior Center (Building Maintenance Needs)	2027-2041	503,500	-	21,000	62,000	-	-	172,000	-	-	758,500	758,500
BUILDING MAINTENANCE SUBTOTAL		4,338,772	496,000	517,700	191,500	209,400	-	7,563,500	-	-	13,316,872	13,316,872
GENERAL FUND TOTAL		22,963,882	2,437,060	2,730,350	10,174,000	672,126	-	53,679,350	-	-	92,656,768	92,656,768
PUBLIC SERVICE CENTER - MAINTENANCE BUILDINGS												
Public Service Center 105, 109, 113 Jarvis St (Building Maintenance Needs)	2019-2041	275,000	-	205,500	-	-	-	400,500	-	-	881,000	881,000
Public Service Center 131 Jarvis St (Building Maintenance Needs)	2009-2041	36,000	-	141,000	-	-	-	158,000	-	-	335,000	335,000
Public Service Center Pole Barn (Building Maintenance Needs)	2018-2041	26,500	-	50,000	-	-	-	140,000	-	-	216,500	216,500
Public Service Center Subtotal		337,500	-	396,500	-	-	-	698,500	-	-	1,432,500	1,432,500
ENTERPRISE FUNDS												
ELECTRIC FUND (through 2029)												
SCADA System Enhancements	2023-2029	-	330,000.00	200,000.00	-	80,000.00	-	360,000.00	410,000	-	560,000	970,000
Meter Replacement	2023-2029	-	175,000.00	235,000.00	175,000.00	150,000.00	175,000.00	1,375,000	-	-	2,285,000	2,285,000
Blue Lake upgrades	2023-2029	155,000.00	1,810,000.00	2,710,000.00	-	55,000.00	10,000	355,000	2,560,000	-	2,535,000	5,095,000
Green Lake upgrades	2023-2029	-	375,000.00	-	-	-	-	-	-	-	375,000	375,000
Green Lake Phase 2/3	2023-2024	-	7,000,000.00	-	-	-	-	-	5,500,000	1,500,000	-	7,000,000
Regulatory/FERC	2023-2029	140,000.00	430,000.00	400,000.00	436,000.00	518,000.00	470,000.00	1,200,000.00	-	-	3,594,000	3,594,000
Future Initiatives	2023-2029	-	50,000.00	100,000.00	-	-	10,000,000.00	-	10,000,000	-	150,000	10,150,000
Diesel Generation upgrades	2023-2029	450,000.00	1,750,000.00	1,500,000.00	-	-	-	-	-	-	3,700,000	3,700,000
Transmission and Distribution (Feeder Improvements)	2023-2029	-	585,000.00	410,000	480,000.00	160,000.00	50,000.00	240,000.00	-	-	1,925,000	1,925,000
Substation upgrades	2023-2029	-	1,500,000.00	-	-	-	-	-	-	-	1,500,000	1,500,000
Grid Expansion	2023-2029	75,000	4,000,000	7,000,000	-	-	-	-	11,000,000	-	75,000	11,075,000
ELECTRIC FUND TOTALS		820,000	18,005,000	12,555,000	1,091,000	963,000	10,705,000	3,530,000	29,470,000	1,500,000	16,699,000	47,669,000

CITY AND BOROUGH OF SITKA

PROJECTS	Year	Deferred	FY24	FY25	FY26	FY27	FY28	LONG RANGE	GRANT	LOAN	CAPITAL	TOTAL
WATER FUND												
Water Main Replacement	2023-2041	200,000	225,000	250,000	275,000	300,000	325,000	7,240,000	-	6,690,000	2,125,000	8,815,000
Hillside Booster Station Communications and VFDs	2024	-	400,000.00	-	-	-	-	-	-	-	400,000	400,000
Distribution System Water Meter Installation	-	-	250,000.00	-	-	-	-	-	-	-	250,000	250,000
Japonski Water Main Replacement (O'Connell Crossing)	2029	-	-	-	-	-	-	2,000,000	-	1,250,000	750,000	2,000,000
DOT Japonski Water Main Replacement (Lifesaver Dr to USCG Air Station Sitka)	2030	-	-	-	-	-	-	3,000,000	3,000,000	-	-	3,000,000
Wortman Booster Station Replacement	2031	-	-	-	-	500,000.00	-	-	-	-	500,000	500,000
Transmission Main Replacement (Segments)	2038-2041	-	-	-	-	-	-	8,000,000	-	8,000,000	-	8,000,000
Corrosion Control (Building Maintenance)	2011-2041	37,900	-	20,000	-	-	-	359,200	-	-	417,100	417,100
UV Disinfection Plant (Building Maintenance)	2027-2041	-	-	-	5,000	-	4,500	277,700	-	-	287,200	287,200
WATER FUND TOTALS		237,900	625,000	520,000	280,000	800,000	329,500	20,876,900	3,000,000	15,940,000	4,729,300	23,669,300
WASTEWATER FUND												
Lincoln Street Lift Station Rehabilitation	2024-25	-	2,000,000	-	-	-	-	-	-	1,975,000	25,000	2,000,000
WWTP DorrClone Clarifier Replacement (STCIP#31)	2026	-	-	-	-	100,000	-	-	-	25,000	75,000	100,000
Effluent Disinfection System	2029-30	-	300,000.00	1,700,000.00	-	-	-	-	350,000	1,600,000	50,000	2,000,000
Indian River Lift Station Rehabilitation	2026-27	-	-	-	150,000.00	600,000	-	-	-	675,000	75,000	750,000
Grit Collection System	2026	-	-	-	340,000.00	-	-	-	-	225,000	115,000	340,000
Wastewater Outfall Condition Assessment	2028	-	-	-	-	-	-	200,000	-	-	200,000	200,000
Scum Collector Replacement	2028	-	-	-	150,000.00	-	-	85,000	-	110,000	125,000	235,000
WWTP Belt Filter Press Replacement	2028	-	-	-	-	-	800,000.00	-	-	800,000	-	800,000
Castle Hill Lift Station Rehabilitation	2028-29	-	-	-	-	-	150,000.00	700,000	-	775,000	75,000	850,000
Old Sitka Rocks Lift Station Rehabilitation	2030-31	-	-	-	-	-	-	800,000	-	775,000	25,000	800,000
Granite Creek Lift Station Rehabilitation	2032-33	-	-	-	-	-	-	850,000	-	825,000	25,000	850,000
Replace Generators - Lift Stations	2039-40	-	-	-	-	-	-	250,000	-	250,000	-	250,000
Japonski Sewer Force Main Replacement	2038	-	-	-	-	-	10,000,000.00	-	-	10,000,000	-	10,000,000
Sewer Main Replacement	2024-2039	-	375,000	400,000	400,000	425,000	450,000	6,850,000	-	8,900,000	-	8,900,000
Wastewater Treatment Plant (Building Maintenance)	1999-2041	-	-	60,000	-	-	-	435,500	-	-	495,500	495,500
Wastewater Treatment Plant - Clarifier (Building Maintenance - New Roof)	2027-2041	-	-	-	-	-	-	217,750	-	-	217,750	217,750
Wastewater Treatment Utilidor Tanks & Storage Corridor (Building Maintenance)	2004-2041	3,400	-	5,500	-	-	-	-	-	-	8,900	8,900
WASTEWATER FUND TOTALS		3,400	2,675,000	2,165,500	1,040,000	1,125,000	11,400,000	10,388,250	350,000	26,935,000	1,512,150	28,797,150
SOLID WASTE FUND												
Shear Baler	2023	-	850,000	-	-	-	-	-	-	-	850,000	850,000
Transfer Station Electrical	2023	25,000	-	-	-	-	-	-	-	-	50,000	50,000
Transfer Station Exterior Wall	2024	-	200,000	-	-	-	-	-	-	-	200,000	200,000
Transfer Station Roof	2024	-	200,000	-	-	-	-	-	-	-	200,000	200,000
Recycling Concrete Building Electrical	2029	-	-	-	-	-	-	2,500	-	-	2,500	2,500
Recycling Concrete Building Emergency Egress	2029	-	-	-	-	-	-	2,500	-	-	2,500	2,500
Recycling Concrete Building Lighting	2029	-	-	-	-	-	-	2,500	-	-	2,500	2,500
Recycling Concrete Building Roof	2029	-	-	-	-	-	-	100,000	-	-	100,000	100,000
Recycling Fuel Oil Separator	2034	-	-	-	-	-	-	100,000	-	-	100,000	100,000
Recycling Office Trailer	2034	-	-	-	-	-	-	200,000	-	-	200,000	200,000
Recycling Scale Shed	2034	-	-	-	-	-	-	6,000	-	-	6,000	6,000
Recycling Steel Storage Building	2049	-	-	-	-	-	-	250,000	-	-	250,000	250,000
Transfer Station Steel Structure	2049	-	-	-	-	-	-	600,000	-	-	600,000	600,000
SOLID WASTE FUND TOTALS		25,000	1,275,000	-	-	-	-	1,263,500	-	-	2,563,500	2,563,500
HARBOR FUND												
MSC Rip Rap	2022	550,000	-	-	-	-	-	-	-	-	550,000	550,000
Fisherman's Work Float	2024	2,980,811	-	-	-	-	-	-	1,151,019	-	1,829,792	2,980,811
Crescent Harbor Phase II Concrete Floats	2024	-	6,202,534	-	-	-	-	-	2,395,065	-	3,807,469	6,202,534
Fish Cleaning Float	2024	-	347,600	-	-	-	-	-	230,280	-	117,320	347,600
Sealing Cove Repairs	2024	-	283,250	-	-	-	-	-	-	-	283,250	283,250
Thompson Harbor Restroom Demolition	2026	-	-	-	33,000	-	-	-	-	-	33,000	33,000
Thompson Harbor Upland Access and Parking	2026	-	-	-	774,292	-	-	-	-	-	774,292	774,292
Sealing Cove Harbor	2027	-	-	-	-	13,325,560	-	-	5,000,000	-	8,325,560	13,325,560
Sealing Cove Upland Access and Parking	2027	-	-	-	-	899,546	-	-	-	-	899,546	899,546
Sealing Cove Boat Launch & Upland Access	2028	-	-	-	-	-	318,826	-	-	-	318,826	318,826
Crescent Harbor - Lincoln Street Lots	2029	-	-	-	-	-	-	307,440	-	-	307,440	307,440
ANB Harbor Upland Access and Parking	2030	-	-	-	-	-	-	598,942	-	-	598,942	598,942
Crescent Harbor Boat Launch Ramp	2030	-	-	-	-	-	-	410,352	271,636	-	138,716	410,352
Eliason Harbor Upland Access and Parking	2030	-	-	-	-	-	-	1,197,437	-	-	1,197,437	1,197,437
Sealing Cove Harbor Boat Launch Ramp	2030	-	-	-	-	-	-	1,198,780	793,543	-	405,237	1,198,780
Crescent Harbor Lightering Float Replacement	2030	-	-	-	-	-	-	2,530,000	-	-	2,530,000	2,530,000
Fisherman's Work Float Upland Parking	2031	-	-	-	-	-	-	272,492	-	-	272,492	272,492
Eliason Harbor Phase 1	2032	-	-	-	-	-	-	12,922,548	4,989,951	-	7,932,597	12,922,548
Eliason Harbor Restroom Replacement	2032	-	-	-	-	-	-	378,077	-	-	378,077	378,077
Demolish Boat Grid	2033	-	-	-	-	-	-	220,000	-	-	220,000	220,000
Eliason Harbor Phase 2	2033	-	-	-	-	-	-	6,461,274	-	-	6,461,274	6,461,274
Eliason Harbor Phase 3	2034	-	-	-	-	-	-	6,461,274	-	-	6,461,274	6,461,274
Eliason Harbor Phase 4	2035	-	-	-	-	-	-	6,461,274	-	-	6,461,274	6,461,274
ANB Harbor Restroom Demolition	2037	-	-	-	-	-	-	33,000	-	-	33,000	33,000
Crescent Harbor High Load Dock & Net Shed	2037	-	-	-	-	-	-	6,185,392	-	-	6,185,392	6,185,392
Sealing Cove Restroom Demolition	2038	-	-	-	-	-	-	33,000	-	-	33,000	33,000
Crescent Harbor Upland Access and Parking	2043	-	-	-	-	-	-	1,547,079	-	-	1,547,079	1,547,079

CITY AND BOROUGH OF SITKA

PROJECTS	Year	Deferred	FY24	FY25	FY26	FY27	FY28	LONG RANGE	GRANT	LOAN	CAPITAL	TOTAL
Harbor System Office	2044	-	-	-	-	-	-	461,659	-	-	461,659	461,659
Thompson Harbor	2047	-	-	-	-	-	-	11,104,091	4,287,867	-	6,816,224	11,104,091
ANB Harbor	2054	-	-	-	-	-	-	8,858,840	3,420,779	-	5,438,061	8,858,840
Sitka Transient Dock	2056	-	-	-	-	-	-	7,212,874	2,785,200	-	4,427,674	7,212,874
HARBOR FUND TOTALS		3,530,811	6,833,384	-	807,292	14,225,105	318,826	74,855,823	25,325,340	-	75,245,901	100,571,241
AIRPORT FUND												
Building/Facility Maintenance Needs	1984-2041	1,013,100	169,400	11,000	-	429,000	-	5,003,350	-	-	6,625,850	6,625,850
AIRPORT FUND TOTALS		1,013,100	169,400	11,000	-	429,000	-	5,003,350	-	-	6,625,850	6,625,850
MARINE SERVICE CENTER FUND (MSC FUND)												
Building/Facility Maintenance Needs	2016-2041	312,400	105,600	11,000	-	-	-	2,907,300	-	-	3,336,300	3,336,300
MSC FUND TOTALS		312,400	105,600	11,000	-	-	-	2,907,300	-	-	3,336,300	3,336,300
TOTAL ALL FUNDS		29,243,993	32,125,444	18,389,350	13,392,292	18,214,231	22,753,326	173,202,973	58,145,340	44,375,000	204,801,269	307,321,609

General Fund - Fund 700
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	90690	City/State Troubleshoot Air Control System	-	-	16,000	-	-	-	-	16,000
Authorized/in progress	90812	Storm Drain Improvements	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90814	Cross Trail Multimodal Pathway Phase 6	2,382,698	-	165,171	50,000	-	-	-	2,597,869
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	2,965,000	105,000	-	-	-	3,070,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	-	798,060	-	-	-	-	798,060
Authorized/in progress	90855	Sea Walk Part II	1,674,713	-	5,000	153,060	-	-	-	1,832,773
Authorized/in progress	90861	Asset Management/CMMS Implementation	-	-	407,400	11,600	-	-	-	419,000
Authorized/in progress	90866	City Hall HVAC & Controls Replacement	-	-	500,000	-	-	-	-	500,000
Authorized/in progress	90878	Sitka Paving 2017-Katlian Paving	-	-	152,868	-	-	-	-	152,868
Authorized/in progress	90885	Senior Center - ADA Ramp and Rear porch Improvements	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90886	Community Playground Safety Improvements	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90887	Lower Moller East Playground Improvements	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90888	Pioneer Park Shelter Improvements	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90907	Police Department Heat Pumps	-	-	23,000	-	-	-	-	23,000
Authorized/in progress	90909	No Name Mountain Master Plan	-	-	165,000	-	-	-	-	165,000
Authorized/in progress	90912	Crescent Harbor Restroom Replacement	1,784	-	76,000	154,000	-	-	-	231,784
Authorized/in progress	90925	Knutson Drive Critical Repairs	-	-	1,000,000	-	-	-	-	1,000,000
Authorized/in progress	90939	City Hall Building Carpet Replacement	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90940	HCH Cedar Trim and Lam Beam Refinishing	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90961	Wachusett Storm Drains (phase 2 Peterson)	-	-	303,371	-	-	-	-	303,371
Authorized/in progress Total			4,059,195	-	7,026,870	473,660	-	-	-	11,559,725
NEW FY23	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	1,879,000	-	-	-	-	1,879,000
NEW FY23	90866	City Hall HVAC & Controls Replacement	-	-	250,000	-	-	-	-	250,000
NEW FY23	90907	Police Department Heat Pumps/HVAC	-	-	200,000	-	-	-	-	200,000
NEW FY23	90925	Knutson Drive Critical Repairs	-	-	380,000	-	-	-	-	380,000
NEW FY23	TBD	CBS Facilities Condition Assessment + schools	-	-	400,000	-	-	-	-	400,000
NEW FY23	TBD	Senior Center Interior Floor Replacement Upgrade Common Areas	-	-	40,000	-	-	-	-	40,000
NEW FY23	TBD	Senior Center Roof Replacement	-	-	175,000	-	-	-	-	175,000
NEW FY23	TBD	Water/Wastewater Replacement at Senior Center	-	-	101,000	-	-	-	-	101,000
NEW FY23	90961	Wachusett Storm Drains (phase 2 Peterson)	-	-	-	-	780,000	-	-	780,000
NEW FY23 Total			-	-	3,425,000	-	780,000	-	-	4,205,000
Physically complete	90739	Kettleson Memorial Library Expansion	5,350,000	-	357,114	1,212,842	-	-	-	6,919,956
Physically complete	90741	Baranof Warm Springs Dock Imp	1,900,000	-	-	-	-	-	-	1,900,000
Physically complete Total			7,250,000	-	357,114	1,212,842	-	-	-	8,819,956
Grand Total			11,309,195	-	10,808,984	1,686,502	780,000	-	-	24,584,681

Electric Fund - Fund 710
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	80003	Feeder Improvements	-	-	4,510,587	-	-	-	-	4,510,587
Authorized/in progress	90261	Island Improvements	-	-	545,000	24,500	-	-	-	569,500
Authorized/in progress	90410	SCADA System Enhancements	-	-	675,336	-	-	-	-	675,336
Authorized/in progress	90610	Blue Lake FERC License Mitigation	-	-	243,251	-	-	-	-	243,251
Authorized/in progress	90777	Meter Replacement Upgrading Meters	-	-	535,000	-	-	-	-	535,000
Authorized/in progress	90823	Marine St. N-1 Design to New HPR	-	-	6,011,665	-	-	-	-	6,011,665
Authorized/in progress	90829	Harbor Meters	-	-	296,327	-	-	-	-	296,327
Authorized/in progress	90839	Green Lake Power Plant 35 Year Overhaul-Phase 1	395,507	-	4,004,605	-	-	4,000,000	-	8,400,112
Authorized/in progress	90840	Green Lake Power Plant Pre Overhaul Inspection	-	-	374,256	-	-	-	-	374,256
Authorized/in progress	90841	Jarvis Fuel System Repairs and Storage Tanks	-	-	304,458	-	-	-	-	304,458
Authorized/in progress	90868	69 kv Thimbleberry Trans Line Bypass	-	-	5,000	-	-	-	-	5,000
Authorized/in progress	90884	Blue Lake Dam Completion	-	-	39,133	-	-	-	-	39,133
Authorized/in progress	90942	Master Plan/rate study	-	-	250,000	-	-	-	-	250,000
Authorized/in progress	90943	Asset management/GIS	-	-	35,000	-	-	-	-	35,000
Authorized/in progress	90944	Howell -- Bungler valve/gate	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90945	Facility security cameras	-	-	50,000	-	-	-	-	50,000
Authorized/in progress	90946	Mobile diesel generator	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90947	Green Lake Excitation upgrade	-	-	125,000	-	-	-	-	125,000
Authorized/in progress	90948	Green Lake Dam power cable replacement	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90949	Wind Metering Towers	-	-	30,000	-	-	-	-	30,000
Authorized/in progress	90950	Snowtel stations	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90951	Radio Repeater	-	-	25,000	-	-	-	-	25,000
Authorized/in progress Total			395,507	-	18,389,618	24,500	-	4,000,000	-	22,809,625
NEW FY23	90410	SCADA System Enhancements			100,000	-	-	-	-	100,000
NEW FY23	90777	Meter Replacement			300,000	-	-	-	-	300,000
NEW FY23	TBD	Blue Lake upgrades			191,000	-	-	-	-	191,000
NEW FY23	TBD	Green Lake upgrades			203,000	-	-	-	-	203,000
NEW FY23	TBD	Green Lake Phase 2/3			15,000	-	5,500,000	1,500,000	-	7,015,000
NEW FY23	TBD	Regulatory/FERC			200,000	-	-	-	-	200,000
NEW FY23	TBD	Future Initiatives			50,000	-	-	-	-	50,000
NEW FY23	TBD	Diesel Generation upgrades			1,200,000	-	-	-	-	1,200,000
NEW FY23	TBD	Transmission and Distribution (Feeder Improvements)			930,000	-	-	-	-	930,000
NEW FY23	TBD	Substation upgrades			200,000	-	-	-	-	200,000
NEW FY23	TBD	Grid Expansion			125,000	-	-	-	-	125,000
NEW FY23 Total					3,514,000	-	5,500,000	1,500,000	-	10,514,000
Grand Total			395,507	-	21,903,618	24,500	5,500,000	5,500,000	-	33,323,625

Water Fund - Fund 720
FY2023 Capital Projects

Status	Project number	Project Description	Source -							Source - Total
			Source - Grants (approved)	Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Contingent Grants	Source - Contingent Loans/ Bonding	Source - Contingent Other	authorized (approved + contingent)
Authorized/in progress	80238	Japonski Island Water Design	-	-	50,000	-	-	-	-	50,000
Authorized/in progress	90531	Monastery St (DeGroff to Arrowhead) and Kinhead Utility & Street Improvements	-	650,000	50,000	-	-	-	-	700,000
Authorized/in progress	90833	Critical Secondary Water Supply	-	17,620,000	530,000	-	-	-	-	18,150,000
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	80,000	-	-	-	-	80,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	850,000	50,000	-	-	-	-	900,000
Authorized/in progress	90870	Water Master Plan	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90883	Water Transmission Main Emergency repair	-	-	400,000	-	-	-	-	400,000
Authorized/in progress	90889	Blue Lake Watershed Plan	-	-	35,000	-	-	-	-	35,000
Authorized/in progress	90893	SCADA Reporting Software	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90894	Asset Management/CMMS Implementation	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90913	Water Tanks-Interior Condition Assessment Exterior Painting	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90914	Transmission Main Condition Assessment	-	-	150,000	-	-	-	-	150,000
Authorized/in progress Total			-	19,120,000	1,535,000	-	-	-	-	20,655,000
NEW FY23	90894	Asset Management/CMMS Implementation	-	-	20,000	-	-	-	-	20,000
NEW FY23	TBD	Distribution System Water Meter Installation	-	-	25,000	-	-	-	-	25,000
NEW FY23	TBD	Gibson St Water Project	-	-	75,000	-	-	-	-	75,000
NEW FY23	TBD	SCADA Communications Upgrades	-	-	30,000	-	-	-	-	30,000
NEW FY23 Total			-	-	150,000	-	-	-	-	150,000
Physically complete	90652	UV Disinfection Feasibility	5,561,000	6,550,000	18,000	-	-	-	-	12,129,000
Physically complete Total			5,561,000	6,550,000	18,000	-	-	-	-	12,129,000
Grand Total			5,561,000	25,670,000	1,703,000	-	-	-	-	32,934,000

Wastewater Fund - Fund 730
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source - Total
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other (approved + contingent)
Authorized/in progress	90447	WWTP Control System	-	-	488,000	-	-	-	488,000
Authorized/in progress	90531	Monastery St (DeGroff to Arrowhead) and Kinkead Utility & Street Improvements	-	275,000	30,000	-	-	-	305,000
Authorized/in progress	90565	Jamestown East Lift Station Replacement	-	-	85,000	-	-	-	85,000
Authorized/in progress	90655	WWTP-Rehabilitation	-	9,737,000	45,000	-	-	-	9,782,000
Authorized/in progress	90676	Brady Street Lift Station Rehabilitation	-	217,400	875,002	-	-	-	1,092,402
Authorized/in progress	90783	Replace Generators - Lift Stations	-	311,000	236,000	-	-	-	547,000
Authorized/in progress	90784	WWTP Blowers	-	-	90,000	-	-	-	90,000
Authorized/in progress	90809	Replace WWTP Influent Grinder	-	-	100,000	-	-	-	100,000
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	20,000	-	-	-	20,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	975,000	50,000	-	-	-	1,025,000
Authorized/in progress	90845	Trailer Mounted Pump	-	-	90,000	-	-	-	90,000
Authorized/in progress	90862	Japonski Sewer Force Main Condition Assessment	-	-	250,000	-	-	-	250,000
Authorized/in progress	90894	Asset Management/CMMS Implementation	-	-	45,000	-	-	-	45,000
Authorized/in progress	90895	Wastewater Master Plan	-	-	120,000	-	-	-	120,000
Authorized/in progress	90898	Granite Creek WW Pump	-	-	16,000	-	-	-	16,000
Authorized/in progress	90916	WWTP Blower Manifold Assessment/Design	-	-	60,000	-	-	-	60,000
Authorized/in progress	90917	Lincoln Street Lift Station Valve Replacement	-	-	55,000	-	-	-	55,000
Authorized/in progress	90918	WWTP Clarifier Drive Replacement	-	-	55,000	-	-	-	55,000
Authorized/in progress	90919	Thomsen Harbor Lift Station Rehabilitation	-	-	495,000	-	-	-	495,000
Authorized/in progress	90952	Sludge thickener catwalk replacement	-	-	20,000	-	-	-	20,000
Authorized/in progress Total			-	11,515,400	3,225,002	-	-	-	14,740,402
NEW FY23	90894	Asset Management/CMMS Implementation	-	-	20,000	-	-	-	20,000
NEW FY23	90919	Thomsen Harbor Lift Station Rehabilitation	-	-	25,000	-	-	1,275,000	1,300,000
NEW FY23	TBD	Old Sitka Rocks Lift Station Control Panel	-	-	25,000	-	-	-	25,000
NEW FY23	TBD	SCADA Communication Upgrades	-	-	50,000	-	-	-	50,000
NEW FY23 Total			-	-	120,000	-	-	1,275,000	1,395,000
Physically complete	90713	Landfill & Crescent Lift Station Improvements	-	1,329,462	87,976	-	-	-	1,417,438
Physically complete Total			-	1,329,462	87,976	-	-	-	1,417,438
Grand Total			-	12,844,862	3,432,978	-	-	1,275,000	17,552,840

Solid Waste Fund - Fund 740
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source - Total
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Source - Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	authorized (approved + contingent)
Authorized/in progress	90847	Expansion of Biosolids	-	-	500,000	-	-	-	-	500,000
Authorized/in progress	90865	Transfer Station Building	-	-	170,000	-	-	-	-	170,000
Authorized/in progress	90871	Kimsham Landfill Drainage Compliance	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90899	Scrap Yard Electrical	-	-	8,000	-	-	-	-	8,000
Authorized/in progress	90900	Scrap Yard / Impound Fence	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90920	Scrap Yard Tank Circular Concrete Structure Repairs	-	-	8,500	-	-	-	-	8,500
Authorized/in progress	90921	Transfer Station Lighting	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90953	Recycling Loading Dock Repair	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90954	Transfer Station Cameras	-	-	55,000	-	-	-	-	55,000
Authorized/in progress	90963	Solid Waste Compactor	-	2,790,000	-	210,000	-	-	-	3,000,000
Authorized/in progress Total			-	2,790,000	881,500	210,000	-	-	-	3,881,500
Grand Total			-	2,790,000	881,500	210,000	-	-	-	3,881,500

Harbor Fund - Fund 750
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	90798	Eliason Harbor Electrical Upgrades	-	-	5,144,772	-	-	-	-	5,144,772
Authorized/in progress	90810	Sealing Cove Harbor Maintenance Repairs	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90879	FY19 Seaplane Base	4,050,695	-	106,176	-	11,949,305	-	-	16,106,176
Authorized/in progress	90901	MSC Bulkhead Pile Repairs	-	-	70,000	-	-	-	-	70,000
Authorized/in progress	90922	Crescent Harbor High Load Dock Project	-	-	450,000	-	-	-	-	450,000
Authorized/in progress	90955	Master Plan	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90956	Harbor Parking Lot Repairs	-	-	30,000	-	-	-	-	30,000
Authorized/in progress	90957	Sealing Cove Lift Station	-	-	20,000	-	-	-	-	20,000
Authorized/in progress	90958	Radio Repeaters	-	-	7,000	-	-	-	-	7,000
Authorized/in progress Total			4,050,695	-	5,942,948	-	11,949,305	-	-	21,942,948
NEW FY23	90922	Crescent Harbor High Load Dock Project	-	-	762,000	-	-	-	-	762,000
NEW FY23	90956	Harbor Parking Lot Repairs	-	-	45,000	-	-	-	-	45,000
NEW FY23	TBD	ANB Security Camera Replacement	-	-	10,000	-	-	-	-	10,000
NEW FY23	TBD	Crescent Harbor Finger Float Repairs	-	-	15,000	-	-	-	-	15,000
NEW FY23	TBD	Crescent Harbor Tender Float Repairs	-	-	35,000	-	-	-	-	35,000
NEW FY23	TBD	MSC Anode Replacement Phase 1	-	-	50,000	-	-	-	-	50,000
NEW FY23	TBD	Sealing Cove Harbor Cameras	-	-	30,000	-	-	-	-	30,000
NEW FY23 Total			-	-	947,000	-	-	-	-	947,000
Grand Total			4,050,695	-	6,889,948	-	11,949,305	-	-	22,889,948

Airport Fund - Fund 760
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source- Total authorized (approved + contingent)
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Source - Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	
Authorized/in progress	90835	SIT Airport Terminal Improvements	158,570	4,000,000	-	264,468	16,441,962	-	-	20,865,000
Authorized/in progress	90873	Heat Pumps for Hold Room	-	-	46,000	-	-	-	-	46,000
Authorized/in progress	90924	Exterior Painting-Front and South sides	-	-	100,000	-	-	-	-	100,000
Authorized/in progress Total			158,570	4,000,000	146,000	264,468	16,441,962	-	-	21,011,000
Grand Total			158,570	4,000,000	146,000	264,468	16,441,962	-	-	21,011,000

MSC Fund - Fund 770
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source- Total authorized (approved + contingent)
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	
Authorized/in progress	90874	MSC Roof Condenser Replacement	-	-	130,000	-	-	-	-	130,000
Authorized/in progress	90901	MSC Bulkhead Repairs	-	-	-	-	7,940,000	-	500,000	8,440,000
Authorized/in progress	90905	MSC Bulkhead Condition Assessment	-	-	80,000	-	-	-	-	80,000
Authorized/in progress	90926	Arctic Door Replacement Egress	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90928	Freezer Vestibule Entry Curtains	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90930	Replace Loading Dock Bumper	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90959	MSC overhad door "A"	-	-	15,000	-	-	-	-	15,000
Authorized/in progress Total			-	-	260,000	-	7,940,000	-	500,000	8,700,000
Grand Total			-	-	260,000	-	7,940,000	-	500,000	8,700,000

GPIP Fund - Fund 780
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source - Total
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Source - Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other (approved + contingent)
Authorized/in progress	80273	Site Improvements	-	-	232,185	-	-	-	232,185
Authorized/in progress	90875	GPIP Wash down pad	-	-	20,000	-	-	-	20,000
Authorized/in progress	90960	Geotech assessment of APC landfill sites	-	-	-	270,000	-	-	270,000
Authorized/in progress Total			-	-	252,185	270,000	-	-	522,185
Grand Total			-	-	252,185	270,000	-	-	522,185

LONG-TERM INFRASTRUCTURE SINKING FUND
AND
ESTIMATED/PROJECTED ANNUAL INFRASTRUCTURE
MAINTENANCE AND REPLACEMENT COST
FOR THE NEXT TWENTY YEARS.

Ordinance 2012-30 was established October 9, 2012
Current Balance \$3,137,196

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2012-30

AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA, ALASKA ADDING A NEW CHAPTER 4.44 TO THE SITKA GENERAL CODE ESTABLISHING REQUIRED LEVELS OF CASH TO BE MAINTAINED AND A NEW CHAPTER 4.45 TO THE SITKA GENERAL CODE ESTABLISHING A LONG TERM PUBLIC INFRASTRUCTURE SINKING FUND FOR THE OF REPAIR AND REPLACEMENT OF GENERAL FUND MUNICIPAL BUILDINGS, STREETS, SIDEWALKS, PARKING LOTS, AND PARKS

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. **CLASSIFICATION.** This ordinance is of a permanent nature and is intended to become a part of the Sitka General Code.
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 circumstances shall not be affected.
3. **PURPOSE.** The purposes of this ordinance are to codify requirements to maintain minimum levels of cash within the General Fund, and, to establish a sinking fund for the repair and replacement of General Fund municipal buildings, streets, sidewalks, parking lots, and parks its subsequent use for such restricted purposes.
4. **ENACTMENT.** The Assembly of the City and Borough of Sitka hereby adds Chapter 4.44 and 4.45 to the Sitka General Code.

Chapter 4.44 REQUIRED LEVELS OF CASH TO BE MAINTAINED IN THE GENERAL FUND

* * *

4.44.01 Required Levels of Cash On Hand. The General Fund of the City and Borough of Sitka shall be required to maintain a minimum level of cash and cash equivalents in order to provide for adequate cash flow management and liquidity for the Municipality.

A. The minimum level of cash and cash equivalents to be maintained shall be equal to the total of all budgeted expenditure for the General Fund for the current fiscal year, divided by 4. Transfers from the General Fund balance shall not be considered expenditure for the purposes of this calculation.

B. For purposes of this Chapter, cash and cash equivalents shall be defined as cash held in demand deposits, overnight repurchase agreements as defined by SGC 4.28.060 4, money market mutual funds as defined by SGC 4.28.060 5, certificates of deposit as defined by SGC 4.28.060 2, and local government investment pools per SGC 4.28.060 6.

4.44.02 Restriction of General Fund Balance. A portion of the General Fund balance equal to the total of all budgeted expenditures for the General Fund for the current fiscal year, divided by 4, (transfers from the General Fund balance shall not be considered expenditure for the purposes of this calculation), shall be restricted as to its use in order to provide for required liquidity of the Municipality and not available for appropriation without a super majority of the Assembly voting in approval. An additional amount of \$2,000,000 shall be restricted as to its use in order to provide funds for responding to an emergency and not available for appropriation without a super majority of the Assembly voting in approval.

Chapter 4.45

LONG TERM INFRASTRUCTURE SINKING FUND FOR THE REPAIR AND REPLACEMENT OF GENERAL FUND MUNICIPAL BUILDINGS, STREETS, SIDEWALKS, PARKING LOTS, AND PARKS

* * *

4.45.01 Establishment of the Public Infrastructure Sinking Fund. There shall hereby be created, within the fund structure of the City and Borough of Sitka, a sinking fund for the repair and replacement of General Fund municipal buildings, streets, sidewalks, parking lots, and parks to be hereafter called the Public Infrastructure Sinking Fund.

4.45.02 Determination of the Required Balance of the Public Infrastructure Sinking Fund. Within 90 days after the start of each fiscal year, the Administrator shall prepare an analysis of the General Fund Balance with an accompanying recommendation as to an amount of the General Fund Balance available for potential transfer to the Public Infrastructure Sinking Fund. This analysis shall first take into account any portions of the General Fund restricted by Section 4.44 of the Sitka General Code before recommending any further amounts for potential transfer to the Public Infrastructure Sinking Fund.


4.45.03 Assembly Action. Within 60 days after presentation of the annual analysis by the Administrator, the amount determined by the Administrator shall automatically be transferred to the Public Infrastructure Sinking Fund, unless a super majority of the Assembly votes to change the recommended amount.

4.45.04 Use of the Sinking Fund. The Assembly shall annually appropriate an amount from the Public Infrastructure Sinking Fund to be used exclusively for the repair and replacement of General Fund municipal buildings, streets, sidewalks, parking lots, and parks as recommended by the Administrator in his annual budget.

4.45.05 Emergency Transfer of the Sinking Fund. The Assembly shall have the authority to transfer any portion of the Public Infrastructure Sinking Fund to the General Fund in the case of an emergency threatening public health, safety, or welfare which requires use of public funds. Such a transfer shall require an approval of a super majority of the Assembly.

EFFECTIVE DATE. This ordinance shall become effective the day after the date of passage.

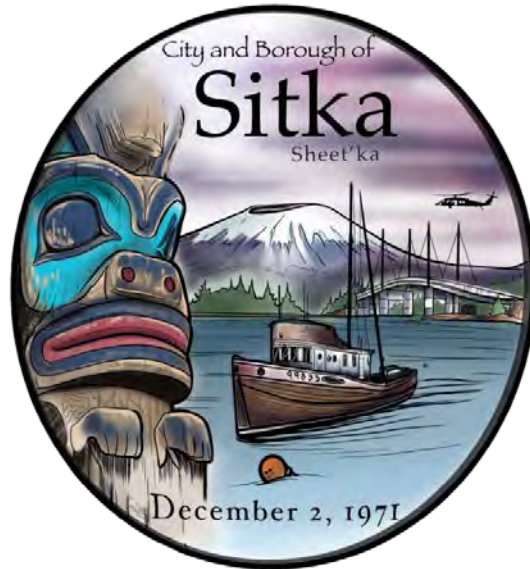
PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 9th day of October, 2012.



Cheryl Westover, Mayor

ATTEST:


Colleen Ingman, MMC
Municipal Clerk



GENERAL FUND

**DRAFT
FISCAL YEAR 2023**

OPERATING BUDGET

GENERAL FUND - SUMMARY BY ORGANIZATION

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2022 Projected Amount	2023 Budget
Fund: 100 General Fund						
Revenue						
100-300-301 - Property Tax	6,777,625	6,852,247	7,242,612	6,924,300	7,200,260	7,321,141
100-300-302 - Sales Tax	13,309,205	12,139,374	13,115,998	11,730,971	14,572,130	15,668,226
100-300-303 - Bed Tax	-	-	-	-	-	-
100-300-310 - State Revenue	1,018,052	960,286	935,595	852,644	937,372	1,065,985
100-300-315 - Federal Revenue	1,302,574	1,712,269	4,063,471	1,501,000	3,231,072	2,285,072
100-300-320 - Licenses & Permits	126,810	123,353	170,554	133,450	163,366	195,300
100-300-330 - Services	1,054,420	1,053,160	988,571	1,030,200	1,060,162	1,514,900
100-300-340 - Operating Revenue	704,450	614,974	337,763	363,500	411,289	417,000
100-300-360 - Uses of Prop & Investment	997,168	1,330,114	1,145,794	848,500	833,273	973,000
100-300-370 - Interfund Billings	2,695,448	2,663,479	2,705,560	2,784,694	2,784,694	2,861,120
100-300-380 - Miscellaneous	162,184	132,571	1,156,022	130,800	130,263	139,700
100-300-390 - Cash Basis Receipts	2,698,374	2,094,844	1,591,364	1,168,054	1,155,854	5,104,041
Revenue Totals	\$ 30,846,310.87	\$ 29,676,670.64	\$ 33,453,303.85	\$ 27,468,113.00	\$ 32,479,735.00	\$ 37,545,485.00
Expenditures						
100-500-001 - Administrative,Administrator & Assembly	1,328,169	737,141	947,471	1,268,741	1,052,655	1,403,623
100-500-002 - Attorney	969,937	511,063	378,701	441,108	413,384	447,650
100-500-003 - Municipal Clerk	404,283	430,351	420,812	463,272	507,825	546,101
100-500-004 - Finance	1,798,963	1,916,507	2,165,907	2,393,648	2,287,518	2,714,686
100-500-005 - Assessing	427,628	402,258	414,721	438,275	434,159	444,017
100-500-006 - Planning	204,921	240,930	263,257	282,953	285,732	581,534
100-500-007- General Office	503,770	556,224	636,686	689,563	689,563	772,980
100-500-008 - Other Expenditures	306,596	316,097	273,233	333,087	327,907	345,200
100-520-021-800 - Police	4,346,766	4,003,054	4,589,549	4,970,717	4,796,351	5,346,829
100-520-022-800 - Fire Protection	1,684,580	1,795,463	1,716,812	1,953,571	1,919,436	2,195,310
100-520-023 - Ambulance	289,523	302,939	309,393	415,650	376,159	457,995
100-520-024 - Search and Rescue	26,378	25,958	28,563	37,094	26,466	38,008
100-530-031 - Public Works Administration	676,754	630,695	698,618	738,210	730,828	965,586
100-530-032-800 - Engineering	919,428	876,846	559,726	941,390	743,698	633,790

GENERAL FUND - SUMMARY BY ORGANIZATION

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2022 Projected Amount	2023 Budget
100-530-033-800 - Streets	1,220,084	1,368,547	1,162,117	1,379,489	1,378,791	1,762,514
100-530-034-800 - Recreation	635,628	614,666	661,753	719,091	718,371	1,129,278
100-530-035-800 - Building Officials	275,762	269,410	287,046	333,677	325,309	457,916
100-540-041 - Library	896,936	878,567	1,002,117	1,071,260	1,070,189	1,271,534
100-540-043 - Centennial Building	621,048	699,948	667,806	740,038	740,122	1,043,055
100-540-047 - Senior Citizens	95,614	62,209	86,145	97,866	96,327	78,002
100-545-050 - Contingency	-	89,363	87,154	-	-	-
100-550-650-951 - Debt Payments	31,685	30,147	28,608	84,925	84,925	39,666
100-550-660-952 - Support Payments	7,524,879	7,511,994	7,581,312	8,364,150	8,364,150	8,818,868
100-550-670 - Fixed Assets	261,071	278,390	127,965	63,500	49,299	69,000
100-550-680 - Transfer to Other Funds	5,065,148	3,768,581	4,117,709	2,610,700	2,610,700	5,601,911
100-550-690 - Other Financing Sources	-	-	-	-	-	-
Expenditure Totals	\$ 30,515,551.93	\$ 28,317,348.96	\$ 29,213,181.34	\$ 30,831,974.02	\$ 30,029,864.00	\$ 37,165,051.69
Fund Total: General Fund	<u>\$ 330,758.94</u>	<u>\$ 1,359,321.68</u>	<u>\$ 4,240,122.51</u>	<u>\$ (3,363,861.02)</u>	<u>\$ 2,449,871.00</u>	<u>\$ 380,433.31</u>

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
<u>301 - Property Tax</u>					
3011 001 - Property Tax Levy	7,132,087	7,170,827	7,553,190	7,266,200	7,681,193
3011 002 - Auto Tax	84,188	76,607	81,529	75,000	80,000
3011 003 - Boat Tax	-	-	-	-	-
3011 004 - Penalty and Interest	45,861	79,028	77,073	80,000	75,000
3011 006 - Taxes Paid Voluntarily	11,561	45,690	48,189	49,000	45,000
3012 000 - Less Sr Citizen Exemption	(496,072)	(519,905)	(517,369)	(545,900)	(560,052)
301 - Property Tax Totals	\$ 6,777,625.37	\$ 6,852,247.15	\$ 7,242,611.92	\$ 6,924,300.00	\$ 7,321,141.00
<u>302 - Sales Tax</u>					
3021 001 - 1st Qtr Calendar Yr Sales	1,920,576	1,852,582	2,213,417	1,900,000	2,550,911
3021 002 - 2nd Qtr Calendar Yr Sales	4,040,342	2,668,020	4,349,786	3,535,171	4,682,930
3021 003 - 3rd Qtr Calendar Yr Sales	4,937,318	5,287,676	4,018,430	3,965,000	5,692,652
3021 004 - 4th Qtr Calendar Yr Sales	2,231,575	2,040,256	2,181,036	2,050,300	2,454,733
3021 005 - Previous Quarters Tax	(13,768)	122,361	171,233	122,000	122,000
3021 006 - Penalty & Interest	60,167	70,568	97,436	70,000	55,000
3021 007 - Discount	(13,440)	(9,122)	(13,033)	(8,500)	(10,000)
3021 008 - Home Construction Refund	-	-	(10,938)	(5,000)	(5,000)
3021 009 - Other Sales Tax Revenue	9,352	9,063	-	-	-
3021 010 - Fish Box Tax	137,084	97,970	108,630	102,000	125,000
302 - Sales Tax Totals	\$ 13,309,205.27	\$ 12,139,373.94	\$ 13,115,997.58	\$ 11,730,971.00	\$ 15,668,226.00

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>310 - State Revenue</u>					
3101 003 - Revenue Sharing	543,229	497,524	377,870	415,199	530,000
3101 005 - Grant Revenue	19,801	-	-	-	-
3101 007 - Liquor Licenses	24,700	25,275	19,550	25,000	20,000
3101 012 - Public Library Assistance	7,000	7,000	7,000	7,000	7,000
3101 016 - Miscellaneous	26,537	11,575	4,796	4,445	5,000
3101 017 - PERS Relief	396,644	418,563	526,379	400,000	503,985
3101 019 - SAR reimbursement	140	349	-	1,000	-
3101 030 - Grant Revenue Pass Thru	-	-	-	-	-
310 - State Revenue Totals	\$ 1,018,052.18	\$ 960,285.89	\$ 935,594.60	\$ 852,644.00	\$ 1,065,985.00
<u>315 - Federal Revenue</u>					
3151 001 - Stumpage	529,232	458,071	417,175	600,000	500,000
3151 002 - Payment in Lieu of Taxes	714,261	796,501	807,410	800,000	700,000
3151 003 - Grant Revenue	59,081	457,696	2,014,053	101,000	60,000
3151 006 - Federal Relief Funding	-	-	824,833	-	1,025,072
3161 001 - COPS grants	-	-	-	-	-
315 - Federal Revenue Totals	\$ 1,302,574.49	\$ 1,712,268.79	\$ 4,063,470.74	\$ 1,501,000.00	\$ 2,285,072.00
<u>320 - Licenses & Permits</u>					
3201 001 - Building Permits	96,733	102,438	154,359	110,000	162,750
3201 002 - Planning & Zoning Permits	4,155	3,450	2,979	4,000	6,000
3201 003 - Parking Permits	240	235	865	250	1,000
3201 004 - Public Vehicle/Drivers	9,125	2,225	3,460	2,000	4,000
3201 006 - Animal Licenses	2,721	1,719	983	2,200	1,200
3201 007 - Itinerant Business Licens	6	49	25	-	-
3201 008 - Miscellaneous	600	300	100	-	250
3201 010 - Fire Marshall Fees	-	-	-	-	-
3201 011 - Park & Rec. Fees	8,564	12,088	5,783	12,000	10,100
3201 012 - Centennial Permit Fees	4,665	850	2,000	3,000	10,000
320 - Licenses & Permits Totals	\$ 126,809.51	\$ 123,353.48	\$ 170,553.96	\$ 133,450.00	\$ 195,300.00
<u>330 - Services</u>					
3301 002 - Police Contracts	-	-	-	-	-
3301 003 - Jail Contracts	391,194	391,194	391,194	391,200	391,200
3301 004 - DWI Jail Time Fees	-	-	-	-	-

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
3301 005 - Jail-Detox	3,755	330	-	-	-
3301 006 - Impound/Storage Fees	7,930	3,645	11,485	10,000	15,000
3301 007 - Police Other	7,008	11,010	(5,759)	8,000	4,000
3301 010 - E911 Surcharge	176,236	176,299	171,856	180,000	175,000
3302 000 - Police Medical Billings	1,342	5,406	450	-	-
3303 000 - Public Defender Fees	-	-	-	-	-
3321 001 - Ambulance Fees	456,247	457,302	413,941	425,000	915,000
3321 002 - Fire Dept Other	-	-	-	-	-
3331 001 - Library	9,317	7,126	380	10,000	10,500
3331 002 - Library Lost Book Replace	1,391	848	336	1,000	1,200
3331 003 - Library-Other	-	-	-	-	-
3331 004 - Library-Network	-	-	4,688	5,000	3,000
3333 000 - Sitka Builders Seminar	-	-	-	-	-
3351 000 - Legal Fees	-	-	-	-	-
330 - Services Totals	\$ 1,054,419.63	\$ 1,053,159.76	\$ 988,570.80	\$ 1,030,200.00	\$ 1,514,900.00
<hr/>					
<u>340 - Operating Revenue</u>					
3454 000 - Concessions	1,569	697	-	-	-
3491 000 - Jobbing-Labor	702,758	610,557	337,249	361,500	415,000
3492 000 - Jobbing-Materials/Parts	78	-	430	1,000	1,000
3493 000 - Jobbing-Equipment	45	3,721	84	1,000	1,000
340 - Operating Revenue Totals	\$ 704,449.83	\$ 614,974.08	\$ 337,763.05	\$ 363,500.00	\$ 417,000.00
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<u>360 - Uses of Property & Investments</u>					
3601 000 - Rent - Land	214,920	243,509	226,263	267,900	320,000
3602 000 - Rent - Building	9,600	9,600	10,400	9,600	10,000
3603 000 - Rent-Centennial Building	102,461	100,603	35,709	110,700	150,000
3604 000 - Rent-Senior Center	206	312	-	-	-
3606 000 - Rent-Tom Young Cabin	8,276	10,218	10,980	11,200	11,000
3610 000 - Interest Income	502,775	485,055	283,039	300,000	300,000
3615 000 - Gain(Loss)on Investments	-	299,664	388,258	-	-
3620 000 - Sale of Fixed Assets	-	-	25,327	-	-
3635 000 - Gravel & Rock Royalties	23,796	22,661	63,238	26,100	50,000
3640 000 - Library-Special Sales	1,452	1,046	806	2,000	2,000
3650 000 - City/St Bldg Cost Reimbur	133,683	157,445	101,775	121,000	130,000
360 - Uses of Property & Investments Totals	\$ 997,168.47	\$ 1,330,113.73	\$ 1,145,794.41	\$ 848,500.00	\$ 973,000.00

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>370 - Interfund Billings</u>					
3701 152 - Interfund Bill NARCO	-	-	-	-	-
3701 200 - Electric Interfund Bill	979,647	865,541	888,247	944,703	1,002,440
3701 210 - Water Interfund Bill	292,397	313,204	304,247	303,905	253,507
3701 220 - WWater Interfund Bill	386,249	386,493	426,092	386,583	360,880
3701 230 - SWste Interfund Bill	335,638	382,347	381,828	418,737	398,721
3701 240 - Harbor Interfund Bill	247,943	293,329	287,624	316,400	328,364
3701 250 - Air Term Interfund Bill	95,022	98,343	91,065	82,854	91,438
3701 260 - MSC Interfund Bill	6,528	17,044	19,418	21,214	24,002
3701 270 - SMC Interfund Bill	66,277	62,738	59,944	65,185	89,246
3701 300 - MIS Interfund Bill	95,000	90,295	84,175	92,407	156,860
3701 310 - Garage Interfund Billing	122,204	79,326	83,312	77,547	70,752
3701 320 - Maint Fund Interfund Bill	68,543	74,819	79,608	75,159	84,910
370 - Interfund Billings Totals	\$ 2,695,448.16	\$ 2,663,478.96	\$ 2,705,560.08	\$ 2,784,694.00	\$ 2,861,120.00
<u>380 - Miscellaneous Revenue</u>					
3801 000 - Fines and Forfeits	60,072	55,230	45,401	54,000	57,000
3801 100 - Fines Minor Consuming	-	-	-	-	-
3804 000 - Return Check Fee (NSF)	500	500	275	1,000	500
3805 000 - Cash, (Short)/Long	11	(29)	(43)	-	-
3806 000 - Coffee Revenue-Cent Bldg	-	-	-	-	-
3807 000 - Miscellaneous	10,262	13,730	39,315	20,000	20,000
3807 100 - Miscellaneous Grant Revenue	35,202	250	3,000	-	-
3808 000 - Salary Reimbursement	175	788	275	1,000	200
3809 000 - Donations	6,978	1,150	1,004,000	1,800	5,000
3809 001 - Donation - Parks and Recreation	-	10,000	-	-	-
3810 000 - Cops Grant Donations	-	-	-	-	-
3811 000 - Property Damage Reimburse	-	-	10,145	-	-
3820 000 - Bad Debt Collected	2,666	5,092	2,833	5,000	5,000
3850 000 - Pcard Rebate	46,317	45,860	50,821	48,000	52,000
380 - Miscellaneous Revenue Totals	\$ 162,184.02	\$ 132,570.57	\$ 1,156,022.31	\$ 130,800.00	\$ 139,700.00

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
390 - Cash Basis Receipts					
3950 000 - Interfund Transfers In	1,015,219	200,000	1,210	-	-
3950 193 - Transfer In Utility Subsidization Fnd	-	-	-	-	-
3950 194 - Transfer In Comm Pass Tax	-	559	-	-	766,802
3950 195 - Transfer In Visitor Enhancement Fnd	200,000	80,000	-	-	-
3950 240 - Transfer In Harbor	-	-	-	-	-
3950 310 - Transfer In from 310	-	-	-	-	-
3950 320 - Transfer In Bldg Maint	25,000	-	-	-	-
3950 400 - Transfer In Permanent Fd	1,427,097	1,447,500	1,213,716	1,145,554	1,193,739
3950 410 - Transfer In Revolving Fnd	24,919	21,523	14,086	18,000	15,000
3950 420 - Transfer In Guarantee Fnd	6,139	5,263	3,423	4,500	3,500
3950 540 - Transfer in from fund 540	-	-	-	-	-
3950 700 - Transfer In Cap Proj Fund	-	-	358,930	-	-
3950-708 - Transfer in from fund 708		340,000.00	-	-	3,125,000
390 - Cash Basis Receipts Totals	\$ 2,698,373.94	\$ 2,094,844.29	\$ 1,591,364.40	\$ 1,168,054.00	\$ 5,104,041.00
Revenue Totals	\$ 30,846,310.87	\$ 29,676,670.64	\$ 33,453,303.85	\$ 27,468,113.00	\$ 37,545,485.00

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Expenditures					
400 - Salaries and Wages					
5110 001 - Regular Salaries/Wages	5,127,853	4,914,941	5,142,608	6,830,531	8,055,458
5110 002 - Holidays	250,529	238,775	259,590	-	-
5110 003 - Sick Leave	200,246	154,233	156,209	-	-
5110 004 - Overtime	471,105	423,980	359,531	405,862	405,862
5110 010 - Temp Wages	427,883	733,703	653,985	281,006	517,708
400 - Salaries and Wages Totals	\$ 6,477,615.46	\$ 6,465,631.49	\$ 6,571,923.17	\$ 7,517,399.51	\$ 8,979,028.17
450 - Fringe Benefits					
5120 001 - Annual Leave	556,300	510,533	481,073	296,170	331,161
5120 002 - SBS	432,051	429,267	429,546	471,053	562,571
5120 003 - Medicare	101,357	100,500	102,223	113,340	135,046
5120 004 - PERS	1,801,254	1,754,928	1,306,955	2,049,196	1,797,470
5120 005 - Health Insurance	1,819,515	1,428,200	1,905,851	2,253,015	2,714,148
5120 006 - Life Insurance	1,072	990	1,004	965	994
5120 007 - Workmen's Compensation	216,210	218,051	166,202	169,932	210,829
5120 008 - Unemployment	2,603	2,760	12,459	-	-
5120 011 - PERS on Behalf	-	-	526,373	-	503,985
450 - Fringe Benefits Totals	\$ 4,930,362.23	\$ 4,445,229.48	\$ 4,931,685.60	\$ 5,353,670.83	\$ 6,256,204.52
500 - Operating Expenses					
5201 000 - Training and Travel	239,459	117,993	93,081	273,482	298,945
5202 000 - Uniforms	27,786	29,556	33,677	38,100	39,750
5203 000 - Utilities	-	54,258	60,731	57,000	60,000
5203 001 - Electric	416,573	408,121	428,164	413,322	433,000
5203 005 - Heating Fuel	26,517	23,584	19,365	23,000	15,000
5203 006 - Interruptable electric	27,949	28,735	16,143	25,000	25,000
5204 000 - Telephone	105,704	82,759	75,895	122,151	74,926
5204 001 - Cell Phone Stipend	5,975	6,137	8,524	12,300	14,700
5205 000 - Insurance	232,748	314,257	442,529	470,700	493,110
5206 000 - Supplies	388,043	493,252	419,374	459,289	825,336
5207 000 - Repairs & Maintenance	26,943	27,454	31,500	78,230	89,889
5208 000 - Bldg Repair & Maint	430,865	452,667	534,546	544,485	655,287
5211 000 - Data Processing Fees	901,157	1,150,655	1,186,772	1,060,125	1,151,394
5211 001 - Information Technology Special	228,486	45,000	-	-	-
5212 000 - Contracted/Purchased Serv	901,559	750,868	844,732	1,253,163	1,273,621

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
5212 001 - Sitka Historical Contract	97,200	97,200	97,200	97,200	97,200
5212 002 - SEDA Contract	63,000	63,000	63,000	63,000	63,000
5214 000 - Interdepartment Services	14,790	26,300	3,285	-	-
5221 000 - Transportation/Vehicles	862,447	859,728	868,512	932,285	845,038
5222 000 - Postage	39,318	39,375	28,315	48,200	50,700
5223 000 - Tools & Small Equipment	106,340	114,915	89,430	139,869	120,423
5224 000 - Dues & Publications	35,460	32,312	40,413	47,505	41,801
5225 000 - Legal Expenditures	631,662	158,498	20,447	78,000	50,000
5226 000 - Advertising	55,924	75,449	65,843	69,900	65,350
5227 001 - Rent-Buildings	29,264	29,732	28,350	27,160	23,904
5227 002 - Rent-Equipment	10,572	52,251	29,551	29,258	35,260
5228 000 - Donations	128,000	115,260	112,933	125,000	125,000
5228 001 - Pass through grants	18,196	40,637	-	47,887	60,000
5229 000 - Investment Expenses	81,100	84,306	77,285	85,200	85,200
5231 000 - Credit Card Expense	65,410	67,827	69,630	70,000	70,000
5240 000 - Books & Publications	52,450	53,534	57,775	70,000	75,250
5265 000 - ARSSTC Fees	-	189	126,188	98,808	160,000
5280 000 - Public Defender Fees	-	-	-	-	-
5288 000 - Administrator Contingency	1,155	259	253	3,000	3,000
5289 000 - Mayor Contingency	4,215	1,276	1,000	3,000	3,000
5290 000 - Other Expenses	7,493,403	7,432,027	7,446,327	8,243,701	8,745,158
5290 100 - Unanticipated Repairs	-	-	14,520	50,000	50,000
5295 000 - Interest Expense	9,375	7,837	6,299	20,097	17,355
5297 000 - Debt Admin Expense	-	-	-	-	-
500 - Operating Expenses Totals	\$ 13,759,045.09	\$ 13,337,208.49	\$ 13,441,588.94	\$ 15,179,416.34	\$ 16,236,597.00

General Fund

Fund: 100 General Fund	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>700 - Cash Basis Expenditures</u>					
7101 000 - Fixed Assets-Land	-	-	-	-	-
7106.004 - Fixed Assets - Finance	-	-	-	5,000	-
7106.021 - Fixed Assets - Police	-	231,118	127,965	-	-
7106 022 - Fixed Assets-Fire Dept	248,089	47,272	-	40,000	-
7106 031 - Fixed Assets-PW Admin	-	-	-	7,500	7,000
7106 033 - Fixed Assets-Streets	12,983	-	-	2,500	-
7106 034 - Fixed Assets-Recreation	-	-	-	8,500	20,000
7106 041 - Fixed Assets - Library	-	-	-	-	24,000
7106 043 - Fixed Assets - Cent Bldg	-	-	-	-	-
7106 047 - Fixed Assets-Sr Citizen B	-	-	-	-	-
7108.031 - Fixed Assets - Furniture - PW	-	-	-	-	18,000
7200 000 - Interfund Transfers Out	5,065,148	3,768,581	4,117,709	2,610,700	5,601,911
7301 000 - Note Principal Payments	22,310	22,310	22,310	64,828	22,311
7302 000 - Bond Principal Payments	-	-	-	-	-
7600 000 - Advances to Other Funds	-	-	-	-	-
700 - Cash Basis Expenditures Totals	\$ 5,348,529.15	\$ 4,069,279.94	\$ 4,267,983.63	\$ 2,739,028.00	\$ 5,693,222.00
Revenue Totals:	30,846,311	29,676,671	33,453,304	27,468,113	37,545,485
Expenditure Totals	30,515,552	28,317,349	29,213,181	30,789,515	37,165,052
Fund Total: General Fund	330,759	1,359,321	4,240,123	(3,321,402)	380,433



General Fund - Administrator/Assembly

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	286,438.93	90,712.43	185,534.88	278,533.98	294,041.30
5110.002	Holidays	7,535.40	3,496.76	5,591.16	.00	.00
5110.003	Sick Leave	20,848.00	2,379.69	4,738.20	.00	.00
5110.010	Temp Wages	38,850.00	81,350.00	30,300.00	27,600.00	27,600.00
<i>Salaries and Wages Totals</i>		\$353,672.33	\$177,938.88	\$226,164.24	\$306,133.98	\$321,641.30
<i>Fringe Benefits</i>						
5120.001	Annual Leave	42,687.34	5,498.49	10,731.59	22,121.00	16,957.00
5120.002	SBS	24,195.69	11,244.71	14,542.52	19,818.46	20,135.55
5120.003	Medicare	5,747.24	2,659.85	3,439.91	4,759.70	4,909.67
5120.004	PERS	86,482.46	28,706.91	42,624.65	69,833.32	64,689.10
5120.005	Health Insurance	82,116.55	25,386.38	51,363.29	70,258.56	89,951.40
5120.006	Life Insurance	40.06	10.40	23.19	22.20	35.40
5120.007	Workmen's Compensation	1,707.12	829.68	795.67	948.95	2,347.49
5120.008	Unemployment	.00	.00	362.94	.00	.00
5120.011	PERS on Behalf	.00	.00	17,045.34	.00	18,215.00
<i>Fringe Benefits Totals</i>		\$242,976.46	\$74,336.42	\$140,929.10	\$187,762.19	\$217,240.61
<i>Operating Expenses</i>						
5201.000	Training and Travel	34,377.03	18,676.54	2,677.00	50,200.00	51,017.00
5204.000	Telephone	9,240.42	4,226.87	2,612.72	5,900.00	3,000.00
5204.001	Cell Phone Stipend	.00	.00	338.71	900.00	900.00
5206.000	Supplies	7,812.03	6,590.77	5,411.44	8,500.00	8,500.00
5207.000	Repairs & Maintenance	1,560.00	.00	.00	.00	.00
5211.000	Data Processing Fees	19,461.96	20,328.96	22,413.00	40,335.00	49,091.00
5211.001	Information Technology Special Projects	2,205.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	257,913.55	124,695.65	177,710.50	284,500.00	344,500.00
5222.000	Postage	20.40	32.76	.00	100.00	100.00
5223.000	Tools & Small Equipment	.00	.00	5,760.13	.00	.00
5224.000	Dues & Publications	16,826.15	15,677.15	25,740.15	17,680.00	17,765.00
5226.000	Advertising	3,641.50	10,361.99	1,373.30	5,000.00	5,000.00
5288.000	Administrator Contingency	1,154.57	259.05	252.84	3,000.00	3,000.00
5289.000	Mayor Contingency	4,215.00	1,276.00	1,000.00	3,000.00	3,000.00
5290.000	Other Expenses	13,004.75	23,793.74	6,520.25	21,551.00	38,750.00
<i>Operating Expenses Totals</i>		\$371,432.36	\$225,919.48	\$251,810.04	\$440,666.00	\$524,623.00



General Fund - Administrator/Assembly

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund Totals	\$968,081.15	\$478,194.78	\$618,903.38	\$934,562.17	\$1,063,504.91
	Net Grand Totals	\$968,081.15	\$478,194.78	\$618,903.38	\$934,562.17	\$1,063,504.91



General Fund - Human Resources

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	74,798.02	72,901.76	116,102.85	160,407.99	163,973.25
5110.002	Holidays	6,314.40	2,920.93	5,384.60	.00	.00
5110.003	Sick Leave	18,581.09	2,453.62	5,327.41	.00	.00
5110.004	Overtime	.00	.00	403.26	.00	.00
5110.010	Temp Wages	.00	6,705.68	.00	.00	.00
<i>Salaries and Wages Totals</i>		\$99,693.51	\$84,981.99	\$127,218.12	\$160,407.99	\$163,973.25
<i>Fringe Benefits</i>						
5120.001	Annual Leave	18,078.48	2,771.62	21,391.34	.00	.00
5120.002	SBS	7,219.45	5,379.31	9,122.03	9,832.92	10,051.63
5120.003	Medicare	1,707.68	1,272.43	2,157.71	2,325.92	2,377.62
5120.004	PERS	30,292.08	23,264.90	27,980.82	42,081.81	36,074.11
5120.005	Health Insurance	45,479.40	26,044.60	37,174.16	57,612.00	26,817.60
5120.006	Life Insurance	20.43	15.86	18.96	28.32	8.04
5120.007	Workmen's Compensation	556.50	759.16	452.82	497.21	491.74
5120.011	PERS on Behalf	.00	.00	12,261.13	.00	3,884.00
<i>Fringe Benefits Totals</i>		\$103,354.02	\$59,507.88	\$110,558.97	\$112,378.18	\$79,704.74
<i>Operating Expenses</i>						
5201.000	Training and Travel	15,513.93	5,840.00	16,255.51	9,000.00	12,900.00
5204.001	Cell Phone Stipend	.00	.00	200.00	300.00	300.00
5206.000	Supplies	3,864.24	1,978.32	1,543.55	2,034.00	5,078.00
5211.000	Data Processing Fees	15,570.00	15,093.96	12,891.96	16,549.00	17,124.00
5211.001	Information Technology Special Projects	1,764.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	118,884.05	89,521.02	53,990.25	77,170.00	56,600.00
5222.000	Postage	.00	26.50	.00	.00	.00
5224.000	Dues & Publications	1,282.98	1,946.90	3,217.45	5,740.00	438.00
5226.000	Advertising	118.95	50.00	2,616.40	500.00	4,000.00
5290.000	Other Expenses	42.46	.00	75.00	100.00	.00
<i>Operating Expenses Totals</i>		\$157,040.61	\$114,456.70	\$90,790.12	\$111,393.00	\$96,440.00
Fund 100 - General Fund Totals		\$360,088.14	\$258,946.57	\$328,567.21	\$384,179.17	\$340,117.99
Net Grand Totals		\$360,088.14	\$258,946.57	\$328,567.21	\$384,179.17	\$340,117.99



General Fund - Legal

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	168,504.55	167,748.49	189,169.67	203,269.41	227,140.47
5110.002	Holidays	8,212.16	8,286.16	8,438.49	.00	.00
5110.003	Sick Leave	5,647.47	6,427.49	8,962.44	.00	.00
<i>Salaries and Wages Totals</i>		\$182,364.18	\$182,462.14	\$206,570.60	\$203,269.41	\$227,140.47
<i>Fringe Benefits</i>						
5120.001	Annual Leave	12,220.79	28,886.93	9,184.06	10,293.00	11,602.00
5120.002	SBS	11,386.86	12,593.68	11,965.89	12,917.03	13,586.81
5120.003	Medicare	2,841.78	3,086.32	3,141.47	3,096.66	3,461.77
5120.004	PERS	54,492.18	57,706.45	45,404.91	62,432.47	49,971.04
5120.005	Health Insurance	48,751.15	35,752.60	44,696.77	45,262.56	49,389.36
5120.006	Life Insurance	21.02	22.20	22.20	22.20	22.20
5120.007	Workmen's Compensation	1,077.90	915.43	736.59	691.13	772.30
5120.011	PERS on Behalf	.00	.00	17,800.99	.00	16,005.00
<i>Fringe Benefits Totals</i>		\$130,791.68	\$138,963.61	\$132,952.88	\$134,715.05	\$144,810.48
<i>Operating Expenses</i>						
5201.000	Training and Travel	3,357.97	1,092.52	115.00	7,000.00	6,400.00
5204.000	Telephone	436.30	398.88	323.21	400.00	400.00
5204.001	Cell Phone Stipend	575.00	600.00	600.00	.00	600.00
5206.000	Supplies	1,031.74	442.59	993.98	500.00	500.00
5207.000	Repairs & Maintenance	1,560.00	.00	.00	.00	.00
5211.000	Data Processing Fees	15,570.00	15,093.96	15,723.00	16,549.00	17,124.00
5211.001	Information Technology Special Projects	1,764.00	.00	.00	.00	.00
5221.000	Transportation/Vehicles	825.00	900.00	300.00	.00	.00
5224.000	Dues & Publications	.00	675.00	675.00	675.00	675.00
5225.000	Legal Expenditures	631,661.53	158,468.29	20,446.87	78,000.00	50,000.00
5290.000	Other Expenses	.00	11,965.76	.00	.00	.00
<i>Operating Expenses Totals</i>		\$656,781.54	\$189,637.00	\$39,177.06	\$103,124.00	\$75,699.00
Fund 100 - General Fund Totals		\$969,937.40	\$511,062.75	\$378,700.54	\$441,108.46	\$447,649.95
Net Grand Totals		\$969,937.40	\$511,062.75	\$378,700.54	\$441,108.46	\$447,649.95



General Fund - Clerk

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	141,021.44	146,617.89	151,256.24	161,543.34	224,470.44
5110.002	Holidays	1,487.60	1,869.88	1,571.60	.00	.00
5110.003	Sick Leave	1,704.64	741.60	1,028.80	.00	.00
5110.010	Temp Wages	1,444.78	6,044.50	12,302.50	17,500.00	20,000.00
<i>Salaries and Wages Totals</i>		\$145,658.46	\$155,273.87	\$166,159.14	\$179,043.34	\$244,470.44
<i>Fringe Benefits</i>						
5120.001	Annual Leave	14,564.72	11,871.64	11,144.16	6,302.00	6,088.00
5120.002	SBS	9,913.61	10,331.84	10,937.61	11,416.86	15,395.95
5120.003	Medicare	2,345.00	2,443.92	2,587.22	2,700.56	3,641.81
5120.004	PERS	44,077.89	46,244.19	34,722.40	49,041.57	49,383.54
5120.005	Health Insurance	52,119.50	44,224.70	49,646.20	55,988.40	51,943.44
5120.006	Life Insurance	28.71	28.32	26.82	28.32	30.24
5120.007	Workmen's Compensation	815.92	772.83	606.59	557.87	735.19
5120.008	Unemployment	.00	.00	529.79	.00	.00
5120.011	PERS on Behalf	.00	.00	13,613.51	.00	16,148.00
<i>Fringe Benefits Totals</i>		\$123,865.35	\$115,917.44	\$123,814.30	\$126,035.58	\$143,366.17
<i>Operating Expenses</i>						
5201.000	Training and Travel	9,762.34	4,355.55	532.00	10,475.00	10,475.00
5204.000	Telephone	407.55	398.88	323.21	400.00	400.00
5204.001	Cell Phone Stipend	300.00	300.00	325.00	300.00	1,200.00
5206.000	Supplies	6,345.59	8,367.05	13,818.85	8,500.00	9,500.00
5207.000	Repairs & Maintenance	1,560.00	.00	.00	.00	.00
5211.000	Data Processing Fees	24,497.04	51,132.96	33,168.96	44,253.00	45,737.00
5211.001	Information Technology Special Projects	3,087.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	27,674.50	27,904.43	28,436.98	29,300.00	31,968.00
5221.000	Transportation/Vehicles	900.00	900.00	600.00	900.00	.00
5222.000	Postage	.00	28.00	.00	150.00	150.00
5223.000	Tools & Small Equipment	.00	3,999.84	.00	.00	.00
5224.000	Dues & Publications	4,982.35	4,652.65	3,649.92	8,215.00	6,390.00
5226.000	Advertising	39,894.75	41,476.48	33,694.95	40,000.00	40,000.00
5227.001	Rent-Buildings	15,163.95	15,559.75	16,016.15	15,700.00	12,444.00
5290.000	Other Expenses	183.68	84.31	272.93	.00	.00
<i>Operating Expenses Totals</i>		\$134,758.75	\$159,159.90	\$130,838.95	\$158,193.00	\$158,264.00



General Fund - Clerk

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund Totals	\$404,282.56	\$430,351.21	\$420,812.39	\$463,271.92	\$546,100.61
	Net Grand Totals	\$404,282.56	\$430,351.21	\$420,812.39	\$463,271.92	\$546,100.61



General Fund - Finance

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	746,279.00	807,559.64	811,137.06	1,074,100.32	1,178,378.36
5110.002	Holidays	36,819.58	37,155.47	42,426.85	.00	.00
5110.003	Sick Leave	34,428.19	31,625.13	46,705.80	.00	.00
5110.004	Overtime	172.51	373.88	5,554.82	.00	.00
5110.010	Temp Wages	4,594.25	21,112.70	32,565.00	20,000.00	10,000.00
<i>Salaries and Wages Totals</i>		\$822,293.53	\$897,826.82	\$938,389.53	\$1,094,100.32	\$1,188,378.36
<i>Fringe Benefits</i>						
5120.001	Annual Leave	64,820.38	77,389.86	76,041.61	39,478.00	42,442.00
5120.002	SBS	53,918.96	59,780.69	61,448.37	69,506.41	75,468.12
5120.003	Medicare	12,864.73	14,140.60	14,707.36	16,441.20	17,851.26
5120.004	PERS	243,745.44	271,767.99	199,436.30	316,268.22	259,243.01
5120.005	Health Insurance	214,492.04	228,344.25	297,735.90	359,917.38	412,595.76
5120.006	Life Insurance	158.07	162.25	165.95	167.64	173.76
5120.007	Workmen's Compensation	4,445.99	4,432.74	3,338.29	3,392.80	3,565.42
5120.011	PERS on Behalf	.00	.00	80,898.18	.00	81,241.00
<i>Fringe Benefits Totals</i>		\$594,445.61	\$656,018.38	\$733,771.96	\$805,171.65	\$892,580.33
<i>Operating Expenses</i>						
5201.000	Training and Travel	11,967.57	6,907.91	.00	18,100.00	20,650.00
5204.000	Telephone	(120.00)	(120.00)	(10.00)	.00	.00
5204.001	Cell Phone Stipend	.00	.00	203.23	300.00	600.00
5206.000	Supplies	9,353.77	8,038.07	13,128.72	14,000.00	10,000.00
5207.000	Repairs & Maintenance	12.97	.00	.00	.00	.00
5211.000	Data Processing Fees	134,160.96	137,039.04	154,638.96	151,207.00	203,419.00
5211.001	Information Technology Special Projects	31,758.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	110,155.99	117,940.87	113,584.97	118,146.00	144,943.00
5214.000	Interdepartment Services	.00	.00	1,009.78	.00	.00
5221.000	Transportation/Vehicles	106.82	.00	.00	.00	.00
5222.000	Postage	50.20	648.85	14.30	500.00	500.00
5223.000	Tools & Small Equipment	817.99	129.00	.00	500.00	500.00
5224.000	Dues & Publications	378.69	225.00	395.00	415.00	715.00
5225.000	Legal Expenditures	.00	30.00	.00	.00	.00
5226.000	Advertising	937.85	6,408.15	5,805.48	6,300.00	6,300.00
5229.000	Investment Expenses	81,099.85	84,305.84	77,284.74	85,200.00	85,200.00



General Fund - Finance

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund					
	<i>Operating Expenses</i>					
5265.000	ARSSTC Fees	.00	189.34	126,188.11	98,808.00	160,000.00
5290.000	Other Expenses	1,543.43	920.00	1,502.33	900.00	900.00
	<i>Operating Expenses Totals</i>	\$382,224.09	\$362,662.07	\$493,745.62	\$494,376.00	\$633,727.00
Fund	100 - General Fund Totals	\$1,798,963.23	\$1,916,507.27	\$2,165,907.11	\$2,393,647.97	\$2,714,685.69
	Net Grand Totals	\$1,798,963.23	\$1,916,507.27	\$2,165,907.11	\$2,393,647.97	\$2,714,685.69



General Fund - Assessing

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	161,509.41	164,605.84	180,742.00	198,728.01	213,025.59
5110.002	Holidays	8,897.04	8,037.56	8,845.40	.00	.00
5110.003	Sick Leave	12,446.62	7,619.53	4,879.99	.00	.00
5110.010	Temp Wages	.00	.00	1,600.00	.00	.00
<i>Salaries and Wages Totals</i>		\$182,853.07	\$180,262.93	\$196,067.39	\$198,728.01	\$213,025.59
<i>Fringe Benefits</i>						
5120.001	Annual Leave	18,276.06	21,791.37	5,985.28	6,445.00	7,008.00
5120.002	SBS	12,421.29	12,423.41	12,386.06	12,577.25	13,487.95
5120.003	Medicare	2,938.11	2,938.68	2,929.76	2,975.01	3,190.49
5120.004	PERS	56,324.78	55,830.20	42,180.77	60,653.12	46,865.69
5120.005	Health Insurance	59,976.19	43,024.64	56,834.14	57,553.56	62,803.92
5120.006	Life Insurance	29.06	26.89	29.57	30.24	30.24
5120.007	Workmen's Compensation	1,033.39	885.05	681.54	615.96	639.18
5120.008	Unemployment	.00	1,850.00	5,902.53	.00	.00
5120.011	PERS on Behalf	.00	.00	16,538.49	.00	15,335.00
<i>Fringe Benefits Totals</i>		\$150,998.88	\$138,770.24	\$143,468.14	\$140,850.14	\$149,360.47
<i>Operating Expenses</i>						
5201.000	Training and Travel	8,173.45	8,377.79	10,404.31	4,750.00	4,750.00
5204.000	Telephone	795.26	797.76	646.42	798.00	798.00
5204.001	Cell Phone Stipend	600.00	312.10	.00	600.00	600.00
5206.000	Supplies	825.59	440.53	739.74	1,500.00	1,500.00
5207.000	Repairs & Maintenance	68.29	52.50	.00	1,000.00	1,000.00
5211.000	Data Processing Fees	37,316.04	34,205.04	36,161.04	38,846.00	31,387.00
5211.001	Information Technology Special Projects	12,351.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	22,551.14	29,334.68	20,558.65	38,000.00	30,800.00
5214.000	Interdepartment Services	637.99	.00	.00	.00	.00
5221.000	Transportation/Vehicles	4,671.38	3,775.91	3,552.56	3,803.00	3,471.00
5222.000	Postage	1,154.45	14.35	1,896.80	2,900.00	2,900.00
5223.000	Tools & Small Equipment	893.93	541.82	.00	1,500.00	1,500.00
5224.000	Dues & Publications	2,449.35	3,031.85	612.05	4,400.00	2,325.00
5226.000	Advertising	457.55	2,340.25	613.85	600.00	600.00
5290.000	Other Expenses	831.05	.00	.00	.00	.00
<i>Operating Expenses Totals</i>		\$93,776.47	\$83,224.58	\$75,185.42	\$98,697.00	\$81,631.00



General Fund - Assessing

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund Totals	\$427,628.42	\$402,257.75	\$414,720.95	\$438,275.15	\$444,017.06
	Net Grand Totals	\$427,628.42	\$402,257.75	\$414,720.95	\$438,275.15	\$444,017.06



General Fund - Planning

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	36,303.52	90,733.86	130,588.54	142,706.97	304,004.97
5110.002	Holidays	797.84	2,791.96	4,227.52	.00	.00
5110.003	Sick Leave	1,385.53	426.24	740.19	.00	.00
5110.004	Overtime	69.00	.00	.00	.00	.00
5110.010	Temp Wages	50,045.35	51,930.50	1,610.00	.00	.00
<i>Salaries and Wages Totals</i>		\$88,601.24	\$145,882.56	\$137,166.25	\$142,706.97	\$304,004.97
<i>Fringe Benefits</i>						
5120.001	Annual Leave	6,904.03	1,845.64	3,646.64	4,500.00	10,041.00
5120.002	SBS	5,856.01	9,057.15	8,650.16	9,023.79	19,250.92
5120.003	Medicare	1,385.20	2,142.42	2,046.15	2,134.50	4,553.67
5120.004	PERS	11,135.69	27,498.85	29,291.64	39,423.42	66,880.99
5120.005	Health Insurance	10,776.58	21,092.50	33,994.28	35,306.16	99,641.04
5120.006	Life Insurance	6.57	16.17	21.53	22.20	22.20
5120.007	Workmen's Compensation	450.61	678.76	479.92	442.40	912.19
5120.011	PERS on Behalf	.00	.00	11,485.03	.00	11,020.00
<i>Fringe Benefits Totals</i>		\$36,514.69	\$62,331.49	\$89,615.35	\$90,852.47	\$212,322.01
<i>Operating Expenses</i>						
5201.000	Training and Travel	6,139.23	1,734.31	8,668.53	9,000.00	8,500.00
5204.001	Cell Phone Stipend	25.00	25.00	300.00	600.00	600.00
5206.000	Supplies	989.61	1,238.83	468.57	1,500.00	1,000.00
5207.000	Repairs & Maintenance	68.29	593.29	.00	820.00	850.00
5211.000	Data Processing Fees	18,087.00	17,406.96	18,237.96	19,214.00	34,247.00
5211.001	Information Technology Special Projects	9,705.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	41,243.65	6,900.00	6,900.00	16,500.00	17,500.00
5222.000	Postage	35.93	40.55	52.03	250.00	250.00
5223.000	Tools & Small Equipment	.00	.00	.00	.00	1,000.00
5224.000	Dues & Publications	195.00	100.00	100.00	760.00	760.00
5226.000	Advertising	3,032.35	4,576.65	1,185.34	750.00	500.00
5290.000	Other Expenses	283.96	100.00	562.77	.00	.00
<i>Operating Expenses Totals</i>		\$79,805.02	\$32,715.59	\$36,475.20	\$49,394.00	\$65,207.00
Fund 100 - General Fund Totals		\$204,920.95	\$240,929.64	\$263,256.80	\$282,953.44	\$581,533.98
Net Grand Totals		\$204,920.95	\$240,929.64	\$263,256.80	\$282,953.44	\$581,533.98



General Fund - 100 Lincoln Street

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5203.001	Electric	52,553.35	52,780.43	55,524.33	52,000.00	52,000.00
5205.000	Insurance	78,910.29	114,410.88	161,552.35	176,500.00	185,725.00
5206.000	Supplies	10,189.42	11,149.98	11,737.53	11,150.00	11,930.00
5207.000	Repairs & Maintenance	2,622.12	2,000.00	198.41	2,110.00	2,650.00
5208.000	Bldg Repair & Maint	35,325.00	37,932.11	75,515.00	88,517.00	122,416.00
5212.000	Contracted/Purchased Serv	35,042.25	34,698.30	36,908.21	35,160.00	38,640.00
5221.000	Transportation/Vehicles	3,451.94	3,295.23	3,067.40	4,419.00	4,365.00
5222.000	Postage	21,110.83	20,902.17	20,250.94	24,000.00	24,000.00
5223.000	Tools & Small Equipment	113.36	.00	.00	.00	.00
5227.002	Rent-Equipment	6,470.60	6,294.24	6,317.88	6,318.00	6,320.00
5231.000	Credit Card Expense	65,410.48	67,827.33	69,629.72	70,000.00	70,000.00
5290.000	Other Expenses	293.42	.00	.00	.00	.00
<i>Operating Expenses Totals</i>		\$311,493.06	\$351,290.67	\$440,701.77	\$470,174.00	\$518,046.00
Fund 100 - General Fund Totals		\$311,493.06	\$351,290.67	\$440,701.77	\$470,174.00	\$518,046.00
Net Grand Totals		\$311,493.06	\$351,290.67	\$440,701.77	\$470,174.00	\$518,046.00



General Fund - 304 Lake Street

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5203.001	Electric	63,878.14	66,045.89	64,193.13	70,000.00	80,000.00
5203.005	Heating Fuel	528.29	.00	.00	1,000.00	.00
5203.006	Interruptable electric	27,949.35	28,735.21	16,142.62	25,000.00	25,000.00
5204.000	Telephone	1,714.72	1,787.97	450.44	608.00	608.00
5208.000	Bldg Repair & Maint	44,820.27	54,978.92	61,812.00	67,797.00	93,274.00
5212.000	Contracted/Purchased Serv	53,385.72	53,385.72	53,385.72	54,984.00	56,052.00
<i>Operating Expenses Totals</i>		\$192,276.49	\$204,933.71	\$195,983.91	\$219,389.00	\$254,934.00
Fund 100 - General Fund Totals		\$192,276.49	\$204,933.71	\$195,983.91	\$219,389.00	\$254,934.00
Net Grand Totals		\$192,276.49	\$204,933.71	\$195,983.91	\$219,389.00	\$254,934.00



General Fund - Donations and Non-Profit Support

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5212.001	Sitka Historical Contract	97,200.00	97,200.00	97,200.00	97,200.00	97,200.00
5212.002	SEDA Contract	63,000.00	63,000.00	63,000.00	63,000.00	63,000.00
5228.000	Donations	128,000.00	115,260.00	112,933.00	125,000.00	125,000.00
5228.001	Pass through grants	18,196.34	40,636.90	.00	47,886.53	60,000.00
5290.000	Other Expenses	200.00	.00	100.00	.00	.00
<i>Operating Expenses Totals</i>		\$306,596.34	\$316,096.90	\$273,233.00	\$333,086.53	\$345,200.00
Fund 100 - General Fund Totals		\$306,596.34	\$316,096.90	\$273,233.00	\$333,086.53	\$345,200.00
Net Grand Totals		\$306,596.34	\$316,096.90	\$273,233.00	\$333,086.53	\$345,200.00



General Fund - Police Department

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	1,339,436.59	1,150,891.08	1,425,821.22	2,005,236.07	2,301,657.06
5110.002	Holidays	79,786.40	70,949.68	85,061.08	.00	.00
5110.003	Sick Leave	14,697.70	9,999.16	6,458.39	.00	.00
5110.004	Overtime	339,798.39	258,644.69	189,399.40	224,796.00	224,796.00
5110.010	Temp Wages	49,376.90	321,764.38	327,959.24	31,774.00	.00
<i>Salaries and Wages Totals</i>		\$1,823,095.98	\$1,812,248.99	\$2,034,699.33	\$2,261,806.07	\$2,526,453.06
<i>Fringe Benefits</i>						
5120.001	Annual Leave	178,218.21	118,732.02	131,346.13	106,881.90	116,983.00
5120.002	SBS	122,852.10	118,534.36	130,217.25	135,738.55	155,475.60
5120.003	Medicare	29,059.67	28,038.34	31,440.05	33,911.35	38,355.91
5120.004	PERS	531,150.78	452,804.52	373,924.58	559,480.74	491,800.46
5120.005	Health Insurance	622,623.29	409,083.89	645,604.09	773,370.48	872,588.64
5120.006	Life Insurance	308.64	266.28	323.53	276.60	290.76
5120.007	Workmen's Compensation	80,715.99	81,713.93	73,744.73	72,157.58	82,776.39
5120.008	Unemployment	113.28	(140.82)	.00	.00	.00
5120.011	PERS on Behalf	.00	.00	151,231.99	.00	137,150.00
<i>Fringe Benefits Totals</i>		\$1,565,041.96	\$1,209,032.52	\$1,537,832.35	\$1,681,817.20	\$1,895,420.76
<i>Operating Expenses</i>						
5201.000	Training and Travel	77,675.21	28,540.81	18,437.49	60,300.00	63,061.00
5202.000	Uniforms	18,319.30	21,730.48	25,117.12	27,800.00	29,150.00
5203.001	Electric	11,595.82	9,356.87	9,200.21	11,000.00	11,000.00
5203.005	Heating Fuel	11,222.34	9,412.25	6,547.79	7,000.00	.00
5204.000	Telephone	86,317.10	67,589.94	64,079.60	106,395.00	60,620.00
5204.001	Cell Phone Stipend	1,000.00	900.00	2,129.03	4,500.00	4,800.00
5205.000	Insurance	63,636.96	90,717.74	128,597.09	140,000.00	144,950.00
5206.000	Supplies	38,575.72	30,334.62	27,694.08	50,500.00	51,408.00
5207.000	Repairs & Maintenance	3,897.86	6,128.47	305.39	9,300.00	11,306.00
5208.000	Bldg Repair & Maint	23,440.92	17,927.25	17,124.00	15,597.00	17,923.00
5211.000	Data Processing Fees	208,835.04	445,826.04	448,677.96	274,189.00	197,027.00
5211.001	Information Technology Special Projects	111,168.00	30,000.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	74,972.59	48,696.60	42,041.14	76,420.00	80,800.00
5221.000	Transportation/Vehicles	141,621.24	103,138.86	142,440.56	153,027.00	146,800.00
5222.000	Postage	4,059.57	3,310.43	5,422.95	4,000.00	4,500.00



General Fund - Police Department

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund					
	<i>Operating Expenses</i>					
5223.000	Tools & Small Equipment	18,245.64	21,043.10	21,844.73	25,500.00	25,727.00
5224.000	Dues & Publications	2,486.97	1,040.06	1,584.92	2,700.00	2,723.00
5226.000	Advertising	4,578.60	3,172.40	1,341.20	5,600.00	5,600.00
5227.001	Rent-Buildings	14,100.00	14,172.00	12,333.68	11,460.00	11,460.00
5227.002	Rent-Equipment	.00	.00	350.94	600.00	600.00
5290.000	Other Expenses	42,879.32	28,734.54	41,747.22	54,500.00	55,500.00
	<i>Operating Expenses Totals</i>	\$958,628.20	\$981,772.46	\$1,017,017.10	\$1,040,388.00	\$924,955.00
Fund	100 - General Fund Totals	\$4,346,766.14	\$4,003,053.97	\$4,589,548.78	\$4,984,011.27	\$5,346,828.82
	Net Grand Totals	\$4,346,766.14	\$4,003,053.97	\$4,589,548.78	\$4,984,011.27	\$5,346,828.82



General Fund - Fire

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	471,535.99	479,440.08	433,799.20	608,017.32	720,414.72
5110.002	Holidays	20,397.40	23,109.94	23,815.32	.00	.00
5110.003	Sick Leave	12,591.41	14,586.34	10,347.36	.00	.00
5110.004	Overtime	91,367.63	115,960.99	119,884.44	95,066.00	95,066.00
5110.010	Temp Wages	38,528.00	60,088.50	66,515.71	79,980.00	99,960.00
<i>Salaries and Wages Totals</i>		\$634,420.43	\$693,185.85	\$654,362.03	\$783,063.32	\$915,440.72
<i>Fringe Benefits</i>						
5120.001	Annual Leave	52,649.29	60,127.25	47,990.82	25,381.00	26,015.00
5120.002	SBS	43,481.50	47,591.58	44,071.60	48,332.93	57,711.19
5120.003	Medicare	10,282.78	11,257.36	10,425.00	11,432.76	13,651.11
5120.004	PERS	178,031.13	192,215.17	130,302.50	220,469.62	179,406.02
5120.005	Health Insurance	146,444.34	117,765.27	166,513.87	177,921.60	218,437.44
5120.006	Life Insurance	94.92	92.58	78.40	80.76	102.96
5120.007	Workmen's Compensation	42,599.21	44,450.99	32,073.52	33,041.35	41,835.56
5120.008	Unemployment	2,366.34	.00	48.46	.00	.00
5120.011	PERS on Behalf	.00	.00	52,677.58	.00	52,996.00
<i>Fringe Benefits Totals</i>		\$475,949.51	\$473,500.20	\$484,181.75	\$516,660.02	\$590,155.28
<i>Operating Expenses</i>						
5201.000	Training and Travel	25,413.54	12,139.94	12,423.46	34,500.00	44,500.00
5202.000	Uniforms	2,955.70	2,264.99	2,736.98	2,700.00	3,500.00
5203.001	Electric	41,566.53	39,440.80	41,095.38	40,000.00	40,000.00
5203.005	Heating Fuel	14,766.60	14,171.88	12,816.86	15,000.00	15,000.00
5204.001	Cell Phone Stipend	300.00	300.00	300.00	.00	600.00
5205.000	Insurance	43,496.15	51,921.68	70,881.40	69,200.00	72,970.00
5206.000	Supplies	22,621.48	21,024.15	12,501.45	25,500.00	26,000.00
5207.000	Repairs & Maintenance	5,795.75	5,906.36	4,258.93	10,500.00	10,500.00
5208.000	Bldg Repair & Maint	46,510.83	37,123.40	28,060.00	24,241.00	38,447.00
5211.000	Data Processing Fees	82,883.04	89,894.04	100,538.04	96,443.00	135,500.00
5211.001	Information Technology Special Projects	9,702.00	15,000.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	2,575.00	9,960.00	26,488.91	46,750.00	46,750.00
5221.000	Transportation/Vehicles	164,505.97	212,113.22	202,277.82	210,278.00	195,297.00
5222.000	Postage	263.44	103.40	552.02	500.00	1,500.00
5223.000	Tools & Small Equipment	62,787.03	66,492.31	43,294.75	75,136.05	54,400.00



General Fund - Fire

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5224.000	Dues & Publications	695.00	910.00	1,060.00	2,350.00	4,000.00
5226.000	Advertising	428.30	1,200.55	2,654.70	750.00	750.00
5290.000	Other Expenses	46,943.70	48,810.21	16,327.79	.00	.00
<i>Operating Expenses Totals</i>		\$574,210.06	\$628,776.93	\$578,268.49	\$653,848.05	\$689,714.00
Fund 100 - General Fund Totals		\$1,684,580.00	\$1,795,462.98	\$1,716,812.27	\$1,953,571.39	\$2,195,310.00
Net Grand Totals		\$1,684,580.00	\$1,795,462.98	\$1,716,812.27	\$1,953,571.39	\$2,195,310.00



General Fund - Ambulance

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	66,618.70	68,817.83	73,135.18	100,524.84	107,764.02
5110.002	Holidays	3,598.88	2,968.14	3,763.72	.00	.00
5110.003	Sick Leave	5,895.40	.00	2,618.24	.00	.00
5110.004	Overtime	6,891.29	8,583.56	6,167.21	20,000.00	20,000.00
5110.010	Temp Wages	.00	.00	.00	5,000.00	5,000.00
<i>Salaries and Wages Totals</i>		\$83,004.27	\$80,369.53	\$85,684.35	\$125,524.84	\$132,764.02
<i>Fringe Benefits</i>						
5120.001	Annual Leave	7,215.68	11,391.24	7,036.52	3,330.00	5,699.00
5120.002	SBS	5,530.49	5,624.94	5,683.76	7,898.89	8,487.67
5120.003	Medicare	1,308.18	1,330.54	1,344.45	1,868.40	2,007.72
5120.004	PERS	25,353.39	26,437.43	19,511.99	26,515.34	28,108.10
5120.005	Health Insurance	30,693.94	26,044.60	32,560.24	32,972.40	35,980.56
5120.006	Life Insurance	14.16	14.16	14.16	14.16	14.16
5120.007	Workmen's Compensation	5,539.51	5,423.35	4,209.58	5,579.35	6,327.86
5120.011	PERS on Behalf	.00	.00	7,686.93	.00	8,440.00
<i>Fringe Benefits Totals</i>		\$75,655.35	\$76,266.26	\$78,047.63	\$78,178.54	\$95,065.07
<i>Operating Expenses</i>						
5201.000	Training and Travel	13,989.73	13,075.63	4,767.38	33,515.00	31,000.00
5202.000	Uniforms	980.57	1,954.54	1,170.66	3,500.00	3,500.00
5204.000	Telephone	1,202.70	1,491.84	1,668.00	1,600.00	1,600.00
5204.001	Cell Phone Stipend	.00	.00	.00	.00	300.00
5206.000	Supplies	18,348.86	24,989.79	29,165.52	46,974.86	39,500.00
5207.000	Repairs & Maintenance	.00	.00	.00	2,500.00	2,500.00
5212.000	Contracted/Purchased Serv	16,484.64	19,707.64	21,958.25	26,800.00	28,000.00
5221.000	Transportation/Vehicles	76,187.95	81,454.91	78,918.27	82,224.00	108,816.00
5222.000	Postage	285.05	268.05	44.55	500.00	500.00
5223.000	Tools & Small Equipment	2,224.40	3,181.25	7,644.05	14,182.56	14,300.00
5224.000	Dues & Publications	.00	.00	.00	150.00	150.00
5290.000	Other Expenses	1,159.33	180.00	323.99	.00	.00
<i>Operating Expenses Totals</i>		\$130,863.23	\$146,303.65	\$145,660.67	\$211,946.42	\$230,166.00
Fund 100 - General Fund Totals		\$289,522.85	\$302,939.44	\$309,392.65	\$415,649.80	\$457,995.09
Net Grand Totals		\$289,522.85	\$302,939.44	\$309,392.65	\$415,649.80	\$457,995.09



General Fund - Search and Rescue

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.010	Temp Wages	6,300.00	5,500.00	6,500.00	5,000.00	5,000.00
<i>Salaries and Wages Totals</i>		\$6,300.00	\$5,500.00	\$6,500.00	\$5,000.00	\$5,000.00
<i>Fringe Benefits</i>						
5120.002	SBS	390.66	337.26	634.64	306.50	306.50
5120.003	Medicare	92.43	79.78	150.05	72.50	72.50
5120.007	Workmen's Compensation	313.17	323.84	474.78	216.50	228.50
<i>Fringe Benefits Totals</i>		\$796.26	\$740.88	\$1,259.47	\$595.50	\$607.50
<i>Operating Expenses</i>						
5201.000	Training and Travel	2,948.79	.00	8,270.00	14,500.00	16,000.00
5204.000	Telephone	1,626.17	1,658.07	1,658.48	1,600.00	1,600.00
5206.000	Supplies	3,939.10	4,093.74	4,132.98	5,000.00	5,000.00
5207.000	Repairs & Maintenance	.00	.00	.00	1,350.00	1,500.00
5212.000	Contracted/Purchased Serv	3,153.98	3,250.00	4,010.00	2,100.00	2,100.00
5221.000	Transportation/Vehicles	458.99	244.00	144.00	1,148.00	1,000.00
5223.000	Tools & Small Equipment	5,224.20	3,539.97	1,716.22	4,600.00	4,000.00
5224.000	Dues & Publications	645.00	715.00	775.00	1,200.00	1,200.00
5290.000	Other Expenses	1,285.26	6,216.76	97.00	.00	.00
<i>Operating Expenses Totals</i>		\$19,281.49	\$19,717.54	\$20,803.68	\$31,498.00	\$32,400.00
Fund 100 - General Fund Totals		\$26,377.75	\$25,958.42	\$28,563.15	\$37,093.50	\$38,007.50
Net Grand Totals		\$26,377.75	\$25,958.42	\$28,563.15	\$37,093.50	\$38,007.50



General Fund - Public Works Administration

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	257,451.76	281,820.77	297,427.55	348,155.73	487,374.43
5110.002	Holidays	13,871.45	12,172.28	12,757.79	.00	.00
5110.003	Sick Leave	20,829.82	10,640.69	10,661.86	.00	.00
5110.004	Overtime	.00	.00	.00	1,000.01	1,000.01
5110.010	Temp Wages	4,785.00	.00	.00	1,000.00	1,000.00
<i>Salaries and Wages Totals</i>		\$296,938.03	\$304,633.74	\$320,847.20	\$350,155.74	\$489,374.44
<i>Fringe Benefits</i>						
5120.001	Annual Leave	34,558.18	17,879.32	33,436.73	13,014.00	20,070.00
5120.002	SBS	20,412.71	19,862.12	21,809.44	22,262.08	31,228.78
5120.003	Medicare	4,828.44	4,698.21	5,158.88	5,265.94	7,386.94
5120.004	PERS	89,198.86	91,662.86	72,871.68	103,844.35	107,441.95
5120.005	Health Insurance	95,532.83	71,834.26	98,530.92	111,207.36	152,749.56
5120.006	Life Insurance	44.71	38.53	43.22	44.40	50.52
5120.007	Workmen's Compensation	1,645.22	1,468.06	1,188.98	1,125.78	2,910.60
5120.011	PERS on Behalf	.00	.00	28,717.22	.00	30,187.00
<i>Fringe Benefits Totals</i>		\$246,220.95	\$207,443.36	\$261,757.07	\$256,763.91	\$352,025.35
<i>Operating Expenses</i>						
5201.000	Training and Travel	2,983.10	9.80	.00	4,000.00	4,000.00
5204.000	Telephone	428.76	398.88	247.55	370.00	.00
5204.001	Cell Phone Stipend	600.00	600.00	600.00	600.00	900.00
5206.000	Supplies	3,499.23	3,877.49	2,641.44	5,500.00	8,000.00
5207.000	Repairs & Maintenance	948.60	1,485.00	.00	2,000.00	.00
5211.000	Data Processing Fees	106,682.04	97,382.04	103,137.96	110,078.00	99,781.00
5211.001	Information Technology Special Projects	14,112.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	25.00	673.31	.00	1,000.00	.00
5221.000	Transportation/Vehicles	900.00	900.00	3,108.00	900.00	900.00
5222.000	Postage	.00	.00	.00	.00	100.00
5223.000	Tools & Small Equipment	.00	3,459.98	.00	.00	5,000.00
5224.000	Dues & Publications	2,292.44	470.00	270.00	470.00	1,933.00
5226.000	Advertising	268.80	2,946.00	2,834.86	3,300.00	500.00
5227.002	Rent-Equipment	.00	6,144.00	3,072.00	3,072.00	3,072.00
5290.000	Other Expenses	855.20	271.70	101.99	.00	.00
<i>Operating Expenses Totals</i>		\$133,595.17	\$118,618.20	\$116,013.80	\$131,290.00	\$124,186.00



General Fund - Public Works Administration

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund Totals	\$676,754.15	\$630,695.30	\$698,618.07	\$738,209.65	\$965,585.79
	Net Grand Totals	\$676,754.15	\$630,695.30	\$698,618.07	\$738,209.65	\$965,585.79



General Fund - Engineering

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	432,696.53	401,659.56	142,269.21	379,188.63	324,864.09
5110.002	Holidays	19,189.95	19,248.00	8,520.76	.00	.00
5110.003	Sick Leave	13,485.24	14,955.01	4,479.36	.00	.00
5110.004	Overtime	11,505.00	2,203.50	6,220.50	30,000.00	30,000.00
5110.010	Temp Wages	54,574.00	46,917.00	86,827.00	2,000.00	2,000.00
<i>Salaries and Wages Totals</i>		\$531,450.72	\$484,983.07	\$248,316.83	\$411,188.63	\$356,864.09
<i>Fringe Benefits</i>						
5120.001	Annual Leave	33,178.46	68,962.94	29,981.05	13,269.00	8,687.00
5120.002	SBS	34,666.97	34,002.80	17,079.65	26,019.39	22,426.77
5120.003	Medicare	8,200.16	8,043.09	4,040.02	6,154.62	5,304.84
5120.004	PERS	140,306.17	137,439.29	35,672.00	132,516.59	78,069.90
5120.005	Health Insurance	101,167.71	73,879.43	36,441.38	100,482.36	96,230.40
5120.006	Life Insurance	60.18	56.99	23.38	22.20	22.20
5120.007	Workmen's Compensation	23,415.46	19,624.57	5,131.35	9,460.75	8,384.14
5120.011	PERS on Behalf	.00	.00	15,797.44	.00	16,497.00
<i>Fringe Benefits Totals</i>		\$340,995.11	\$342,009.11	\$144,166.27	\$287,924.91	\$235,622.25
<i>Operating Expenses</i>						
5201.000	Training and Travel	3,671.10	1,706.55	173.00	1,700.00	2,250.00
5202.000	Uniforms	.00	.00	.00	500.00	.00
5204.001	Cell Phone Stipend	900.00	750.00	325.00	1,200.00	600.00
5206.000	Supplies	174.60	346.18	277.31	1,500.00	500.00
5212.000	Contracted/Purchased Serv	37,523.00	44,586.60	148,828.16	223,979.34	30,000.00
5221.000	Transportation/Vehicles	4,320.12	1,890.31	4,458.02	7,497.00	6,889.00
5222.000	Postage	.00	.00	.00	100.00	.00
5223.000	Tools & Small Equipment	.00	.00	.00	500.00	.00
5224.000	Dues & Publications	270.00	77.00	.00	300.00	215.00
5226.000	Advertising	106.85	392.45	11,675.20	5,000.00	500.00
5290.000	Other Expenses	16.47	105.00	1,506.45	.00	350.00
<i>Operating Expenses Totals</i>		\$46,982.14	\$49,854.09	\$167,243.14	\$242,276.34	\$41,304.00
Fund 100 - General Fund Totals		\$919,427.97	\$876,846.27	\$559,726.24	\$941,389.88	\$633,790.34
Net Grand Totals		\$919,427.97	\$876,846.27	\$559,726.24	\$941,389.88	\$633,790.34



General Fund - Streets

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	189,078.90	230,140.71	227,504.43	239,344.29	330,023.52
5110.002	Holidays	9,195.99	9,001.01	9,764.36	.00	.00
5110.003	Sick Leave	8,715.37	11,712.40	11,044.43	.00	.00
5110.004	Overtime	10,083.71	22,262.30	12,594.14	27,500.00	27,500.00
5110.010	Temp Wages	97,449.00	50,187.50	9,680.00	74,616.00	98,204.00
<i>Salaries and Wages Totals</i>		\$314,522.97	\$323,303.92	\$270,587.36	\$341,460.29	\$455,727.52
<i>Fringe Benefits</i>						
5120.001	Annual Leave	9,135.44	8,430.08	14,001.91	7,859.00	12,955.00
5120.002	SBS	19,858.65	20,401.25	17,462.36	19,967.37	28,730.40
5120.003	Medicare	4,697.39	4,825.73	4,130.53	4,723.13	6,795.90
5120.004	PERS	61,898.36	80,750.93	57,707.94	82,302.55	78,655.32
5120.005	Health Insurance	51,235.10	59,114.75	68,970.67	69,843.72	112,193.28
5120.006	Life Insurance	29.61	38.28	38.28	24.12	24.12
5120.007	Workmen's Compensation	15,100.59	18,827.96	14,528.16	15,988.72	23,059.66
5120.008	Unemployment	62.45	184.00	.00	.00	.00
5120.011	PERS on Behalf	.00	.00	22,681.57	.00	20,332.00
<i>Fringe Benefits Totals</i>		\$162,017.59	\$192,572.98	\$199,521.42	\$200,708.61	\$282,745.68
<i>Operating Expenses</i>						
5201.000	Training and Travel	404.03	610.00	998.05	2,200.00	2,200.00
5202.000	Uniforms	4,647.89	3,067.94	3,147.65	3,000.00	3,000.00
5203.001	Electric	82,763.84	82,663.74	84,282.74	82,822.00	84,000.00
5204.000	Telephone	613.25	914.41	837.19	1,000.00	1,000.00
5204.001	Cell Phone Stipend	300.00	1,075.00	900.00	1,200.00	1,200.00
5206.000	Supplies	204,108.16	251,968.03	156,025.42	264,600.00	443,750.00
5207.000	Repairs & Maintenance	39.38	454.52	153.34	10,200.00	10,200.00
5208.000	Bldg Repair & Maint	4,564.95	8,439.85	9,526.00	11,598.00	15,220.00
5211.000	Data Processing Fees	23,820.00	23,859.96	24,213.96	22,441.00	27,804.00
5211.001	Information Technology Special Projects	1,764.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	25,557.45	52,648.69	28,215.64	242,000.00	97,000.00
5214.000	Interdepartment Services	14,151.56	26,299.59	2,275.00	.00	.00
5221.000	Transportation/Vehicles	367,231.74	359,006.33	340,959.19	353,479.00	260,799.00
5222.000	Postage	.00	.00	.00	200.00	200.00
5223.000	Tools & Small Equipment	5,834.35	6,633.91	4,046.47	12,000.00	8,000.00



General Fund - Streets

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5226.000	Advertising	1,293.51	297.25	461.18	500.00	.00
5227.002	Rent-Equipment	485.38	32,736.00	18,888.00	16,368.00	19,368.00
5290.000	Other Expenses	5,963.94	1,994.99	2,558.71	300.00	300.00
5290.100	Unanticipated Repairs	.00	.00	14,520.00	50,000.00	50,000.00
<i>Operating Expenses Totals</i>		\$743,543.43	\$852,670.21	\$692,008.54	\$1,073,908.00	\$1,024,041.00
Fund 100 - General Fund Totals		\$1,220,083.99	\$1,368,547.11	\$1,162,117.32	\$1,616,076.90	\$1,762,514.20
Net Grand Totals		\$1,220,083.99	\$1,368,547.11	\$1,162,117.32	\$1,616,076.90	\$1,762,514.20



General Fund - Recreation

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	146,548.95	147,693.03	138,763.49	168,632.10	289,728.27
5110.002	Holidays	6,271.16	6,917.68	6,140.12	.00	.00
5110.003	Sick Leave	8,602.06	7,419.31	6,399.57	.00	.00
5110.004	Overtime	7,449.12	13,160.14	11,233.08	4,000.01	4,000.01
5110.010	Temp Wages	55,679.00	40,793.38	45,851.21	72,975.00	97,950.00
<i>Salaries and Wages Totals</i>		\$224,550.29	\$215,983.54	\$208,387.47	\$245,607.11	\$391,678.28
<i>Fringe Benefits</i>						
5120.001	Annual Leave	12,237.24	10,936.37	7,668.21	5,805.00	9,680.00
5120.002	SBS	14,580.98	13,974.59	13,245.90	13,880.61	24,603.19
5120.003	Medicare	3,449.02	3,305.59	3,133.15	3,283.34	5,819.70
5120.004	PERS	50,537.11	51,631.84	35,427.50	53,578.05	64,620.11
5120.005	Health Insurance	60,834.52	55,859.87	59,787.65	55,988.40	135,621.60
5120.006	Life Insurance	35.18	34.35	32.47	36.36	36.36
5120.007	Workmen's Compensation	15,890.00	13,439.56	8,999.49	9,443.03	16,724.91
5120.008	Unemployment	56.05	238.56	2,043.35	.00	.00
5120.011	PERS on Behalf	.00	.00	13,885.05	.00	14,390.00
<i>Fringe Benefits Totals</i>		\$157,620.10	\$149,420.73	\$144,222.77	\$142,014.79	\$271,495.87
<i>Operating Expenses</i>						
5201.000	Training and Travel	859.80	375.00	301.59	2,142.00	2,142.00
5202.000	Uniforms	882.86	537.79	1,504.52	600.00	600.00
5203.001	Electric	58,510.15	55,360.63	65,350.58	52,000.00	60,000.00
5204.000	Telephone	265.92	398.88	268.46	400.00	800.00
5204.001	Cell Phone Stipend	1,075.00	975.00	1,081.25	900.00	900.00
5205.000	Insurance	5,353.73	6,267.20	8,836.59	9,400.00	9,000.00
5206.000	Supplies	22,809.40	18,869.93	44,266.71	64,200.00	64,700.00
5207.000	Repairs & Maintenance	1,590.58	7,674.52	19,201.89	26,000.00	32,000.00
5208.000	Bldg Repair & Maint	31,893.76	62,097.42	63,851.00	46,914.00	55,516.00
5211.000	Data Processing Fees	19,695.00	18,015.96	18,552.96	19,495.00	27,804.00
5211.001	Information Technology Special Projects	1,764.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	27,690.78	620.00	11,518.30	78,600.00	91,700.00
5221.000	Transportation/Vehicles	66,141.35	66,155.52	67,810.60	82,693.00	75,742.00
5223.000	Tools & Small Equipment	10,123.31	4,160.98	4,682.67	5,000.00	5,000.00
5226.000	Advertising	241.50	487.20	820.30	600.00	600.00



General Fund - Recreation

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund					
	<i>Operating Expenses</i>					
5227.002	Rent-Equipment	3,409.30	6,731.38	715.56	2,000.00	5,000.00
5290.000	Other Expenses	1,151.33	534.21	380.05	4,600.00	34,600.00
	<i>Operating Expenses Totals</i>	\$253,457.77	\$249,261.62	\$309,143.03	\$395,544.00	\$466,104.00
Fund	100 - General Fund Totals	\$635,628.16	\$614,665.89	\$661,753.27	\$783,165.90	\$1,129,278.15
	Net Grand Totals	\$635,628.16	\$614,665.89	\$661,753.27	\$783,165.90	\$1,129,278.15



General Fund - Building Officials

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	110,029.39	113,362.02	123,314.09	142,748.73	212,741.10
5110.002	Holidays	5,331.14	4,268.11	5,265.72	.00	.00
5110.003	Sick Leave	2,662.75	1,290.21	3,283.57	.00	.00
<i>Salaries and Wages Totals</i>		\$118,023.28	\$118,920.34	\$131,863.38	\$142,748.73	\$212,741.10
<i>Fringe Benefits</i>						
5120.001	Annual Leave	3,780.74	10,664.62	7,407.72	4,539.00	7,343.00
5120.002	SBS	7,484.91	7,961.84	8,587.26	9,028.53	13,509.60
5120.003	Medicare	1,770.51	1,883.33	2,031.25	2,135.67	3,195.57
5120.004	PERS	34,110.23	37,197.59	29,223.07	42,264.57	46,803.02
5120.005	Health Insurance	55,935.18	44,224.70	55,288.54	55,988.40	74,515.20
5120.006	Life Insurance	15.41	14.90	16.08	16.08	16.08
5120.007	Workmen's Compensation	6,666.87	6,906.29	5,309.38	4,439.61	4,491.85
5120.011	PERS on Behalf	.00	.00	11,490.66	.00	11,158.00
<i>Fringe Benefits Totals</i>		\$109,763.85	\$108,853.27	\$119,353.96	\$118,411.86	\$161,032.32
<i>Operating Expenses</i>						
5201.000	Training and Travel	16,660.39	12,577.34	6,078.59	7,000.00	14,000.00
5204.001	Cell Phone Stipend	300.00	300.00	1,221.67	600.00	300.00
5206.000	Supplies	552.84	900.32	497.18	550.00	550.00
5211.000	Data Processing Fees	15,570.00	15,093.96	15,723.00	16,549.00	20,684.00
5211.001	Information Technology Special Projects	1,764.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	.00	15.00	737.64	35,000.00	35,750.00
5221.000	Transportation/Vehicles	11,034.50	10,444.01	10,004.84	10,917.00	10,959.00
5223.000	Tools & Small Equipment	76.00	132.63	.00	200.00	200.00
5224.000	Dues & Publications	2,016.76	2,173.23	1,566.07	1,450.00	1,450.00
5226.000	Advertising	.00	.00	.00	250.00	250.00
<i>Operating Expenses Totals</i>		\$47,974.49	\$41,636.49	\$35,828.99	\$72,516.00	\$84,143.00
Fund 100 - General Fund Totals		\$275,761.62	\$269,410.10	\$287,046.33	\$333,676.59	\$457,916.42
Net Grand Totals		\$275,761.62	\$269,410.10	\$287,046.33	\$333,676.59	\$457,916.42



General Fund - Library

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	291,577.79	266,956.47	312,321.78	371,634.29	419,870.37
5110.002	Holidays	14,238.09	14,316.77	17,026.83	.00	.00
5110.003	Sick Leave	10,620.27	22,850.64	19,250.20	.00	.00
5110.004	Overtime	172.44	31.20	24.23	.00	.00
5110.010	Temp Wages	18,460.32	17,500.25	.00	28,878.00	28,878.00
<i>Salaries and Wages Totals</i>		\$335,068.91	\$321,655.33	\$348,623.04	\$400,512.29	\$448,748.37
<i>Fringe Benefits</i>						
5120.001	Annual Leave	22,693.46	28,671.63	26,342.85	17,356.00	20,937.00
5120.002	SBS	21,930.70	21,474.95	23,091.99	25,615.20	28,791.72
5120.003	Medicare	5,187.56	5,079.74	5,443.41	6,059.10	6,810.44
5120.004	PERS	94,882.44	94,040.07	78,591.47	109,654.29	92,371.12
5120.005	Health Insurance	74,101.35	64,560.38	105,183.74	103,584.72	113,049.84
5120.006	Life Insurance	107.15	88.95	77.63	84.84	84.84
5120.007	Workmen's Compensation	1,823.12	1,577.00	1,271.32	1,241.70	1,346.28
5120.008	Unemployment	4.86	.00	1,357.29	.00	.00
5120.011	PERS on Behalf	.00	.00	30,936.83	.00	30,577.00
<i>Fringe Benefits Totals</i>		\$220,730.64	\$215,492.72	\$272,296.53	\$263,595.85	\$293,968.24
<i>Operating Expenses</i>						
5201.000	Training and Travel	5,561.93	1,973.30	2,979.50	5,100.00	5,100.00
5203.001	Electric	22,064.99	21,943.73	23,784.19	22,000.00	22,000.00
5204.000	Telephone	32.99	.00	.00	100.00	100.00
5204.001	Cell Phone Stipend	.00	.00	.00	300.00	300.00
5205.000	Insurance	18,736.88	24,454.98	34,868.60	36,700.00	39,225.00
5206.000	Supplies	19,726.53	20,092.42	43,414.50	20,000.00	21,240.00
5207.000	Repairs & Maintenance	.00	50.00	.00	1,200.00	3,399.00
5208.000	Bldg Repair & Maint	26,831.86	36,065.54	38,106.00	41,039.00	41,100.00
5211.000	Data Processing Fees	117,660.96	109,418.04	118,230.96	122,959.00	166,787.00
5211.001	Information Technology Special Projects	16,758.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	46,725.90	56,945.31	58,984.45	65,354.00	129,518.00
5222.000	Postage	12,338.28	14,000.00	81.77	15,000.00	16,000.00
5223.000	Tools & Small Equipment	.00	238.99	441.31	750.00	796.00
5224.000	Dues & Publications	939.38	617.87	767.80	1,000.00	1,062.00
5226.000	Advertising	201.60	1,739.80	170.80	750.00	750.00



General Fund - Library

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Operating Expenses</i>						
5227.002	Rent-Equipment	207.00	345.00	207.00	900.00	900.00
5240.000	Books & Publications	52,449.79	53,534.41	57,774.57	70,000.00	75,250.00
5290.000	Other Expenses	900.71	.00	1,386.29	4,000.00	5,290.00
<i>Operating Expenses Totals</i>		\$341,136.80	\$341,419.39	\$381,197.74	\$407,152.00	\$528,817.00
Fund 100 - General Fund Totals		\$896,936.35	\$878,567.44	\$1,002,117.31	\$1,071,260.14	\$1,271,533.61
Net Grand Totals		\$896,936.35	\$878,567.44	\$1,002,117.31	\$1,071,260.14	\$1,271,533.61



General Fund - Centennial Hall

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 100 - General Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	208,023.51	233,279.93	203,720.58	247,759.47	255,986.19
5110.002	Holidays	8,584.06	11,264.21	10,988.71	.00	.00
5110.003	Sick Leave	7,104.32	9,106.01	9,282.92	.00	.00
5110.004	Overtime	3,595.87	2,759.34	370.50	3,500.00	3,500.00
5110.010	Temp Wages	7,796.50	23,808.50	153.60	68,558.00	122,116.00
<i>Salaries and Wages Totals</i>		\$235,104.26	\$280,217.99	\$224,516.31	\$319,817.47	\$381,602.19
<i>Fringe Benefits</i>						
5120.001	Annual Leave	25,081.29	24,682.17	37,736.81	9,596.00	8,654.00
5120.002	SBS	15,949.33	18,690.43	16,010.86	16,909.87	23,922.83
5120.003	Medicare	2,651.33	3,274.05	3,302.04	3,999.90	5,658.70
5120.004	PERS	69,235.18	79,729.07	52,081.05	78,835.72	57,086.78
5120.005	Health Insurance	67,235.04	81,963.30	65,524.84	89,757.36	109,639.20
5120.006	Life Insurance	58.41	63.34	48.61	44.40	30.24
5120.007	Workmen's Compensation	12,413.64	15,021.79	10,295.64	10,091.13	13,279.64
5120.008	Unemployment	.00	627.84	2,214.14	.00	.00
5120.011	PERS on Behalf	.00	.00	21,624.71	.00	20,410.00
<i>Fringe Benefits Totals</i>		\$192,624.22	\$224,051.99	\$208,838.70	\$209,234.38	\$238,681.39
<i>Operating Expenses</i>						
5203.001	Electric	63,954.52	60,994.14	62,672.14	64,000.00	64,000.00
5204.000	Telephone	.00	.00	.00	.00	1,500.00
5205.000	Insurance	20,674.69	24,142.14	34,219.33	35,100.00	37,740.00
5206.000	Supplies	9,867.67	11,110.82	10,506.96	117,200.00	113,600.00
5207.000	Repairs & Maintenance	7,219.14	3,109.81	7,382.49	8,250.00	10,750.00
5208.000	Bldg Repair & Maint	19,727.55	28,730.09	46,614.00	62,876.00	105,703.00
5211.000	Data Processing Fees	61,347.96	60,864.00	64,461.96	71,018.00	77,878.00
5211.001	Information Technology Special Projects	8,820.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	.00	4,785.00	7,498.92	70,500.00	11,000.00
5223.000	Tools & Small Equipment	.00	1,361.54	.00	.00	.00
5226.000	Advertising	722.05	.00	595.35	.00	.00
5290.000	Other Expenses	986.00	580.00	500.00	60,600.00	600.00
<i>Operating Expenses Totals</i>		\$193,319.58	\$195,677.54	\$234,451.15	\$489,544.00	\$422,771.00
Fund 100 - General Fund Totals		\$621,048.06	\$699,947.52	\$667,806.16	\$1,018,595.85	\$1,043,054.58



General Fund - Senior Center

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	100 - General Fund					
Division	540 - Public Service					
Department	047 - Senior Citizens					
	<i>Operating Expenses</i>					
5203.001	Electric	19,685.25	19,535.24	22,061.32	19,500.00	20,000.00
5204.000	Telephone	2,742.44	2,816.15	2,789.89	2,580.00	2,500.00
5205.000	Insurance	1,939.37	2,341.92	3,573.49	3,800.00	3,500.00
5206.000	Supplies	3,407.14	2,633.30	2,911.38	3,080.00	3,080.00
5207.000	Repairs & Maintenance	.00	.00	.00	3,000.00	3,234.00
5208.000	Bldg Repair & Maint	47,749.83	19,372.43	43,938.00	35,906.00	15,688.00
5221.000	Transportation/Vehicles	20,090.19	15,509.98	10,870.76	30,000.00	30,000.00
	<i>Operating Expenses Totals</i>	<u>\$95,614.22</u>	<u>\$62,209.02</u>	<u>\$86,144.84</u>	<u>\$97,866.00</u>	<u>\$78,002.00</u>
Department	047 - Senior Citizens Totals	<u>\$95,614.22</u>	<u>\$62,209.02</u>	<u>\$86,144.84</u>	<u>\$97,866.00</u>	<u>\$78,002.00</u>
Division	540 - Public Service Totals	<u>\$95,614.22</u>	<u>\$62,209.02</u>	<u>\$86,144.84</u>	<u>\$97,866.00</u>	<u>\$78,002.00</u>
Fund	100 - General Fund Totals	<u>\$95,614.22</u>	<u>\$62,209.02</u>	<u>\$86,144.84</u>	<u>\$97,866.00</u>	<u>\$78,002.00</u>
	Net Grand Totals	<u>\$95,614.22</u>	<u>\$62,209.02</u>	<u>\$86,144.84</u>	<u>\$97,866.00</u>	<u>\$78,002.00</u>



General Fund - Contingency

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	100 - General Fund					
Division	545 - Contingency					
Department	050 - Contingency					
	<i>Salaries and Wages</i>					
5110.004	Overtime	.00	.00	7,679.45	.00	.00
5110.010	Temp Wages	.00	.00	32,121.15	.00	.00
	<i>Salaries and Wages Totals</i>	\$0.00	\$0.00	\$39,800.60	\$0.00	\$0.00
	<i>Fringe Benefits</i>					
5120.002	SBS	.00	.00	2,598.87	.00	.00
5120.003	Medicare	.00	.00	614.75	.00	.00
5120.007	Workmen's Compensation	.00	.00	1,883.36	.00	.00
	<i>Fringe Benefits Totals</i>	\$0.00	\$0.00	\$5,096.98	\$0.00	\$0.00
	<i>Operating Expenses</i>					
5206.000	Supplies	.00	64,764.70	37,497.16	.00	.00
5212.000	Contracted/Purchased Serv	.00	24,598.75	2,975.00	.00	.00
5290.000	Other Expenses	.00	.00	1,784.16	.00	.00
	<i>Operating Expenses Totals</i>	\$0.00	\$89,363.45	\$42,256.32	\$0.00	\$0.00
Department	050 - Contingency Totals	\$0.00	\$89,363.45	\$87,153.90	\$0.00	\$0.00
Division	545 - Contingency Totals	\$0.00	\$89,363.45	\$87,153.90	\$0.00	\$0.00
Fund	100 - General Fund Totals	\$0.00	\$89,363.45	\$87,153.90	\$0.00	\$0.00
	Net Grand Totals	\$0.00	\$89,363.45	\$87,153.90	\$0.00	\$0.00



General Fund - Debt Service

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund 100 - General Fund						
Division 550 - Other						
Department 650 - Debt Payments						
	<i>Operating Expenses</i>					
5295.000	Interest Expense	9,374.82	7,837.19	6,298.54	20,097.00	17,355.00
	<i>Operating Expenses Totals</i>	<u>\$9,374.82</u>	<u>\$7,837.19</u>	<u>\$6,298.54</u>	<u>\$20,097.00</u>	<u>\$17,355.00</u>
	<i>Cash Basis Expenditures</i>					
7301.000	Note Principal Payments	22,309.77	22,309.77	22,309.77	64,828.00	22,311.00
	<i>Cash Basis Expenditures Totals</i>	<u>\$22,309.77</u>	<u>\$22,309.77</u>	<u>\$22,309.77</u>	<u>\$64,828.00</u>	<u>\$22,311.00</u>
	Department 650 - Debt Payments Totals	<u>\$31,684.59</u>	<u>\$30,146.96</u>	<u>\$28,608.31</u>	<u>\$84,925.00</u>	<u>\$39,666.00</u>
	Division 550 - Other Totals	<u>\$31,684.59</u>	<u>\$30,146.96</u>	<u>\$28,608.31</u>	<u>\$84,925.00</u>	<u>\$39,666.00</u>
	Fund 100 - General Fund Totals	<u>\$31,684.59</u>	<u>\$30,146.96</u>	<u>\$28,608.31</u>	<u>\$84,925.00</u>	<u>\$39,666.00</u>
	Net Grand Totals	<u>\$31,684.59</u>	<u>\$30,146.96</u>	<u>\$28,608.31</u>	<u>\$84,925.00</u>	<u>\$39,666.00</u>



General Fund - School District Support

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	100 - General Fund					
Division	550 - Other					
Department	660 - Support Payments					
	<i>Operating Expenses</i>					
5203.000	Utilities	.00	54,258.40	60,731.44	57,000.00	60,000.00
5208.000	Bldg Repair & Maint	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
5290.000	Other Expenses	7,224,207.96	7,307,735.71	7,370,580.38	8,157,150.00	8,608,868.00
	<i>Operating Expenses Totals</i>	<u>\$7,374,207.96</u>	<u>\$7,511,994.11</u>	<u>\$7,581,311.82</u>	<u>\$8,364,150.00</u>	<u>\$8,818,868.00</u>
Department	660 - Support Payments Totals	<u>\$7,374,207.96</u>	<u>\$7,511,994.11</u>	<u>\$7,581,311.82</u>	<u>\$8,364,150.00</u>	<u>\$8,818,868.00</u>
Division	550 - Other Totals	<u>\$7,374,207.96</u>	<u>\$7,511,994.11</u>	<u>\$7,581,311.82</u>	<u>\$8,364,150.00</u>	<u>\$8,818,868.00</u>
Fund	100 - General Fund Totals	<u>\$7,374,207.96</u>	<u>\$7,511,994.11</u>	<u>\$7,581,311.82</u>	<u>\$8,364,150.00</u>	<u>\$8,818,868.00</u>
	Net Grand Totals	<u>\$7,374,207.96</u>	<u>\$7,511,994.11</u>	<u>\$7,581,311.82</u>	<u>\$8,364,150.00</u>	<u>\$8,818,868.00</u>



General Fund - Hospital Support

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	100 - General Fund					
Division	550 - Other					
Department	660 - Support Payments					
	<i>Operating Expenses</i>					
5290.000	Other Expenses	150,671.00	.00	.00	.00	.00
	<i>Operating Expenses Totals</i>	<u>\$150,671.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Department	660 - Support Payments Totals	<u>\$150,671.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Division	550 - Other Totals	<u>\$150,671.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
Fund	100 - General Fund Totals	<u>\$150,671.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
	Net Grand Totals	<u>\$150,671.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>



General Fund - Fixed Assets

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	100 - General Fund					
Division	550 - Other					
Department	670 - Fixed Assets					
	<i>Cash Basis Expenditures</i>					
7106.004	Fixed Assets-Finance	.00	.00	.00	5,000.00	.00
7106.021	Fixed Assets-Police Dept	.00	231,117.71	127,965.04	.00	.00
7106.022	Fixed Assets-Fire Dept	248,088.54	47,271.84	.00	40,000.00	.00
7106.031	Fixed Assets-Public Works	.00	.00	.00	7,500.00	7,000.00
7106.033	Fixed Assets-Streets	12,982.60	.00	.00	2,500.00	.00
7106.034	Fixed Assets-Recreation	.00	.00	.00	8,500.00	.00
7106.041	Fixed Assets - Library	.00	.00	.00	.00	24,000.00
7108.031	Fixed Assets-Public Works	.00	.00	.00	.00	18,000.00
	<i>Cash Basis Expenditures Totals</i>	\$261,071.14	\$278,389.55	\$127,965.04	\$63,500.00	\$49,000.00
Department	670 - Fixed Assets Totals	\$261,071.14	\$278,389.55	\$127,965.04	\$63,500.00	\$49,000.00
Division	550 - Other Totals	\$261,071.14	\$278,389.55	\$127,965.04	\$63,500.00	\$49,000.00
Fund	100 - General Fund Totals	\$261,071.14	\$278,389.55	\$127,965.04	\$63,500.00	\$49,000.00
	Net Grand Totals	\$261,071.14	\$278,389.55	\$127,965.04	\$63,500.00	\$49,000.00



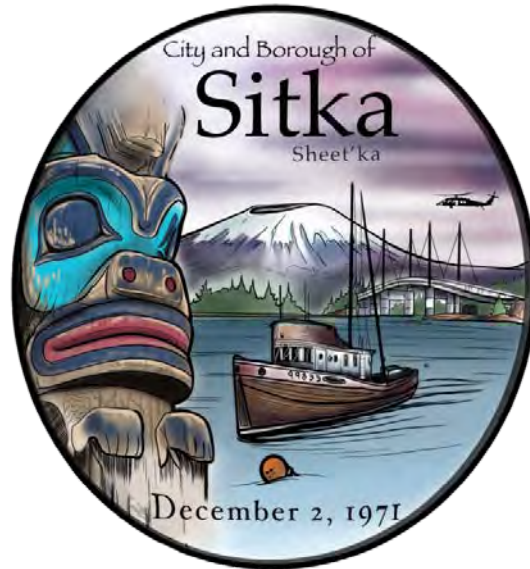
General Fund - Transfers to Other Funds

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	100 - General Fund					
	<i>Cash Basis Expenditures</i>					
7200.000	Interfund Transfers Out	5,065,148.24	3,768,580.62	4,117,708.82	2,800,700.00	5,601,911.00
	<i>Cash Basis Expenditures Totals</i>	\$5,065,148.24	\$3,768,580.62	\$4,117,708.82	\$2,800,700.00	\$5,601,911.00
Fund	100 - General Fund Totals	\$5,065,148.24	\$3,768,580.62	\$4,117,708.82	\$2,800,700.00	\$5,601,911.00
	Net Grand Totals	\$5,065,148.24	\$3,768,580.62	\$4,117,708.82	\$2,800,700.00	\$5,601,911.00

General Fund - Fund 700
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	90690	City/State Troubleshoot Air Control System	-	-	16,000	-	-	-	-	16,000
Authorized/in progress	90812	Storm Drain Improvements	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90814	Cross Trail Multimodal Pathway Phase 6	2,382,698	-	165,171	50,000	-	-	-	2,597,869
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	2,965,000	105,000	-	-	-	3,070,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	-	798,060	-	-	-	-	798,060
Authorized/in progress	90855	Sea Walk Part II	1,674,713	-	5,000	153,060	-	-	-	1,832,773
Authorized/in progress	90861	Asset Management/CMMS Implementation	-	-	407,400	11,600	-	-	-	419,000
Authorized/in progress	90866	City Hall HVAC & Controls Replacement	-	-	500,000	-	-	-	-	500,000
Authorized/in progress	90878	Sitka Paving 2017-Katlian Paving	-	-	152,868	-	-	-	-	152,868
Authorized/in progress	90885	Senior Center - ADA Ramp and Rear porch Improvements	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90886	Community Playground Safety Improvements	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90887	Lower Moller East Playground Improvements	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90888	Pioneer Park Shelter Improvements	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90907	Police Department Heat Pumps	-	-	23,000	-	-	-	-	23,000
Authorized/in progress	90909	No Name Mountain Master Plan	-	-	165,000	-	-	-	-	165,000
Authorized/in progress	90912	Crescent Harbor Restroom Replacement	1,784	-	76,000	154,000	-	-	-	231,784
Authorized/in progress	90925	Knutson Drive Critical Repairs	-	-	1,000,000	-	-	-	-	1,000,000
Authorized/in progress	90939	City Hall Building Carpet Replacement	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90940	HCH Cedar Trim and Lam Beam Refinishing	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90961	Wachusett Storm Drains (phase 2 Peterson)	-	-	303,371	-	-	-	-	303,371
Authorized/in progress Total			4,059,195	-	7,026,870	473,660	-	-	-	11,559,725
NEW FY23	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	1,879,000	-	-	-	-	1,879,000
NEW FY23	90866	City Hall HVAC & Controls Replacement	-	-	250,000	-	-	-	-	250,000
NEW FY23	90907	Police Department Heat Pumps/HVAC	-	-	200,000	-	-	-	-	200,000
NEW FY23	90925	Knutson Drive Critical Repairs	-	-	380,000	-	-	-	-	380,000
NEW FY23	TBD	CBS Facilities Condition Assessment + schools	-	-	400,000	-	-	-	-	400,000
NEW FY23	TBD	Senior Center Interior Floor Replacement Upgrade Common Areas	-	-	40,000	-	-	-	-	40,000
NEW FY23	TBD	Senior Center Roof Replacement	-	-	175,000	-	-	-	-	175,000
NEW FY23	TBD	Water/Wastewater Replacement at Senior Center	-	-	101,000	-	-	-	-	101,000
NEW FY23	90961	Wachusett Storm Drains (phase 2 Peterson)	-	-	-	-	780,000	-	-	780,000
NEW FY23 Total			-	-	3,425,000	-	780,000	-	-	4,205,000
Physically complete	90739	Kettleson Memorial Library Expansion	5,350,000	-	357,114	1,212,842	-	-	-	6,919,956
Physically complete	90741	Baranof Warm Springs Dock Imp	1,900,000	-	-	-	-	-	-	1,900,000
Physically complete Total			7,250,000	-	357,114	1,212,842	-	-	-	8,819,956
Grand Total			11,309,195	-	10,808,984	1,686,502	780,000	-	-	24,584,681



City and Borough of Sitka

DRAFT

ELECTRIC FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

ELECTRIC FUND - SUMMARY BY EXPENDITURE TYPE

Summary

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 436,252.23	\$ 239,861.40	\$ 233,847.84	\$ 228,856.00	\$ 181,316.00
Federal Revenue	\$ 578,078.21	\$ 579,979.06	\$ 9,701.27	\$ -	\$ -
Operating Revenue	\$ 17,251,119.31	\$ 16,786,994.13	\$ 18,314,208.43	\$ 17,884,818.00	\$ 19,729,122.00
Other Operating Revenue	\$ 133,562.10	\$ 79,874.43	\$ 382,371.64	\$ 243,168.00	\$ 193,809.00
Uses of Property & Investments	\$ 1,066,710.59	\$ 902,228.27	\$ (80,759.78)	\$ 350,000.00	\$ 244,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 29,104.00	\$ 2,974.97	\$ 4,014.86	\$ 5,000.00	\$ 15,000.00
Cash Basis Receipts	\$ 3,407,268.37	\$ 2,095,834.68	\$ 260,990.47	\$ 72,000.00	\$ 198,200.00
Revenue Totals	\$ 22,902,094.81	\$ 20,687,746.94	\$ 19,124,374.73	\$ 18,783,842.00	\$ 20,561,447.00
<u>Expenditures</u>					
Salaries and Wages	\$ 2,814,691.19	\$ 2,624,188.79	\$ 2,474,516.37	\$ 3,217,109.96	\$ 3,368,573.95
Fringe Benefits	\$ 1,359,144.13	\$ 702,747.22	\$ 1,031,441.58	\$ 1,987,551.27	\$ 1,939,085.37
Operating Expenses	\$ 10,134,972.30	\$ 9,759,551.02	\$ 6,380,958.25	\$ 10,443,900.05	\$ 8,956,360.00
Other Financing Uses	\$ -	\$ -	\$ 784,336.08	\$ -	\$ -
Amortization & Depreciation	\$ 7,849,193.89	\$ 7,959,324.43	\$ 7,903,250.05	\$ 7,959,327.00	\$ 7,903,252.00
Cash Basis Expenditures	\$ 39,427.86	\$ 1,600,769.31	\$ 2,174,289.53	\$ 4,192,718.00	\$ 7,045,845.00
Expenditure Totals	\$ 22,197,429.37	\$ 22,646,580.77	\$ 20,748,791.86	\$ 27,800,606.28	\$ 29,213,116.32
Fund Total: Electric Fund	\$ 704,665.44	\$ (1,958,833.83)	\$ (1,624,417.13)	\$ (9,016,764.28)	\$ (8,651,669.32)

ELECTRIC FUND - SUMMARY BY DEPARTMENT

Summary

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ 436,252.23	\$ 239,861.40	\$ 233,847.84	\$ 228,856.00	\$ 181,316.00
Federal Revenue	\$ 578,078.21	\$ 579,979.06	\$ 9,701.27	\$ -	\$ -
Operating Revenue	\$ 17,251,119.31	\$ 16,786,994.13	\$ 18,314,208.43	\$ 17,884,818.00	\$ 19,729,122.00
Other Operating Revenue	\$ 133,562.10	\$ 79,874.43	\$ 382,371.64	\$ 243,168.00	\$ 193,809.00
Uses of Prop & Investment	\$ 1,066,710.59	\$ 902,228.27	\$ (80,759.78)	\$ 350,000.00	\$ 244,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 29,104.00	\$ 2,974.97	\$ 4,014.86	\$ 5,000.00	\$ 15,000.00
Cash Basis Receipts	\$ 3,407,268.37	\$ 2,095,834.68	\$ 260,990.47	\$ 72,000.00	\$ 198,200.00
Revenue Totals	\$ 22,902,094.81	\$ 20,687,746.94	\$ 19,124,374.73	\$ 18,783,842.00	\$ 20,561,447.00
Expenditures					
Administration	\$ 1,500,965.64	\$ 771,243.83	\$ 1,638,178.72	\$ 3,038,423.22	\$ 3,199,138.56
Stores	\$ 202,099.36	\$ 190,329.18	\$ 196,519.04	\$ 191,390.96	\$ 202,591.79
Green lake	\$ 829,504.93	\$ 724,826.59	\$ 801,251.99	\$ 1,039,854.25	\$ 1,254,041.17
Blue lake	\$ 2,099,772.60	\$ 2,086,142.63	\$ 1,942,989.78	\$ 2,433,541.54	\$ 2,402,480.75
Diesel Plant	\$ 669,517.67	\$ 601,521.95	\$ 427,398.32	\$ 890,410.82	\$ 939,407.24
Switchyard	\$ 8,974.65	\$ 26,943.14	\$ 98,695.21	\$ 20,000.00	\$ 23,000.00
Line Maintenance	\$ 215,249.63	\$ 168,692.68	\$ 139,154.97	\$ 207,955.00	\$ 203,500.00
Substation Maintenance	\$ 10,032.25	\$ 34,339.92	\$ 9,171.86	\$ 18,000.00	\$ 18,000.00
Distribution	\$ 2,300,063.50	\$ 2,139,156.83	\$ 1,505,675.85	\$ 2,057,753.16	\$ 2,063,778.23
Metering	\$ 405,988.82	\$ 417,760.88	\$ 432,867.19	\$ 488,075.33	\$ 554,019.58
Jobbing	\$ 107,170.93	\$ 155,459.74	\$ 183,875.04	\$ 100,000.00	\$ 130,000.00
Depreciation/Amortization	\$ 7,849,193.89	\$ 7,959,324.43	\$ 7,903,250.05	\$ 7,959,327.00	\$ 7,903,252.00
Debt Payments	\$ 5,998,895.50	\$ 5,840,838.97	\$ 2,579,920.76	\$ 7,620,875.00	\$ 6,726,277.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 80,000.00	\$ 50,000.00
Transfers to Capital Projects and Other Funds	\$ -	\$ 1,530,000.00	\$ 2,105,507.00	\$ 1,655,000.00	\$ 3,543,630.00
Other	\$ -	\$ -	\$ 784,336.08	\$ -	\$ -
Expenditure Totals	\$ 22,197,429.37	\$ 22,646,580.77	\$ 20,748,791.86	\$ 27,800,606.28	\$ 29,213,116.32
Fund Total: Electric Fund	\$ 704,665.44	\$ (1,958,833.83)	\$ (1,624,417.13)	\$ (9,016,764.28)	\$ (8,651,669.32)



Electric Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 200 - Electric Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	2,126,492.09	1,960,339.52	1,751,921.92	2,842,109.96	2,993,573.95
5110.002	Holidays	110,149.89	105,402.93	90,346.84	.00	.00
5110.003	Sick Leave	81,753.48	127,090.89	93,960.90	.00	.00
5110.004	Overtime	263,074.44	240,183.39	263,888.50	200,000.00	200,000.00
5110.010	Temp Wages	233,221.29	191,172.06	274,398.21	175,000.00	175,000.00
<i>Salaries and Wages Totals</i>		\$2,814,691.19	\$2,624,188.79	\$2,474,516.37	\$3,217,109.96	\$3,368,573.95
<i>Fringe Benefits</i>						
5120.001	Annual Leave	242,559.27	207,190.07	170,016.05	89,808.00	96,744.00
5120.002	SBS	178,009.03	172,454.63	158,317.40	194,932.41	204,395.66
5120.003	Medicare	43,735.44	42,384.96	38,341.77	47,958.02	50,276.71
5120.004	PERS	227,836.88	743,486.91	457,945.42	898,120.24	677,903.13
5120.005	Health Insurance	566,213.82	433,843.18	445,132.96	681,871.44	661,261.44
5120.006	Life Insurance	321.04	295.11	240.52	235.56	235.56
5120.007	Workmen's Compensation	150,909.65	130,290.36	80,326.21	74,625.60	66,900.87
5120.008	Unemployment	.00	3,330.00	19,939.56	.00	.00
5120.009	IBEW Benefits	.00	.00	90,627.94	.00	52.00
5120.011	PERS on Behalf	.00	.00	(173,800.25)	.00	181,316.00
5400.000	OPEB Expense	(50,441.00)	(1,030,528.00)	(255,646.00)	.00	.00
<i>Fringe Benefits Totals</i>		\$1,359,144.13	\$702,747.22	\$1,031,441.58	\$1,987,551.27	\$1,939,085.37
<i>Operating Expenses</i>						
5201.000	Training and Travel	23,474.79	35,554.39	17,628.96	52,500.00	53,500.00
5202.000	Uniforms	14,574.98	8,664.71	7,258.18	36,705.94	32,100.00
5203.001	Electric	27,813.69	29,954.63	33,759.25	27,000.00	60,000.00
5203.005	Heating Fuel	89,455.78	42,217.23	39,061.05	232,600.00	232,600.00
5204.000	Telephone	30,907.34	21,052.06	18,204.80	21,000.00	19,800.00
5204.001	Cell Phone Stipend	900.00	665.00	154.17	900.00	3,000.00
5205.000	Insurance	677,963.83	750,491.88	924,383.40	933,568.00	1,036,670.00
5206.000	Supplies	266,337.46	257,050.71	293,780.26	300,726.19	358,900.00
5207.000	Repairs & Maintenance	204,165.04	195,816.34	100,411.07	308,507.40	296,500.00
5208.000	Bldg Repair & Maint	21,568.46	17,770.98	13,588.00	17,860.00	18,788.00
5211.000	Data Processing Fees	143,976.96	144,834.96	156,791.04	169,519.00	187,094.00
5211.001	Information Technology Special Projects	26,664.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	858,905.94	785,714.43	525,773.39	1,382,879.52	1,320,500.00



Electric Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 200 - Electric Fund						
<i>Operating Expenses</i>						
5214.000	Interdepartment Services	988,494.57	870,206.02	898,855.21	944,703.00	1,002,440.00
5221.000	Transportation/Vehicles	298,911.97	305,993.14	216,032.94	257,624.00	258,106.00
5222.000	Postage	7,270.66	6,148.71	3,659.58	3,000.00	6,500.00
5223.000	Tools & Small Equipment	49,373.20	69,117.24	52,296.08	82,550.00	82,500.00
5224.000	Dues & Publications	15,435.43	16,662.42	16,583.07	51,900.00	47,900.00
5226.000	Advertising	5,081.56	4,868.80	3,067.90	3,000.00	5,000.00
5227.002	Rent-Equipment	3,316.93	452.53	548.00	7,000.00	7,000.00
5227.003	Rent-Other	3,046.50	15,232.50	.00	.00	.00
5230.000	Bad Debts	14,156.05	20,514.67	134,816.39	40,000.00	120,000.00
5231.000	Credit Card Expense	153,755.50	144,489.15	158,826.15	160,000.00	160,000.00
5290.000	Other Expenses	210,526.16	175,239.55	185,558.60	175,200.00	175,200.00
5295.000	Interest Expense	5,993,895.50	5,835,338.97	2,574,920.76	5,234,657.00	3,472,262.00
5297.000	Debt Admin Expense	5,000.00	5,500.00	5,000.00	500.00	.00
<i>Operating Expenses Totals</i>		\$10,134,972.30	\$9,759,551.02	\$6,380,958.25	\$10,443,900.05	\$8,956,360.00
<i>Amortization & Depreciation</i>						
6201.000	Depreciation-Land Improve	.00	9,239.20	15,149.76	15,150.00	15,150.00
6202.000	Depreciation-Plants	7,682,206.84	7,791,614.14	7,727,765.62	7,785,704.00	7,727,766.00
6205.000	Depreciation-Buildings	50,439.09	50,439.12	50,439.12	50,440.00	50,440.00
6206.000	Depreciation-Machinery	76,818.30	65,470.51	66,682.98	65,471.00	66,683.00
6208.000	Deprec-Furniture/Fixtures	7,939.92	7,940.04	7,939.92	7,940.00	7,940.00
6209.000	Deprec-Heat Conversions	31,789.74	34,621.42	35,272.65	34,622.00	35,273.00
<i>Amortization & Depreciation Totals</i>		\$7,849,193.89	\$7,959,324.43	\$7,903,250.05	\$7,959,327.00	\$7,903,252.00
<i>Other Financing Uses</i>						
7740.000	Bonds issuance costs	.00	.00	784,336.08	.00	.00
<i>Other Financing Uses Totals</i>		\$0.00	\$0.00	\$784,336.08	\$0.00	\$0.00
<i>Cash Basis Expenditures</i>						
5291.000	Utility Subsidization	39,427.86	70,769.31	68,782.53	72,000.00	198,200.00
7103.000	Fixed Assets-Plant	.00	.00	.00	37,500.00	.00
7106.000	Fixed Assets-Machinery	.00	.00	.00	42,500.00	50,000.00
7200.000	Interfund Transfers Out	.00	1,530,000.00	2,105,507.00	1,655,000.00	3,543,630.00
7301.000	Note Principal Payments	.00	.00	.00	500,718.00	109,015.00
7302.000	Bond Principal Payments	.00	.00	.00	1,885,000.00	3,145,000.00
<i>Cash Basis Expenditures Totals</i>		\$39,427.86	\$1,600,769.31	\$2,174,289.53	\$4,192,718.00	\$7,045,845.00



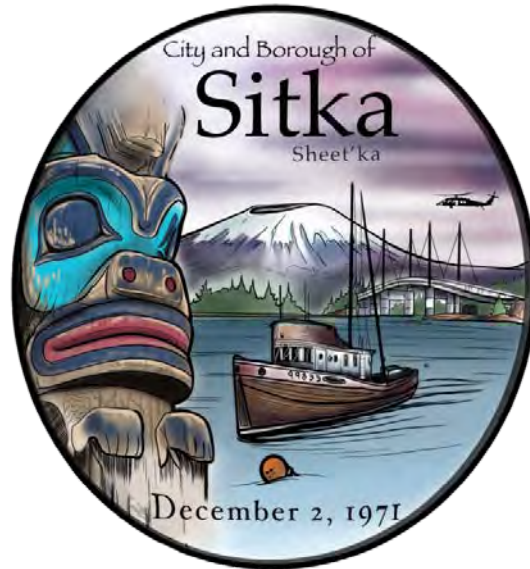
Electric Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	200 - Electric Fund Totals	\$22,197,429.37	\$22,646,580.77	\$20,748,791.86	\$27,800,606.28	\$29,213,116.32
	Net Grand Totals	\$22,197,429.37	\$22,646,580.77	\$20,748,791.86	\$27,800,606.28	\$29,213,116.32

Electric Fund - Fund 710
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	80003	Feeder Improvements	-	-	4,510,587	-	-	-	-	4,510,587
Authorized/in progress	90261	Island Improvements	-	-	545,000	24,500	-	-	-	569,500
Authorized/in progress	90410	SCADA System Enhancements	-	-	675,336	-	-	-	-	675,336
Authorized/in progress	90610	Blue Lake FERC License Mitigation	-	-	243,251	-	-	-	-	243,251
Authorized/in progress	90777	Meter Replacement Upgrading Meters	-	-	535,000	-	-	-	-	535,000
Authorized/in progress	90823	Marine St. N-1 Design to New HPR	-	-	6,011,665	-	-	-	-	6,011,665
Authorized/in progress	90829	Harbor Meters	-	-	296,327	-	-	-	-	296,327
Authorized/in progress	90839	Green Lake Power Plant 35 Year Overhaul-Phase 1	395,507	-	4,004,605	-	-	4,000,000	-	8,400,112
Authorized/in progress	90840	Green Lake Power Plant Pre Overhaul Inspection	-	-	374,256	-	-	-	-	374,256
Authorized/in progress	90841	Jarvis Fuel System Repairs and Storage Tanks	-	-	304,458	-	-	-	-	304,458
Authorized/in progress	90868	69 kv Thimbleberry Trans Line Bypass	-	-	5,000	-	-	-	-	5,000
Authorized/in progress	90884	Blue Lake Dam Completion	-	-	39,133	-	-	-	-	39,133
Authorized/in progress	90942	Master Plan/rate study	-	-	250,000	-	-	-	-	250,000
Authorized/in progress	90943	Asset management/GIS	-	-	35,000	-	-	-	-	35,000
Authorized/in progress	90944	Howell -- Bungler valve/gate	-	-	150,000	-	-	-	-	150,000
Authorized/in progress	90945	Facility security cameras	-	-	50,000	-	-	-	-	50,000
Authorized/in progress	90946	Mobile diesel generator	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90947	Green Lake Excitation upgrade	-	-	125,000	-	-	-	-	125,000
Authorized/in progress	90948	Green Lake Dam power cable replacement	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90949	Wind Metering Towers	-	-	30,000	-	-	-	-	30,000
Authorized/in progress	90950	Snowtel stations	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90951	Radio Repeater	-	-	25,000	-	-	-	-	25,000
Authorized/in progress Total			395,507	-	18,389,618	24,500	-	4,000,000	-	22,809,625
NEW FY23	90410	SCADA System Enhancements			100,000	-	-	-	-	100,000
NEW FY23	90777	Meter Replacement			300,000	-	-	-	-	300,000
NEW FY23	TBD	Blue Lake upgrades			191,000	-	-	-	-	191,000
NEW FY23	TBD	Green Lake upgrades			203,000	-	-	-	-	203,000
NEW FY23	TBD	Green Lake Phase 2/3			15,000	-	5,500,000	1,500,000	-	7,015,000
NEW FY23	TBD	Regulatory/FERC			200,000	-	-	-	-	200,000
NEW FY23	TBD	Future Initiatives			50,000	-	-	-	-	50,000
NEW FY23	TBD	Diesel Generation upgrades			1,200,000	-	-	-	-	1,200,000
NEW FY23	TBD	Transmission and Distribution (Feeder Improvements)			930,000	-	-	-	-	930,000
NEW FY23	TBD	Substation upgrades			200,000	-	-	-	-	200,000
NEW FY23	TBD	Grid Expansion			125,000	-	-	-	-	125,000
NEW FY23 Total					3,514,000	-	5,500,000	1,500,000	-	10,514,000
Grand Total			395,507	-	21,903,618	24,500	5,500,000	5,500,000	-	33,323,625



City and Borough of Sitka

DRAFT

WATER FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

WATER FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 4,633.43	\$ 19,631.13	\$ 23,575.95	\$ 18,730.00	\$ 16,886.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 2,857,397.13	\$ 2,842,379.41	\$ 2,888,751.36	\$ 2,997,540.00	\$ 3,249,944.00
Other Operating Revenue	\$ 11,540.00	\$ 12,160.00	\$ 17,925.00	\$ 15,000.00	\$ 30,000.00
Uses of Property & Investments	\$ 109,030.21	\$ 165,892.73	\$ (45,150.50)	\$ 55,500.00	\$ 25,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 1,064.70	\$ 5,016.22	\$ 726.73	\$ 1,000.00	\$ 3,000.00
Cash Basis Receipts	\$ 350,394.75	\$ 1,612,035.76	\$ 189,067.29	\$ -	\$ 40,000.00
Revenue Totals	\$ 3,334,060.22	\$ 4,657,115.25	\$ 3,074,895.83	\$ 3,087,770.00	\$ 3,364,830.00
<u>Expenditures</u>					
Salaries and Wages	\$ 195,288.45	\$ 202,879.13	\$ 212,907.48	\$ 269,440.00	\$ 284,711.60
Fringe Benefits	\$ 144,661.98	\$ 79,169.24	\$ 215,847.30	\$ 204,248.74	\$ 205,673.61
Operating Expenses	\$ 1,025,118.83	\$ 1,010,300.75	\$ 1,038,956.63	\$ 1,342,861.80	\$ 1,104,326.00
Amortization & Depreciation	\$ 1,327,199.46	\$ 1,352,697.72	\$ 1,392,249.75	\$ 1,352,691.00	\$ 1,392,251.00
Other Financing Uses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 1,059,282.30	\$ 657,000.00	\$ 5,760,165.31	\$ 487,906.00	\$ 626,018.00
Expenditure Totals	\$ 3,751,551.02	\$ 3,302,046.84	\$ 8,620,126.47	\$ 3,657,147.54	\$ 3,612,980.21
Fund Total: Water Fund	\$ (417,490.80)	\$ 1,355,068.41	\$ (5,545,230.64)	\$ (569,377.54)	\$ (248,150.21)

WATER FUND - SUMMARY BY DEPARTMENT

Summary

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ 4,633.43	\$ 19,631.13	\$ 23,575.95	\$ 18,730.00	\$ 16,886.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 2,857,397.13	\$ 2,842,379.41	\$ 2,888,751.36	\$ 2,997,540.00	\$ 3,249,944.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Operating Revenue	\$ 11,540.00	\$ 12,160.00	\$ 17,925.00	\$ 15,000.00	\$ 30,000.00
Uses of Prop & Investment	\$ 109,030.21	\$ 165,892.73	\$ (45,150.50)	\$ 55,500.00	\$ 25,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 1,064.70	\$ 5,016.22	\$ 726.73	\$ 1,000.00	\$ 3,000.00
Cash Basis Receipts	\$ 350,394.75	\$ 1,612,035.76	\$ 189,067.29	\$ -	\$ 40,000.00
Revenue Totals	\$ 3,334,060.22	\$ 4,657,115.25	\$ 3,074,895.83	\$ 3,087,770.00	\$ 3,364,830.00
Expenditures					
Administration	\$ 553,379.41	\$ 510,752.32	\$ 601,817.92	\$ 720,391.59	\$ 524,650.74
Distribution	\$ 404,787.10	\$ 413,968.68	\$ 461,779.33	\$ 648,276.86	\$ 625,778.10
Treatment	\$ 312,961.30	\$ 268,796.40	\$ 310,572.58	\$ 240,227.09	\$ 242,612.37
Jobbing					
Depreciation/Amortization	\$ 1,327,199.46	\$ 1,352,697.72	\$ 1,392,249.75	\$ 1,352,691.00	\$ 1,392,251.00
Debt Payments	\$ 93,941.45	\$ 98,831.72	\$ 93,541.58	\$ 625,561.00	\$ 616,688.00
Fixed Asset Acquisition			\$ -	\$ 50,000.00	\$ 61,000.00
Transfers to Capital Projects and Other Funds	\$ 1,059,282.30	\$ 657,000.00	\$ 5,760,165.31	\$ 20,000.00	\$ 150,000.00
Expenditure Totals	\$ 3,751,551.02	\$ 3,302,046.84	\$ 8,620,126.47	\$ 3,657,147.54	\$ 3,612,980.21
Fund Total: Water Fund	\$ (417,490.80)	\$ 1,355,068.41	\$ (5,545,230.64)	\$ (569,377.54)	\$ (248,150.21)



Water Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 210 - Water Fund						
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	168,868.01	161,928.46	173,427.61	226,440.00	241,711.60
5110.002	Holidays	9,021.20	8,988.72	8,782.36	.00	.00
5110.003	Sick Leave	5,582.18	20,739.62	12,375.99	.00	.00
5110.004	Overtime	11,817.06	11,222.33	18,321.52	23,000.00	23,000.00
5110.010	Temp Wages	.00	.00	.00	20,000.00	20,000.00
	<i>Salaries and Wages Totals</i>	\$195,288.45	\$202,879.13	\$212,907.48	\$269,440.00	\$284,711.60
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	22,094.84	21,517.30	22,906.64	12,996.00	13,932.00
5120.002	SBS	13,152.42	13,768.84	14,267.60	17,313.42	18,306.76
5120.003	Medicare	3,111.07	3,256.93	3,374.88	4,095.32	4,330.33
5120.004	PERS	18,802.77	55,729.19	48,612.47	73,607.06	58,236.40
5120.005	Health Insurance	82,096.33	69,662.20	87,089.79	88,192.20	85,369.92
5120.006	Life Insurance	42.48	42.48	42.48	42.48	42.48
5120.007	Workmen's Compensation	9,140.07	9,822.30	7,701.49	8,002.26	8,569.72
5120.011	PERS on Behalf	.00	.00	59,084.95	.00	16,886.00
5400.000	OPEB Expense	(3,778.00)	(94,630.00)	(27,233.00)	.00	.00
	<i>Fringe Benefits Totals</i>	\$144,661.98	\$79,169.24	\$215,847.30	\$204,248.74	\$205,673.61
	<i>Operating Expenses</i>					
5201.000	Training and Travel	8,632.67	4,130.18	2,638.89	8,500.00	8,500.00
5202.000	Uniforms	871.88	846.70	622.29	1,000.00	1,000.00
5203.001	Electric	90,444.09	97,359.95	84,980.79	101,800.00	86,000.00
5203.005	Heating Fuel	3,653.18	2,141.15	1,425.24	3,400.00	.00
5204.000	Telephone	.00	.00	.00	4,000.00	.00
5204.001	Cell Phone Stipend	900.00	900.00	900.00	900.00	900.00
5205.000	Insurance	29,005.36	39,554.58	56,067.15	60,171.00	61,770.00
5206.000	Supplies	102,652.91	94,429.39	106,532.43	137,367.00	143,700.00
5207.000	Repairs & Maintenance	34,533.18	10,219.75	31,550.73	13,956.25	45,400.00
5208.000	Bldg Repair & Maint	13,325.81	10,399.28	4,313.00	4,838.00	8,338.00
5211.000	Data Processing Fees	39,999.96	31,893.00	33,645.96	38,732.00	30,466.00
5211.001	Information Technology Special Projects	7,797.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	50,421.99	36,984.38	36,748.02	107,741.55	76,668.00
5214.000	Interdepartment Services	448,794.02	468,137.80	449,379.10	443,905.00	253,507.00
5221.000	Transportation/Vehicles	15,845.30	12,442.75	13,784.02	24,496.00	24,007.00



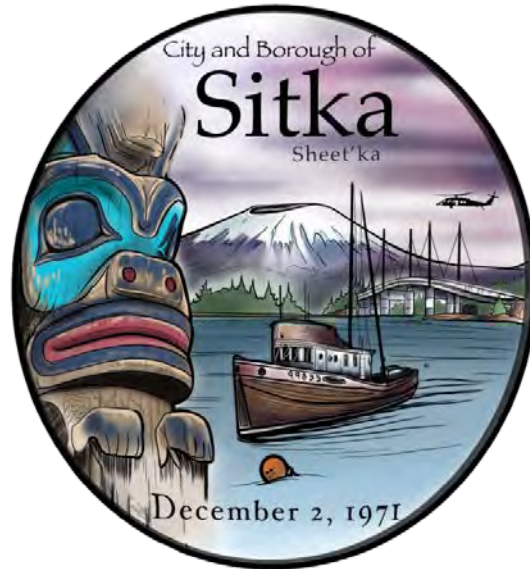
Water Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	210 - Water Fund					
	<i>Operating Expenses</i>					
5222.000	Postage	8,059.54	6,567.40	4,631.29	7,000.00	7,000.00
5223.000	Tools & Small Equipment	7,084.74	315.32	2,053.05	13,800.00	16,800.00
5224.000	Dues & Publications	525.25	1,282.28	574.00	2,000.00	2,000.00
5226.000	Advertising	297.65	202.05	484.75	1,100.00	1,100.00
5227.002	Rent-Equipment	5,393.07	2,192.55	.00	3,000.00	3,000.00
5230.000	Bad Debts	591.76	6,218.83	36,620.62	20,000.00	35,000.00
5231.000	Credit Card Expense	26,675.79	26,262.14	25,837.54	35,000.00	35,000.00
5290.000	Other Expenses	3,370.09	29,172.42	447.42	2,500.00	2,500.00
5290.100	Unanticipated Repairs	32,302.14	29,817.13	52,178.76	100,000.00	60,000.00
5295.000	Interest Expense	93,941.45	98,831.72	93,541.58	207,655.00	201,670.00
	<i>Operating Expenses Totals</i>	\$1,025,118.83	\$1,010,300.75	\$1,038,956.63	\$1,342,861.80	\$1,104,326.00
	<i>Amortization & Depreciation</i>					
6202.000	Depreciation-Plants	1,024,977.38	1,050,425.39	1,083,806.81	1,050,418.00	1,083,807.00
6205.000	Depreciation-Buildings	296,720.40	296,720.40	296,720.40	296,721.00	296,721.00
6206.000	Depreciation-Machinery	5,501.68	5,551.93	11,722.54	5,552.00	11,723.00
	<i>Amortization & Depreciation Totals</i>	\$1,327,199.46	\$1,352,697.72	\$1,392,249.75	\$1,352,691.00	\$1,392,251.00
	<i>Cash Basis Expenditures</i>					
7103.000	Fixed Assets-Plant	.00	.00	.00	50,000.00	.00
7106.000	Fixed Assets-Machinery	.00	.00	.00	.00	61,000.00
7200.000	Interfund Transfers Out	1,059,282.30	657,000.00	5,760,165.31	20,000.00	150,000.00
7301.000	Note Principal Payments	.00	.00	.00	417,906.00	415,018.00
	<i>Cash Basis Expenditures Totals</i>	\$1,059,282.30	\$657,000.00	\$5,760,165.31	\$487,906.00	\$626,018.00
Fund	210 - Water Fund Totals	\$3,751,551.02	\$3,302,046.84	\$8,620,126.47	\$3,657,147.54	\$3,612,980.21
	Net Grand Totals	\$3,751,551.02	\$3,302,046.84	\$8,620,126.47	\$3,657,147.54	\$3,612,980.21

Water Fund - Fund 720
FY2023 Capital Projects

	Project number	Project Description	Source -						Source - Total	
			Source - Grants (approved)	Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Contingent Grants	Contingent Loans/ Bonding	Source - Contingent Other	(approved + contingent)
Authorized/in progress	80238	Japonski Island Water Design	-	-	50,000	-	-	-	-	50,000
Authorized/in progress	90531	Monastery St (DeGroff to Arrowhead) and Kinhead Utility & Street Improvements	-	650,000	50,000	-	-	-	-	700,000
Authorized/in progress	90833	Critical Secondary Water Supply	-	17,620,000	530,000	-	-	-	-	18,150,000
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	80,000	-	-	-	-	80,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	850,000	50,000	-	-	-	-	900,000
Authorized/in progress	90870	Water Master Plan	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90883	Water Transmission Main Emergency repair	-	-	400,000	-	-	-	-	400,000
Authorized/in progress	90889	Blue Lake Watershed Plan	-	-	35,000	-	-	-	-	35,000
Authorized/in progress	90893	SCADA Reporting Software	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90894	Asset Management/CMMS Implementation	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90913	Water Tanks-Interior Condition Assessment Exterior Painting	-	-	40,000	-	-	-	-	40,000
Authorized/in progress	90914	Transmission Main Condition Assessment	-	-	150,000	-	-	-	-	150,000
Authorized/in progress Total			-	19,120,000	1,535,000	-	-	-	-	20,655,000
NEW FY23	90894	Asset Management/CMMS Implementation	-	-	20,000	-	-	-	-	20,000
NEW FY23	TBD	Distribution System Water Meter Installation	-	-	25,000	-	-	-	-	25,000
NEW FY23	TBD	Gibson St Water Project	-	-	75,000	-	-	-	-	75,000
NEW FY23	TBD	SCADA Communications Upgrades	-	-	30,000	-	-	-	-	30,000
NEW FY23 Total			-	-	150,000	-	-	-	-	150,000
Physically complete	90652	UV Disinfection Feasibility	5,561,000	6,550,000	18,000	-	-	-	-	12,129,000
Physically complete Total			5,561,000	6,550,000	18,000	-	-	-	-	12,129,000
Grand Total			5,561,000	25,670,000	1,703,000	-	-	-	-	32,934,000



City and Borough of Sitka

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WASTEWATER FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

WASTEWATER TREATMENT FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ 14,177.21	\$ 57,694.85	\$ 69,157.74	\$ 55,047.00	\$ 51,718.00
Federal Revenue	\$ -	\$ -	\$ 13,397.01	\$ -	\$ -
Operating Revenue	\$ 3,315,092.42	\$ 3,520,556.68	\$ 3,576,595.35	\$ 3,636,000.00	\$ 3,896,664.00
Other Operating Revenue	\$ 16,869.00	\$ 12,920.00	\$ 15,380.00	\$ 17,000.00	\$ 30,000.00
Uses of Property & Investments	\$ 307,758.61	\$ 274,054.96	\$ (26,602.00)	\$ 80,000.00	\$ 71,200.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 3,667.63	\$ 760.27	\$ 3,197.68	\$ 2,000.00	\$ 3,000.00
Cash Basis Receipts	\$ 135,149.69	\$ 1,154,157.97	\$ 286,716.48	\$ -	\$ 80,000.00
Revenue Totals	\$ 3,792,714.56	\$ 5,020,144.73	\$ 3,937,842.26	\$ 3,790,047.00	\$ 4,132,582.00
Expenditures					
Salaries and Wages	\$ 588,047.91	\$ 601,094.48	\$ 630,310.74	\$ 717,694.96	\$ 808,398.72
Fringe Benefits	\$ 359,091.90	\$ 335,717.90	\$ 654,976.00	\$ 534,345.29	\$ 576,754.68
Operating Expenses	\$ 1,197,746.20	\$ 1,312,000.16	\$ 1,460,809.64	\$ 1,694,639.75	\$ 1,479,029.00
Amortization & Depreciation	\$ 895,228.77	\$ 889,453.05	\$ 883,546.97	\$ 889,455.00	\$ 883,549.00
Other Financing Uses		\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 1,786,370.06	\$ 370,000.43	\$ 9,180,802.24	\$ 824,251.00	\$ 497,319.00
Expenditure Totals	\$ 4,826,484.84	\$ 3,508,266.02	\$ 12,810,445.59	\$ 4,660,386.00	\$ 4,245,050.40
Fund Total: Wastewater Treatment Fund	\$ (1,033,770.28)	\$ 1,511,878.71	\$ (8,872,603.33)	\$ (870,339.00)	\$ (112,468.40)

City and Borough of Sitka, AK

WASTEWATER TREATMENT FUND - SUMMARY BY DEPARTMENT

Summary

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ 14,177.21	\$ 57,694.85	\$ 69,157.74	\$ 55,047.00	\$ 51,718.00
Federal Revenue	\$ -	\$ -	\$ 13,397.01	\$ -	\$ -
Operating Revenue	\$ 3,315,092.42	\$ 3,520,556.68	\$ 3,576,595.35	\$ 3,636,000.00	\$ 3,896,664.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Operating Revenue	\$ 16,869.00	\$ 12,920.00	\$ 15,380.00	\$ 17,000.00	\$ 30,000.00
Uses of Prop & Investment	\$ 307,758.61	\$ 274,054.96	\$ (26,602.00)	\$ 80,000.00	\$ 71,200.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 135,149.69	\$ 1,154,157.97	\$ 286,716.48	\$ -	\$ 80,000.00
Miscellaneous	\$ 3,667.63	\$ 760.27	\$ 3,197.68	\$ 2,000.00	\$ 3,000.00
Revenue Totals	\$ 3,792,714.56	\$ 5,020,144.73	\$ 3,937,842.26	\$ 3,790,047.00	\$ 4,132,582.00
Expenditures					
Administration	\$ 637,651.96	\$ 592,942.55	\$ 937,538.83	\$ 1,063,441.41	\$ 996,673.99
Distribution	\$ 11,340.91	\$ -	\$ -	\$ -	\$ -
Collections	\$ 911,986.71	\$ 1,050,727.40	\$ 1,008,646.00	\$ 1,430,202.68	\$ 1,513,745.03
Treatment	\$ 478,670.36	\$ 498,937.25	\$ 676,231.97	\$ 248,188.91	\$ 308,836.38
Jobbing	\$ -	\$ -	\$ -	\$ -	\$ -
Depreciation/Amortization	\$ 895,228.77	\$ 889,453.05	\$ 883,546.97	\$ 889,455.00	\$ 883,549.00
Debt Payments	\$ 105,236.07	\$ 106,205.34	\$ 123,679.58	\$ 519,098.00	\$ 382,246.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 50,000.00	\$ 40,000.00
Transfers to Capital Projects and Other Funds	\$ 1,786,370.06	\$ 370,000.43	\$ 9,180,802.24	\$ 460,000.00	\$ 120,000.00
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 4,826,484.84	\$ 3,508,266.02	\$ 12,810,445.59	\$ 4,660,386.00	\$ 4,245,050.40
Fund Total: Wastewater Treatment Fund	\$ (1,033,770.28)	\$ 1,511,878.71	\$ (8,872,603.33)	\$ (870,339.00)	\$ (112,468.40)



Wastewater Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 220 - Waste Water Treatment						
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	496,900.37	507,859.31	527,899.14	668,694.96	759,398.72
5110.002	Holidays	24,015.09	26,841.47	23,182.71	.00	.00
5110.003	Sick Leave	35,892.20	41,861.71	25,590.07	.00	.00
5110.004	Overtime	31,240.25	22,372.99	53,638.82	29,000.00	29,000.00
5110.010	Temp Wages	.00	2,159.00	.00	20,000.00	20,000.00
	<i>Salaries and Wages Totals</i>	\$588,047.91	\$601,094.48	\$630,310.74	\$717,694.96	\$808,398.72
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	55,684.69	54,021.19	55,660.32	31,196.00	29,839.00
5120.002	SBS	39,235.59	40,576.91	41,706.35	45,907.11	51,383.85
5120.003	Medicare	9,280.85	9,598.17	9,865.29	10,858.91	12,154.46
5120.004	PERS	51,936.76	44,191.11	142,383.13	208,540.10	173,447.26
5120.005	Health Insurance	170,980.45	155,613.37	209,168.03	211,689.72	231,271.92
5120.006	Life Insurance	96.99	99.86	101.04	101.04	101.04
5120.007	Workmen's Compensation	31,876.57	31,617.29	24,425.10	26,052.41	26,839.15
5120.011	PERS on Behalf	.00	.00	171,666.74	.00	51,718.00
	<i>Fringe Benefits Totals</i>	\$359,091.90	\$335,717.90	\$654,976.00	\$534,345.29	\$576,754.68
	<i>Operating Expenses</i>					
5201.000	Training and Travel	11,635.68	7,421.65	200.00	14,000.00	12,000.00
5202.000	Uniforms	2,482.50	718.95	2,943.42	3,500.00	3,500.00
5203.001	Electric	172,185.24	184,792.62	245,766.52	185,000.00	250,000.00
5203.005	Heating Fuel	20,424.74	18,579.58	2,262.30	21,000.00	18,000.00
5204.000	Telephone	2,977.04	2,277.88	1,233.13	5,800.00	1,260.00
5204.001	Cell Phone Stipend	1,925.00	2,100.00	2,025.00	2,100.00	2,100.00
5205.000	Insurance	28,952.83	31,655.00	45,046.28	45,047.00	46,770.00
5206.000	Supplies	13,324.17	88,084.42	81,097.29	99,200.00	99,200.00
5207.000	Repairs & Maintenance	741.87	67,485.04	29,077.06	65,000.00	70,500.00
5208.000	Bldg Repair & Maint	25,374.83	16,042.38	25,873.00	40,281.00	21,280.00
5211.000	Data Processing Fees	69,000.00	69,629.04	72,953.04	80,105.00	73,275.00
5211.001	Information Technology Special Projects	15,593.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	57,956.24	43,546.05	77,634.46	125,768.75	119,945.00
5214.000	Interdepartment Services	422,683.25	423,420.56	451,759.57	436,583.00	360,880.00
5221.000	Transportation/Vehicles	172,018.71	166,525.92	171,923.87	180,160.00	183,244.00
5222.000	Postage	6,777.76	5,874.26	5,536.97	6,000.00	6,000.00



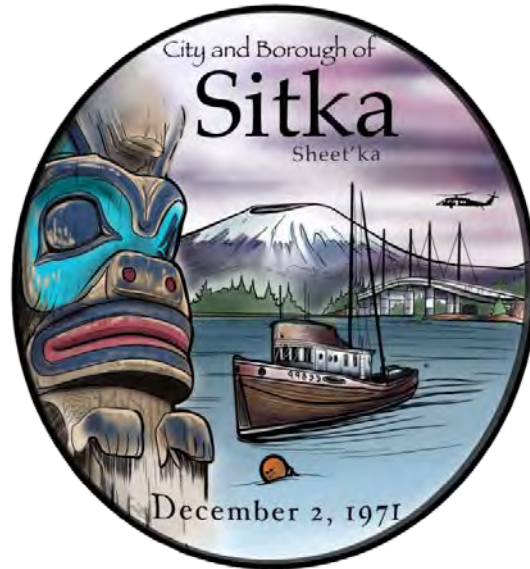
Wastewater Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 220 - Waste Water Treatment						
<i>Operating Expenses</i>						
5223.000	Tools & Small Equipment	3,395.35	1,101.22	6,635.20	5,500.00	8,400.00
5224.000	Dues & Publications	962.00	1,573.90	1,326.25	2,000.00	2,000.00
5226.000	Advertising	971.80	.00	.00	1,000.00	1,000.00
5227.002	Rent-Equipment	683.63	8,496.00	4,248.00	4,748.00	4,748.00
5230.000	Bad Debts	2,878.67	7,572.00	44,232.60	20,000.00	48,000.00
5231.000	Credit Card Expense	32,064.34	32,080.26	30,489.62	45,000.00	40,000.00
5290.000	Other Expenses	1,251.74	828.87	.00	2,000.00	2,000.00
5290.100	Unanticipated Repairs	26,249.74	25,989.22	34,866.48	100,000.00	60,000.00
5295.000	Interest Expense	105,236.07	106,205.34	123,679.58	204,847.00	44,927.00
<i>Operating Expenses Totals</i>		\$1,197,746.20	\$1,312,000.16	\$1,460,809.64	\$1,694,639.75	\$1,479,029.00
<i>Amortization & Depreciation</i>						
6202.000	Depreciation-Plants	758,004.29	776,404.56	797,627.57	776,405.00	797,628.00
6205.000	Depreciation-Buildings	33,599.16	33,599.28	33,599.16	33,600.00	33,600.00
6206.000	Depreciation-Machinery	103,625.32	79,449.21	52,320.24	79,450.00	52,321.00
<i>Amortization & Depreciation Totals</i>		\$895,228.77	\$889,453.05	\$883,546.97	\$889,455.00	\$883,549.00
<i>Cash Basis Expenditures</i>						
7103.000	Fixed Assets-Plant	.00	.00	.00	50,000.00	.00
7106.000	Fixed Assets-Machinery	.00	.00	.00	.00	40,000.00
7200.000	Interfund Transfers Out	1,786,370.06	370,000.43	9,180,802.24	460,000.00	120,000.00
7301.000	Note Principal Payments	.00	.00	.00	314,251.00	337,319.00
<i>Cash Basis Expenditures Totals</i>		\$1,786,370.06	\$370,000.43	\$9,180,802.24	\$824,251.00	\$497,319.00
Fund 220 - Waste Water Treatment Totals		\$4,826,484.84	\$3,508,266.02	\$12,810,445.59	\$4,660,386.00	\$4,245,050.40
Net Grand Totals		\$4,826,484.84	\$3,508,266.02	\$12,810,445.59	\$4,660,386.00	\$4,245,050.40

Wastewater Fund - Fund 730
FY2023 Capital Projects

Status	Project number	Project Description	Source -							Source- Total authorized (approved + contingent)
			Source - Grants (approved)	Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/ Bonding	Source - Contingent Other	
Authorized/in progress	90447	WWTP Control System	-	-	488,000	-	-	-	-	488,000
Authorized/in progress	90531	Monastery St (DeGroff to Arrowhead) and Kinkead Utility & Street Improvements	-	275,000	30,000	-	-	-	-	305,000
Authorized/in progress	90565	Jamestown East Lift Station Replacement	-	-	85,000	-	-	-	-	85,000
Authorized/in progress	90655	WWTP-Rehabilitation	-	9,737,000	45,000	-	-	-	-	9,782,000
Authorized/in progress	90676	Brady Street Lift Station Rehabilitation	-	217,400	875,002	-	-	-	-	1,092,402
Authorized/in progress	90783	Replace Generators - Lift Stations	-	311,000	236,000	-	-	-	-	547,000
Authorized/in progress	90784	WWTP Blowers	-	-	90,000	-	-	-	-	90,000
Authorized/in progress	90809	Replace WWTP Influent Grinder	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90838	Lincoln Street Paving (Harbor Way to Harbor Drive)	-	-	20,000	-	-	-	-	20,000
Authorized/in progress	90843	Lake St (DeGroff to Arrowhead) and Hirst Utility & Street Improvements	-	975,000	50,000	-	-	-	-	1,025,000
Authorized/in progress	90845	Trailer Mounted Pump	-	-	90,000	-	-	-	-	90,000
Authorized/in progress	90862	Japonski Sewer Force Main Condition Assessment	-	-	250,000	-	-	-	-	250,000
Authorized/in progress	90894	Asset Management/CMMS Implementation	-	-	45,000	-	-	-	-	45,000
Authorized/in progress	90895	Wastewater Master Plan	-	-	120,000	-	-	-	-	120,000
Authorized/in progress	90898	Granite Creek WW Pump	-	-	16,000	-	-	-	-	16,000
Authorized/in progress	90916	WWTP Blower Manifold Assessment/Design	-	-	60,000	-	-	-	-	60,000
Authorized/in progress	90917	Lincoln Street Lift Station Valve Replacement	-	-	55,000	-	-	-	-	55,000
Authorized/in progress	90918	WWTP Clarifier Drive Replacement	-	-	55,000	-	-	-	-	55,000
Authorized/in progress	90919	Thomsen Harbor Lift Station Rehabilitation	-	-	495,000	-	-	-	-	495,000
Authorized/in progress	90952	Sludge thickener catwalk replacement	-	-	20,000	-	-	-	-	20,000
Authorized/in progress Total			-	11,515,400	3,225,002	-	-	-	-	14,740,402
NEW FY23	90894	Asset Management/CMMS Implementation	-	-	20,000	-	-	-	-	20,000
NEW FY23	90919	Thomsen Harbor Lift Station Rehabilitation	-	-	25,000	-	-	-	-	25,000
NEW FY23	TBD	Old Sitka Rocks Lift Station Control Panel	-	-	25,000	-	-	-	-	25,000
NEW FY23	TBD	SCADA Communication Upgrades	-	-	50,000	-	-	-	-	50,000
NEW FY23 Total			-	-	120,000	-	-	-	-	120,000
Physically complete	90713	Landfill & Crescent Lift Station Improvements	-	1,329,462	87,976	-	-	-	-	1,417,438
Physically complete Total			-	1,329,462	87,976	-	-	-	-	1,417,438
Grand Total			-	12,844,862	3,432,978	-	-	-	-	16,277,840



City and Borough of Sitka

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SOLID WASTE FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

SOLID WASTE DISPOSAL FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 3,084.04	\$ 11,377.04	\$ 15,189.74	\$ 10,855.00	\$ 9,876.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 4,534,359.80	\$ 4,691,496.64	\$ 4,914,771.18	\$ 4,786,500.00	\$ 5,767,475.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 13,337.55	\$ 53,917.43	\$ (16,547.75)	\$ 6,000.00	\$ 11,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ (197.00)	\$ 3,461.75	\$ 9,419.65	\$ 4,000.00	\$ 3,000.00
Cash Basis Receipts	\$ 59,110.06	\$ 80,752.35	\$ 15,137.59	\$ 3,000,000.00	\$ 150,000.00
Revenue Totals	\$ 4,609,694.45	\$ 4,841,005.21	\$ 4,937,970.41	\$ 7,807,355.00	\$ 5,941,351.00
<u>Expenditures</u>					
Salaries and Wages	\$ 133,072.51	\$ 122,921.36	\$ 145,335.97	\$ 153,280.08	\$ 155,785.68
Fringe Benefits	\$ 69,086.25	\$ 293,497.98	\$ 136,294.82	\$ 98,133.56	\$ 119,164.51
Operating Expenses	\$ 4,258,071.00	\$ 3,926,569.17	\$ 4,377,481.95	\$ 5,071,086.00	\$ 5,044,312.00
Amortization & Depreciation	\$ 168,691.85	\$ 172,861.36	\$ 176,517.35	\$ 262,852.00	\$ 176,520.00
Other Financing Uses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 425,000.00	\$ 23,000.00	\$ 33,222.00	\$ 3,205,798.00	\$ 208,798.00
Expenditure Totals	\$ 5,053,921.61	\$ 4,538,849.87	\$ 4,868,852.09	\$ 8,791,149.64	\$ 5,704,580.19
Fund Total: Solid Waste Disposal Fund	\$ (444,227.16)	\$ 302,155.34	\$ 69,118.32	\$ (983,794.64)	\$ 236,770.81

City and Borough of Sitka, AK

SOLID WASTE DISPOSAL FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 3,084.04	\$ 11,377.04	\$ 15,189.74	\$ 10,855.00	\$ 9,876.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 4,534,359.80	\$ 4,691,496.64	\$ 4,914,771.18	\$ 4,786,500.00	\$ 5,767,475.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Prop & Investment	\$ 13,337.55	\$ 53,917.43	\$ (16,547.75)	\$ 6,000.00	\$ 11,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ (197.00)	\$ 3,461.75	\$ 9,419.65	\$ 4,000.00	\$ 3,000.00
Cash Basis Receipts	\$ 59,110.06	\$ 80,752.35	\$ 15,137.59	\$ 3,000,000.00	\$ 150,000.00
Revenue Totals	\$ 4,609,694.45	\$ 4,841,005.21	\$ 4,937,970.41	\$ 7,807,355.00	\$ 5,941,351.00
<u>Expenditures</u>					
Administration	\$ 1,434,703.42	\$ 2,000,200.70	\$ 1,644,593.77	\$ 1,935,775.00	\$ 2,024,385.00
Transfer Station	\$ 1,906,970.54	\$ 1,465,060.23	\$ 2,028,585.29	\$ 2,311,969.00	\$ 2,447,910.00
Landfill	\$ 486,381.95	\$ 316,216.04	\$ 341,205.87	\$ 428,966.00	\$ 207,558.00
Scrap Yard	\$ 535,334.28	\$ 459,132.63	\$ 597,505.79	\$ 536,139.85	\$ 608,843.22
Dropoff Recycle Center	\$ 77,708.15	\$ 84,996.82	\$ 31,579.41	\$ 95,753.79	\$ 18,406.97
Jobbing	\$ -	\$ -	\$ -	\$ -	\$ -
Depreciation/Amortization	\$ 168,691.85	\$ 172,861.36	\$ 176,517.35	\$ 262,852.00	\$ 176,520.00
Debt Payments	\$ 19,131.42	\$ 17,382.09	\$ 15,642.61	\$ 129,694.00	\$ 220,957.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 20,000.00	\$ -
Transfers to Capital Projects and Other Funds	\$ 425,000.00	\$ 23,000.00	\$ 33,222.00	\$ 3,070,000.00	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 5,053,921.61	\$ 4,538,849.87	\$ 4,868,852.09	\$ 8,791,149.64	\$ 5,704,580.19
Fund Total: Solid Waste Disposal Fund	\$ (444,227.16)	\$ 302,155.34	\$ 69,118.32	\$ (983,794.64)	\$ 236,770.81



Solid Waste Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	230 - Solid Waste Fund					
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	117,157.69	109,753.77	118,762.81	153,280.08	155,785.68
5110.002	Holidays	5,556.66	5,550.10	6,886.10	.00	.00
5110.003	Sick Leave	5,832.27	6,414.66	7,710.31	.00	.00
5110.004	Overtime	4,525.89	1,202.83	11,976.75	.00	.00
	<i>Salaries and Wages Totals</i>	\$133,072.51	\$122,921.36	\$145,335.97	\$153,280.08	\$155,785.68
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	9,585.67	8,293.62	8,579.79	5,116.00	5,026.00
5120.002	SBS	8,498.21	7,939.17	9,366.31	9,709.62	9,857.80
5120.003	Medicare	2,010.20	1,877.95	2,215.55	2,296.73	2,331.77
5120.004	PERS	11,564.53	248,274.90	32,093.06	44,576.46	34,272.96
5120.005	Health Insurance	30,819.75	18,445.20	24,273.06	24,580.32	51,943.44
5120.006	Life Insurance	38.17	33.84	34.00	36.36	30.24
5120.007	Workmen's Compensation	9,084.72	9,774.30	11,758.24	11,818.07	5,826.30
5120.008	Unemployment	.00	.00	6,995.07	.00	.00
5120.011	PERS on Behalf	.00	.00	58,936.74	.00	9,876.00
5400.000	OPEB Expense	(2,515.00)	(1,141.00)	(17,957.00)	.00	.00
	<i>Fringe Benefits Totals</i>	\$69,086.25	\$293,497.98	\$136,294.82	\$98,133.56	\$119,164.51
	<i>Operating Expenses</i>					
5201.000	Training and Travel	3,836.47	999.07	361.37	3,000.00	14,000.00
5202.000	Uniforms	543.39	1,313.95	1,113.58	2,000.00	2,000.00
5203.001	Electric	34,940.57	47,949.59	53,440.37	45,300.00	50,000.00
5204.000	Telephone	1,950.57	1,990.80	1,999.23	1,990.00	2,000.00
5204.001	Cell Phone Stipend	.00	.00	.00	.00	900.00
5205.000	Insurance	2,686.23	3,833.41	5,436.84	5,848.00	5,940.00
5206.000	Supplies	34,547.54	9,906.21	19,881.63	27,000.00	32,000.00
5207.000	Repairs & Maintenance	435.87	13.64	.00	.00	.00
5208.000	Bldg Repair & Maint	29,911.63	7,892.59	8,624.00	9,677.00	8,338.00
5211.000	Data Processing Fees	8,300.04	18,015.96	18,552.96	19,495.00	25,685.00
5211.001	Information Technology Special Projects	3,119.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	3,232,574.36	2,973,438.92	3,406,201.28	4,083,877.00	4,263,511.00
5214.000	Interdepartment Services	406,291.48	452,997.45	419,225.82	418,737.00	398,721.00
5221.000	Transportation/Vehicles	399,359.01	331,542.89	344,415.22	309,466.00	83,058.00
5222.000	Postage	6,750.00	5,625.00	3,375.00	6,000.00	6,000.00



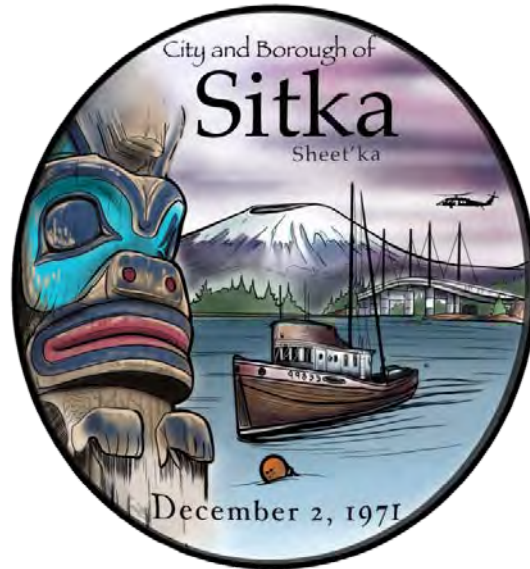
Solid Waste Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	230 - Solid Waste Fund					
	<i>Operating Expenses</i>					
5223.000	Tools & Small Equipment	5,473.80	275.68	4,571.81	3,000.00	.00
5224.000	Dues & Publications	268.00	268.00	268.00	300.00	.00
5226.000	Advertising	2,050.85	684.80	1,858.20	1,500.00	.00
5227.002	Rent-Equipment	30,866.96	30,655.00	70.20	35,000.00	35,000.00
5230.000	Bad Debts	2,488.01	10,618.02	44,152.99	20,000.00	40,000.00
5231.000	Credit Card Expense	39,525.30	38,007.10	38,832.99	60,000.00	60,000.00
5290.000	Other Expenses	(6,979.50)	(26,841.00)	(10,542.15)	5,000.00	5,000.00
5295.000	Interest Expense	19,131.42	17,382.09	15,642.61	13,896.00	12,159.00
	<i>Operating Expenses Totals</i>	\$4,258,071.00	\$3,926,569.17	\$4,377,481.95	\$5,071,086.00	\$5,044,312.00
	<i>Amortization & Depreciation</i>					
6201.000	Depreciation-Land Improve	88,511.70	89,989.46	89,989.45	179,979.00	89,990.00
6202.000	Depreciation-Plants	6,686.16	9,377.90	12,069.64	9,378.00	12,070.00
6205.000	Depreciation-Buildings	68,447.04	68,447.04	68,447.04	68,448.00	68,448.00
6206.000	Depreciation-Machinery	5,046.95	5,046.96	6,011.22	5,047.00	6,012.00
	<i>Amortization & Depreciation Totals</i>	\$168,691.85	\$172,861.36	\$176,517.35	\$262,852.00	\$176,520.00
	<i>Cash Basis Expenditures</i>					
7106.000	Fixed Assets-Machinery	.00	.00	.00	20,000.00	.00
7200.000	Interfund Transfers Out	425,000.00	23,000.00	33,222.00	3,070,000.00	.00
7301.000	Note Principal Payments	.00	.00	.00	115,798.00	208,798.00
	<i>Cash Basis Expenditures Totals</i>	\$425,000.00	\$23,000.00	\$33,222.00	\$3,205,798.00	\$208,798.00
Fund	230 - Solid Waste Fund Totals	\$5,053,921.61	\$4,538,849.87	\$4,868,852.09	\$8,791,149.64	\$5,704,580.19
	Net Grand Totals	\$5,053,921.61	\$4,538,849.87	\$4,868,852.09	\$8,791,149.64	\$5,704,580.19

Solid Waste Fund - Fund 740
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source - Total
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Source - Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	authorized (approved + contingent)
Authorized/in progress	90847	Expansion of Biosolids	-	-	500,000	-	-	-	-	500,000
Authorized/in progress	90865	Transfer Station Building	-	-	170,000	-	-	-	-	170,000
Authorized/in progress	90871	Kimsham Landfill Drainage Compliance	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90899	Scrap Yard Electrical	-	-	8,000	-	-	-	-	8,000
Authorized/in progress	90900	Scrap Yard / Impound Fence	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90920	Scrap Yard Tank Circular Concrete Structure Repairs	-	-	8,500	-	-	-	-	8,500
Authorized/in progress	90921	Transfer Station Lighting	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90953	Recycling Loading Dock Repair	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90954	Transfer Station Cameras	-	-	55,000	-	-	-	-	55,000
Authorized/in progress	90963	Solid Waste Compactor	-	2,790,000	-	210,000	-	-	-	3,000,000
Authorized/in progress Total			-	2,790,000	881,500	210,000	-	-	-	3,881,500
Grand Total			-	2,790,000	881,500	210,000	-	-	-	3,881,500



City and Borough of Sitka

DRAFT

HARBOR FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

HARBOR FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 1,199,728.44	\$ 664,888.14	\$ 907,384.58	\$ 663,152.00	\$ 887,553.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 2,426,116.66	\$ 2,333,745.53	\$ 2,318,098.72	\$ 2,581,000.00	\$ 2,870,867.00
Other Operating Revenue	\$ 112,505.54	\$ 102,586.71	\$ 189,287.26	\$ 94,000.00	\$ 249,000.00
Uses of Property & Investments	\$ 410,701.15	\$ 427,755.74	\$ (56,655.34)	\$ 120,000.00	\$ 115,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 87,882.40	\$ 4,116.25	\$ 8,735.04	\$ 6,000.00	\$ 15,000.00
Cash Basis Receipts	\$ 59,891.79	\$ 618,448.83	\$ 14,571,903.64	\$ 60,600.00	\$ 238,590.00
Revenue Totals	\$ 4,296,825.98	\$ 4,151,541.20	\$ 17,938,753.90	\$ 3,524,752.00	\$ 4,376,010.00
<u>Expenditures</u>					
Salaries and Wages	\$ 499,722.83	\$ 492,851.94	\$ 522,025.98	\$ 543,302.88	\$ 663,967.36
Fringe Benefits	\$ 311,701.18	\$ 241,423.27	\$ 515,285.53	\$ 420,370.36	\$ 469,533.33
Operating Expenses	\$ 1,429,925.01	\$ 1,944,551.81	\$ 1,745,195.99	\$ 1,966,297.00	\$ 1,956,724.00
Amortization & Depreciation	\$ 1,375,768.38	\$ 1,383,329.57	\$ 1,992,287.58	\$ 1,726,080.00	\$ 1,735,228.00
Other Financing Uses	\$ 140,617.95	\$ -	\$ 28,876.07	\$ -	\$ -
Cash Basis Expenditures	\$ 8,003,515.92	\$ 1,997,772.00	\$ 576,000.00	\$ 4,107,348.00	\$ 1,457,348.00
Expenditure Totals	\$ 11,761,251.27	\$ 6,059,928.59	\$ 5,379,671.15	\$ 8,763,398.24	\$ 6,282,800.69
Fund Total: Harbor Fund	\$ (7,464,425.29)	\$ (1,908,387.39)	\$ 12,559,082.75	\$ (5,238,646.24)	\$ (1,906,790.69)

City and Borough of Sitka, AK

HARBOR FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 1,199,728.44	\$ 664,888.14	\$ 907,384.58	\$ 663,152.00	\$ 887,553.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 2,426,116.66	\$ 2,333,745.53	\$ 2,318,098.72	\$ 2,581,000.00	\$ 2,870,867.00
Other Operating Revenue	\$ 112,505.54	\$ 102,586.71	\$ 189,287.26	\$ 94,000.00	\$ 249,000.00
Uses of Prop & Investment	\$ 410,701.15	\$ 427,755.74	\$ (56,655.34)	\$ 120,000.00	\$ 115,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 87,882.40	\$ 4,116.25	\$ 8,735.04	\$ 6,000.00	\$ 15,000.00
Interfund Transfers In	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 59,891.79	\$ 618,448.83	\$ 14,571,903.64	\$ 60,600.00	\$ 238,590.00
Revenue Totals	\$ 4,296,825.98	\$ 4,151,541.20	\$ 17,938,753.90	\$ 3,524,752.00	\$ 4,376,010.00
<u>Expenditures</u>					
Administration	\$ 523,747.46	\$ 612,969.57	\$ 780,139.98	\$ 847,101.98	\$ 977,715.79
Operations	\$ 1,489,996.27	\$ 1,474,631.60	\$ 1,562,141.19	\$ 1,576,426.26	\$ 1,745,546.90
Jobbing Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Depreciation/Amortization	\$ 1,375,768.38	\$ 1,383,329.57	\$ 1,992,287.58	\$ 1,726,080.00	\$ 1,735,228.00
Debt Payments	\$ 227,605.29	\$ 591,225.85	\$ 440,226.33	\$ 946,790.00	\$ 877,310.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 10,000.00	\$ -
Transfers to Capital Projects and Other Fun	\$ 8,003,515.92	\$ 1,997,772.00	\$ 576,000.00	\$ 3,657,000.00	\$ 947,000.00
Other	\$ 140,617.95	\$ -	\$ 28,876.07	\$ -	\$ -
Expenditure Totals	\$ 11,761,251.27	\$ 6,059,928.59	\$ 5,379,671.15	\$ 8,763,398.24	\$ 6,282,800.69
Fund Total: Harbor Fund	\$ (7,464,425.29)	\$ (1,908,387.39)	\$ 12,559,082.75	\$ (5,238,646.24)	\$ (1,906,790.69)



Harbor Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 240 - Harbor Fund						
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	372,945.32	391,589.65	412,106.66	470,122.88	555,467.36
5110.002	Holidays	20,284.20	18,304.42	19,344.24	.00	.00
5110.003	Sick Leave	41,737.50	25,748.56	19,135.85	.00	.00
5110.004	Overtime	10,667.01	9,859.81	14,588.98	10,500.00	10,500.00
5110.010	Temp Wages	54,088.80	47,349.50	56,850.25	92,650.00	98,000.00
	<i>Salaries and Wages Totals</i>	\$499,722.83	\$492,851.94	\$522,025.98	\$573,272.88	\$663,967.36
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	47,085.68	48,055.89	43,557.07	20,594.00	23,691.00
5120.002	SBS	33,687.11	33,037.62	34,559.32	34,567.01	42,153.41
5120.003	Medicare	7,990.53	7,836.62	8,179.56	8,176.54	10,604.69
5120.004	PERS	37,662.36	161,218.46	103,698.50	146,888.89	124,513.13
5120.005	Health Insurance	168,901.04	145,040.08	193,033.85	188,675.40	205,875.36
5120.006	Life Insurance	110.92	113.28	109.52	107.16	107.16
5120.007	Workmen's Compensation	25,237.54	26,300.32	20,039.22	21,361.36	25,035.58
5120.008	Unemployment	.00	937.00	3,776.77	.00	.00
5120.011	PERS on Behalf	.00	.00	128,012.72	.00	37,553.00
5400.000	OPEB Expense	(8,974.00)	(181,116.00)	(19,681.00)	.00	.00
	<i>Fringe Benefits Totals</i>	\$311,701.18	\$241,423.27	\$515,285.53	\$420,370.36	\$469,533.33
	<i>Operating Expenses</i>					
5201.000	Training and Travel	4,020.66	3,690.31	931.35	4,100.00	7,000.00
5202.000	Uniforms	1,921.18	2,693.58	971.48	2,700.00	2,100.00
5203.001	Electric	495,511.77	514,252.97	519,928.46	500,000.00	500,000.00
5203.004	Solid Waste	134.01	.00	.00	.00	.00
5204.000	Telephone	740.89	733.27	1,037.60	750.00	750.00
5204.001	Cell Phone Stipend	750.00	600.00	650.00	600.00	900.00
5205.000	Insurance	57,172.47	65,169.62	80,433.72	83,870.00	87,450.00
5206.000	Supplies	14,973.15	14,812.47	18,352.51	17,000.00	21,000.00
5207.000	Repairs & Maintenance	41,259.14	44,723.22	36,259.82	73,660.00	80,000.00
5207.001	Boat Repair and Maintenance	3,135.06	2,587.07	3,786.56	1,800.00	2,100.00
5207.002	Crush derelict boats	.00	.00	.00	5,000.00	8,000.00
5208.000	Bldg Repair & Maint	4,432.17	6,916.18	8,624.00	9,677.00	8,338.00
5211.000	Data Processing Fees	52,425.00	56,912.04	59,210.04	62,219.00	68,403.00
5211.001	Information Technology Special Projects	30,915.00	.00	.00	.00	.00



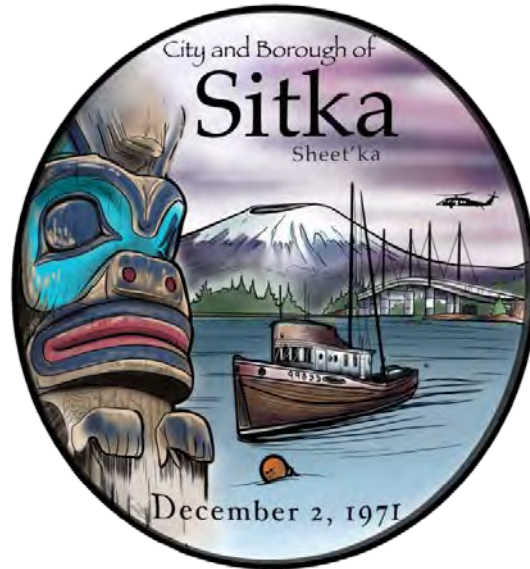
Harbor Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	240 - Harbor Fund					
	<i>Operating Expenses</i>					
5212.000	Contracted/Purchased Serv	82,213.48	80,547.13	107,872.16	171,994.00	252,865.00
5214.000	Interdepartment Services	267,161.41	309,770.77	295,957.46	356,400.00	328,364.00
5221.000	Transportation/Vehicles	45,087.56	45,672.91	41,204.84	53,610.00	54,767.00
5222.000	Postage	6,000.00	5,083.38	3,064.65	5,500.00	5,500.00
5223.000	Tools & Small Equipment	545.00	8,464.51	9,904.88	10,000.00	31,750.00
5224.000	Dues & Publications	675.00	375.00	635.00	2,400.00	1,000.00
5226.000	Advertising	1,610.35	2,102.07	1,874.22	2,300.00	3,000.00
5227.002	Rent-Equipment	343.54	125.00	228.15	1,000.00	500.00
5230.000	Bad Debts	39,189.84	137,024.52	67,285.44	40,000.00	70,000.00
5231.000	Credit Card Expense	48,364.14	48,760.35	46,307.22	53,000.00	53,000.00
5290.000	Other Expenses	3,738.90	2,309.59	450.10	2,275.00	2,975.00
5295.000	Interest Expense	227,105.29	589,475.85	438,726.33	506,442.00	366,962.00
5297.000	Debt Admin Expense	500.00	1,750.00	1,500.00	.00	.00
	<i>Operating Expenses Totals</i>	\$1,429,925.01	\$1,944,551.81	\$1,745,195.99	\$1,966,297.00	\$1,956,724.00
	<i>Amortization & Depreciation</i>					
6101.000	Amortization	.00	.00	.00	.00	2,684.00
6201.000	Depreciation-Land Improve	.00	6,922.82	6,922.98	1,920.00	.00
6203.000	Depreciation-Harbors	1,346,230.84	1,346,231.28	1,953,745.19	1,693,984.00	1,700,923.00
6205.000	Depreciation-Buildings	1,141.48	1,483.48	1,050.33	1,484.00	1,051.00
6206.000	Depreciation-Machinery	28,396.06	28,691.99	30,569.08	28,692.00	30,570.00
	<i>Amortization & Depreciation Totals</i>	\$1,375,768.38	\$1,383,329.57	\$1,992,287.58	\$1,726,080.00	\$1,735,228.00
	<i>Other Financing Uses</i>					
7740.000	Bonds issuance costs	140,617.95	.00	28,876.07	.00	.00
	<i>Other Financing Uses Totals</i>	\$140,617.95	\$0.00	\$28,876.07	\$0.00	\$0.00
	<i>Cash Basis Expenditures</i>					
7106.000	Fixed Assets-Machinery	.00	.00	.00	10,000.00	.00
7200.000	Interfund Transfers Out	8,003,515.92	1,997,772.00	576,000.00	3,657,000.00	947,000.00
7301.000	Note Principal Payments	.00	.00	.00	45,348.00	45,348.00
7302.000	Bond Principal Payments	.00	.00	.00	395,000.00	465,000.00
	<i>Cash Basis Expenditures Totals</i>	\$8,003,515.92	\$1,997,772.00	\$576,000.00	\$4,107,348.00	\$1,457,348.00
Fund	240 - Harbor Fund Totals	\$11,761,251.27	\$6,059,928.59	\$5,379,671.15	\$8,793,368.24	\$6,282,800.69
	Net Grand Totals	\$11,761,251.27	\$6,059,928.59	\$5,379,671.15	\$8,793,368.24	\$6,282,800.69

Harbor Fund - Fund 750
FY2023 Capital Projects

Status	Project number	Project Description	Source - Grants (approved)	Source - Loans/ Bond Proceeds (approved)	Source - Working Capital	Source - Other source	Source - Contingent Grants	Source - Contingent Loans/Bonding	Source - Contingent Other	Source- Total authorized (approved + contingent)
Authorized/in progress	90798	Eliason Harbor Electrical Upgrades	-	-	5,144,772	-	-	-	-	5,144,772
Authorized/in progress	90810	Sealing Cove Harbor Maintenance Repairs	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90879	FY19 Seaplane Base	4,050,695	-	106,176	-	11,949,305	-	-	16,106,176
Authorized/in progress	90901	MSC Bulkhead Pile Repairs	-	-	70,000	-	-	-	-	70,000
Authorized/in progress	90922	Crescent Harbor High Load Dock Project	-	-	450,000	-	-	-	-	450,000
Authorized/in progress	90955	Master Plan	-	-	100,000	-	-	-	-	100,000
Authorized/in progress	90956	Harbor Parking Lot Repairs	-	-	30,000	-	-	-	-	30,000
Authorized/in progress	90957	Sealing Cove Lift Station	-	-	20,000	-	-	-	-	20,000
Authorized/in progress	90958	Radio Repeaters	-	-	7,000	-	-	-	-	7,000
Authorized/in progress Total			4,050,695	-	5,942,948	-	11,949,305	-	-	21,942,948
NEW FY23	90922	Crescent Harbor High Load Dock Project	-	-	762,000	-	-	-	-	762,000
NEW FY23	90956	Harbor Parking Lot Repairs	-	-	45,000	-	-	-	-	45,000
NEW FY23	TBD	ANB Security Camera Replacement	-	-	10,000	-	-	-	-	10,000
NEW FY23	TBD	Crescent Harbor Finger Float Repairs	-	-	15,000	-	-	-	-	15,000
NEW FY23	TBD	Crescent Harbor Tender Float Repairs	-	-	35,000	-	-	-	-	35,000
NEW FY23	TBD	MSC Anode Replacement Phase 1	-	-	50,000	-	-	-	-	50,000
NEW FY23	TBD	Sealing Cove Harbor Cameras	-	-	30,000	-	-	-	-	30,000
NEW FY23 Total			-	-	947,000	-	-	-	-	947,000
Grand Total			4,050,695	-	6,889,948	-	11,949,305	-	-	22,889,948



City and Borough of Sitka

DRAFT

AIRPORT TERMINAL FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

AIRPORT TERMINAL FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 464,160.72	\$ 424,721.73	\$ 459,908.54	\$ 418,375.00	\$ 418,186.00
Other Operating Revenue	\$ -	\$ -	\$ 341.43	\$ -	\$ -
Non-Operating Revenue	\$ 341,279.84	\$ 296,293.03	\$ 164,784.95	\$ 290,000.00	\$ 340,000.00
Uses of Property & Investments	\$ 49,919.15	\$ 59,989.35	\$ (13,093.41)	\$ 14,400.00	\$ 9,200.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 40,550.52	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 220,000.00	\$ -	\$ -
Revenue Totals	\$ 895,910.23	\$ 781,004.11	\$ 831,941.51	\$ 722,775.00	\$ 767,386.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ 55,540.80
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ 49,582.86
Operating Expenses	\$ 418,678.79	\$ 641,426.54	\$ 557,262.30	\$ 639,503.00	\$ 637,991.00
Amortization & Depreciation	\$ 170,299.68	\$ 170,299.68	\$ 171,360.69	\$ 170,301.00	\$ 171,362.00
Other Financing Uses	\$ 70,658.30	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 4,137,977.52	\$ 220,000.00	\$ 200,000.00	\$ 155,000.00	\$ 155,000.00
Expenditure Totals	\$ 4,797,614.29	\$ 1,031,726.22	\$ 928,622.99	\$ 964,804.00	\$ 1,069,476.66
Fund Total: Airport Terminal Fund	\$ (3,901,704.06)	\$ (250,722.11)	\$ (96,681.48)	\$ (242,029.00)	\$ (302,090.66)

City and Borough of Sitka, AK

AIRPORT TERMINAL BUILDING FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 464,160.72	\$ 424,721.73	\$ 459,908.54	\$ 418,375.00	\$ 418,186.00
Non-Operating Revenue	\$ 341,279.84	\$ 296,293.03	\$ 165,126.38	\$ 290,000.00	\$ 340,000.00
Uses of Prop & Investment	\$ 49,919.15	\$ 59,989.35	\$ (13,093.41)	\$ 14,400.00	\$ 9,200.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 40,550.52	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 220,000.00	\$ -	\$ -
Revenue Totals	\$ 895,910.23	\$ 781,004.11	\$ 831,941.51	\$ 722,775.00	\$ 767,386.00
<u>Expenditures</u>					
Operations	\$ 374,838.94	\$ 397,286.44	\$ 391,635.96	\$ 451,003.00	\$ 561,864.66
Depreciation/Amortization	\$ 170,299.68	\$ 170,299.68	\$ 171,360.69	\$ 170,301.00	\$ 171,362.00
Debt Payments	\$ 43,839.85	\$ 244,140.10	\$ 165,626.34	\$ 333,500.00	\$ 336,250.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 10,000.00	\$ -
Transfers to Capital Projects and Other Fu	\$ 4,137,977.52	\$ 220,000.00	\$ 200,000.00	\$ -	\$ -
Other	\$ 70,658.30	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 4,797,614.29	\$ 1,031,726.22	\$ 928,622.99	\$ 964,804.00	\$ 1,069,476.66
Fund Total: Airport Terminal Func	\$ (3,901,704.06)	\$ (250,722.11)	\$ (96,681.48)	\$ (242,029.00)	\$ (302,090.66)



Airport Terminal Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	250 - Airport Terminal Building					
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	.00	.00	.00	.00	55,540.80
	<i>Salaries and Wages Totals</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$55,540.80
	<i>Fringe Benefits</i>					
5120.002	SBS	.00	.00	.00	.00	3,404.74
5120.003	Medicare	.00	.00	.00	.00	805.34
5120.004	PERS	.00	.00	.00	.00	12,218.98
5120.005	Health Insurance	.00	.00	.00	.00	32,987.28
5120.007	Workmen's Compensation	.00	.00	.00	.00	166.52
	<i>Fringe Benefits Totals</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$49,582.86
	<i>Operating Expenses</i>					
5203.001	Electric	87,060.54	90,548.12	90,498.65	90,000.00	90,000.00
5203.005	Heating Fuel	15,167.50	17,031.41	18,968.62	17,500.00	19,250.00
5204.000	Telephone	4,303.04	4,445.12	4,259.34	4,464.00	.00
5205.000	Insurance	9,366.22	11,210.02	15,897.55	16,411.00	16,411.00
5208.000	Bldg Repair & Maint	64,758.84	68,938.42	68,244.00	74,563.00	74,431.00
5212.000	Contracted/Purchased Serv	80,023.95	82,005.61	80,797.83	150,111.00	150,111.00
5214.000	Interdepartment Services	112,616.63	111,013.06	95,374.66	82,854.00	91,438.00
5227.002	Rent-Equipment	494.92	11,202.93	16,025.68	13,600.00	13,600.00
5231.000	Credit Card Expense	1,047.30	891.75	1,569.63	1,500.00	1,500.00
5295.000	Interest Expense	43,839.85	243,390.10	165,126.34	188,500.00	181,250.00
5297.000	Debt Admin Expense	.00	750.00	500.00	.00	.00
	<i>Operating Expenses Totals</i>	\$418,678.79	\$641,426.54	\$557,262.30	\$639,503.00	\$637,991.00
	<i>Amortization & Depreciation</i>					
6205.000	Depreciation-Buildings	131,968.44	131,968.44	133,029.45	131,969.00	133,030.00
6206.000	Depreciation-Machinery	38,331.24	38,331.24	38,331.24	38,332.00	38,332.00
	<i>Amortization & Depreciation Totals</i>	\$170,299.68	\$170,299.68	\$171,360.69	\$170,301.00	\$171,362.00
	<i>Other Financing Uses</i>					
7740.000	Bonds issuance costs	70,658.30	.00	.00	.00	.00
	<i>Other Financing Uses Totals</i>	\$70,658.30	\$0.00	\$0.00	\$0.00	\$0.00
	<i>Cash Basis Expenditures</i>					
7106.000	Fixed Assets-Machinery	.00	.00	.00	10,000.00	.00
7200.000	Interfund Transfers Out	4,137,977.52	220,000.00	200,000.00	.00	.00
7302.000	Bond Principal Payments	.00	.00	.00	145,000.00	155,000.00
	<i>Cash Basis Expenditures Totals</i>	\$4,137,977.52	\$220,000.00	\$200,000.00	\$155,000.00	\$155,000.00



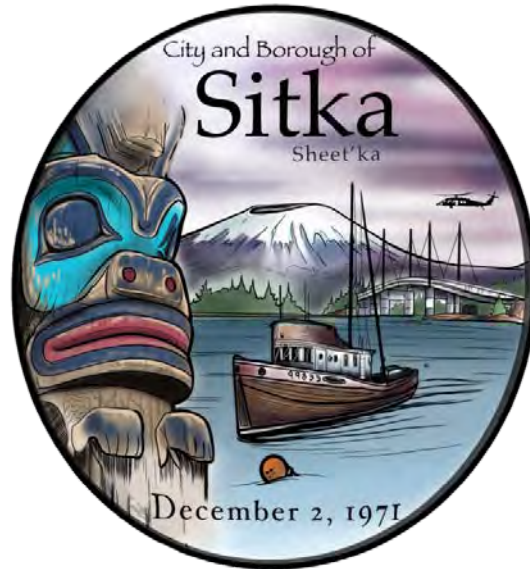
Airport Terminal Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	250 - Airport Terminal Building Totals	\$4,797,614.29	\$1,031,726.22	\$928,622.99	\$964,804.00	\$1,069,476.66
	Net Grand Totals	\$4,797,614.29	\$1,031,726.22	\$928,622.99	\$964,804.00	\$1,069,476.66

Airport Fund - Fund 760
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source- Total authorized (approved + contingent)
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Source - Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	
Authorized/in progress	90835	SIT Airport Terminal Improvements	158,570	4,000,000	-	264,468	16,441,962	-	-	20,865,000
Authorized/in progress	90873	Heat Pumps for Hold Room	-	-	46,000	-	-	-	-	46,000
Authorized/in progress	90924	Exterior Painting-Front and South sides	-	-	100,000	-	-	-	-	100,000
Authorized/in progress Total			158,570	4,000,000	146,000	264,468	16,441,962	-	-	21,011,000
Grand Total			158,570	4,000,000	146,000	264,468	16,441,962	-	-	21,011,000



City and Borough of Sitka

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MARINE SERVICE CENTER
FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

MARINE SERVICE CENTER FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 167,224.06	\$ 255,064.56	\$ 253,543.60	\$ 257,445.00	\$ 272,785.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 87,428.54	\$ 90,972.62	\$ (16,421.35)	\$ 27,600.00	\$ 19,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -
Revenue Totals	\$ 254,652.60	\$ 346,037.18	\$ 257,122.25	\$ 285,045.00	\$ 291,785.00
<u>Expenditures</u>					
Operating Expenses	\$ 153,315.45	\$ 95,224.87	\$ 89,016.33	\$ 205,951.00	\$ 239,658.00
Amortization & Depreciation	\$ 31,560.16	\$ 31,214.18	\$ 31,214.04	\$ 31,215.00	\$ 31,215.00
Cash Basis Expenditures	\$ 70,000.00	\$ 210,000.00	\$ 55,000.00	\$ 15,000.00	\$ -
Expenditure Totals	\$ 254,875.61	\$ 336,439.05	\$ 175,230.37	\$ 252,166.00	\$ 270,873.00
Fund Total: Marine Service Center Fund	\$ (223.01)	\$ 9,598.13	\$ 81,891.88	\$ 32,879.00	\$ 20,912.00

City and Borough of Sitka, AK

MARINE SERVICE CENTER FUND - SUMMARY BY DEPARTMENT

	2019 Actual	2020 Actual	2021 Actual	2022 Amended	2023 Budget
<u>Revenue</u>					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 167,224.06	\$ 255,064.56	\$ 253,543.60	\$ 257,445.00	\$ 272,785.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Prop & Investment	\$ 87,428.54	\$ 90,972.62	\$ (16,421.35)	\$ 27,600.00	\$ 19,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -
Revenue Totals	\$ 254,652.60	\$ 346,037.18	\$ 257,122.25	\$ 285,045.00	\$ 291,785.00
<u>Expenditures</u>					
Operations	\$ 153,315.45	\$ 95,224.87	\$ 89,016.33	\$ 205,951.00	\$ 239,658.00
Depreciation/Amortization	\$ 31,560.16	\$ 31,214.18	\$ 31,214.04	\$ 31,215.00	\$ 31,215.00
Debt Payments		\$ -	\$ -	\$ -	\$ -
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Capital Projects and Other Funds	\$ 70,000.00	\$ 210,000.00	\$ 55,000.00	\$ 15,000.00	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 254,875.61	\$ 336,439.05	\$ 175,230.37	\$ 252,166.00	\$ 270,873.00
Fund Total: Marine Service Center Fund	\$ (223.01)	\$ 9,598.13	\$ 81,891.88	\$ 32,879.00	\$ 20,912.00



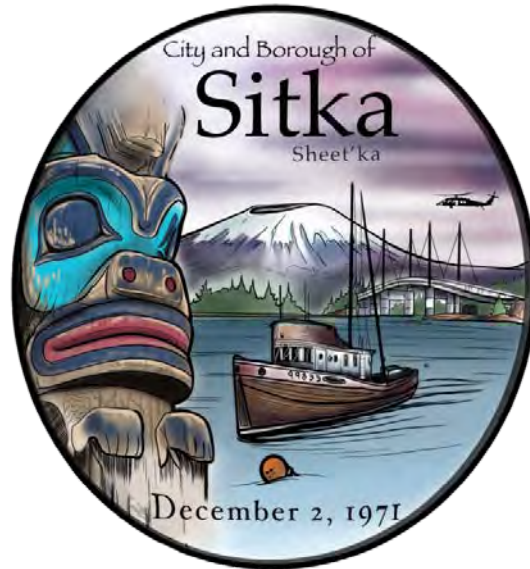
Marine Service Center Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	260 - Marine Service Center					
	<i>Operating Expenses</i>					
5203.001	Electric	87,127.59	183.79	(14,698.17)	17,000.00	17,000.00
5204.000	Telephone	2,862.04	2,935.29	2,961.52	2,940.00	2,940.00
5205.000	Insurance	4,794.34	5,235.12	7,424.24	7,425.00	7,900.00
5208.000	Bldg Repair & Maint	49,334.00	66,753.27	64,231.00	76,483.00	106,927.00
5212.000	Contracted/Purchased Serv	903.45	939.70	6,817.68	80,889.00	80,889.00
5214.000	Interdepartment Services	8,294.03	18,930.73	21,941.06	21,214.00	24,002.00
5226.000	Advertising	.00	246.97	339.00	.00	.00
	<i>Operating Expenses Totals</i>	\$153,315.45	\$95,224.87	\$89,016.33	\$205,951.00	\$239,658.00
	<i>Amortization & Depreciation</i>					
6201.000	Depreciation-Land Improve	1,563.00	1,563.00	1,563.00	1,563.00	1,563.00
6205.000	Depreciation-Buildings	18,871.00	18,524.90	18,524.88	18,525.00	18,525.00
6206.000	Depreciation-Machinery	11,126.16	11,126.28	11,126.16	11,127.00	11,127.00
	<i>Amortization & Depreciation Totals</i>	\$31,560.16	\$31,214.18	\$31,214.04	\$31,215.00	\$31,215.00
	<i>Cash Basis Expenditures</i>					
7200.000	Interfund Transfers Out	70,000.00	210,000.00	55,000.00	15,000.00	.00
	<i>Cash Basis Expenditures Totals</i>	\$70,000.00	\$210,000.00	\$55,000.00	\$15,000.00	\$0.00
Fund	260 - Marine Service Center Totals	\$254,875.61	\$336,439.05	\$175,230.37	\$252,166.00	\$270,873.00
	Net Grand Totals	\$254,875.61	\$336,439.05	\$175,230.37	\$252,166.00	\$270,873.00

MSC Fund - Fund 770
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source -	Source- Total authorized (approved + contingent)
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other	
Authorized/in progress	90874	MSC Roof Condenser Replacement	-	-	130,000	-	-	-	-	130,000
Authorized/in progress	90901	MSC Bulkhead Repairs	-	-	-	-	7,940,000	-	500,000	8,440,000
Authorized/in progress	90905	MSC Bulkhead Condition Assessment	-	-	80,000	-	-	-	-	80,000
Authorized/in progress	90926	Arctic Door Replacement Egress	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90928	Freezer Vestibule Entry Curtains	-	-	10,000	-	-	-	-	10,000
Authorized/in progress	90930	Replace Loading Dock Bumper	-	-	15,000	-	-	-	-	15,000
Authorized/in progress	90959	MSC overhad door "A"	-	-	15,000	-	-	-	-	15,000
Authorized/in progress Total			-	-	260,000	-	7,940,000	-	500,000	8,700,000
Grand Total			-	-	260,000	-	7,940,000	-	500,000	8,700,000



City and Borough of Sitka

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GARY PAXTON INDUSTRIAL
FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

GARY PAXTON INDUSTRIAL PARK FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 14,744.80	\$ 37,461.89	\$ 62,921.50	\$ 44,000.00	\$ 75,000.00
Other Operating Revenue	\$ -	\$ -	\$ 116.89	\$ -	\$ -
Non-Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 175,437.79	\$ 183,542.92	\$ 84,854.11	\$ 119,336.00	\$ 136,851.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 1,008.87	\$ -	\$ 5,214.69	\$ -	\$ -
Cash Basis Receipts	\$ 48,700.81	\$ 106,705.79	\$ 124,183.12	\$ 21,200.00	\$ 20,200.00
Revenue Totals	\$ 239,892.27	\$ 327,710.60	\$ 277,290.31	\$ 184,536.00	\$ 232,051.00
<u>Expenditures</u>					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 279,502.12	\$ 244,473.06	\$ 220,088.35	\$ 247,461.00	\$ 267,121.00
Amortization & Depreciation	\$ 432,665.86	\$ 434,014.86	\$ 434,825.28	\$ 434,017.00	\$ 410,167.00
Cash Basis Expenditures	\$ 65,128.97	\$ 11,236.58	\$ 41,756.04	\$ 15,000.00	\$ 25,000.00
Expenditure Totals	\$ 777,296.95	\$ 689,724.50	\$ 696,669.67	\$ 696,478.00	\$ 702,288.00
Fund Total: GPIF Fund	\$ (537,404.68)	\$ (362,013.90)	\$ (419,379.36)	\$ (511,942.00)	\$ (470,237.00)

City and Borough of Sitka, AK

GARY PAXTON INDUSTRIAL PARK FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenue	\$ 14,744.80	\$ 37,461.89	\$ 62,921.50	\$ 44,000.00	\$ 75,000.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Operating Revenue	\$ -	\$ -	\$ 116.89	\$ -	\$ -
Uses of Prop & Investment	\$ 175,437.79	\$ 183,542.92	\$ 84,854.11	\$ 119,336.00	\$ 136,851.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous	\$ 1,008.87	\$ -	\$ 5,214.69	\$ -	\$ -
Cash Basis Receipts	\$ 48,700.81	\$ 106,705.79	\$ 124,183.12	\$ 21,200.00	\$ 20,200.00
Revenue Totals	\$ 239,892.27	\$ 327,710.60	\$ 277,290.31	\$ 184,536.00	\$ 232,051.00
Expenditures					
Operations	\$ 274,648.36	\$ 241,237.22	\$ 218,470.43	\$ 247,461.00	\$ 267,121.00
Depreciation/Amortization	\$ 432,665.86	\$ 434,014.86	\$ 434,825.28	\$ 434,017.00	\$ 410,167.00
Debt Payments	\$ 4,853.76	\$ 3,235.84	\$ 1,617.92	\$ -	\$ -
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Capital Projects and Other Funds	\$ 65,128.97	\$ 11,236.58	\$ 41,756.04	\$ 15,000.00	\$ 25,000.00
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 777,296.95	\$ 689,724.50	\$ 696,669.67	\$ 696,478.00	\$ 702,288.00
Fund Total: GPIF Fund	\$ (537,404.68)	\$ (362,013.90)	\$ (419,379.36)	\$ (511,942.00)	\$ (470,237.00)



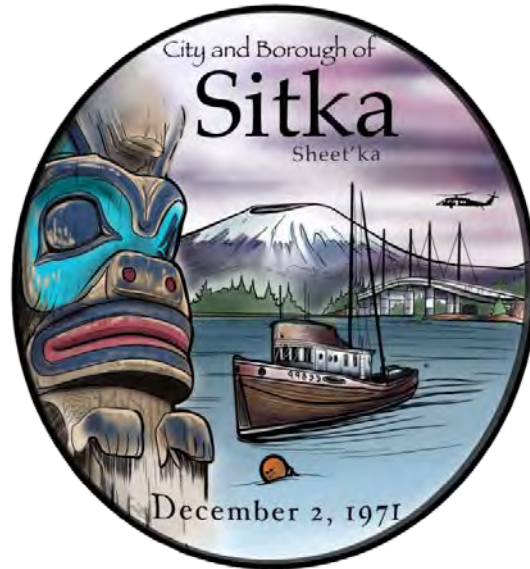
Gary Paxton Industrial Park Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 1
Fund	270 - Gary Paxton Industrial Park					
	<i>Operating Expenses</i>					
5203.001	Electric	20,105.45	16,089.23	19,466.02	20,000.00	20,000.00
5203.005	Heating Fuel	17,319.87	.00	.00	.00	.00
5204.000	Telephone	1,382.62	1,414.33	1,416.38	1,400.00	1,400.00
5205.000	Insurance	16,906.21	22,059.09	19,831.43	20,858.00	20,950.00
5206.000	Supplies	31.50	.00	.00	.00	.00
5207.000	Repairs & Maintenance	.00	.00	1,611.49	15,000.00	15,000.00
5208.000	Bldg Repair & Maint	4,060.83	469.98	.00	.00	.00
5212.000	Contracted/Purchased Serv	95,444.49	96,623.43	106,839.40	111,768.00	112,725.00
5214.000	Interdepartment Services	73,191.21	70,121.76	66,863.52	70,185.00	89,246.00
5223.000	Tools & Small Equipment	.00	.00	.00	1,000.00	1,000.00
5225.000	Legal Expenditures	5,276.05	30,208.40	522.00	2,500.00	2,500.00
5226.000	Advertising	202.05	.00	457.24	2,500.00	2,500.00
5230.000	Bad Debts	39,957.68	2,146.97	404.29	.00	.00
5231.000	Credit Card Expense	685.40	1,072.47	1,058.66	1,250.00	800.00
5290.000	Other Expenses	85.00	1,031.56	.00	1,000.00	1,000.00
5295.000	Interest Expense	4,853.76	3,235.84	1,617.92	.00	.00
	<i>Operating Expenses Totals</i>	\$279,502.12	\$244,473.06	\$220,088.35	\$247,461.00	\$267,121.00
	<i>Amortization & Depreciation</i>					
6101.000	Amortization	24,660.24	24,660.24	24,660.24	24,661.00	.00
6201.000	Depreciation-Land Improve	144,725.41	145,262.41	145,262.40	145,263.00	145,263.00
6202.000	Depreciation-Plants	62,520.12	62,520.24	62,520.12	62,521.00	62,521.00
6203.000	Depreciation-Harbors	189,219.55	190,031.33	190,842.00	190,031.00	190,842.00
6205.000	Depreciation-Buildings	11,540.54	11,540.64	11,540.52	11,541.00	11,541.00
	<i>Amortization & Depreciation Totals</i>	\$432,665.86	\$434,014.86	\$434,825.28	\$434,017.00	\$410,167.00
	<i>Cash Basis Expenditures</i>					
7200.000	Interfund Transfers Out	65,128.97	11,236.58	41,756.04	15,000.00	25,000.00
	<i>Cash Basis Expenditures Totals</i>	\$65,128.97	\$11,236.58	\$41,756.04	\$15,000.00	\$25,000.00
Fund	270 - Gary Paxton Industrial Park Totals	\$777,296.95	\$689,724.50	\$696,669.67	\$696,478.00	\$702,288.00
	Net Grand Totals	\$777,296.95	\$689,724.50	\$696,669.67	\$696,478.00	\$702,288.00

GPIP Fund - Fund 780
FY2023 Capital Projects

Status	Project number	Project Description	Source -	Source -	Source -	Source -	Source -	Source -	Source - Total
			Grants (approved)	Loans/ Bond Proceeds (approved)	Working Capital	Other source	Contingent Grants	Contingent Loans/Bonding	Contingent Other (approved + contingent)
Authorized/in progress	80273	Site Improvements	-	-	232,185	-	-	-	232,185
Authorized/in progress	90875	GPIP Wash down pad	-	-	20,000	-	-	-	20,000
Authorized/in progress	90960	Geotech assessment of APC landfill sites	-	-	-	270,000	-	-	270,000
Authorized/in progress Total			-	-	252,185	270,000	-	-	522,185
Grand Total			-	-	252,185	270,000	-	-	522,185



City and Borough of Sitka
DRAFT
INFORMATION TECHNOLOGY
FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

INFORMATION TECHNOLOGY FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 5,919.33	\$ 26,118.17	\$ 31,537.31	\$ 24,920.00	\$ 21,185.00
Federal Revenue	\$ -	\$ -	\$ 13,024.07	\$ -	\$ -
Services	\$ 1,556,139.38	\$ 1,540,800.00	\$ 1,552,138.68	\$ 1,483,403.00	\$ 1,574,125.00
Other Operating Revenue	\$ 895.25	\$ 652.71	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 8,196.51	\$ 16,391.60	\$ (1,451.09)	\$ 5,800.00	\$ 4,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 285,000.00	\$ 24,791.44	\$ -	\$ 24,500.00	\$ -
Revenue Totals	\$ 1,856,150.47	\$ 1,608,753.92	\$ 1,595,248.97	\$ 1,538,623.00	\$ 1,599,310.00
<u>Expenditures</u>					
Salaries and Wages	\$ 243,033.23	\$ 269,829.69	\$ 276,839.37	\$ 427,917.36	\$ 425,972.88
Fringe Benefits	\$ 146,425.62	\$ 154,515.34	\$ 282,031.91	\$ 246,562.60	\$ 293,381.78
Operating Expenses	\$ 657,162.40	\$ 753,614.79	\$ 833,684.93	\$ 948,356.33	\$ 1,108,628.00
Amortization & Depreciation	\$ 195,145.85	\$ 240,465.31	\$ 266,168.80	\$ 240,466.00	\$ 266,170.00
Cash Basis Expenditures	\$ 360,000.00	\$ -	\$ -	\$ 117,770.00	\$ 30,000.00
Expenditure Totals	\$ 1,601,767.10	\$ 1,418,425.13	\$ 1,658,725.01	\$ 1,981,072.29	\$ 2,124,152.66
Fund Total: IT Fund	\$ 254,383.37	\$ 190,328.79	\$ (63,476.04)	\$ (442,449.29)	\$ (524,842.66)

MANAGEMENT INFORMATION SYSTEMS FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 5,919.33	\$ 26,118.17	\$ 31,537.31	\$ 24,920.00	\$ 21,185.00
Federal Revenue	\$ -	\$ -	\$ 13,024.07	\$ -	\$ -
Services	\$ 1,557,034.63	\$ 1,541,452.71	\$ 1,552,138.68	\$ 1,483,403.00	\$ 1,574,125.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 8,196.51	\$ 16,391.60	\$ (1,451.09)	\$ 5,800.00	\$ 4,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 285,000.00	\$ 24,791.44	\$ -	\$ 24,500.00	\$ -
Revenue Totals	\$ 1,856,150.47	\$ 1,608,753.92	\$ 1,595,248.97	\$ 1,538,623.00	\$ 1,599,310.00
<u>Expenditures</u>					
Operations	\$ 1,032,488.92	\$ 1,167,360.57	\$ 1,385,490.05	\$ 1,619,302.29	\$ 1,827,982.66
Depreciation/Amortization	\$ 195,145.85	\$ 240,465.31	\$ 266,168.80	\$ 240,466.00	\$ 266,170.00
Debt Payments	\$ 14,132.33	\$ 10,599.25	\$ 7,066.16	\$ 121,304.00	\$ -
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ -	\$ 30,000.00
Transfers to Capital Projects and Other Funds	\$ 360,000.00	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 1,601,767.10	\$ 1,418,425.13	\$ 1,658,725.01	\$ 1,981,072.29	\$ 2,124,152.66
Fund Total: MIS Fund	\$ 254,383.37	\$ 190,328.79	\$ (63,476.04)	\$ (442,449.29)	\$ (524,842.66)



Information Technology Fund

Budget Year 2023

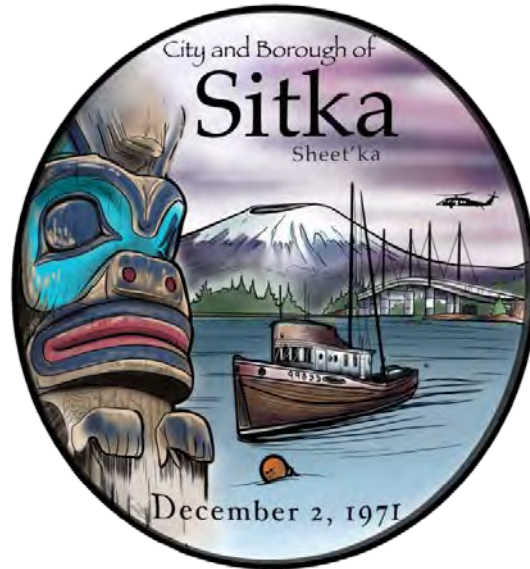
Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 300	Information Technology Fund					
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	227,137.18	254,664.01	258,063.91	427,917.36	425,972.88
5110.002	Holidays	9,113.36	10,984.92	13,009.16	.00	.00
5110.003	Sick Leave	5,744.45	3,174.06	4,758.72	.00	.00
5110.004	Overtime	1,038.24	1,006.70	1,007.58	.00	.00
	<i>Salaries and Wages Totals</i>	\$243,033.23	\$269,829.69	\$276,839.37	\$427,917.36	\$425,972.88
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	22,464.66	41,053.69	34,516.73	12,871.00	15,774.00
5120.002	SBS	16,415.65	18,336.53	19,018.64	19,719.71	27,079.20
5120.003	Medicare	3,882.97	4,337.39	4,498.69	4,664.48	6,405.33
5120.004	PERS	21,742.98	104,131.60	63,787.92	92,662.01	93,713.89
5120.005	Health Insurance	85,353.67	91,343.20	114,194.89	115,640.40	127,902.36
5120.006	Life Insurance	44.10	47.64	47.64	47.64	44.40
5120.007	Workmen's Compensation	1,347.59	1,373.29	1,036.59	957.36	1,277.60
5120.011	PERS on Behalf	.00	.00	81,408.81	.00	21,185.00
5400.000	OPEB Expense	(4,826.00)	(106,108.00)	(36,478.00)	.00	.00
	<i>Fringe Benefits Totals</i>	\$146,425.62	\$154,515.34	\$282,031.91	\$246,562.60	\$293,381.78
	<i>Operating Expenses</i>					
5201.000	Training and Travel	6,856.76	641.10	595.00	12,500.00	12,500.00
5204.000	Telephone	186,532.26	228,192.82	262,906.98	260,640.00	275,300.00
5204.001	Cell Phone Stipend	825.00	900.00	900.00	900.00	1,500.00
5205.000	Insurance	10,617.72	16,165.83	22,944.39	25,300.00	22,190.00
5206.000	Supplies	3,369.72	2,916.63	1,518.52	15,000.00	15,000.00
5207.000	Repairs & Maintenance	139,454.01	135,234.22	199,063.18	202,048.00	258,198.00
5208.000	Bldg Repair & Maint	315.05	.00	5,961.00	6,988.00	10,380.00
5212.000	Contracted/Purchased Serv	134,250.62	163,013.98	176,609.48	232,990.16	228,000.00
5214.000	Interdepartment Services	95,000.04	101,140.96	84,174.96	92,407.00	156,860.00
5221.000	Transportation/Vehicles	900.00	900.00	900.00	900.00	1,800.00
5222.000	Postage	56.43	173.69	28.95	.00	.00
5223.000	Tools & Small Equipment	64,022.01	90,927.53	70,710.70	105,149.17	126,900.00
5224.000	Dues & Publications	.00	2,606.88	.00	.00	.00
5226.000	Advertising	830.45	48.65	.00	.00	.00
5290.000	Other Expenses	.00	153.25	305.61	.00	.00
5295.000	Interest Expense	14,132.33	10,599.25	7,066.16	3,534.00	.00



Information Technology Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	300 - Information Technology Fund					
	<i>Operating Expenses</i>					
	<i>Operating Expenses Totals</i>	\$657,162.40	\$753,614.79	\$833,684.93	\$958,356.33	\$1,108,628.00
	<i>Amortization & Depreciation</i>					
6205.000	Depreciation-Buildings	1,416.96	1,416.96	1,416.96	1,417.00	1,417.00
6206.000	Depreciation-Machinery	192,236.21	237,555.55	264,002.29	237,556.00	264,003.00
6208.000	Deprec-Furniture/Fixtures	1,492.68	1,492.80	749.55	1,493.00	750.00
	<i>Amortization & Depreciation Totals</i>	\$195,145.85	\$240,465.31	\$266,168.80	\$240,466.00	\$266,170.00
	<i>Cash Basis Expenditures</i>					
7106.000	Fixed Assets-Machinery	.00	.00	.00	.00	30,000.00
7200.000	Interfund Transfers Out	360,000.00	.00	.00	.00	.00
7301.000	Note Principal Payments	.00	.00	.00	117,770.00	.00
	<i>Cash Basis Expenditures Totals</i>	\$360,000.00	\$0.00	\$0.00	\$117,770.00	\$30,000.00
Fund	300 - Information Technology Fund Totals	\$1,601,767.10	\$1,418,425.13	\$1,658,725.01	\$1,991,072.29	\$2,124,152.66
	Net Grand Totals	\$1,601,767.10	\$1,418,425.13	\$1,658,725.01	\$1,991,072.29	\$2,124,152.66



City and Borough of Sitka
DRAFT
CENTRAL GARAGE FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

CENTRAL GARAGE FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 3,070.42	\$ 11,946.28	\$ 11,307.72	\$ 11,397.00	\$ 9,557.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ 1,799,257.11	\$ 1,734,402.74	\$ 1,654,918.05	\$ 1,775,536.00	\$ 1,469,550.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 187,039.33	\$ 265,219.02	\$ 62,925.56	\$ 93,688.00	\$ 70,188.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 5,269.06	\$ -	\$ 8,494.04	\$ -	\$ -
Cash Basis Receipts	\$ 225,067.00	\$ 60,000.00	\$ 115,855.00	\$ 26,000.00	\$ 175,141.00
Revenue Totals	\$ 2,219,702.92	\$ 2,071,568.04	\$ 1,853,500.37	\$ 1,906,621.00	\$ 1,724,436.00
<u>Expenditures</u>					
Salaries and Wages	\$ 122,980.79	\$ 127,888.46	\$ 105,175.79	\$ 123,670.01	\$ 134,005.61
Fringe Benefits	\$ 86,721.35	\$ 114,992.20	\$ 49,085.41	\$ 93,094.07	\$ 98,377.91
Operating Expenses	\$ 549,720.35	\$ 491,015.07	\$ 529,854.98	\$ 566,113.00	\$ 612,259.00
Amortization & Depreciation	\$ 486,080.75	\$ 568,667.67	\$ 674,823.23	\$ 568,670.00	\$ 669,119.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ 554,222.00	\$ 835,000.00
Expenditure Totals	\$ 1,245,503.24	\$ 1,302,563.40	\$ 1,358,939.41	\$ 1,905,769.08	\$ 2,348,761.52
Fund Total: Central Garage Fund	\$ 974,199.68	\$ 769,004.64	\$ 494,560.96	\$ 851.92	\$ (624,325.52)

City and Borough of Sitka, AK

CENTRAL GARAGE FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 3,070.42	\$ 11,946.28	\$ 11,307.72	\$ 11,397.00	\$ 9,557.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ 1,799,257.11	\$ 1,734,402.74	\$ 1,654,918.05	\$ 1,775,536.00	\$ 1,469,550.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 187,039.33	\$ 265,219.02	\$ 62,925.56	\$ 93,688.00	\$ 70,188.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 5,269.06	\$ -	\$ 8,494.04	\$ -	\$ -
Cash Basis Receipts	\$ 225,067.00	\$ 60,000.00	\$ 115,855.00	\$ 26,000.00	\$ 175,141.00
Revenue Totals	\$ 2,219,702.92	\$ 2,071,568.04	\$ 1,853,500.37	\$ 1,906,621.00	\$ 1,724,436.00
<u>Expenditures</u>					
Administration	\$ 274,945.49	\$ 280,414.93	\$ 292,574.03	\$ 284,407.89	\$ 276,054.64
Operations	\$ 476,977.00	\$ 448,480.80	\$ 389,042.15	\$ 498,469.19	\$ 568,587.88
Jobbing					\$ -
Depreciation/Amortization	\$ 486,080.75	\$ 568,667.67	\$ 674,823.23	\$ 568,670.00	\$ 669,119.00
Debt Payments	\$ 7,500.00	\$ 5,000.00	\$ 2,500.00	\$ -	\$ -
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ 799,222.00	\$ 835,000.00
Transfers to Capital Projects and Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 1,245,503.24	\$ 1,302,563.40	\$ 1,358,939.41	\$ 2,150,769.08	\$ 2,348,761.52
Fund Total: Central Garage Fund	\$ 974,199.68	\$ 769,004.64	\$ 494,560.96	\$ (244,148.08)	\$ (624,325.52)



Central Garage Fund

Budget Year 2023

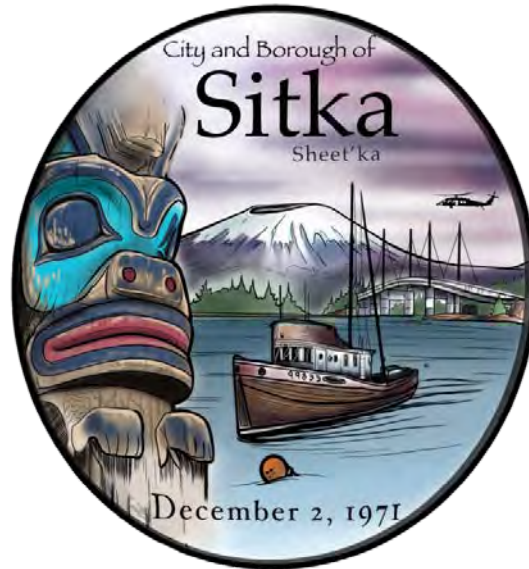
Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 310	Central Garage Fund					
	<i>Salaries and Wages</i>					
5110.001	Regular Salaries/Wages	107,461.45	105,721.40	98,813.23	122,670.00	133,005.60
5110.002	Holidays	4,676.96	5,221.84	4,306.40	.00	.00
5110.003	Sick Leave	889.58	3,335.68	552.80	.00	.00
5110.004	Overtime	9,952.80	13,609.54	1,503.36	1,000.01	1,000.01
	<i>Salaries and Wages Totals</i>	\$122,980.79	\$127,888.46	\$105,175.79	\$123,670.01	\$134,005.61
	<i>Fringe Benefits</i>					
5120.001	Annual Leave	10,209.71	11,537.75	7,347.12	5,823.00	6,288.00
5120.002	SBS	8,459.88	8,366.91	6,755.32	7,937.92	8,600.12
5120.003	Medicare	2,001.12	1,979.11	1,597.93	1,877.64	2,034.26
5120.004	PERS	9,387.90	88,426.55	23,190.81	38,604.40	29,481.23
5120.005	Health Insurance	52,241.75	43,617.60	31,186.93	34,537.56	37,678.08
5120.006	Life Insurance	22.20	22.20	19.52	22.20	22.20
5120.007	Workmen's Compensation	6,901.79	7,493.08	4,375.06	4,291.35	4,717.02
5120.011	PERS on Behalf	.00	.00	(13,138.28)	.00	9,557.00
5400.000	OPEB Expense	(2,503.00)	(46,451.00)	(12,249.00)	.00	.00
	<i>Fringe Benefits Totals</i>	\$86,721.35	\$114,992.20	\$49,085.41	\$93,094.07	\$98,377.91
	<i>Operating Expenses</i>					
5201.000	Training and Travel	141.36	.00	.00	2,000.00	2,000.00
5202.000	Uniforms	894.96	687.64	697.10	500.00	500.00
5203.001	Electric	32,317.64	35,071.62	37,677.49	30,000.00	35,000.00
5203.005	Heating Fuel	6,265.27	5,977.92	6,295.12	6,000.00	6,000.00
5204.000	Telephone	2,277.08	1,897.80	1,914.54	2,000.00	2,000.00
5204.001	Cell Phone Stipend	.00	500.00	.00	600.00	600.00
5205.000	Insurance	105,557.40	110,748.24	122,644.26	120,926.00	106,050.00
5206.000	Supplies	177,586.05	160,060.27	158,466.66	200,800.00	250,800.00
5207.000	Repairs & Maintenance	54,958.67	48,956.33	75,512.77	70,000.00	75,000.00
5208.000	Bldg Repair & Maint	11,271.38	16,146.77	9,594.00	13,675.00	15,510.00
5211.000	Data Processing Fees	10,535.04	10,469.04	10,692.00	11,221.00	17,124.00
5211.001	Information Technology Special Projects	1,559.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	9,364.09	12,212.52	8,842.27	24,922.00	24,922.00
5214.000	Interdepartment Services	124,332.15	82,211.36	86,594.69	77,547.00	70,752.00
5221.000	Transportation/Vehicles	.00	.00	.00	2,922.00	3,001.00
5223.000	Tools & Small Equipment	2,890.67	155.36	1,462.86	2,000.00	2,000.00



Central Garage Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 310 - Central Garage Fund						
<i>Operating Expenses</i>						
5226.000	Advertising	92.30	372.10	92.30	1,000.00	1,000.00
5231.000	Credit Card Expense	126.69	113.10	464.92	.00	.00
5290.000	Other Expenses	2,050.60	435.00	1,004.00	.00	.00
5290.001	Loss on Disposal of Fixed Assets	.00	.00	5,400.00	.00	.00
5295.000	Interest Expense	7,500.00	5,000.00	2,500.00	.00	.00
<i>Operating Expenses Totals</i>		\$549,720.35	\$491,015.07	\$529,854.98	\$566,113.00	\$612,259.00
<i>Amortization & Depreciation</i>						
6201.000	Depreciation-Land Improve	971.04	971.04	971.04	972.00	972.00
6205.000	Depreciation-Buildings	27,507.96	27,507.96	27,507.96	27,508.00	27,508.00
6206.000	Depreciation-Machinery	29,876.12	32,583.26	37,533.98	32,584.00	31,828.00
6207.000	Depreciation-Vehicles	427,725.63	507,605.41	608,810.25	507,606.00	608,811.00
<i>Amortization & Depreciation Totals</i>		\$486,080.75	\$568,667.67	\$674,823.23	\$568,670.00	\$669,119.00
<i>Cash Basis Expenditures</i>						
7106.000	Fixed Assets-Machinery	.00	.00	.00	10,000.00	835,000.00
7107.000	Fixed Assets-Vehicles	.00	.00	.00	789,222.00	.00
<i>Cash Basis Expenditures Totals</i>		\$0.00	\$0.00	\$0.00	\$799,222.00	\$835,000.00
Fund 310 - Central Garage Fund Totals		\$1,245,503.24	\$1,302,563.40	\$1,358,939.41	\$2,150,769.08	\$2,348,761.52
Net Grand Totals		\$1,245,503.24	\$1,302,563.40	\$1,358,939.41	\$2,150,769.08	\$2,348,761.52



City and Borough of Sitka
DRAFT
BUILDING MAINTENANCE FUND

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

BUILDING MAINTENANCE FUND - SUMMARY BY EXPENDITURE TYPE

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 4,846.79	\$ 20,308.73	\$ 23,310.44	\$ 19,377.00	\$ 17,924.00
Federal Revenue	\$ -	\$ -	\$ 6,788.33	\$ -	\$ -
Services	\$ 503,198.69	\$ 515,841.98	\$ 593,598.00	\$ 648,527.00	\$ 777,615.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 62,641.19	\$ 53,993.38	\$ (13,521.43)	\$ 16,000.00	\$ 10,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 50,380.44	\$ 40,003.32	\$ 30,831.25	\$ 50,000.00	\$ 20,000.00
Revenue Totals	\$ 621,067.11	\$ 630,147.41	\$ 641,006.59	\$ 733,904.00	\$ 825,539.00
<u>Expenditures</u>					
Salaries and Wages	\$ 197,449.68	\$ 220,680.97	\$ 212,282.81	\$ 250,285.12	\$ 265,611.04
Fringe Benefits	\$ 130,246.36	\$ 172,313.08	\$ 199,638.42	\$ 197,652.00	\$ 209,215.89
Operating Expenses	\$ 355,525.30	\$ 297,994.07	\$ 312,262.09	\$ 492,904.00	\$ 804,027.00
Amortization & Depreciation	\$ 880.20	\$ 880.20	\$ 880.20	\$ 881.00	\$ 881.00
Cash Basis Expenditures	\$ 30,200.00	\$ -	\$ -	\$ 300,000.00	\$ -
Expenditure Totals	\$ 714,301.54	\$ 691,868.32	\$ 725,063.52	\$ 1,241,722.12	\$ 1,279,734.93
Fund Total: Building Maintenance Fund	\$ (93,234.43)	\$ (61,720.91)	\$ (84,056.93)	\$ (507,818.12)	\$ (454,195.93)

City and Borough of Sitka, AK

BUILDING MAINTENANCE FUND - SUMMARY BY DEPARTMENT

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$ 4,846.79	\$ 20,308.73	\$ 23,310.44	\$ 19,377.00	\$ 17,924.00
Federal Revenue	\$ -	\$ -	\$ 6,788.33	\$ -	\$ -
Services	\$ 503,198.69	\$ 515,841.98	\$ 593,598.00	\$ 648,527.00	\$ 777,615.00
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 62,641.19	\$ 53,993.38	\$ (13,521.43)	\$ 16,000.00	\$ 10,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 50,380.44	\$ 40,003.32	\$ 30,831.25	\$ 50,000.00	\$ 20,000.00
Revenue Totals	\$ 621,067.11	\$ 630,147.41	\$ 641,006.59	\$ 733,904.00	\$ 825,539.00
<u>Expenditures</u>					
Administration	\$ 208,735.32	\$ 179,198.57	\$ 181,333.43	\$ 280,417.09	\$ 315,239.44
Operations	\$ 474,486.02	\$ 511,789.55	\$ 542,849.89	\$ 660,424.03	\$ 963,614.49
Debt Payments	\$ -	\$ -	\$ -	\$ -	\$ -
Depreciation/Amortization	\$ 880.20	\$ 880.20	\$ 880.20	\$ 881.00	\$ 881.00
Fixed Asset Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers to Capital Projects and Other Funds	\$ 30,200.00	\$ -	\$ -	\$ 300,000.00	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 714,301.54	\$ 691,868.32	\$ 725,063.52	\$ 1,241,722.12	\$ 1,279,734.93
Fund Total: Building Maintenance Fund	\$ (93,234.43)	\$ (61,720.91)	\$ (84,056.93)	\$ (507,818.12)	\$ (454,195.93)



Building Maintenance Fund

Budget Year 2023

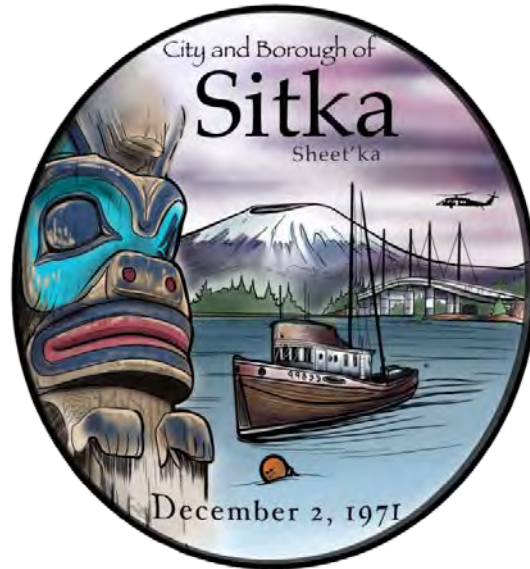
Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund 320 - Building Maintenance Fund						
<i>Salaries and Wages</i>						
5110.001	Regular Salaries/Wages	178,370.16	192,577.35	183,783.14	236,251.12	251,577.04
5110.002	Holidays	6,873.72	6,418.04	8,445.93	.00	.00
5110.003	Sick Leave	6,117.63	9,347.00	8,592.36	.00	.00
5110.004	Overtime	6,088.17	11,101.83	11,461.38	7,500.00	7,500.00
5110.010	Temp Wages	.00	1,236.75	.00	6,534.00	6,534.00
<i>Salaries and Wages Totals</i>		\$197,449.68	\$220,680.97	\$212,282.81	\$250,285.12	\$265,611.04
<i>Fringe Benefits</i>						
5120.001	Annual Leave	15,847.04	26,305.80	12,979.46	9,151.00	9,810.00
5120.002	SBS	13,446.65	14,303.15	14,595.60	15,903.71	16,883.19
5120.003	Medicare	3,180.69	3,383.26	3,452.47	3,761.81	3,993.61
5120.004	PERS	15,155.72	131,364.55	49,914.17	73,002.40	56,996.76
5120.005	Health Insurance	76,273.80	66,792.31	92,595.29	88,192.20	96,230.40
5120.006	Life Insurance	36.36	37.03	36.36	36.36	36.36
5120.007	Workmen's Compensation	10,258.10	11,533.98	8,959.63	7,604.52	7,341.57
5120.011	PERS on Behalf	.00	.00	43,748.44	.00	17,924.00
5400.000	OPEB Expense	(3,952.00)	(81,407.00)	(26,643.00)	.00	.00
<i>Fringe Benefits Totals</i>		\$130,246.36	\$172,313.08	\$199,638.42	\$197,652.00	\$209,215.89
<i>Operating Expenses</i>						
5201.000	Training and Travel	.00	.00	370.00	4,100.00	15,600.00
5202.000	Uniforms	473.88	317.32	237.05	400.00	400.00
5204.000	Telephone	480.00	499.95	400.00	600.00	.00
5204.001	Cell Phone Stipend	1,500.00	900.00	900.00	900.00	900.00
5206.000	Supplies	43,644.73	43,060.97	54,456.49	55,030.00	57,932.00
5207.000	Repairs & Maintenance	9,766.74	10,256.19	14,040.77	27,000.00	30,150.00
5211.000	Data Processing Fees	13,284.96	13,391.04	13,521.96	14,166.00	20,684.00
5211.001	Information Technology Special Projects	1,559.00	.00	.00	.00	.00
5212.000	Contracted/Purchased Serv	183,374.52	125,897.90	123,415.81	283,472.00	564,718.00
5214.000	Interdepartment Services	76,943.40	80,443.09	82,798.92	75,159.00	84,910.00
5221.000	Transportation/Vehicles	24,203.15	20,578.05	19,071.35	20,913.00	21,569.00
5223.000	Tools & Small Equipment	20.99	1,172.88	1,468.27	4,664.00	4,664.00
5226.000	Advertising	.00	.00	339.00	.00	.00
5227.002	Rent-Equipment	.00	565.40	1,242.47	2,500.00	2,500.00
5290.000	Other Expenses	273.93	911.28	.00	4,000.00	.00



Building Maintenance Fund

Budget Year 2023

Account	Account Description	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Level 2
Fund	320 - Building Maintenance Fund					
	<i>Operating Expenses</i>					
	<i>Operating Expenses Totals</i>	\$355,525.30	\$297,994.07	\$312,262.09	\$492,904.00	\$804,027.00
	<i>Amortization & Depreciation</i>					
6206.000	Depreciation-Machinery	880.20	880.20	880.20	881.00	881.00
	<i>Amortization & Depreciation Totals</i>	\$880.20	\$880.20	\$880.20	\$881.00	\$881.00
	<i>Cash Basis Expenditures</i>					
7200.000	Interfund Transfers Out	30,200.00	.00	.00	300,000.00	.00
	<i>Cash Basis Expenditures Totals</i>	\$30,200.00	\$0.00	\$0.00	\$300,000.00	\$0.00
	Fund 320 - Building Maintenance Fund Totals	\$714,301.54	\$691,868.32	\$725,063.52	\$1,241,722.12	\$1,279,734.93
	Net Grand Totals	\$714,301.54	\$691,868.32	\$725,063.52	\$1,241,722.12	\$1,279,734.93



City and Borough of Sitka
DRAFT
SPECIAL REVENUE FUNDS

FISCAL YEAR 2023

Operating Budget

City and Borough of Sitka, AK

PET ADOPTION - SUMMARY BY EXPENDITURE TYPE

Fund 113

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 1,196.00	\$ 1,399.07	\$ 942.72	\$ 1,000.00	\$ 600.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ 14,611.48	\$ 17,612.41	\$ 3,930.00	\$ 3,750.00	\$ 5,000.00
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 15,807.48	\$ 19,011.48	\$ 4,872.72	\$ 4,750.00	\$ 5,600.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 4,132.07	\$ 5,283.67	\$ 10,082.62	\$ 15,000.00	\$ 25,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 4,132.07	\$ 5,283.67	\$ 10,082.62	\$ 15,000.00	\$ 25,000.00
Fund Total: Pet Adoption Fund	\$ 11,675.41	\$ 13,727.81	\$ (5,209.90)	\$ (10,250.00)	\$ (19,400.00)

City and Borough of Sitka, AK

SITKA FORFEITURE FUND - SUMMARY BY EXPENDITURE TYPE
Fund 151

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ -	\$ -	\$ -	\$ -	\$ -
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ 75,261.17	\$ 1,000.00	\$ 1,000.00
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ -	\$ -	\$ 75,261.17	\$ 1,000.00	\$ 1,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ 50,000.00	\$ 50,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ -	\$ -	\$ -	\$ 50,000.00	\$ 50,000.00
Fund Total: Sitka Forfeiture Fund	\$ -	\$ -	\$ 75,261.17	\$ (49,000.00)	\$ (49,000.00)

City and Borough of Sitka, AK

LIBRARY BUILDING FUND - SUMMARY BY EXPENDITURE TYPE
Fund 165

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 766.93	\$ 768.79	\$ (159.74)	\$ 500.00	\$ 200.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 766.93	\$ 768.79	\$ (159.74)	\$ 500.00	\$ 200.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ 1,000.00	\$ 1,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ -	\$ -	\$ -	\$ 1,000.00	\$ 1,000.00
Fund Total: Library Building Fund	\$ 766.93	\$ 768.79	\$ (159.74)	\$ (500.00)	\$ (800.00)

City and Borough of Sitka, AK

SOUTHEAST ALASKA ECONOMIC DEVELOPMENT FUND - SUMMARY BY EXPENDITURE TYPE
Fund 171

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 103,753.91	\$ 64,779.22	\$ 43,995.90	\$ 50,000.00	\$ 20,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ 52,400.00	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 103,753.91	\$ 117,179.22	\$ 43,995.90	\$ 50,000.00	\$ 20,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 50,380.44	\$ 40,003.32	\$ 130,831.25	\$ 2,840,000.00	\$ 20,000.00
Expenditure Totals	\$ 50,380.44	\$ 40,003.32	\$ 130,831.25	\$ 2,840,000.00	\$ 20,000.00
Fund Total: SEDA Fund	\$ 53,373.47	\$ 77,175.90	\$ (86,835.35)	\$ (2,790,000.00)	\$ -

City and Borough of Sitka, AK

GPIP CONTINGENCY FUND - SUMMARY BY EXPENDITURE TYPE
Fund 173

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 13,700.81	\$ 11,811.79	\$ 7,681.79	\$ 11,000.00	\$ 5,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 13,700.81	\$ 11,811.79	\$ 7,681.79	\$ 11,000.00	\$ 5,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 13,700.81	\$ 11,811.79	\$ 7,681.79	\$ 281,000.00	\$ 10,000.00
Expenditure Totals	\$ 13,700.81	\$ 11,811.79	\$ 7,681.79	\$ 281,000.00	\$ 10,000.00
Fund Total: GPIP Contingency Fund	\$ -	\$ -	\$ -	\$ (270,000.00)	\$ (5,000.00)

City and Borough of Sitka, AK

SITKA COMMUNITY HOSPITAL DEDICATED FUND - SUMMARY BY EXPENDITURE TYPE
Fund 190

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
Tobacco Tax	\$ 835,730.47	\$ 806,706.38	\$ 850,328.74	\$ 833,000.00	\$ 968,000.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ 800.00	\$ 800.00	\$ 900.00	\$ -	\$ -
Uses of Property & Investments	\$ 1,576.00	\$ 1,352,220.28	\$ 758,920.46	\$ 715,000.00	\$ 715,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ 245,848.97	\$ 365,698.37	\$ -	\$ 5,000.00
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 838,106.47	\$ 2,405,575.63	\$ 1,975,847.57	\$ 1,548,000.00	\$ 1,688,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ 1,169,437.46	\$ 1,327,450.25	\$ -	\$ -
Operating Expenses	\$ 848,162.94	\$ 888,947.87	\$ 504,882.16	\$ 1,451,869.00	\$ 1,667,722.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 848,162.94	\$ 2,058,385.33	\$ 1,832,332.41	\$ 1,451,869.00	\$ 1,667,722.00
Fund Total: SCH Dedicated Fund	\$ (10,056.47)	\$ 347,190.30	\$ 143,515.16	\$ 96,131.00	\$ 20,278.00

City and Borough of Sitka, AK

STUDENT ACTIVITIES TRAVEL FUND - SUMMARY BY EXPENDITURE TYPE
Fund 191

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
Licenses & Permits	\$ 2,400.00	\$ 3,000.00	\$ 1,900.00	\$ 2,500.00	\$ 2,500.00
Uses of Property & Investments	\$ 143.71	\$ 175.73	\$ 138.14	\$ 200.00	\$ 130.00
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 2,543.71	\$ 3,175.73	\$ 2,038.14	\$ 2,700.00	\$ 2,630.00
Expenditures					
Operating Expenses	\$ -	\$ -	\$ -	\$ 10,500.00	\$ 5,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ -	\$ -	\$ -	\$ 10,500.00	\$ 5,000.00
Fund Total: Student Activities Travel Fund	\$ 2,543.71	\$ 3,175.73	\$ 2,038.14	\$ (7,800.00)	\$ (2,370.00)

City and Borough of Sitka, AK

FISHERIES ENHANCEMENT FUND - SUMMARY BY EXPENDITURE TYPE
Fund 192

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ (90.82)	\$ 164.39	\$ 11.17	\$ -	\$ -
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 37,227.00	\$ 38,182.00	\$ 21,309.00	\$ 30,600.00	\$ 37,500.00
Revenue Totals	\$ 37,136.18	\$ 38,346.39	\$ 21,320.17	\$ 30,600.00	\$ 37,500.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 36,008.25	\$ 38,416.25	\$ 22,462.50	\$ 30,600.00	\$ 50,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 36,008.25	\$ 38,416.25	\$ 22,462.50	\$ 30,600.00	\$ 50,000.00
Fund Total: Fisheries Enhancement Fund	\$ 1,127.93	\$ (69.86)	\$ (1,142.33)	\$ -	\$ (12,500.00)

City and Borough of Sitka, AK

UTILITY SUBSIDIZATION FUND - SUMMARY BY EXPENDITURE TYPE
Fund 193

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 14,258.86	\$ 5,338.36	\$ (1,256.91)	\$ -	\$ -
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 30,000.00	\$ 39,000.00	\$ 356,400.00
Revenue Totals	\$ 14,258.86	\$ 5,338.36	\$ 28,743.09	\$ 39,000.00	\$ 356,400.00
Expenditures					
Operating Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 39,427.86	\$ 270,769.31	\$ 68,782.53	\$ 72,000.00	\$ 198,200.00
Expenditure Totals	\$ 39,427.86	\$ 270,769.31	\$ 68,782.53	\$ 72,000.00	\$ 198,200.00
Fund Total: Utility Subsidization Fund	\$ (25,169.00)	\$ (265,430.95)	\$ (40,039.44)	\$ (33,000.00)	\$ 158,200.00

City and Borough of Sitka, AK

COMMERCIAL PASSENGER VESSEL EXCISE TAX FUND - SUMMARY BY EXPENDITURE TYPE
Fund 194

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ 396,800.00	\$ 615,545.00	\$ 615,545.00	\$ -	\$ 1,500,000.00
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 26,968.53	\$ 39,244.78	\$ (10,413.04)	\$ 12,000.00	\$ 12,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 14,174.63	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 437,943.16	\$ 654,789.78	\$ 605,131.96	\$ 12,000.00	\$ 1,512,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 150,000.00	\$ 90,000.00	\$ -	\$ 125,000.00	\$ -
Cash Basis Expenditures	\$ 325,492.67	\$ 13,789.16	\$ 91,199.97	\$ 15,000.00	\$ 1,212,892.00
Expenditure Totals	\$ 475,492.67	\$ 103,789.16	\$ 91,199.97	\$ 140,000.00	\$ 1,212,892.00
Fund Total: CPET Fund	\$ (37,549.51)	\$ 551,000.62	\$ 513,931.99	\$ (128,000.00)	\$ 299,108.00

City and Borough of Sitka, AK

VISITOR ENHANCEMENT FUND - SUMMARY BY EXPENDITURE TYPE
Fund 195

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
Bed Tax	\$ 553,910.71	\$ 403,100.58	\$ 407,024.41	\$ 486,000.00	\$ 569,000.00
Uses of Property & Investments	\$ 3,137.00	\$ 941.94	\$ (530.00)	\$ -	\$ 1,000.00
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 557,047.71	\$ 404,042.52	\$ 406,494.41	\$ 486,000.00	\$ 570,000.00
<u>Expenditures</u>					
Operating Expenses	\$ 450,541.88	\$ 527,873.73	\$ 501,047.68	\$ 464,489.00	\$ 531,200.00
Cash Basis Expenditures	\$ 200,000.00	\$ 80,000.00	\$ -	\$ -	\$ -
Expenditure Totals	\$ 650,541.88	\$ 607,873.73	\$ 501,047.68	\$ 464,489.00	\$ 531,200.00
Fund Total: Visitor Enhancement Fund	\$ (93,494.17)	\$ (203,831.21)	\$ (94,553.27)	\$ 21,511.00	\$ 38,800.00

City and Borough of Sitka, AK

REVOLVING FUND - SUMMARY BY EXPENDITURE TYPE
Fund 410

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 50,297.73	\$ 51,845.74	\$ (9,861.37)	\$ 24,000.00	\$ 10,180.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ 2,708.38	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ 5,130.20	\$ 5,786.62	\$ 1,349.89	\$ -	\$ -
Revenue Totals	\$ 55,427.93	\$ 60,340.74	\$ (8,511.48)	\$ 24,000.00	\$ 10,180.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 214.35	\$ 32.71	\$ 42.64	\$ 300.00	\$ 150.00
Cash Basis Expenditures	\$ 24,919.04	\$ 21,523.19	\$ 14,085.89	\$ 18,000.00	\$ 15,000.00
Expenditure Totals	\$ 25,133.39	\$ 21,555.90	\$ 14,128.53	\$ 18,300.00	\$ 15,150.00
Fund Total: Revolving Fund	\$ 30,294.54	\$ 38,784.84	\$ (22,640.01)	\$ 5,700.00	\$ (4,970.00)

City and Borough of Sitka, AK

GUARANTY FUND - SUMMARY BY EXPENDITURE TYPE
Fund 420

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 12,201.57	\$ 11,869.60	\$ (2,503.48)	\$ 6,000.00	\$ 2,280.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 12,201.57	\$ 11,869.60	\$ (2,503.48)	\$ 6,000.00	\$ 2,280.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ 6,138.57	\$ 5,262.60	\$ 3,422.52	\$ 6,000.00	\$ 3,500.00
Expenditure Totals	\$ 6,138.57	\$ 5,262.60	\$ 3,422.52	\$ 6,000.00	\$ 3,500.00
Fund Total: Guaranty Fund	\$ 6,063.00	\$ 6,607.00	\$ (5,926.00)	\$ -	\$ (1,220.00)

City and Borough of Sitka, AK

CEMETERY FUND - SUMMARY BY EXPENDITURE TYPE
Fund 430

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 4,484.61	\$ 4,358.37	\$ (939.26)	\$ 2,000.00	\$ 2,000.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 4,484.61	\$ 4,358.37	\$ (939.26)	\$ 2,000.00	\$ 2,000.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ 1,979.45	\$ 2,247.61	\$ 1,927.37	\$ 2,000.00	\$ 2,000.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ 1,979.45	\$ 2,247.61	\$ 1,927.37	\$ 2,000.00	\$ 2,000.00
Fund Total: Cemetery Fund	\$ 2,505.16	\$ 2,110.76	\$ (2,866.63)	\$ -	\$ -

City and Borough of Sitka, AK

ROWE TRUST FUND - SUMMARY BY EXPENDITURE TYPE
Fund 440

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Services	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Uses of Property & Investments	\$ 9,424.27	\$ 9,455.40	\$ (1,958.11)	\$ 4,500.00	\$ 1,800.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Totals	\$ 9,424.27	\$ 9,455.40	\$ (1,958.11)	\$ 4,500.00	\$ 1,800.00
Expenditures					
Salaries and Wages	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Expenses	\$ -	\$ -	\$ -	\$ 4,500.00	\$ 1,800.00
Cash Basis Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Expenditure Totals	\$ -	\$ -	\$ -	\$ 4,500.00	\$ 1,800.00
Fund Total: Rowe Trust Fund	\$ 9,424.27	\$ 9,455.40	\$ (1,958.11)	\$ -	\$ -

City and Borough of Sitka, AK

LIBRARY ENDOWMENT FUND - SUMMARY BY EXPENDITURE TYPE
Fund 500

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
<u>Revenue</u>					
State Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Federal Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Operating Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Uses of Property & Investments	\$10,943.96	\$11,103.83	-\$2,223.64	\$3,000.00	\$2,200.00
Interfund Billings	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Miscellaneous Revenue	\$4,087.07	\$3,012.40	\$8,416.00	\$1,000.00	\$6,000.00
Cash Basis Receipts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Revenue Totals	\$15,031.03	\$14,116.23	\$6,192.36	\$4,000.00	\$8,200.00
<u>Expenditures</u>					
Operating Expenses	\$2,015.51	\$874.43	\$3,982.57	\$0.00	\$0.00
Cash Basis Expenditures	\$0.00	\$0.00	\$0.00	\$35,000.00	\$30,000.00
Expenditure Totals	\$2,015.51	\$874.43	\$3,982.57	\$35,000.00	\$30,000.00
Fund Total: Library Endowment Fund	\$13,015.52	\$13,241.80	\$2,209.79	-\$31,000.00	-\$21,800.00

City and Borough of Sitka, AK

BULK WATER FUND - SUMMARY BY EXPENDITURE TYPE
Fund 540

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
Other Operating Revenue	\$ 1,200.00	\$ 1,200.00	\$ 21,350.00	\$ -	\$ 1,200.00
Uses of Property & Investments	\$ 36,653.22	\$ 35,732.87	\$ (7,688.17)	\$ 11,500.00	\$ 6,675.00
Interfund Billings	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Receipts	\$ -	\$ -	\$ 86,025.38	\$ -	\$ -
Revenue Totals	\$ 37,853.22	\$ 36,932.87	\$ 99,687.21	\$ 11,500.00	\$ 7,875.00
Expenditures					
Operating Expenses	\$ -	\$ -	\$ -	\$ -	\$ -
Cash Basis Expenditures	\$ -	\$ 30,000.00	\$ 104,000.00	\$ 30,000.00	\$ 10,200.00
Expenditure Totals	\$ -	\$ 30,000.00	\$ 104,000.00	\$ 30,000.00	\$ 10,200.00
Fund Total: Bulk Water Fund	\$ 37,853.22	\$ 6,932.87	\$ (4,312.79)	\$ (18,500.00)	\$ (2,325.00)

City and Borough of Sitka, AK

SEASONAL SALES TAX/SCHOOL BOND DEBT SERVICE FUND - SUMMARY BY EXPENDITURE TYPE
Fund 651

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	\$2,458,721.00	\$908,918.00	\$0.00	\$816,719.00	\$1,532,249.00
Federal Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Operating Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Uses of Property & Investments	\$44,446.18	\$59,012.49	-\$44,271.21	\$0.00	\$0.00
Interfund Billings	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Miscellaneous Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cash Basis Receipts	<u>\$1,490,482.24</u>	<u>\$1,279,834.18</u>	<u>\$1,394,702.75</u>	<u>\$1,250,000.00</u>	<u>\$1,600,000.00</u>
Revenue Totals	<u>\$3,993,649.42</u>	<u>\$2,247,764.67</u>	<u>\$1,350,431.54</u>	<u>\$2,066,719.00</u>	<u>\$3,132,249.00</u>
Expenditures					
Salaries and Wages	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Operating Expenses	\$750,440.00	\$641,115.00	\$547,540.00	\$462,115.00	\$254,200.00
Other Financing Sources	\$0.00	\$0.00	\$528,469.48	\$0.00	\$0.00
Other Financing Uses	\$0.00	\$0.00	-\$537,098.05	\$0.00	\$0.00
Cash Basis Expenditures	<u>\$2,880,000.00</u>	<u>\$2,155,000.00</u>	<u>\$1,850,000.00</u>	<u>\$1,940,000.00</u>	<u>\$2,050,000.00</u>
Expenditure Totals	<u>\$3,630,440.00</u>	<u>\$2,796,115.00</u>	<u>\$2,388,911.43</u>	<u>\$2,402,115.00</u>	<u>\$2,304,200.00</u>
Fund Total: Seasonal Sales Tax Fund	<u>\$363,209.42</u>	<u>-\$548,350.33</u>	<u>-\$1,038,479.89</u>	<u>-\$335,396.00</u>	<u>\$828,049.00</u>

City and Borough of Sitka, AK

PERMANENT FUND - SUMMARY BY EXPENDITURE TYPE
Fund 400

	2019 Actual Amount	2020 Actual Amount	2021 Actual Amount	2022 Amended Budget	2023 Budget
Revenue					
State Revenue	-	-	-	-	-
Federal Revenue	-	-	-	-	-
Services	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Uses of Property & Investments	1,138,799	245,652	5,906,880	372,000	500,000
Interfund Billings	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-
Cash Basis Receipts	118,925	180,941	-	-	-
Revenue Totals	1,257,724	426,593	5,906,880	372,000	500,000
Expenditures					
Salaries and Wages	-	-	-	-	-
Fringe Benefits	-	-	-	-	-
Operating Expenses	48,817	48,556	46,585	52,800	68,000
Cash Basis Expenditures	1,427,097	1,447,500	1,213,716	1,145,554	1,193,739
Expenditure Totals	1,475,914	1,496,056	1,260,301	1,198,354	1,261,739
Fund Total: Permanent Fund	(218,190)	(1,069,463)	4,646,579	(826,354)	(761,739)

City and Borough of Sitka FY23 Consolidated Operating Budget

Summary of Significant Accounting and Budget Policies

Significant Accounting Policies

Accounting for the financial activities of the City and Borough of Sitka is performed in accordance with Governmental Accounting and Financial Reporting Standards, as promulgated by the Governmental Accounting Standards Board (GASB), and applicable Federal and State of Alaska guidelines.

Specific accounting policies having an impact on this budget include the following:

Depreciation - Depreciation is recorded on the straight line basis for all fixed assets and useful lives used to calculate depreciation expense conform, as much as possible, to industry standards.

Inventories - Inventories of maintenance supplies and materials are accounted for under the periodic method on a first in - first out (FIFO) basis. Inventories of maintenance supplies and materials are expensed when consumed.

Bad Debt Expense - Bad debt expense is accounted for under the direct write off method.

Investments in Debt Securities - All investments in debt securities are considered to be held until maturity and are carried at historical cost. Investments are marked to market on a monthly basis separate from the accounting system and market value is reported to management monthly. Premiums and discounts on the purchase of debt securities are amortized on the effective interest methods.

Compensated Employee Absences - Compensated employee absences (annual leave) is expensed as accrued.

Grants - Grants from Federal Government Agencies are accounted for as revenue to the appropriate fund (normally a Capital Project Fund).

Capital Project Funds - All capital construction projects in excess of \$50,000 are normally accounted for in separate Capital Project Funds. Due to increased control initiated in FY97 some projects less than \$50,000 will be accounted for in Capital Projects Funds. For proprietary funds, capital construction is accounted for in separate capital project funds for internal management purposes only; and the end of the fiscal year, all proprietary fund capital projects are closed back to the parent fund through adjusting journal entries. Uncompleted projects are shown as construction in progress and grant revenue for capital construction is accounted for as grant revenue.

Fixed Assets - For accounting purposes the minimum level for fixed assets is set at \$5,000 and for infrastructure is set at \$10,000.

City and Borough of Sitka FY23 Consolidated Operating Budget

Summary of Significant Accounting And Budgeting Policies (cont.)

Significant Budgeting Policies

Specific budgeting policies having an impact on this budget include the following:

Budgeting Basis - Budgeting is on a cash inflow / cash outlay basis. As the financial operations of proprietary funds are required to be accounted for under the accrual accounting basis, budgeting in these funds is for outlays (expenditures), not for expenses. So that the user may relate expenditure authority to its effect on the financial condition of such funds, pro forma financial statements showing the estimated financial effect of the authorized spending are also provided. Accrual accounting information is, where necessary, adjusted to a cash basis in order to provide management with consistent budget execution information.

Operating and Capital Budgets - Authorized expenditures for all funds are divided into separate and distinct capital and operating budgets. Capital budgets include authorized expenditures for acquisitions of fixed assets, minor construction projects, acquisitions of and improvements to land, and direct transfers of equity to capital project funds and other funds (in particular, internal service funds). All other authorized expenditures are contained within operating budgets.

Lapsing of Appropriations and Reappropriations of Capital Expenditures - All unencumbered operating budget appropriations lapse at the end of the fiscal year (June 30th). Capital expenditures do not lapse; however, for internal management purposes, capital appropriations are also assumed to lapse at the end of the fiscal year. Capital expenditures which carry forward to future years are reappropriated and are clearly shown as such in the budget. Amounts shown are estimates only. Actual remaining appropriations are reappropriated.

Revenues - For budgeting purposes, revenues for proprietary funds are assumed to be received in cash although, under accrual accounting rules, some revenues are recorded prior to the actual receipt of cash. These revenues include interest receivable, amortization's of discounts on investment securities, and utility fees billed but not yet received. The effect of these non-cash revenues is not considered to be significant enough to be material.

Internal Budget Redistributions - The Municipal Administrator has the authority to redistribute appropriations between accounts within specific Divisions of the General Fund, within Enterprise Funds and within Internal Service Funds. Authorized expenditures may not be redistributed between operating and capital budgets. Redistributions between certain Divisions of the General Fund, between different Funds or between operating and capital budgets of the same Fund, must be approved by the City and Borough of Sitka Assembly.

Internally Funded Capital Projects - Capital projects in excess of \$50,000 are normally accounted for in separate Capital Project Funds. Due to increased control initiated in FY97 some projects less than \$50,000 will be accounted for in Capital Project Funds. If such projects are funded through grants, donations, or revenue generated by the project, such revenues are accounted for directly under the Capital Project Fund. If a project is funded through the transfer of equity from the General Fund or a Proprietary Fund, the transfer is budgeted as *Interfund Transfers or Advances to Other Funds* under the General Fund or Proprietary Fund, and an *Advances From Other Funds* under the Capital Project Fund. For proprietary funds, capital construction is accounted for in separate capital project funds for internal management purposes only; and the end of the fiscal year, all proprietary fund capital projects are closed back to the parent fund through adjusting journal entries. Thus, if projected expenditures for Capital Project Funds lag behind expected levels, actual amounts of year-end working capital may exceed projected levels.

Fixed Assets - For budgeting purposes the minimum level for fixed assets is set at \$5,000 and for infrastructure is set at \$10,000.



CITY AND BOROUGH OF SITKA

Legislation Details

File #: ORD 22-11 Version: 1 Name:

Type: Ordinance Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Adopting the budget and capital improvement plan for Enterprise Funds for the fiscal year July 1, 2022 through June 30, 2023, amending rates in Title 15 "Public Utilities" of the Sitka General Code and adopting moorage rates and other harbor fees

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Ord 2022-11](#)
[FY23 Budget Memo.](#)
[Ord 2022-11 Enterprise Funds](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Ordinance 2022-11 on first reading adopting the budget and capital improvement plan for Enterprise Funds for the fiscal year July 1, 2022 through June 30, 2023, amending rates in Title 15 "Public Utilities" of the Sitka General Code and adopting moorage rates and other harbor fees.

Note – the budget is included with the materials for the previous agenda item.





CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Melissa Haley, Finance Director 

Date: May 3, 2022

Subject: FY2023 Budget, Capital Improvement Plan, and Rate Adjustments

Background

The Assembly has met seven times over the course of four months, beginning first with staff seeking feedback and direction on what the Assembly wished to include in or exclude from the budget, and then moving on to review the FY2023 budget draft and its implications for the future.

Analysis

Revenue (General Fund): The overall takeaway from the meetings seeking direction was that staff and Assembly were comfortable with an optimistic, but cautious approach. Revenue projections for the General Fund assumed sales tax revenue rebounds from the pandemic but did not anticipate significant growth based on the projected increase in tourism.

Expenditures (General Fund): On the expense side, the outcome of the meetings was that not making key investments now would hurt the municipality going forward. Both inflation, increased tourism, and maintaining momentum on improvements in municipal operations have impacted the expenditure-side of the budget, resulting in an increase of 15% from spending anticipated through the end of the current year.

Infrastructure (Governmental): In addition to increased spending on operations, the FY2023 budget includes a rebound in investing in infrastructure repair projects that were delayed while the municipality was reeling from reduced revenues from the pandemic. While the increase capital investment doesn't fully make up for pandemic-related contractions, it is a move in the right direction.

Enterprise Funds and Rates: With infrastructure-heavy enterprise funds dealing with inflationary pressures, particularly in relation to increased costs of capital projects, rate

increases were recommended for all utilities and moorage, with a goal of ensuring that future spiked increase are mitigated. With a year-to-year CPI increase over 7% at the time of budget development, the rate increases in many cases are higher than prior year inflationary increases. The rate increases in the omnibus ordinance are as follows:

- Electric-4%
- Water-5%
- Wastewater-8%
- Solid Waste-7.5% (also included is a rate for additional pickups, which had been unintentionally lost from code)
- Moorage 8.3%

The Administrator's Letter, included at the front of the budget document, provides additional detail and analysis.

Fiscal Note

The General Fund budget results in a surplus of \$380,000, which, should adjustments be needed mid-year, could become a deficit, which would mean that operations would be supported by our undesignated fund balance. On the other side, sales tax projections are conservative, so it is possible that the surplus could grow.

For the enterprise funds, while revenue (with the corresponding rate increases) less operating expense provide a positive cash flow, in some cases key investments in capital repairs require some funds to use up some of their unrestricted net position from prior years, in other cases, an enterprise fund may be adding considerably to its working capital, however this is generally in preparation for future projects/debt service.

The only new debt proposed for FY2023 is a DEC loan to repair the Thomsen lift station. The Assembly has already provided preliminary approval of this loan.

Recommendation

Approve Ordinances 2022-10 and 2022-11 that includes the FY2023 budget, Capital Improvement Plan, approval of new debt, and rate increases for the Electric, Water, Wastewater, Solid Waste, and Harbor Funds.

CITY AND BOROUGH OF SITKA

ORDINANCE NO. 2022-11

**AN ORDINANCE OF THE CITY AND BOROUGH OF SITKA
ADOPTING THE BUDGET AND CAPITAL IMPROVEMENT PLAN FOR ENTERPRISE FUNDS FOR
THE FISCAL YEAR JULY 1, 2022 THROUGH JUNE 30, 2023, AMENDING RATES IN TITLE 15
“PUBLIC UTILITIES” OF THE SITKA GENERAL CODE AND ADOPTING MOORAGE RATES AND
OTHER HARBOR FEES**

BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska as follows:

1. CLASSIFICATION. The budget portion of this ordinance and moorage rates and other harbor fees are not of a permanent nature and is not intended to be a part of the Sitka General Code of the City and Borough of Sitka, Alaska; however, the portion of this ordinance that amends the Sitka General Code, sections 15.01.020 (Electrical rates), 15.05.620 (Water rates and fees), 15.04.320 (Wastewater rates and fees), and 15.06.020/15.06.035/15.06.045 (Solid waste rates) by increasing rates and fees is of a permanent nature and is intended to become a part of the Sitka General Code.

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

3. PURPOSE. The purpose of this ordinance is to set forth budgetary requirements and a capital improvement plan for the operation of the various divisions, departments and organizations of the City and Borough of Sitka for Fiscal Year 2023.

4. ENACTMENT. NOW THEREFORE, BE IT ENACTED by the Assembly of the City and Borough of Sitka, Alaska that the following expenditure budgets (see below) for the fiscal period beginning July 1, 2022 and ending June 30, 2023 and related capital improvement plan (included in the FY2023 Administrator’s Budget) are hereby adopted:

	<u>REVENUE</u>	<u>EXPENDITURE BUDGET</u>		
<u>ELECTRIC FUND</u>	REVENUE	OPERATIONS	CAPITAL/ TRANSFER	TOTAL
Electric Fund	\$20,561,447	\$25,619,486	\$ 3,593,630	\$29,213,116
Electric Capital Project Fund	\$3,514,000	\$-0-	\$ 3,514,000	\$3,514,000
Electric Capital Contingent on State/Federal Funding	\$7,000,000	\$-0-	\$7,000,000	\$7,000,000
<u>WATER FUND</u>				
Water Fund	\$3,364,830	\$3,441,980	\$ 211,000	\$3,612,980
Water Capital Project Fund	\$ 150,000	\$-0-	\$ 150,000	\$150,000
<u>WASTEWATER FUND</u>				
Wastewater Fund	\$4,132,582	\$ 4,125,050	\$ 160,000	\$4,245,050
Wastewater Capital Project Fund	\$120,000	\$-0-	\$ 120,000	\$120,000
Wastewater Capital Contingent on State/Federal Funding	\$-0-	\$-0-	\$1,275,000	\$1,275,000
Authorization to apply for and accept ADEC loan funding to fund Wastewater Fund capital projects in the amount of	\$1,275,000	\$-0-	\$-0-	\$-0-

<u>SOLID WASTE FUND</u>				
Solid Waste Fund	\$5,941,351	\$5,704,580	\$-0-	\$5,704,580
<u>HARBOR FUND</u>				
Harbor Fund	\$ 4,376,010	\$5,335,800	\$947,000	\$6,282,800
Harbor Capital Project Fund	\$947,000	\$-0-	\$947,000	\$947,000
<u>AIRPORT TERMINAL FUND</u>				
Airport Terminal Fund	\$767,386	\$1,069,476	\$-0-	\$1,069,476
<u>MARINE SERVICE CENTER FUND</u>				
Marine Service Center Fund	\$291,785	\$270,873	\$-0-	\$270,873
<u>GARY PAXTON INDUSTRIAL PARK FUND</u>				
Gary Paxton Industrial Park	\$232,051	\$677,288	\$25,000	\$702,288

EXPLANATION

Details of individual budgets and capital improvement plans are contained in the FY2023 Administrator's Budget. Budgeted amounts for all funds include revenue, operating expenditures and new capital outlays. This ordinance fulfills the requirements of Section 11.08 of the Home Rule Charter of the City and Borough of Sitka regarding annual adoption of a capital improvements program. Included in this ordinance are rate increases for electric service (4% per kWh), Water (5%), Wastewater (8%), and solid waste (7.5%/4% for transfer station drop offs), and moorage (8.3%). While moorage rates are required to be adopted by resolution (one reading), they are included with this budget ordinance for consistency and will be read twice.

* * *

**TITLE 15
PUBLIC UTILITIES**

**CHAPTER 15.01
ELECTRIC UTILITY POLICIES**

* * *

15.01.020 Electrical Rates.

A. All electric rates are subject to sales tax if applicable. These rates are effective for all electricity billed after July 1, 2022, regardless of when electricity was consumed.

The assembly shall consider annually an adjustment to the electric rates, based on the Consumer Price Index, at a time when any adjustment could be made effective July 1st of the year applied. An adjustment, if any, shall be based on the prior year annual report for the municipality of Anchorage, Alaska, from the United States Department of Labor and Workforce Development, Consumer Price Index, and determined to be the percent change to the current year from the percent change of the prior year, and will be effective July 1st of any year applied. The first such adjustment date may be July 1, 2018.

B. Residential Services.

1. Applicable to all residential customers for all uses in the home or residence, subject to the rules and

regulations and customer services policies of the city and utility.

2. Energy Charges

All kWh from the first billing cycle in November through the last billing cycle in April.	\$.1255 <u>.1305</u> per kWh
All kWh from the first billing cycle in May through the last billing cycle in October.	\$.2007 <u>.2087</u> per kWh
Customer charge is \$20.48 per month.	

C. General Service – Small

1. Applicable to all nonresidential customers for all uses, including lighting, heating and power, when the electricity consumed in the preceding twelve months is less than one hundred thousand kWh and has measured demand of less than fifty Kw, Subject to the rules, regulations and customer service policies of the utility and the city. Typical customers in this class could include: restaurants, retail vendors, churches, fueling stations, and service industries.

2. Energy Charges.

All kWh from the first billing cycle in November through the last billing cycle in April.	\$.1234 <u>.1283</u> per kWh
All kWh from the first billing cycle in May through the last billing cycle in October.	\$.1966 <u>.2045</u> per kWh
Customer charge is \$40.95 per month.	

3. Demand Charges.

First 25 kW	No charge
Over 25kW	\$6.14 <u>6.39</u> per kW

D. General Service – Large.

1. Applicable to all nonresidential customers for all uses, including lighting, heating and power, when the electricity consumed in the preceding twelve months is equal or greater than one hundred thousand kWh or has a measured demand equal to or greater than fifty kW, subject to the rules, regulations and customer and customer service policies of the utility and the city. Typical customers in this class could include: grocery stores, industrial users, and seafood processing facilities.

2. Energy Charges.

All kWh	\$.1516 <u>.1577</u> per kWh
Customer charge is \$63.00 per month.	

3. Demand Charges.

First 25 kW	No charge
Over 25 kW	\$6.15 <u>6.40</u> per kW

E. General Service – Public Authority.

1. Applicable to all noncommercial and nonresidential customers for all uses, including lighting, heating and power, subject to the rules, regulations and customer service policies of the utility and the city. Typical customers in this class could include: schools, tribal governments, and other public government buildings.

2. Energy Charges.

All kWh	\$1536 <u>.1597</u> per kWh
Customer charge is \$47.25 per month.	

3. Demand Charges

First 25 kW	No charge
Over 25 kW	\$6.15 <u>6.40</u> per kW

F. Boat Service.

1. Applicable to separately metered boats, lights, heaters, pumps or other uses.

2. Energy Charges.

All kWh from the first billing cycle in November through the last billing cycle in April.	\$1255 <u>.1305</u> per kWh
All kWh from the first billing cycle in May through the last billing cycle in October.	\$2007 <u>.2087</u> per kWh
Customer charge is \$20.48 per month.	

G. Street and Security Light Service.

1. The utility will only install, at the expense of the customer, yard or security lights which can be attached to existing poles which are the property of the utility.

2. Rate per Month. This fee is in addition to the actual installation charges required for installing the desired fixtures.

Monthly unmetered street or security light energy rate is calculated as follows:

(0.482 kWh per lamp watt) times (the

wattage of the lamp)=kWh per month.	
Example: 0.482 kWh x 100 watt lamp = 48 kWh per month.	
Monthly energy rate is: kWh per month times \$0.2003 per kWh.	
48 kWh per month x \$0.2003/kWh = \$9.61 per month energy rate.	
Typical lamp energy rates:	
70 watt	\$6.92 <u>7.20</u> per month
100 watt	\$9.85 <u>10.24</u> per month
150 watt	\$14.76 <u>15.35</u> per month
175 watt	\$17.25 <u>17.94</u> per month
250 watt	\$24.63 <u>25.62</u> per month
400 watt	\$39.61 <u>41.19</u> per month
1,000 watt	\$98.93 <u>102.89</u> per month

* * *

H. Controlled Service Interruptible Load—Large Consumer.

* * *

The energy charge calculation will be performed by multiplying 0.0317 times the average price paid two calendar months prior by the state of Alaska or the city and borough of Sitka, whichever is lower, for No. 2 fuel oil delivered in Sitka. This factor assumes an overall oil heating system efficiency of seventy percent and a heat equivalent of fuel oil of one hundred thirty-eight thousand five hundred ninety-nine BTU per gallon. The maximum energy charge for all kilowatt hours under this rate shall be ~~eleven twelve~~ and ~~fifty-five one-hundredths~~ one one-hundredths cents per kilowatt hour.

Example 1: If the city and borough's price for No. 2 fuel oil is one dollar and twenty cents per gallon, the rate would be 0.0317 times one dollar and twenty cents equals three and eighty hundredths cents per kilowatt hour.

Example 2: If the city and borough's price for No. 2 fuel oil is four dollars and twenty cents per gallon, the rate would be 0.0317 times four dollars and twenty cents equals thirteen and thirty-one hundredths cents per kilowatt hour. However, due to the maximum energy charge, the energy charge in this case would be ~~eleven twelve~~ and ~~fifty-five one-hundredths~~ one one-hundredths cents.

* * *

CHAPTER 15.04 SEWER SYSTEM

* * *

15.04.320 Rates and fees.

A. Base rate: ~~Sixty-five~~ Seventy dollars and ~~forty-seven~~ seventy one cents per unit per month.

* * *

B. Sewer Service in Conjunction with Metered Water.

1. General Sewer Service in Conjunction with Metered Water. Minimum charge: one times the unmetered sewer

base plus three dollars and ~~fifty-three~~ eighty one cents per one thousand metered gallons.

* * *

2. Gary Paxton Industrial Park. Treated wastewater, metered: minimum charge of ~~one hundred twenty nine~~ one hundred thirty-nine dollars and ~~seventy eight~~ seventy eight cents per month.

a. Treated wastewater, metered: ~~three four~~ three four dollars and ~~eighty seven~~ eighteen cents per one thousand gallons water use.

C. Connection Fee. Seven hundred sixty dollars per connection.

* * *

CHAPTER 15.05 WATER SYSTEMS

* * *

15.05.620 Water Rates And Fees

A. Unmetered Water. Base rate: ~~Fifty one dollars and forty five~~ Fifty four dollars and two cents per unit.

* * *

B. Metered Water Service.

1. General Metered Water Service.

Meter Size	Allowance (GAL)	Minimum Charge
Up to 1"	15,000	\$73.35 <u>77.02</u>
2"	50,000	\$160.86 <u>168.90</u>
3"	100,000	\$241.28 <u>253.34</u>
4"	250,000	\$482.55 <u>506.68</u>
6" and above	500,000	\$965.13 <u>1,013.39</u>

All over allowance charged at minimum charge plus one dollar and sixty-~~eight~~ eight cents per one thousand gallons. The over allowance charged at minimum charge plus seventy- ~~four~~ eight cents per one thousand gallons will apply to major fish processing plants (Seafood Producers Cooperative, Sitka Sound Seafoods, Inc., aka North Pacific Seafoods, and Stikine Holdings, LLC, aka Silver Bay Seafoods).

2. Gary Paxton Industrial Park.

a. Metered water one hundred sixty-~~eight~~ eight dollars and ~~eighty six~~ ninety cents per month minimum.

i. Treated water: three dollars and ~~twenty one~~ thirty-seven cents per one thousand gallons.

ii. Treated water, fish processing use: two dollars and ~~forty four~~ fifty-six cents per one thousand gallons.

iii. Raw water for heating: one dollar and ~~two~~ seven cents per one thousand gallons.

iv. Raw water for industrial processing: one dollar and ~~forty five~~ fifty-two cents per one thousand gallons.

v. Raw water for water bottling at Gary Paxton industrial park: in container sizes of five gallons or less: two dollars and ~~ten~~ twenty-one cents per one thousand gallons.

- vi. Raw water for bottling at Gary Paxton industrial park in container sizes greater than five gallons: one cent per gallon.

C. Curb Stop/Service Valve Operation Fee. Except for the initial turn-on that occurs when property is first connected to the municipal water system, each customer or applicant for service shall pay a fee of fifty-nine dollars and fifty cents for turning on or turning off the water service to the property. The fee shall be paid for each turn-on and turn-off whether at the customer's or applicant's request or due to nonpayment for water services. The water service to a property may not be turned on unless all water system fees associated with the property have been paid in full.

D. Fire Hydrant Use Fee. Provided in Section 15.05.590.

E. Connection fee. Seven hundred seventy-five dollars per connection.

* * *

CHAPTER 15.06

SOLID WASTE TREATMENT AND REFUSE COLLECTION

* * *

15.06.020 Solid waste disposal policy and rates.

* * *

C. Fees and policies applicable to specific solid waste categories.

1. Junk automobiles and small trucks (three quarter ton or smaller) may be delivered to Gary Paxton Industrial Park (GPIP) scrap yard at a rate of ~~4.39~~ 4.57 cents per pound.

2. Trucks larger than three-quarter ton, larger vehicles, heavy equipment, and old trailers shall be billed at a rate of ~~7.73~~ 8.04 cents per pound

3. Mixed scrap metals including steel shall be billed at a rate of ~~10.97~~ 11.41 cents per pound. Sorted scrap iron and other metals excluding steel shall be billed at a rate of ~~6.0~~ 6.24 cents per pound. Inclusion of any amount of steel within an individual delivery of scrap metal to the municipal scrap yard shall deem it to be a mixed scrap metal delivery to be billed at the mixed scrap metal rate.

4. Fuel tanks must be cleaned and cut into pieces less than five feet by twelve feet (if over five hundred gallons) prior to delivery to the GPIP Scrap yard.

5. Freezers, refrigerators, and air conditioning units shall be billed a rate of ~~twenty-four dollars and fourteen~~ twenty-five dollars and eleven cents each.

6. All other appliances or white goods besides freezers, refrigerators, and air conditioning units shall be billed at a rate of ~~7.52~~ 7.82 cents per pound

7. Tires off of large trucks and heavy equipment may be delivered to the transfer station or GPIP scrap yard and shall be billed at a rate of ~~thirty dollars and seventy-two~~ thirty-one dollars and ninety-five cents each.

8. No construction and demolition debris shall be disposed of at any Sitka landfill unless otherwise authorized by director of public works.

9. Household hazardous or special waste may be disposed of during normal business hours at the GPIP scrap yard. Commercially generated household hazardous waste will not be accepted at any time.

10. Concrete and asphalt disposal shall be billed at a rate of ~~fourteen dollars and thirty-one~~ fourteen dollars and eighty-eight cents per cubic yard.

11. Concrete and asphalt disposal is by appointment only with the public works superintendent.

12. Asbestos disposal shall be billed at a rate of ~~sixty-four dollars and seventy-nine cents~~ sixty-seven dollars and thirty-eight cents per cubic yard.

13. Asbestos disposal is by appointment only with the public works superintendent.

* * *

15.06.035 Rates for treatment and collection.

A. The following rates are effective on the day after the day a solid waste user fee ordinance containing such fees is passed:

48-gallon container	\$38.70 <u>\$41.60</u> per month
96- gallon container	\$65.01 <u>\$69.89</u> per month
300-gallon container	\$263.16 <u>\$282.90</u> per month
Extra pickup 48-gallon container	<u>\$35.36</u> per pickup
Extra pickup 96-gallon container	<u>\$59.41</u> per pickup
Extra pickup 300-gallon container	<u>\$226.32</u> per pickup

B. These rates are for one container that the refuse collection contractor picks up once a week. For customers that fall into one of the following three categories, the rates for treatment and collection will be:

For those customers in apartment complexes or other unique situations identified on the list maintained by the finance director	\$58.82 <u>\$63.23</u> per month
For those customers living within the harbor system	\$38.70 <u>\$41.60</u> per month
For those customers living on an island other than Baranof or connected by bridge to Baranof who do not receive any service from the refuse collection contractor	\$29.08 <u>\$31.26</u> per month

C. Rates shall be reviewed annually in January by the assembly.

* * *

15.06.045 Transfer station drop-off charges and special refuse collection charges.

A. Refuse may be dropped off directly at the municipal transfer station during operating hours by any individual or entity. Each residential solid waste utility customer receiving municipal solid waste collection and disposal services shall be entitled to dispose of up to two hundred pounds of solid waste per month at the transfer station free of charge. All other refuse disposed of directly at the municipal transfer station shall be billed the rate of ~~14.35~~ 14.92

cents per pound

* * *

**ADOPTING PERMANENT AND TEMPORARY MOORAGE RATES AND
OTHER HARBOR FEES AND CHARGES:**

Permanent Moorage (effective July 1, 2022)

Vessels 20 feet in length and under ~~\$2.98~~ \$3.23 per foot per month, if owners pay in advance for one year.
All other Vessels ~~\$3.99~~ \$4.32 per foot per month

Transient Moorage (effective July 1, 2022)

Vessels up to eighty feet in length ~~\$1.24~~ \$1.34 per foot per day.
Vessels eighty-one feet to one hundred fifty feet in length ~~\$2.11~~ \$2.29 per foot per day.
Any vessel greater than one hundred fifty feet in length ~~\$3.17~~ \$3.43 per foot per day.
A 25% credit in daily transient moorage will be given to any commercial vessel actively loading or
unloading fish and which produces a fish ticket or processor contract. The credit will be good for up to 10
days per fish ticket or contract.

Monthly Transient Permit Moorage (effective July 1, 2022)

Monthly up to one-hundred fifty feet in length ~~\$21.22~~ \$22.98 per foot of overall length.
Vessels over one-hundred fifty feet in length ~~\$31.82~~ \$34.46 per foot of overall length.

Eliason Harbor end ties (effective July 1, 2022)

All vessels ~~\$3.66~~ \$3.96 per foot per day.

Vessel Wait List

Vessels on the wait list shall be charged ~~\$3.99~~ \$4.32 per foot of the overall vessel length, per month,
payable in advance, quarterly. The fee paid to get on the wait list is equal to a quarter's moorage and is
non-refundable and does not get applied to moorage.

Other Fees (effective July 1, 2022)

Permanent Float Plane Rate:
~~\$262.50~~ \$284.29 per quarter.

Transient Float Plane rates:

Float Plane rate is ~~\$23.81~~ \$25.79 per day or portion of a day (no charge if moored under one hour)

Garbage – Commercial dumpster ~~\$263.16~~ \$282.90

Cruise Ship Tender and Security Fees

Tender Fee:
~~\$1,328.42~~ \$1,418.75 per ship per day

Security Fee:
~~\$525~~ \$568.58 per day

5. EFFECTIVE DATE. This ordinance shall become effective on July 1, 2022.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska this 24th day of May 2022.

ATTEST:

Steven Eisenbeisz, Mayor

Sara Peterson, MMC
Municipal Clerk

1st reading: 5/10/2022
2nd and final reading: 5/24/2022

Sponsor: Administrator



CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 22-14 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Supporting the Alaska State Legislature House Bill 149 "an act relating to allowing certain child day care providers to organize for the purpose of collective bargaining; and establishing the Child Day Care Provider Fund"

Sponsors:

Indexes:

Code sections:

Attachments: [Motion Memo and Res 2022-14](#)
[HB149-ss-fields](#)
[HB 149 Supporting Document-Chamber of Commerce Report Childcare 2022](#)

Date	Ver.	Action By	Action	Result
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Sponsors: Himschoot and Knox

POSSIBLE MOTION

I MOVE TO approve Resolution 2022-14 on first and final reading supporting the Alaska State Legislature House Bill 149 "an act relating to allowing certain child day care providers to organize for the purpose of collective bargaining; and establishing the Child Day Care Provider Fund".



CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

From: Assembly Members Himschoot and Knox

Date: May 4, 2022

Subject: Approval of Resolution 2022-14 supporting HB 149

Background

As part of the Early Childhood Coalition's work to alleviate aspects of the childcare crisis in Sitka a resolution was drafted to support HB 149. The assembly is being asked to support the resolution and submit it to our delegation in Juneau.

Analysis

Functional, high quality, available and affordable childcare allows community members to participate in the workforce with the confidence their children are thriving in the care of professional childcare providers. One barrier to daycare centers providing more spaces is a lack of staff. HB 149 provides a number of measures at the state level that will support childcare staff such as benefits and higher wages. While childcare centers are not within the formal education system supported by city funding, they are vitally important to child development and the local economy. In this way high quality childcare can be considered within both the education and economic infrastructure responsibilities of the city.

Fiscal Note

While there is no cost to this resolution there is great benefit to Sitka's childcare providers if HB 149 passes.

Recommendation

Approve Resolution 2022-14.

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2022-14

**A RESOLUTION OF THE CITY AND BOROUGH OF SITKA SUPPORTING THE ALASKA STATE
LEGISLATURE HOUSE BILL 149 “AN ACT RELATING TO ALLOWING CERTAIN CHILD DAY CARE
PROVIDERS TO ORGANIZE FOR THE PURPOSE OF COLLECTIVE BARGAINING; AND
ESTABLISHING THE CHILD DAY CARE PROVIDER FUND”**

WHEREAS, House Bill 149 was introduced by Representative Zack Fields and co-sponsored by Representatives Hopkins, Story, Rasmussen, Ortiz, Tarr, Josephson, Spohnholz, Snyder, Tuck, and Senator Kawasaki; and

WHEREAS, House Bill 149 has passed the Senate Finance Committee and the House of Representatives; and

WHEREAS, child care is a vital infrastructure for Alaska and the City of Sitka and is key to a thriving economy; and

WHEREAS, childcare is a sector working to ensure all other sectors work while preparing our young children for school and life; and

WHEREAS, quality early childcare has lasting positive impacts on children including improved cognitive and social abilities, better math and language skills, increased school readiness, and higher graduation rates; and

WHEREAS, the positive impact is especially evident in children experiencing poverty; and

WHEREAS, compensation, benefits, and training are key in recruiting and maintaining qualified and experienced staff; and

WHEREAS, HB 149 establishes a Child Care Trust Fund providing financial support to the child care system for years to come; and

WHEREAS, HB 149 amplifies the collective voice of childcare workers.

NOW, THEREFORE, BE IT RESOLVED that the Assembly of the City and Borough of Sitka strongly supports the passage of the Alaska State Legislature House Bill 149 "An Act relating to allowing certain child day care providers to organize for the purpose of collective bargaining; and establishing the child day care provider fund."

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 10th day of May, 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading: 5/10/2022

Sponsors: Himschoot and Knox

ALASKA STATE LEGISLATURE



REPRESENTATIVE ZACK FIELDS

Fairview • South Addition • Government Hill • Downtown • Eastridge

Sponsor Statement: HB 149

Child care is a critical sector in the American economy. It is key to social and emotional learning for children and helps parents work and continue their own education. Yet this sector suffers from poor worker pay, high costs for parents, chronic issues regarding access, and high demand for quality. The result is high turnover, chronic stress, and a consistent shortage of workers.

Nationwide, up to 53% of child care workers are on some sort of public assistance. 25-30% do not have health insurance. By allowing child care providers to organize and collectively bargain, Alaska can better support high quality child care, address chronic issues such as the gender pay gap, and increase worker job satisfaction, child safety, and opportunity for workers. Collective bargaining has been shown to provide higher quality child care through more training, advocacy and education opportunities for workers and providers. It is a way to invest in a workforce that will be better able to recruit, retain and strengthen workers for a lifetime career. These workers will then in turn be better prepared to care for future generations of Alaskans.

HOW CHILDCARE IMPACTS
ALASKA'S WORKFORCE
PRODUCTIVITY AND THE
STATE ECONOMY



U.S. Chamber of Commerce
Foundation

Untapped
Potential in

AK



The U.S. Chamber of Commerce Foundation is dedicated to strengthening America's long-term competitiveness. We educate the public on the conditions necessary for business and communities to thrive, how business positively impacts communities, and emerging issues and creative solutions that will shape the future.

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Untapped Potential:

How Childcare Impacts Alaska's Workforce Productivity and the State Economy

CONTENTS

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Having a dynamic and competitive labor force increases the incentive to focus on supporting childcare efforts in the state.

Introduction

The U.S. Chamber of Commerce Foundation has always seen childcare as a two-generation workforce issue: essential to support the workforce of today and vital to develop our workforce of tomorrow.

Before the COVID-19 public health crisis, access to affordable, quality childcare was hard to come by for working parents trying to enter, re-enter, or stay in the workforce. The pandemic exacerbated the existing issues in America's childcare system and created an impossible situation for parents, employers, and childcare providers. Working parents struggled to balance home childcare and work as childcare providers fought to stay open and serve their communities, leaving employers wondering how and when their employees with children can return to work.

The first five years of life are critical for children to build a strong foundation upon which future learning is built, yet currently, supply cannot meet demand—a problem that existed prior to the COVID-19 pandemic, which has only become more severe as a result. The challenges we face are persistent and complex but solvable, and the business community must be part of that solution.

As a result of these challenges, a stronger understanding of how childcare breakdowns impact working parents, their employers, and the state economy was necessary. The Chamber Foundation partnered with The Alaska Chamber on this report to better understand the unique needs of working parents in Alaska and examine the current childcare landscape.

Since the height of the pandemic, Alaska's unemployment rate has slowly started to return to pre-pandemic levels, falling by more than five percentage points since April of 2020. As more Alaska residents return to the labor force, it is important that there are adequate and affordable options for childcare. If parents are not able to return to work because of childcare, there are financial impacts to both parents and the economy.

Our report estimates how often parents are missing work or educational opportunities because of insufficient childcare. With that information in hand, we model the financial impact to the Alaska economy to understand the untapped economic potential due to childcare breakdowns. The results highlight the challenges facing families with young children and clearly show the need for flexible access to high-quality, affordable care. It is essential that any proposed solution be developed by and tailored to the unique needs and distinct challenges of each community, and directly address the issues of access, affordability, and quality.

The Chamber Foundation is committed to supporting positive steps forward in advancing access and affordability in childcare. To do so, partnerships between early education advocates and the business community are vital to ensure that Alaska's children, families, businesses, and economy are strong. The persistent childcare challenges will not be fixed overnight, and they won't be remedied by a single sector. It is our hope that this report and the data it presents provide a better understanding of the challenges being faced and create opportunities for partners to discover the solutions.

Executive Summary

There have been numerous studies highlighting the developmental benefits of high-quality childcare for young children as well as the professional benefits for their parents. Children gain a strong foundation and their parents can pursue careers or enhance their education or vocational skills. When there are breakdowns in the childcare system, it can cause children to miss valuable opportunities and parents may experience disruptions to their work or education. Despite the myriad benefits resulting from high-quality childcare, many families are struggling to find viable options for their children. In 2019, the U.S. Chamber of Commerce Foundation conducted studies in four states—Idaho, Iowa, Mississippi, and Pennsylvania—to better understand the size of the childcare problem in those communities. The report estimated that each state lost hundreds of millions of dollars in economic activity due to breakdowns in childcare. The following year, the U.S. Chamber examined how parents, employers, and providers were responding during the pandemic to childcare choices, workplace situations, and the provision of care. In 2021, the U.S. Chamber of Commerce Foundation has conducted case studies in Alaska, Arizona, Arkansas, Missouri, and Texas.

Building on that work, the U.S. Chamber of Commerce Foundation partnered with the Alaska Chamber and thread, a nonprofit organization dedicated to better outcomes for Alaska's children, to understand how much breakdowns in childcare are currently costing Alaska.

In this study, we looked at the causes of childcare challenges as well as motivations behind why parents select various childcare arrangements. Many employers want to facilitate greater access to childcare as a way of creating productive work environments and satisfied employees, but do not know where to begin or how to expand or improve current benefits or options. To answer these questions, we sought to learn what types of childcare benefits working parents are currently receiving and which benefits they desire most from employers. Importantly, we considered the effects of the COVID-19 pandemic on childcare, which put an unprecedented burden on parents who saw schools and childcare settings closed or rendered unsafe for millions of children.

The results of our research confirm what many stakeholders already know—childcare issues prevent many Alaska parents from working or pursuing postsecondary education. As a result of childcare challenges, such as breakdowns in care, affordability, or lack of access, working parents arrive late to work or leave early, forgo promotions, postpone school and training programs, and sometimes leave the workforce altogether.

As policymakers and business leaders consider ways to position Alaska for success, supporting childcare solutions could enable Alaska to capitalize fully on its resources and compete with other states and businesses across the country.

TOPLINE FINDINGS

– \$165M

THE UNTAPPED POTENTIAL:
Childcare issues result in an estimated \$165 million loss annually for Alaska's economy

– \$13M

Alaska loses an estimated \$13 million annually in tax revenue due to childcare issues

– \$152M

Absences and employee turnover cost Alaska employers an estimated \$152 million per year

77%

77% of parents reported missing work due to childcare issues in the past 3 months

26%

In addition to the majority of households in which parents, stepparents, or guardians provide childcare, 26% of households use other family members and friends to supplement care

~7%

Approximately 7% of parents voluntarily left a job due to childcare issues

36%

36% of parents postponed school or a training program due to childcare issues

61% of Alaskans live in what the Center for American Progress defines as a childcare desert.



Population: 736,081

Average Household Income: \$73,181

Minimum Wage: \$10.34 per hour

Capital: Juneau

Surveyed: 264 parents of
children 5 years and younger

ALASKA PROFILE

Alaska has been grappling with a labor shortage throughout 2021. To encourage unemployed individuals to fill the extensive job openings across the state, Governor Dunleavy ended the enhanced federal unemployment compensation in June.¹ As Alaskans consider their options for entering and navigating a competitive labor market, an important factor for many will be access to childcare. According to Child Care Aware, there are approximately 65,216 children under the age of 6 in Alaska, each with their own childcare needs.² Furthering this challenge, 61% of Alaskans live in what the Center for American Progress (CAP) defines as a childcare desert. While childcare affordability is a critical issue for low-income families, access to childcare in childcare deserts impacts families across the socioeconomic spectrum. High-income and low-income households are situated in childcare deserts at similar rates (68% compared to 66%).³ This means access to childcare is a concern for parents no matter their income.

Alaska, along with all other states, receives annual federal discretionary funds through the Child Care and Development Fund (CCDF) to subsidize childcare for eligible families. Because the pandemic exposed and amplified existing childcare challenges, to help stabilize the childcare ecosystem and meet the acute needs of the moment, Alaska also received over \$99 million in supplemental discretionary funds through three federal stimulus bills.⁴ Alaska plans to divide the stimulus funds between direct services and subsidies, and virus mitigation policies and practices.⁵ Specifically, policymakers expect to waive childcare co-payments for families enrolled in the state's Child Care Assistance Program and formulate solutions to support families who do not qualify for the program. The state also plans to support childcare facilities through the pandemic by providing resources and supplies for virus mitigation.

Despite these pandemic-related initiatives, the impact of insufficient childcare on Alaska's working parents is a persistent issue. This research attempts to capture the size of the childcare issue at a household level and translate those costs into lost economic activity for the state. How many working parents are significantly changing their employment situation because of childcare issues? When employees leave or miss work due to childcare disruptions, how does that affect their employer? What is the overall impact of childcare issues on state and local tax revenues? We will explore the economic implications of these challenges and highlight the human costs these decisions have on working parents.

¹ <https://www.adn.com/business-economy/2021/05/14/dunleavy-administration-will-cut-unemployment-benefits-by-ending-federal-pandemic-boost/>

² https://info.childcareaware.org/hubfs/2020%20State%20Fact%20Sheets/Alaska-2020StateFactSheet.pdf?utm_campaign=Picking%20Up%20The%20Pieces&utm_source=Alaska%20SFS

³ <https://childcaredeserts.org/2018/?state=AK>

⁴ See: *State Use of Supplemental CCDBG Funds in the CARES Act During 2020*, Bipartisan Policy Center, (February 2, 2021), accessed June 2021 at: <https://bipartisanpolicy.org/blog/state-ccdbg-2020/>; *State Use of Supplemental CCDBG funds from the CRRSA*, Bipartisan Policy Center, (March 17, 2021), accessed June 2021 at: <https://bipartisanpolicy.org/blog/state-use-of-supplemental-ccdbg-funds-from-the-december-2020/>; *Fact Sheet: Rescue Plan Funding to Rescue the Child Care Industry so the Economy Can Recover*, White House, (April 15, 2021), accessed June 2021 at: <https://www.whitehouse.gov/briefing-room/statements-releases/2021/04/15/fact-sheet-biden-harris-administration-announces-american-rescue-plan-funding-to-rescue-the-child-care-industry-so-the-economy-can-recover/>

⁵ https://www.acf.hhs.gov/sites/default/files/documents/occ/CRRSA_60_Day_Report_2021_Alaska.pdf

Survey Results

We used a mixed-method sampling approach to survey parents with children under the age of six about the ways in which childcare issues have impacted their lives across employment and education. We also captured the decisions parents make regarding childcare arrangements—who they selected as providers and why. Stakeholders need to know the motivations behind parents selecting childcare providers so they can better align their efforts toward effective solutions.

The demographic profile of the survey respondents is generally reflective of Alaska’s population. To capture sufficient information from an adequate number of working parents, we supplemented standard random sampling techniques with recruiting efforts by the Alaska Chamber and thread, who distributed the survey through their networks. We believe that these data provide valuable insights into the state of childcare in Alaska, but the sampling limitations should be accounted for in the interpretation of the results.

Key Findings

Current Childcare Dynamics

Knowing how childcare is currently organized and the resources parents rely on for care is vital to understanding the impact that childcare issues have on the economy. To gain a complete picture, parents responded to questions about their current childcare arrangements.

- **Parents, stepparents, or guardians provide at least some childcare** for the relative majority of families **(47%)**.
- A relatively high proportion of **families (37%)** **rely on childcare centers**.
- Parents primarily pick their childcare provider based on **affordability and proximity to home, work, or school**.
- When it comes to cost, **families pay an average of \$982 per month for childcare**, although costs can vary dramatically by provider type and household income.
- **Seventy-eight percent of families pay for childcare out of their personal budget**, with only 9% receiving state childcare provider assistance.

Our research shows that low- and middle-income households primarily have a parent, stepparent, or guardian as a source of childcare (**FIGURE 01**). High-income groups choose childcare centers at a much higher rate than low-income parents, while low-income parents rely more heavily on the support of family or friends.

Almost two-thirds of low- and middle-income families chose their current childcare arrangement for financial reasons, which makes affordability by far the biggest driver of the childcare-provider decision. For high-income households, affordability is the second most cited reason at only 41%, trailing proximity to home, work, or school. This suggests that while higher-income parents more often have a choice in the arrangement they choose, Alaskan families are uniquely constrained by geography in their choice of childcare providers.

The majority of households across income groups indicated that they expected to change their current childcare arrangement within the next 12 months, with middle-income households leading the pack. Alaskans indicate that their family's childcare plan requires an approach that involves several factors, including family, friends, formal childcare centers, work environment, and the parents themselves.

While Alaskans are using several methods for acquiring childcare, they are generally paying for it by using their family's personal budget (FIGURE 03). Monthly childcare expenditures vary greatly for families in different income bands. Low- and middle-income households spend approximately \$350 and \$875 per month, while high-income families spend over \$1,150 per month. In developing solutions to this childcare challenge, policymakers and stakeholders should consider ways to identify and support Alaskan families that need additional resources for childcare access. Higher-income groups have the resources to rely on childcare centers for childcare, whereas lower-income households opt for other solutions, such as relying on a family member or friends for childcare. Therefore, it is important to understand and support parents in ways that best serve to bridge the childcare gap between income groups.

FIGURE 01.
Household breakdown of current childcare arrangement by income group

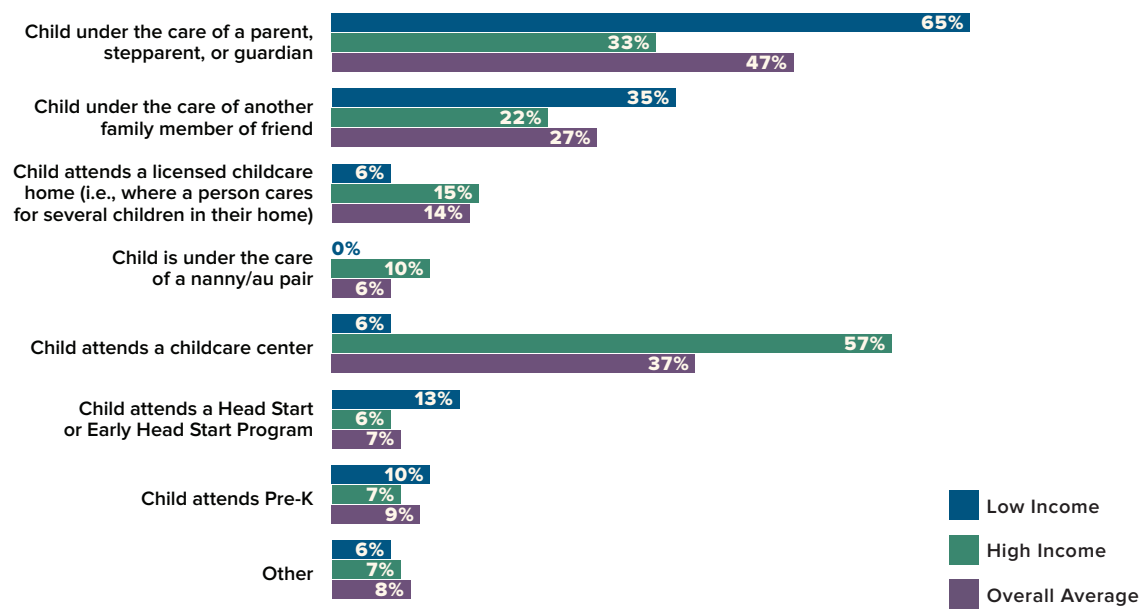


FIGURE 02.

Household breakdown of primary reason for selecting arrangement, by income group

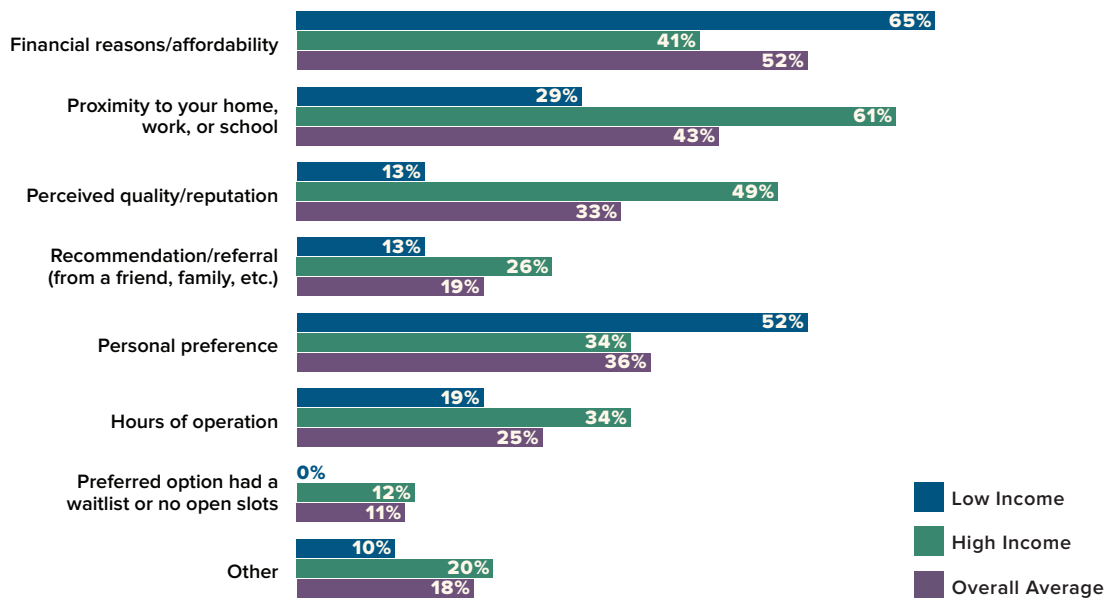
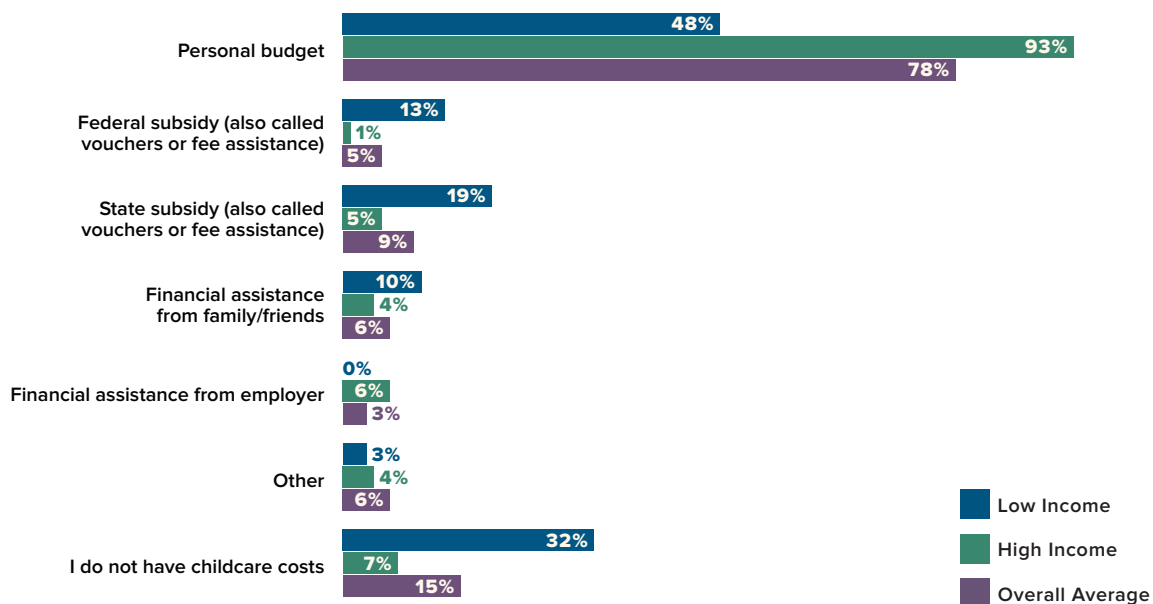


FIGURE 03.

Household breakdown of primary funding for childcare, by income group



Current Employment Dynamics

Research from CAP revealed that in each year from 2016 to 2018, more than 2 million parents of children aged five and younger—nearly 1 in 10 parents—had to quit a job, not take a job, or greatly change their job because of childcare problems.⁶ CAP also found that the nearly 700,000 working parents with children under the age of five—primarily working mothers—dropped out of the labor force in 2020. Some parents were laid off and gave up trying to find work due to caregiving responsibilities; others left the workforce to provide childcare.⁷ Alaska has managed these conditions better than most states. CAP estimates that 8% of parents in Alaska face significant childcare-related disruptions, which ranks 18th out of 50 states and the District of Columbia.⁸

Clearly, the challenges associated with childcare can have significant impact on parents' employment. Before we explore the specific challenges facing working parents in Alaska that were uncovered in this research, consider the current employment situation of the Alaskans we surveyed.

- **Eighty-one percent of the respondents who are currently employed are working full-time**, in comparison to 12% who are working part-time and 7% who are working students
- Full-time employed respondents **worked an average of 42.5 hours per week**, while part-time employed respondents **worked an average of 24.2 hours**
- Part-time employees are far more likely to choose their own work schedules—an employment benefit in high demand—but less likely to work salaried jobs, which highlights **the tension between job flexibility and compensation (FIGURE 04 AND 05)**

FIGURE 04.

Full-time vs. part-time job schedule

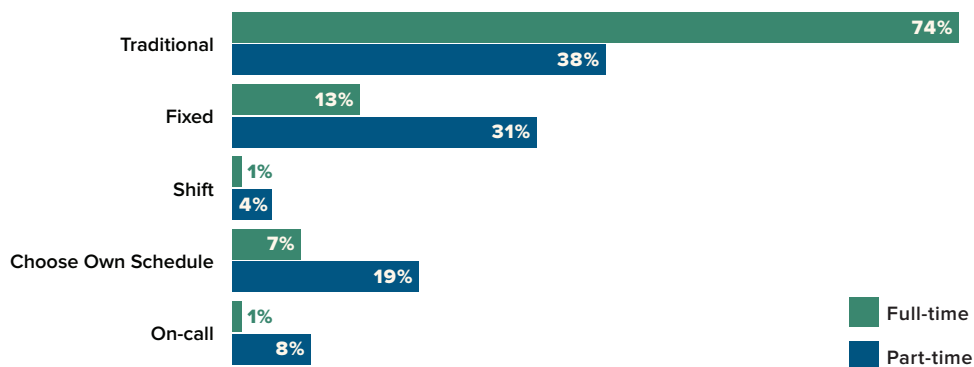
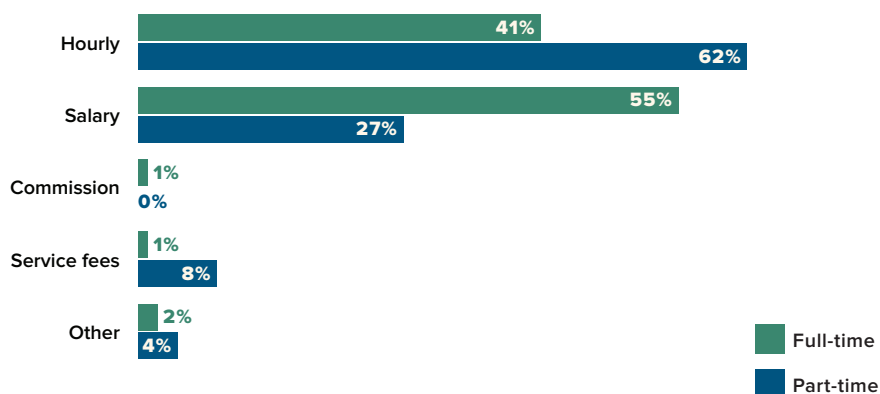


FIGURE 05.

Full-time vs. part-time job compensation structure



⁶ <https://www.americanprogress.org/issues/early-childhood/news/2020/02/18/480554/child-care-crisis-causes-job-disruptions-2-million-parents-year/>

⁷ Saving Child Care Means Preserving Jobs and Supporting Working Families and Small Businesses - Center for American Progress

⁸ <https://www.americanprogress.org/issues/early-childhood/news/2020/02/18/480554/child-care-crisis-causes-job-disruptions-2-million-parents-year/>

Impact of Childcare on Employment and Education

Forty percent of respondents reported that they or someone in their household has left a job, not taken a job, or greatly changed jobs because of problems with childcare in the last 12 months.

- Nearly 40% of respondents have experienced changes to their employment situation due to childcare (FIGURE 06).

This includes parents voluntarily or involuntarily leaving their jobs, decreasing their hours from full-time to part-time, being unable to increase their hours, or being unable to accept a new position.

Even parents who have yet to experience disruptions to their employment are impacted. Perhaps because they anticipate challenges in the future, 16% of working parents said they plan to leave their job in the next 12 months, and of those, 39% will do so because of childcare issues.

Around 10 million U.S. mothers living with their own school-age children were not actively working in January 2021—an increase of 1.4 million during the same month the year prior,⁹ indicating that childcare support can be a key factor to bringing U.S. mothers back to the workforce if they choose to.

According to the National Survey of Children's Health (NSCH), just over 9% of parents in the U.S. reported that childcare issues are causing significant disruptions to their employment, whereas slightly more Alaska parents (12%) are experiencing disruptions.¹⁰ The parents in our survey reported much higher rates (40%) of childcare issues significantly impacting their employment. Aside from the differences in survey design that affect the comparison of our data to the NSCH, it is also likely that rates of separation due to childcare were increased during the COVID-19 pandemic as many childcare options were no longer available to parents and increased economic turbulence caused disruptions.

Childcare issues are also posing significant challenges to parents who are enrolled in educational programs. Nearly one-third of respondents we surveyed are pursuing, or have pursued in the last 12 months, some type of school or work training program. Over this past year, many parents went from full-time to part-time in the program, dropped from a class roster, or dropped out of the program entirely.

- Thirty-six percent of respondents have experienced disruption to their education due to childcare across income groups (FIGURE 07).

⁹ <https://www.census.gov/library/stories/2021/03/moms-work-and-the-pandemic.html>

¹⁰ <https://www.childhealthdata.org/browse/survey/results?q=8354&r=1&r2=4>

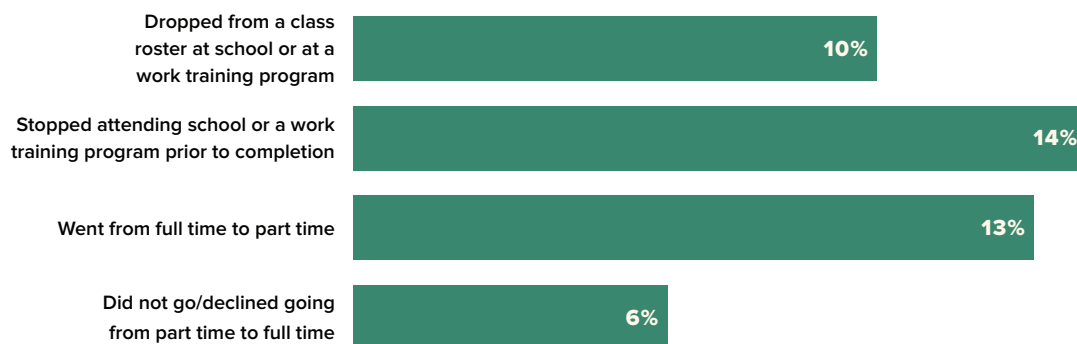
FIGURE 06.

Percentage of parents who experienced employment changes due to childcare, by income group



FIGURE 07.

Education status changes due to childcare



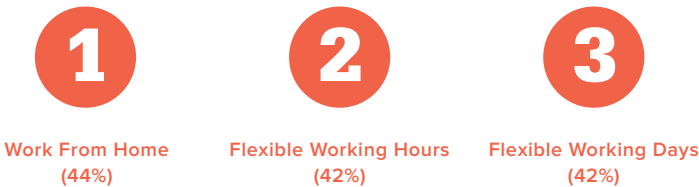
Childcare Subsidies, Benefits, and Accommodations

For many Alaska parents, financial support for childcare comes from a wide range of sources. While 78% of survey respondents do not require assistance, paying for childcare out of pocket, the remaining 22% of households receive financial assistance from the people in their lives, rely on government subsidies or assistance programs, or have childcare benefits built into their compensation package. These programs offer a lifeline to families and remove a critical barrier that would otherwise keep parents from entering the workforce or pursuing education.

Nearly one quarter of respondents receive benefits from their employer that help them manage their childcare, and high-, middle-, and low-income families are similarly likely to receive such benefits. When asked to specify the benefits they receive, remote working and flexible working hours/days were the most common, as well as the most desired. For example, 44% cited the ability to work from home as one of the most important childcare-related benefits, with flexible working hours and flexible working days being cited by 42% of respondents.

Childcare assistance or subsidies through government programs can also help parents overcome the challenges they are facing. Alaskans who care for children under the age of six primarily utilize the Child Tax Credit program and the Earned Income Tax Credit program to subsidize their childcare needs. Furthermore, respondents across income groups identified the increase to the Child Tax Credit as the single most preferred government-provided childcare benefit.

FIGURE 08.
Benefits desired by parents, in order of highest average rank
**Parents ranked their top three choices*



The Role of COVID-19 Pandemic on Childcare

Our study briefly explored the COVID-19 pandemic and the effects it has had on childcare. The pandemic exposed and amplified challenges that many parents were already managing in households across the country. Our work in 2019 highlighted the significant costs childcare issues were having on several state economies, but the pandemic has added a layer of complexity to the existing set of challenges.

Forty-eight percent of respondents have changed their childcare arrangement due to COVID-19, with 54% citing health and safety as their main concern. As the country comes out of the pandemic, some challenges will naturally abate for working parents, but new solutions will be needed to fill in the lasting gaps that have been exacerbated over the past 18 months.

FIGURE 09.

Percent of parents likely to change their current childcare arrangement within the next 12 months, by income group

INCOME GROUP	PERCENT
Overall	55%
Low Income	55%
Middle Income	60%
High Income	52%

FIGURE 10.

Average total cost per month for childcare per household, by income group

\$350

Low Income

\$1,167

High Income

\$982

Overall Average

Economic Impact

We estimate that due to breakdowns in childcare, Alaska has \$165 million of annual untapped economic potential.

Working parents often face challenges at their job due to childcare issues. Many parents are absent, arrive late, or are otherwise disrupted at work when their chosen childcare arrangement does not provide adequate care for their children. These challenges were exacerbated by COVID-19 and the changes that the pandemic brought to childcare and employment. According to our research, more working parents missed work due to childcare issues and were absent more days on average than parents in other states studied before the pandemic.¹¹ In Alaska, 77% of workers missed work at least once in the last three months, and those that missed work did so for an estimated average of more than 17 days over the last year. If a parent is absent, this presents a financial cost to both the employer and the parent. The parent may lose wages for time missed, and the employer experiences a loss in productivity as well as the financial cost of paying overtime to other workers or even hiring and paying temporary workers to make up for the missed work. When accounting for these issues, we estimate that the direct employer cost due to absenteeism in Alaska is \$111 million per year.

“I dropped college classes because we had a baby on the way and our older child was not even a year old. So, I felt like it would be unrealistic to go to school and care for two little babies. However, I plan to continue once they are older.”

—ALASKA MOTHER WITH MULTIPLE CHILDREN UNDER THE AGE OF 6

¹¹ <https://www.uschamberfoundation.org/reports/untapped-potential-economic-impact-childcare-breakdowns-us-states>

¹² <https://cdn.americanprogress.org/wp-content/uploads/2012/11/CostofTurnover.pdf>

¹³ <https://itep.sfo2.digitaloceanspaces.com/whopays-ITEP-2018.pdf>

If a parent experiences a significant change in their childcare arrangement or life situation, this can cause them to voluntarily leave the workforce or be terminated by their employer. Our research showed that some employees had to leave their employer because of childcare issues, and some believe they were terminated because of childcare issues. As employees leave the workforce, employers face significant costs to replace them. Research indicates that it costs about one-fifth of an employee's yearly salary for them to be replaced.¹² Using this benchmark, we estimate that the turnover cost to employers in Alaska is \$40 million annually.

Costs from breakdowns in childcare are not isolated to employers and families. As people miss work or leave employment, there is an economic cost to Alaska through tax revenues. Even though Alaska does not collect state income or sales taxes, there is an estimated personal tax burden of 4.3% for median-income households according to the Institute on Taxation and Economic Policy.¹³ We estimate that Alaska loses a total of \$13 million in taxes annually due to employee turnover and absenteeism.

THE UNTAPPED POTENTIAL:

\$165M

Childcare issues result in an estimated \$165 million loss annually for Alaska's economy

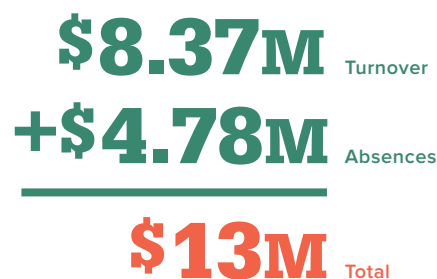
FIGURE 11.

Direct employer costs



FIGURE 12.

State tax costs



Immediate Effects on Employment and Education

When parents experience childcare issues, there are immediate consequences with lasting impact on their lives. Parents who have breakdowns in their childcare are more likely to experience disruptions or distractions in their professional lives. Sometimes these breakdowns in childcare can lead to separation from employment (voluntary or involuntary) or other significant changes to employment. To compare national data, we asked a question that the National Survey of Children's Health (NSCH) included in its 2019 administration of the survey:

The National Survey of Children's Health (NSCH) asked¹⁴

“During the past 12 months, did you or anyone in the family have to voluntarily leave a job, not take a job, or greatly change your job because of problems with childcare for this child, age 0-5 years?”

As mentioned previously, 11.6% of Alaska parents reported that childcare issues are causing significant disruptions to their employment, as reported by the NSCH. The parents in our survey reported much higher rates (40%) of childcare issues significantly impacting their employment or the employment of someone in their family.

As the COVID-19 pandemic affected people's ability to have reliable childcare, increased numbers of people experienced immediate disruptions to their work, and these effects were not experienced equally by all groups. High-income households were the least likely to experience a significant change in work due to childcare, and women were more likely than men to experience a significant change. These trends are reflected in national economic data as well. During the pandemic, the unemployment rate rose to 16.1% for women, while for men the rate reached 13.6%.¹⁵ Lower-income households were more likely to lose a job than high-income households as well.

While the NSCH question allows us to compare to national surveys, we wanted to dive deeper into how exactly childcare issues impacted parents' ability to work or pursue higher education. We asked parents how their jobs had been impacted over the past 12 months.

Overall, 29% of parents personally experienced significant disruptions to their employment, with 2% being let go and 7% quitting as a direct result of issues with childcare. These data indicate that working parents of young children are making career decisions based on childcare needs, which may negatively impact their future careers and financial stability.

FIGURE 13.

Percentage of parents who answered “yes” to the NSCH question, compared nationally

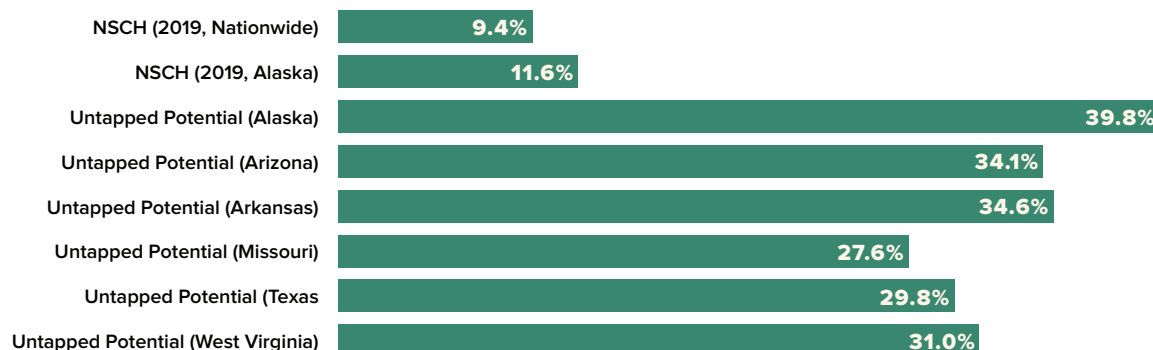


FIGURE 14.

Percentage of parents who answered “yes” to the NSCH question, by income group

HOUSEHOLD INCOME LEVEL	PERCENT
Low (<\$30k)	39%
Medium (\$30k–\$99k)	53%
High (\$100k+)	30%

FIGURE 15.

Percentage of parents who answered “yes” to the NSCH question, by gender

GENDER	PERCENT
Female	41%
Male	33%

¹⁴ <https://www.childhealthdata.org/browse/survey/results?q=8354&r=1>

¹⁵ <https://hbr.org/2021/04/to-keep-women-in-the-workforce-men-need-to-do-more-at-home>

ACCORDING TO THE NATIONAL SURVEY OF CHILDREN'S HEALTH (NSCH)

“11.6% of Alaska parents reported that childcare issues are causing significant disruptions to their employment. The parents in our survey reported much higher rates (40%) of childcare issues significantly impacting their employment or the employment of someone in their family.”

FIGURE 16.

How parents said childcare issues impacted their employment

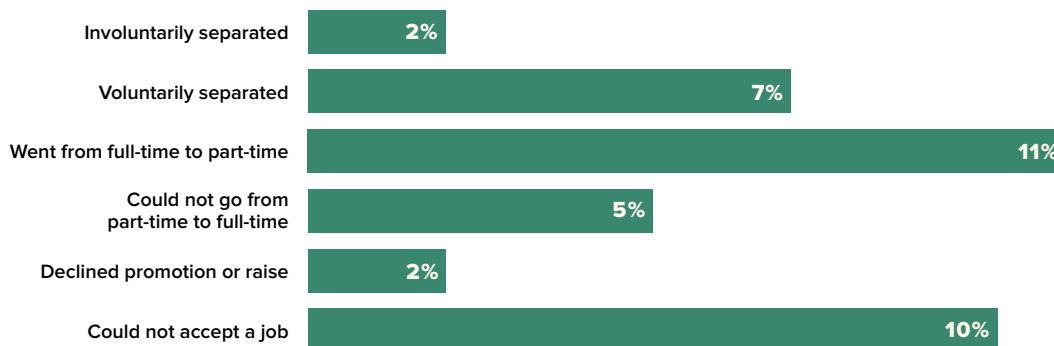
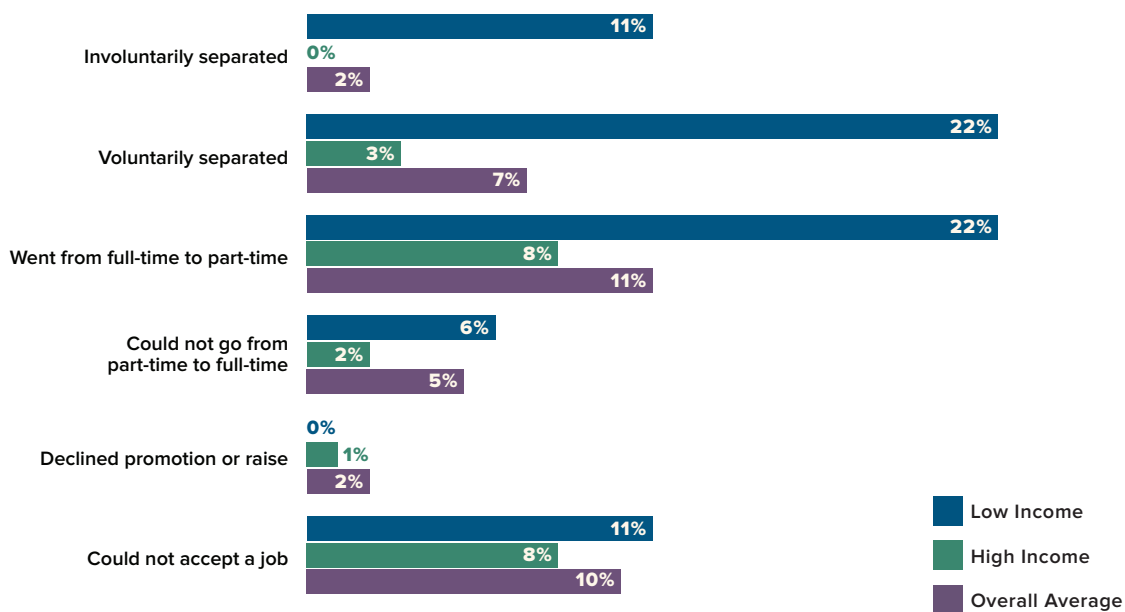


FIGURE 17.

How parents said childcare issues impacted their employment, by income group



Women were much more likely to separate from their job voluntarily or turn down full-time opportunities to provide childcare.

Although COVID-19 did impact employment and childcare for many parents, the problem was prevalent before the pandemic, and will likely continue after the pandemic. Overall, nearly 16% of respondents are planning to leave their job in the next 12 months, and more than a third of these are planning to leave because of childcare concerns. While men and women plan to leave the workforce in similar numbers, women are far more likely to leave because of childcare concerns, with more than 45% citing childcare concerns as their reason to leave their employer. Low-income households plan to leave their job at much higher rates than middle- and high-income households, but they are more likely to cite the desire to seek a new work opportunity as their reason for leaving rather than childcare concerns. Of those planning to leave their jobs, middle-income parents are the most likely to do so as a result of childcare.

Another essential piece of information is the age of the children when parents decide to voluntarily leave their jobs. Knowing this can inform targeted initiatives or policies for working parents. Fifty-eight percent of parents who voluntarily left their jobs in our study did so when their child(ren) was under two years old, indicating that childcare for infants and toddlers is the greatest need. Additionally, due to smaller teacher-to-child ratios, which are critical to providing a safe environment for infants and toddlers, childcare for this group is more expensive than childcare for older children.¹⁶ The expense is one important factor in why parents may choose to leave the workforce when their children are one year old or younger. This data also helps businesses understand when their employees are most vulnerable to leave the workforce, helping them tailor their childcare benefits to the working parents who need them most.

It is also important to understand how childcare issues impede the ability of parents to pursue higher education or training, because this ultimately influences their earning potential and their ability to contribute to the economy. Thirty percent of parents surveyed indicated that they were currently pursuing or had pursued some type of school or work training program in the past 12 months, and more than one-third of these said that they have needed to make significant changes due to childcare.

¹⁶ Where Does Your Child Care Dollar Go?
<https://www.americanprogress.org/issues/early-childhood/reports/2018/02/14/446330/child-care-dollar-go/>

Beyond significant changes to employment and education, working parents also experience other challenges at work and school due to childcare issues. Working parents miss work, arrive late, or are otherwise disrupted at work because of childcare issues. In Alaska, 74% of working parents have missed work or class in the past three months due to childcare issues. Sixty-two percent reported being late to work at least once in the last three months, and 74% and 71% reported being disrupted at work or distracted at work, respectively. While the impact of these interruptions is difficult to measure, they clearly impede parents' ability to perform their best at work or in class, creating negative influences on the ability to advance and learn. While women in Alaska were more likely to leave the workforce for childcare issues, it appears that men experienced slightly higher levels of interruption to their work and school in the first few months of 2021.

FIGURE 18.

How parents said childcare issues impacted their employment, by gender

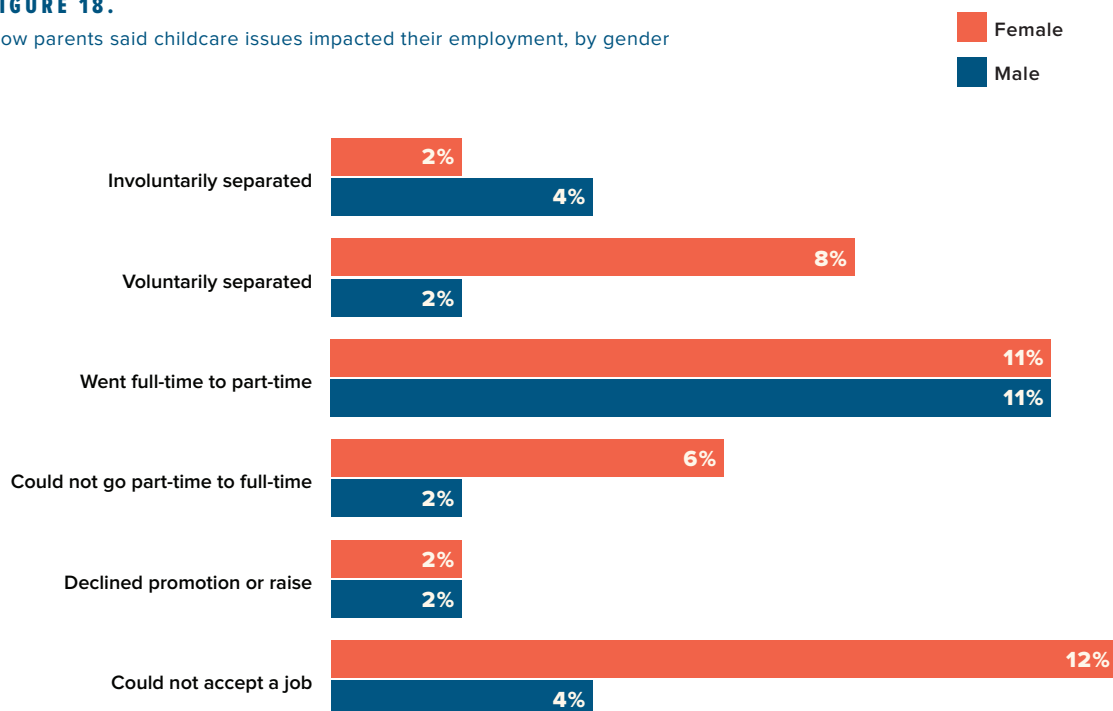


FIGURE 19.
 Parents leaving employment over the next 12 months, by gender



FIGURE 20.
 Percent of parents leaving employment citing childcare issues as a primary reason, by gender



FIGURE 21.
 Parents leaving employment over the next 12 months, by income group



FIGURE 22.
 Parents leaving employment citing childcare issues as a reason, by income group



FIGURE 23.

Type of education being pursued of those pursuing education, by gender

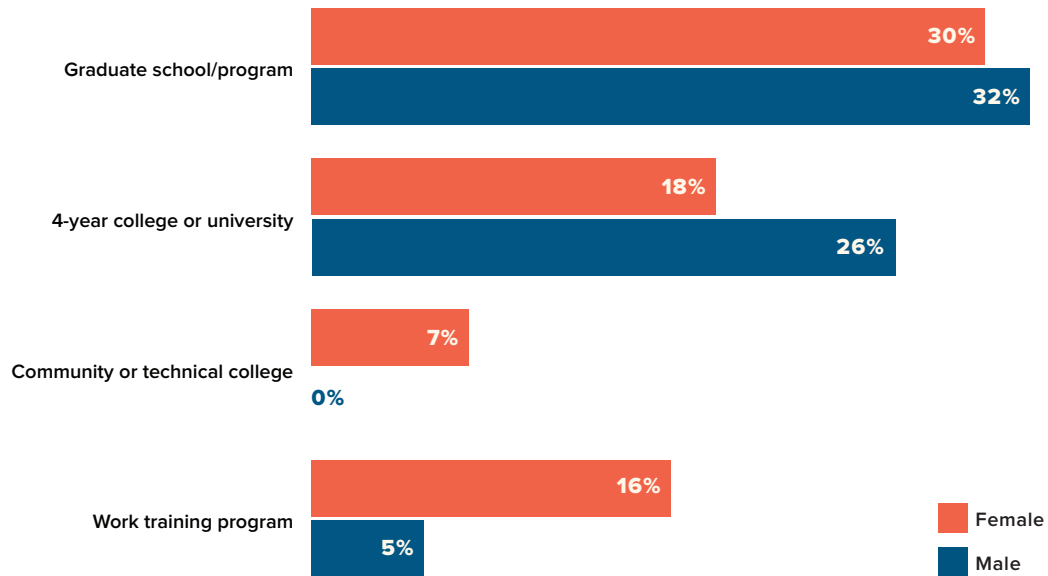
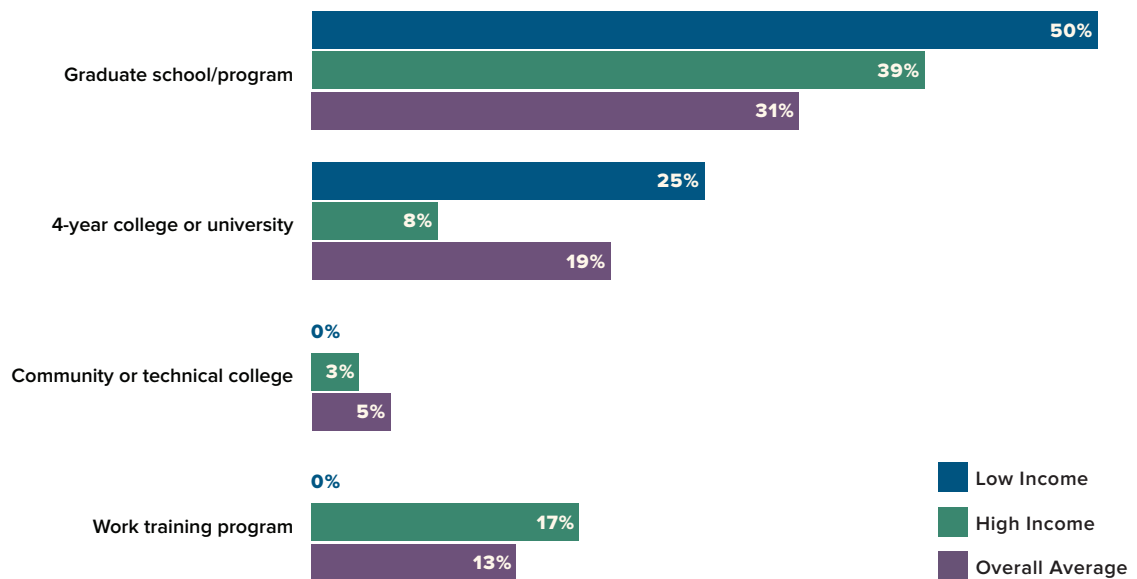


FIGURE 24.

Type of education being pursued of those pursuing education, by income group



“I have been unable to find childcare for my two children causing me to quit my job last year. After joining a new company six months later, I had to request a specific schedule and turn down a full-time position to work around my family schedule that allowed my parents to watch my kids while I was at work.”

-ALASKA MOTHER OF MULTIPLE CHILDREN UNDER THE AGE OF SIX

FIGURE 25.

How parents said childcare issues impacted their postsecondary education or training program

*Parents could select more than one option



FIGURE 26.

How parents said childcare issues impacted their postsecondary education or training program, by gender

*Parents could select more than one option

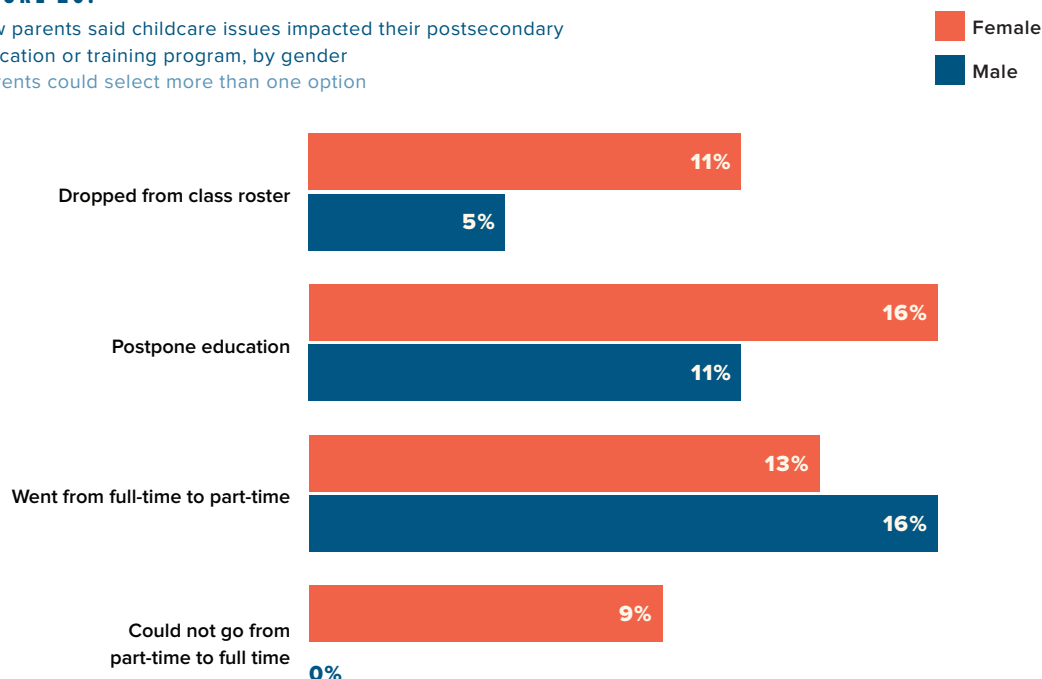


FIGURE 27.

How parents said childcare issues impacted their postsecondary education or training program, by income group

*Parents could select more than one option

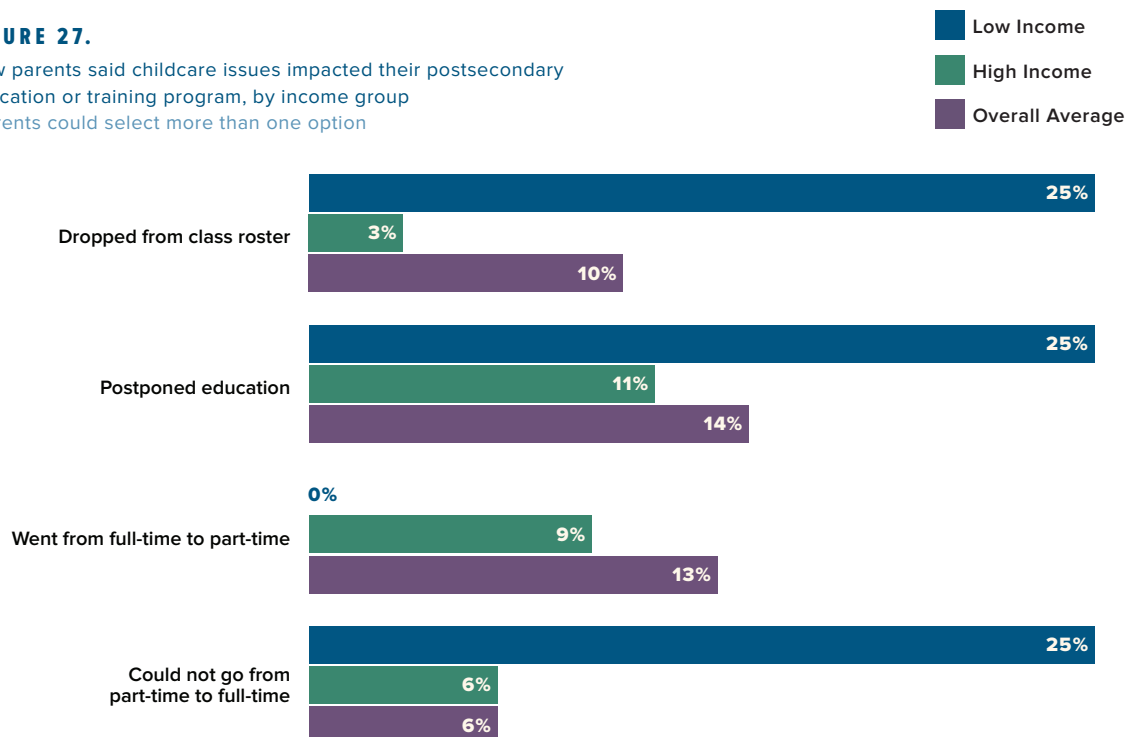


FIGURE 28.
Frequency of missing work or class in the last three months, by gender

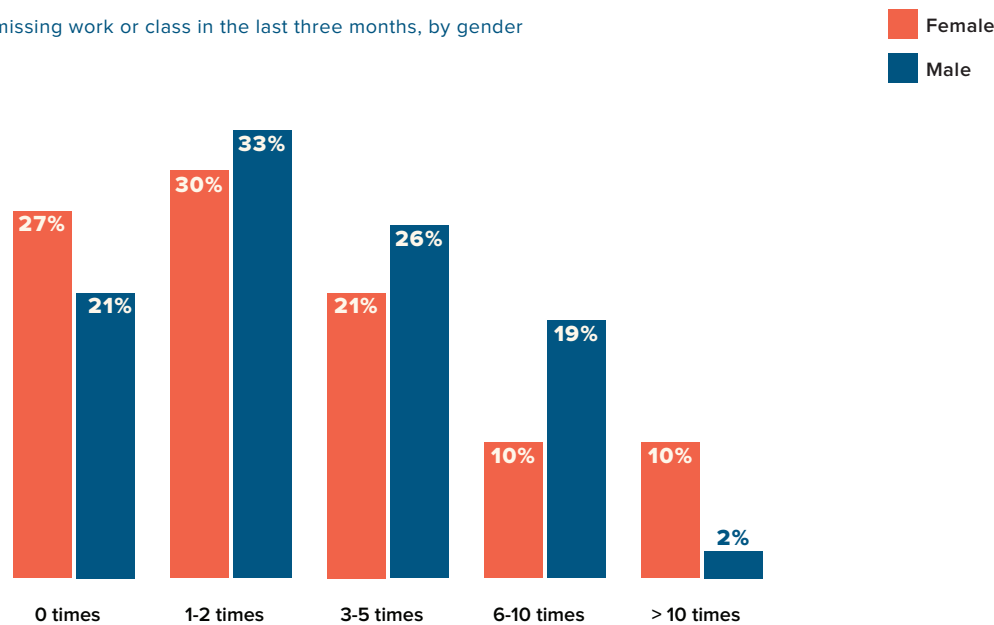


FIGURE 29.
Frequency of arriving late to work or class in the last three months, by gender

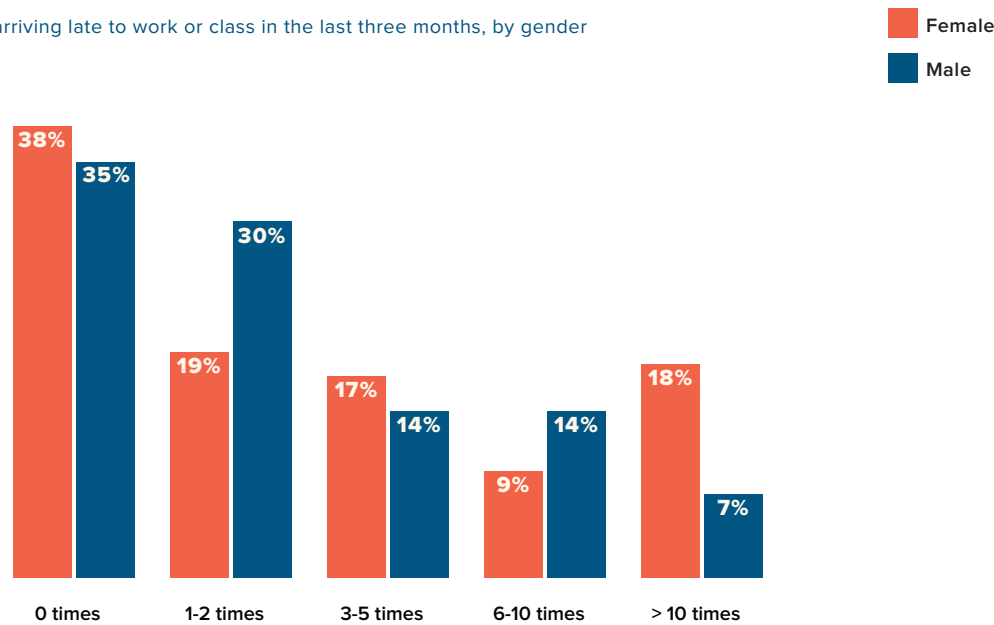


FIGURE 30.

Frequency of being disrupted at work or class in the last three months, by gender

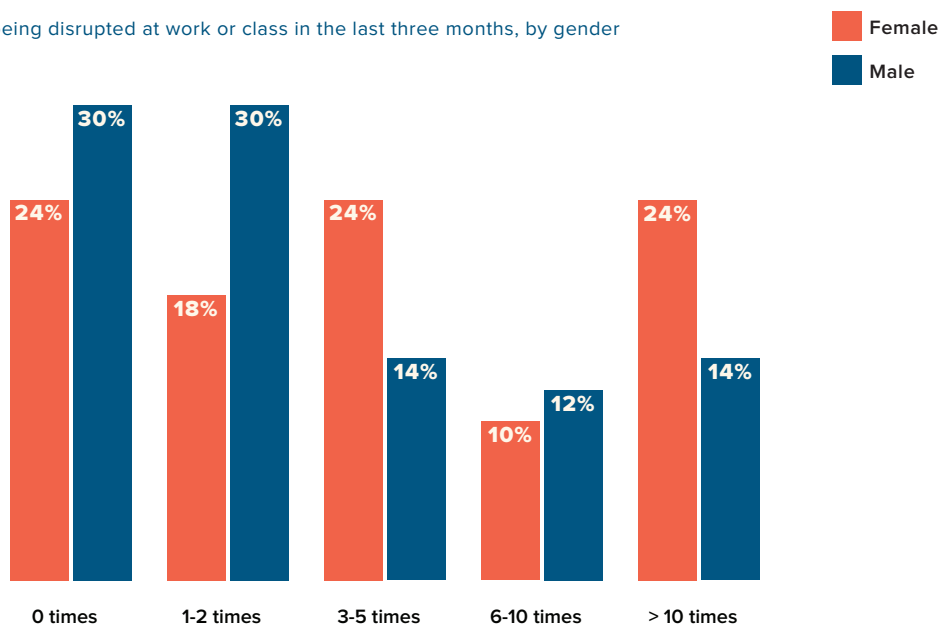
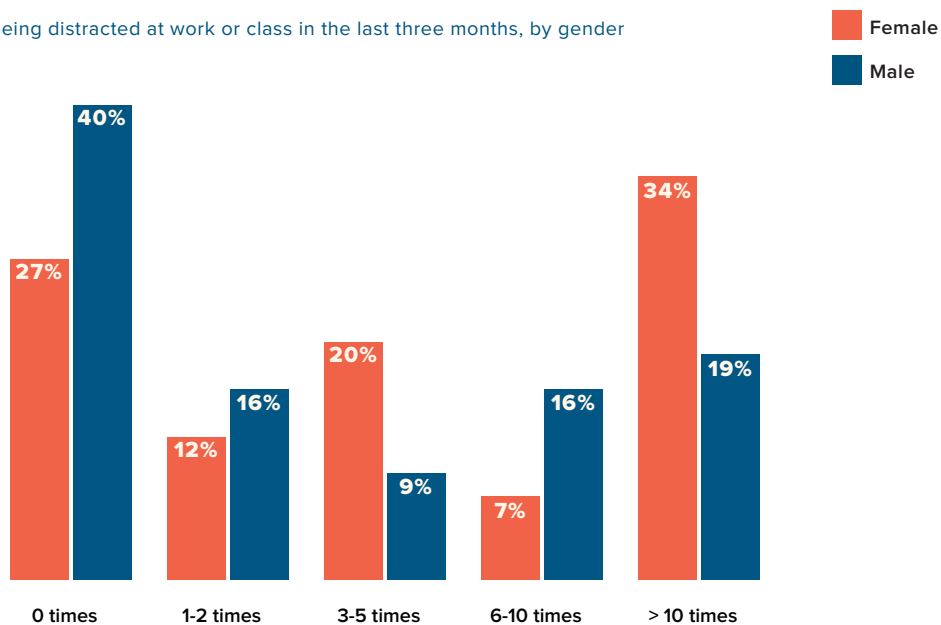


FIGURE 31.

Frequency of being distracted at work or class in the last three months, by gender



Lasting Effects on Employment and Education

Unfortunately, the effects on employment and education due to childcare are not easily remedied. When someone leaves work due to childcare, they are often out of the workforce for a significant amount of time. In Alaska, 45% of those who have left or are planning to leave the workforce plan on spending at least one year away from employment or do not know when they will return. Twelve percent believe they will be out of the workforce for three years or more. The immediate effects of missed wages are apparent, but perhaps more important are the long-term ramifications that come with exiting the workforce, such as diminished future employment opportunities, increased debt accumulation, and lower retirement savings.

According to CAP, if a young worker is making \$50,000 per year and chooses to spend three years away from work to take care of a child, they will miss out on far more than \$150,000 of lost wages. It is estimated that over their lifetime, they will lose an additional \$200,000 in future wage growth, and approximately \$165,000 in lost retirement assets and benefits, leading to a total cost of more than \$500,000.¹⁷ As they return to work, they will also have experienced a decline in their work skills and will find it increasingly difficult to regain similar employment if they are away from the workforce for longer periods of time.

“My husband needed to change jobs so that he could be home more with our son.”

—ALASKA MOTHER OF A 2-YEAR-OLD CHILD

¹⁷ <https://www.americanprogress.org/issues/early-childhood/reports/2016/06/21/139731/calculating-the-hidden-cost-of-interrupting-a-career-for-child-care/>

FIGURE 32.

Time to return to work for those leaving employment

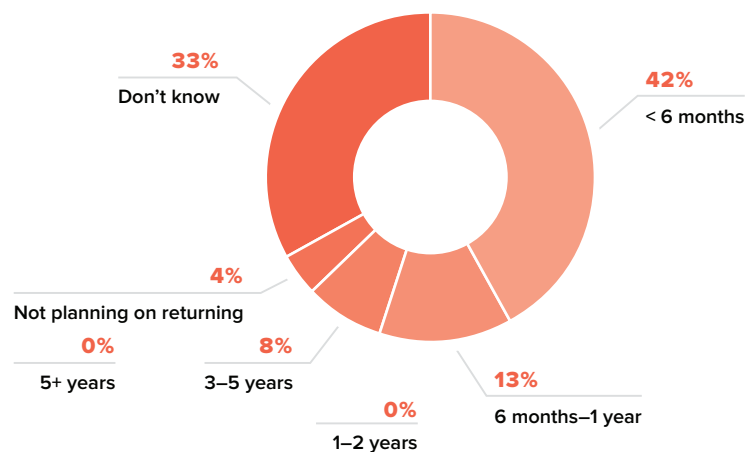
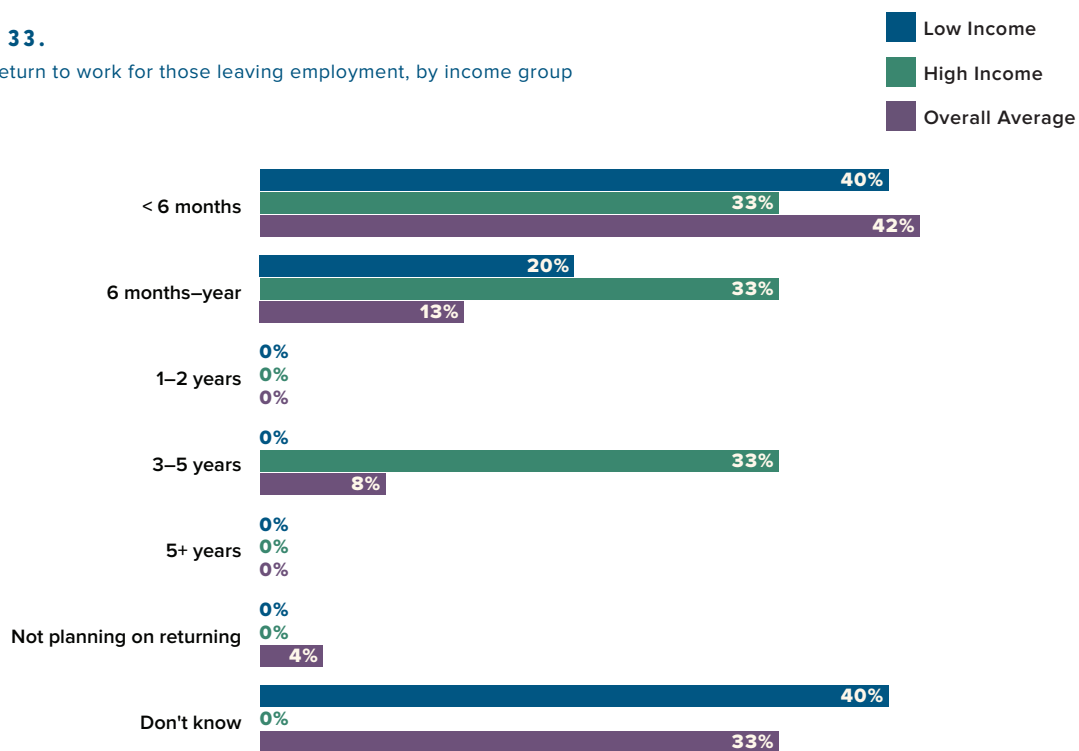


FIGURE 33.

Time to return to work for those leaving employment, by income group



In our study, women were far more likely than men to return to work in under six months, while men were most likely to say that they were planning to return to the workforce but did not know when. This is a striking difference from the rest of the country, in which women tend to remain out of the workforce longer. According to the Census Bureau, more than 1.5 million mothers are still missing from the workforce since the beginning of the pandemic.¹⁸ Both men and women experienced record lows for labor force participation during the pandemic, but women have not rebounded fully at the same rate as men.

Leaving the workforce is not the only long-term issue with breakdowns in childcare. Many parents made other significant changes to their professional lives to take care of their children. As noted earlier, some parents went from full-time to part-time employment, decreasing their ability to progress professionally. Parents declined promotions, raises, and new job offers, potentially reducing their lifetime earnings and trajectory. These changes may not sound as drastic as leaving the workforce, but they come with significant financial and psychological effects. Workers who feel that their potential is not being realized because of childcare issues may experience long-term negative effects professionally and personally.

Beyond employment, parents enrolled in school or training programs experience many of the same long-term consequences as parents who choose to leave their jobs. An educated populace provides benefits to the entire economy, and on an individual level, higher education is strongly correlated with higher income. Research has shown that wage premiums for postsecondary education remain substantial and that education continues to be a good investment.¹⁹ Higher education is also correlated to better health and lower rates of unemployment.²⁰

Parents who have stopped attending education and work training programs are also facing long windows before they plan to return. If parents choose not to return to their education programs, their economic potential and ability to provide for their families may be diminished. Additionally, the longer people spend away from their education program, the less likely it is that they will return.²¹ Only 13% of students who drop out of school re-enroll, and they typically do not re-enroll at the same level of institution.²² Our research shows that only one-third of Alaska parents plan to re-enroll within six months; however, they are far more likely to postpone their return to work than their return to school.

¹⁸ <https://www.wsj.com/articles/nearly-1-5-million-mothers-are-still-missing-from-the-workforce-11619472229>

¹⁹ <https://libertystreeteconomics.newyorkfed.org/2019/06/despise-rising-costs-college-is-still-a-good-investment.html>

²⁰ Brookings Institution (April 26, 2017). Eight economic facts on higher education

²¹ National Student Clearinghouse Research Center (October 30, 2019) *Some College, No Degree*

²² National Student Clearinghouse Research Center (October 30, 2019) *Some College, No Degree*

FIGURE 34.

Time to return to education

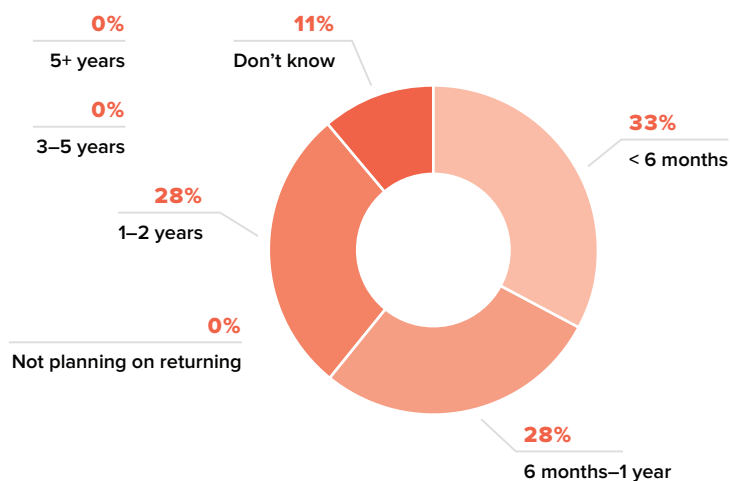
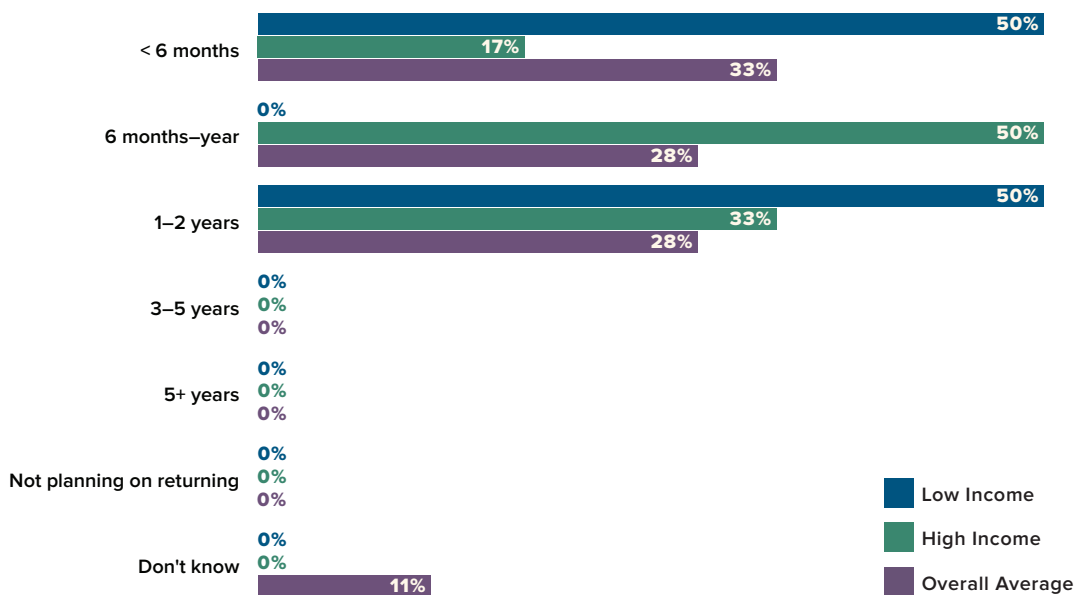


FIGURE 35.

Time to return to education, by income group



Conclusions and Implications

As mentioned, Governor Dunleavy is taking steps toward filling the extensive job openings in Alaska. As more Alaska parents decide to return to the workforce, an important factor for many will be access to quality childcare.

Alaska's employment programs provide a variety of workforce services and childcare assistance. One of these services is Alaska's State Training and Employment Program (STEP), which helps Alaskans learn competitive, employable skills. This is one example of the innovative and important methods that can be implemented to alleviate the transition back to work.

However, to fully bring back Alaska's workforce, it will require the governments, businesses, childcare providers, and community organizations across the state to effectively collaborate. The fact that the companies who do provide childcare benefits generally offer the benefits their employees desire is promising, because it demonstrates that Alaska employers are in tune with what their workforce needs. One example of a company that is working to assist working parents is Credit Union 1.

As Credit Union 1 was experiencing growth, the company realized they were losing many of their highest performing employees because they didn't have access to quality childcare. To grow effectively, Credit Union 1 needed to retain their best talent, so plans began to create a childcare center at their headquarters in Anchorage, staffed with licensed childcare employees. To provide stability, these childcare workers were incorporated into Credit Union 1's wage and benefit schedules. For employees who work outside of Anchorage, the company provides money to help pay for licensed childcare. Credit Union 1 has been able to retain employees who otherwise may have left because of their investment in childcare and their commitment to assist working parents.

Not all employers have the resources to open their own childcare center or pay all of employees' childcare costs. However, as we look at the data provided in this report, there are many things that companies can do to help accommodate working parents, leading to higher retention and satisfaction. The ability to work from home was

the most important benefit cited by working parents in Alaska. For companies that cannot offer remote work, flexible working hours and flexible working days are also highly desirable because it makes finding childcare or splitting responsibilities with others in the household easier. As employers find ways to minimize breakdowns in childcare, they will be better able to attract employees, increase satisfaction, and retain quality talent.

It is estimated that Alaska currently has \$165 million of untapped potential from turnover and absences due to lack of adequate and available high-quality childcare for all parents regardless of income level.

By listening to the needs of parents and working to find public and private solutions, Alaska will be better equipped to unlock the economic potential of parents whose employment and educational options are currently limited by their childcare circumstances. Our findings suggest that the most successful approach to solving Alaska's childcare challenges is to organize a diverse set of options that are flexible enough to fit the needs of individual families and account for specific community dynamics. The most effective childcare system will not be found in a one-size-fits-all solution, but rather a range of solutions that support the three key issues of access, affordability, and quality.



U.S. Chamber of Commerce
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ALASKA CHAMBER

RESEARCH SPONSORS

The research for the Untapped Potential report was conducted by the U.S. Chamber of Commerce Foundation in partnership with the Alaska Chamber.

APPENDIX A: SURVEY METHODOLOGY AND RESPONDENT DEMOGRAPHICS

As with the previous studies conducted by the U.S. Chamber of Commerce in Idaho, Iowa, Mississippi, and Pennsylvania, this study was conducted in two phases. First, the U.S. Chamber of Commerce Foundation and the Alaska Chamber partnered with Cicero Group to conduct a statewide survey of households with children aged five and under who are not in kindergarten, asking these parents a series of questions investigating the intersection of workforce participation, education, and childcare issues. This survey was conducted online. Second, Cicero Group estimated the economic impact of childcare issues based on the survey results from the first phase and secondary data sources, such as U.S. Census Bureau data.

RACE	White	Hispanic or Latino	Black	Asian	American Indian / Alaskan Native	Native Hawaiian / Pacific Islander	Other
N=264	165	11	10	7	37	3	0

SEX	Female	Male
N=264	214	45

MARITAL STATUS	Married	Single	Other
N=264	209	36	19

REGION	Rural	Suburban	Urban
N=264	72	105	87

APPENDIX B

The economic impact consists of two areas—first there is a turnover cost to employers. Second, states lose tax revenue when employees lose wages. We pulled data from The American Community Survey to calculate the total number of patients in the labor force with children under six. In Alaska, there are an estimated 35,835 parents in the labor force with children under six. We applied the responses of parents who voluntarily or involuntarily left the workforce due to childcare to this population (9%) to estimate the total number of working parents of children under six who left the workforce. Applying Boushey and Glynn's cost of turnover (21%) to the annual mean salary for these workers, we arrived at the total cost to employers due to employee turnover.²³ For absences, we applied the mean hourly wage to the number of parents who missed work. We then assumed they missed an eight-hour shift. Even for non-salaried workers who forego earnings when they miss work, we assume employers still pay a cost in either lost productivity to those absent workers, overtime pay to other workers who must cover a shift, or even hiring and paying temporary workers.

States lose tax revenues from multiple sources. When an employee loses his or her job, or foregoes wages, the state's taxes are directly and indirectly impacted. We used the tax estimates from The Institute on Taxation & Economic Policy²⁴ to determine appropriate tax rates.

²³ There Are Significant Business Costs to Replacing Employees. Heather Boushey and Sarah Jane Glynn

²⁴ Who Pays? <https://itep.org/wp-content/uploads/whopays-ITEP-2018.pdf>



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CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 22-11 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Transportation Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP)

Sponsors:

Indexes:

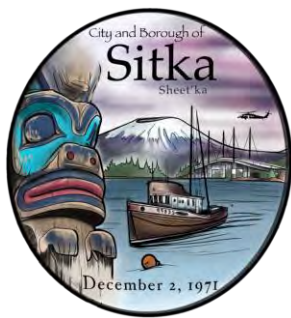
Code sections:

Attachments: [Motion Memo Res 2022-11](#)
[Application Res 2022-11](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Resolution 2022-11 on first and final reading authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Transportation Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP).





CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Melissa Henshaw, Public and Government Relations Director 

Date: May 2, 2022

Subject: Authorization to Apply for a Denali Commission Funding Opportunity under the Transportation Program Area for the Gary Paxton Industrial Park (GPIP) Haulout

Project Background

In 2018 the GPIP Board began actively planning for the construction and operation of a marine vessel haul out and related marine shipyard services. The goal of CBS is to create a marine services shipyard at the GPIP that has the capability of hauling out vessels up to 150 tons as well as hauling out larger barges for repair and refurbishment. Specifically, CBS is seeking to construct a marine vessel haulout facility and an EPA approved boat washdown area(s). Additionally, CBS has available for long-term lease up to 6.8 acres of GPIP uplands and would like to create opportunities for marine tradesmen and support businesses that support Sitka's commercial and sport fishing fleets.

This grant would be to complete the concept design and all components needed to complete the Environmental Assessment (EA) for the haulout.

Grant Background

Link to the Funding Opportunity Announcement for the Denali Commission:

<https://secureservercdn.net/198.71.233.52/02e.11d.myftpupload.com/wp-content/uploads/2022/04/FY2022-Funding-Opportunity-Announcement.pdf>

The Denali Commission was established in 1998 as an independent federal agency to promote rural development throughout Alaska. Every year the Commission is largely funded via its federal congressional appropriation as well as receives transfers from the State of Alaska, other federal agencies, and other funders.

The Commission makes funds available for projects as a competitive basis through the funding opportunity announcement. The statutory authority for the solicitation is Section 305 of the Denali Commission Act of 1998, which authorizes the Commission, acting through the Federal Co-Chair, to award grants.

Denali Commission funding opportunity key factors:

- The grant was announced April 11, 2022, and applications are due by May 13, 2022.
- No match is required.
- The Transportation program area has \$15.7 million in available funds.
- Applicants may request awards up to \$2 million.
- Criteria include improves health and safety, provides improved access to services, and provides income-producing activities.

Fiscal Note

This application is for a concept design and all components needed to complete the Environmental Assessment for a total cost of \$870,000. In order to make the application stronger and score higher, a CBS match of \$99,480 will consist of in-house staff time and resources to manage outside consultants for the planning, engineering, and environmental assessment over the projected 24-month timeline.

The total estimated project cost for the GPIP haulout facility is \$9,188,000.

Recommendation

Approve this resolution authorizing the Municipal Administrator to apply for a Denali Commission Funding Opportunity under the Transportation project area for \$870,000 to include a CBS match of \$99,480 for in-house staff time and resources to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP).

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2022-11

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA (CBS) AUTHORIZING THE MUNICIPAL ADMINISTRATOR TO APPLY FOR A DENALI COMMISSION GRANT UNDER THE TRANSPORTATION PROGRAM AREA FOR \$870,000 WITH AN IN-HOUSE STAFF TIME AND RESOURCE MATCH OF \$99,480 TO SUPPORT HAULOUT INFRASTRUCTURE AT THE GARY PAXTON INDUSTRIAL PARK (GPIP)

WHEREAS, Sitka's main private haulout facility serving Sitka's marine fleet closed March 31, 2022, leaving the community with no way to fully serve our critical commercial fishing and maritime fleet; and

WHEREAS, Sitka has the largest small boat harbor system and one of the biggest fishing fleets in the State and has long recognized the importance of the fishing and maritime industry to the community of Sitka; and

WHEREAS, The Alaska Department of Fish and Game records show more than 500 vessel permits in 2020 participating in 65 different fisheries and almost 1,200 permits to various individuals; and

WHEREAS, the fishing industry is an important component in this community and furthermore, the capability to conduct repair and maintenance activity close to home and the fishing grounds enables vessel owners to be safer and more efficient; and

WHEREAS, the Denali Commission announced a grant opportunity and CBS is eligible for up to \$2 million; and

WHEREAS, the GPIP Board and CBS have been working on vessel haulout development plans since acquiring the old pulp mill site in 1999; and

WHEREAS, the CBS proposes a \$99,480 in-house staff time and resource match to accompany a grant for \$870,000 to supplement the develop a haulout facility at the GPIP site with the capability of hauling out vessels up to 150 tons or more.

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka to authorize the CBS Municipal Administrator to apply for a Denali Commission Grant under the Transportation program area for \$870,000 and commit to a match of \$99,480 for in-house staff time and resources.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 10th day of May 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading: 5/10/2022

Sponsor: Administrator

Exhibit 2. Application Form

Project title: Gary Paxton Industrial Park Haulout Facility

Project location(s): 4565 Sawmill Creek Road, the uplands 4550 Sawmill Creek Road.

Name of applicant (organization/entity): City and Borough of Sitka

Name of applicant's representative (person): John Leach, Municipal Administrator

Name of applicant's project manager (person): Michael Harmon, Public Works Director

Name of applicant's financial contact (person): Melissa Haley, Finance Director

- ☒ I acknowledge that I am duly authorized to represent my organization
- ☒ I acknowledge that I have reviewed all information included in the original FOA and all subsequent information related to the FOA (if any) posted on the Commission's website
- ☒ I certify that my organization is in good standing with the Internal Revenue Service
- ☒ If applicable, I confirm that my organization is authorized to apply on a tribal entity's behalf and have provided reference to an appropriate authorizing resolution included in the Appendix (not subject to the page limit)

Project Summary – please describe the project:

- identify the problem
- describe the project to address the problem identified
- summarize the steps (tasks) to accomplish the project
- schedule (start and end dates or milestones)
- provide the total cost of the project and amount of funding requested
- identify if the community/communities served is/are a distressed community, disadvantaged community, and/or Environmentally Threatened Community

Commercial fishing, and the associated marine service sector, is a main driver of Sitka's economy. The existing vessel haulout facility in Sitka terminated operations in the spring of 2022 to pursue other opportunities, leaving the community without the ability to haul vessels. The lack of this critical infrastructure will cause an economic, environmental, and safety hardship to the local fleet in Sitka.

The City and Borough of Sitka (CBS) has worked with the private sector over the past decade on a private sector solution for the development of a vessel haulout at the Gary Paxton Industrial Park (GPIP). This effort has been unsuccessful. The CBS is investigating a public private partnership (PPP) to develop a haulout facility. Denali Commission funding of a planning, engineering, and environmental assessment will assist the CBS with determining updated cost estimates of the project and will allow the CBS to properly develop a PPP to move the development of a haulout forward.

The CBS is requesting funding for a first phase to update planning, engineering, and cost estimates including; Survey and Geotechnical analysis of the proposed haulout location, Engineering Concepts, Wind and Wave Assessment, Pre-Design, and a Capital Improvement Plan in the amount of \$430,000. In phase two, the CBS is requesting funding for the next phase of development, an environmental assessment (EA) of the site to include; EA Project Management, Initial EA Development, and Environmental Assessment in the amount of \$440,000. The CBS will match with an in-kind donation of in-house staff time and resources in the amount of \$99,480 for managing outside consulting firms to project the planning, engineering, and environmental assessments.

The CBS wishes to move this project along as soon as possible, due to the lack of the critical infrastructure and safety issues. The project is anticipated to take 24 months to complete the environmental assessment. The CBS has applied for US DOT RAISE Funds for the construction of a haulout facility. The CBS continues to work with local shareholders on the development of the facility.

The City and Borough of Sitka is Non-Distressed according to the 2021 Distressed Communities Report.

The City and Borough of Sitka is not served as an environmentally Threatened Community as identified in the Commission's 2019 Statewide Threat Assessment.

SIGNATURE:

John M. Leach

Digitally signed by John M. Leach
Date: 2022.05.04 13:24:28 -08'00'

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Project Narrative

Sitka is a remote, rural community located on the outer coast of Baranof Island in Southeast Alaska. Sitka has a population of 8,458 according to the 2020 US Census. Sitka is a diverse community with a local economy driven mainly by tourism, health care, and commercial fishing.

Sitka's maritime industry is an important part of the community and economy that is currently being affected by lack of critical infrastructure in the community. 2020 ADF&G records show more than 400 commercial fishing vessels home ported in Sitka. Sitka based fishermen hold 526 commercial fishing permits of which 366 were fished in 2020 by Sitkan fishermen, who landed 17.8 million pounds with estimated gross earnings of \$31.1 million. Sitka is home to one of the largest fishing fleets in Alaska. According to the National Oceanic and Atmospheric Administration, Sitka ranked 19th in the nation for fishery landings and value in 2019 and 7th in the State of Alaska for the same statistics.

The existing vessel haulout facility in Sitka, owned by Halibut Point Marine Services LLC (HPM), has been a haulout facility since the mid 1980's. The company ceased operations March 31, 2022, to pursue other business opportunities, leaving the community without an ability to haul vessels. The HPM haulout facility was a large economic driver in the community, many independent marine service providers have earned a living working on the various vessels that visit Sitka and the HPM yard. The lack of a haul out and shipyard facility in Sitka will cause the commercial vessel owners to travel to other communities for vessel work. The community will be underserved in the ability for vessels to get work done by local marine service providers, causing further job losses.

A public vessel haulout facility in Sitka is critical to retaining existing marine service sector jobs and to provide resiliency in Sitka. The disruptive loss of the community vessel haulout in conjunction with the economic effects of the SARS-CoV-2/COVID-19 virus has taken a toll on the local economy. A Sitka developed haulout has the ability to create an estimated 15-20 new marine service sector jobs and become a large economic driver in Sitka due to the proposed increased site footprint and marine haulout equipment over the existing HPM facility.

Not having a local Sitka haulout will impact roughly 90 percent of the local commercial fleet, causing them to travel at least 300 miles round trip to get a haul out for necessary yearly maintenance. Thus, increasing economic hardship and an increased carbon footprint. Sitka recently had an economic Benefit Cost Analysis developed (Appendix A). The analysis shows that not having a local haulout option in Sitka will cost the commercial fleet almost \$15 million in increased travel costs, roughly \$2.5 million in opportunity cost of time, and over \$11 million in emissions avoided over 20 years for a total analysis of \$29 million impact when using the 3 percent discount rate for emissions. Additionally, a significant safety concern exists with no ability to haul vessel in emergency situations.

The City and Borough of Sitka (CBS) is requesting financial assistance in its planning efforts to construct a marine haulout facility at the Gary Paxton Industrial Park (GPIP) located in Sitka Alaska and owned by the CBS. See Appendix Figure 1, 2, and 3. Planning efforts by the CBS consist of investigating the economic benefit of the project to the community, a conceptual design and cost estimate, and an environmental assessment of the subject area for the development. Sitka has funded and completed an economic assessment with attached Benefit Cost Analysis attached in the Appendix.

This project will contribute to a reduction in crashes, fatalities, and injuries as Sitka vessel owners would have the opportunity to remain in Sitka to conduct annual repair and maintenance activities. The

private marine haulout facility had been in operation for over 40 years. In a span of five years from 2017 to 2021, there have been 481 individual users of the private marine haulout. If vessels must travel 150 miles to reach the closest haulout for required routine maintenance, it is bound to attribute negatively to safety. The induced travel from the closure of the existing haulout facility can be hazardous to vessel operators already working long harvest hours.

The CBS request that the Denali Commission consider funding for additional planning efforts through either the Transportation or Infrastructure Program Area. The CBS is requesting funding for the following:

1. Phase I - Updated Conceptual Design and Cost Estimate - \$430,000

The existing CBS cost estimates and conceptual design was completed in 2014. The cost estimate is outdated and assumed not accurate due to inflation and other factors over the years. Additionally, multiple different locations on the GPIIP properties have been investigated for the location of haulout infrastructure. The CBS would like to thoroughly investigate the existing proposed location and a new location identified by the most recent RFP process.

2. Phase II - Environmental Assessment (EA) - \$440,000

An environmental assessment is a lengthy process that will take time before construction of the project can begin. The lack of an existing haulout facility is causing great anxiety in the community and time is of the essence for emergency and safety concerns. Have a complete EA will speed up the project and provide needed information for future development.

This project is critical for the maritime industry in the Sitka area, specifically the commercial fishing industry and the marine service sector in Sitka. This project is necessary to (1) continue to allow for local vessel haul out options that have been historically provided in the community, (2) reduce travel costs and emissions for vessels having to travel to other regional shipyards, (3) provide critical infrastructure for emergency vessel repairs and (4) retain and grow local marine service sector jobs.

Scope of Work and Schedule

Concept design and all components needed to complete the Environmental Assessment (EA) for a total cost of \$870,000. Engineering and environmental at the same time in total it will take approximately 2-years to complete. Engineering on its own would take 12-months and the EA on its own takes 24-months.

Planning and Engineering (12-months):

Task 1 - Survey and Geotechnical (\$150,000)

Perform Field Survey and Geotechnical Exploration to ensure that the site is suitable for the proposed development. This scope will include Topographic and Planimetric Survey, Bathymetric Survey and Property Boundary Survey efforts as needed. Existing data sets capable of providing study level efforts will be researched and explored prior to field data collection. Load calculations will be performed to determine any needed mitigation to support heavy loading related to transporting and storing large vessels on site.

Task 2 - Engineering Concepts Update (\$70,000)

Update the concept drawing and project description, using existing topographic/bathymetric data, and recommendations from prior siting studies. The concept drawing shall make a preliminary assessment of the feasibility of a haulout and associated upland improvements. The concept drawing shall also depict how the facility would be expanded to accommodate the 20-year forecast of demand. This task will reconfirm facility demand and sizing and coordinate a stakeholder/user meeting in coordination with the public

scoping meeting to discuss the project and a survey to document/reconfirm user demand.

Task 3 - Wind and Wave Assessment (\$30,000)

Update wind and wave design criteria for the site using new data that has become available. Research available wind data and develop a predicted wave height using a simple fetch analysis.

Task 4 - Pre-Design: (\$125,000)

Prepare pre-design documents for the project that include plans and a conceptual cost estimate suitable for the EA, permits and final planning and funding decisions. Pre design will also show a conceptual future expansion phase(s), with conceptual costs. This will include consultations with the CBS harbor master, FAA, Coast Guard, Corps of Engineers, DOT&PF, and other relevant agencies and prepare and compile the pre-design findings in a report.

Task 5 - Capital Improvement Plan (CIP) Charter (\$55,000)

Develop a preliminary CIP Charter to include final project scoping information, schedule, engineer's estimates, funding plan and funding sources for the project.

Environmental Assessment (24-months):

Task 1 - EA Project Management: (\$25,000)

Environmental Lead will coordinate consultant resource specialists and subconsultants to ensure that the scope of work is clear, information is communicated between parties as needed, and schedule updates are received on a regular basis.

Task 2 - Initial EA Development: (\$35,000)

This task consists of developing the project's Purpose and Need Statement, identifying Alternatives, developing Study Area, and develop the Public and Agency Outreach Plan.

Task 3 - Environmental Assessment: (\$380,000)

Complete an EA draft document and all necessary public and agency review required including cultural resources to produce a final document to be used for project permitting and NEPA.

Organization, Capacity, and Delivery Method

The City and Borough of Sitka (CBS) is a unified city-borough in Southeast Alaska. The Municipal Administrator is the chief administrative officer with responsibility to direct the operation of the entire city and borough. A seven-member Assembly is the elected body that establishes vision and direction for the community's future.

Sitka's team is continually and successfully executing over \$20 million in projects per year including having carried out projects up to \$150 million. The Public Works Director was certified in managing Federally funded projects under the State of Washington's Department of Transportation program for managing Federal Highway funds and his work has been referenced in training manuals for local government. The best practices used in managing Federal Highway funds has been carried over to Sitka policy and staffing efforts to mitigate risk on projects and has served Sitka well over the last 12 years executing over \$240 million in projects without incident or contractor claims. The Finance Department is fully staffed and includes a Grant Accountant that is knowledgeable in the post-award stage of state harbor facility grants and other Federal grants.

City and Borough of Sitka	
Michael Schmetzer, Municipal Engineer Project Manager 100 Lincoln Street, Sitka, AK 99835 Phone: 907-747-1807 Fax: 907-747-3158 Email: mike.schmetzer@cityofsitka.org	Melissa Haley, Finance Director Financial Contact 100 Lincoln Street, Sitka, AK 99835 Phone: 907-747-4050 Fax: 907-747-0536 Email: melissa.haley@cityofsitka.org

The CBS intends to contract third party professional consulting firms to complete the tasks outlined above. A CBS project manager and facility manager will work with the outside consultants and provide a link between the community, the municipality, and the outside firm.

CBS acknowledges to:

- Negotiate with the Denali Commission to determine the exact award amount and period of performance.
- Agree to the Commission's standard Terms and Conditions or negotiate minor changes on a case-by case basis.
- Comply with all applicable federal, state, and local regulations.

Partnerships and Leveraged Funds

The City and Borough of Sitka (CBS) has long recognized the importance of the fishing and the maritime industry to the community of Sitka. The CBS has been working on vessel haulout development concepts since the GPIP properties were acquired in 1999. The project has been a legislative priority for the community since FY2005. The CBS has released three separate Request for Proposals (RFP) over the last decade for private sector development of a vessel haul out facility. None of the responders to the RFPs have been successful in obtaining all of the necessary funding to move the project forward. The CBS has submitted haulout development funding requests the past three years via the USDOT BUILD and RAISE Grant opportunities. Both Alaska US Senators visited the proposed project site at the GPIP in 2021 and were briefed on the importance of a local haulout to the community of Sitka. The development of a haulout facility in Sitka is the community's top priority.

The project has the support of local fishermen, local fish processing facilities, and marine service sector businesses. In 2021 a group of local benefactors of a haulout in Sitka was formed, called the Sitka Community Boatyard Group LLC. This group has been working with the CBS and other shareholders on the establishment of the haulout. The Sitka Community Boatyard has expended its own funding on engineering designs, and has commitments for additional funding as well.

The CBS has tried unsuccessfully for years via the RFP process to have the private sector develop the haulout. The CBS is investigating moving the project forward as a public-private-partnership. The CBS intends to work with local shareholders on the future development of the haulout through its competitive bidding processes outlined in Section 18.12.010 of its governing code. Having a clear understanding of a conceptual design, updated estimate costs, and an environmental assessment will help with the development of a future public-private-partnership.

Budget/Resources

The CBS has funded the economic benefit cost analysis and updates for \$18,500. Additionally, the CBS has committed to funding 20% or \$1,837,600 of the estimated \$9,188,000 total project costs estimated during the 2022 RAISE Grant application.

Budget by Cost Category			
Cost Classification	Denali	Match	Total
1. Personnel & Fringe			
Project Manager (\$100/hr at 35 hrs/month)		\$84,000	\$84,000
Facility Manager (\$43/hr at 15 hrs/month)		\$15,480	\$15,480
1. Contractors	\$870,000		\$870,000
2. Project (program) income	\$0.00	\$0.00	\$0.00
3. TOTAL PROJECT COSTS	\$870,000	\$99,480	\$969,480
FEDERAL FUNDING			
4. Federal assistance requested			\$870,000

CBS match of \$99,480 will consist of in-house staff time and resources to manage outside consultants for the planning, engineering, and environmental assessment.

Budget by Task	
Task	Total Cost
1. P&E Survey and Geotechnical	\$ 150,000
2. P&E Engineering Concepts Update	\$ 70,000
3. P&E Wind and Wave Assessment	\$ 30,000
4. P&E Pre-Design	\$ 125,000
5. P&E Capital Improvement Plan (CIP) Charter	\$ 55,000
<i>Subtotal for P&E</i>	<i>\$ 430,000</i>
1. EA Project Management	\$25,000
2. EA Initial EA Development	\$35,000
3. Environmental Assessment	\$380,000
<i>Subtotal for EA</i>	<i>\$ 440,000</i>
TOTAL PROJECT COSTS	\$870,000

Funding Summary	
Total project Costs	\$ 938,250
City and Borough of Sitka Match	\$ 99,480
Denali Commission	\$870,000

Distressed Community and/or Disadvantaged Community Statement

The City and Borough of Sitka is Non-Distressed according to the [2021 Distressed Communities Report](#). It is not in an Area of Persistent Poverty nor is it close to any of those areas in the State of Alaska. The project is census tract 2 and not located in a Historically Disadvantaged Community nor located in any of the four Federally designated community development zones. According to the [U.S. Census Bureau](#), a combination of more than one race that includes American Indian and Alaska Native percentage population of Sitka is 14.9 percent relative to 2.8 percent for the U.S.

Environmentally Threatened Community Statement

The City and Borough of Sitka is not served as an environmentally Threatened Community as identified in the Commission's [2019 Statewide Threat Assessment](#).

Appendix Maps



Figure 1- GPIIP Haulout project location

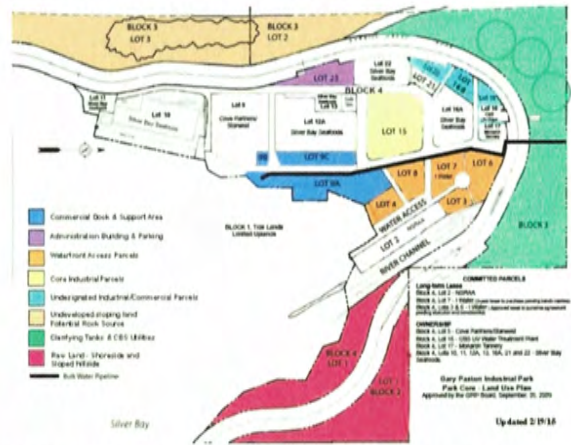


Figure 2- Sawmill Cove Industrial Park Subdivision (GPIP)

Photographs



Figure 3- GPIIP dock and uplands



Figure 2- Travel lift

BCA

The following information was taken from an April 2022 Benefit Cost Analysis (BCA) prepared by Cordova Consulting in Chickaloon, AK. The entire BCA can be provided upon request.

The calculations of data has been removed as the data is detailed and lengthy. The BCA analyzes taking no action and not having a local haulout facility in Sitka versus the development of a 150-ton haulout facility. The CBS is providing the assumptions for each category analyzed in the BCA; Vessel Avoided Travel, Vessel Emissions, and Opportunity Cost of Travel. The Benefit-Cost Summary provides a summary of the data and shows a significant expense to the fleet and the environmental by not developing a haulout in Sitka.

Vessel Forecast

There are more than 400 fishing vessels permits with Sitka addresses in the Alaska Commercial Fisheries Entry Commission (CFEC) database for 2020. Using these vessels and their characteristics as a minimum for vessels wishing to haul-out to conduct repairs and maintenance at Sitka is a conservative estimate. There are many more vessels that could use the haul-out facility including recreational, government, barge, and research vessels. In addition, vessels from other communities could also find the need to haul-out at Sitka. Supporting data for these other vessels is not readily available so they have not been included in the benefits analysis, which strongly suggests that benefits are understated in this evaluation.

The responses informed the following assumptions in order to determine benefits for the project:

- All commercial fishing vessels must haul their boats at least annually for pressure washing below the water line, anti-fouling paint, and replacement of sacrificial zincs, and other activity.
- The existing boat haul-out is now closed requiring commercial vessels to seek haul-out services elsewhere.
- Vessels less than 20-feet in length can be removed from the water by trailer for annual maintenance and repair.
- Vessels in the 20-foot to 40-foot length listed as trollers on the vessel permit file are too large to haul out by trailer and must travel to Wrangell for haul out. Vessels in the under 40-foot category are estimated to travel at 8.3 nautical miles per hour.
- Vessels in the 40-foot to 60-foot length must travel to either Wrangell (167 nautical miles one-way), Petersburg (159 nautical miles one-way), or Hoonah (58 nautical miles one-way) for annual haul-out. Vessels in the 40-60-foot category are estimated to travel at 10 nautical miles per hour.
- Vessels greater than 60-feet in length will need to travel to Seattle, or similar location in the Pacific Northwest, for annual maintenance and repair.

Seattle is 902 nautical miles away. Vessels in the greater than 60-foot category are estimated to travel at 10 nautical miles per hour.

- The useful life of the haul-out/trave lift prior to needing upgrades or major repairs is assumed to be 20 years so this forecast uses a 20-year present value calculation.
- Benefits and costs have been discounted at a 7 percent discount rate in order to compare values in today's dollars.
- Benefits from emissions reduced have been discounted at 7 percent and 3 percent as required by US DOT Benefit Cost Analysis updated guidance from March 2022.

In order to facilitate the choice of project to pursue, the benefit analysis then looked at the base case and an alternative with 150-ton trave lift. See Figure 4. The base case is needed in order to compare the other alternative to a "no action" scenario. Using a 20-year period of analysis allows for comparison to the construction costs which occur in advance of benefits accruing. Benefits are assumed to begin accruing in 2024 after a 2-year construction period.

Assumptions for each of the alternatives follows:

In this case, the existing haul-out facility closes in 2022 and vessel owners must seek alternatives to maintain and repair vessels. The following assumptions were used:

- Vessels under 20-feet in length can be removed by trailer and stay in Sitka for maintenance and repairs.
- Vessels in the 20-foot to 40-foot range identifying as trollers cannot be hauled out by trailer (due to width) and are expected to travel to Wrangell for haul-out. Wrangell will probably be overwhelmed with the number of vessels, and it is expected that Petersburg will serve as a back-up to Wrangell.
- Vessels in the 40-foot to 60-foot category must travel to either Wrangell or Petersburg for annual haul-out. This analysis uses the responses from telephone interviews conducted May 2021 for selection of alternative ports to haul-out. Some vessels will travel to Hoonah as well for haul-out and repairs.
- Vessels greater than 60-feet in length must travel to Seattle or similar Pacific Northwest location for annual haul-out.
- The existing haul-out owner provided ten years data showing a slight increase in the demand for haul-out services. This increased demand was about 1.4 percent annually for vessels in the under 60-foot category. So, the vessels in the under 60-foot category are assumed to increase by 1.4 percent annually.

Several more vessels can be accommodated with a larger trave lift than are currently accommodated with the existing 88-ton trave lift. Assumptions concerning the 150-ton trave lift are as follows:

- 84 percent of vessels in the under 40-foot category will use the 150-ton trave lift based on current usage.
- 84 percent of vessels in the 40-foot to 150-foot category will also use the 150-ton trave lift.
- The number of vessels grows in the under 60-foot category annually by 1.4 percent based on most recent 10 years of existing haul-out usage.
- Interview results from May 2021 indicate that all vessel owners would use the new trave lift facility once a year.
- Vessels greater than 150-feet report gross tonnages more than 150 tons so cannot use the 150-ton trave lift and must travel to Pacific Northwest ports for repair and maintenance.

Vessel Avoided Time

Additional assumptions concerning the avoided travel include:

- Sitka vessels would be making a roundtrip to the alternate port for haul-out as these vessel owners have addresses in Sitka and are presumed to live there year-round.
- Vessel speeds are estimated at 8.3 nautical miles per hour for vessels under 40-feet.
- Vessel speeds are estimated at 10 nautical miles per hour for vessels greater than 40-feet.
- Vessels make one trip per year for haul-out repairs and maintenance.
- Vessels must haul-out every three years for inspections. This haul-out is assumed to take place the same time as repair and maintenance.
- The forecast assumes that the vessels in the under 60-foot category increase by 1.4 percent annually based on the historical usage of the existing haul-out facility.

Vessel Emissions

“Transportation activities contribute significantly to localized air pollution, and some transportation projects offer the potential to reduce the transportation system’s impact on the environment by lowering emissions of air pollutants that result from production and combustion of transportation fuels. The economic damages caused by exposure to air pollution represent externalities because their impacts are borne by society as a whole, rather than by the travelers and operators whose activities generate these. By lowering these costs, transportation projects that reduce emissions may produce environmental benefits.”

Once the existing haul-out facility shuts down, there will be additional travel requirements imposed on the Sitka commercial vessels as they seek haul-out facilities elsewhere. This

analysis takes a conservative approach and uses the 2010 total cost per cylinder for Stoichiometric Gasoline Direct Injections⁵ and assumes at least one 8-cylinder engine for each of the vessel types described in this analysis.

The 2010 cost per cylinder from the National Highway Transportation Safety Administration Final Regulatory Impact Analysis was \$67.00. Updating this to 2020 dollars using deflator indexes from the Bureau of Economic Analysis results in \$74.26 per cylinder in emissions reduction. (Calculation: $\$67 * 113.638(2020\$) / 102.532(2010\$) = \74.26)

Emissions under the base case total \$21.9 million. Emissions under the 150-ton trave lift are \$5.3 million. Emissions will be discounted in a subsequent step along with discounting of project costs in order to determine the net benefits and benefit to cost ratio. Emissions avoided with the 150-ton trave lift are \$16.6 million (\$21.9 million minus \$5.3 million). These will be discounted in a subsequent step.

Opportunity Cost of Time

The opportunity cost of time measures the choice of the next best alternative to the thing chosen. In this case, vessel operators must stay on their vessel during travel to alternate harbors. Vessel operators could elect to do something else with their time. For instance, being with family, visiting with friends, and enjoying all that Alaska has to offer.

Given the hectic pace of the summer fishing season in Alaska, most vessel operators would choose to continue other productive work. However, failing data to support this assumption, this analysis assumes that vessel operators would choose leisure activity if transportation to alternate ports could be avoided with haul-out improvements. Leisure activity for purposes of this analysis is 1/3 of the wage rate for the various positions on each of the vessel types described.

Wage rates were obtained from the State of Alaska Department of Labor and Workforce Development Occupational Database for May 2020 – Statewide wage rates, the most recent data available. These wage rates probably understate the actual wage rates of captains and mates working in Alaska waters.

Opportunity Cost of time for captain and crew who must accompany the vessel to alternate ports for haul-out maintenance and repairs totals \$8.2 million over the 20-year period of analysis.

Opportunity Cost of Time for the 150-ton trave lift alternative is \$2.3 million. The difference between the base case and the 150-ton trave lift is a benefit of \$5.9 million. Opportunity Cost of Time will be discounted in a subsequent step along with discounting of project costs in order to determine the net benefits and benefit to cost ratio.

Benefit-Cost Summary

Net benefits for the 150-ton trave lift alternative are almost \$25 million over the 20-year period of analysis when using the 7 percent discount rate. When we use the 3 percent discount rate for emissions, the present value of benefits is \$29.1 million. See Table 18. The benefit to cost ratio from the 150-ton trave lift infrastructure improvement at the Gary Paxton Industrial Park in Sitka is a 3.39 using a 7 percent discount rate and a 20-year period

of analysis and rises to 3.96 when using the 3 percent discount rate for emissions. Net benefits are \$17.6 million using the 7 percent discount rate and \$21.8 million when using the 3 percent discount rate for emissions.

Table 18 – GPIIP Haul-Out Comparison of Benefits and Costs

Summary of Calculations	150-ton Haul-out
Benefit calculations – 2020 \$\$ @ 7%	
Vessel avoided travel	\$ 14,762,000
Opportunity Cost of time	\$ 2,521,000
Emissions reduced	\$ 6,980,000
PV Benefits summary @ 7%	\$ 24,263,000
Benefit calculations – 2020 \$\$ @ 3% for Emissions	
Emissions reduced at 3%	\$ 11,144,000
PV Benefits summary @ 3% for Emissions	\$ 28,427,000
PV periodic maintenance	\$ 113,000
PV Residual value of assets	\$ 607,000
Sum maintenance and Residual Value	\$ 720,000
Total benefits at 7%	\$ 24,983,000
Total benefits at 3% for Emissions	\$ 29,147,000
Cost Calculations – 2020 \$\$	
PV Cost of Project	\$ 7,368,000
PV Net benefits (benefits – costs) @7%	\$ 17,615,000
PV Net benefits (benefits – costs) @3% for Emissions	\$ 21,779,000
Benefit/cost ratio (benefits/costs) @ 7%	3.39
Benefit/cost ratio (benefits/costs) @ 3% for Emissions	3.96



Post Office Box 1229 / Sitka, Alaska 99835 907.747.3400 / alfafishak@gmail.com

March 14, 2022

The Alaska Longline Fishermen's Association (ALFA) supports the City and Borough of Sitka in its application for the RAISE Transportation Discretionary Grant to build the Gary Paxton Industrial Park (GPIP) haul out and marine service center.

Over 600 commercial fishing boats are homeported in Sitka. Sitka has the largest commercial fishing fleet in Southeast Alaska and the third largest marine fleet in the state of Alaska. The fleet requires marine infrastructure to function safely and successfully; in fact, every commercial fishing boat must conduct out of water maintenance annually to be in compliance with insurance requirements. Since the closure of Sitka's commercial haul out, local vessel owners have been forced to travel long distances to other towns and, in some cases, states to perform regular maintenance and repair work, imposing high costs in fuel and lost fishing time on the fleet, jeopardizing the economic viability of the marine service sector, and reducing revenue and economic activity to the community. Constructing a haul out and marine service center is critical to the health of the Sitka fishing industry and the community. If Sitka is without a haul out for more than a few years, many vessel owners will relocate to another town that does provide essential infrastructure.

Locating a high-capacity marine haul out facility in Sitka would also allow Sitka to support the Southeast Alaska Coast Guard fleet. The Coast Guard implements a regular maintenance schedule that requires vessels to be hauled for repairs and servicing. Currently the only options for Coast Guard vessels requiring dry dock maintenance are in Seattle, San Diego, and Seward. This poses a challenge for the Southeast fleet, as they must transit long distances to perform regular maintenance. Constructing a yard capable of servicing the Coast Guard fleet would create job opportunities, attract more skilled workers to Sitka, and support economic development.

ALFA believes that the haul out project at the GPIP site meets the primary selection criteria. A marine haul out and service center will substantially increase safety, environmental sustainability, quality of life, economic competitiveness, essential repair and crucial economic activity in the City of Sitka.

Thank you in advance for your consideration of the City and Borough of Sitka's request for RAISE Transportation Discretionary Grant funding to build a marine haul-out at the Gary Paxton Industrial Park.

Sincerely,

Linda Behnken
(Executive Director, ALFA)

United States Senate

April 21, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

We are writing to express our support for the applications submitted by the City and Borough of Sitka (Sitka) to the fiscal year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. Both projects are vital for the continued operations of the maritime industry that supports the rural community of Sitka, Alaska which, in turn, serves as an important hub for the region.

Sitka's strategic location reduces costs of bringing fish products to market and helps surrounding small geographically challenged Alaska communities and entities, such as the city of Port Alexander, Armstrong Keta hatchery, and Little Port Walter NOAA Research Station, have access to basic amenities including mail, fuel, and groceries. The need to travel to alternate ports for product delivery poses risks as vessels compete for limited space to conduct their business.

The first project is to build a new haul-out facility to repair larger barges and to haul out vessels weighing up to 150 tons. The project will be located on city-owned property at the Gary Paxton Industrial Park. A new haul-out facility will create new jobs and become a large economic driver in Sitka due to the increased site footprint and marine haul-out equipment. A vessel haul-out facility in Sitka is critical for the commercial fishing industry and marine service sector in Sitka. Without it, 90 percent of Sitka's local commercial fleet will need to travel at least 300 miles round trip to get a haul out for necessary maintenance. This project will help to retain existing marine service sector jobs and to provide infrastructure resiliency.

The second project is to construct a seawall to protect Sitka's Marine Service Center (MSC), a cold storage facility. The MSC is owned by Sitka and provides processing capability and access to cold storage for the fleet's harvest. The existing seawall is in imminent danger of failure -- it is approximately 46 years old and has surpassed the end of its useful design life. The seawall is living on borrowed time; failure of the seawall will result in the destruction of the upland off-loading and cold storage. The seawall services many users that include small cruise ships, fishing boats, sailing vessels, government vessels, and barges. If the seawall fails, the MSC will need to be condemned. Without this facility, Sitka does not have enough capacity for cold storage space nor for the users. Sitka has barely enough cold storage space as it is. A RAISE grant award would be a lifeline for Sitka and improve the economic conditions for the fishing and maritime service industry that is vital to the community.

Consistent with applicable law, policy, and guidance, we respectfully ask that you give due consideration to the City and Borough of Sitka's fiscal year 2022 RAISE grant applications. We also ask that you keep our offices apprised of the outcome.

Sincerely,



Lisa Murkowski
United States Senator



Dan Sullivan
United States Senator

City and Borough of Sitka Resolution



CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 22-12 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Infrastructure Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP)

Sponsors:

Indexes:

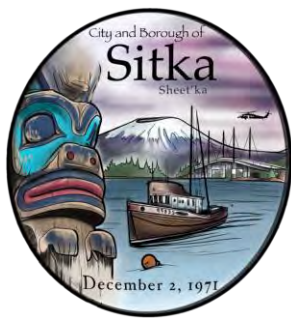
Code sections:

Attachments: [Motion Memo Res 2022-12](#)
[Application Res 2022-12](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Resolution 2022-12 on first and final reading authorizing the Municipal Administrator to apply for a Denali Commission Grant under the Infrastructure Program Area for \$870,000 with an in-house staff time and resource match of \$99,480 to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP).





CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Melissa Henshaw, Public and Government Relations Director 

Date: May 2, 2022

Subject: Authorization to Apply for a Denali Commission Funding Opportunity under the Infrastructure Fund Program Area for the Gary Paxton Industrial Park (GPIP) Haulout

Project Background

In 2018 the GPIP Board began actively planning for the construction and operation a marine vessel haul out and related marine shipyard services. The goal of CBS is to create a marine services shipyard at the GPIP that has the capability of hauling out vessels up to 150 tons as well as hauling out larger barges for repair and refurbishment. Specifically, CBS is seeking to construct a marine vessel haulout facility and an EPA approved boat washdown area(s). Additionally, CBS has available for long-term lease up to 6.8 acres of GPIP uplands and would like to create opportunities for marine tradesmen and support businesses that support Sitka's commercial and sport fishing fleets.

Grant Background

Link to the Funding Opportunity Announcement for the Denali Commission:

<https://secureservercdn.net/198.71.233.52/02e.11d.myftpupload.com/wp-content/uploads/2022/04/FY2022-Funding-Opportunity-Announcement.pdf>

The Denali Commission was established in 1998 as an independent federal agency to promote rural development throughout Alaska. Every year the Commission is largely funded via its federal congressional appropriation as well as receives transfers from the State of Alaska, other federal agencies, and other funders.

The Commission makes funds available for projects as a competitive basis through the funding opportunity announcement. The statutory authority for the solicitation is Section 305 of the Denali Commission Act of 1998, which authorizes the Commission, acting through the Federal Co-Chair, to award grants.

Denali Commission funding opportunity key factors:

- The grant was announced April 11, 2022, and applications are due by May 13, 2022.

- No match is required.
- The Infrastructure Fund program area has \$10 million in available funds.
- Applicants may request awards up to \$2 million.
- The Infrastructure Fund program area is for projects that promote rural development in Alaska.

Fiscal Note

This application is for a concept design and all components needed to complete the Environmental Assessment for a total cost of \$870,000. In order to make the application stronger and score higher, a CBS match of \$99,480 will consist of in-house staff time and resources to manage outside consultants for the planning, engineering, and environmental assessment over the projected 24-month timeline.

The total estimated project cost for the GPIP haulout facility is \$9,188,000.

Recommendation

Approve this resolution authorizing the Municipal Administrator to apply for a Denali Commission Funding Opportunity under the Infrastructure Fund project area for \$870,000 to include a CBS match of \$99,480 for in-house staff time and resources to support haulout infrastructure at the Gary Paxton Industrial Park (GPIP).

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2022-12

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA (CBS) AUTHORIZING THE MUNICIPAL ADMINISTRATOR TO APPLY FOR A DENALI COMMISSION GRANT UNDER THE INFRASTRUCTURE FUND PROGRAM AREA FOR \$870,000 WITH AN IN-HOUSE STAFF TIME AND RESOURCE MATCH OF \$99,480 TO SUPPORT HAULOUT INFRASTRUCTURE AT THE GARY PAXTON INDUSTRIAL PARK (GPIP)

WHEREAS, Sitka's main private haulout facility serving Sitka's marine fleet closed March 31, 2022, leaving the community with no way to fully serve our critical commercial fishing and maritime fleet; and

WHEREAS, Sitka has the largest small boat harbor system and one of the biggest fishing fleets in the State and has long recognized the importance of the fishing and maritime industry to the community of Sitka; and

WHEREAS, The Alaska Department of Fish and Game records show more than 500 vessel permits in 2020 participating in 65 different fisheries and almost 1,200 permits to various individuals; and

WHEREAS, the fishing industry is an important component in this community and furthermore, the capability to conduct repair and maintenance activity close to home and the fishing grounds enables vessel owners to be safer and more efficient; and

WHEREAS, the Denali Commission announced a grant opportunity and CBS is eligible for up to \$2 million; and

WHEREAS, the GPIP Board and CBS have been working on vessel haulout development plans since acquiring the old pulp mill site in 1999; and

WHEREAS, the CBS proposes a \$99,480 in-house staff time and resource match to accompany a grant for \$870,000 to supplement the develop a haulout facility at the GPIP site with the capability of hauling out vessels up to 150 tons or more.

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka to authorize the CBS Municipal Administrator to apply for a Denali Commission Grant under the Transportation program area for \$870,000 and commit to a match of \$99,480 of in-house staff time and resources.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 10th day of May 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading: 5/10/2022

Sponsor: Administrator

Exhibit 2. Application Form

Project title: Gary Paxton Industrial Park Haulout Facility
Project location(s): 4565 Sawmill Creek Road, the uplands 4550 Sawmill Creek Road.
Name of applicant (organization/entity): City and Borough of Sitka
Name of applicant's representative (person): John Leach, Municipal Administrator
Name of applicant's project manager (person): Michael Harmon, Public Works Director
Name of applicant's financial contact (person): Melissa Haley, Finance Director

- ☒ I acknowledge that I am duly authorized to represent my organization
- ☒ I acknowledge that I have reviewed all information included in the original FOA and all subsequent information related to the FOA (if any) posted on the Commission's website
- ☒ I certify that my organization is in good standing with the Internal Revenue Service
- ☒ If applicable, I confirm that my organization is authorized to apply on a tribal entity's behalf and have provided reference to an appropriate authorizing resolution included in the Appendix (not subject to the page limit)

Project Summary – please describe the project:

- identify the problem
- describe the project to address the problem identified
- summarize the steps (tasks) to accomplish the project
- schedule (start and end dates or milestones)
- provide the total cost of the project and amount of funding requested
- identify if the community/communities served is/are a distressed community, disadvantaged community, and/or Environmentally Threatened Community

Commercial fishing, and the associated marine service sector, is a main driver of Sitka's economy. The existing vessel haulout facility in Sitka terminated operations in the spring of 2022 to pursue other opportunities, leaving the community without the ability to haul vessels. The lack of this critical infrastructure will cause an economic, environmental, and safety hardship to the local fleet in Sitka.

The City and Borough of Sitka (CBS) has worked with the private sector over the past decade on a private sector solution for the development of a vessel haulout at the Gary Paxton Industrial Park (GPIP). This effort has been unsuccessful. The CBS is investigating a public private partnership (PPP) to develop a haulout facility. Denali Commission funding of a planning, engineering, and environmental assessment will assist the CBS with determining updated cost estimates of the project and will allow the CBS to properly develop a PPP to move the development of a haulout forward.

The CBS is requesting funding for a first phase to update planning, engineering, and cost estimates including; Survey and Geotechnical analysis of the proposed haulout location, Engineering Concepts, Wind and Wave Assessment, Pre-Design, and a Capital Improvement Plan in the amount of \$430,000. In phase two, the CBS is requesting funding for the next phase of development, an environmental assessment (EA) of the site to include; EA Project Management, Initial EA Development, and Environmental Assessment in the amount of \$440,000. The CBS will match with an in-kind donation of in-house staff time and resources in the amount of \$99,480 for managing outside consulting firms to project the planning, engineering, and environmental assessments.

The CBS wishes to move this project along as soon as possible, due to the lack of the critical infrastructure and safety issues. The project is anticipated to take 24 months to complete the environmental assessment. The CBS has applied for US DOT RAISE Funds for the construction of a haulout facility. The CBS continues to work with local shareholders on the development of the facility.

The City and Borough of Sitka is Non-Distressed according to the 2021 Distressed Communities Report. The City and Borough of Sitka is not served as an environmentally Threatened Community as identified in the Commission's 2019 Statewide Threat Assessment.

SIGNATURE:
John M. Leach

Digitally signed by John M. Leach
Date: 2022.05.04 13:24:28 -0800

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Project Narrative

Sitka is a remote, rural community located on the outer coast of Baranof Island in Southeast Alaska. Sitka has a population of 8,458 according to the 2020 US Census. Sitka is a diverse community with a local economy driven mainly by tourism, health care, and commercial fishing.

Sitka's maritime industry is an important part of the community and economy that is currently being affected by lack of critical infrastructure in the community. 2020 ADF&G records show more than 400 commercial fishing vessels home ported in Sitka. Sitka based fishermen hold 526 commercial fishing permits of which 366 were fished in 2020 by Sitkan fishermen, who landed 17.8 million pounds with estimated gross earnings of \$31.1 million. Sitka is home to one of the largest fishing fleets in Alaska. According to the National Oceanic and Atmospheric Administration, Sitka ranked 19th in the nation for fishery landings and value in 2019 and 7th in the State of Alaska for the same statistics.

The existing vessel haulout facility in Sitka, owned by Halibut Point Marine Services LLC (HPM), has been a haulout facility since the mid 1980's. The company ceased operations March 31, 2022, to pursue other business opportunities, leaving the community without an ability to haul vessels. The HPM haulout facility was a large economic driver in the community, many independent marine service providers have earned a living working on the various vessels that visit Sitka and the HPM yard. The lack of a haul out and shipyard facility in Sitka will cause the commercial vessel owners to travel to other communities for vessel work. The community will be underserved in the ability for vessels to get work done by local marine service providers, causing further job losses.

A public vessel haulout facility in Sitka is critical to retaining existing marine service sector jobs and to provide resiliency in Sitka. The disruptive loss of the community vessel haulout in conjunction with the economic effects of the SARS-CoV-2/COVID-19 virus has taken a toll on the local economy. A Sitka developed haulout has the ability to create an estimated 15-20 new marine service sector jobs and become a large economic driver in Sitka due to the proposed increased site footprint and marine haulout equipment over the existing HPM facility.

Not having a local Sitka haulout will impact roughly 90 percent of the local commercial fleet, causing them to travel at least 300 miles round trip to get a haul out for necessary yearly maintenance. Thus, increasing economic hardship and an increased carbon footprint. Sitka recently had an economic Benefit Cost Analysis developed (Appendix A). The analysis shows that not having a local haulout option in Sitka will cost the commercial fleet almost \$15 million in increased travel costs, roughly \$2.5 million in opportunity cost of time, and over \$11 million in emissions avoided over 20 years for a total analysis of \$29 million impact when using the 3 percent discount rate for emissions. Additionally, a significant safety concern exists with no ability to haul vessel in emergency situations.

The City and Borough of Sitka (CBS) is requesting financial assistance in its planning efforts to construct a marine haulout facility at the Gary Paxton Industrial Park (GPIP) located in Sitka Alaska and owned by the CBS. See Appendix Figure 1, 2, and 3. Planning efforts by the CBS consist of investigating the economic benefit of the project to the community, a conceptual design and cost estimate, and an environmental assessment of the subject area for the development. Sitka has funded and completed an economic assessment with attached Benefit Cost Analysis attached in the Appendix.

This project will contribute to a reduction in crashes, fatalities, and injuries as Sitka vessel owners would have the opportunity to remain in Sitka to conduct annual repair and maintenance activities. The

private marine haulout facility had been in operation for over 40 years. In a span of five years from 2017 to 2021, there have been 481 individual users of the private marine haulout. If vessels must travel 150 miles to reach the closest haulout for required routine maintenance, it is bound to attribute negatively to safety. The induced travel from the closure of the existing haulout facility can be hazardous to vessel operators already working long harvest hours.

The CBS request that the Denali Commission consider funding for additional planning efforts through either the Transportation or Infrastructure Program Area. The CBS is requesting funding for the following:

1. Phase I - Updated Conceptual Design and Cost Estimate - \$430,000

The existing CBS cost estimates and conceptual design was completed in 2014. The cost estimate is outdated and assumed not accurate due to inflation and other factors over the years. Additionally, multiple different locations on the GPIIP properties have been investigated for the location of haulout infrastructure. The CBS would like to thoroughly investigate the existing proposed location and a new location identified by the most recent RFP process.

2. Phase II - Environmental Assessment (EA) - \$440,000

An environmental assessment is a lengthy process that will take time before construction of the project can begin. The lack of an existing haulout facility is causing great anxiety in the community and time is of the essence for emergency and safety concerns. Have a complete EA will speed up the project and provide needed information for future development.

This project is critical for the maritime industry in the Sitka area, specifically the commercial fishing industry and the marine service sector in Sitka. This project is necessary to (1) continue to allow for local vessel haul out options that have been historically provided in the community, (2) reduce travel costs and emissions for vessels having to travel to other regional shipyards, (3) provide critical infrastructure for emergency vessel repairs and (4) retain and grow local marine service sector jobs.

Scope of Work and Schedule

Concept design and all components needed to complete the Environmental Assessment (EA) for a total cost of \$870,000. Engineering and environmental at the same time in total it will take approximately 2-years to complete. Engineering on its own would take 12-months and the EA on its own takes 24-months.

Planning and Engineering (12-months):

Task 1 - Survey and Geotechnical (\$150,000)

Perform Field Survey and Geotechnical Exploration to ensure that the site is suitable for the proposed development. This scope will include Topographic and Planimetric Survey, Bathymetric Survey and Property Boundary Survey efforts as needed. Existing data sets capable of providing study level efforts will be researched and explored prior to field data collection. Load calculations will be performed to determine any needed mitigation to support heavy loading related to transporting and storing large vessels on site.

Task 2 - Engineering Concepts Update (\$70,000)

Update the concept drawing and project description, using existing topographic/bathymetric data, and recommendations from prior siting studies. The concept drawing shall make a preliminary assessment of the feasibility of a haulout and associated upland improvements. The concept drawing shall also depict how the facility would be expanded to accommodate the 20-year forecast of demand. This task will reconfirm facility demand and sizing and coordinate a stakeholder/user meeting in coordination with the public

scoping meeting to discuss the project and a survey to document/reconfirm user demand.

Task 3 - Wind and Wave Assessment (\$30,000)

Update wind and wave design criteria for the site using new data that has become available. Research available wind data and develop a predicted wave height using a simple fetch analysis.

Task 4 - Pre-Design: (\$125,000)

Prepare pre-design documents for the project that include plans and a conceptual cost estimate suitable for the EA, permits and final planning and funding decisions. Pre design will also show a conceptual future expansion phase(s), with conceptual costs. This will include consultations with the CBS harbor master, FAA, Coast Guard, Corps of Engineers, DOT&PF, and other relevant agencies and prepare and compile the pre-design findings in a report.

Task 5 - Capital Improvement Plan (CIP) Charter (\$55,000)

Develop a preliminary CIP Charter to include final project scoping information, schedule, engineer's estimates, funding plan and funding sources for the project.

Environmental Assessment (24-months):

Task 1 - EA Project Management: (\$25,000)

Environmental Lead will coordinate consultant resource specialists and subconsultants to ensure that the scope of work is clear, information is communicated between parties as needed, and schedule updates are received on a regular basis.

Task 2 - Initial EA Development: (\$35,000)

This task consists of developing the project's Purpose and Need Statement, identifying Alternatives, developing Study Area, and develop the Public and Agency Outreach Plan.

Task 3 - Environmental Assessment: (\$380,000)

Complete an EA draft document and all necessary public and agency review required including cultural resources to produce a final document to be used for project permitting and NEPA.

Organization, Capacity, and Delivery Method

The City and Borough of Sitka (CBS) is a unified city-borough in Southeast Alaska. The Municipal Administrator is the chief administrative officer with responsibility to direct the operation of the entire city and borough. A seven-member Assembly is the elected body that establishes vision and direction for the community's future.

Sitka's team is continually and successfully executing over \$20 million in projects per year including having carried out projects up to \$150 million. The Public Works Director was certified in managing Federally funded projects under the State of Washington's Department of Transportation program for managing Federal Highway funds and his work has been referenced in training manuals for local government. The best practices used in managing Federal Highway funds has been carried over to Sitka policy and staffing efforts to mitigate risk on projects and has served Sitka well over the last 12 years executing over \$240 million in projects without incident or contractor claims. The Finance Department is fully staffed and includes a Grant Accountant that is knowledgeable in the post-award stage of state harbor facility grants and other Federal grants.

City and Borough of Sitka	
Michael Schmetzer, Municipal Engineer Project Manager 100 Lincoln Street, Sitka, AK 99835 Phone: 907-747-1807 Fax: 907-747-3158 Email: mike.schmetzer@cityofsitka.org	Melissa Haley, Finance Director Financial Contact 100 Lincoln Street, Sitka, AK 99835 Phone: 907-747-4050 Fax: 907-747-0536 Email: melissa.haley@cityofsitka.org

The CBS intends to contract third party professional consulting firms to complete the tasks outlined above. A CBS project manager and facility manager will work with the outside consultants and provide a link between the community, the municipality, and the outside firm.

CBS acknowledges to:

- Negotiate with the Denali Commission to determine the exact award amount and period of performance.
- Agree to the Commission's standard Terms and Conditions or negotiate minor changes on a case-by case basis.
- Comply with all applicable federal, state, and local regulations.

Partnerships and Leveraged Funds

The City and Borough of Sitka (CBS) has long recognized the importance of the fishing and the maritime industry to the community of Sitka. The CBS has been working on vessel haulout development concepts since the GPIIP properties were acquired in 1999. The project has been a legislative priority for the community since FY2005. The CBS has released three separate Request for Proposals (RFP) over the last decade for private sector development of a vessel haul out facility. None of the responders to the RFPs have been successful in obtaining all of the necessary funding to move the project forward. The CBS has submitted haulout development funding requests the past three years via the USDOT BUILD and RAISE Grant opportunities. Both Alaska US Senators visited the proposed project site at the GPIIP in 2021 and were briefed on the importance of a local haulout to the community of Sitka. The development of a haulout facility in Sitka is the community's top priority.

The project has the support of local fishermen, local fish processing facilities, and marine service sector businesses. In 2021 a group of local benefactors of a haulout in Sitka was formed, called the Sitka Community Boatyard Group LLC. This group has been working with the CBS and other shareholders on the establishment of the haulout. The Sitka Community Boatyard has expended its own funding on engineering designs, and has commitments for additional funding as well.

The CBS has tried unsuccessfully for years via the RFP process to have the private sector develop the haulout. The CBS is investigating moving the project forward as a public-private-partnership. The CBS intends to work with local shareholders on the future development of the haulout through its competitive bidding processes outlined in Section 18.12.010 of its governing code. Having a clear understanding of a conceptual design, updated estimate costs, and an environmental assessment will help with the development of a future public-private-partnership.

Budget/Resources

The CBS has funded the economic benefit cost analysis and updates for \$18,500. Additionally, the CBS has committed to funding 20% or \$1,837,600 of the estimated \$9,188,000 total project costs estimated during the 2022 RAISE Grant application.

Budget by Cost Category			
Cost Classification	Denali	Match	Total
1. Personnel & Fringe			
Project Manager (\$100/hr at 35 hrs/month)		\$84,000	\$84,000
Facility Manager (\$43/hr at 15 hrs/month)		\$15,480	\$15,480
1. Contractors	\$870,000		\$870,000
2. Project (program) income	\$0.00	\$0.00	\$0.00
3. TOTAL PROJECT COSTS	\$870,000	\$99,480	\$969,480
FEDERAL FUNDING			
4. Federal assistance requested			\$870,000

CBS match of \$99,480 will consist of in-house staff time and resources to manage outside consultants for the planning, engineering, and environmental assessment.

Budget by Task	
Task	Total Cost
1. P&E Survey and Geotechnical	\$ 150,000
2. P&E Engineering Concepts Update	\$ 70,000
3. P&E Wind and Wave Assessment	\$ 30,000
4. P&E Pre-Design	\$ 125,000
5. P&E Capital Improvement Plan (CIP) Charter	\$ 55,000
<i>Subtotal for P&E</i>	<i>\$ 430,000</i>
1. EA Project Management	\$25,000
2. EA Initial EA Development	\$35,000
3. Environmental Assessment	\$380,000
<i>Subtotal for EA</i>	<i>\$ 440,000</i>
TOTAL PROJECT COSTS	\$870,000

Funding Summary	
Total project Costs	\$ 938,250
City and Borough of Sitka Match	\$ 99,480
Denali Commission	\$870,000

Distressed Community and/or Disadvantaged Community Statement

The City and Borough of Sitka is Non-Distressed according to the [2021 Distressed Communities Report](#). It is not in an Area of Persistent Poverty nor is it close to any of those areas in the State of Alaska. The project is census tract 2 and not located in a Historically Disadvantaged Community nor located in any of the four Federally designated community development zones. According to the [U.S. Census Bureau](#), a combination of more than one race that includes American Indian and Alaska Native percentage population of Sitka is 14.9 percent relative to 2.8 percent for the U.S.

Environmentally Threatened Community Statement

The City and Borough of Sitka is not served as an environmentally Threatened Community as identified in the Commission's [2019 Statewide Threat Assessment](#).

Appendix Maps



Figure 1- GPIP Haulout project location

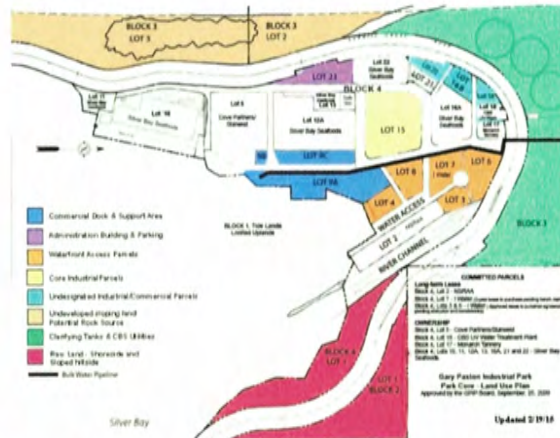


Figure 2- Sawmill Cove Industrial Park Subdivision (GPIP)



Figure 3- GPIP dock and uplands



Figure 2- Travel lift

BCA

The following information was taken from an April 2022 Benefit Cost Analysis (BCA) prepared by Cordova Consulting in Chickaloon, AK. The entire BCA can be provided upon request.

The calculations of data has been removed as the data is detailed and lengthy. The BCA analyzes taking no action and not having a local haulout facility in Sitka versus the development of a 150-ton haulout facility. The CBS is providing the assumptions for each category analyzed in the BCA; Vessel Avoided Travel, Vessel Emissions, and Opportunity Cost of Travel. The Benefit-Cost Summary provides a summary of the data and shows a significant expense to the fleet and the environmental by not developing a haulout in Sitka.

Vessel Forecast

There are more than 400 fishing vessels permits with Sitka addresses in the Alaska Commercial Fisheries Entry Commission (CFEC) database for 2020. Using these vessels and their characteristics as a minimum for vessels wishing to haul-out to conduct repairs and maintenance at Sitka is a conservative estimate. There are many more vessels that could use the haul-out facility including recreational, government, barge, and research vessels. In addition, vessels from other communities could also find the need to haul-out at Sitka. Supporting data for these other vessels is not readily available so they have not been included in the benefits analysis, which strongly suggests that benefits are understated in this evaluation.

The responses informed the following assumptions in order to determine benefits for the project:

- All commercial fishing vessels must haul their boats at least annually for pressure washing below the water line, anti-fouling paint, and replacement of sacrificial zincs, and other activity.
- The existing boat haul-out is now closed requiring commercial vessels to seek haul-out services elsewhere.
- Vessels less than 20-feet in length can be removed from the water by trailer for annual maintenance and repair.
- Vessels in the 20-foot to 40-foot length listed as trollers on the vessel permit file are too large to haul out by trailer and must travel to Wrangell for haul out. Vessels in the under 40-foot category are estimated to travel at 8.3 nautical miles per hour.
- Vessels in the 40-foot to 60-foot length must travel to either Wrangell (167 nautical miles one-way), Petersburg (159 nautical miles one-way), or Hoonah (58 nautical miles one-way) for annual haul-out. Vessels in the 40-60-foot category are estimated to travel at 10 nautical miles per hour.
- Vessels greater than 60-feet in length will need to travel to Seattle, or similar location in the Pacific Northwest, for annual maintenance and repair.

Seattle is 902 nautical miles away. Vessels in the greater than 60-foot category are estimated to travel at 10 nautical miles per hour.

- The useful life of the haul-out/trave lift prior to needing upgrades or major repairs is assumed to be 20 years so this forecast uses a 20-year present value calculation.
- Benefits and costs have been discounted at a 7 percent discount rate in order to compare values in today's dollars.
- Benefits from emissions reduced have been discounted at 7 percent and 3 percent as required by US DOT Benefit Cost Analysis updated guidance from March 2022.

In order to facilitate the choice of project to pursue, the benefit analysis then looked at the base case and an alternative with 150-ton trave lift. See Figure 4. The base case is needed in order to compare the other alternative to a "no action" scenario. Using a 20-year period of analysis allows for comparison to the construction costs which occur in advance of benefits accruing. Benefits are assumed to begin accruing in 2024 after a 2-year construction period.

Assumptions for each of the alternatives follows:

In this case, the existing haul-out facility closes in 2022 and vessel owners must seek alternatives to maintain and repair vessels. The following assumptions were used:

- Vessels under 20-feet in length can be removed by trailer and stay in Sitka for maintenance and repairs.
- Vessels in the 20-foot to 40-foot range identifying as trollers cannot be hauled out by trailer (due to width) and are expected to travel to Wrangell for haul-out. Wrangell will probably be overwhelmed with the number of vessels, and it is expected that Petersburg will serve as a back-up to Wrangell.
- Vessels in the 40-foot to 60-foot category must travel to either Wrangell or Petersburg for annual haul-out. This analysis uses the responses from telephone interviews conducted May 2021 for selection of alternative ports to haul-out. Some vessels will travel to Hoonah as well for haul-out and repairs.
- Vessels greater than 60-feet in length must travel to Seattle or similar Pacific Northwest location for annual haul-out.
- The existing haul-out owner provided ten years data showing a slight increase in the demand for haul-out services. This increased demand was about 1.4 percent annually for vessels in the under 60-foot category. So, the vessels in the under 60-foot category are assumed to increase by 1.4 percent annually.

Several more vessels can be accommodated with a larger trave lift than are currently accommodated with the existing 88-ton trave lift. Assumptions concerning the 150-ton trave lift are as follows:

- 84 percent of vessels in the under 40-foot category will use the 150-ton trave lift based on current usage.
- 84 percent of vessels in the 40-foot to 150-foot category will also use the 150-ton trave lift.
- The number of vessels grows in the under 60-foot category annually by 1.4 percent based on most recent 10 years of existing haul-out usage.
- Interview results from May 2021 indicate that all vessel owners would use the new trave lift facility once a year.
- Vessels greater than 150-feet report gross tonnages more than 150 tons so cannot use the 150-ton trave lift and must travel to Pacific Northwest ports for repair and maintenance.

Vessel Avoided Time

Additional assumptions concerning the avoided travel include:

- Sitka vessels would be making a roundtrip to the alternate port for haul-out as these vessel owners have addresses in Sitka and are presumed to live there year-round.
- Vessel speeds are estimated at 8.3 nautical miles per hour for vessels under 40-feet.
- Vessel speeds are estimated at 10 nautical miles per hour for vessels greater than 40-feet.
- Vessels make one trip per year for haul-out repairs and maintenance.
- Vessels must haul-out every three years for inspections. This haul-out is assumed to take place the same time as repair and maintenance.
- The forecast assumes that the vessels in the under 60-foot category increase by 1.4 percent annually based on the historical usage of the existing haul-out facility.

Vessel Emissions

“Transportation activities contribute significantly to localized air pollution, and some transportation projects offer the potential to reduce the transportation system’s impact on the environment by lowering emissions of air pollutants that result from production and combustion of transportation fuels. The economic damages caused by exposure to air pollution represent externalities because their impacts are borne by society as a whole, rather than by the travelers and operators whose activities generate these. By lowering these costs, transportation projects that reduce emissions may produce environmental benefits.”

Once the existing haul-out facility shuts down, there will be additional travel requirements imposed on the Sitka commercial vessels as they seek haul-out facilities elsewhere. This

analysis takes a conservative approach and uses the 2010 total cost per cylinder for Stoichiometric Gasoline Direct Injections⁵ and assumes at least one 8-cylinder engine for each of the vessel types described in this analysis.

The 2010 cost per cylinder from the National Highway Transportation Safety Administration Final Regulatory Impact Analysis was \$67.00. Updating this to 2020 dollars using deflator indexes from the Bureau of Economic Analysis results in \$74.26 per cylinder in emissions reduction. (Calculation: $\$67 * 113.638(2020\$) / 102.532(2010\$) = \74.26)

Emissions under the base case total \$21.9 million. Emissions under the 150-ton trave lift are \$5.3 million. Emissions will be discounted in a subsequent step along with discounting of project costs in order to determine the net benefits and benefit to cost ratio. Emissions avoided with the 150-ton trave lift are \$16.6 million (\$21.9 million minus \$5.3 million). These will be discounted in a subsequent step.

Opportunity Cost of Time

The opportunity cost of time measures the choice of the next best alternative to the thing chosen. In this case, vessel operators must stay on their vessel during travel to alternate harbors. Vessel operators could elect to do something else with their time. For instance, being with family, visiting with friends, and enjoying all that Alaska has to offer.

Given the hectic pace of the summer fishing season in Alaska, most vessel operators would choose to continue other productive work. However, failing data to support this assumption, this analysis assumes that vessel operators would choose leisure activity if transportation to alternate ports could be avoided with haul-out improvements. Leisure activity for purposes of this analysis is 1/3 of the wage rate for the various positions on each of the vessel types described.

Wage rates were obtained from the State of Alaska Department of Labor and Workforce Development Occupational Database for May 2020 – Statewide wage rates, the most recent data available. These wage rates probably understate the actual wage rates of captains and mates working in Alaska waters.

Opportunity Cost of time for captain and crew who must accompany the vessel to alternate ports for haul-out maintenance and repairs totals \$8.2 million over the 20-year period of analysis.

Opportunity Cost of Time for the 150-ton trave lift alternative is \$2.3 million. The difference between the base case and the 150-ton trave lift is a benefit of \$5.9 million. Opportunity Cost of Time will be discounted in a subsequent step along with discounting of project costs in order to determine the net benefits and benefit to cost ratio.

Benefit-Cost Summary

Net benefits for the 150-ton trave lift alternative are almost \$25 million over the 20-year period of analysis when using the 7 percent discount rate. When we use the 3 percent discount rate for emissions, the present value of benefits is \$29.1 million. See Table 18. The benefit to cost ratio from the 150-ton trave lift infrastructure improvement at the Gary Paxton Industrial Park in Sitka is a 3.39 using a 7 percent discount rate and a 20-year period

of analysis and rises to 3.96 when using the 3 percent discount rate for emissions. Net benefits are \$17.6 million using the 7 percent discount rate and \$21.8 million when using the 3 percent discount rate for emissions.

Table 18 – GPIIP Haul-Out Comparison of Benefits and Costs

Summary of Calculations	150-ton Haul-out
Benefit calculations – 2020 \$\$ @ 7%	
Vessel avoided travel	\$ 14,762,000
Opportunity Cost of time	\$ 2,521,000
Emissions reduced	\$ 6,980,000
PV Benefits summary @ 7%	\$ 24,263,000
Benefit calculations – 2020 \$\$ @ 3% for Emissions	
Emissions reduced at 3%	\$ 11,144,000
PV Benefits summary @ 3% for Emissions	\$ 28,427,000
PV periodic maintenance	\$ 113,000
PV Residual value of assets	\$ 607,000
Sum maintenance and Residual Value	\$ 720,000
Total benefits at 7%	\$ 24,983,000
Total benefits at 3% for Emissions	\$ 29,147,000
Cost Calculations – 2020 \$\$	
PV Cost of Project	\$ 7,368,000
PV Net benefits (benefits – costs) @7%	\$ 17,615,000
PV Net benefits (benefits – costs) @3% for Emissions	\$ 21,779,000
Benefit/cost ratio (benefits/costs) @ 7%	3.39
Benefit/cost ratio (benefits/costs) @ 3% for Emissions	3.96



Post Office Box 1229 / Sitka, Alaska 99835 907.747.3400 / alfafishak@gmail.com

March 14, 2022

The Alaska Longline Fishermen's Association (ALFA) supports the City and Borough of Sitka in its application for the RAISE Transportation Discretionary Grant to build the Gary Paxton Industrial Park (GPIP) haul out and marine service center.

Over 600 commercial fishing boats are homeported in Sitka. Sitka has the largest commercial fishing fleet in Southeast Alaska and the third largest marine fleet in the state of Alaska. The fleet requires marine infrastructure to function safely and successfully; in fact, every commercial fishing boat must conduct out of water maintenance annually to be in compliance with insurance requirements. Since the closure of Sitka's commercial haul out, local vessel owners have been forced to travel long distances to other towns and, in some cases, states to perform regular maintenance and repair work, imposing high costs in fuel and lost fishing time on the fleet, jeopardizing the economic viability of the marine service sector, and reducing revenue and economic activity to the community. Constructing a haul out and marine service center is critical to the health of the Sitka fishing industry and the community. If Sitka is without a haul out for more than a few years, many vessel owners will relocate to another town that does provide essential infrastructure.

Locating a high-capacity marine haul out facility in Sitka would also allow Sitka to support the Southeast Alaska Coast Guard fleet. The Coast Guard implements a regular maintenance schedule that requires vessels to be hauled for repairs and servicing. Currently the only options for Coast Guard vessels requiring dry dock maintenance are in Seattle, San Diego, and Seward. This poses a challenge for the Southeast fleet, as they must transit long distances to perform regular maintenance. Constructing a yard capable of servicing the Coast Guard fleet would create job opportunities, attract more skilled workers to Sitka, and support economic development.

ALFA believes that the haul out project at the GPIP site meets the primary selection criteria. A marine haul out and service center will substantially increase safety, environmental sustainability, quality of life, economic competitiveness, essential repair and crucial economic activity in the City of Sitka.

Thank you in advance for your consideration of the City and Borough of Sitka's request for RAISE Transportation Discretionary Grant funding to build a marine haul-out at the Gary Paxton Industrial Park.

Sincerely,

A handwritten signature in cursive script, appearing to read "Linda Behnken".

Linda Behnken
(Executive Director, ALFA)

United States Senate

April 21, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Buttigieg:

We are writing to express our support for the applications submitted by the City and Borough of Sitka (Sitka) to the fiscal year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. Both projects are vital for the continued operations of the maritime industry that supports the rural community of Sitka, Alaska which, in turn, serves as an important hub for the region.

Sitka's strategic location reduces costs of bringing fish products to market and helps surrounding small geographically challenged Alaska communities and entities, such as the city of Port Alexander, Armstrong Keta hatchery, and Little Port Walter NOAA Research Station, have access to basic amenities including mail, fuel, and groceries. The need to travel to alternate ports for product delivery poses risks as vessels compete for limited space to conduct their business.

The first project is to build a new haul-out facility to repair larger barges and to haul out vessels weighing up to 150 tons. The project will be located on city-owned property at the Gary Paxton Industrial Park. A new haul-out facility will create new jobs and become a large economic driver in Sitka due to the increased site footprint and marine haul-out equipment. A vessel haul-out facility in Sitka is critical for the commercial fishing industry and marine service sector in Sitka. Without it, 90 percent of Sitka's local commercial fleet will need to travel at least 300 miles round trip to get a haul out for necessary maintenance. This project will help to retain existing marine service sector jobs and to provide infrastructure resiliency.

The second project is to construct a seawall to protect Sitka's Marine Service Center (MSC), a cold storage facility. The MSC is owned by Sitka and provides processing capability and access to cold storage for the fleet's harvest. The existing seawall is in imminent danger of failure -- it is approximately 46 years old and has surpassed the end of its useful design life. The seawall is living on borrowed time; failure of the seawall will result in the destruction of the upland off-loading and cold storage. The seawall services many users that include small cruise ships, fishing boats, sailing vessels, government vessels, and barges. If the seawall fails, the MSC will need to be condemned. Without this facility, Sitka does not have enough capacity for cold storage space nor for the users. Sitka has barely enough cold storage space as it is. A RAISE grant award would be a lifeline for Sitka and improve the economic conditions for the fishing and maritime service industry that is vital to the community.

Consistent with applicable law, policy, and guidance, we respectfully ask that you give due consideration to the City and Borough of Sitka's fiscal year 2022 RAISE grant applications. We also ask that you keep our offices apprised of the outcome.

Sincerely,



Lisa Murkowski
United States Senator



Dan Sullivan
United States Senator

City and Borough of Sitka Resolution



CITY AND BOROUGH OF SITKA

Legislation Details

File #: RES 22-15 Version: 1 Name:

Type: Resolution Status: AGENDA READY

File created: 5/4/2022 In control: City and Borough Assembly

On agenda: 5/10/2022 Final action:

Title: Authorizing the Municipal Administrator to apply for a Maritime Administration, Department of Transportation (DOT) Port Infrastructure Development Program (PIDP) Grant for \$7,842,488 with a 20% match commitment to support the reconstruction of the sheet pile wall and crane at the Marine Service Center (MSC)

Sponsors:

Indexes:

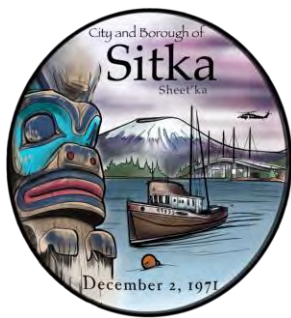
Code sections:

Attachments: [Motion Memo Res 2022-15](#)
[2022 PIDP Sitka MSC Narrative with Appendix](#)

Date	Ver.	Action By	Action	Result
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POSSIBLE MOTION

I MOVE TO approve Resolution 2022-15 on first and final reading authorizing the Municipal Administrator to apply for a Maritime Administration, Department of Transportation (DOT) Port Infrastructure Development Program (PIDP) Grant for \$7,842,488 with a 20% match commitment to support the reconstruction of the sheet pile wall and crane at the Marine Service Center (MSC).





CITY AND BOROUGH OF SITKA

A COAST GUARD CITY

MEMORANDUM

To: Mayor Eisenbeisz and Assembly Members

Thru: John Leach, Municipal Administrator 

From: Melissa Henshaw, Public and Government Relations Director 

Date: May 4, 2022

Subject: Authorization to Apply for a Maritime Administration, Department of Transportation Grant to support reconstruction of the sheet pile wall and crane at the Marine Service Center (MSC)

Project Background

The MSC seawall is approximately 46 years old and has surpassed the end of its useful design life. A condition assessment report from October 2011 estimated that the existing seawall structure had a remaining life of 5 years. A 2021 inspection confirmed the defects from the 2011 inspection and noted some additional concerns.

The proposed project is to construct a new tied-back steel sheet pile wall on the seaward side of the original wall with a high slope tie-back anchored sheet wall in bedrock. Minor upgrades include a concrete wall cap and replacement of mooring bollards and 2-ton jib crane. A cathodic protection system will be installed to control corrosion.

Grant Background

Link to the FY 2022 PIDP grant program: <https://www.maritime.dot.gov/ports/office-port-infrastructure-development/2022-port-infrastructure-development-program-pidp>

The National Defense Authorization Act for Fiscal Year 2022 appropriated \$450 million for the Port Infrastructure Development Program (PIDP) to make grants for projects for coastal seaports, inland river ports, and Great Lakes ports. Funds for the PIDP are to be awarded as discretionary grants on a competitive basis for projects that support the program objectives: 1) improving the safety, efficiency, or reliability of the loading and unloading of goods, the movement of goods, operational improvements, or environmental and emissions mitigation measures 2) supporting economic vitality at the national and regional levels; 3) addressing climate change and environmental justice impacts; 4) advancing equity and opportunity for all; and 5) leveraging Federal funding to attract non-Federal sources of infrastructure investment.

PIDP Grant key factors:

- PIDP Grant applications are due by May 16, 2022.
- There is no minimum award nor maximum.
- No more than \$112.5 million will be awarded to any one state.
- No less than \$112.5 million shall be for small projects and small ports.
- Only one application is allowed.
- Funds to be expended by September 30, 2032.

Fiscal Note

Estimated Project Cost:

MSC Port Wall and Crane	\$7,842,488 amount requested
	<u>\$1,960,662 20% match</u>
	\$9,803,109 total

If funded, the infrastructure improvements will be accounted for within the Harbor Department Enterprise Fund as a capital project. Outlined below are potential sources for the \$1,960,662 match which would come to the Assembly to authorize execution of the grant if/when we are selected for a grant. At this time, we would also seek Assembly guidance to finalize the source of working capital to be used to match the grant.

The 20% match commitment of \$1,960,662 for the MSC sheet pile and crane replacement could be funded in large part by the MSC Enterprise Fund working capital, though as revenue generated from the seawall is paid to the Harbor Fund, there is also justification to use Harbor Fund working capital to fund part or all of the MSC seawall.

Recommendation

Approve this resolution authorizing the Municipal Administrator to apply for a PIDP 2022 Grant with the Department of Transportation (DOT) for \$7,842,488 with a 20% match commitment to support reconstruction of the sheet pile wall and crane at the Marine Service Center (MSC).

CITY AND BOROUGH OF SITKA

RESOLUTION NO. 2022-15

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA (CBS) AUTHORIZING THE MUNICIPAL ADMINISTRATOR TO APPLY FOR A MARITIME ADMINISTRATION, DEPARTMENT OF TRANSPORTATION (DOT) PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (PIDP) GRANT FOR \$7,842,488 WITH A 20% MATCH COMMITMENT TO SUPPORT THE RECONSTRUCTION OF THE SHEET PILE WALL AND CRANE AT THE MARINE SERVICE CENTER (MSC)

WHEREAS, the working waterfront at MSC includes a sheet pile wall which is utilized as a berth for marine vessels including fishing vessels, trampers, sailing vessels, small passenger vessels, government vessels and barges that utilize the convenient downtown public seawall to transfer goods, cargo, and passengers to/from vessels in Sitka; and

WHEREAS, the port wall at MSC provides access to a public crane and a 21,000 square foot cold storage building that serves two major fish processors in transporting their product and numerous small business owners such as the frozen at sea and charter fleet; and

WHEREAS, the Alaska Department of Fish and Game records show more than 500 vessel permits in 2021 participating in 65 different fisheries and almost 1,200 permits to various individuals; and

WHEREAS, the fishing industry is an important component in this community and furthermore, the capability to have a working waterfront to move product and conduct business is essential; and

WHEREAS, in 2011 an engineering condition assessment was performed on the sheet pile wall that was built in 1976 at MSC and projected a remaining service life of 5 years and a 2021 inspection confirmed the defects from the 2011 inspection and noted some additional concerns; and

WHEREAS, the Maritime Administration, DOT announced a PIDP 2022 grant opportunity; and

WHEREAS, the CBS proposes a \$9,803,109 project to replace the sheet pile wall and crane; and

NOW, THEREFORE, BE IT RESOLVED by the Assembly of the City and Borough of Sitka to authorize the CBS Municipal Administrator to apply for a Maritime Administration, DOT PIDP 2022 grant for \$7,842,488 with a 20% CBS match commitment of \$1,960,622 for a total project cost of \$9,803,109.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 10th day of May 2022.

Steven Eisenbeisz, Mayor

ATTEST:

Sara Peterson, MMC
Municipal Clerk

1st and final reading: 5/10/2022

Sponsor: Administrator

City and Borough of Sitka

FY 2022 PIDP Transportation Discretionary Grants

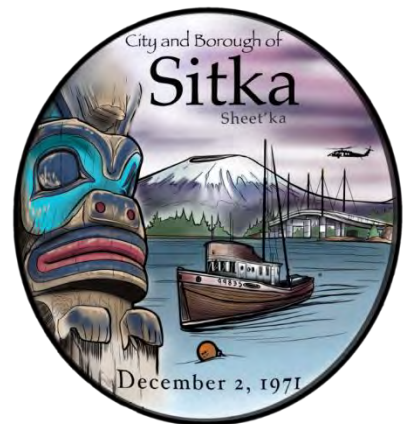


Marine Service Center

Sheet Pile Wall and Crane

Amount Requested: \$7,842,488

Contact: Michael Harmon, Public Works Director
City and Borough of Sitka
100 Lincoln Street
Sitka, AK 99835
Phone: (907) 747-1823
Email: publicworks@cityofsitka.org
Website: www.cityofsitka.com



Field Name	Response
Name of Applicant	City and Borough of Sitka
Is the applicant applying as a lead applicant with any private entity partners or joint applicants?	No
What is the project name?	Marine Service Center Sheet Pile Wall and Crane
Project description	This project will fund a design, bid, build process to construct a new, similar bulkhead design located slightly seaward of the existing bulkhead. This will provide an upgraded facility with superior materials and improved cathodic protection systems and a replacement of a 2-ton crane for continued operation of this vital Sitka port.
Is this a planning project?	No
Is this a project at a coastal, Great Lakes, or inland river port?	coastal port
GIS Coordinates (in Latitude and Longitude format)	Latitude, Longitude: 57.0583, -135.3448
Is this project in an urban or rural area?	Rural area
Project Zip Code	99835
Is the project located in a Historically Disadvantaged Community or a Community Development Zone? (A CDZ is a Choice Neighborhood, Empowerment Zone, Opportunity Zone, or Promise Zone.)	No to Disadvantaged Community or Community Development Zone and no to Choice Neighborhood, Empowerment Zone, and Opportunity Zone, or Promise Zone.
Has the same project been previously submitted for PIDP funding?	PIDP FY 2020, PIDP FY 2021
Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	RAISE FY 2022
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA, or PIDP funding?	No
PIDP Grant Amount Requested	\$7,842,488
Total Future Eligible Project Costs	\$9,803,109
Total Project Cost	\$9,803,109
Total Federal Funding	\$7,842,488
Total Non-Federal Funding	\$1,960,622
Will RRIF or TIFIA funds be used as part of the project financing?	No

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Project Description

Facility and Project Background and Users

The City and Borough of Sitka is a small rural municipality located on Baranof Island in southeastern Alaska. Sitka's Harbor is a critical transportation facility for the community that supports the marine, fishing, tourism, and freight transportation sectors. Sitka Harbor has 1,272 vessel berths and numerous facilities to support the maritime community and associated valued added activities, including vessel repair, crew lodging, freight transloading, and seafood processing. The Harbor includes a facility called the Marine Service Center (MSC). The MSC consists of a dockside on the north side of the Harbor with 350 feet of berth space dredged to 22 feet in depth, with a small crane, industrial buildings and parking, along Katlian Street.

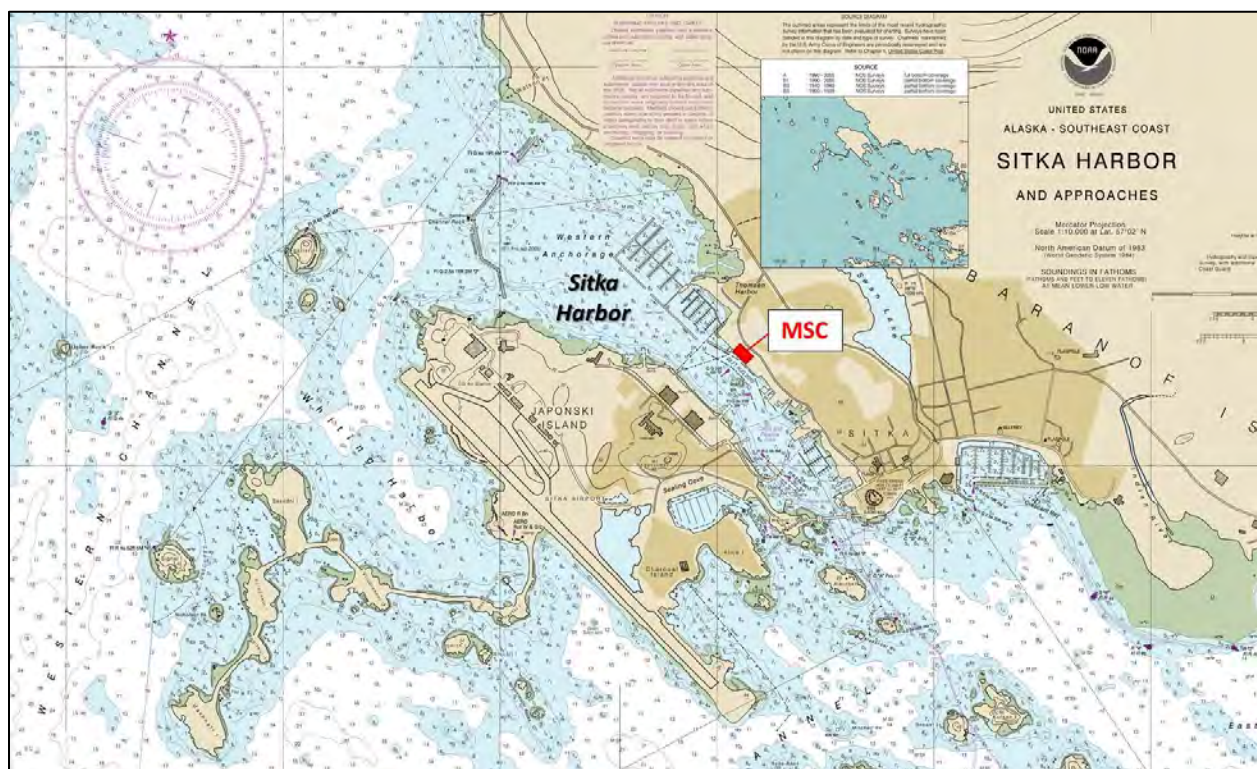


Figure 1 - Sitka Harbor and the Marine Service Center

The waterfront side of the cold storage property is supported by a sheet pile retaining wall. The wall is utilized as a berth for commercial vessels. Marine vessels including small passenger vessels, freighters, and fishing boats utilize the retaining wall to transfer goods, cargo, and passengers to/from vessels. However, its primary purpose is for commercial cargo to benefit the city and residents of Sitka. The Marine Service Center building contains about 21,000 square feet of which about 16,500 square feet is presently operated as cold storage. Container vans are hand loaded and shipped direct to Asia and Europe markets as well as transferred by barge to Washington state for domestic markets. Adjacent to the Northwest end of the retaining wall is a 2-ton electro-hydraulic telescope boom slewing crane with main boom, tele boom, winch, wire,

rope, load block with safety latch, controls, over booming cut out, and hoses / fittings. The crane is available for public use and used for offloading fish product and loading of mail, supplies, and groceries. It is manufactured by the North American Crane and Equipment Company.

The City and Borough of Sitka (Sitka) operates the seawall and crane facility and owns the cold storage. The cold storage facility was constructed to provide infrastructure for economic development and enhancement of direct and indirect employment opportunities in the community. Sitka has leased the facility to Seafood Producers Cooperative since 1991 and the Cooperative operates a service cold storage business in the leased space. The Cooperative is contracted to provide uniform and competitive rates with a requirement that rate changes must be approved by Sitka. This requirement allows Sitka to ensure accessibility and equality to the public.

The Marine Service Center in Sitka serves a variety of customers. Fishing vessels, trampers, sailing vessels, small passenger vessels, government vessels including US Coast Guard and National Oceanic and Atmospheric Administration (NOAA) ships, and barges are all users.

The Marine Service Center fishing vessels currently deliver harvest for cold storage or processing, pick up bait and ice, and collect crew, supplies, and equipment from this seawall. Alternate docks in the downtown area where fishing vessels could conduct their business have a variety of issues. Vessels will generally deliver product to the dock that can most efficiently get the product either to the processing plant or into cold storage in the shortest amount of time. Other docks in Sitka are busy with vessels who have established relationships and are already at capacity. The traffic from this facility if it were unavailable, could not be absorbed by other Sitka docks.

The Seafood Producers Cooperative processing plant has been in operation since 1944 and is located adjacent to the cold storage facility at MSC. Seafood product from the plant can travel from the dock to the processing plant and then another 100 yards back to the cold storage facility in



Figure 2- Seafood workers produce product for MSC and export

a short amount of time. “The Seafood Producers Cooperative is owned by over 500 members who fish the waters of the North Pacific. Each member is a small boat hook and line fisherman and owner of the cooperative, and therefore receives the benefits of ownership”¹

Another processing plant that uses the MSC and its convenient location is Sitka Sound Seafoods, located 0.2 miles from the cold storage facility or a 1-minute drive. “The Sitka Sound Seafoods plant started processing in the late 1960s, with North Pacific Seafoods and its sister companies

¹ <https://www.spcsales.com/co-op>

purchasing a majority interest in 1990. A full merger of Sitka Sound and North Pacific was completed in 1997. This plant location has access to northern harvesting areas of Southeast Alaska, from Yakutat to the south end of Baranof Island. The plant processes all species of salmon from all gear types, halibut, sablefish, rockfish, herring, sea cucumbers, lingcod, Pacific cod, shrimp and Dungeness crab.”²

The Transportation Challenge and the No-Build Scenario

The MSC seawall needs repair. It is approximately 46 years old and has surpassed the end of its useful design life. A condition assessment report from October 2011 estimated that the existing seawall structure had a remaining life of 5 years. See attachment 4, MSC Condition Assessment Oct. 2011.pdf. A 2021 inspection confirmed the defects from the 2011 inspection and noted some additional concerns. See attachment 5 MSC Inspection Report June 2021.pdf.



Figure 3- Sheet Pile Corrosion in Splash Zone, July 2021



Figure 4- Sheet Pile Corrosion in Splash Zone, July 2021

Due to the proximity of the existing Sitka Cold Storage Building, demolition and in-kind replacement of the existing bulkhead is not feasible. One option was to remove the bulkhead wall entirely, but this was quickly ruled out due to the importance of the seawall to the community.

The seawall will eventually fail, which would involve some elements of the structure collapsing into the Harbor.

If the seawall fails, the upland seafood cold storage facility which sits partially on the seawall will need to be condemned. If the cold storage facility is condemned, there is insufficient cold storage space in Sitka to capture the overflow. Cold storage users suggest they would need to get 25 to 40 freezer vans to accommodate their needs.

Trampers offload about 160 tons of product per visit to the MSC. If the seawall fails, the facility could not be used by trampers for freight transload. Trampers have averaged 6 visits per year over the last three years with 11 visits in 2019. The northbound freight carried by these cargo vessels consist of fiber, salt, machinery, and bait supporting economic activity in Sitka. Their

² <https://www.northpacificseafoods.com/sitka-sound-seafoods.html>

southbound freight consists of frozen fish which is destined for Asia, Europe, and Washington state. Trampers can offload at alternate ports in Sitka but vessel owners would need to wait for available space to do so, and the MSC is the ideal – most efficient – point of call for these vessels. The inbound (northbound) freight would need to be transported to alternate ports for vessel retrieval. Without the cold storage facility, outbound frozen fish would need to be stored in freezer vans until transport. All of these responses to the loss of the seawall would add additional costs for the trumper industry in the no-build scenario.

When the seawall fails and the cold storage facility is condemned in the no-build scenario, seafood processors will have to secure temporary freezer space until they can ship the product. Seafood processors have suggested that they would need refrigerated vans, or reefers, to keep product frozen. Storing frozen fish in freezer vans for transport adds a new dimension of difficulty to the fish processing industry. Cold storage at MSC currently allows users to accumulate enough product to ship fish that have been consolidated. Each lot is defined by fish type, quality, and size, meaning a load of chum salmon could have up to 16 different lots based on size and quality. There are five different kinds of salmon harvested in the Sitka region along with halibut, sablefish, rockfish, herring, crab, and shrimp. Storing fish in freezer vans would not allow this option for the accumulation and consolidation, so fish would have to be shipped in bulk to Seattle/Bellingham where it would then be sorted. If there is insufficient fish product to fill a particular container with the same species, quality, and size of fish, the shipper would still need to pay the full fee for that partially filled container. Storage costs could be as much as five times higher in Seattle due to minimum lot expense and the pounds of fish.

Much of the harvested fish in Sitka have value added with smoking and packaging and again this product would have to compete for limited cold storage space in town.

Support for the fishing industry is not the only use of the MSC dock. The Eyak is a fishing vessel making at least weekly visits to the MSC dock to pick up mail, fuel, and groceries for outlying villages. Small geographically challenged communities face barriers in accessing basic amenities and they rely on the Eyak. The Eyak serves the city of Port Alexander, Armstrong Keta Hatchery, Little Port Walter NOAA Research Station, and Sitka.



Figure 5- F/V Eyak

In the past three years, the Eyak has averaged 80 visits to the MSC annually. If the seawall were unavailable, it would be a challenging hardship for their program and would limit these outlying communities' ability to access Sitka vendors. The Eyak would need longer periods of time between mail deliveries to the surrounding Alaska Native villages for three reasons: 1) there is limited space at other docks, 2) wait times for other docks will be longer, and 3) the docks farther away. Without this downtown facility, mail and groceries would need to be delivered to the Gary Paxton Industrial Park (GPIP) location which has no place to store product at the site. It is

estimated that three vehicles would need to travel the extra distance of 7.7 miles as well to deliver mail, groceries, fish food, and construction materials. Total avoided travel for both the Eyak and the supply vehicles is valued at \$48,046 annually. See Table 3 in the attached MCS Wall and Crane BCA Analysis.

This project facilitates tourism opportunities by providing infrastructure to welcome over 1,200 visitors to Sitka each year. The MSC dock serves smaller passenger vessels although the primary purpose of the dock is the import and export of commercial goods and services. The small passenger vessels calling at the MSC are in the 176 – 240-foot range and have averaged 12 visits annually to the MSC dock. If the dock were unavailable, they would have to anchor offshore and lighter customers or seek alternate ports of call. While passenger activity was light in 2020 due to COVID-19, activity returned in July 2021 and will exceed any previous activity of almost double in 2022.

History of the Project

The Marine Service Center sheet pile bulkhead dock was originally constructed in 1976. The wall is 36-ft high (from mudline) by 356-ft long along the face, with approximately 10-ft long end/return walls at each end of the bulkhead. The sheet piles are driven approximately 10-ft to underlying bedrock and are laterally restrained by exterior walers at the waterline and 10-ft below the water line. Each waler is connected via tie-rods to a sheet pile anchor wall approximately 70-ft behind the bulkhead face. Creosote-treated timber fender piles protect the face of the bulkhead and a 12x12 timber bullrail caps the top of the wall. Steel pipe bollards and access ladders are positioned at varied spacing along the dock face. See existing wall details in Figure 5.

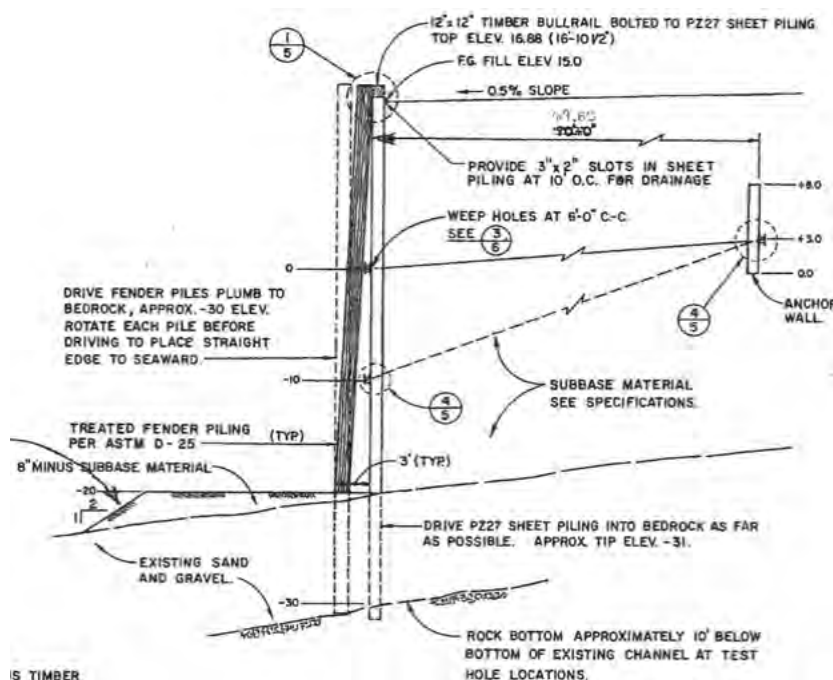


Figure 6- Existing wall as-built

In 1990, Sitka contracted for the design and construction of a 140-ft wide by 150-ft long cold storage building that is positioned approximately 30-ft behind the face of the bulkhead. The building is a “user” of the seawall. In 1993, Sitka contracted with WS Construction Inc. to install 22 anodes along the face of the bulkhead and perform associated electrical bonding work. In November of 1999, Sitka engaged Tryck Nyman Hayes, Inc. (TNH) to perform an inspection and condition assessment of the facility which did not include an underwater inspection.

Shortly thereafter, in April of 2000, Foreshore Technologies, Inc. (FTI) performed a dive

inspection. Potential readings were taken during the underwater inspection which indicated that the structure was actively corroding. Both the TNH and FTI reports noted significant corrosion existed throughout the bulkhead face sheet piles as well as at the walers and tie-rod ends. In 2002, in response to the TNH and FTI inspections, Sitka again contracted with WS Construction Inc. to install an additional 36 anodes along the face of the bulkhead, and in 2003, Sitka retained the local engineering company, Structural Solutions, to design a complete cathodic protection system for the facility. See attachment 4 MSC Condition Assessment October 2011.pdf.

The Proposed Project

The proposed project is to construct a new tied-back steel sheet pile wall on the seaward side of the original wall with a high slope tie-back anchored sheet wall in bedrock. Minor upgrades include a concrete wall cap and replacement of mooring bollards and 2-ton jib crane. A cathodic protection system will be installed to control corrosion.

This project proposes to construct a new, similar bulkhead design located slightly seaward of the existing bulkhead, utilizing grouted anchor rods drilled through the existing fill material and into the underlying bedrock (See Figure 7). The rough order of magnitude estimate provides for an upgraded facility with superior materials and improved cathodic protection systems. In addition to the seawall repair, the project calls for replacement of the existing crane. The crane is an Electro-Hydraulic Telescope boom slewing crane with main boom, tele boom, winch, wire rope, load block with safety latch, controls, over booming cut out, and hoses / fittings. See attachment 4 the NPC Company Crane Specs.pdf.

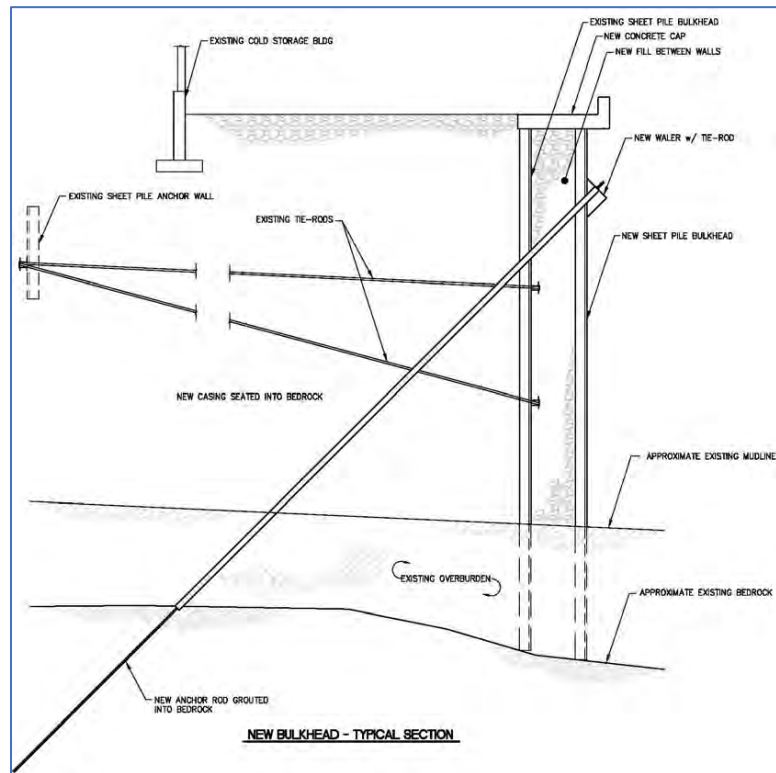


Figure 7 - Typical Replacement Bulkhead Wall Section

Sitka will follow a traditional design, bid, build process in which a professional design consultant team will be competitively selected based on Federal best practices and qualifications. Design and permitting will be completed by way of contracting consultant services who specialize in marine design and permitting following traditional 30/60/90 percent review process managed by Sitka's Engineering Department. The construction phase will be bid and awarded to the lowest qualified bidder.

The contractor will mobilize the site with a large crane and barge and construct a new wall from the water side with the same function of the exiting wall. The new wall will have the same function and size as the existing wall approximately 356 feet in length and 36 feet in height. It

will be similar to the existing structure with sheet pile walls utilizing a stem of walers and tie-rods that will be drilled deep into bedrock. By drilling the tie-rods that will be drilled deep into bedrock, it will help improve maintenance and inspection access for the future. All sheet piles and walers will be able to be prefabricated off site and coated to ensure maximum corrosion protection.

The new wall will have an anticorrosion anode system to significantly increase the life span compared to the existing wall and a fender system similar to the existing wall with piling to protect it from vessel damage, safety ladders, and mooring cleats. Dredging or major dewater will not be necessary.

The ability to use the existing wall to hold back the embankment while building the new wall in front of the old wall with greatly reduce impacts to the marine environment. From a barge, the contractor can float in place, drive the sheet piles, the tie-rods and piling with very little marine disturbance or footprint increase. Once the new wall is in place, the relatively small gap between the new wall will be isolated from the marine environment and can be filled in with high density fill and a cap on top.

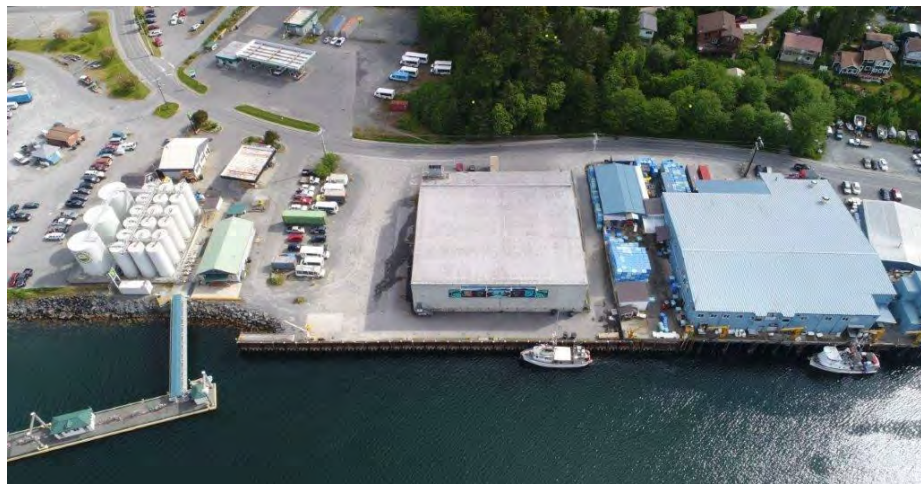


Figure 8- Marine Service Center cold storage facility adjacent seafood processing plant

Other Transportation Infrastructure Investments

Sitka as a remote location accessible only by boat or plane must be self-sustaining since there are no other cities or boroughs in close proximity to rely on. Therefore, all transportation infrastructure projects that Sitka invests in are integral to this project. Sitka is actively working on a major airport renovation project of \$20 million in order to accommodate those flying in and out of Sitka for fishing and tourism.

The Marine Service Center Sheet Pile Wall and Crane replacement is part of the working waterfront vital to Sitka's economy. Additional projects include construction of a new Seaplane Base that is in final permitting with construction scheduled to begin in 2024 for \$18 million; the Fisherman's Work Float at \$3 million that allows for a convenient dock for repairs; Crescent Harbor, which is considered a Safe Harbor in Phase 2 for \$6 million, the Sea Walk project that connects a bikeable and walkable path along the waterfront at \$2 million, and Eliason Harbor Electrical at \$3.5 million. The Critical Secondary Water project at \$18 million to be completed

by the end of 2022 summer which will supply a safe source of drinking water to serve the public when the Blue Lake source is down for maintenance or when there is high turbidity in the water to name a few of the Sitka project investments.

Project Location

The MSC is located at 600 Katlian Street, Sitka adjacent to the Seafood Producers Cooperative. See Figure 7. It is a rural area of Alaska with no road or rail connection to other communities. It is outside a 2010 Census-designated urban area. This project in Sitka is a coastal port. The waterfront land parcel contains about 71,014 square feet. The legal description is Tract A Port Development, a portion of ATS 15.

The waterfront and the harbors located in Sitka allow the community to conduct business and form the lifeblood of the economic activity of this small port town. This grant follows the application for small port project as we are requesting an amount less than \$11.25 million as listed in the NOFO.

The U.S. Army Corps of Engineers has not listed this port for 2017 through 2019. This data confirmed by Waterborne Commerce Statistics produced by the U.S. Army Corps of Engineers annual publication of tonnages by port.³

NOAA Chart 17327 (August 2010, see Figure 1) shows at a mean lower low water or 0.0 tide it is 22 feet at the MSC dock face while the PND drawings show the toe of the bulkhead at minus 20 feet.

Geographical Description

Sitka is located on the west coast of Baranof Island fronting the Pacific Ocean, on Sitka Sound. An extinct volcano, Mount Edgecumbe, rises 3,200 feet above the community. It is 95 air miles southwest of Juneau and 185 miles northwest of Ketchikan. Seattle, Washington, lies 862 air miles to the south. The project location within the Harbor is at Latitude, Longitude: 57.0583, -135.3448.



Figure 9- Map of Alaska with Sitka location

³ <https://usace.contentdm.oclc.org/digital/collection/p16021coll2/id/1474/rec/1>

Sitka falls within the southeast maritime climate zone, characterized by cool summers, mild winters, and heavy rain throughout the year. This zone lacks prolonged periods of freezing weather at low altitudes and is characterized by cloudiness and frequent fog. The combination of heavy precipitation and low temperatures at high altitudes in the coastal mountains of southern Alaska accounts for the numerous mountain glaciers. Sitka encompasses 2,874 square miles of land and 1,937.5 square miles of water.

Map of Project's Location

This is a coastal port project at tidal water and forms one of the elements of the Sitka Port system. The City and Borough of Sitka is not in an Area of Persistent Poverty nor is it close to any of those areas in the State of Alaska. The project is census tract 2 and not located in a Historically Disadvantaged Community nor located in any of the four Federally designated community development zones. However, the residents of Sitka



Figure 10- Project Location in relation on Sitka infrastructure

are very much dependent on this harbor for bringing in and exporting vital goods and services, especially fish. According to the U.S. Census Bureau, a combination of more than one race that includes American Indian and Alaska Native percentage population of Sitka is 14.9 percent relative to 2.8 percent for the U.S.⁴

Connections to Existing Infrastructure

The Marine Service Center is in downtown Sitka. It is linked by road to several other harbors owned and operated by Sitka and its harbor department. Sitka operates five boat harbors with 1,350 stalls and a seaplane base on Sitka Sound. The Sitka Sound Cruise Terminal is a privately-owned deep-water moorage facility in Sitka capable of accommodating large vessels. The community has a state-owned public-use airport, the Rocky Gutierrez Airport, serving the community with daily jet service and located just west of the central business district. There is no road access to outside communities from Sitka, but vehicles can be transported to town using the Alaska Marine Highway ferry system located six miles north of town or through barge operators.

Grant Funds, Sources, and Uses of all Project Funding

⁴ <https://www.census.gov/quickfacts/fact/table/US,sitkacityandboroughalaska/PST045221>

Budget (Uses of Funds)

Total project costs for the sheet pile wall and crane replacement are \$9.8 million. Cost estimates for this project were obtained from the Marine Service Center Steel Pile Bulkhead Inspection Report prepared by DOWL Engineering in July 2021, provided as attachment 5 to this application.

See Table 2 and attachment 3, Detailed Project Cost Estimate.

Table 1- Budget Cost-share for Sheet Pile Wall and Crane Replacement

Description	Amount (\$2021)
Mobilization	\$ 575,000
Demolition & Disposal	\$ 200,000
Misc Underground Utility mods/extensions	\$ 30,000
Misc Site Work - grading, aggregate surfacing	\$ 40,000
Steel Sheet Pile Wall (PZ35)	\$ 1,480,000
Horizontal strong-back/water system	\$ 520,000
Grouted tie-back anchors into bedrock - upper	\$ 819,000
Grouted tie-back anchors into bedrock - lower	\$ 588,000
Washed rock fill btwn original and new wall	\$ 225,500
Steel Sheet Pile Wall week holes	\$ 32,000
Reinforced Concrete wall cap	\$ 281,250
Steel Access Ladder coated	\$ 16,000
Mooring Bollards	\$ 32,500
Berthing Fenders (not used)	-
Timber bull rail	\$ 50,000
Timber Fender piles	\$ 360,000
Riprap	\$ 25,000
Cathodic Protection System	\$ 500,000
2-ton Service Standalone Jib Crane	\$ 35,000
Subtotal	\$ 5,809,250
Contingency @ 25%	\$ 1,452,313
Environmental, NEPA & permitting @5%	\$ 363,078
Design and Geotechnical Engineering @15%	\$ 1,089,234
Construction Phase Admin/Eng/Testing @15%	\$ 1,089,234
Total Budget Sheet Pile Wall and Crane Replacement	\$ 9,803,109

Sources of Funds

Sitka offers non-federal matching funds at 80% of future eligible project costs. The matching funds shall be provided from working capital in the MSC Enterprise Fund and the Harbor Fund. There are no restrictions on these funds and Sitka's Assembly directed funds be set aside for this purpose at their meeting of May 10, 2022.

Table 2- Project Cost Allocation

Total Project Costs:	\$ 9,803,109	100%
Funding Sources:	Amount:	Percent:
Other Federal Funds Secured	\$ 0	0 %
Non-Federal - City of Sitka (resolution attached)	\$ 1,960,622	20 %
Federal PIDP Funds Requested	\$ 7,842,488	80 %

Funding Commitment

See the attached City and Borough of Sitka signed resolution number **2022-XX** passed on May 10, 2022, committing the funding for this project. See attachment 9 (Assembly Signed Res **2022-XX**.pdf). There are no previously incurred expenses included in the budget and no other Federal funds authorized for this project.

Merit Criteria

Achieving Safety, Efficiency, or Reliability Improvements

The National Oceanic and Atmospheric Administration reports that Sitka is 8th in Alaska and 19th in the Nation for value of fishery landings.⁵ In addition the MSC dock has seen more than 1,200 passengers disembark in a year according to harbormaster's records. The five species of salmon harvested in the region make up the majority of the pounds landed even though the price per pound is less than other fish species. See Table 3.

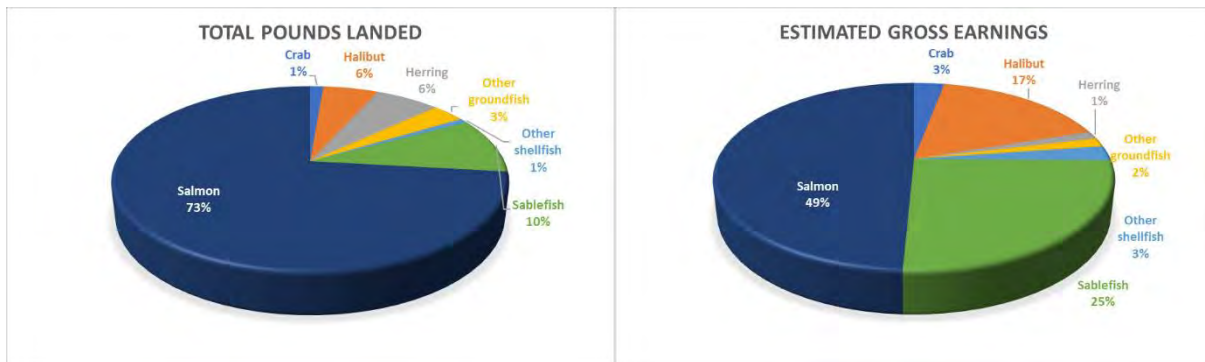


Figure 8 – Average pounds landed and estimated gross earnings 2000 - 2019

Figure 8 and Table 3 demonstrate the importance of the fishing industry to the rural community of Sitka. Salmon fishing induces the majority of effort for the fishing industry while halibut, sablefish, and other shellfish provide the greatest return for fishing effort.

Table 3 – Average fishery landings and earnings 2000 - 2019

⁵ Fisheries of the United States 2019 – Current Fishery Statistics No. 2019 published May 2021.

10-Year Average	Number of Fishermen Who Fished	Number of Permits Fished	Total Pounds Landed	Estimated Gross Earnings	Average Earnings Per Pound
Crab	21.1	23.8	402,131	\$1,219,249	\$3.03
Halibut	158.5	159.2	1,696,606	\$7,043,687	\$4.15
Herring	13.9	16.3	1,985,028	\$550,605	\$0.28
Other groundfish	31.7	37.3	1,013,283	\$623,501	\$0.62
Other shellfish	39.5	46.2	256,049	\$1,064,089	\$4.16
Sablefish	112.4	126.5	3,021,381	\$10,585,101	\$3.50
Salmon	314.4	321.9	22,875,779	\$20,469,571	\$0.89

Note: Gross earnings are as of the year recorded and have not been adjusted for inflation.

Loading and unloading of goods at a port

Repairing the sheet pile wall at the MSC is an important solution to ensuring the safety of people and equipment working in the fish harvesting business and the many tourists that visit Sitka annually. Failure of this wall could be catastrophic and will certainly lead to inefficiencies for the varied users of the facility. Failure could also lead to unintended releases of hazardous materials into Sitka's waterfront such as fuel and fluids from vessels caught in the failure or vehicles which may be parked on the seawall at the time.

This facility and the replacement of the crane is imperative to the loading and unloading of goods especially for the F/V Eyak. Supplying small communities of southern Baranof Island for almost three decades, the F/V Eyak is a user of the seawall to load mail, freight, and groceries and the communities consider as a part of the infrastructure of their communities. The F/V Eyak services Armstrong-Keta Hatchery, a private non-profit Alaskan salmon hatchery to support the commercial and sport fishing fleets, the rural communities and fishing-related businesses of Southeast Alaska with research into salmon enhancement, and the production of additional salmon. The F/V Eyak also services the city of Port Alexander, a small community accessible by float plane or small boat which provides a safe harbor during the gales and storms that frequent Chatham Strait and is an ice-free port during the winter. Little Port Walter, and NOAA research station, is also serviced by the F/V Eyak. It is the oldest year-round biological research station in Alaska accessible only by boat or seaplane.

Movement of goods into, out of, around, or within a port

The MSC is centrally located in Sitka so that vessels like the F/V Eyak can stop at one location to receive multiple shipping orders going to neighboring villages. Benefits to the F/V Eyak business are estimated at almost \$50,000 annually for the vessel and the vehicles needed to supply the vessel of total avoided travel for the F/V Eyak and the supply vehicles.

The MSC warehouse is important infrastructure that support freight operations for the seafood processors. This port is in a protected area with a breakwater that can withstand extreme weather events.

Operational improvements, including projects to improve port resilience

This project will contribute to a reduction in crashes, fatalities, and injuries due to avoided additional sea miles as vessel owners will be able to continue functioning as they have in the past by using this optimal harbor location with a new protected seawall. In the no-build scenarios, these users would need to travel to alternate ports for product delivery, introducing new risks as vessels compete for limited space to conduct their business. We estimate that almost 700 nautical miles of travel annually can be avoided with this project. In the no-build scenario the addition of several hundred vehicles on Sitka roads traveling between alternative harbors, seafood processing plants, and competing with the summer tourist traffic and road construction will lead to more congestion and the potential for unwanted interactions between vehicles and pedestrians. We estimate about 2,600 annual vehicle miles can be avoided thanks to the project. Additional miles traveled by vessels and vehicles increases the risks of accidents and incidents which could be avoided.

Environmental and emission mitigation measures

Benefits to repairing this seawall not only ensure the continuation of an established culture and an economy, benefits also derive from avoided travel, additional transportation costs for vessels seeking alternate docks, opportunity cost of time for captain and crew, and avoided emissions for the induced travel. Avoided emissions from vehicles and vessels are estimated at more than \$12,000 annually. This includes harmful air pollutants such as PM2.5, NOx and Sox as well as CO2, which contributes to climate change. Depending on the timing for the eventual failure of the seawall, environmental damages could also result from vehicles and vessels that might be caught in the collapse.

Supporting Economic Vitality

This project is not intended to create an advantage for Sitka residents or the commercial operator currently using this facility. However, it is intended to avoid a serious disadvantage should the seawall and cold storage facility become unusable. Replacement of the sheet pile wall and crane at the MSC will allow users to continue benefitting from this important community infrastructure. The cost of cold storage in Sitka can be a full \$0.05 a pound less than cold storage in the Pacific Northwest. The seafood processors conducting business from Sitka would need to weigh the benefits of continuing to operate in this higher operating cost environment. One processor revealed to us that there would be a loss of 10-20 jobs in Sitka if the seawall were to fail and the cold storage facility became unusable.

The ability for seafood processors to consolidate product at Sitka prior to shipment to customers is also of extreme value as processors would need to lease additional cold storage space to fill containers for shipping. The MSC is a facility that supports value-added U.S. agricultural exports. MSC users reveal that 72.22 percent of their product gets shipped directly to customers in Asia and Europe by consolidating outbound product in Sitka, thereby allowing for continuity of operations to reliability, velocity of goods movement, and multimodal freight mobility. There are less supply chain bottlenecks when export directly from

Sitka to other countries can be accomplished.

The cost to supply alternate cold storage with the use of refrigerated vans is estimated between \$259,000 and \$457,000 depending on the number of vans, currently estimated between 25 and 40.

In addition to the cost of establishing a system of refrigerated vans to accommodate the frozen seafood product, there are demands on the city's electric utilities to supply power to these storage units. The cost differential of electric utilities between the cold storage facility and the freezer vans is between \$486,000 and \$900,000 annually.

This project also facilitates tourism opportunities by providing infrastructure to welcome over 1,200 visitors to Sitka each year. The MSC dock serves smaller passenger vessels although the primary purpose of the dock is the import and export of commercial goods and services. The small passenger vessels calling at the MSC are in the 176 – 240-foot range and have averaged 12 visits annually to the MSC dock. If the dock were unavailable, they would have to anchor offshore and lighter customers or seek alternate ports of call. While passenger activity was light in 2020 due to COVID-19, activity returned in July 2021 and is projected to exceed any previous activity of almost double in 2022.

Sitka currently employs union workers through the Alaska State Employees Association that manages and maintains the facility. Depending on who gets the contract for the construction of this project, there could be additional union construction workers involved in carrying out the project.

Users of the facility rely on the fishing industry that provides essential products from the natural resources that are abundant in and around Sitka. This project will allow for a continued variety of industry's high quality, good paying jobs and will continue the economic strength and resiliency of Sitka. Adapting and recovering from a seawall failure can be done but at much higher costs and risks to the local economy. This project addresses a known point of failure prior to the event taking place.

Benefit Cost Analysis

A benefit/cost analysis is not required for a small project at a small port. However, one was previously conducted for this port improvement, and we include the results of that evaluation here. The following assumptions form the basis of the benefit/cost analysis. These assumptions have been vetted with the Sitka harbormaster, users of the cold storage facility, the director of the Sitka Economic Development Association, and vessel owners operating in the area.

Assumptions

- The seawall at the Marine Service Center is in danger of imminent failure. A 2011 report suggested there were 5 more years of useful life to the seawall. We assume

that, in the build scenario construction begins in 2023 and benefits begin accruing in Fall of 2024.

- In the no-build scenario, once the seawall fails, the cold storage facility will be condemned and unusable as the building partially sits on the seawall. The crane used at the MSC is more than 20 years old. The existing crane has an estimated remaining life of about 3-4 years.
- Vessels delivering seafood product at this location will need to find alternate drop-off points for unloading their catch.
- Vessels with disembarking passengers may need to lighter passengers to shore on smaller vessels.
- The cold storage facility receives between 11 million (low case) and 18 million (high case) pounds of fish product annually.
- There is insufficient cold storage available in Sitka to replace the Marine Service Center 21,000 square foot facility.
- Refrigerated freezer vans can help fill that gap but at a much higher cost.
- Of the two main tenants at the cold storage facility, one would continue to operate out of Sitka with the freezer vans and the other would flash freeze product and immediately ship from town.
- The ability to consolidate product is an important component for keeping costs down in the export of frozen fish. Freezer vans will not allow for this activity.
- The loss of one of the cold storage users will result in the loss of 10-20 jobs for 4 months of the year as consolidation will need to take place in the Pacific Northwest rather than Sitka.

Users of the MSC seawall engage in the following primary activity:

Table 3- MSC Seawall Users

Users	Cold Storag	Commodity over wall	Crane/hoist
North Pacific Seafoods (previously, Sitka Sound Seafoods)	yes	Bait	yes
Seafood Producers Cooperative (SPC)	yes	Fiber, salt, machinery, bait, ice, and inbound/outbound fish	yes
F/V Eyak (supplies to outlying villages)	No	Fuel, groceries, mail, outbound fish food for hatchery	yes
Small Passenger Vessels	no	Passengers	no
Government	no	Crew changes, supplies	no
Fishing Vessels	Yes	Fish, bait, ice, and supplies	yes

There are two primary tenants of the cold storage facility, both seafood processors, each renting half of the space. One seafood processor reveals they move between 5 and 8 million pounds of product annually and that they rent 20 percent of their space to the public or private entities. Using these same percentages for the second processor, they would move between 6.25 and 10 million pounds of product annually as all their space is utilized. The cold storage facility allows

seafood processors to consolidate product by species, size, and quality. Without the cold storage facility, product must be shipped to Pacific Northwest facilities and sorting/consolidation would take place there.

Methodology

We examine two future scenarios for this evaluation, a low case of 10 million pounds of product and a high case of 16 million pounds of product. See the economics appendix for further detail on the changed conditions when the seawall fails.

Present Value Costs

Initial cost estimates are \$9.3 million (in 2020\$) spread over a 2-year construction season. Periodic maintenance for the facility is assumed at 1 percent of initial construction cost every five years over the 20-year period of analysis. Cathodic protection is needed in year 15 of the analysis. See Table 4.

Table 4- Sheet pile Wall and Crane Replacement Cost Estimate – Select Years

Year	Construction	Periodic Maintenance	Total Cost	NPV Factor	Net Present Value
2022	\$ 4,686,188		\$ 4,686,188	0.87344	\$ 4,093,098
2023	\$ 4,686,188		\$ 4,724,700	0.81630	\$ 3,825,325
2028		\$ 93,724	\$ 93,724	0.58201	\$ 54,548
2033		\$ 93,724	\$ 93,724	0.41496	\$ 38,892
2038		\$ 571,724	\$ 571,724	0.29586	\$ 169,152
2043		\$ 93,724	\$ 93,724	0.21095	\$ 19,771
Totals	\$ 9,372,375	\$ 852,895	\$10,225,270		\$ 8,200,786
Total Present Value Construction Cost and Maintenance					\$ 8,200,786

Present Value Benefits

Benefit calculations for this evaluation include avoided travel costs, avoided product transportation costs, opportunity costs of time, and emissions avoided. The economics appendix describes these in more detail. The present value of benefits for the low case scenario are \$9 million (in 2020\$) over the 20-year period of analysis. See Table 5.

Table 5- Low Case Scenario Benefit Calculations – Select Years

Year	Avoided Travel	Add'l Trans Costs	Cold Storage Alt	OCT	Emissions Avoided	Noise & Congestion	Total	NPV Factor (3%)	Net Present Value (3%)
2024	\$ 63,091	\$ 437,490	\$ 258,675	\$ 11,837	\$ 35,447	\$ 360	\$ 806,900	0.888	\$ 620,032
2025	\$ 63,091	\$ 437,490	\$ 486,000	\$ 11,837	\$ 35,886	\$ 360	\$ 1,034,664	0.862	\$ 743,071
2029	\$ 63,091	\$ 437,490	\$ 486,000	\$ 11,837	\$ 37,646	\$ 360	\$ 1,036,424	0.766	\$ 572,122
2034	\$ 63,091	\$ 437,490	\$ 486,000	\$ 11,837	\$ 38,245	\$ 360	\$ 1,037,023	0.661	\$ 412,628

2039	\$ 63,091	\$ 437,490	\$ 486,000	\$ 11,837	\$ 38,268	\$ 360	\$ 1,037,046	0.570	\$ 297,994
2043	\$ 63,091	\$ 437,490	\$ 486,000	\$ 11,837	\$ 38,287	\$ 360	\$ 1,037,065	0.506	\$ 230,089
Totals	\$1,261,822	\$8,749,800	\$ 9,492,675	\$ 236,739	\$ 754,876	\$7,201	\$ 20,503,112		\$ 8,976,061

Note: Emissions have been calculated at the 3% discount rate and all other categories are discounted at 7%.

The present value of benefits for the high case scenario are \$14.7 million (in 2020\$) over the 20-year period of analysis. See Table 6.

Table 6- High Case Scenario Benefit Calculations – Select Years

Year	Avoided Travel	Add'l Trans Costs	Cold Storage Alt	OCT	Emissions Avoided	Noise & Congestion	Total	NPV Factor (3%)	Net Present Value (3%)
2024	\$ 63,091	\$ 699,984	\$ 456,868	\$ 11,837	\$35,447	\$ 360	\$ 1,267,587	0.8884	\$ 971,488
2025	\$ 63,091	\$ 699,984	\$ 900,000	\$ 11,837	\$35,886	\$ 360	\$ 1,711,158	0.8626	\$ 1,225,401
2029	\$ 63,091	\$ 699,984	\$ 900,000	\$ 11,837	\$37,646	\$ 360	\$ 1,712,918	0.7664	\$ 940,090
2034	\$ 63,091	\$ 699,984	\$ 900,000	\$ 11,837	\$38,245	\$ 360	\$ 1,713,517	0.6611	\$ 674,984
2039	\$ 63,091	\$ 699,984	\$ 900,000	\$ 11,837	\$38,268	\$ 360	\$ 1,713,540	0.5702	\$ 485,050
2043	\$ 63,091	\$ 699,984	\$ 900,000	\$ 11,837	\$ 38,287	\$ 360	\$ 1,713,540	0.5066	\$ 372,793
Totals	\$1,261,822	\$13,999,680	\$ 17,556,868	\$236,739	\$ 754,876	\$7,201	\$ 33,817,185		\$ 14,661,656

Note: Emissions have been calculated at the 3% discount rate and all other categories are discounted at 7%.

Benefit Cost Ratio (BCR)

Replacement of the MSC seawall and installation of a new crane has positive benefit to cost ratios of 1.23 and 1.95 for the low and high case scenarios, respectively. Net benefits are almost \$2 million for the low case scenario and \$7.5 million for the high case scenario. See Table 7.

Table 7- Benefit to Cost Ratios for the Low and High Case Scenario

NPV Summary of Calculations	Low Case PV Emissions at 3%	High Case PV Emissions at 3%
Benefit calculations - 2020 \$\$		
Vessel avoided travel	\$ 546,000	\$ 546,000
Additional Transport Cost	\$ 3,783,000	\$ 6,053,000
Opportunity Cost of time	\$ 102,000	\$ 102,000
Emissions reduced	\$ 512,000	\$ 512,000
Cold storage replacement	\$ 4,029,000	\$ 7,445,000
Noise and Congestion	\$ 3,000	\$ 3,000
Subtotal benefits summary	\$ 8,975,000	\$ 14,661,000
Residual Value	\$ 480,000	\$ 480,000
Repair and maintenance	\$ 282,000	\$ 282,000
PV Benefits summary	\$ 9,737,000	\$ 15,423,000

Cost Calculations - 2020 \$\$		
PV Cost of Project	\$ 7,918,000	\$ 7,918,000
PV Net benefits (benefits - costs)	\$ 1,819,000	\$ 7,505,000
Benefit/cost ratio (benefits/costs)	1.23	1.95

See MSC Wall and Crane BCA Appendix for further details.

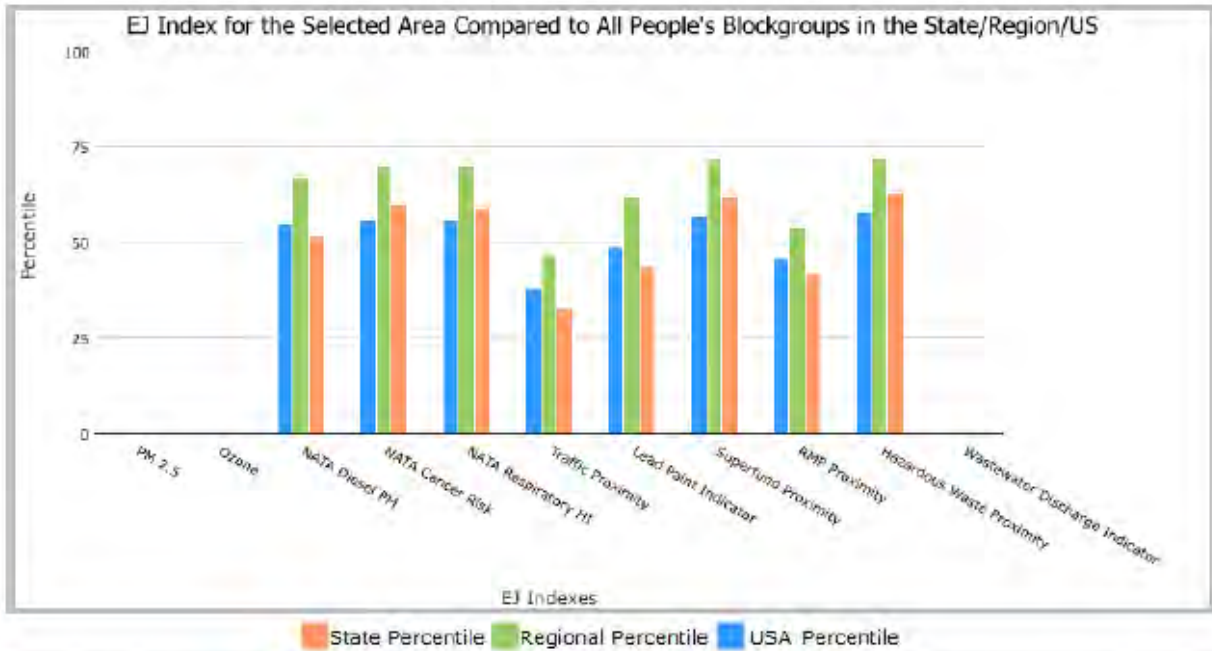
Addressing Climate Change and Environmental Justice Impacts

The project will mitigate climate impacts in that vessels and vehicles will not need to travel additional miles to conduct business. The changes in climate are already being seen in the fishing industry and repair of this seawall will allow Sitkans to navigate those changes with relative ease.

The existing seawall is more than 46 years old and in danger of failure. Replacing the seawall prior to failure will protect the environment from the damage that could result from this old structure or vessels/vehicles using the seawall at the time from falling in the water. The construction plan calls for constructing a new bulkhead to the seaward side of the existing structure. This approach will allow for visual inspection of the deteriorated seawall and removal of environmentally damaging material prior to filling in the open spaces.

Clear and direct benefits of the project:

1. [The EJSCREEN report](#) for the City and Borough of Sitka shows higher than State and Nation Environmental Justice readings for all categories. The EJ Index highlights which block groups contribute the most toward low-income/minority residents nationwide having a higher environmental indicator score on average than the rest of the US population. See attachment ejscreen_report.pdf.



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

Figure 11- EJ Index for Sitka

2. The project supports reduced air pollution and greenhouse gas emissions by vessels' ability to utilize this port rather than travelling longer distances for other ports and the walkable/bikeable proximity to amenities supported by this dock.
3. The project supports reduced truck travel demand on roads in Sitka by not having to drive out to the GPIIP dock.
4. The project supports fiscally responsible land use and transportation efficient design.
5. There are no wetlands affected by this construction project.
6. The project avoids adverse environmental impacts to air and water quality and wetlands.
7. The project promotes energy efficiency because once the seawall fails, the cold storage facility will no longer be usable, and the only alternative at this point is for freezer vans with much higher rates of electric utility consumption.
8. This project improves resiliency of at-risk infrastructure through reconstruction of the sheet pile wall and crane.

Sitka's Climate Action Plan Task Force created by [Resolution No. 2020-29A](#) is responsible for studying and making recommendations to the Sitka Assembly on ways to plan for and mitigate the impacts of climate change on the City and Borough of Sitka's economy, infrastructure and future development, and methods Sitka can employ to reduce the emission of greenhouse gases. This project is in alignment with Climate policies in this Resolution.

This development is consistent with the [Sitka Comprehensive Plan 2030 adopted May 2018](#).

Improving Sitka's marine infrastructure and providing employment and economic development are key components of this document.

Southeast Conference, the state and federal designated regional economic development organization for Southeast Alaska through the US Economic Development Administration has developed the regional Comprehensive Economic Development Strategy ([CEDS](#)) 2021-2025 for the region which identifies regional priorities for economic and community development. See page 3. This project is in line with their priorities of: Transportation 4) Move freight to and from markets more efficiently and 5) Ports and harbors infrastructure improvements.

Avoiding the risk of failure of this seawall will allow Sitkans to enjoy the benefits of the economic activity already occurring in the area. The primary purpose of this grant application is to keep the dock and crane in a state of good repair as the aged infrastructure is at significant risk of failure resulting in damage to the surrounding environment and loss of jobs to Sitka and the surrounding Alaskan villages.

FEMA and the State of Alaska began a coastal Risk MAP Study in the City and Borough of Sitka in 2013. The entire Sitka coastline is subject to the evaluation and includes the MSC location. The final multi-hazard risk report and risk assessment database is not yet completed. However, the MSC dock location is at sufficient height to avoid any future flood damages.

Advancing Equity and Opportunity for All

Advance Equity

The MSC and associated uplands infrastructure are important components to the Sitka fishing industry. Maintaining this infrastructure allows Sitkans to continue to work where they live and maintain active community ties. If the seawall were to fail, the need to travel to other harbors to conduct business will negatively affect fishing, tourism, and commodity movements within the community, by raising costs and reducing efficiency of the transportation system and supply chains. There are no fiber or broadband deployments envisioned for this project. This project has clear and direct benefits for planning, designing, or building infrastructure to:

1. The MSC is a walkable, bikeable, and bus transit-served job center. The project will allow for continued economic development near the RIDE's public transportation shed and along Katlian Street, a main street with close amenities in this walkable neighborhood.
2. Improves freight transportation with close proximity to the employment centers of the seafood processing plant and the cold storage facility.
3. Improves ship to shore freight movement with the replacement crane.
4. Allows the community to avoid the costly deterioration of their working seawall thereby protecting the unique characteristic of Sitka.
5. Protects the Sitka workers on the vessels, at the processing plants, and those leasing cold storage space from unnecessary travel and added expenses.
6. Continues the current efficient value chain movement of product.
7. Continues to proactively address racial equity or other disparities with the continued

lease agreements for the cold storage facility includes the following language, “it will not, on grounds of race, color or national origin, discriminate or permit discrimination against any person or group of people in any manner by Federal, State or Local laws or regulations promulgated thereunder, and the lessee further grants the City the right to take such action to enforce such local covenant as it deems necessary or as it is directed pursuant to any Federal, State or Local law or regulation.”

8. Removes barriers for individuals and leads to business opportunities with the following language, “Subject to the storage rights granted to the lessee, cold storage will be made available to the public without discrimination to all customers that meet operating requirements.”

Without this facility, freight that is offloaded at this facility which travel both northbound and southbound would cause delays in shipment as there would be a wait time for them to offload. Sitka simply does not have enough capacity/other dock space for this type of movement and the delays may affect the efficient systems in place that link them to their suppliers. Delays in producing and distributing goods and products will occur.

Sitka’s population, according to the U.S. Census Bureau is roughly 8,500 people of which 23.6 percent are a combination of more than one race that includes American Indian and Alaska Native.⁶ Many Alaska Natives are involved in the commercial fishing and marine service sector and have strong connections to Sitka and the region supported by the Sitka marine infrastructure.

A Walk Friendly Community is a city or town that has shown a commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans, and policies. Sitka has a long history dating back to 2008 of a bike friendly community with the highest percentage of bicycle commuters in the state and was the first Alaska community to earn a Bicycle Friendly designation. According to the [League of American Bicyclists](#), in 2008, Sitka was designated as a Bronze-level community and in 2016, Sitka moved up to the Silver Level designation in the program which has a rigorous application that promotes safer streets and better bicycling. Sitka has been in the program and a Bronze Level designation since 2011 due to its consistently ranked high due to high walking mode share and low crash rates, exceptional trail system and community support for walking initiatives and events. Sitka is bustling, especially in the summer months, and many of those working in the fishing industry and processing facilities bike to/from their workplace. This project is highly pursued because this facility is in a close walkable location to many amenities.

Superior logistics: A major benefit to the location of this facility and the need to replace it is its proximity to downtown Sitka with many amenities nearby and opportunities for non-motorized travelers. It is a main reason why this facility and dock is so sought after. Without the facility, it would decrease the accessibility for all users of the project particularly non-motorized travelers. Users of this facility can easily access non-motorized ways to the gas station, grocery store, gear

⁶ https://data.census.gov/cedsci/table?tid=ACSDP5Y2020.DP05&g=0400000US02_860XX00US99835

store, and more. The following is a list showing easily walkable or bikeable distances from the MSC:

- Petro Marine gas station, 350 feet
- The RIDE bus stop, 0.1 mile, and 0.2 mile, 0.3 mile
- Sitka Medical Center, 0.1 mile
- Hotel and restaurant, Fly in Fish Inn, 0.1 mile
- LFS Marine Supply, 0.2 mile
- AC Lakeside, which houses a local grocery store, retail store, outdoors shop, 0.3 mile
- Moller Park, 0.3 mile
- McDonald's, 0.4 mile
- Mountainside Clinic and urgent care, 0.4 mile
- Sitka Laundry Center, a laundromat and dry-cleaning service, 0.4 mile

The transit system in Sitka is excellent and the MSC provides a transit-accessible facility that benefits workers, and Sitka has invested to make sure this facility is transit served. Owned and operated by the Sitka Tribe of Alaska which is partly funded by Sitka and includes three bus routes that run on the hour or half-hour. The system includes an accessibility service to provide transportation for persons with disabilities and services for seniors aged 60 or older. The MSC is a short walking distance to two Sitka RIDE stations on the Green Line.

Sitka as a local government entity is subject to the Americans with Disabilities Act requirements (ADA) since 1991 and in accordance with the ADA Title II Regulations Nondiscrimination on the Basis of Disability in State and Local Government Services. The ADA Compliance Program coordinates statewide implementation of disability rights laws to ensure people with disabilities have access to facilities, programs, and services within the executive branch of state government. Since this facility is owned by Sitka, the project will follow all ADA regulations and Sitka has an ADA Title II coordinator on staff to ensure compliance.

Promote Workforce Opportunities

This project will continue to benefit the seafood processing facilities in Sitka, fishing industry harvesters, passengers of small vessels, government workers, and barge operators in the area. The lease agreement for the cold storage space between Sitka and the Seafood Producers Cooperative has a discrimination clause and storage rights are available to the public without discrimination to all customers. The processing plants that Sitka



Figure 12- Seafood workers processing product for MSC and export

partners with for the cold storage will continue to benefit with their workforce and supply chain. The Seafood Producers Cooperative Sitka plant employs up to 75 mostly Hispanic and Filipino workers who live and work in Sitka year-round in various departments of the plant: administration, freezer, line processing, and shipping with opportunity for advancement. North Pacific Seafoods is committed to diversity, equity and inclusion and value diversity as a strategic advantage. Their Diversity and Equity Taskforce identifies opportunities to become more diverse, equitable and inclusive by developing goals and action items to implement throughout the company. Their peak season employs up to 180 active processors and has a year-round office staff of 10 with opportunity for upward mobility. The company demographic is over three-quarters ethnically diverse. They recently set an increase in wages by 28% for all tiers of employment.

The MSC also serves as a storage for the Fish to School's program. The Sitka Conservation Society, all processors, fishermen, and other volunteers donate to the program with the mission of deepening youth understanding of local seafood resources by integrating locally caught seafood into the school lunch program. The program also introduces stream to plate curricula and fosters a connection to the local fishing culture giving our students access to nutritious, local food that drives our local economy and represents the interconnectedness of the community.



Figure 13- Fish to School's Program

Sitka discusses this project with users of the seawall and crane regularly to provide updates on the project during public meetings and at the request of users. Sitka will continue to operate the seawall and crane facility under the Harbormaster's purview and the cold storage users will continue to function with the lease agreement with the city. Sitka owns the cold storage facility but relies on the partnership with two main leaseholders that manage the facility. Operations and maintenance will be covered by user fees in future years.

Stakeholders include:

- Upwards of 60 Sitka cold storage users
- North Pacific Seafoods (formerly Sitka Sound Seafoods)
- Seafoods Producers Cooperative
- F/V Eyak and the outlying villages
- State of Alaska Department of Environmental Conservation

- Operators of small passenger vessels
- City and Borough of Sitka Harbor Department
- U.S. Coast Guard
- National Oceanic and Atmospheric Administration
- Fishing vessels utilizing the seawall

Leveraging Federal Funding

A working waterfront is Sitka's top legislative priority and that includes this project. This process takes Assembly approval. This project was a Legislative Priority from FY 2013 through FY 2017 and from FY 2021 to FY 2022.

Total project costs for the sheet pile wall and crane replacement are \$9.8 million with approximately \$7.84 million in Federal funds. Sitka is committed to a 20 percent match at \$1.96 million even though the federal share could be increased as this project is located in a rural area and is a small project at a small port. In this respect, Sitka is leveraging federal funds to a greater degree than the minimum required by the PIDP program.

Project Readiness

Technical Capacity

Sitka has a very successful track record of finishing large scale projects on time and within budget. Risks are managed on projects through incorporation of high-level experienced staff and consultant teams to ensure best practices are followed in planning, organizing, and executing projects. Sitka has extensive experience in marine projects and has over the last several years, completed four major marine projects in excess of \$5 million each, including an award-winning harbor project. The harbor project award was based on superb project delivery methods that saved the project time and money.

Sitka has been recognized with several awards for their projects and delivery methods over the last 10-years. Sitka regularly manages projects with grant funds including Federal funding and understands well how to manage such projects to success including all the necessary procurements. Sitka is staffed with professional engineers, contract managers, procurement specialists, construction inspectors, and project managers skilled in risk management of contracts and projects of this nature.

Sitka's team is continually and successfully executing over \$20 million in projects per year including having carried out projects up to \$150 million. The Public Works Director was certified in managing Federally funded projects under the State of Washington's Department of Transportation program for managing Federal Highway funds and his work has been referenced in training manuals for local government. The best practices used in managing Federal Highway funds has been carried over to Sitka policy and staffing efforts to mitigate risk on projects and has served Sitka well over the last 12 years executing over \$240 million

in projects without incident or contractor claims

Sitka understands that obligation occurs when a selected applicant and DOT enter into a written grant agreement. Final design, engineering, and NEPA permitting along with construction calls for a 32-month schedule. Users of the facility will be notified and directed/scheduled elsewhere during construction. Funds will be fully expended within 5-years of obligation. See Table 8.

Table 8- Pro Forma Sheet pile Wall and Crane Replacement Schedule

Overall Task	Date
Grant award	Aug 2022
Final Design & Permitting inc. NEPA completion	Sept 2023
Mobilization	Mar 2024
Demolition/Disposal	May 2024
Sheet pile installation	June 2024
Rock fill	Oct 2024
Lighting & Crane installation	Feb 2025
Final inspection	Apr 2025
Grant closeout	May 2025

Environmental Risk

The technologies recommended here are similar yet improved from the previous design and construction. Building a wall on the seaward side of the existing wall is innovative in that only once the new wall has been built, will fill be placed between the two walls which is an added protectant to the ocean. By constructing a wall slightly seaward of the existing bulkhead, the necessary fill will be trapped between the walls.

A new anchor rod grouted into existing bedrock rather than relying on the current tied back sheet pile anchor wall will allow for a safer mechanism to hold the bulkhead in place. The existing sheet pile anchor wall sits underneath the cold storage facility and does not allow for repairs or the ability to assess its reliability. (See Figure 6)

Using tried and true technologies yet new mechanisms helps to minimize risks of project overruns and increases risk of quality construction. This project plays on both strengths of using existing infrastructure and new technologies.

Sitka will invite respondents to the request for proposals to suggest innovative project delivery for consideration. In addition, Alaska is currently one of the states engaged in the program with FHWA on responsibilities assigned through a Memorandum of Understanding for NEPA compliance.

There is no need for non-traditional mechanisms to raise additional funds for development of the project as Sitka will finance the 20 percent match.

Environmental permits and reviews

Sitka has contacted and discussed this project with the MARAD regional office and will engage all Federal, State, and local agencies for approvals and permits quickly once grant funds have been obligated. Sitka will coordinate MARAD and USACE to avoid the risk of time-consuming rework of NEPA documents. Sitka fully intends to meet the requirements of NEPA for this project including public meetings.

Sitka believes that this project qualifies as Categorically Excluded, (Catex), but have included \$363,000 in the budget if an Environmental Assessment class of action under NEPA is necessary.

Construction scheduling will include windows of time when construction will be interrupted to account for fish migration and other marine interactions. This is common for Alaska projects near and in the water. Monitors will be on hand for the construction period to ensure that fish migration is unaffected.

State and Local Approvals

A listing of State environmental and operational permits include:

- Alaska Department of Fish and Game - Fish Habitat Permit
- Alaska Department of Environmental Conservation - Stormwater Treatment & Runoff Design Review
- ADEC Water & Sewer Utilities
- ADEC Multi Sector General Permit - Operational SWPPP for Boatyards

Local Building Permits will be completed with the City and Borough of Sitka.

Risk Mitigation

Risks to this project include site specific conditions, scheduling, funding, and project management. Additional time was built into the schedule to allow some delay for obtaining permits and to anticipate construction holds due to fish migration. Given the current environment for construction material increases, the city is prepared to cover any overages that may occur. It is anticipated that construction of a new sheet pile wall seaward of the existing structure will limit any unforeseen site-specific conditions that warrant special treatment.

Other risks and mitigation strategies follow:

- While Sitka does not have previous experience with PIDP or RAISE grants, the city does have an active Public Works Department with experience in projects of similar size and nature size along with a Grant Accountant that is knowledgeable in the post-award stage of state harbor facility grants and other Federal grants.
- The footprint of this project is owned by the city so real estate acquisitions will not be required.

- Coordination with current tenants of the seawall will be required and could pose a risk which will be mitigated with routine and regular updates to those users.
- Environmental concerns are always an unknown but since this property was constructed by the city in 1976, the soil composition is expected to be similar and the construction of the seawall to the seaward side of the existing wall will mitigate any unforeseen changes to the substrate.
- The windows of fish migration in Sitka are well known and will be incorporated into construction contracts to limit adverse impacts.
- The timeline for construction could have an adverse effect on current users but Sitka would mitigate this impact with frequent updates to the community on the project status and alternative ports for use. There may be periods of time when the seawall is unusable and vessel owners will need to secure alternate mooring options. These will be coordinated with the Sitka harbormaster office.
- Sitka reached out to USDOT headquarters to confirm the proposed schedule was reasonable.

Domestic Preference

Sitka does not anticipate requiring any waiver for Buy America on the equipment or supplies needed for this project. Supplies and materials for this project are available from U.S. manufacturers. The North Pacific Crane Company, located in Seattle, WA will be the provider of the crane proposed for this application.

Determinations

Project Determination	Response to Guidance
The project improves the safety, efficiency, or reliability of the movement of goods through a port or intermodal connect to the port.	This project will allow vessels and crew to avoid travel to alternate ports to conduct business. It will also reduce vehicle traffic that is currently serving vessels calling at Sitka harbors. Replacement of the seawall and crane are not independent of each other as the vessels calling at the seawall need the crane to load/unload cargo.
The project is cost effective.	This is a small project at a small port, so a benefit/cost analysis is not required but has been completed. Under the low case scenario, the project has a benefit/cost ratio of 1.23 with a present value of net benefits at \$1.8 million, and the high case scenario has benefit/cost ratio of 1.95 with net benefits of \$7.5 million.

The eligible applicant has the authority to carry out the project.	The City and Borough of Sitka is a home rule municipality under the Constitution of Alaska and as such is an eligible applicant for these grant funds. The Department of Commerce Community and Economic Development describes home rule municipality in more detail. Sitka owns the property and has the authority to carry out the project.
The eligible applicant has sufficient funding available to meet the matching requirements.	The Sitka Assembly met on May 10, 2022 and authorized the expenditure of the match funds for this project. Funds will be obtained from the MSC Enterprise Fund Working Capital and/or the Harbor Fund. Resolution 2022-XX is attached to this application.
The project will be completed without unreasonable delay.	The CBS is ready to begin permitting, design, and review processes immediately upon notification of the grant application success. Project risks have been mitigated to the extent possible and additional time elements have been incorporated to the schedule to allow for completion in a timely manner.
The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor.	Sitka does not have sufficient funds to complete this project on its own. The State of Alaska has limited funds in recent years to contribute to capital projects. The project is long overdue for repairs and without PIDP funds, the risk of catastrophic failure of the seawall is imminent. If Federal funds are not received, Sitka would continue to look for grant funds next year and the potential for closure of the cold storage facility would be greatly enhanced. If project funds are not received, there is potential for increased costs and environmental risks in coming years.

Additional Considerations

The rural community of Sitka, Alaska is heavily dependent on a working waterfront for the fishing and other industries. Sitka has the largest fleet of vessels and harbor system in the state and is 19th in the nation in harvest and value of fish landings according [to current fishery statistics by NOAA](#), page 39. The loss of the Marine Service Center seawall and crane will affect all commercial, small passenger vessels, barges, and government vessels presently using this facility. The ability to retain this important asset for the City and Borough of Sitka and the surrounding communities cannot be understated.

Benefit-Cost Analysis for the Marine Service Center Sheetpile Wall and Crane Replacement Sitka, Alaska

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Introduction

The Marine Service Center bulkhead wall in Sitka is in danger of imminent failure. A 2011 PND Engineers report states that the wall had perhaps another five years of useful life. A 2021 update to that report by PND reveals that repair of the existing wall is not recommended and that a new wall to the seaward side of the existing structure should be built. The City and Borough of Sitka wishes to replace this more than 46-year-old seawall because if the seawall fails the upland cold storage facility which sits partially on the wall will need to be condemned. The tie-backs used for the seawall sit under the cold storage facility.

The Marine Service Center at Sitka serves a variety of customers. Passenger ships, fishing vessels, trampers, sailing vessels, government vessels, and barges can all use it. Many of these vessels can find workarounds using other harbors in Sitka though overcrowding conditions will get worse as a result. Table 1 describes some of the seawall users, whether they need cold storage or the crane, and the commodity typically coming over the seawall.

Table 1 -MSC Seawall Users

Users	Cold Storage	Commodity over wall	Crane/hoist
North Pacific Seafoods (previous Sitka Sound Seafoods)	yes	Bait	yes
Seafood Producers Cooperative (SPC)	yes	Fiber, salt, machinery, bait, ice, and inbound/outbound fish	yes
Eyak (supplies to outlying villages)	no	Fuel, groceries, mail, outbound fishfood for hatchery	yes
Passenger Ships	no	Passengers	no
Coast Guard	no	Crew changes, supplies	no
Fishing Vessels	yes	Fish, bait, ice, and supplies	yes

The Seafood Producers Cooperative mentioned in Table 1 is owned by over 500 members who fish the waters of the North Pacific. Each member is a small boat hook and line fisherman and owner of the cooperative, and therefore receives the benefits of ownership.¹

North Pacific Seafoods (previously known as Sitka Sound Seafoods) is located .2 miles from the cold storage facility or a 1-minute drive. “The Sitka Sound Seafoods plant started processing in the late 1960s, with North Pacific Seafoods and its sister companies purchasing a majority interest in 1990. A full merger of Sitka Sound and North Pacific was completed in 1997. This plant location has access to northern harvesting areas of Southeast Alaska, from Yakutat to the south end of Baranof Island. The plant processes all species of salmon from all gear types,

¹ <https://www.spcsales.com/co-op>

halibut, sablefish, rockfish, herring, sea cucumbers, lingcod, Pacific cod, shrimp and Dungeness crab.”²

Assumptions Used for this Analysis

- The seawall at the Marine Service Center is in danger of imminent failure.
- Once the seawall fails, the cold storage facility will be condemned and unusable as the building partially sits on the seawall.
- The crane used at the MSC is more than 20 years old and in need of replacement.
- Vessels delivering seafood product at this location will need to find alternate drop-off points for unloading their catch.
- Vessels with disembarking passengers may need to lighter passengers to shore on smaller vessels.
- The cold storage facility receives between 11 million (low case) and 18 million (high case) pounds of fish product annually.
- There is insufficient cold storage available in Sitka to replace the Marine Service Center 21,000 square foot facility.
- Refrigerated freezer vans can help fill that gap but at a much higher cost.
- Of the two main tenants at the cold storage facility, one would continue to operate out of Sitka with the freezer vans and the other would flash freeze product and immediately ship from town.
- The ability to consolidate product is an important component for keeping costs down in the export of frozen fish. Freezer vans will not allow for this activity.
- The loss of one of the cold storage users will result in the loss of 10-20 jobs for 4 months of the year as consolidation will need to take place in the Pacific Northwest (PNW) rather than in Sitka.

Transportation Cost Differential

Fish harvest arrives at the cold storage facility from the various seafood processing plants in Sitka. It is estimated that freezer vans can be used to supplement the loss of the cold storage facility once it is condemned. The cost of using freezer vans will be much higher and will put additional strain on the City’s electrical system. Estimates of that additional cost to the electric utility company are not included in this assessment but could be substantial.

² <https://www.northpacificseafoods.com/sitka-sound-seafoods.html>

Additional costs to the seafood processors estimated in this analysis derive from the lack of storage space and capability to consolidate product using the cold storage facility. The capability to consolidate product in advance of transport cannot be accomplished with freezer vans.

Consolidation is a necessary function of the fish harvest as lots of fish are purchased by fish type, quality, and size. So, a load of chum salmon, for instance, could have 16 different lots based on the fish's quality and size. The inability to consolidate product at Sitka means that all product is shipped to the Pacific Northwest, either Seattle or Bellingham, and consolidation must take place there. The challenge then becomes one of filling each cold storage container with the same lots of fish. Partial lots result in the shipper paying for the entire container, even if only partially full.

Interviews conducted with users of the MSC dock asked what they would do when the seawall fails, and the cold storage facility is condemned. All responses indicated that conducting their business in Sitka would get much harder. There are other docks in town where they might be able to deliver their catch, but the harbors are busy and there would undoubtedly be delays. Some said they would deliver to tenders who would then attempt to find dock space to offload the product. Some said they would lighten their catch by small vessel to other port locations. Those finding other port locations would then have to truck their catch to the processing plant.

Once the seafood product is in its finished state at the processing plant, the product would then need transport to another location for cold storage. The cost of cold storage in Sitka is about \$0.043 per pound and the electric utility bill for the cold storage facility is shared by the two main tenants. One option is to store the product in freezer vans until transport can be arranged to a cold storage facility where consolidation and packaging can be completed. The cost of cold storage space on a per pound basis is higher in the Pacific Northwest by about \$0.05 per pound.

Cold storage users reveal that 72.22 percent of their product gets shipped directly to customers once they have been able to consolidate. The inability to consolidate in Sitka requires that seafood processors must now pay for PNW storage space until consolidation can take place. Shippers give a discount to their customers for these through rates of about \$0.01 per pound of product. So, the product can be consolidated in Sitka, put in a van for the customer, and then shipped directly to places like Japan without having to stopover in the Pacific Northwest. The inability to consolidate in Sitka adds this additional cost of product storage in the PNW to the processor to bear.

The inability to consolidate in Sitka also puts strain on the processor's financial cash flow as a bill of lading issued in Sitka can be 4 to 6 weeks ahead of a bill of lading issued in Seattle. Both seafood processors said that loss of cold storage capability would put financial strain on their organizations and would require a rethinking of their business model. Some product may no longer be viable. One processor who has cold storage space in PNW said it would add about \$250,000 in annual costs to their bottom line. The other processor who does not currently have cold storage space in PNW said it would add between \$400,000 and \$800,000 in costs to their bottom line. Some of this cost has been captured with the additional storage fees and the loss of discount to their customers. Another portion of this cost is the additional labor requirements in the PNW. We have not estimated these costs as it is a transfer from one region to another.

The amount of product moving through the cold storage facility fluctuates from year to year given harvest success, regulatory environment, and sometimes weather and abilities of the fishing fleet. For this reason, this benefit analysis uses a low and high calculation to account for those fluctuations over time.

Equation 1 demonstrates the calculation for these additional transportation costs.

Equation 1: $TCD_{(year)} = [FP_{(year)} \times P \times CD] + [(1-P) \times (CD + TR)]$
--

Where: $TCD_{(year)}$ is the value of the transportation cost differential for in a particular year

$FP_{(year)}$ is the pounds of frozen product for the given year

P is the percent of product shipped straight through to customers after consolidation in PNW

CD is the cost differential between Sitka and Pacific Northwest cold storage facilities

TR is the through rate differential for product which must now travel to PNW prior to shipping on to customer

Table 2 -Additional Transportation Costs Associated with Frozen Fish Product – Low and High Case

	Low Case		High Case	
Year	Add'l Transport Costs		Add'l Transport Costs	
2024	\$	437,490	\$	699,984
2025	\$	437,490	\$	699,984
2026	\$	437,490	\$	699,984
2027	\$	437,490	\$	699,984
2028	\$	437,490	\$	699,984
2029	\$	437,490	\$	699,984
2030	\$	437,490	\$	699,984
2031	\$	437,490	\$	699,984
2032	\$	437,490	\$	699,984
2033	\$	437,490	\$	699,984
2034	\$	437,490	\$	699,984
2035	\$	437,490	\$	699,984
2036	\$	437,490	\$	699,984
2037	\$	437,490	\$	699,984
2038	\$	437,490	\$	699,984
2039	\$	437,490	\$	699,984
2040	\$	437,490	\$	699,984
2041	\$	437,490	\$	699,984
2042	\$	437,490	\$	699,984
2043	\$	437,490	\$	699,984
Totals	\$	8,749,800	\$	13,999,680

Avoided Travel

The F/V Eyak provides a special service to Sitka and the surrounding villages as it delivers mail, groceries, building supplies, fuel, and other necessities. F/V Eyak made 80 trips to the MSC seawall in 2019 to complete these activities. If the MSC seawall were unavailable, deliveries would have to be made to the Gary Paxton Industrial Park (GPIP) dock, 7.7 miles away, and F/V Eyak would have to travel 5.3 nautical miles to reach that destination and pick up delivery items.

This benefit category estimates the number of vehicle trips and vessel trips that would have to be made as a result of the seawall failure. Mail and groceries would be delivered to the GPIP location when it is known that the Eyak will be arriving as there is no place to store product at the site. It is estimated that at least two vehicles would need to travel to GPIP for this purpose, one for the mail and one for groceries. It is further estimated that half of the annual trips would require a third vehicle to deliver fish food or construction materials for delivery to neighboring villages.

Vessel/Vehicle Avoided Travel

The F/V Eyak made 80 trips to the MSC seawall in 2019 in order to pick up groceries, mail, fuel, fish food, and construction supplies for the outlying villages. Fish food is delivered to the Port Armstrong Fish Hatchery. Once the seawall fails, all of these deliveries will need to go to the Gary Paxton Industrial Park dock as this dock can support these activities. It is 7.7 miles from the MSC seawall to the GPIP dock. The USPS and the grocery stores are each expected to meet the Eyak when it arrives for transport of mail and other purchases. Using the RAISE guidance for mileage at \$0.94 per mile, both the mail delivery and the grocery deliveries add \$1,158 in additional travel costs to the Eyak's business. It is estimated that about half of Eyak's trips include fish food for the fish hatchery and building materials for the outlying villages. Each of these trips add \$579 annually in additional travel costs.

The F/V Eyak must travel from the MSC seawall to the GPIP dock to pick up these supplies. It is a distance of 5.3 nautical miles. Assuming a travel rate of 8.3 nautical miles per hour and a vessel hourly operating cost of \$436, the round-trip cost of this additional travel is \$44,572 annually. It could be expected that population growth would increase these trips over time. However, the population of Sitka and the surrounding villages has been mostly stable in recent years (in some cases declining) so the avoided travel is at a consistent rate over the 20-year period of analysis. There is no difference between the low and high case scenarios as it pertains to avoided travel for the Eyak and the supply vehicles.

Total avoided travel for both the Eyak and the vehicles supplying it is valued at \$48,046 annually. See Table 3.

Table 3 -Avoided travel benefit calculation for F/V Eyak

Avoided Travel					
Eyak Transportation Calculations	NM	# of annual trips	Hourly Operating Costs	Time for round trip (hrs)	Added Transport Cost
	(a)	(b)	(c)	(a * b * c)	
Vessel mileage reason					
Difference in travel from MSC to GPIIP	5.3	80	\$436	1.28	\$44,572.01
Vehicle mileage reason					
	Miles	# of annual trips	Mileage Rate (per mile)	Round Trip Miles	Added Transport Cost
	(a)	(b)	(c)	(a * b * 2 = d)	(c * d)
MSC to GPIIP for mail delivery	7.7	80	\$0.94	1,232	\$1,158.08
MSC to GPIIP for grocery delivery	7.7	80	\$0.94	1,232	\$1,158.08
Travel from seafood processing plant to GPIIP with fish food	7.7	40	\$0.94	616	\$579.04
Travel from downtown to GPIIP with construction materials	7.7	40	\$0.94	616	\$579.04
Value of Additional Travel for Eyak pick-ups and deliveries					\$48,046.25

In addition to the Eyak, fishing vessels currently delivering to the MSC for fish processing will need to modify their behavior once the MSC seawall fails. Telephone interviews with vessels currently using the MSC dock for seafood transport reveals that 65 percent of the vessels would travel to Silver Bay, the Gary Paxton Industrial Park, to offload their vessel and then transport their catch by vehicle to their respective fish processing plants, either Sitka Producers Cooperative (SPC) or the North Pacific Seafoods (previously Sitka Salmon Shares) locations. Other respondents thought they might deliver to a floating processor, one of the other docks in town, anchor out and lighter their catch to shore, and all said it would be harder to schedule and will put additional pressure on already crowded docks in town. This additional travel by vessels and vehicles can be avoided with improvements to the MSC seawall.

Avoided vessel traffic for the fishing vessels is valued at \$13,705 and the avoided vehicle traffic is valued at \$1,340 for a total avoided travel of fishing vessels of \$15,045 annually. See Table 4.

Table 4 -Avoided travel benefit calculation for fishing vessels

Avoided Travel					
Fishing Vessel Transportation Calculations	NM	Number of annual trips	Hourly Operating Costs	Time for round trip (hrs)	Added Transport Cost
		(a)	(b)	(c)	(a * b * c)
Vessel mileage reason					
MSC to Silver Bay (GPIP)	5.3	43.55	\$246	1.28	\$13,656.70
MSC to NPS dock	0.17	4.69	\$246	0.04	\$48.23
Vehicle mileage reason					
Vehicle mileage reason	Miles	Number of annual trips	Mileage Rate (per mile)	Round Trip Miles	Added Transport Cost
	(a)	(b)	(c)	(a * b * 2 = d)	(c * d)
Travel from Silver Bay (GPIP) to NPS	5.9	108.88	\$0.94	1,285	\$1,207.64
Travel from Silver Bay (GPIP) to SPC	6.0	11.73	\$0.94	141	\$132.26
Value of Additional Travel for Fishing Vessel pick-ups and deliveries					\$15,044.83

This additional time for fish product to get from fishing vessel to processing plant can lead to degradation of the fish product and a reduced price to the fishermen. There is no attempt made here to quantify this reduction in fish value. In addition, the local fishing fleet and the processing plants have learned that value-added seafood product has higher returns on the investment than the raw product. Fisheries throughout the State of Alaska have improved these value-added activities in recent years that have allowed fishermen to weather the ups and downs of the fishing industry.

Vessel and Vehicle Emissions Avoided

“Transportation infrastructure projects may also reduce the transportation system’s impact on the environment by lowering emissions of air pollutants that result from production and combustion of transportation fuels. The economic damages caused by exposure to air pollution represent externalities because their impacts are borne by society as a whole, rather than by the travelers and operators whose activities generate those emissions. Transportation projects that reduce overall fuel consumption, either due to improved fuel economy or reduction in vehicle miles traveled, will typically also lower emissions, and may thus produce climate and other

environmental benefits. Conversely, projects that lead to increased vehicle miles traveled, such as through induced demand, may lead to an increase in emissions.”³

Once the MSC seawall fails, the F/V Eyak will need to drop off and receive product at the GPIIP dock and vehicles will need to travel the additional distance to get products to the dock when the Eyak is scheduled to arrive. Mileage, nautical miles, and number of trips are the same as the avoided travel calculations.

This analysis takes a conservative approach for vessel emissions and uses the 2010 total cost per cylinder for Stoichiometric Gasoline Direct Injections⁴ and assumes at least one 8-cylinder engine for the Eyak. The 2010 cost per cylinder from the National Highway Transportation Safety Administration Final Regulatory Impact Analysis was \$67.00. Updating this to 2020 dollars using deflator indexes from the Bureau of Economic Analysis results in \$74.26 per cylinder in emissions reduction. (Calculation: $\$67 * 113.648(2020\$) / 102.532(2010\$) = \74.26)

The value of vessel emissions due to additional travel when the MSC dock is no longer useable is \$12,019 annually. The avoided travel is comprised of activity for the F/V Eyak and the fishing vessels currently delivering product at the MSC dock. This amount rises slightly throughout the 20-year period of analysis as the damage costs of emissions per metric ton rise. See Table 5 for emissions calculations for the Eyak and Table 6 for emissions calculations for fishing vessels currently using the MSC dock.

Equation 2: $E_{(year)} = T_{(year)} \times H \times VE + M_{(year)} \times MT$

Where: $E_{(year)}$ is the value of the emissions during a particular year
 $T_{(year)}$ is the number of trips per year
H is hours of traveling for the given year for vessels
VE is the vessel emissions per hour
M is the miles of travel for vehicles in a given year
MT is the value of metric tons of emissions per mile traveled

The benefit/cost analysis guidance for the FY2022 RAISE grant applications provides an estimate of 0.01018 metric tons of CO₂ emissions for gas light-duty trucks which we use here for the emissions calculations. We also assume that these vehicles are getting about 10 miles to the gallon and that the speed for vehicles will average about 45 miles per hour. The value of a metric ton of CO₂ emissions is \$55.00 for the 2024 and then rises to \$77.00 by 2043. There is no

³ Benefit-Cost Analysis Guidance for Discretionary Grant Programs – March 2022.

⁴ https://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/FRIA_2017-2025.pdf

difference between the low and high case for the Eyak and fishing vessels transportation benefit category.

Table 5 -Avoided Emissions for F/V Eyak

Emissions					
Eyak Transportation Calculations	NM	# of annual trips	Time for round trip (hrs)	Vessel Emissions per Hour	Vessel Emissions
	(a)	(b)	(c)	(a * b * c)	
Vessel mileage reason					
Difference in travel from MSC to GPIP	5.3	80	1.28	\$74.26	\$7,587.43
Vehicle mileage reason					
	Miles	# of annual trips	Total Miles Round Trip	Metric Tons of CO ₂ ¹	Vehicle Emissions
	(a)	(b)	(a * b * 2 = c)	(c / 10 * .01018 = d)	(d * 1) thru 2030 then (d * 2)
GPIP with construction materials	7.7	80	1,232	1.25	\$68.98
MSC to GPIP for grocery delivery	7.7	80	1,232	1.25	\$68.98
MSC to GPIP for mail delivery	7.7	40	616	0.63	\$34.49
Travel from seafood processing plant to GPIP with fish food	7.7	40	616	0.63	\$34.49
Emissions Calculations for Eyak pickups and deliveries					\$7,794.37

Notes: 1. Metric tons of CO₂ assumes 10 miles to the gallon for gas and .01018 MT to the gallon per RAISE monetized values

In addition to the avoided travel for Eyak deliveries, fishing vessels will also have added transportation costs for their operations. Telephone interviews with fishermen delivering product at the MSC dock reveal that 65 percent of them would deliver their catch to Silver Bay, the Gary Paxton Industrial Park, and then truck the harvest to the Sitka Producers Cooperative where they have processing agreements. In addition, 7 percent of respondents said they would deliver to the Sitka Salmon Shares dock rather than the MSC dock. Both of these calculations form the avoided emissions calculations for the MSC seawall.

Table 6 -Avoided Emissions for fishing vessels

Emissions						
Fishing Vessel Transportation Calculations	NM	Number of annual trips	Time for round trip (hrs)	Vessel Emissions per Hour	Vessel Emissions	
		(a)	(b)	(c)	(a * b * c)	
Vessel mileage reason						
MSC to Silver Bay (GPIP)	5.3	43.55	1.28	\$74.26	\$4,130.41	
MSC to NPS dock	0.17	4.69	0.04	\$74.26	\$14.59	
Vehicle mileage reason						
Vehicle mileage reason	Miles	Number of annual trips	Total Miles Round Trip	Metric Tons of CO2 ¹	Vehicle Emissions	
		(a)	(b)	(a * b * 2 = c)	(c /10 * .01018 = d)	2023 values
Travel from Silver Bay (GPIP) to NPS	5.9	108.88	1,285	1.31	\$71.93	
Travel from Silver Bay (GPIP) to SPC	6.0	11.73	141	0.14	\$7.88	
Emissions Calculations for fishing vessel pickups and deliveries						
					\$4,224.81	

Notes: 1. Metric tons of CO₂ assumes 10 miles to the gallon for gas and .0108 MT to the gallon per RAISE monetized values

Total emissions avoided for the Eyak and the fishing vessels is \$11,732 in the first year of the benefit calculations. These emissions avoided rise slightly in accordance with the RAISE damage costs per emissions for CO₂ greenhouse gases.

Opportunity Cost of Time

The opportunity cost of time measures the choice of the next best alternative to the thing chosen. In this case, vessel operators must stay on their vessel during travel to alternate harbors. Vessel operators would generally elect to continue with fishing activity, but they could elect to do something else with their time. For instance, being with family, visiting with friends, and enjoying all that Alaska has to offer. Given the absence of data supporting additional fishing effort, we assume that the leisure rate of 1/3 the hourly rate is the opportunity cost of time.

The vessel operator's opportunity cost of time is based on the leisure rate for captain, deckhand, and two mates operating the vessel and those hourly rates were obtained from the Alaska Department of Labor and Workforce Development.⁵ Total value of the opportunity cost of time for the vessels – both Eyak and fishing vessels - is \$8,709 annually.

⁵ <http://live.laborstats.alaska.gov/wage/index.cfm?at=01&a=000000#g53>

The vehicle operator's opportunity cost of time uses the same numbers of trips and mileage as the avoided travel calculation. The hourly rate for the truck drivers is based on the values from the FY 2022 Benefit Cost Analysis Guidance from the US DOT site.⁶ The hourly rate is \$32.00, and we use the same time estimate as the avoided travel benefit. See Table 7 for OCT of Eyak crew and Table 8 for OCT for fishing vessel crews. We do not increase this benefit over time as the future is unknown for the demand for additional travel to the neighboring communities. Nor do we have data to support additional harvests of fishing vessels. Total opportunity cost of time for the vehicle operators is \$3,077 annually.

Equation 3: $OCT_{(year)} = C_{(year)} \times H \times W \times R_{vessel} + C_{(year)} \times T \times R_{vehicle}$
--

Where: $OCT_{(year)}$ is the value of cost of time for workers on transported vessels and vehicles in a given year

$C_{(year)}$ is the number of trips for the year

H is the hours associated with travel to alternate ports

W is the number of workers in that particular position on the vessel

R_{vessel} is the wage rate from the State of Alaska Dept. of Labor and Workforce Development for May 2018 divided by 3 to determine the leisure rate

T is the travel time from MSC to GPIIP dock

$R_{vehicle}$ is the wage rate for the truck driver

Total OCT for the added travel for the F/V Eyak as a result of loss of the MSC seawall is \$5,632 annually. The OCT for vehicle drivers is \$2,082 annually based on \$32.00 hourly rate for light truck drivers. The opportunity cost of time for fishing vessel crew is \$3,076⁷ and the OCT for vehicle drivers associated with fishing vessels is \$1,046. Total OCT for both the Eyak and fishing vessels is \$11,837 annually. This amount remains consistent over the 20-year period of analysis as the change in vessel deliveries are not known at this time. The opportunity cost of time calculation is the same for the low and high case scenarios.

⁶<https://www.transportation.gov/sites/dot.gov/files/2022-03/Benefit%20Cost%20Analysis%20Guidance%202022%20%28Revised%29.pdf>

⁷ Wage rates for fishing captain and crew based on March 2020 published hourly rates from the Alaska Department of Labor and Workforce Development. <https://live.laborstats.alaska.gov/wage/index.html>

Table 7 -Opportunity Cost of Time for F/V Eyak

Opportunity Cost of Time						
Eyak Transportation Calculations	Leisure Rate Captain	Leisure Rate Deckhand	Leisure Rate Mate (2)	Number of annual trips	Time for round trip (hrs)	Added Transport Cost
	(a)	(b)	(c)	(d)	(e)	[(a + b + c) * d *e]
Vessel mileage reason						
MSC to GPIIP	\$17.94	\$14.05	\$23.13	80	1.28	\$5,631.88
Vehicle mileage reason						
	Truck Driver Hourly Value	Number of annual trips	Time for round trip (hrs)	Added Transport Cost		
	(a)	(b)	(c)	(a * b * c)		
MSC to GPIIP for mail delivery	\$32.00	80	0.27	\$694.04		
MSC to GPIIP for grocery delivery	\$32.00	80	0.27	\$694.04		
Seafood processing plant to GPIIP with fish food	\$32.00	40	0.27	\$347.02		
Downtown to GPIIP with construction materials	\$32.00	40	0.27	\$347.02		
Opportunity Cost of Time for Eyak pickups and deliveries						\$7,714.01

Similar to the F/V Eyak, fishing vessels must also engage in additional travel, both for their vessels and for vehicles that must now get product from one dock to another or to the processing plant. The Opportunity Cost of time for the fishing vessel operators is \$3,076 annually and the vehicle drivers have an OCT of \$1,046 annually.

Table 8 -Opportunity Cost of Time for fishing vessels

Opportunity Cost of Time						
Fishing Transportation Calculations	Leisure Rate Captain	Leisure Rate Deckhand	Leisure Rate Mate (2)	Number of annual trips	Time for round trip (hrs)	Added Transport Cost
	(a)	(b)	(c)	(d)	(e)	[(a + b + c) * d *e]
Vessel mileage reason						
MSC to Silver Bay (GPIP)	\$ 17.94	\$14.05	\$23.13	43.55	1.28	\$3,065.85
MSC to NPS dock	\$ 17.94	\$14.05	\$23.13	4.69	0.04	\$10.83
Vehicle mileage reason						
	Truck Driver Hourly Value	Number of annual trips	Time for round trip (hrs)	Added Transport Cost		
	(a)	(b)	(c)	(a * b * c)		
Silver Bay (GPIP) to NPS		\$32.00	108.88	0.27	\$944.55	
Silver Bay (GPIP) to SPC		\$32.00	11.73	0.27	\$101.72	
Opportunity Cost of Time for fishing vessels pickups and deliveries					\$4,122.95	

Noise and Congestion

Noise and congestion, while admittedly low for rural areas, still have impact on the local population and can be quantified as per the BCA Guidance updated in 2022. Using the miles traveled for the vehicles serving both the F/V Eyak and the various fishing vessels delivering product to the seafood processing plants, we can estimate those benefits. See Table 9.

Table 9 - Noise and Congestion benefits from avoided vehicle traffic

Vehicle mileage reason	Round Trip Miles Annually		Noise	Congestion	Totals
	Eyak	Fishing			
Travel from MSC to GPIP for mail delivery	1,232		\$0.0033	\$0.0670	\$86.61
Travel from MSC to GPIP for grocery delivery	1,232		\$0.0033	\$0.0670	\$86.61
Travel from seafood processing plant to GPIP with fish food	616		\$0.0033	\$0.0670	\$43.30
Travel from downtown to GPIP with construction materials	616		\$0.0033	\$0.0670	\$43.30
Travel from Silver Bay (GPIP) to NPS		1,285	\$0.0033	\$0.0670	\$90.32
Travel from Silver Bay (GPIP) to SPC		141	\$0.0033	\$0.0670	\$9.89
Value of Noise and Congestion to Additional Travel for Eyak and fishing vessels					\$360.04

Note: Noise and Congestion values use the rural bus and truck values from the updated Benefit Cost Analysis Guidance for 2022.

Table 10 summarizes Avoided Travel benefits for vessels, vehicles, and workers described so far.

Table 10 – Avoided Travel Benefits Summary – Year One

Benefit Category	First year of benefits
Avoided vessel travel Eyak	\$ 44,572
Avoided vessel travel fishing vessels	\$ 13,705
Avoided vehicle travel Eyak	\$ 3,474
Avoided vehicle travel fishing vessels	\$ 1,340
Additional transport costs (low case)	\$ 437,490
Opportunity Cost of Time vessel operators -Eyak	\$ 5,632
Opportunity Cost of Time fishing vessel operators	\$ 3,077
Opportunity cost of time vehicle operators - Eyak	\$ 2,082
Opportunity cost of time vehicle operators - fishing vessels	\$ 1,046
Emissions reduced vessel operators - Eyak	\$ 7,587
Emissions reduced fishing vessel operators	\$ 4,145
Emissions reduced vehicle operators for Eyak	\$ 207
Emissions reduced vehicle operator for fishing vessels	\$ 80
Noise and Congestion vehicle operators	\$ 360
Total	\$ 524,797

Note: This table is showing the 2024 benefits prior to evaluating the net present value.

Avoided Cold Storage Replacement

Additional costs for cold storage in the PNW are not the only cold storage expenditure. Once the seawall fails and the cold storage facility is condemned, seafood processors must find temporary freezer space until they can ship the product. There will not be sufficient space to conduct consolidation of product in the freezer vans so that would still occur in the PNW and is estimated in the Additional Transportation Costs previously described. Seafood processors have suggested they would need refrigerated vans, or reefers, to keep product frozen. One seafood processor said they would just flash freeze product and ship it south on trampers or freighters to their facility in the PNW. It is estimated that the remaining cold storage user would need 25 to 40 vans to hold the product they currently process on an annual basis.

The cost to purchase these vans, if they were to find that many available, is \$7,750 per van for a new insulated container. Container vans throughout the country are in short supply. We assume that there will be a need for both used and new equipment as empty vans are in high demand for other reasons. Both the used vans and the new vans will need new refrigeration units as the vans do not generally come equipped with that capability and used vans would no doubt need an upgrade. Costs for new reefer units is \$14,427 to \$16,174 depending on the age of the unit.⁸

⁸ Quote from <https://www.marketbook.ca/listings/trailers/for-sale/list/category/804/semi-trailers-reefer-unit-only>

The City has sufficient land space to accommodate the freezer vans needed to replace the cold storage facility.

Refrigerated vans needed from the low case to the high case is assumed to be mostly new vans shipped from Seattle and delivered to Sitka. Estimates from Container Specialists of Alaska reveals they do not currently have containers in Seattle, but they have some coming in from overseas and expect to see them shortly. Container Specialists of Alaska also revealed that they have had only a handful of used vans in the past two months.⁹ New vans cost \$7,750 each and shipping is \$1,829.30 per container.¹⁰

In addition to the cost of establishing a system of refrigerated vans to accommodate the frozen seafood product, there would be additional demands on the City's electric utilities to supply power to these storage units. The City's electric grid is fed primarily by the hydroelectric plant. It is estimated that the City would be able to accommodate this additional usage with current power generation. However, the charge to the customer would be significantly higher as each of the refrigerated vans would need to be tied to the grid. This would allow vans not in use to be shut down, but it would put additional expense on the power operators to service these units. The cold storage unit currently has a monthly electric bill of about \$17,000. Customers in Sitka using refrigerated vans have an average monthly bill of about \$2,300 per van according to the City's utility engineer.

The cost to supply alternate cold storage with the use of refrigerated vans is estimated between \$258,675 and \$456,868 depending on the number of vans. The existing seawall is in danger of imminent failure and has been for years, so the cost of replacement freezer capacity begins in the benefit begin year of 2024. The cost differential of electric utilities between the cold storage facility and the freezer vans is between \$486,000 and \$900,000 annually. See Table 11 and Table 12.

Table 11 -Cold Storage Refrigerated Container Cost estimates

	Low Case 25 Vans			High Case - 40 Vans		
	Number Vans	Cost Each	Total	Number Vans	Cost Each	Total
Refrigerator Vans - Used	2.5	\$3,000	\$7,500	4	\$10,000	\$40,000
Reefer units - Used	2.5	\$14,427	\$31,068	4	\$16,174	\$64,696
Refrigerator Vans - New	22.5	\$7,750	\$174,375	36	\$7,750	\$279,000
Shipping Seattle to Sitka	25	\$1,829	\$45,733	40	\$1,829	\$73,172
Total Cost			\$258,675			\$456,868

Note: Cost estimates for vans from Alaska Container Specialists of Alaska, cost estimates for reefer units from Marketbook CA, and shipping costs from Samson Tug and Barge.

⁹ <https://containerspecialtiesak.com/containers/index.htm>

¹⁰ Per Samson Tug and Barge which serves Sitka.

Table 12 -Cost Differential in Electric Utilities using Freezer Vans

Electric Utility Expense	Existing Cold Storage ¹	Reefer Vans low case ²	Reefer vans high case ²
Annual cost to consumer	\$204,000	\$690,000	\$1,104,000
Total	\$204,000	\$690,000	\$1,104,000
Differential (i.e. increased cost)		\$486,000	\$900,000

1. Existing cold storage electric utility bills run about \$17,000 per month.

2. Reefer vans in Sitka at another location runs about \$2,300 per month for 40-ft van.

Note: Electric utility engineer at City provided cost estimates.

Summary Benefits Calculations

The low case scenario has a net present value for benefits of \$8.8 million over the 20-year period of analysis using a 7 percent discount rate for all categories. The net present value increases to \$9 million when using the 3 percent discount rate for emissions and 7 percent for all other categories.

The high case scenario has a net present value for benefits of \$14.5 million for the same period using the 7 percent discount rate for all categories. The net present value of benefits increases to \$14.7 million when using the 3 percent discount rate for emissions and 7 percent discount rate for all other categories.

See Table 13 and Table 14.

Table 13 -Low Case Scenario Net Present Value Benefit Summary

Low Case											
Year	Avoided Travel	Add'l Transport Costs	Cold Storage Alternative	OCT	Emissions Avoided	Noise & Congestion	Total	NPV Factor (3%)	NPV Factor (7%)	Net Present Value (3%)	Net Present Value (7%)
2024	\$63,091	\$437,490	\$258,675	\$11,837	\$35,447	\$360	\$806,900	0.88849	0.76290	\$620,032	\$615,580
2025	\$63,091	\$437,490	\$486,000	\$11,837	\$35,886	\$360	\$1,034,664	0.86261	0.71299	\$743,071	\$737,701
2026	\$63,091	\$437,490	\$486,000	\$11,837	\$36,325	\$360	\$1,035,103	0.83748	0.66634	\$695,950	\$689,733
2027	\$63,091	\$437,490	\$486,000	\$11,837	\$36,764	\$360	\$1,035,542	0.81309	0.62275	\$651,881	\$644,884
2028	\$63,091	\$437,490	\$486,000	\$11,837	\$37,207	\$360	\$1,035,985	0.78941	0.58201	\$610,669	\$602,953
2029	\$63,091	\$437,490	\$486,000	\$11,837	\$37,646	\$360	\$1,036,424	0.76642	0.54393	\$572,122	\$563,746
2030	\$63,091	\$437,490	\$486,000	\$11,837	\$38,230	\$360	\$1,037,008	0.74409	0.50835	\$536,175	\$527,162
2031	\$63,091	\$437,490	\$486,000	\$11,837	\$38,234	\$360	\$1,037,012	0.72242	0.47509	\$502,133	\$492,677
2032	\$63,091	\$437,490	\$486,000	\$11,837	\$38,238	\$360	\$1,037,016	0.70138	0.44401	\$470,289	\$460,447
2033	\$63,091	\$437,490	\$486,000	\$11,837	\$38,242	\$360	\$1,037,020	0.68095	0.41496	\$440,498	\$430,326
2034	\$63,091	\$437,490	\$486,000	\$11,837	\$38,245	\$360	\$1,037,023	0.66112	0.38782	\$412,628	\$402,176
2035	\$63,091	\$437,490	\$486,000	\$11,837	\$38,249	\$360	\$1,037,027	0.64186	0.36245	\$386,554	\$375,866
2036	\$63,091	\$437,490	\$486,000	\$11,837	\$38,257	\$360	\$1,037,035	0.62317	0.33873	\$362,161	\$351,280
2037	\$63,091	\$437,490	\$486,000	\$11,837	\$38,260	\$360	\$1,037,038	0.60502	0.31657	\$339,336	\$328,300
2038	\$63,091	\$437,490	\$486,000	\$11,837	\$38,264	\$360	\$1,037,042	0.58739	0.29586	\$317,979	\$306,823
2039	\$63,091	\$437,490	\$486,000	\$11,837	\$38,268	\$360	\$1,037,046	0.57029	0.27651	\$297,994	\$286,752
2040	\$63,091	\$437,490	\$486,000	\$11,837	\$38,272	\$360	\$1,037,050	0.55368	0.25842	\$279,293	\$267,993
2041	\$63,091	\$437,490	\$486,000	\$11,837	\$38,275	\$360	\$1,037,054	0.53755	0.24151	\$261,793	\$250,462
2042	\$63,091	\$437,490	\$486,000	\$11,837	\$38,279	\$360	\$1,037,057	0.52189	0.22571	\$245,415	\$234,077
2043	\$63,091	\$437,490	\$486,000	\$11,837	\$38,287	\$360	\$1,037,065	0.50669	0.21095	\$230,089	\$218,766
Total	\$1,261,822	\$8,749,800	\$9,492,675	\$236,739	\$754,876	\$7,201	\$20,503,112			\$8,976,061	\$8,787,705

Note: The Net Present Value at 3% discount rate is 3% for Emissions only. All other categories are discounted at 7%. The Net Present Value at 7% is all categories discounted at that rate.

Table 14 -High Case Scenario Net Present Value Benefit Summary

High Case											
Year	Avoided Travel	Add'l Transport Costs	Cold Storage Alternative	OCT	Emissions Avoided	Noise & Congestion	Total	NPV Factor (3%)	NPV Factor (7%)	Net Present Value (3%)	Net Present Value (7%)
2024	\$63,091	\$699,984	\$456,868	\$11,837	\$35,447	\$360	\$1,267,587	0.88849	0.76290	\$971,488	\$967,036
2025	\$63,091	\$699,984	\$900,000	\$11,837	\$35,886	\$360	\$1,711,158	0.86261	0.71299	\$1,225,401	\$1,220,032
2026	\$63,091	\$699,984	\$900,000	\$11,837	\$36,325	\$360	\$1,711,597	0.83748	0.66634	\$1,146,726	\$1,140,509
2027	\$63,091	\$699,984	\$900,000	\$11,837	\$36,764	\$360	\$1,712,036	0.81309	0.62275	\$1,073,168	\$1,066,170
2028	\$63,091	\$699,984	\$900,000	\$11,837	\$37,207	\$360	\$1,712,479	0.78941	0.58201	\$1,004,395	\$996,678
2029	\$63,091	\$699,984	\$900,000	\$11,837	\$37,646	\$360	\$1,712,918	0.76642	0.54393	\$940,090	\$931,714
2030	\$63,091	\$699,984	\$900,000	\$11,837	\$38,230	\$360	\$1,713,502	0.74409	0.50835	\$880,070	\$871,058
2031	\$63,091	\$699,984	\$900,000	\$11,837	\$38,234	\$360	\$1,713,506	0.72242	0.47509	\$823,531	\$814,074
2032	\$63,091	\$699,984	\$900,000	\$11,837	\$38,238	\$360	\$1,713,510	0.70138	0.44401	\$770,660	\$760,819
2033	\$63,091	\$699,984	\$900,000	\$11,837	\$38,242	\$360	\$1,713,514	0.68095	0.41496	\$721,219	\$711,047
2034	\$63,091	\$699,984	\$900,000	\$11,837	\$38,245	\$360	\$1,713,517	0.66112	0.38782	\$674,984	\$664,532
2035	\$63,091	\$699,984	\$900,000	\$11,837	\$38,249	\$360	\$1,713,521	0.64186	0.36245	\$631,746	\$621,059
2036	\$63,091	\$699,984	\$900,000	\$11,837	\$38,257	\$360	\$1,713,529	0.62317	0.33873	\$591,313	\$580,431
2037	\$63,091	\$699,984	\$900,000	\$11,837	\$38,260	\$360	\$1,713,532	0.60502	0.31657	\$553,496	\$542,461
2038	\$63,091	\$699,984	\$900,000	\$11,837	\$38,264	\$360	\$1,713,536	0.58739	0.29586	\$518,129	\$506,974
2039	\$63,091	\$699,984	\$900,000	\$11,837	\$38,268	\$360	\$1,713,540	0.57029	0.27651	\$485,050	\$473,808
2040	\$63,091	\$699,984	\$900,000	\$11,837	\$38,272	\$360	\$1,713,544	0.55368	0.25842	\$454,112	\$442,812
2041	\$63,091	\$699,984	\$900,000	\$11,837	\$38,275	\$360	\$1,713,548	0.53755	0.24151	\$425,175	\$413,844
2042	\$63,091	\$699,984	\$900,000	\$11,837	\$38,279	\$360	\$1,713,551	0.52189	0.22571	\$398,109	\$386,771
2043	\$63,091	\$699,984	\$900,000	\$11,837	\$38,287	\$360	\$1,713,559	0.50669	0.21095	\$372,793	\$361,470
Total	\$1,261,822	\$13,999,680	\$17,556,868	\$236,739	\$754,876	\$7,201	\$33,817,185			\$14,661,656	\$14,473,300

Note: The Net Present Value at 3% discount rate is 3% for Emissions only. All other categories are discounted at 7%. The Net Present Value at 7% is all categories discounted at that rate.

Qualitative Considerations

Safety

This project will contribute to a reduction in crashes, fatalities, and injuries as vessel owners will be able to continue functioning as they have in the past. The need to travel to alternate ports for product delivery introduces new risks as vessels compete for limited space to conduct their business. The addition of several hundred vehicles on Sitka roads traveling between harbors, seafood processing plants, and competing with the summer tourist traffic will undoubtedly lead to more congestion and the potential for unwanted interactions between vehicles and pedestrians. Telephone interviews with fishermen using the MSC wall to conduct their business reveals that there would be serious inefficiencies to losing this access. Replacing the sheetpile wall at the MSC is an important solution to ensuring the safety of people and equipment working in the fish harvesting business and the many tourists that visit Sitka annually.

Quality of Life

The MSC and associated uplands infrastructure are important components to the Sitka fishing industry. Maintaining this infrastructure allows Sitkans to continue to work where they live and maintain active community ties. Telephone interviews with fishermen using the MSC dock reveals that their ability to continue living and working in this community without the seawall would be strained at the least when the seawall fails.

Community Cohesiveness

The MSC provides an important stopping point for vessels needing to offload product and onload supplies and cargo. It also is an active point of disembarkation for small passenger ship passengers, with almost 1,000 passengers disembarking annually. This location allows for easy access to many downtown activities for tourists.

Vessel and Infrastructure Damage

Vessel and infrastructure damage have not been qualified for this evaluation. The MSC seawall is already beyond its useful life and could fail at any time. Hopefully, that failure would not be catastrophic or involve ships moored at the location or passengers disembarking. There is the potential for vessel damages as vessels such as the Eyak must now traverse longer distances to complete their business.

Employment

There are three employees currently working at the MSC cold storage facility. The loss of the facility would result in the loss of these jobs. One seafood processor reveals that there would be a loss of 10 to 20 seasonal employees if they can no longer conduct consolidation activity in Sitka.

Cost Estimates

Initial cost estimates are \$9.4 million in 2020 dollars spread over an 18-month construction season. Contingency is estimated at 25 percent, environmental and permitting at 5 percent, and engineering, design, and construction phase administration are estimated at 15 percent each. See Table 15.

Table 15 – Sheetpile Wall and Crane Replacement Cost Estimate

Description	Units	Qty	Unit Cost (\$2021)	Amount (\$2021)	Amount (\$2020)
Budget as to Sheetpile wall repair and crane replacement:					
Mobilization	LS	1	575,000	575,000	550,000
Demolition & Disposal	LS	1	200,000	200,000	191,000
Misc Underground Utility mods/extensions	LS	1	30,000	30,000	29,000
Misc Site Work - grading, aggregate surfacing	LS	1	40,000	40,000	38,000
Steel Sheet Pile Wall (PZ35)	LF	400	3,700	1,480,000	1,415,000
Horizontal strong-back/water system	LF	800	650	520,000	497,000
Grouted tie-back anchors into bedrock - upper	EA	42	19,500	819,000	783,000
Grouted tie-back anchors into bedrock - lower	EA	42	14,000	588,000	562,000
Washed rock fill btwn original and new wall	CY	2050	110	225,500	216,000
Steel Sheet Pile Wall week holes	EA	320	100	32,000	31,000
Reinforced Concrete wall cap	CY	225	1,250	281,250	269,000
Steel Access Ladder coated	EA	4	4,000	16,000	15,000
Mooring Bollards	EA	5	6,500	32,500	31,000
Berthing Fenders (not used)	LF	0	500	-	-
Timber bull rail	LF	400	125	50,000	48,000
Timber Fender piles	EA	48	7,500	360,000	344,000
Riprap	TON	250	100	25,000	24,000
Cathodic Protection System	LS	1	500,000	500,000	478,000
2-ton Service Standalone Jib Crane	LS	1	35,000	35,000	33,000
Subtotal				5,809,250	5,554,000
Contingency @ 25%				1,452,313	1,388,500
Environmental & Permitting @5%				363,078	347,125
Design and Geotechnical Engineering @15%				1,089,234	1,041,375
Construction Phase Admin/Eng/Testing @15%				1,089,234	1,041,375
Total Budget Sheetpile Wall and Crane Replacement				9,803,109	9,372,375

Note: The 2020 cost column is derived using the GDP deflator from Bureau of Economic Analysis. The original cost estimate is from DOWL Engineers and dated July 2021.

At the end of the 20-year period of analysis, there is still value to the project components. See Table 16 for residual value calculations. Total discounted residual value at the end of the 20-year period of analysis is \$479,528.

Table 16 – Sheetpile Wall and Crane Replacement Residual Value

Improvement Component	Expected useful life (years)	Residual value after 20 years
Sheetpile Wall	40	\$ 1,651,500
Fill	40	\$ 258,000
Timber Fenders	40	\$ 208,000
Crane	25	\$ 7,000
Total Residual Value of improved infrastructure		\$ 2,124,500
Net Present value of Residual		\$ 479,528

Periodic maintenance for the facility is assumed at 1 percent of initial construction cost every five years over the 20-year period of analysis. The expected useful life of the cathodic protection is estimated at 15 years so additional cathodic protection is incorporated to the total project cost at year 15. The net present value of the sheetpile wall and crane replacement and periodic maintenance is \$8.2 million over the 20-year period of analysis.

The net present value of construction in 2020 dollars is \$7,918,423 and the net present value of the periodic maintenance is \$282,363. See Table 17.

Table 17 – Net Present Value Sheetpile Wall and Crane Replacement in 2020 dollars

Year	Construction	Periodic Maintenance	Total Cost (\$2020)	NPV Factor (7%)	Net Present Value Construction	Net Present Value Periodic Maintenance
2020						
2021						
2022	\$4,686,188		\$4,686,188	0.87344	\$4,093,098	\$ -
2023	\$4,686,188		\$4,686,188	0.81630	\$3,825,325	\$ -
2024			\$-	0.76290		\$ -
2025			\$-	0.71299		\$ -
2026			\$-	0.66634		\$ -
2027			\$-	0.62275		\$ -
2028		\$93,724	\$93,724	0.58201		\$ 54,548
2029			\$-	0.54393		\$ -
2030			\$-	0.50835		\$ -
2031			\$-	0.47509		\$ -
2032			\$-	0.44401		\$ -
2033		\$93,724	\$93,724	0.41496		\$ 38,892
2034			\$-	0.38782		\$ -
2035			\$-	0.36245		\$ -
2036			\$-	0.33873		\$ -
2037			\$-	0.31657		\$ -
2038		\$571,724	\$571,724	0.29586		\$ 169,152
2039			\$-	0.27651		\$ -
2040			\$-	0.25842		\$ -
2041			\$-	0.24151		\$ -
2042			\$-	0.22571		\$ -
2043		\$93,724	\$93,724	0.21095		\$ 19,771
Totals	\$9,372,375	\$852,895	\$10,225,270		\$7,918,423	\$ 282,363
Total Construction Cost and Maintenance						\$8,200,786

Note: One percent of total construction cost is assumed at 5-year intervals for maintenance. Additional cathodic protection assumed in year 15 of project.

Benefit-Cost Summary

The low case scenario for the seawall and crane replacement has \$3.15 million in net benefits with a benefit to cost ratio of 1.4 when using the 7 percent discount rate. Net benefits rise to \$3.3 million with a benefit to cost ratio of 1.42 when using the 3 percent discount rate for emissions and 7 percent discount rate for all other categories.

The high case scenario has net benefits of \$10 million with a benefit to cost ratio of 2.27 when using the 7 percent discount rate for all benefits. The high case net benefits rise to \$10.2 million

with a benefit to cost ratio of 2.29 when using the 3 percent discount rate for emissions. The project period of analysis of 20 years and dollar value are based on the year 2020.

Table 18 -Seawall and Crane Replacement Benefit to Cost Summary in 2020 dollars

NPV Summary of Calculations	Low Case PV Emissions at 7%	Low Case PV Emissions at 3%	High Case PV Emissions at 7%	High Case PV Emissions at 3%
Benefit calculations - 2020 \$\$				
Vessel avoided travel	\$546,000	\$546,000	\$546,000	\$546,000
Additional Transport Cost	\$3,783,000	\$3,783,000	\$6,053,000	\$6,053,000
Opportunity Cost of time	\$102,000	\$102,000	\$102,000	\$102,000
Emissions reduced	\$324,000	\$512,000	\$324,000	\$512,000
Cold storage replacement	\$4,029,000	\$4,029,000	\$7,445,000	\$7,445,000
Noise and Congestion	\$3,000	\$3,000	\$3,000	\$3,000
Subtotal benefits summary	\$8,787,000	\$8,975,000	\$14,473,000	\$14,661,000
Residual Value	\$480,000	\$480,000	\$480,000	\$480,000
Repair and maintenance	\$282,000	\$282,000	\$282,000	\$282,000
PV Benefits summary	\$9,549,000	\$9,737,000	\$15,235,000	\$15,423,000
Cost Calculations - 2020 \$\$				
PV Cost of Project	\$7,918,000	\$7,918,000	\$7,918,000	\$7,918,000
PV Net benefits (benefits - costs)	\$1,631,000	\$1,819,000	\$7,317,000	\$7,505,000
Benefit/cost ratio (benefits/costs)	1.21	1.23	1.92	1.95

Note: All values have been rounded to the nearest 1,000th.

Risk and Uncertainty

Some assumptions were used in the evaluation of this project and so the question becomes one of risk if some assumptions are incorrect. Assumptions made in this evaluation are quite conservative to begin with, but we made the following changes to the model to determine the effects:

- If cold storage users changed their business model to flash freeze product and move it directly to market – say 90 percent and that decreases the need for reefer vans to 20 under the low case and 30 under the high case, then the BCR falls to 1.06 for the low case and 1.66 under the high case. It is unlikely that this scenario would happen as the consolidation of fish product by species, size, and quality is what sets the market price.
- If the cost of reefer vans increases – as it undoubtedly has done since our initial inquiry in 2020 – then the BCR under both the high and low cases rise significantly.
- Project costs can increase by 20 percent and the BCR falls to 1.0 for the low case and 1.62 for the high case scenarios.

Interview Results

Interview Protocol for Marine Service Center Wall and Crane - Summary

For the following, questions that need to be asked are in this font. *Background information for you to have handy as to why you are asking a question will be in italics. It might be handy to number these responses either on a hard copy of the questions or using the spreadsheet I've provided. Responses from interviewees follow the questions in this orange font. There were 20 respondents in total.*

Hello, my name is _____ and I'm assisting the City and Borough of Sitka in a Federal grant application for improvements at the Marine Service Center. The grant application is asking for funds to repair the seawall and purchase a new crane. My questions will take about 10 minutes of your time. Is this a good time to talk? *(If the answer is no, ask for a better time for you to connect with them.)*

1. Do you currently use the Marine Service Center facilities? 20 yes 0 no
 - a. If no, why not? _____ *(If no, thank them for their time.)*
2. What services do you use at the MSC? *(Choose all that apply.)*
 - a. 15 Moorage *(answer Q3)*
 - b. 6 Offloading seafood product *(answer Q4)*
 - c. 5 Offloading equipment *(answer Q5)*
 - d. 2 Offloading passengers *(answer Q6)*
 - e. 1 Crane *(answer Q7)*
 - f. 2 Mail delivery *(answer Q8)*
 - g. 2 Grocery delivery *(answer Q9)*
 - h. 1 Fish food *(answer Q10)*
 - i. 2 Construction materials *(answer Q11)*
 - j. 4 Other *(please describe)* Gear *(answer Q12)*
 - k. 6 Other *(please describe)* Fuel *(answer Q13)*
 - l. 1 Other *(please describe)* Offload Cargo *(answer Q12)*
 - m. 1 Other *(please describe)* Wood *(answer Q13)*
 - n. 2 Other *(please describe)* Laundry *(answer Q12)*
 - o. 2 Other *(please describe)* Supplies *(answer Q13)*
 - p. 2 Other *(please describe)* Groceries *(answer Q13)*
3. If **moorage** is selected as a service being used, how often to you moor at the MSC? 1 to 52 times annually from 19 respondents _____ *(need a number here so if they are having trouble ask for a range.)*

- a. How long would you typically stay moored? 1 to 120 hours at a time from 17 respondents (hours)

Summary of responses concerning moorage:

Q3 - Moorage	Low	High	Totals
Annual Moorage	1	52	339
Annual Hours	1	120	483

4. If **offloading seafood product** is selected as a service being used, what would you say is the average annual pounds of product offloaded? Some respondents provided a range. There was a low of 642,000 pounds and a high of 710,000 pounds from 5 respondents. All product was going to the seafood processing plant. (pounds)
- a. Of these pounds, what portion is salmon? 80 to 100% (percentage)
- i. Is this product headed to cold storage or seafood processing?
Processing
- b. What portion is Halibut? no responses (percentage)
- i. Is this product headed to cold storage or seafood processing?
- c. What portion is crab? no responses (percentage)
- i. Is this product headed to cold storage or seafood processing?
- d. What portion is herring? no responses (percentage)
- i. Is this product headed to cold storage or seafood processing?
- e. What portion is other groundfish? no responses (percentage)
- i. Is this product headed to cold storage or seafood processing?
- f. What portion is other shellfish? no responses (percentage)
- i. Is this product headed to cold storage or seafood processing?
- g. What portion is sablefish? 5 to 20% (percentage)
- i. Is this product headed to cold storage or seafood processing?
Processing
5. If **offloading equipment** is selected as the service being used, how often on average would you say that you do this annually? 63 to 64 times annually from 4 respondents times a year (need a number here so if they are having trouble ask for a range.)
6. If **offloading passengers** is selected as the service being used, how often would you say that you do this annually? 21 to 52 times annually from 2 respondents times a year (need a number here so if they are having trouble ask for a range.)
- a. How many passengers would you say embark/disembark from this location annually? no answer provided (this will probably be a range.)

7. On average, how many times a year does your activity require the use of the **crane** at the MSC? once every other year from one respondent (this might also be a range.)
8. How often does **mail delivery** occur at the MSC dock? 4 to 5 times a week from 2 respondents times a week
9. How often does **grocery delivery** occur at the MSC dock? 4 to 5 times a week from 2 respondents times a week
10. How often does **fish food delivery** occur at the MSC dock? once a week from 1 respondent times a week
11. How often are **construction materials** delivered at the MSC dock? 54 times annually from 2 respondents times annually
12. How often does the **other** activity occur at the MSC dock? Other gear was 18 to 20 times annually, Other laundry was 10 times annually
13. How often does the **other** activity occur at the MSC dock? Other groceries was 6 to 8 times annually, and Other cargo/supplies was twice a year.
14. What are the dimensions of your vessel?
 - a. Length (feet) Average length was 65.53 feet from 19 respondents
 - b. Draft (feet) Average draft was 9.16 feet from 16 respondents
 - c. Beam (feet) Average beam was 19.51 feet from 16 respondents.
15. The MSC dock is aged and in need of repair. If the MSC dock were no longer available for use, how would you conduct the business you just described in the previous questions? _____

Responses that follow have not been edited.

Not sure. Need vehicle access. Tried the dock out the road but it didn't work well

Poorly, slowly, more cost. Possibly use a processor

Use Eliason harbor but it gets quite busy. There isn't much space

Anchor out which is very inconvenient.

Would use transient, but not much space

Has a slip in Eliason would use that, but not as convenient

Don't know. It would be a struggle to conduct business in Sitka.

May be able to use the walk down ramp at the end of the road. Possibly run freight across the processor's dock. But couldn't do it easily and would probably not be able to get the stuff off the semi-trailers.

Would have to use the drive down at Silver Bay

Possibly use SSS dock

It would be challenging. He is contracted with SPC to tender so would use SPC however, that creates a problem while they also try to service their fleet

Would use the processing plant but would be harder to schedule

It would suck. It would put more pressure on the harbor scene.

Transient float and at birth 9 or 10 but it's difficult to tie and untie when it's windy.

Would use Silver Bay or New Thompson

Anchor out and have to do goofy stuff to get the gear to shore.

Would tie up to the fuel dock until they were kicked off

ANB or stall/transient at Eliason

Would have to deliver to tenders

(I think we need to leave this open-ended depending on how many activities were selected above. If multiple activities selected, you might need to ask about each one separately.)

16. Do you use the cold storage facility on the MSC dock? 4 yes 8 no and 9 did not respond to this question.

(If no, skip to Q19.)

17. As we just mentioned, the MSC dock is aged and needs repairs which may impact the cold storage facility. If cold storage were not available at the MSC dock, where would you store your product?

- a. 2 another facility in Sitka *(skip to Q19.)*
- b. would get a freezer van *(skip to Q19.)*
- c. would ship to PNW storage facility
- d. other _____

18. If you had to ship your frozen product to another area for storage, how would this impact your operations? **There were no responses to this question.**

- a. would have to pay additional transportation fees.
 - i. Cost estimate \$ _____
- b. would have to pay for sorting of product at the new location.
 - i. Cost estimate \$ _____
- c. would have to pay higher storage fees.
 - i. Cost estimate \$ _____
- d. would not be able to continue selling frozen seafood.
- e. Other consequence _____

19. A portion of this grant application pertains to social equity and environmental justice. For that reason, we are asking respondents if they identify as a minority group. Do you identify as:

- a. 2 White/Caucasian
- b. Alaska Native
- c. Black/African American
- d. Asian or Pacific Islander
- e. Other _____

20. Do you have other comments or suggestions that you would like to share with the City and Borough of Sitka as it pertains to the MSC dock and crane and the cold storage facility? _____

The following responses have not been edited.

The facility is extremely important. It is always busy.

Preparing the sheet pile bulkhead is not a good answer. Build a pier, its less costly.

It is highly convenient. Larger vessels need it.

The CBS needs to come up with a better plan for transient moorage for the summer. It changed a few years ago.

Before the facility was available, he shipped his product to Bellingham and used freezer vans. Without the cold storage it would drastically change the way he does things. Spend the money wisely.

It is a great location.

It is a very important facility.

He really likes the facility. It is useful for his business.

It is a valuable asset for the public.

Would hate to see it become a non-public usage.

There is metal between the pilings that makes it difficult to tie up and not scratch the boat and the ladder is dangerous.

All for upgrading. Any harbor upgrades especially with federal dollars.

It's nice to have a separate place because New Thompsen gets crowded.

It is a great addition to the port facilities in Sitka especially when it gets crowded. Boats can stack up, it's a nice spot when there are no other places for boats to be.

Suggested having the pilings further away from the wall, right now they are so close it pinches the line and a better ladder is needed.

Appreciates the public use of the facility

Thank you for your time today.

We appreciate your assistance with the data for this grant application.