CITY OF UNALASKA, ALASKA
HISTORIC PRESERVATION COMMISSION
REGULAR MEETING
THURSDAY, MARCH 20, 2025, 6:00 P.M.
AGENDA

ZOOM Meeting Link: https://us02web.zoom.us/j/87612816554?pwd=40WtVtQ5pcbZK7JtMSl0AlA2BaoiaM.1
Meeting ID: 87612816554 **Access Code:** 268823
Toll Free Numbers: (833) 548 0276 (833) 548 0282 (877) 853 5247 (888) 788 0099

CALL TO ORDER
ROLL CALL
REVISIONS TO THE AGENDA
APPEARANCE REQUESTS
ANNOUNCEMENTS
MINUTES: Draft minutes from the meeting January 23, 2025

PUBLIC HEARING
No Items

OLD BUSINESS
No Items

NEW BUSINESS
No Items

WORKSESSION
1. Unalaska Comprehensive Plan 2020 Historic Preservation Goals

ADJOURNMENT

Principles of the Unalaska Planning Commission

1. The Position: In any community, the position of Planning Commissioner is a highly respected and honored one.

2. The Job: The job of Planning Commissioner is to serve the public, as representatives of the City Council and to the best of their ability, in ensuring sound planning and growth management in Unalaska. All decisions of the Planning Commission should be based on sound planning principles and practices, and not on the personal opinion of individual Planning Commissioners. Once the Planning Commission makes a recommendation to the City Council, the job of the Planning Commissioners and Planning Commission is over, in terms of that particular action.

3. Integrity: Planning Commissioners are appointed by City Council. The actions, behavior, and comportment of each Planning Commissioner reflect not only on that Planning Commissioner's integrity – but also on the integrity of the City Council and of the entire City government.

4. Collaboration: An individual Planning Commissioner is not a "lone wolf," but is part of a collective body. As such, each Planning Commissioner is expected to act in a collaborative manner with his and her fellow Planning Commissioners.

5. Respect Each Other: While it is understandable to sometimes disagree with your fellow Planning Commissioners on issues brought before the body, and appropriate to publically vocalize that disagreement during Planning Commission meetings, a Planning Commissioner should always respect the opinion of their fellow Commissioners and treat each other with respect.

6. Majority Rules: It is important to remember that, at the end of the day, the majority rules. So, after each action is brought before the body, discussed, and voted upon, Planning Commissioners must accept and respect the rule of the majority – even if the ruling was counter to an individual Commissioner's position.

7. Respect Staff: A Planning Commissioner should respect the opinion of City Planning Staff, whether the Planning Commissioner agrees with staff or not. Planning Staff Members are professionals who are employed to serve not only the Planning Commission and general public, but the City Council.

8. The Las Vegas Rule: What comes before the Planning Commission must stay before the Planning Commission. This means there can be no outside negotiating with petitioners or with the public regarding applications brought before the Commission. And, all discussions – pro or con – concerning a petition before the Planning Commission, must take place solely within Planning Commission meetings.

9. Respect Applicants and Public: Each Planning Commissioner must always show professionalism and respect for applicants and the general public – regardless of the position held by that Planning Commissioner or by the Planning Commission.

10. Upholding the Principles: Any member of the Planning Commission who finds that he or she cannot uphold and abide by the above principles should resign from the Commission.

PROCEDURES FOR THE CHAIR

Approval of Minutes

The Chair states: “The minutes were included in the packet. Are there any corrections to the minutes?” [pause to wait for commissioners to object]. “Hearing none, if there are no objections, the minutes are approved as printed.”

OR

If there are objects to the minutes, then…

1. Ask for a motion to approve the minutes as printed. And a second.
2. Facilitate Commission discussion.
3. Amendments will need a motion and a second.
4. When there is no more discussion, call for a vote on any amendments.
5. Continue discussion until there is none further, then call for a vote on the minutes as amended.

Public Hearings

1. Open the public hearing.
2. Notify the public that they may raise their hand and speak from their seats.
3. Read the title of the first item.
4. Ask if any member of the public wishes to speak to the item. They may do so by raising their hand.
5. When discussion has ended, read the title of the second item.
6. Again ask for public discussion.
7. Continue until all items on the public hearing are complete.
8. NOTE: No commissioners or staff should give any input during the public hearing.

Resolutions under new business or old business

1. Read the title of the first resolution.
2. Ask for declaration of ex parte communications and conflicts of interest from commissioners.
3. Any question of whether a conflict of interest exists will be settled by a majority vote of the Commission. Members with a conflict will be asked to sit in the audience during this discussion/vote.
4. Ask for staff presentation.
5. Ask for questions from Commissioners of staff.
6. Ask for a presentation from the applicant.
7. Ask for questions from Commissioners of the applicant.
8. Ask for a motion to approve the resolution. And a second.
9. Facilitate commission discussion.
10. If any members of the public have signed up to speak on the topic, they will be given a chance to speak. The chair must set a time limit (such as 2 minutes) to each public comment. Time limits can be objected by commissioners and subsequently put to a vote if necessary.
11. Following public testimony, continue commission discussion until there is nothing further.
12. NOTE: Each member of the public only gets one chance to speak, but anyone who signs up with staff before the commission votes shall be given their one chance to speak before the vote occurs.
13. Call for a vote.
14. Repeat for each resolution on the agenda.

U.S. Department
of Transportation

**Federal Aviation
Administration**

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

In Reply Refer To:
Tom Madsen (Dutch Harbor) Airport Unalaska Taxiway and Apron Rehabilitation
State/Federal Project Number(s): SFAPT00178/AIP no. 3-02-082-X-202X
Finding of No Adverse Effect

March 14, 2025

William Homka, City Manager
Unalaska Historic Preservation Commission
43 Raven Way
Unalaska, AK 99685

Dear Mr. Homka:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in 36 CFR 800, the Federal Aviation Administration Alaska Region Airports Division (FAA) is continuing consultation on the application for federal assistance from the Alaska Department of Transportation and Public Facilities (DOT&PF) for proposed airport improvements at the Tom Madsen Airport (DUT) in Unalaska (Dutch Harbor), Alaska. Latitude 53.895718, Longitude -166.539544. The general project area is legally described in Table 1 and shown in Figures 1-2. The project is located within the Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army, National Historic Landmark (NHL) (UNL-00120).

Table 1. Project Location

Township	Range	Section(s)	USGS Quad Map (1:63,360)	Meridian
72 South	117 West	34	Unalaska, AK	Seward

The FAA finds **No Adverse Effect to Historic Properties** pursuant to 36 CFR§800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act contingent upon the minimization efforts proposed in this letter and modification of the undertaking to avoid adverse effects. This submission provides documentation in support of this finding, as required at 36 CFR§800.11(e).

Project Description
The project would include the following airport improvements (Figure 3):

- Rehabilitate Terminal Apron and Taxiway A surfaces;
- Updating the taxiway geometry via painted lines/stripes on Taxiway A, Taxiway B, and a newly created Taxiway C (Taxiway A will be diverged in order to create an additional Taxiway C);
- Repair of concrete surfaces on Apron B (application of hot mix asphalt (HMA) surface recommended);

- Installing two aircraft tiedowns on Apron B;
- Installing in-kind taxiway lighting;
- Drainage improvements in previously disturbed areas by removing vegetation and regrading adjacent turf areas to improve drainage paths;
- Rebuilding in-kind trench drain sections; and
- Installing a heat trace line in trench drain.

The following construction option is proposed only for Taxiways A and C:

- Replace the existing HMA overlay, repair the existing Portland Concrete Cement (PCC) as needed, correct associated drainage issues, reconfigure the taxiways with markings and lighting as shown in the figures, and delineate excess pavement areas with non-movement markings.

Project Background and Consultation History
The FAA initiated consultation for the overall project on June 7, 2024, notifying parties of intent to identify key consulting parties and receive comments regarding the proposed preliminary APE and seeking knowledge of any potential historic properties that could be affected by the project. See Attachment A for consultation documentation.

The DOT&PF and FAA received the following timeline of responses to initiation letters:

- June 10th – The Unalaska Historic Preservation Committee (UHPC) requested FAA and DOT&PF co-present the project during a regularly scheduled meeting on June 20th;
  - June 20th – FAA/DOT&PF co-present to UHPC (FAA summary of meeting attached);
- June 25th – The Alaska Association for Historic Preservation responded with no comments regarding nearby historic sites;
- June 27th – The National Park Service affirmed their jurisdictional authority over the NHL and looks forward to continuing consultation (response attached);
- July 9th – The State Historic Preservation Officer (SHPO) responded with no objection to the defined APE and requested further information on material site selection;
- July 9th – The Ounalashka Corporation (OC) responded that the Aerology Building is their property and that they wish to discuss the project further in order to ensure the property would not be impacted by the proposed improvements;
- October 2nd – FAA and DOT&PF met with OC to discuss project activities in relation to the Aerology Building and determined that the proposed improvements would not impact their property; and
- December 6th – FAA and DOT&PF met with SHPO Review and Compliance staff to discuss results of preliminary identification and evaluation efforts. As a result of this meeting the Project modified the undertaking to minimize adverse effects to the NHL.

Area of Potential Effect (APE)
The APE includes all areas of potential ground disturbance within the airport property, staging and disposal areas, and potential haul and access routes (Figure 2). A material source is not required for this project.

<u>Contractor Staging, Storage and Disposal Areas</u>
The DOT&PF has designated an area for contractor use to stage equipment, stockpile materials, and dispose of unusable material; staging may potentially include an asphalt batch making plant should the Contractor decide to do so nearest the airport (Figure 3). Excavated material from the target

surfaces and any subbase that is unsuitable for use elsewhere in the project area are expected to be disposed of at a designated material disposal area somewhere within the staging zone.

The APE is defined to include the entire footprint of the airport property to facilitate assessment of indirect or visual effects.

Identification Efforts
Initial identification efforts for developing the preliminary APE, as well as obtaining relevant information on the types of resources to anticipate within the preliminary APE, was conducted by Stantec archaeologist Daan Meens. This review included a literature review and background research to identify cultural resources within the defined Study Area. Mr. Meens meets the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-44739) and the criteria of 43 CFR§-7.8.

Additional Identification Efforts
Further research and literature review was conducted by DOT&PF's Professionally Qualified Individual in Archaeology, Benjamin Storey; Mr. Storey meets the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-44739) and the criteria of 43 CFR§-7.8. The following provides a synthesis of the initial identification efforts along with further research of reports and reference materials made available through the Alaska Heritage Resources Survey (AHRS). Attachment B contains construction as-builts for DOT&PF projects spanning 1986-2015 that help illustrate changes to the original airport overtime.

A review of the APE revealed 28 previously recorded cultural resources within one quarter mile of the APE (see Attachment A). These consist of six precontact sites and 22 historic sites. Eight of the historic sites are homes in the Port of Dutch Harbor, the remainder are structures associated with the Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army, which is a NHL (UNL-00120) listed on the National Register of Historic Places (NRHP) in 1985.

Six AHRS resources are located within or partially within the APE: two precontact sites, three historic sites and one historic district; site descriptions are provided in the Reference Section. No new cultural resource sites or historic properties have been identified within the APE having direct and/or indirect effects due to project activities.

The APE is within the Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army NHL (UNL-00120). The NHL was designated in February of 1985 and includes all of Amaknak Island. Congress recognized the Dutch Harbor Naval Operating Base and Fort Mears critical role in the coastal defense of Alaska and the Aleutian Islands during World War II and their significance as the location the most serious air attacks on North American Territory during the war when the Japanese carrier aircraft attacked Amaknak Island on June 3 and 4, 1942. The period of significance for the NHL is 1940-1945. The current airport lies within the site of the former Dutch Harbor Naval Operating Base and the airport runways, taxiways, and aprons are principal contributing elements and are the only contributing elements to be directly affected by the project. Additional contributing historic properties in the APE, such as the Aerology building and revetments are also taken into consideration for indirect effects to the NHL.

Dutch Harbor Naval Operating Base and Fort Mears,
U.S. Army National Landmark (UNL-00120)
The Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army (NHL) was integral in the

early build-up of World War II (WWII) military defensive infrastructure along the Aleutian Archipelago; these were the only defense facilities in the Aleutians at the time of the attack on Pearl Harbor. In its earliest stage, the base mainly served to support Navy and submarine operations within the surrounding seas with only a seaplane base providing basic aviation patrolling support. However, an air raid by Japan's Second Carrier Striking Force occurred on June 3-4, 1942, significantly ramped up the need for improved aviation support among other defenses for the base. The seaplane base and aviation support structures would provide the foundation for what would be the Naval Air Station. On January 1, 1943, the Dutch Harbor Naval Operating Base (NOB) went into commission by incorporating the NAS along with the completed submarine base, ship repair facility and numerous other support facilities such as a radio station and Marine barracks (by the end of the base and fort's build-up there was over 1,000 buildings/structures in use).

The original plans for structures/buildings across the entire base of operations were prepared under the direction of the architectural firm Albert Kahn and Associates of Detroit which was well known for its industrial plant design work. Albert Kahn (1869-1942) was a respected architect recognized for his orderly, precise, and efficient plant designs (Denfeld 1987: 39). The original plans specified reinforced concrete structures, however, this needed to be modified because the local aggregate supply was too limited to support all reinforced concrete construction. New plans were prepared substituting steel frame structures but then shortages of steel required yet new plans where wood or brick could be substituted (Denfeld 1987: 39). Construction crews were comprised primarily of civilian workers (estimated up to 5,000 employed across all projects over the course of two years) by the Siems-Drake Puget Sound Construction Company, along with a mix of military units providing assistance.

Naval Air Station (NAS) 1941-1945

According to Thompson's 1987 review of construction records, a Naval Section Base was first commissioned in January 1941 and was then upgraded to the Naval Air Station (NAS) on September 1, 1941.

Two concrete seaplane ramps, with expansive concrete parking aprons, officially entered service on September 1, 1941 (Denfeld 1987: 45). By May 1942, the following structures/buildings were constructed to support the NAS: a massive steel seaplane hangar on the concrete apron's northernmost end, a short gravel runway oriented East-West with catapult and arresting gear, as well as housing for air operations, aerology functions, and other supporting services in cabanas (i.e., wood framed huts) with a larger aviation storehouse nearer the revetments (Denfeld 1987: 57). One month since the air raid, a 4,358 feet (1,200 meters) long gravel runway is completed by July 3, 1942, which required the catapult with associated gear to be removed and shipped to another airfield (Denfeld 1987: 101, 211). The majority of rock fill used in the early construction efforts came by extracting materials from the base of the immediately adjacent Mount Ballyhoo which created the numerous revetments along the north-side of runway. See Figures 4 through 7 for early photographs pointing out original elements of the NAS.

It was erroneously stated in the Consultation Initiation letter dated June 7, 2023, that the Naval Construction Battalion's Seabees constructed the runway and its related components. Subsequent research indicated that the first unit of Seabees did not arrive until July 5, 1942; just two days after the existing runway's construction (Denfeld 1987: 102). The main original elements of the NAS were constructed by the civilian workers, who were then sent away to complete projects in safer areas upon the arrival of the 4th Naval Construction Battalion (NCB) of Seabees. The Seabees immediately set to work completing existing projects while starting new ones. Over the next month,

the 8th and 13th NCBs would come to aid in construction as well. Construction at the NAS included completing the Air Operations and Aerology buildings, as well as the nearby Torpedo Shop and a double-blast door hangar measuring 115 feet by 310 feet at the north end of Apron B to replace the original one lost during the air raids. Other major projects included constructing the waterfront warehouses and administration building, as well as fuel storage tanks and the Submarine Base.

The NAS stayed in active status for two years until downgraded to a Naval Air Facility on July 1, 1944, as the war in the Pacific shifted away from Alaska. The NAS was eventually closed on November 20, 1945, with the last official flight bringing in the mail and Thanksgiving turkeys, then carrying out the last two female Navy nurses; after which the airfield was re-designated as an emergency landing field (Denfeld 1987: 167-168). The Naval Operating Base and Fort Mears went into "housekeeping" status in February 1946 but was decommissioned and all personnel withdrawn by May 1947; all land was transferred over to the Bureau of Land Management (BLM) by November 1947. In 1952, Fort Mears would be declared surplus, and the United States Army Corps of Engineers (USACE) held a public land sale, approximately 178 hectares with 232 buildings entering into private and local government ownership (Denfeld 1987: 168).

Finding of Effect
The Project is located within the Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army NHL (UNL-00120) and will involve improvements to the airport taxiways, and aprons which are contributing features to the NHL.

Project activities for the taxiways and aprons include resurfacing and updating the taxiway geometry. These repairs will prolong the runway and taxiway functions and airport operations at DUT and result in the continued use of the property in a way that is consistent with its historic use as identified in the NHL's period of significance.

The introduction of asphalt surfacing over the existing exposed PCC on Apron B would change the surface color of Apron B, altering the current visual character of the airport and diminishing the association of the remaining contributing historic properties to the NHL on the airport property. The exposed PCC of Apron B is a last remaining visible element of the Dutch Harbor NOB's original surface construction. Resurfacing of Apron B is necessary to improve aviation safety and provide better surface conditions for aviation traffic to traverse/park along Apron B. Avoidance of improvements to Apron B has the potential to result in demolition by neglect. Because avoidance of impact is not practicable and the need to improve the surface of Apron B, the undertaking has been modified to include minimization measures to reduce adverse effects to historic properties.

The undertaking has been modified to preserve areas of the original PCC where safely possible, such as areas that are not necessary for aviation use, consistent with the 2024 Unalaska Airport Facilities Design and Maintenance Guidelines (Figure 8). Retaining areas of the original surface from the NHL's period of significance will preserve portions of the exposed PCC and maintain visual characteristics of the original aprons, retaining the feeling and association of the airports contributing properties with the significance of event in World War II at Dutch Harbor. Additional minimization efforts include avoidance of altering or roughening the original PCC prior to asphalt surfacing. The roughing of PCC prior to resurfacing is proposed in one small area in front of the double-blast hangar in order to provide a better transition between the apron surface and that of the hangar (Figure 8). Finally, the designated portions of the remaining exposed PCC to be preserved would be cleaned and detailed as necessary to improve the visual characteristics of the original apron. Overall, the intent of these minimization measures is to retain the visual

characteristics of the original apron in the NHL, retain the feeling and association of the remaining contributing NHL historic properties in the APE, and to preserve in place the original surface features beneath the proposed asphalt, much like the remaining PCC still in existence under the majority of the airport's main apron and runway.

Since the project activities will not obscure or obstruct the line of site among the contributing elements of the NHL and portions of the original Apron B are being retained to minimize adverse effects to the feeling and association of the airports contributing elements to the NHL, the project will not result in an adverse effect to historic properties.

The FAA finds there would be no adverse effect to historic properties by the proposed project with inclusion of the minimization efforts to retain portions of the original Apron B surface.

It is the FAA's intent to make a Section 4(f) *de minimis* impact finding premised on your written concurrence that the project will not adversely affect the Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army NHL (UNL-00120).

Consulting Parties
Consulting parties that will receive a copy of these findings include:

- Alaska State Historic Preservation Officer
- Native Village of Akutan
- Native Village of False Pass
- Native Village of Nikolski
- Qawalangin Tribe of Unalaska
- Ounalaska Corporation
- Aleut Corporation
- City of Unalaska Historic Preservation Commission
- National Park Service
- Museum of the Aleutians
- Alaska Association for Historic Preservation

We appreciate any assistance you could provide us in our efforts to comply with Section 106 of the NHPA. Please direct your concurrence or comments to me at the address above, by telephone at 907-271-5030 or by email at kendall.d.campbell@faa.gov.

Sincerely,

Kendall D. Campbell
Alaska Region Airports Division
Federal Aviation Administration
222 West 7th Avenue, MS #14
Anchorage, Alaska 99513
Phone: 907-271-5030
Fax: 907-271-2851
Email: kendall.d.campbell@faa.gov

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Proposed Action Areas
Figure 3: Area of Potential Effect
Figures 4-7: NAS aerial photographs during and post construction
Figure 8: Remnant Exposed PCC Areas
Attachment – A - Consultation Documentation
Attachment – B - Airport Project As-builts (1986-2015)

Electronic cc w/ Enclosures:

Bran Pollard, DOT&PF, Southcoast Region, Design Project Manager
Tyler Riberio, DOT&PF, Southcoast Region, Environmental Impact Analyst
Amy J. K. Russell, DOT&PF, Southcoast Region, Cultural Resources Specialist
Benjamin Storey, DOT&PF, Southcoast Region, Regional Environmental Manager
Thomas Gamza, DOT&PF, Statewide, Cultural Resources Manager
Jack Gilbertsen, FAA, Environmental Protection Specialist

Resource References:

Aerial photographs of early NAS construction taken from the following website last accessed August 15, 2024: http://www.researcheratlarge.com/Pacific/NA50/Gallery_Area.html

Denfeld, D. Colt
1987 The Defense of Dutch Harbor, Alaska: From Military Construction to Base Cleanup

Faulkner, Sandra M.
1987 Naval Operating Base Dutch Harbor and Fort Mears, Unalaska Island, Alaska HABS Report (No. AK, 1-UNAK, 2-N-)

Hyer, T., K. Philips, F. Park
2003 Final Building Condition Assessment / Materials Investigation for the Torpedo Bombsight and Utility Shop, Unalaska Airport, Dutch Harbor, Alaska

Jacobs Engineering Group Inc.
1999 Archaeological and Historical Literature Review, Amaknak and Unalaska Islands, Alaska

Lincoln, G.
2003 Letter Report re: the Unalaska Airport Torpedo Bombsight and Utility Shop Building Assessment Project No. 55829

Ruehle, J.O.
2003 Unalaska: East Point/Ballyhoo Roads, Additional utility locates, Project No. 53430

Thompson, E.N.
1984 National Register of Historic Places Nomination Form, Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army

True North Sustainable Development Solutions
2022 Unalaska Airport Facilities Design and Maintenance Guidelines

US Army Corps of Engineers
2015 Archaeological Site Investigation Fort Schwatka, Amaknak Island, Alaska

Veltre, D.W. et al.
1984 An Archaeological Site Survey of Amaknak and Unalaska Islands, Alaska

Yarborough, M.R.
2001 Archaeological and Historical Report on the Environmental Restoration of Fort Learnard and Dutch Harbor/Unalaska under the Formerly Used Defense Sites (FUDS) Program

AHRS Site References:

UNL-00105 - Airport Flake Site: Precontact lithic artifacts, most on the surface, over an unvegetated 74m x 33m area. Partially destroyed with south end of site disturbed during WWII hangar and revetment excavation; estimated 15% of extant site buried in stratigraphic order. Blade and flake artifacts suggest continuity with Anangula of mid-Holocene. Unevaluated for NRHP eligibility.

UNL-00120 - Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army National Historic Landmark: Dutch Harbor Naval Operating Base and Fort Mears are on Amaknak Island in Unalaska Bay. Dozens of contributing properties to the NHL are located across Amaknak and Unalaska Islands, and numerous other ruins, structures, foxholes, trenches and other features of the historic World War II landscape remain. Eligible listing in the NRHP on February 9, 1985.

UNL-00124 - Airport Beach “Site”: Is the redeposited site of midden deposits from UNL-054 and UNL-123. Artifacts and faunal remains were noted. Noted to be on the beach west of airport terminal in a totally destroyed condition. Unevaluated for NRHP eligibility.

UNL-00466 - Torpedo Bombsight and Utility Shop, Building 423: The building was built in 1942 by the Navy during the Aleutian Campaign and is associated with the Dutch Harbor Naval Operating Base on Amaknak Island and the defense of Dutch Harbor and Unalaska. Listed as building no. 423 on the 1946 map of Dutch Harbor NOB, it was equipped to prepare torpedoes for loading onto aircraft and to repair and store torpedo bombsights and portable precision optical devices. The building was removed circa 2017 because it was determined a hazard and approved for demolition.

UNL-00471 - Aerology Operations, Building 417: Originally used by the Aerology Department, this WWII structure currently houses the Visitor Center for the Aleutian World War II National Historic Area. The structure is significant for its association with the use of Unalaska by the US military during WWII. The resource is eligible under Criterion A as a contributing resource to the Dutch Harbor Naval Operating Base and Fort Mears National Historic Landmark (UNL-00120), however, it has not

been individually evaluated for NRHP eligibility.

UNL-00646 - Naval Aviation Transport Warehouse: The building is a single-story, rectangular, cross-gabled, wood-frame building constructed on a raised concrete foundation with a perimeter lip that served as temporary storage for freight and supplies arriving/departing via airplane. Contributing element to Dutch Harbor Naval Operating Base and Fort Mears, U.S. Army National Historic Landmark (UNL-00120), however, it has not been individually evaluated for NRHP eligibility.

City of Unalaska
HISTORIC PRESERVATION COMMISSION

Special Meeting
Thursday, January 23, 2025
6:00 p.m.

P.O. Box 610 • Unalaska, Alaska 99685
(907) 581-1251
www.ci.unalaska.ak.us

Unalaska City Hall
Council Chambers
43 Raven Way

Commission Members
Ian Bagley
Virginia Hatfield

Travis Swangel, Chairman
City Representative: William Homka, City Manager
Secretary: Cameron Dean, Planning Director

Commission Members
Caroline Williams
Rainier Marquez

MINUTES

1. Call to order. Vice Chairman Bagley called the Regular Meeting of the Historic Preservation Commission to order at 6:00 p.m. on January 23, 2025 in the Unalaska City Hall Council Chambers.

2. Roll Call:

Present:		Absent:
Travis Swangel (remote)	Ian Bagley	Caroline Williams (notified)
Rainier Marquez	Virginia Hatfield (remote)	William Homka (notified)
Cameron Dean		

3. Revisions to Agenda: None
4. Appearance requests: None
5. Announcements: None
6. Minutes: Draft minutes for December 19, 2024 meeting, approved with no revisions.
7. Public Hearing:
    1. RESOLUTION 2025-01: A RESOLUTION APPROVING THE HISTORIC PRESERVATION COMMISSION 2024 ANNUAL REPORT AND FILING THE SAME WITH THE UNALASKA CITY COUNCIL.
8. Old Business: None
9. New Business:
    1. RESOLUTION 2025-01: A RESOLUTION APPROVING THE HISTORIC PRESERVATION COMMISSION 2024 ANNUAL REPORT AND FILING THE SAME WITH THE UNALASKA CITY COUNCIL. – Swangel made a motion to adopt the resolution seconded by Marquez. Motion passed 5-0
10. Work session: None
11. Adjournment: Having completed the agenda, the meeting was adjourned with no objection at 6:07 p.m.

Cameron Dean
Secretary of Commission

Ian Bagley
Acting Commission Chairman

Date

Date

CITY OF UNALASKA, ALASKA
PLANNING COMMISSION & PLATTING BOARD
REGULAR MEETING
THURSDAY, MARCH 20, 2025, IMMEDIATELY FOLLOWING THE HISTORIC PRESERVATION MEETING
AGENDA

ZOOM Meeting Link: https://us02web.zoom.us/j/87612816554?pwd=40WtVtQ5pcbZK7JtMSl0AlA2BaoiaM.1
Meeting ID: 87612816554 **Access Code:** 268823
Toll Free Numbers: (833) 548 0276 (833) 548 0282 (877) 853 5247 (888) 788 0099

CALL TO ORDER
ROLL CALL
REVISIONS TO THE AGENDA

ELECTION: Chair and Vice Chair of the Planning Commission

APPEARANCE REQUESTS
ANNOUNCEMENTS
MINUTES: Draft minutes from the meeting January 23, 2025

PUBLIC HEARING
No Items

OLD BUSINESS
No Items

NEW BUSINESS
No Items

WORKSESSION
1. Draft FY26-35 Capital and Major Maintenance Plan

ADJOURNMENT

City of Unalaska
UNALASKA PLANNING COMMISSION

Special Meeting
Thursday, January 23, 2025
6:00 p.m.

P.O. Box 610 • Unalaska, Alaska 99685
(907) 581-1251
www.ci.unalaska.ak.us

Unalaska City Hall
Council Chambers
43 Raven Way

Commission Members
Ian Bagley
Virginia Hatfield

Travis Swangel, Chairman

Commission Members
Caroline Williams
Rainier Marquez

MINUTES

1. Call to order. Vice Chairman Bagley called the Special Meeting of the Unalaska Planning Commission to order at 6:09 pm on January 23, 2025 in the Unalaska City Hall Council Chambers.

2. Roll Call:

Present:		Absent:
Travis Swangel (remote)	Ian Bagley	Caroline Williams (notified)
Rainier Marquez	Virginia Hatfield (remote)	

3. Revisions to Agenda: None
4. Appearance requests: None
5. Announcements:
   1) Code enforcement for the triplex on Standard Oil Hill has finally resolved with the city receiving a $207,000 settlement now that the building has passed to a new owner. That money is being put towards island's clean-up programs, recycling and vehicle removal.
   2) Planning Commissioners will be heavily involved in the Comprehensive Plan. At least one volunteer representative from the Commission will be involved in the panel selecting a consultant for the project.
6. Minutes: Draft minutes for December 19, 2024, approved with no revisions.
7. Public Hearing:
   1. RESOLUTION 2025-01: A RESOLUTION APPROVING THE PLANNING COMMISSION & PLATTING BOARD 2024 ANNUAL REPORT AND FILING THE SAME WITH THE UNALASKA CITY COUNCIL.
8. Old Business: None
9. New Business:
   1. RESOLUTION 2025-01: A RESOLUTION APPROVING THE PLANNING COMMISSION & PLATTING BOARD 2024 ANNUAL REPORT AND FILING THE SAME WITH THE UNALASKA CITY COUNCIL. – Swangel made a motion to adopt the resolution seconded by Marquez. Motion passed 4-0
10. Work session: None
11. Adjournment: Having completed the agenda, the meeting was adjourned without objection at 6:16 p.m.

Cameron Dean
Secretary of Commission

Ian Bagley
Acting Commission Chairman

Date

Date

FY26-35 CMMP

Electric Energy Storage System

Electric

Project Description: This project includes the design, procurement, construction, integration and commissioning of one 1 MW energy storage system.

Project Need: Large equipment, such as ship to shore cranes, demand electrical supply loads that exceed the power supply system's intended loading profile. To smoothly provide a continuous, undiminished power supply under loads that can suddenly spike to 10 to 15% of the total load in seconds, the engines must constantly react to both the rapid increases and decreases of the system load. The engines' reactions decrease efficiency and create undue mechanical and electrical wear on the equipment and distribution system. Additionally, generation dispatch is often significantly affected due to the inability of the facilities to operate in the most efficient configuration possible. The proposed energy storage system will arrest the rapid changes in the electrical load.

Development Plan & Status : Design will be accomplished in FY26 and installation will immediately follow. Permitting is not anticipated for this project. This project will be funded by the Electrical Proprietary Fund.

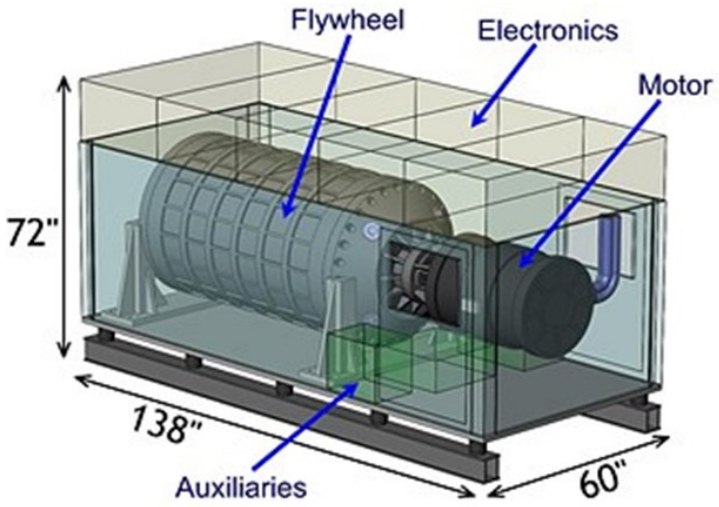
This project will only proceed if the City does not proceed with the Wind Energy Development Project.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY26



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	371,312	2,750,000	0	0	0	0	0	0	0	0	0	3,121,312
Total	371,312	2,750,000	0	0	0	0	0	0	0	0	0	3,121,312

FY26-35 CMMP

Electrical Breakers Maintenance and Service

Electric

Project Description: All Generation and distribution/feeder breakers at the New and Old Powerhouse and Town Substation will be serviced by a qualified industry service company. Breakers will be assessed and serviced. A detailed report indicating condition of the specific breakers will be provided along with recommended service maintenance intervals per the relevant industry codes.

Project Need: The City operates two powerhouses, New and Old Powerhouse, and one substation. Each of these facilities has at least one, possibly two primary electrical switchgear line-ups within each. Electrical switchgear require maintenance and cleaning to ensure proper operation. Safe operation switchgear reduces risks of arc-flash issues and improves operator safety. In the last five years, there has been very little major maintenance and testing activities performed at any of the powerhouses or Town Substation switchgear line-ups. Only general visual maintenance has been performed, except during the installation of the Unit 12 (CAT C280) project. A modification at the Town Substation was made as part of that project. During the implementation of the modification, the Contractor found that one of the substation breakers would not open/close properly. EPC onsite technicians working with EPC electrical maintenance leads in Anchorage were able to repair the breaker so that it will function properly. However, no other maintenance has been performed on this breaker or others. This project is part of the Electrical master Plan.

Development Plan & Status : This project will be funded by the Electric Proprietary Fund.

Estimated Project & Purchase Timeline

Pre Design: FY27

Engineering/Design: FY27

Purchase/Construction: FY27

Cost Assumptions	
Engineering, Design, Construction Admin	$150,000
Other Professional Services	
Construction Services	
Machinery & Equipment	$30,000
Subtotal	$180,000
Contingency (30%)	$54,000
Total Funding Request	$234,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	0	0	234,000	0	0	0	0	0	0	0	0	234,000
Total	0	0	234,000	0	0	0	0	0	0	0	0	234,000

FY26-35 CMMP

Electrical Distribution Equipment Replacement

Electric

Project Description: This project funds the purchase of ongoing replacement equipment for the electrical distribution system. It includes electrical switches, section cans, transformers, and cables. Electrical equipment will also be purchased for new customers and for existing customers who need to upgrade electrical service.

Project Need: Ongoing replacement of the distribution system equipment is necessary to maintain its reliability and protect the assets of the City and ensure the safe distribution of electricity. This project will correctly capture and capitalize the expenditures made to keep the system operational as well as in expand the system where necessary.

Development Plan & Status : Funding for this project will come from the Electrical Proprietary Fund retained earnings.

Source	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,500,000
Total	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,500,000

FY26-35 CMMP

Electrical Intermediate Level Protection Installation

Electric

Project Description: This project adds protective devices at the major industrial services and at radial taps in the 35 kV system. Vacuum circuit re-closers will be installed to properly coordinate clearing times in the event of a system disturbance. This enables the rest of the system to stay on line and only remove the faulted service or radial feeder. Each location will require one recloser with dedicated relay control. The recloser will also require provisions for communications back to the NPH via radio link or fiber optic cable when available. An updated short circuit study and new protective relay settings will be required in order to properly complete the system coordination work. Engineering and installation of reclosers at five locations are assumed for this project.

Project Need: The 35 kV system does not have any intermediate level protective devices that would minimize power disruptions to customers. The system is only protected from faults via two main 35 kV re-closers at the powerhouse, two main 35 kV town substation breakers, Alyeska Seafoods recloser, Westward Seafoods recloser, Captains Bay Road tap recloser, and four main 12 kV town substation breakers. Other than primary fusing on customer transformers, the system lacks any coordinated protection scheme. Some under frequency and under voltage load shed schemes are currently employed in the system but still are limited in their ability to isolate the system in smaller manageable pieces that would minimize disturbances to as few customers as possible. The lack of adequate coordinated protection schemes and apparatus has caused system wide outages during to a fault or disturbance event most often induced by a single large industrial customer.

Development Plan & Status : Areas where intermediate level protection apparatus should be incorporated are as follows: 1. Ballyhoo Tap 2. CMP 3. Submarine Crossing 4. Bridge Crossing

Estimated Project & Purchase Timeline

Pre Design: FY27

Engineering/Design: FY27

Purchase/Construction: FY28

Cost Assumptions	
Engineering, Design, Construction Admin	$50,000
Other Professional Services	$75,000
Construction Services	$100,000
Machinery & Equipment	$275,000
Subtotal	$500,000
Contingency (30%)	$150,000
Total Funding Request	$650,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	0	0	650,000	0	0	0	0	0	0	0	0	650,000
Total	0	0	650,000	0	0	0	0	0	0	0	0	650,000

FY26-35 CMMP

Engine Control Upgrades

Electric

Project Description:
Engines 8 & 9 Control Upgrades (FY26): This project would provide engineering and installation services for upgrading the existing analog controls on units 8 and 9 with digital controls and a fiber network.

Engines 10, 11, 12 & 13 Control Upgrades (FY27): This project would provide engineering, programming, installation and commissioning to upgrade the existing PLCs on the New Powerhouse Wartsila and Caterpillar Generators and the common PLC.

Project Need:
Engines 8 & 9 Control Upgrades (FY26): The upgrades would enhance current start, stop, synchronization and load sharing between large and small generation units. Currently, hardware prevents specific units from operating simultaneously, this upgrade aims to correct this deficiency. The digital upgrades will also provide operators with the ability to monitor additional parameters on the units, ei temperature, pressure, enhancing the overall system efficiency, performance, and user experience.

Engines 10, 11, 12 & 13 Control Upgrades (FY27): The Concept PLC modules installed on the Wartsila generators and common PLC are no long er in production (since 2015). Additionally, Shneider Electric ended support for the PLC software, Concept, May of 2015, it also requires Windows XP, which is no longer supported. Wartsila also used proprietary function blocks in the PLC code. This has made troubleshooting difficult through large parts of the PLC program causing support issues to take more time for the powerhouse technicians. Also, any adjustments to the PLC logic are very difficult with custom function blocks that cannot be modified.

Development Plan & Status : Funding for this project will come from the Electric Proprietary Fund and grants. In FY26 it is being funded primarily through a grid resiliency grant received by an OC-led consortium. The funding will be passed to the City for the project, and the City will additionally contribute $26,250 of matching funds. The grant is formula-based, and Staff plans to use future funding for this project if received.

Estimated Project & Purchase Timeline
Pre Design: FY25
Engineering/Design: FY26
Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	0	26,250	575,000	0	0	0	0	0	0	0	0	601,250
Grant	0	175,000	0	0	0	0	0	0	0	0	0	175,000
Total	0	201,250	575,000	0	0	0	0	0	0	0	0	776,250

FY26-35 CMMP

Generator Sets Rebuild

Electric

Project Description: This project consists of inspection, major maintenance, and rebuilds of the primary generator sets in the Unalaska Powerhouse. The maintenance schedule for the generator sets at the Unalaska Powerhouse is determined by engine hours. Engine inspections are also conducted by the manufacturer's mechanics to determine if engine rebuilds are needed or if they can be prolonged according to the hourly schedule.

Project Need: These generator set rebuilds are needed to maintain our equipment and the reliability of our electrical production. Our Certificate of Fitness from the Alaska Energy Authority states that we must keep all electrical generating equipment in good running condition.

Development Plan & Status : Due to the high cost of the engine rebuilds, it has been determined that the cost will be capitalized. Costs for the Generator Sets rebuilds can fluctuate greatly according to what is determined by the maintenance inspections. Costs for these rebuilds has been determined by the worst case scenario according to the history of the engines. Money that is not used for rebuilds by the end of the fiscal year, will be returned to the proprietary fund.

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	455,000	215,000	215,000	973,000	565,000	0	0	0	0	0	0	2,423,000
Total	455,000	215,000	215,000	973,000	565,000	0	0	0	0	0	0	2,423,000

FY26-35 CMMP

Subtransmission Upgrades

Electric

Project Description: This project consists of multiple upgrade's to the City's electrical grid, including replacement of the submarine cable at Iliuliuk Bay, 35kV feeder replacement, intermediate level protection and a new 4-way switch at Town Substation.

Project Need: Upgrades are necessary for continued reliability and improving capacity to accommodate new generation sources.

Development Plan & Status : The City has received a congressionally directed spending (CDS) award for $2.5 million for the project, though it is currently on hold due to the federal funding pause. Staff and contractors are still developing the project, but completing the upgrades will likely take several years.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	0	3,600,666	3,600,666	3,600,667	0	0	0	0	0	0	0	10,801,999
Grant	0	2,500,000	0	0	0	0	0	0	0	0	0	2,500,000
Total	0	6,100,666	3,600,666	3,600,667	0	0	0	0	0	0	0	13,301,999

FY26-35 CMMP

Wind Energy Development

Electric

Project Description: This project will integrate a medium-speed diesel generation at the Pyramid Powerhouse, create a 5 MW wind power system, and purchase a 3 MW / 6 MWh battery energy storage system (BESS) to stabilize the microgrid and reduce reliance on external fuel sources. Other planned upgrades to the 35 kV subtransmission system, submarine cables, and smart grid controls will improve grid reliability, support industrial growth, and ensure long-term resilience for the community.

Project Need: This project was designed to address Unalaska's most pressing energy challenges, including:

1. The need for distribution upgrades as outlined in EPS's recent load growth impact study.
2. Efficiency improvements to maximize existing infrastructure performance.
3. Growing demand from industrial customers.
4. Fuel price volatility, which affects the affordability and predictability of power costs.
5. Air permitting restrictions limiting the ability to expand conventional generation at the Dutch Harbor Power Plant.

Development Plan & Status : In February of 2025, the City of Unalaska submitted a concept paper to the Office of Clean Energy Demonstrations, a part of the US Department of Energy, for their 'Energy Improvements in Rural or Remote Areas (EIRRA)' grant program. The submitted concept paper is the first step in the application process. If the City's project is deemed promising, we will be invited to submit a full application to OCED in the fall. The project we submitted was titled 'Unalaska Resilient Energy Expansion' (UREE), and revolved around increasing the island's energy security by adding a battery energy storage system (BESS) and establishing wind power. The City asked for $25.3 million for the UREE project, with a cost share of $6.3 million.

If this project is funded, it will make the separate Electric Energy Storage System project redundant. In that case, that project will be closed and the funds returned.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY27

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Electric Proprietary Fund	0	6,509,657	0	0	0	0	0	0	0	0	0	6,509,657
Grant	0	26,038,630	0	0	0	0	0	0	0	0	0	26,038,630
Total	0	32,548,287	0	0	0	0	0	0	0	0	0	32,548,287

FY26-35 CMMP

Engine 3 Replacement

Fire

Project Description: Procurement of a replacement for Engine 3.

Project Need: Engine 3 is 20 years old and reaching the end of its expected life, beyond which maintenance costs increase significantly, and the risk of mechanical failures and breakdowns rise. The pump is currently malfunctioning, and Staff is working on options to repair or replace it, but doing so is costly and may not ensure long-term reliability.

New fire trucks have exceptionally long lead times approaching 5 years. Additionally, Engine 3 is poorly designed with poor maneuverability in tight spaces and high compartments that increase the risk for injury to responders. Change in apparatus status can negatively impact citywide insurance premiums by lowering the Insurance Services Office (ISO) rating.

Development Plan & Status : Purchasing and paying promptly would allow the City to secure the lowest possible price. This also shortens the lead time by guaranteeing the City's place in the production queue. Major manufacturers have comparable lead times across the industry, and readily available stock vehicles are extremely limited. As such, Staff propose ordering a replacement apparatus as soon as possible.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	1,500,000	0	0	0	0	0	0	0	0	0	1,500,000
Total	0	1,500,000	0	0	0	0	0	0	0	0	0	1,500,000

FY26-35 CMMP

Fire Station with Integrated Training Facility

Fire

Project Description: The proposed project entails the construction of a standalone fire station with an integrated training facility and housing units for live-in student firefighters, aligning with the fire department's 5-year strategic plan. This initiative addresses immediate and future community needs, including providing a safe refuge during major events, ensuring ADA compliance and planning for future expansion of current and new partnerships for the City.

Project Need: The integrated training center aims to conduct various in-house training programs, minimizing the need for external training and reducing associated costs. Specialized areas for live-fire exercises and high-angle rescue training ensure comprehensive instruction for staff. The inclusion of live-in student firefighters, as part of a robust 5-year strategic plan, fosters a dynamic learning environment, supported by dedicated educational spaces within the station. The live-in program mirrors successful programs elsewhere, offering a pathway for individuals to receive post-secondary education while bolstering staffing levels at minimal cost to the department.

Development Plan & Status : A feasibility study considering both new sites and renovation of the existing building is underway. Council will receive the preliminary presentation of the feasibility study this summer and a final presentation in the beginning of fall that will go deeper into the recommended location and design. Staff will revise the project plan based on Council's direction following that presentation.

Currently, the CMMP depicts the entire project budget coming from the General Fund. However, there are multiple potential funding sources from the US Fire Administration, FEMA, the Alaska Mental Health Trust and others that Staff is evaluating. The state legislature is also considering funding to support rural fire department infrastructure.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY27

Purchase/Construction: FY28

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	0	3,000,000	19,500,000	0	0	0	0	0	0	0	22,500,000
Total	0	0	3,000,000	19,500,000	0	0	0	0	0	0	0	22,500,000

FY26-35 CMMP

Community Center Safety Improvements

PCR

Project Description: New playground equipment is necessary to replace the outdated playground equipment in front of the Community Center.

Project Need: The current play structures are too close to the railing that encloses the playground from the parking lot and sidewalk.

Development Plan & Status : Funding for this project will come to the General Fund. Staff recommends conducting it concurrently with the Elementary School Playground Replacement for efficiency and possible cost savings.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY27

Cost Assumptions	
Other Professional Services	
Engineering, Design, Construction Admin	50,000
Construction Services	180,769
Machinery & Equipment	
Subtotal	230,769
Contingency (30%)	69,231
Total Funding Request	300,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	0	300,000	0	0	0	0	0	0	0	0	300,000
Total	0	0	300,000	0	0	0	0	0	0	0	0	300,000

FY26-35 CMMP

Elementary School Playground Replacement

PCR

Project Description: Replacement of the playgrounds at Eagle's View Elementary School.

Project Need: The current playgrounds were installed when the school was built and has reached the end of their useful lives. Repairs to the existing play structures are not practical and they will need to be replaced.

Development Plan & Status : This project was recommended by the Unalaska City School District. Like other PCR projects, it was considered as part of the PCR Master Plan. The budget and schedule shown is based on the recommendations of the plan.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY27

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	200,000	2,600,000	0	0	0	0	0	0	0	0	2,800,000
Total	0	200,000	2,600,000	0	0	0	0	0	0	0	0	2,800,000

FY26-35 CMMP

Pump Track and Skatepark

PCR

Project Description: Replacement of the Skate Park at a new site with comparable equipment and construction of a paved pump track.

Project Need: The current Skate Park is old and needs to be replaced. It's had many different paint jobs and rust has made certain areas dangerous. The current location of the Skate Park sits on real estate that has been leased for IFHS's expansion. Adding a pump track would greatly increase what that park can offer and its use.

Development Plan & Status : This project will be funded by the General Fund.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY27

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	0	200,000	0	0	0	0	0	0	0	0	200,000
Total	0	0	200,000	0	0	0	0	0	0	0	0	200,000

FY26-35 CMMP

Captains Bay Road Safety & Paving

Public Works

Project Description: This major infrastructure improvement project constructs drainage, utilities, and pavement out Captains Bay Road, 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. Utilities are ineligible for the CTP Grant.

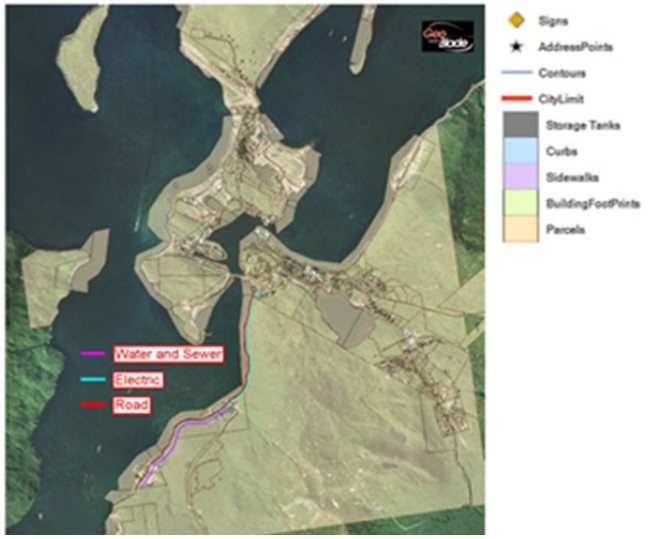
Project Need: Captains Bay Road is a primary transportation route for Westward Seafoods, North Pacific Fuel, Northland Services, Offshore Systems Inc., and several small businesses as well as residential areas. The road facilitates high traffic for heavy vehicles used by the fishing and support industries vital to the community's economy. In 2011 the City held public meetings regarding the Road Improvement Master Plan. Residents and industry representatives discussed Captains Bay Road and hazards its high road crown creates. The crown is needed for adequate drainage. There was strong support for improvements to Captains Bay Road. Captains Bay Road also presents future growth opportunities for the community as identified in the City's Comprehensive Plan.

Development Plan & Status : Segment A project funding was approved for the State Transportation Improvement Program. The grant and City match for that segment totals approximately $13.16 million.

Segment A Paving, $13,155,001
Safety Improvements, $4,500,000
Segment B Paving, $10,300,000
Segment C Paving, $3,100,000
Segment D Paving, $10,700,00

Estimated Project & Purchase Timeline
Pre Design: FY24
Engineering/Design: FY26
Purchase/Construction: FY27

Captains Bay Road and Utilities



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
1% Fund	3,161,147	0	0	0	0	0	0	0	0	0	0	3,161,147
General Fund	2,564,556	0	0	0	0	0	0	0	0	0	0	2,564,556
Grant	9,992,538	0	0	14,000,000	14,600,000	0	0	0	0	0	0	38,592,538
Total	15,718,241	0	0	14,000,000	14,600,000	0	0	0	0	0	0	44,318,241

FY26-35 CMMP

City Hall and Community Center Elevator Repairs

Public Works

Project Description: Modernization of the control systems of the elevators at City Hall and the Community Center.

Project Need: The motherboard of the Community Center elevator is failing, and City Hall's elevator, being of the same age, requires similar work.

Development Plan & Status : Budget is based on an estimate from the elevator manufacturer.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	437,000	0	0	0	0	0	0	0	0	0	437,000
Total	0	437,000	0	0	0	0	0	0	0	0	0	437,000

FY26-35 CMMP

Fishermen's Memorial

Public Works

Project Description: In 2022, City Council committed $250,000 to the Rusting Man Foundation to establish a memorial in Unalaska to commemorate fishermen lost at sea. The City leased space above the Carl E. Moses boat harbor and entered into an agreement with the artist for maintenance and ownership of the memorial.

Project Need: The City agreed to provide electric service and necessary safety improvements to the site selected for the Fishermen's Memorial.

Development Plan & Status : The artist began construction of the memorial last summer. The City's component will consist of two phases:

1) Electric utility extensions for lighting and security cameras. Basic site preparation and necessary safety improvements will be completed to allow installing the memorial.
2) Improve the site with additional landscaping, parking and other improvements.

Estimated Project & Purchase Timeline

Pre Design: FY24

Engineering/Design: FY25

Purchase/Construction: FY25

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	100,000	100,000	0	0	0	0	0	0	0	0	0	200,000
Total	100,000	100,000	0	0	0	0	0	0	0	0	0	200,000

FY26-35 CMMP

Underground Fuel Tank Removal / Replacement

Public Works

Project Description: Remove the UST (underground storage tank) at City Hall and replace with an approved above ground fuel oil tank.

Project Need: UST's are known to rust and begin leaking. UST's are no longer approved and this tank needs to be replaced with an above ground tank with proper leak detection.

Development Plan & Status : This project will be funded from the General Fund.

Estimated Project & Purchase Timeline

Pre Design: FY29

Engineering/Design: FY29

Purchase/Construction: FY29

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
General Fund	0	0	0	0	60,000	0	0	0	0	0	0	60,000
Total	0	0	0	0	60,000	0	0	0	0	0	0	60,000

FY26-35 CMMP

LCD & UMC Dredging

Ports

Project Description: The dredging for the Unalaska Marine Center (UMC) and the Light Cargo Dock (LCD) is one of several projects that were developed to enhance commerce and safety for deep draft vessels in Dutch Harbor proper. In 2019 The City of Unalaska completed the renovation of Unalaska Marine Center (UMC) in preparation for deeper-draft cargo vessels. The renovation project of this industrial dock extended crane rails, added gantry crane infrastructure, fuel headers, and increased load capacity. The depth at the UMC dock face currently ranges from -38 to -40 feet. In 2019, the Corp of Engineers began the feasibility for Dredging the Entrance Channel into Dutch Harbor to -58 feet, currently at -43 feet. The USACE project is to accommodate the passage of deep-draft vessels to the cargo facilities inside Dutch Harbor. The dredging at UMC and LCD marries the USACE dredging and the UMC renovation projects together to meet the demands for deep-draft cargo operations. The UMC and LCD dredging project will bring the water depth at the face of UMC to -45' MLLW making it truly deep draft and operational for the deep draft vessels soon to navigate through the entrance channel. The dredging project for UMC and LCD have been earmarked and waiting for the approval of Congressional funding for the USACE entrance channel dredging so these projects could work in concert and recognize some efficiencies by sharing resources and the permitting processes. Congregational funding has been received for the USACE Entrance Channel Dredging project and in concert the City of Unalaska is moving forward with the UMC and LCD Dredging project. The Light Cargo Dock will be dredged to -35' and will then accommodate a wider range of fuel vessels, cargo vessels and catcher-processers. The Light Cargo Dock serves as a gear transfer dock and overflow for vessels not able to confirm space at UMC. The Light Cargo Dock, currently at -23 feet, will be dredged to -35 which is the maximum depth for the dock as designed and constructed. UMC will be dredged to -45 feet in order to accommodate deep-draft container ships and tankers. The UMC and LCD Dredging Project includes costs for the geotechnical work, bathymetry studies, permitting, means of dredging, disposal site, mobilization and demobilization and construction.

Project Need: The completion of this dredging will enhance current and future operations by creating usable industrial dock face that is designed for vessels in varying lengths and tonnage.

Development Plan & Status : It is estimated that the dredging project for the Unalaska Marine Center and the Light Cargo Dock will coincide with the timing of the USACE Dredging. State funding has been requested through CAPSIS for FY26.

Estimated Project & Purchase Timeline

Pre Design: FY19

Engineering/Design: FY23

Purchase/Construction: FY25

LIGHT CARGO DOCK, BARGE, TRAMPER

BARGE IS BEING USED AS A "SPACER" TO PROVIDE DEPTH FOR TRAMPER

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Ports Proprietary Fund	3,654,145	700,000	0	0	0	0	0	0	0	0	0	4,354,145
Total	3,654,145	700,000	0	0	0	0	0	0	0	0	0	4,354,145

FY26-35 CMMP

Robert Storrs Small Boat Harbor Improvements (A & B) Floats

Ports

Project Description: This project will remove the existing A and B Floats at the Harbor and reconfigure the Harbor to accommodate a new float system, ADA gangway and create uplands for parking and a public restroom. It will also include a fire suppression system, electricity and year-round water supply to users and new piling.

Project Need: This project would include replacing the deteriorated floats and reconfiguring the floats and fingers of A and B Floats to include updated electrical system, lighting, fire suppression, year-round utilities, and an ADA-required gangway. Based on current engineer concepts, the reconfiguration of A and B Floats will create at least 30 additional slips plus linear tie options. This should alleviate some of the 30 vessel waiting list. The reconfiguration will also allow for development of the uplands for required parking and a public restroom. The existing dock arrangement was carried over from a previous location. In order to accommodate the vessel demand at the Robert Storrs Harbor, a new configuration of the floats would allow for better use of the basin based on bathymetry and navigational approaches and also allow for additional vessel slips, with minimal fill and no dredging. It will add a significant number of slips for vessels 60' and under. This is an extension of the Robert Storrs Float Replacement Project. C Float was completed in FY16. As the Float Replacement Project for Robert Storrs is being constructed in phases it was logical to separate the phases into separate projects for tracking purposes.

Development Plan & Status : The total estimated cost is $15,085,110, with $6,695,000 already appropriated. An additional $5 million grant application was submitted and received the highest score among applicants, though it is currently not included in the governor's budget. Staff propose covering the remaining $3,390,110 from the Ports Proprietary Fund, or potentially 1% Fund, in FY26. The cost increases over the last several years can be attributed to design changes including electrical, uplands and parking, as well as survey work for the newly acquired submerged tidelands from the State of Alaska. Plans also include a restroom and increased parking.

Estimated Project & Purchase Timeline

Pre Design: FY19

Engineering/Design: FY23

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Grant	0	5,000,000	0	0	0	0	0	0	0	0	0	5,000,000
Ports Proprietary Fund	6,695,000	3,390,110	0	0	0	0	0	0	0	0	0	10,085,110
Total	6,695,000	8,390,110	0	0	0	0	0	0	0	0	0	15,085,110

FY26-35 CMMP

Spit Dock Fender Replacement and Utility Upgrade Project

Ports

Project Description: This maintenance project will design replacement fendering and upgrade the electrical and water utilities at the Spit Dock.

Project Need: Existing fenders have reached the end of their useful life. The electric service is aging and the water system is compromised.

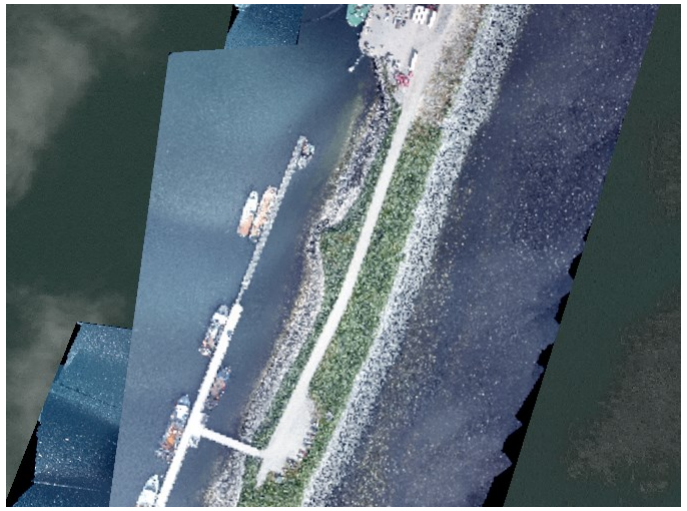
Development Plan & Status : Funding proposed for FY26 would assess condition and begin design. Construction costs are an estimate, and Staff intends to apply for grant funding for construction once design nears completion.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY27

Purchase/Construction: FY28



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Grant	0	0	0	11,300,000	0	0	0	0	0	0	0	11,300,000
Ports Proprietary Fund	0	500,000	630,000	0	0	0	0	0	0	0	0	1,130,000
Total	0	500,000	630,000	11,300,000	0	0	0	0	0	0	0	12,430,000

FY26-35 CMMP

UMC Positions 5-7 Resurfacing and Repair

Ports

Project Description: This project includes resurfacing the dock at positions 5-7, replacing the old crane tie-downs and replacing the old crane stop. It also will pave the backreach with Pavers.

Project Need: Unalaska Marine Center opened for business in 1992 and over the last 31 years of cargo operations there has been settling of the compacted rock beneath the concrete surface. This has caused undulating surface, drainage issues and should it continue settle this cold impact the integrity of the tale walls. The concrete needs to be removed, more rock added and compacted, drainage addressed, and resurfaced. Crane rails will also be inspected and repaired if necessary during this project. This is not unexpected maintenance. With the proven benefit of concrete pavers this project can now be done without significant impact to cargo operations at less expense.

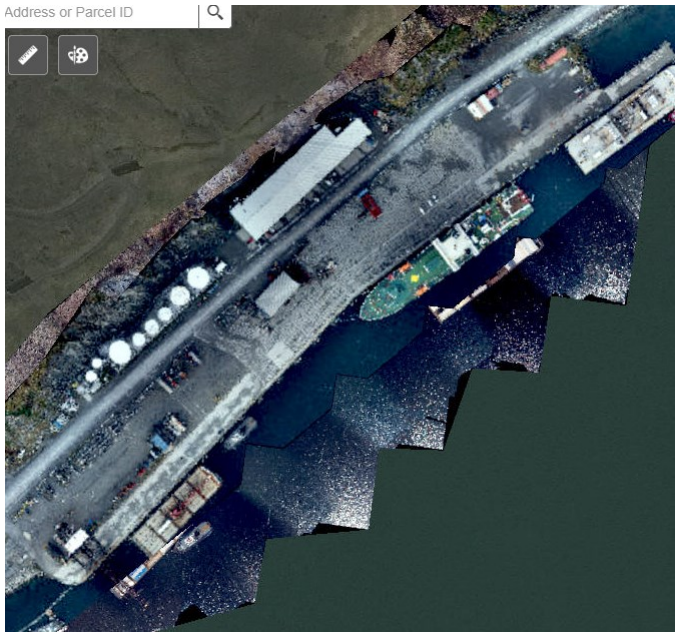
Development Plan & Status : Matson and the City partnered on a Ports Infrastructure Development Program (PIDP) grant last fiscal year, and the application advanced to the Secretary's desk. The team has been strongly encouraged to reapply with a more developed design. The City is in the process of applying for the PIDP and Council has authorized negotiations and MOU for engineering. The City will end up owning the project and wants the new systems to be compatible with the current dock structure and for this reason is budgeting for engineering. The PIDP grant will cover the entire cost of construction if awarded.

Estimated Project & Purchase Timeline

Pre Design: FY24

Engineering/Design: FY26

Purchase/Construction: FY27



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Grant	0	0	20,305,000	0	0	0	0	0	0	0	0	20,305,000
Ports Proprietary Fund	0	1,695,000	0	0	0	0	0	0	0	0	0	1,695,000
Total	0	1,695,000	20,305,000	0	0	0	0	0	0	0	0	22,000,000

FY26-35 CMMP

Baler Belt Replacement

Solid Waste

Project Description: This project would replace the belt which feeds the baler. The typical lifetime of the belt is 10 years, the belt was last replaced in 2014. Recent inspections show excess wear that if not addressed could lead to additional damage to the surrounding structure. Funds will cover cost of conveyor, labor and shipping.

Project Need: The belt system plays a crucial role in the efficient operation of the baler system at the landfill. As the solid waste staff sort through the feedstock, it is placed onto the conveyor belt, which transports it directly into the baling system. A prolonged breakdown of this system would impose significant financial and operation challenges on the division. However, with proper maintenance and oversight, the division can ensure uninterrupted service delivery for this essential function.

Development Plan & Status : This project will be funded by the Solid Waste Proprietary Fund.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Solid Waste Proprietary Fund	0	90,000	0	0	0	0	0	0	0	0	0	90,000
Total	0	90,000	0	0	0	0	0	0	0	0	0	90,000

FY26-35 CMMP

Scale Replacement

Solid Waste

Project Description: The replacement of the Solid Waste facility weighing/scale system. This project would cover materials cost, installation and commissioning.

Project Need: The current scale/weighing system at the Landfill is reaching the end of its lifetime. Since installed in 1997 the scale system has required minimal maintenance and repairs; however, due to its age and environmental conditions, a replacement will be needed in the near future. If a major breakdown were to occur, the Solid Waste Division would have to use an alternative measuring method for receiving solid waste at the City's Landfill (cubic yards). The following key points are provided to reference the current condition of the scale/weighing system:

- Cell covers have been rebuilt several times due to excess rust.
- Top plates, expansion plates are worn to the point of replacement.
- Conduits, conduit holding racks have been damaged throughout years of use and maintenance.
- Overall structural integrity has diminished due to excess rust.

Development Plan & Status : Funding for this project will come from the Solid Waste Proprietary Fund. The budget for this project was estimated based on quotes provided by vendors in past years. Once materials are procured, City staff will work with contractor to complete the replacement and commissioning.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY26

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Solid Waste Proprietary Fund	0	175,000	0	0	0	0	0	0	0	0	0	175,000
Total	0	175,000	0	0	0	0	0	0	0	0	0	175,000

FY26-35 CMMP

Solid Waste Gasifier

Solid Waste

Project Description: The pre-design, design, and construction of a Gasifier to incinerate garbage.

Project Need: The Landfill cells are reaching capacity. If the current cells reach capacity, new ones will need to be opened. Thermal processing of solid waste is the future of Landfills. Gasification is a process that uses a feedstock, often municipal or industrial waste, for a thermo chemical conversion of waste in high heat. This is done in a low oxygen environment and causes material breakdown at the molecular level. Once the molecular breakdown occurs, the gasification process recombines them to form a syngas, a gas similar to natural gas.

Development Plan & Status : Staff will conduct a feasibility study to better understand sizing and a practical design that can be integrated into the landfill.

Estimated Project & Purchase Timeline

Pre Design: FY25

Engineering/Design: FY26

Purchase/Construction: FY28

Cost Assumptions

Engineering, Design, Const Admin	800,000
Other Professional Services	100,000
Construction Services	3,000,000
Machinery & Equipment	2,500,000
Subtotal	6,400,000
Contingency (set at 30%)	1,920,000
TOTAL	**8,320,000**

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Solid Waste Proprietary Fund	700,000	0	0	7,620,000	0	0	0	0	0	0	0	8,320,000
Total	700,000	0	0	7,620,000	0	0	0	0	0	0	0	8,320,000

FY26-35 CMMP

Captains Bay Road Wastewater Line Installation

Wastewater

Project Description: This project will extend 2.5 miles of wastewater line from Airport Beach Road to OSI.

Project Need: Captains Bay Road is the logical location for future commercial and residential expansion for the community of Unalaska. Captains Bay has the docking facilities and space for equipment storage to accommodate this and other industrial growth. Oil companies have expressed interest in Unalaska's deep-water port as a resupply port for their northern seas oil exploration and drilling operations. Construction of the road and utility improvements needs to begin now so Unalaska can meet the current and future needs of the community.

Development Plan & Status : Captains Bay Road currently has sewer line services from the intersection of Airport Beach Road to Westward Seafoods, a distance of one mile. This project will eventually install a new wastewater line from Westward Seafoods entirely to OSI.

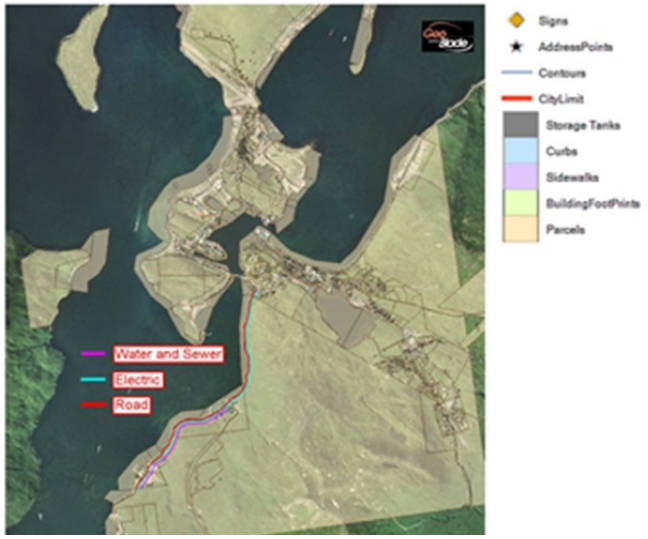
Estimated Project & Purchase Timeline

Pre Design: FY24

Engineering/Design: FY26

Purchase/Construction: FY27

Captains Bay Road and Utilities



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Grant	0	0	11,187,600	0	0	0	0	0	0	0	0	11,187,600
Wastewater Proprietary Fund	50,000	0	0	0	0	0	0	0	0	0	0	50,000
Total	50,000	0	11,187,600	0	0	0	0	0	0	0	0	11,237,600

FY26-35 CMMP

Lift Station Improvements

Wastewater

Project Description:

FY27: The USCG lift station, located at the Unalaska Marine Center dock, and the landfill lift station, both require upgrades to improve pump station reliability and emergency alarm response. The upgrades would provide monitoring through the Wastewater Division's SCADA system.

FY28: This project would repair the interior wet-well piping and valving of Lift Station 7, located on Ballyhoo Road.

Project Need:

FY27: Both lift stations have no monitoring devices, installing communications and monitoring devices will enhance efficiency, allow real-time monitoring, improving emergency response and protect the community from potential hazards associated with wastewater collection system failures.

FY28: The interior piping and valving of Lift Station 7 shows signs of corrosion. Additionally, monitoring shows potential reverse flow caused by leaking lift station check valves. If not addressed, these issues present in the lift station will lead to unnecessary operational strain on the motors, increasing power consumption.

Development Plan & Status : This project will be funded through the Wastewater Proprietary Fund

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY27

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Wastewater Proprietary Fund	0	150,000	250,000	250,000	0	0	0	0	0	0	0	650,000
Total	0	150,000	250,000	250,000	0	0	0	0	0	0	0	650,000

FY26-35 CMMP

Biorka Drive Cast Iron Waterline Replacement

Water

Project Description: This project will replace approximately 600 linear feet of cast iron pipe segment under Biorka Drive with ductile iron. The replacement of this pipe was designed already by Regan Engineering, but the project was dropped when paving of Biorka Drive, which was the driving factor, was shelved.

Project Need: This section of water pipe was installed in the 1940's with cast iron pipe, the last section of cast iron pipe in Unalaska's water system. This line has been repaired in the past and has been is service longer than its life expectancy. Cast iron is a brittle material that is also susceptible to corrosion. Cast iron pipe often fails catastrophically when subjected to excessive pressure surge or ground movement. Pipe failure becomes more frequent with a cast iron pipe as it ages and loses wall thickness to corrosion. Emergency repairs after an unexpected catastrophic pipe failure are usually many times more expensive than proactive pipe replacement due to incidental damage, overtime, lack of in-stock repair materials, and general disruption of utility operations. Preventative replacement of pipes with high failure risks is a good practice in order to avoid the more costly emergency repair situation brought by a pipe failure.

Development Plan & Status : The budget for this project was estimated from the Water Master Plan and is an estimate at this point in the process. A more accurate budget will be determined during the design phase of the project. Funding for this project will come from the Water Proprietary Fund. Total cost for this project is estimated at $396,500.

Estimated Project & Purchase Timeline

Pre Design: FY28

Engineering/Design: FY28

Purchase/Construction: FY29

Cost Assumptions		
	Engineering, Design, Construction Admin	$30,000
	Other Professional Services	
	Construction Services	
	Machinery & Equipment	$275,000
	Subtotal	$305,000
	Contingency (30%)	$91,000
	Total Funding Request	$396,500

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	0	0	0	396,500	0	0	0	0	0	0	0	396,500
Total	0	0	0	396,500	0	0	0	0	0	0	0	396,500

FY26-35 CMMP

Icy Creek Reservoir Dredging

Water

Project Description: This project aims to address the maintenance and dredging of the Icy Creek Reservoir, which has accumulated a significant amount of aggregate due to run-off over the recent years. If left unaddressed, the excess aggregate could compromise water quality, posing risks to public health and safety as well the utility's Filtration Avoidance operation. The project is split into two phases: an evaluation phase and a construction phase.

Project Need: The Icy Creek Reservoir is the City's main water source. It can store up to 8 MGD of raw water under optimal conditions, the water division can also utilize this water for distribution if it meets the filtration avoidance parameters. However, silt and aggregate accumulation can lead to water quality issues as well as reduce available storage, both which can be avoided with proper maintenance.

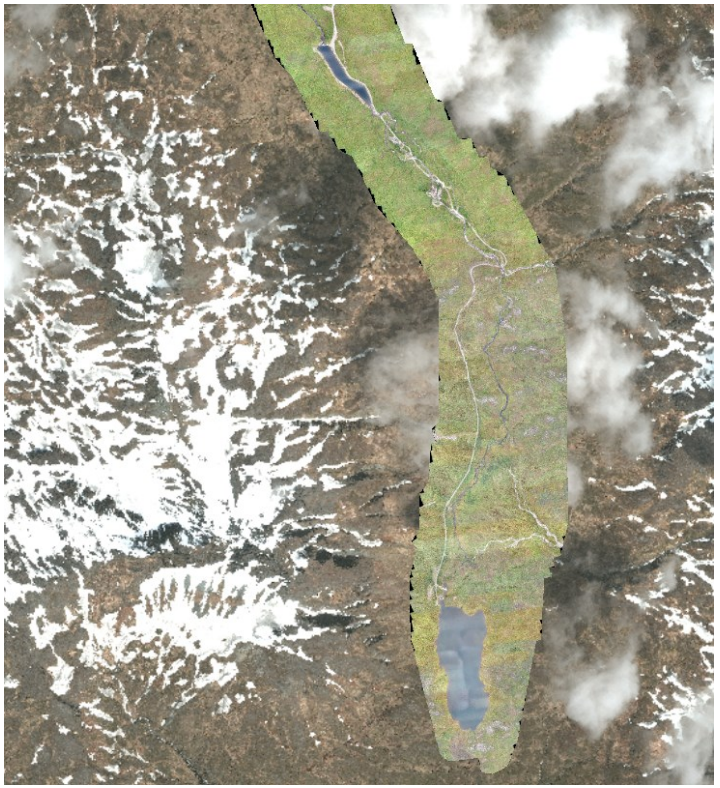
Development Plan & Status : This project will be funded through the Water Proprietary Fund.

Estimated Project & Purchase Timeline

Pre Design: FY27

Engineering/Design: FY27

Purchase/Construction: FY28



Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	0	0	100,000	500,000	0	0	0	0	0	0	0	600,000
Total	0	0	100,000	500,000	0	0	0	0	0	0	0	600,000

FY26-35 CMMP

Icy Lake Capacity Increase & Snow Basin Diversion

Water

Project Description: This project will increase the height of the existing dam on the north side of Icy Lake and construct a new dam on the south end of Icy Lake.
· The existing sheet pile dam at the north end of the lake would be raised 5 feet and the dam length increased from 67 to 98 feet.
· A new sheet pile dam, approximately 6 feet tall by 193 feet long would be built at the south end of the lake.
· Additional grading and riprap would be required for a larger spillway apron at the north dam.
· Riprap would be required for wave erosion protection of the south dam.· Grouting at the north and south dams would be required to seal fractured bedrock.

Project Need: Additional capacity for raw water storage at Icy Lake would be beneficial to help span processing seasons that occur during the more prolonged and frequent dry weather periods. Water system operators use the lake to "bank" surplus water between processing seasons when demand is low, with the intent that by the beginning of a processing season the utility is starting out with a full lake. During heavy processing the lake level gradually drops as demands exceed the combined capacity of Icy Creek and the wells and operators release lake water into Icy Creek. This operational strategy has been stressed in recent years when dry weather coincides with processing seasons and the lake is drawn nearly empty. If the lake is run empty and the water system is not able to meet demands, then the result would be water rationing and having to reduce fish processing throughput or diverting fish to processors in other communities.

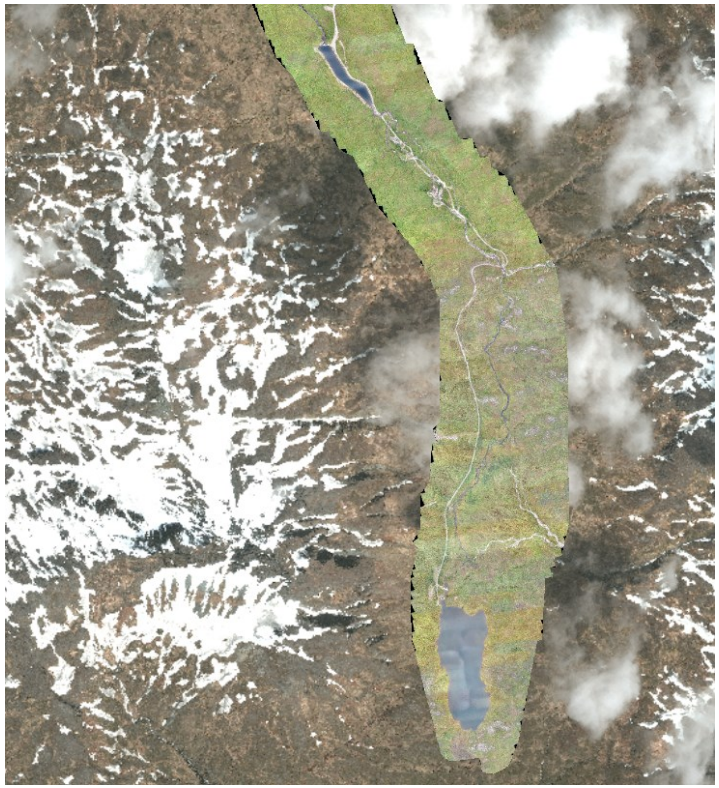
Development Plan & Status : The budget for this project was estimated from the Water Master Plan and is a approximate guess at this point in the process. A more accurate budget will be determined during the design phase of the project.

Estimated Project & Purchase Timeline

Pre Design: FY30

Engineering/Design: FY31

Purchase/Construction: FY31



Cost Assumptions	
Engineering, Design, Construction Admin	$150,000
Other Professional Services	$30,000
Construction Services	$2,020,000
Machinery & Equipment	
Subtotal	2,200,000
Contingency (30%)	$660,000
Total Funding Request	2,860,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	0	0	0	0	0	0	2,860,000	0	0	0	0	2,860,000
Total	0	0	0	0	0	0	2,860,000	0	0	0	0	2,860,000

FY26-35 CMMP

Installation of Meter and Booster Pump at Agnes Beach PRV Station

Water

Project Description: This recommended project would add water metering and a booster pump system at the Agnes Beach PRV station. The water metering will aid in leak detection, and utility management and understanding of where water is being used and when. The booster pump will provide water supply redundancy to Westward Seafoods, one of the largest customers in the water system, as well as redundancy to any further development along Captain's Bay Road.

Project Need: The Agnes Beach PRV station drops the pressure of water from Pressure Zone 2 (Captains Bay Road) to Pressure Zone 3 (Town) hydraulic grade. The station also allows for water to flow to the higher elevation areas of Haystack Hill with an option to allow external boosting in the event of a fire demand on Haystack Hill. The current PRV set up does not allow any method of measuring water flow through the station and severely limits the ability to reverse flow from the wells in the lower pressure Zone 3 to higher pressure Zone 2 (Westward Seafoods). A booster pump will allow for the pumping of water from the lower pressure zone to the higher pressure zone in the event of a shutdown of the Pyramid Water Treatment Plant due to, for example, high turbidity.

Development Plan & Status : The budget for this project was estimated from the Water Master Plan and is a WAG at this point in the process. A more accurate budget will be determined during the design phase of the project. Funding for the project will come from the Water proprietary Fund.

Estimated Project & Purchase Timeline

Pre Design: FY28

Engineering/Design: FY29

Purchase/Construction: FY30

Cost Assumptions		
	Engineering, Design, Construction Admin	$50,000
	Other Professional Services	$20,000
	Construction Services	$160,000
	Machinery & Equipment	$70,000
	Subtotal	$300,000
	Contingency (30%)	$90,000
	Total Funding Request	$390,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	0	0	0	0	70,000	320,000	0	0	0	0	0	390,000
Total	0	0	0	0	70,000	320,000	0	0	0	0	0	390,000

FY26-35 CMMP

Pyramid Water Storage Tank

Water

Project Description: This project will construct a second 2.6 million gallon Chlorine Contact Tank (CT Tank) next to the existing CT Tank. It will provide much needed clear water storage and enable maintenance to be done on the interior of either tank regardless of process seasons or weather. The project will require the installation of approximately 200 ft. of 16" DI water main, 200 ft. of 8" DI drain line, and 100 ft. each of 1" sample line and control wiring

Project Need: Additional storage provided by this tank will help to meet many of the issues mentioned in the 2004 Water Master Plan. Even in the Water Distribution System's current configuration, this new tank will provide an additional 960,000 gallons of the additional 4 MG of finished water storage recommended in the Master Plan. When planned future development is completed on Captain's Bay Road, over 2.2 MG of water storage will be available at the maximum Pyramid Water Treatment Plant capacity of 9 MGD. The additional storage will provide a much needed buffer, allowing time to troubleshoot and repair problems in the event of an equipment failure or system malfunction. It will reduce the likelihood of water shortages and/or outages during the Pollock Processing seasons. Additional benefits include:

- Reduce service interruption, boil water notices, and risk of system contamination during maintenance.
- Allow routine maintenance to be done on the interior or exterior of either tank during any season, prolonging the life of these tanks.
- Expand and upgrade both the water treatment and distribution systems, using the full 9 MGD design capacity of the new water treatment plant will be possible.
- Improve the flow characteristics of the Pyramid Water Treatment Plant. Plant operators will be able to allow the tanks to absorb the high and low flows, maintaining a more stabilized treatment process and allowing the UV treatment process to operate more efficiently.

Estimated Project & Purchase Timeline

Pre Design: FY14

Engineering/Design: FY26

Purchase/Construction: FY27

Development Plan & Status : A "Certificate to Construct" and a "Certificate to Operate" are required from ADEC, obtained through application by the designing engineer.

Engineering, Design, Const Admin	647,000
Other Professional Services	-
Construction Services	6,379,879
Machinery & Equipment	-
Subtotal	**7,026,879**
Contingency (set at 30%)	2,108,064
TOTAL	**9,134,943**
Less Other Funding Sources (Grants, etc.)	-

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	1,228,750	0	7,906,193	0	0	0	0	0	0	0	0	9,134,943
Total	1,228,750	0	7,906,193	0	0	0	0	0	0	0	0	9,134,943

FY26-35 CMMP

Sediment Traps Between Icy Lake and Icy Creek Reservoir

Water

Project Description: This project consists of constructing one or more sediment traps in Icy Creek upstream of the reservoir. The sediment trap system should essentially be a series of deep, wide step pools with rock check dams along the creek that decrease the flow velocity and allow rocks and sediment to settle out. The sediment traps should also create a location for rocks and sediment to accumulate that would be easier for heavy equipment to access, easier to clean out, and potentially allow the reservoir and Pyramid WTP to remain in service while the upstream sediment traps are being cleaned. Although the sediment traps will not eliminate shutdown of the Pyramid WTP due to turbidity spikes during high flow events, it could reduce the occurrence and duration of shutdowns.

Project Need: Large amounts of rock and sediment move downstream along Icy Creek during high flow events. The rocks accumulate at the inlet end of the Icy Creek Reservoir as seen in Figure 30 and heavier sediment accumulates behind the dam. The rocks and sediment reduce the capacity of the reservoir. Draining of the reservoir and removal of rocks and sediment is a challenging exercise that is required periodically and also requires a lengthy shutdown of the Pyramid WTP. Turbidity issues due to suspended fine-grained sediments during high flow events also regularly cause shutdown of the Pyramid Water Treatment Plant.

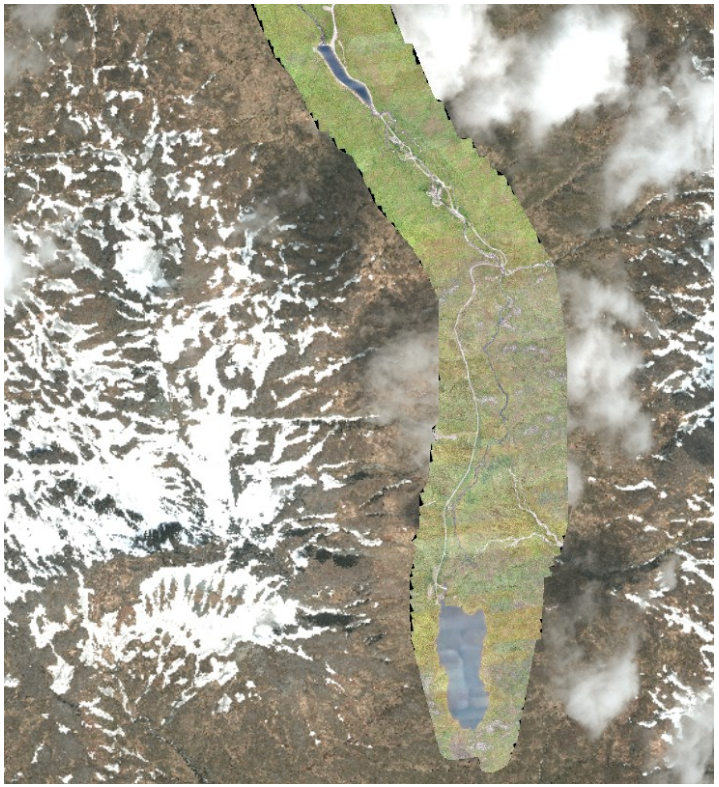
Development Plan & Status : The budget for this project was estimated from the Water Master Plan. A more accurate budget will be determined during the design phase of the project. Funding for this Project will come from the Water Proprietary Fund.

Estimated Project & Purchase Timeline

Pre Design: FY26

Engineering/Design: FY26

Purchase/Construction: FY27



Cost Assumptions	
Engineering, Design, Construction Admin	$50,000
Other Professional Services	$50,000
Construction Services	$400,000
Machinery & Equipment	
Subtotal	$500,000
Contingency (30%)	$150,000
Total Funding Request	$650,000

Source	Appropriated	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Water Proprietary Fund	0	650,000	0	0	0	0	0	0	0	0	0	650,000
Total	0	650,000	0	0	0	0	0	0	0	0	0	650,000