



BOARD OF DIRECTOR'S MEETING

TUESDAY, DECEMBER 17TH, 2024 - AGENDA

3:00 PM

Room 3 Harrigan Centennial Hall

Regular Meeting

3:00 PM

<u>Item</u>	<u>Action</u>
A. Call to Order	Acknowledge
B. Roll Call	Acknowledge
C. Review of Minutes - N/A	Motion to Approve
NOVEMBER 7TH, 2024	
D. Correspondence & Other Information	Acknowledge/Questions
E. Changes/Additions/Deletions to Agenda	Change/Add/Delete
F. Reports	
G. Persons To Be Heard	
H. Unfinished Business	
1. GPIIP Haul Out Project Update	Discussion/Recommendations
2. GPIIP Haul Out Operations RFQ Process	Discussion/Recommendations
3. Arctic Blue Waters Alaska Inc. Proposed Water Loading System	Discussion/Recommendations
I. New Business	
1. Sitka Sound Science Center Lot 9b Lease Request	Discussion/Recommendations
2. GPIIP FY2026 Budget	Discussion/Recommendations
Adjournment	

The Mission

It is the mission of the Gary Paxton Industrial Park Board and management, by direction of the Sitka Assembly, to strategically develop the park in a fiscally responsible manner that maximizes its economic benefit to the community through creation of meaningful jobs in conformance with established community plans and policies.

**Gary Paxton Industrial Park – Board of Directors Meeting
November 7, 2024 3:00 pm
Room 3, Centennial Hall**

A. CALL TO ORDER: The Chair, Scott Wagner, called the meeting to order at 3:00 pm

B. ROLL CALL

Members Present: Scott Wagner, Mike Johnson, Chad Goeden, Casey Campbell, Lauren Mitchell

Members Absent: None

Staff Present: Garry White

City Representatives: John Leach, Michael Harmon

Others Present: Members of the public

C. Review of Minutes – July 18, 2024

Motion: M/S Mitchell/Mitchell to approve the minutes of July 18, 2024

Action: Motion Passed 5/0 on a voice vote

D. Correspondence & Other Information- None

E. Changes/Additions/ Deletions to Agenda- None

F. Reports – None

G. Persons to Be Heard- None

H. Unfinished Business –

1. GPIP Haul Out Project Update

Mr. White discussed the project is currently delayed because of environmental permits. He explained, this is out of CBS control, they submitted permits back in January as soon as the plan was approved. By federal code NOAA has 135 days to move permits forward and it is not operating within that timeframe. He explained, this is frustrating because there are multiple levels of review and each level can be paused as they request additional information so it is taking longer then 135 days. At this time we are expecting more information on the status of the permit at the end of November. CBS is working daily to keep this process moving forward.

The city will likely be getting \$336, 475 in fishery disaster funds which we may be able to apply to this project. We could apply this to the hydronic heating washdown pads which are budgeted at \$500,000 and are not currently in the approved project budget but could be added. The remaining \$163, 575 would need to be requested from the general fund. Mr. White suggested the board consider requesting these from the assembly.

Motion: M/S Mitchell/Goeden Motion to utilize the undesignated working capital GPIIP fund for the contingency fund, as well as the fishery disaster funds from CBS to be used for the haul out washdown pad and an additional \$163,525 from the general fund to complete the rest of the funding needed for the concrete pad.

Action: Passed (5/0) on a roll call vote.

Motion: M/S Campbell/ Mitchell Motion to open up a public discussion specifically regarding the benefits or not of adding hydronic heat to the wash down pad.

This was opened up to the public to comment, specifically the cost benefit of added hydronic heat. The general comments were that operating the travel lift under a certain temperature is tough on the hydraulics anyways, so would we really need it. Mr. White explained the reason to add it in the general scope early on was because the folks from the Wrangell haul out said they wished they had that and it was a limiting feature on their haul out. Mrs. Mitchell wondered if adding a boiler would be helpful for anything else or would it just be for the haul out. Mr. Harmon also suggested it is helpful for safety concerns, slip and fall issues while operating are equally worth discussing, he noted. The board decided they did not need to take action at this time and can continue discussing in the future as the project moves forward.

Mr. White let everyone know that unfortunately GPIIP was not granted the Denali Commission funds requested for electricity on the project but will continue to look for funding opportunities.

I. New Business-

1. GPIIP Haul Out Operations RFQ

Mr. White explained that the GPIIP Board met on July 18 and approved the attached Request for Qualifications for a Marine Vessel Haul Out and Shipyard Operations at the Gary Paxton Industrial Park. The Request for Qualifications (RFQ) requested qualifications from experienced firms or individuals to operate a marine vessel haul out and shipyard at the GPIIP. The RFQ requested individuals or firms that have qualifications in the following operations to submit their credentials.

- Vessel Lift Operations
- Vessel Wash-down Systems
- Vessel Movements

- Permits and Licenses

Mr. White explained the goal was to find qualified operators and work with them to develop a detailed scope of work to be incorporated into a Request for Proposals (RFP) for operations of the haul out. The RFQ was released on July 25, 2024 with a submittal deadline by 2pm on September 17, 2024. A non-mandatory pre-proposal conference was held on August 7, 2024. The CBS received two responses to the RFQ. CBS and GPIIP staff met on September 20, 2024 to evaluate the responses and determine if Minimum Qualifications of Services was provided in each proposal. One proposal was determined to have provided the Minimum Qualifications of Services. Letters were sent to both entities, inviting one firm to continue with the process of providing input in the development of a detailed scope of work to be incorporated into a Request for Proposals.

He explained further, Page 3 of the RFQ outline the process moving forward in the Selection and Award Stages. Members of the GPIIP Board have requested to discuss the RFQ process and selection. An Executive Session is anticipated during this discussion as the RFQ states “All proposal information will be treated by CBS in a confidential manner during the evaluation and award activities and will not be disclosed to any person or entity not involved in the evaluation and award process until after contract award.”

Mr. Leach reiterated the process for the publics full transparency and understanding. The stage we are in is the market research and know which companies are available and there was only one qualified respondent, he stated. The city reserves the right to reject any or all respondents that don't meet the criteria.

The board suggested since there was such a good turnout from the public, we should open up to public comment. The general public showed a desire for more public meetings and that there was a lot of confusion being shared amidst the community and so more information directly from the source more often was something they desired. The group was also concerned about the cost and rates and how that would trickle down to the fleet. They want to make sure the way the haul out is operated is affordable or else they will continue to give their business to other haul outs. Mr. White clarified the desire was always for it to be an open yard where you can work on your own boat and that this board would be the one to decide that in the future.

Motion: M/S Campbell/Goeden Motion to go into executive session to see the RFQ's.

Action: Passed (4/0) on a roll call vote. Mrs.Mitchell had to step out.

Motion: M/S Goeden/Johnson Motion to come back into regular meeting

Action: Passed (5/0) on a voice vote.

The board gave a brief summary of what occurred during executive session and that they decided to move forward with the RFQ process as previously outlined. The board

heard the public's concerns about cost of operation and will keep that in mind when discussing operating costs with the future operator. There will be more meetings targeted with this as an agenda item in the future.

Due to time the board suggested they table the last item on the agenda.

Motion: M/S Campbell/Mitchell to move the discussion on Arctic blue waters proposed water loading system to our next meeting.

Action: Passed (5/0) on a voice vote.

J. Adjournment

Motion: M/S Wagner/Mitchell move to adjourn the meeting at 5:01 pm

Action: Passed (5/0) on a voice vote

DRAFT

Thursday, December 12, 2024

MEMORANDUM

TO: GPIIP Board of Directors
FROM: Garry White, Director
SUBJECT: Gary Paxton Industrial Park (GPIP) Management Report

1. GPIIP Dock

The GPIIP Dock was open for business in 2018. GPIIP Dock revenues have increased each fiscal year. FY18 - \$689, FY19 - \$14,643, FY20 - \$37,462, FY21- \$65,322, FY22 - \$87,340, FY23 – (11/30/22) \$27,753 **(2/7/2023)**

The GPIIP Dock received its first small cruise ship on May 17, 2022. The ship Ocean Victory had six ports of calls at the dock in the summer of 2022. The dock received 14 port of calls for the 2023 summer. Twenty-five ports of calls are scheduled for the 2024 summer season.

A temporary potable water system has been set up at the dock to allow cruise ships to load and pay for fresh water. Cruise Line Agency is providing port security for the dock this summer in lieu of the CBS. They have purchased and implemented an x-ray system to move passenger luggage more efficiently.
(8/21/24)

2. Marine Services Industries at the GPIIP.

On October 4, 2022, the citizens of Sitka voted to appropriate ~\$8.18 million dollars from the Sitka Permanent Fund for the development of a haul out and shipyard at the Gary Paxton Industrial Park (GPIP).

CBS and GPIIP staff developed a GPIIP Vessel Haul Out Development Project Charter (attached) that outlines the project goals, project scope, and timeline for moving the development forward. The GPIIP Board at its November 2022 meeting approved the Charter.

One of the first benchmarks in the key milestones of the project is the hiring of a project management team. The CBS has selected PND Engineering as the project management team to help the community formulate a basis of design of the project. Additionally, the team will designing, engineering the project, and working closely with a construction firm to build the project. **(02/07/2023)**

Both the GPIIP Board and Assembly have approved a conceptual design for the haul out. The environmental permit process has started. The goal is to have a contractor hired by the end of January 2024, construction started in August 2024, with the haul out being operational by the end of 2024. **(09/01/2023)**

A 150 ton Marine Travelift has been ordered from Kendrick Equipment for \$1,377,800 after a competitive bid process.

Final design for Phase 1 has been completed. A firm fixed bid with Western Marine has been agreed to with a fixed lumped sum of \$6,248,364. (Note: Construction costs came in roughly \$1,055,000 above estimated costs).

A request for qualifications for GPIIP Haul Out operations is being developed to determine what if any third party entity will run the haul out. **(8/21/2024)**

The CBS was not successful in obtaining a Denali Commission grant to fund electrical infrastructure for the haul out development.

The CBS was notified that they would be receiving \$336,475 in funds from Fisheries Disaster Relief Payment from ADF&G as part of the 2020/21 Statewide Salmon disaster.

The RFQ was released to the public and the CBS chose an entity to start negotiating a scope of services for the haul out operations. **(10/30/24)**

A draft scope of service will be presented to the GPIIP Board at its 12/17 meeting.

The CBS received its environmental permits to start the in-water construction on 11/20/24. The marine contractor starting driving pilings for the haul out piers on 11/21/24. **(12/12/24)**

3. Lot 4 Purchase

The CBS has entered into a purchase agreement with Sayak Logistics to repurchase the building and lot 4 of the GPIIP. The CBS and Northline Seafoods LLC (Sayak's previous business name) entered into a lease agreement on July 15, 2017 to use the property and building for activities related to the seafood and marine services industries. The term of the lease was 5 years and allowed Sayak to purchase the building after 5 years if they met certain employment criteria. The lease additionally allowed the CBS first right of repurchase if Sayak wished to sell the property in the future. Sayak purchased the property in August 2022 and has since gave notice that it wishes to sell the property. The purchase agreement allowed little time for the CBS to exercise its interest in repurchasing the property. CBS Administration and the Assembly moved immediately to execute a new purchase agreement.

The purchase price was \$1.3 million. Funding from the purchase came from the following funds: \$700k from the raw water fund, \$240k from the GPIIP Contingency Fund, \$10k from previous left over funds from a GPIIP capital project, and a \$350k loan from the CBS Economic Development fund.

The building has multiple benefits to the existing haul out development. **(11/08/2023)**

4. Bulk Water

The Director continues to work with entities interested in the export of Sitka's water. **(05/06/2019)**

The CBS Assembly met on April 30th to discuss needed repairs to the Raw Water delivery infrastructure. No funding or repair plan was determined. The CBS's ability to deliver water will need to be fixed before the bulk water export venture can move forward. The Assembly directed the GPIIP Director to continue to work with potential investors and exports to find a funding solution to repair the system. The CBS does not believe that the infrastructure can be repaired until the penstock is shut down and dewatered. Estimate timeframe for penstock shut down is estimated to be the fall of 2021. **(06/03/2019)**

The CBS and Arctic Blue Waters Alaska entered into a water purchase agreement in the spring of 2021. Arctic has 5 years to export water. **(06/01/21)**

The Director continues to receive inquiries from entities wishes to export Sitka's water. **(02/07/2023)**

The GPIIP Board has recommended approval of another water purchase agreement with Global Hydration. **(8/21/24)**

The GPIIP Board has received an updated conceptual drawing from Arctic Alaska Blue Waters for its water loading infrastructure. **(12/12/24)**

5. Bottled Water

The Director continues to receive inquires for bottled water. **(02/07/2023)**

6. Blue Lake Dam Expansion Project

The Assembly has approved a MOA between the GPIIP and Electric Department to allow the GPIIP to charge for use of Lots 16b and 20. Rock has been stored on these lots since the Blue Lake Dam Expansion project. **(06/03/2019)**

The GPIIP Director has met with the CBS Electric Director regarding leveling out the above lots for future leases or sales at the GPIIP. **(03/22/2021)**

7. GPIIP Dock Fuel Sales

Delta Western has received its build permit to establish a fueling operation on the GPIIP Dock. The fuel tanks will be relocated from the dock itself to the uplands above the dock. **(07/03/2019)**

Delta Western has completed its fuel delivery infrastructure on the GPIIP dock. **(11/12/2019)**

Delta Western is in the process of installing a second fuel tank at the GPIIP for fuel delivery off the GPIIP Dock. **(03/22/2021)**

The GPIIP has seen increases in dock fuel sales each year since the dock has become operational. **(12/12/24)**

8. GPIIP Overall Management

CBS Administration and the GPIIP Director toured the park and have talked to tenants about cleaning up various lots at the park. **(05/03/2021)**

The GPIIP Director and CBS Administration has implemented a plan to remove the junk vehicle from the GPIIP site and ensure that future dumping activity does not continue. **(11/30/2021)**

The GPIIP Director is working on establishing a budget estimate for a GPIIP Dock Crane and additional security cameras at the GPIIP. **(01/25/2022)**

All junked cars have been removed from the GPIIP properties. The GPIIP Director is working on plans to provide additional site security and deterrents to future dumping of junk at the park. **(06/14/2022)**

A security structure has been built and rebuilt at the GPIIP to support cruise ships calling on the port. **(08/30/2022)**



329 Harbor Drive, Suite 202
Sitka, AK 99835
Phone: 907-747-2660

Thursday, December 12, 2024

MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors
From: Garry White, GPIP Director
Subject: GPIP Haul Out Development Discussion/Direction

Introduction

The GPIP Board and CBS are in the process of developing a vessel haul out and shipyard at the Gary Paxton Industrial Park. The CBS has been working on vessel haul out development concepts since the GPIP properties were acquired in 2000. The CBS obtained funding for the development of the haul out facility and shipyard via a public vote on October 4th, 2022 in the amount of ~\$8.18 million dollars. Further funding was obtained via a Denali Commission grant in July 2023 for \$1 million dollars for the purchase of equipment to lift vessels.

The Board held multiple public meetings since the October 2022 vote to discuss and develop a Project Charter that outlines the project goals and scope of work for Phase 1 of the haul out development. Phase 1 of the Project Charter scope (attached) addresses the steps needed for the waterfront development to allow vessels to be haul out of the water.

The design includes a 150-ton vessel lift and other various components for the haul out to operate. The design includes an ability to expand the haul out facility to a 300-ton vessel lift in the future.

More information about the GPIP Vessel Haul Out Development Project can be found at the following link:

<https://www.cityofsitka.com/departments/PublicWorks/GPIPHaulOut>

Background

The CBS has repeatedly included marine haul out infrastructure requests in both its Federal and State Legislative Priorities. The CBS recently applied for a USDOT Grant in 2020, 2021, 2022 and plans to apply for future grant opportunities.

The CBS has released multiple Request for Proposals (RFP) for private sector development of a haul out at the GPIP since 2009. None of the private sector development proposals moved forward due to multiple reasons, including the cost of construction.

On October 4th, 2022, the citizens of Sitka voted to appropriate ~\$8.18 million dollars from the Sitka Permanent Fund for the development of a haul out and shipyard at the Gary Paxton Industrial Park (GPIP).

Fiscal Note

Total funding allocated for this project is \$9,281,040 (\$8,181,040 from the proceeds of the sale of the Sitka Community Hospital property, \$100,000 appropriated towards the development in 2021, and \$1 million dollar grant from Denali Commission). The Assembly approved an appropriation for Phase I estimated costs of the based bid items in the amount of \$8,187,000 at its July meeting.

To complete the additive alternative items remaining in phase 1 an estimated ~\$6 million will be needed based off a past estimates. New cost estimates are being researched due to increased cost of construction. With no readily available municipal source of working capital to fund the additive, alternate items of Phase 1, grant-funding opportunities are the most likely funding source. It is important to note that if the funding source is federal, there may be some added cost related to federal funding restrictions. Cost estimates for Phase 2 of the project have not been fully developed but estimated to be in the \$18 million dollar range.

Developmental Updates

Project Construction

The attached Project Cover Sheet outlines project scope of work, budget and key milestones.

Recent developments include the following:

1. Permits received and Construction has begun

The CBS was awarded its environment permits to start in-water construction on November 20th. Western Marine began driving pilings on November 21st. To date, 2 sets of piling are in place and the contractor is continuing with the development.

2. Additional funding to keep the waterfront development functional

- The CBS was notified that they would be receiving \$336,475 in funds from Fisheries Disaster Relief Payment from ADF&G as part of the 2020/21 Statewide Salmon disaster. The CBS Assembly met at its meeting November 26th and approved to allocate the funds to the haul out project on first reading. The second reading will be December 17th.
- Contingency Funds - \$350,000
The project currently does not have any funds identified for any contingencies outside of the firm fix bid that might arise during construction. The GPIIP Board met on November 7th and recommended that the GPIIP Undesignated Working Capital fund be used for the contingency. The Assembly met on November 26th meeting and approved to allocate the funds on first reading. The second reading will be December 17th.
- Permanent Concrete Wash Down Pad - \$500,000
Currently the budget for the project does not include a permanent or temporary wash down pad. Funding for a permanent wash down pad is preferred. The GPIIP Board met on November 7th and recommended that \$336,475 from the Fisheries Disaster Funds and \$163,525 from the CBS General Fund be used to fund the heated washdown pad. The Assembly met on November 26th meeting and approved to allocate the funds on first reading. The second reading will be December 17th.

Action

- GPIP Board discussion on vessel haul out development updates.

PROJECT COVER SHEET – Updated September 16, 2024

Project Title/ Number: GPIP Vessel Haul-Out Development – Phase 1

Project Manager: Michael Harmon Project Sponsor: Garry White

Project Description: Planning, Environmental Permitting, Engineering Design, and CMAR Construction of Phase 1 Improvements including a 150-ton haul-out pier, membrane wash-down pad, water treatment, and 150-ton boat hoist at Gary Paxton Industrial Park, Sitka, Alaska.

Design
 Construction
 Other

Project Charter Available? Yes No

Project Status: <i>(highlight green, yellow, red)</i>		
Scope	Schedule	Budget

Milestones:	
<p align="center"><u>Recently Completed</u></p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 04.26.23 Site No. 2 Selected by GPIP BOD <input checked="" type="checkbox"/> 07.25.23 Assembly Adopted Concept 4 <input checked="" type="checkbox"/> 01.15.24 Environmental Permit Applications <input checked="" type="checkbox"/> 03.01.24 35% Design Complete <input checked="" type="checkbox"/> 03.27.24 Award to WMC <input checked="" type="checkbox"/> 04.16.24 Travel Lift Bid (10-month delivery) <input checked="" type="checkbox"/> 04.18.24 WMC CMAR Contract Executed <input checked="" type="checkbox"/> 05.24.24 65% Design Complete <input checked="" type="checkbox"/> 06.03.24 WMC GMP Pricing submitted <input checked="" type="checkbox"/> 07.02.24 Final Design & Fixed Construction Price 	<p align="center"><u>Upcoming</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> GPIP/Assembly Meetings to discuss budget increase for concrete washdown <input type="checkbox"/> Q4 '24: Final Regulatory Review <input type="checkbox"/> Q2-4 '24: Material Procurement <input type="checkbox"/> Q4 '24 – Q1 '25: On Site Construction <input type="checkbox"/> Q1 '25 Boat Hoist Delivery <input type="checkbox"/> Boatyard Operational: Q1 '25

Project Budget:	
Phase 1 - Estimated Total Project Cost	\$9,281,040
Working Capital	\$8,281,040.00
Loans	\$0.00
Grants	\$1,000,000.00
Other	\$0.00
<hr/> Total Funded	<hr/> \$9,281,040
Phase 2 Funding Gap	\$23,894,117

Contract Management: (list all contracts anticipated on the project)			
<u>Contractor/Function*</u>	<u>Type**</u>	<u>Amount</u>	<u>% of Project</u>
PND –Preconstruction, Permitting, Design & Const. Services	T&M/LS	\$1,415,967	15%
Western Marine Construction (WMC) & Project Contingency	CMAR	\$6,179,362	67%
Travel Hoist Purchase	LS	\$1,377,800	15%
Specialty Inspection Services (Future Procurement)	T&M	\$126,538	0.3%
CBS Indirect Cost & CBS Permits (\$71k spent thru Aug.)	Payroll	\$150,000	1.6%
Electrical Dept. Power Service (Future Procurement)	T&M	\$31,373	0.3%
Current Construction Contingency Remaining	-	\$0	0%

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General Comments:
 The scope had to be reduced due to unexpected pile depths and the budget remains short for the full scope. Shipyard operations is not part of this project charter and are a separate development process.

Key Milestones: November 15, 2024 UPDATE

Key Tasks & Milestones	Start Date	End Date
1. Project Charter Approval: The Project Charter is brought to GPIP Board for approval.		11/21/22
2. Project Budget Appropriation Assembly	11/8/22	11/22/22
3. Prepare RFQ for PM services Port Planner SME	11/17/22	12/8/22
4. Advertise PM/Port Planner RFQ	12/12/22	2/1/23
5. Selection of PM/Port Planner/Engineer- PND	2/2/23	3/6/23
6. Contract Execution/NTP for PM/Port Planner/Engineer	3/7/23	3/29/23
7. Planning, Surveying, Public Involvement Process, Concepts, Costs, Preferred Alternative, Final Basis of Design & Charter Scope	4/3/23	7/31/23
8. Geotechnical Invest. - Work Plan, Driller Contract, Drilling Permits, Fieldwork, Analyses & Geo Report	5/22/23	01/31/24
9. Concept Rescoping due to Geotech Findings	10/1/23	11/15/23
10. Biological Assessment, IHA & Environmental Permit Applications	5/22/23	01/15/24
11. Regulatory Consultations, Permit Reviews and Authorizations	7/15/23	11/21/24*
12. 35% Preliminary Design	11/15/23	3/1/24
13. Prepare CMAR RFP	11/15/23	2/06/24
14. CMAR Solicitation & Contract Execution	1/15/24	4/18/24
15. PND 65% Design Develop w/ WMC, CBS & GPIP	4/01/24	5/24/24
16. WMC GMP Development	4/01/24	6/3/24
17. Ph 1 Scope Refinement, Finalize GMP & WMC CO	6/04/24	6/18/24
18. PND Final Design & Stamped Construction Docs	6/18/24	7/16/24
19. Material Procurement	6/18/24	12/1/24
20. On Site Construction	11/21/24	3/15/25*
21. Secure Operator for 2025 Season	3/15/24	3/15/25*
22. Procure 150T Boat Hoist	12/1/23	2/15/25*
23. Haul Out is Operational		3/15/25
* Critical Path Items- Environmental Permitting has delayed construction originally planned to start 10/15/24		
Milestones for Phase 2 TBD once funding is secured:		
Need to masterplan uplands during the development of Phase 1 to apply for grants and position this phase to proceed.		
Environmental permitting will likely need to be redone once this phase is better defined through a masterplan and funding is available.		



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Thursday, December 12, 2024

MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors
From: Garry White, GPIP Director
Subject: GPIP Haul Out Operations RFQ Process

Introduction

The GPIP Board met on July 18th and approved the attached Request for Qualifications for a Marine Vessel Haul Out and Shipyard Operations at the Gary Paxton Industrial Park.

The Request for Qualifications (RFQ) requested qualifications from experienced firms or individuals to operate a marine vessel haul out and shipyard at the GPIP.

The RFQ requested individuals or firms that have qualifications in the following operations to submit their credentials.

- Vessel Lift Operations
- Vessel Wash-down Systems
- Vessel Movements
- Permits and Licenses

The goal was to find qualified operators and work with them to develop a detailed scope of work to be incorporated into a Request for Proposals (RFP) for operations of the haul out.

The RFQ was released on July 25, 2024 with a submittal deadline by 2pm on September 17, 2024. A non-mandatory pre-proposal conference was held on August 7, 2024. The CBS received two responses to the RFQ. CBS and GPIP staff met on September 20, 2024 to evaluate the responses and determine if Minimum Qualifications of Services was provided in each proposal. One proposal was determined to have provided the Minimum Qualifications of Services. Letters were sent to both entities, inviting one firm to continue with the process of providing input in the development of a detailed scope of work to be incorporated into a Request for Proposals.

Page 3 of the attached RFQ outline the process moving forward in the Selection and Award Stages.

The GPIP Board met on November 7th and directed the CBS to move forward with the negotiations of a draft scope of services to be brought back the GPIP Board for review and recommendations.

CBS and GPIIP staff have met with the selected firm, Highmark Marine Fabricators, multiple times since the November 7th meeting has developed the draft scope of services for the GPIIP Board review and approval.

Background

The GPIIP Board and CBS have been working on vessel haul out development concepts since the GPIIP properties were acquired. The CBS has repeatedly included marine haul out infrastructure requests in both its Federal and State Legislative Priorities. The CBS applied for a USDOT Grant in 2020, 2021, 2022 and plan to apply for future grant opportunities. The CBS was awarded a Denali Commission Grant in 2023.

The CBS has released multiple Request for Proposals (RFP) for private sector development of a haul out at the GPIIP since 2009. None of the private sector development proposals moved forward due to multiple reasons, including the cost of construction.

On October 4th, 2022, the citizens of Sitka voted to appropriate ~\$8.18 million dollars from the Sitka Permanent Fund for the development of a haul out and shipyard at the Gary Paxton Industrial Park (GPIIP).

Action

- GPIIP Board discussion on the draft scope of services for Marine Vessel Haul Out and Shipyard Operations at the Gary Paxton Industrial Park.

Draft Scope of Services:

1. 150 Ton Travelift Operation and Maintenance

- Highmark Marine Fabricators (HMF) will provide a minimum of two certified and competent Marine Travelift operators to ensure 24/7 availability of lift and launch services.
- HMF will prevent the discharge of any hazardous substances and follow all Environmental Laws regarding the handling of hazardous substances.
- HMF will supply all routine and unexpected maintenance labor for the Marine Travelift, not to exceed an amount set by HMF and the CBS during the contracting process. HMF will submit all purchase orders, following Sitka General Code 4.15 (Procurement Policy), to the City Administrator or designee for approval prior to procuring parts. Upon approval, HMF will place the order and invoice the CBS for the exact purchase price, and freight cost incurred.
- Perform visual inspections of lift, strap, and cables prior to, and after, each use per the Marine Travelift operation and maintenance manual.
- Always use the highest level of safety precautions while operating the Travelift.
- Keep the straps and cables clean and free of debris that may cause premature deterioration.
- Always check all fluid levels before use and maintain proper fuel levels and oil levels.
- All lifts and launches shall not exceed the recommended loads as is specified by Marine Travelift.
- Loads must be properly distributed per the Travelift operator's manual.
- Owner/operators of all vessels to be lifted must identify the known underwater fixtures, transducers, bearing and shaft locations and any other underwater appendages that may affect the strap placement. HMF will take every precaution to ensure underwater appendages are not damaged, including requiring owners to sign a lift agreement if it deems necessary.

2. Lifting, Launching, and Blocking Operations

- HMF will provide all labor to safely accomplish lifting, launching, and blocking operations within the GPIP Shipyard. This includes skilled laborers, equipment operators, divers, Travelift operators, mechanics, and other necessary personnel. HMF will provide a minimum of two personnel during all Travelift operations and more when deemed necessary by the operator.
- HMF will provide all blocking and boat stands it deems necessary to block vessels.
- Contractor shall record weight and other data on each vessel lifted. A photograph or notes regarding strap locations and underwater appendages, as well as displacement reading of Travelift gauges shall be recorded. Notes shall record each vessel's load, including water, fuel, freight, etc.
- HMF will prevent the discharge of any hazardous substances and follow all Environmental Laws regarding the handling of hazardous substances.

3. Scheduling, Administration, Payments, Recordkeeping.

- HMF will provide administrative staff to coordinate Shipyard scheduling, organization, payments, recordkeeping and management. Bookkeeping, lift records, and maintenance records will be available for review upon request.

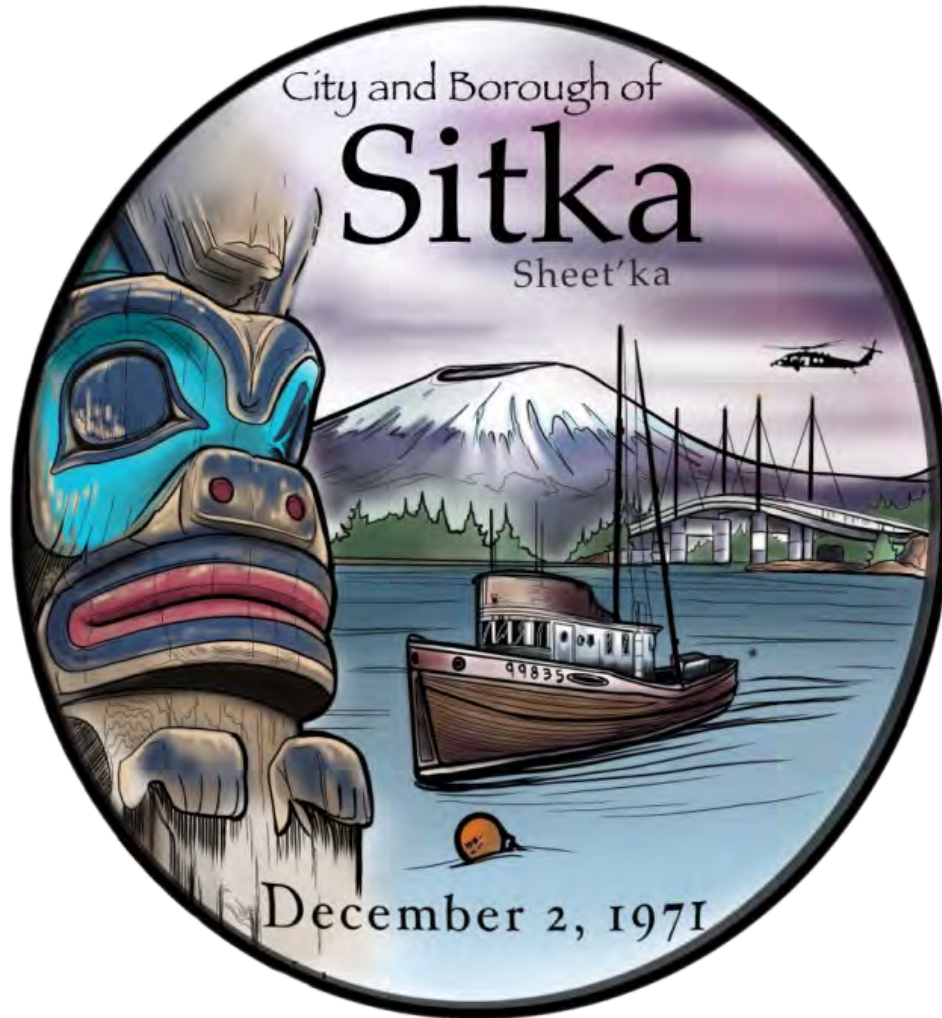
4. GPIIP Shipyard Facility and Equipment Maintenance

- HMF will provide all labor to properly maintain and protect the City's Shipyard assets such as the washdown filtration system and the building at 4690 Sawmill Creek Rd.
- HMF will provide minor yard maintenance in the form of filling potholes and keeping the facility clean.
- HMF will provide minor snow removal to keep the vessel pads and washdown pad clear of snow in the winter months. HMF may request the assistance of the CBS Public Works Department in major snow removal and driveway maintenance via their grader/loader. This shared responsibility will help keep costs low for all involved parties.
- Parts and materials that are required for maintenance operations will be treated in the same manner as Travelift maintenance items. HMF will submit all purchase orders, following Sitka General Code 4.15 (Procurement Policy), to the City Administrator or designee for approval prior to ordering parts. Upon approval, HMF will place the order and invoice the CBS for the exact purchase price and freight cost incurred.
- HFM will prevent the discharge of any hazardous substances and follow all Environmental Laws regarding the handling of hazardous substances.

FACILITIES and EQUIPMENT.

Based on availability, the CBS shall make following Facilities and Equipment Available for contractor's use.

- 2025 Marine Travelift Corp. Model 150TG
- Pile Supported Pier
- Gravel vessel laydown area
- Washdown Filtration System including the concrete wash-down pad
- Bulding 4690 located at the GPIIP
 - Water
 - Sanitary sewer
 - Electrical service
 - Boiler heating system
 - Restrooms
 - Utility room



REQUEST FOR QUALIFICATIONS

MARINE VESSEL HAUL OUT AND SHIPYARD OPERATIONS AT THE GARY PAXTON INDUSTRIAL PARK (GPIP)

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Introduction

The City and Borough of Sitka (CBS) is seeking qualifications from experienced firms or individuals to operate a newly constructed marine vessel haul out and shipyard at the Gary Paxton Industrial Park (GPIP). This facility is a key component of Sitka's maritime infrastructure, located in the scenic panhandle of southeast Alaska.

Sitka, encompassing an area of 2,870 square miles, is a unique and remote community accessible only by airplane or boat, with a population of approximately 8,500 residents. The local climate, characterized by an average annual precipitation of 131 inches and frequent overcast conditions, is a testament to the region's rich coastal environment.

The GPIP, situated around the 4500 block of Sawmill Creek Road, approximately 6 miles south of the town center, includes a deep-water dock and upland land available for lease, positioning it as a strategic location for maritime and industrial activities. As part of its commitment to enhancing the maritime capabilities of the region, the CBS is constructing a state-of-the-art vessel haul out and shipyard facility within the park, poised to significantly bolster Sitka's maritime services by incorporating a 150-ton vessel hoist, a pile-supported pier for the lift vehicle, a wash-down pad, and a graded gravel vessel laydown area.

Selection and Award Stages:

The CBS invites qualified firms or individuals to submit their Statement of Qualifications (SOQ) to operate the haul out and shipyard. This solicitation will be awarded through a multistage development and selection process. CBS will review the proposer's SOQ and shortlist those who meet the minimum qualifications to move forward to the next stage in providing input in the development of a detailed scope of work to be incorporated into a Request for Proposals (RFP). Each prequalified proposer will then be invited to submit a price-based proposal that meets the minimum scope of the RFP and the proposer with the best value or low bid may be considered for a final award of the work. If parties cannot come to terms on such an award, the RFP may be solicited to the general public or awarded to other proposers based on best value or low bid.

Anticipated Schedule:

- **RFQ Advertised by City and Borough of Sitka:** July 25, 2024
- **RFQ Prebid Meeting:** Meeting to clarify the process and answer questions from potential bidders, August 7, 2024 @ Harrigan Centennial Hall, 330 Harbor Drive, Sitka, AK 99835
- **RFQ Response Deadline:** September 17, 2024
- **Prequalification Invitation to Participate in the RFP Development Process:** Formally invite RFQ Proposers who met the Minimum Qualified to participate in the development of RFP October 4, 2024
- **RFP Development based on input from Prequalified Proposers:** January 4, 2025
- **Invitation to Bid (ITB) to Prequalified Proposer Only :** January 14, 2025

- **ITB Deadline:** Responses Received from Prequalified Proposers: February 14, 2025
- **Completion of Evaluations and Issue Notice of Intent (NOI) to Award:** March 15, 2025
- **Recommendation for Approval of Operator Contract/Lease by GPIP Board:** March 25, 2025
- **Approval of Operator Contract/Lease by City and Borough of Sitka Assembly:** April 4, 2025

The CBS invites firms or individuals to submit their SOQ to demonstrate their ability to fulfill the operational requirements of this critical infrastructure, contributing to the growth and success of the maritime sector in Sitka and the broader region. Further details, including the haul out and shipyard designs and proposed vessel lift specifications, are available on the City and Borough of Sitka's official website: <https://www.cityofsitka.com/departments/PublicWorks/GPIPHaulOut>.

Minimum Qualifications of Services

Qualified Operators shall demonstrate their capacity to manage a comprehensive range of services essential for the effective operation of a marine vessel haul out and shipyard. Proposers are to focus on their resume of past experience running boat yards only and do not need to provide any specific information as to how they would run a yard in the future or any specifics about the Sitka Boat Yard. The purpose of the Statement of Qualifications (SOQ) is to determine if a proposer meets the minimum qualifications for past experience to be invited to participate in the development and bidding stages. Proposer's SOQ will not be ranked or scored relative to other proposers. It is a "pass or fail" determination to be considered prequalified to move forward. To meet the minimum qualifications proposers must demonstrate competency in services in the following areas:

1. ****Vessel Lift Operations:**** Demonstrated experience ensuring boat hoists of 100 tons or larger are operated safely, efficiently, and effectively and maintained to high standards for lifting and moving vessels within the shipyard.
2. ****Vessel Wash-Down System:**** Proven competencies in managing wash-down and drainage systems for cleaning vessels during haul-out including environmental permit administration and monitoring.
3. ****Vessel Movement:**** Proven competency and positive references in scheduling vessel and moving them to designated areas.
4. ****Permits and Licenses:**** Demonstrated ability to acquire all necessary permits and licenses to operate within local, state, and federal regulations.

The facility must operate as an 'open yard,' where the Operator does not have exclusive rights to provide vessel repair and maintenance services, except for those related to the vessel lift manufacturer.

Submission of Statement of Qualifications (SOQ)

Applicants are required to submit their qualifications in a structured format that includes:

1. ****Company Profile:**** Including name, address, and contact information (2 pages maximum).
2. ****Past Experience:**** Detailing experience in similar projects (8 pages maximum).

3. **Financial Stability:** Including financial statements and business history.
4. **Relevant Certifications:** Any licenses or certifications pertinent to maritime operations.

General Information

This section provides general guidelines and requirements for firms or individuals interested in submitting their qualifications for the Marine Vessel Haul Out and Shipyard Operations at the Gary Paxton Industrial Park. It outlines the submission process, key dates, contact information for inquiries, and other essential details.

The City and Borough of Sitka reserves the right to modify this Request for Qualifications (RFQ) at any time. The City and Borough further reserves the right to evaluate the SOQs in any manner the City and Borough deems appropriate.

The City and Borough of Sitka reserves the right to accept or reject any and/or all SOQs, to waive irregularities or informalities in the SOQs, and to negotiate a contract with the respondent that best meets the selection criteria.

All Proposals received by the CBS in response to this RFQ are deemed property of the CBS and are subject to the Public Records Act. CBS, or any of its agents, representatives, employees, or consultants shall not be liable to the Proposer or individual participating in a Proposal, as a result of the disclosure of all or a portion of a Proposal under this RFQ. Any information contained in a Proposal that the Proposer believes constitutes proprietary or confidential, exempting the information from any Public Record disclosure shall be clearly designated. Blanket designations shall not be accepted.

All proposal information will be treated by CBS in a confidential manner during the evaluation and award activities and will not be disclosed to any person or entity not involved in the evaluation and award process until after contract award.

Contact: For questions or requests for additional information regarding this RFQ, please direct all inquiries in writing to: GPIPHaulOut@cityofsitka.org

Deadline for Receipt of Qualifications: Qualifications shall be submitted via BidExpress.com, which is located on the CBS website at: www.cityofsitka.com (click on **Bids and RFP** link, then **Bid Express**).

Qualifications must be received no later than 2:00:00 PM local time on **September 17, 2024**. It is the responsibility of the firm or individual to ensure timely delivery of the qualifications. Late submissions may not be considered.



329 Harbor Drive, Suite 212
Sitka, AK 99835
Phone: 907-747-2660

Friday, November 1, 2024

MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors
From: Garry White, Director
Subject: Arctic Blue Waters Alaska Inc. Proposed Water Loading System

Introduction

Arctic Blue Waters (Alaska) Inc. (Arctic) entered into a water purchase agreement (attached) with the City and Borough of Sitka on April 13th, 2021. Per section 10.2 of the agreement, Arctic is required to submit to Sitka all designs and construction documents for the loading of bulk water within 48 months form effective date of the agreement.

Arctic has submitted the attached conceptual design for water loading in the tidelands of Silver Bay in front of the GPIP properties. The GPIP Director suggested that Arctic submit a conceptual drawing to gauge GPIP Board interest before submitting the entire loading plan.

Bulk Water Export Background

The City and Borough of Sitka (CBS) has permits to export 29,235 Acre-feet (~9.5 billion gallons) of raw water annually. *(This volume represents just under 9% of the average annual rain fall into the Blue Lake Watershed)*

The CBS has entered into multiple water purchase agreements with multiple entities for bulk export since 1996.

The CBS currently has one raw water export agreements outside of the Arctic agreement:

The CBS entered into a 20 year water purchase agreement with Eckert Fine Beverages in the October of 2017 for 100 million gallons of water annually. This agreement was renewed for another 3 years in the fall of 2020. Eckert is required to export at least 75 thousand gallons of water within 36 months from the execution of the agreement or the agreement terminates. The price of water is set at \$0.01/gallon. The point of delivery for the water is from the Blue Lake penstock. Eckert is required to make a non-refundable payment of \$1,250 annual to the CBS to keep the agreement in good standing.

<u>Permit</u>	<u>Acre Feet</u>	<u>Gallons</u>
LAS 19669	14,000	4,561,914,000

<u>ADL 43826</u>	<u>15,235</u>	<u>4,964,339,985</u>
Total Available	29,235	9,526,253,985
<u>Eckert Agreement</u>	<u>0.31</u>	<u>100,000,000</u>
<u>Phase 1 Arctic Proposal</u>	<u>6,138</u>	<u>2,000,073,438</u>
<u>Phase 2 Arctic Proposal</u>	<u>20,869</u>	<u>6,800,257,957</u>
Available for water bottling Contracts	2,227.69	725,895,0142

Note: The GPIIP Director recommends the CBS retain between 700-750 million gallons of annual water allocation to accommodate a potential future bottling operation and other low volume uses.

Water Purchase Agreement

The attached Purchase Agreement for Raw Water in Bulk for Export has been developed over many years. The agreement has been reviewed and modified by multiple CBS Attorneys and outside council to ensure that the CBS water assets are protected and to allow private entities the ability to market and sell Sitka's water. Below is a brief description of some of the more material sections of the contract.

Terms (Section 1)

The term of the contract is 20 years with four 5-year extensions with consent of both parties.

Arctic is asking for a 20 year term to allow it to have an opportunity to receive a return on the major capital investment to complete the water export venture. Arctic will need to complete the necessary infrastructure it will need to load water to a ship from the Blue Lake Power House after bay, acquire ships to transporting the water, and to off-load and storage the water at final destination.

The agreement includes performance bench marks at 48 months and 60 months after contract execution that allow the CBS to terminate the contract for non-performance.

- 48 months – submittal of design and construction documents for loading of water (Section 10.2)
- 60 month – requirement for Arctic to export 50 million gallons. (Section 3.1)

Water Volume and nonrefundable fees

Arctic is asking for an initial volume of water to market and then an increased amount of water if/when it enters into a guaranteed third part contract.

Phase 1

- 6,138 Acre-feet (~2 billion gallons) annually (Section 1.1)

- Arctic must pay a non-refundable fee of \$10,000 to execute agreement within 15 days of Sitka Administrator signature.
- Arctic must purchase and export a total of 50 million gallons of water within a 60-month period or Sitka can terminate agreement. (Section 3.1)

Phase 2

- Arctic has the first right of refusal acquire an additional 20,869 Acre-feet (~6.8 billion gallons) annually. (Section 1.1)
 - Arctic must pay a \$100,000 non-refundable fee to acquire additional rights.
 - Arctic must pay an additional \$250,000 non-refundable fee at intervals of \$50,000 per year to be prorated based on when first right of refusal is executed.
 - Arctic has 60 months to execute its first right of refusal from execution of the agreement. (Section 3.1)

Post 60 months (Section 3.2)

After 60 months, Arctic no longer has a guaranteed volume of water. The agreement defines Stages of water volume export to retain water allocation amounts. Arctic gains more allocations by exporting more water and can lose allocation amounts by failing to export specified amounts.

Example: If Arctic exports 150 million gallons of water in the 12 month period following 60 months from contract execution. Arctic's available water allocation would be 4,000 acre feet or ~1.3 billion gallons of water (Stage 4).

The CBS is free to enter into multiple water purchase agreements at any time during the contract, but has much more latitude after 60 months. Per the contract water allocations after the 60 month period are at the Administrator's sole discretion.

Water Export Limitations (Section 3.5)

Arctic is only allowed to remove 33.6 million gallons of water per day from the CBS Power House After Bay.

CBS Rights and Protections (Section 4)

Different sections of the agreement contains language to ensure that the CBS water asset is protected for municipal uses and other environmental factors.

- Ensures municipal drinking and hydroelectric water uses retain first right and priority to the water. (Section 4.1 (a))
- Allows for hydroelectric dam and water system maintenance. (Section 4.1 (c))
- Ensure water levels do not drop below critical levels to support the local biological environment. (Sections 4.1 (b) (e) (f)) *(These sections would protect the CBS if climate change affects historic rainfall amounts.)*
- Protection to the CBS against water quality issues due to routine hydroelectric alternations and environmental events. (Section 4.1 (f), Section 6.2 & 6.3)
- Arctic is responsible to follow all regulations in regards to ballast water discharge. (Section 11)

Water Pricing (Section 7)

- The price for water from the CBS power house after bay will be \$1,629.26/Acre-foot or \$0.005/US gallon.
- Arctic will receive 50,000 gallons of water free of charge for wash-down, washout, or other non-export applications per each loading event. After the first 50,000 gallons per loading event, the price is \$.001/gallon.
- After 60 month, the price will be adjusted by a CPI Adjustment, not to exceed 3%. (Please see attached sheet showing price adjustments over time.)
- Arctic is allocated water credits for non-refundable fees paid during the 60 month period.

Point of Water Delivery (Section 10.1)

The point of delivery for water delivered by Sitka will be water in the Blue Lake Power House After Bay. The after bay is the preferred point of delivery for water as the CBS has already produce electricity from the water.

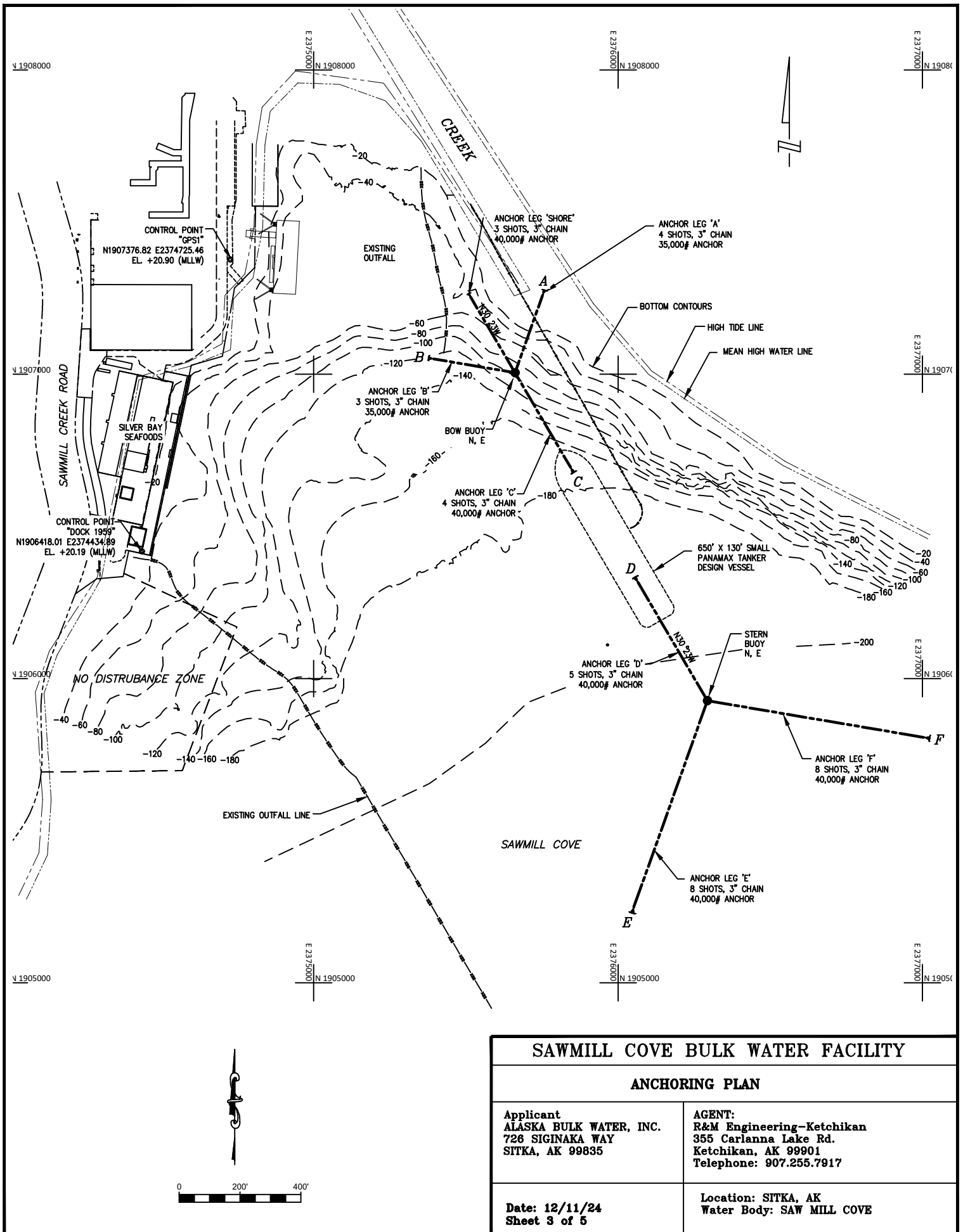
Water Loading and Transportation (Section 10)

The CBS currently **cannot** deliver raw water in bulk from Blue Lake. Investigations into the CBS raw water pipeline post the Blue Lake Expansion project has determined that the system no longer operates due to new water pressures on the system.

- Arctic is solely responsible for designing and construction of any infrastructure it deems necessary to load and transport water for export. Arctic is required to acquire bonding to perform work.
 - Arctic has 48 months from the execution of the agreement to submit documentation for loading and transportation or the agreement can be terminated. Arctic has stated that it expects it will take 8-12 months to construct the water loading infrastructure.
- Arctic is solely responsible for arranging transportation of water for export at its own expense, including installing a water based water-loading station.
 - Arctic has stated that it wishes to establish a tideland-loading facility similar to the one installed in the CBS tidelands by Alaska Bulk Water Inc.
 - Recommended that tideland-loading system be addressed via a separate permit or amendment to agreement at a later date.

Action

- GPIP Board discussion and recommendations regarding the proposed water loading system.



SAWMILL COVE BULK WATER FACILITY	
ANCHORING PLAN	
Applicant ALASKA BULK WATER, INC. 726 SIGINAKA WAY SITKA, AK 99835	AGENT: R&M Engineering-Ketchikan 355 Carlanna Lake Rd. Ketchikan, AK 99901 Telephone: 907.255.7917
Date: 12/11/24 Sheet 3 of 5	Location: SITKA, AK Water Body: SAW MILL COVE



329 Harbor Drive, Suite 212
Sitka, AK 99835
Phone: 907-747-2660

Thursday, December 12, 2024

MEMORANDUM

To: Gary Paxton industrial Park Board of Directors (GPIP Board)

From: Garry White, Director

Subject: Sitka Sound Science Center Lot 9b Lease Request

Introduction

Sitka Sound Science Center (SSSC), a Sitka non-profit, requests a short-term lease of lot 9b to store and sort marine debris. Please see the attached lease proposal. The proposed lease will be on a month-to-month term.

Property

Lot 9 is a 7,583 SF parcel of property located adjacent to lot 5 (former bottling plant), across the road easement to the GPIP Dock.

Lot 9b was valued in 2018 at \$43,500 or \$5.74/SF. Traditionally, raw property in the GPIP has been leased at a 9% return of asset value.

Rent

\$43,500 @ 9% = \$3,915 annually or \$326.25/month

Action

- Board discussion and approval of Sitka Sound Science Center lease proposal.

**SITKA SOUND
SCIENCE CENTER**

834 Lincoln Street
Sitka, Alaska 99835
Phone: 907. 747. 8878
www.sitkascience.org



Lauren Bell & Zofia Danielson
Sitka Sound Science Center
834 Lincoln Street
Sitka, Alaska 99835

Garry White
Sitka Economic Development Association
329 Harbor Drive, Suite 202
Sitka, Alaska 99835

November 22, 2024

Dear Mr. White,

The Sitka Sound Science Center is writing to express interest in renting Lot 9b at the Gary Paxton Industrial Park. After reviewing the property with you, we believe that Lot 9b is the ideal location for SSSC research and facilities equipment storage and marine debris storage and sorting.

SSSC recently obtained a restoration contract to remove ~37000lbs of marine debris from coastlines near Sitka, and a separate contract to conduct research about the impacts of marine debris on our shorelines. To successfully complete this work, we need space to stage gear, sort collected marine debris by type, and store marine debris for short intervals of time before being recycled or moved to the transfer station. SSSC also has need for research and hatchery-related equipment and infrastructure storage. We host a variety of marine research at SSSC and aquaculture workforce development programs for Sitka high school students.

We would like to discuss the lease terms and explore the possibility of moving forward. We look forward to hearing from you.

Thank you for your time and consideration.

Sincerely,

Lauren Bell,



SSSC Research Director

Zofia Danielson



SSSC Research Coordinator



329 Harbor Drive, Suite 212
Sitka, AK 99835
Phone: 907-747-2660

Thursday, December 12, 2024

MEMORANDUM

To: Gary Paxton Industrial Park (GPIP) Board of Directors
From: Garry White, Director
Subject: FY2026 GPIP Enterprise Budget

Introduction

Section 2.100.150 of the Sitka General Code states the following:

2.100.150 Preparation and submission of a budget.

The director shall prepare the budget in accordance with approved city and borough procedure and format and shall submit it to the board of directors for approval and recommendation to the assembly. The board of directors shall modify the budget as it deems necessary and forward it to the municipal administrator for transmittal to the assembly. The board shall annually prepare and submit to the municipal administrator a proposed six-year capital improvements program for submittal to and consideration by the assembly. (Ord. 00-1568 § 4, 2000; S.G.C. § 2.38.150.)

Additional Information

Attached is the following:

- Draft FY2026 operational budget

Capital Budget Suggestions

The GPIP Director is recommending the following capital budget suggestions:

- \$10k for the installation of a second security camera in haul out yard area.
- \$5k for the installation of equipment to improve cell phone services.

Action

- Board discussion and approval of FY2026 operational and capital budget.

Repair and maintenance	\$0	\$0	\$0	\$1,612	\$0	\$0	\$15,000	\$0	\$15,000
Building maintenance	\$6,125	\$4,061	\$470	\$0	\$0	\$0	\$0	\$0	\$10,000
MIS Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contract services	\$97,171	\$95,445	\$96,623	\$106,839	\$97,521	\$91,848	\$112,725	\$101,119	\$181,725
landfill testing							\$3,600		\$3,600
ADEC oversight							\$1,500		\$1,500
SEDA contract							\$90,000		\$90,000
road maintenance							\$3,000		\$3,000
snow removal							\$3,000		\$3,000
Janitorial							\$0		\$0
electrician							\$3,000		\$3,000
surveyor							\$5,000		\$5,000
wastewater testing							\$0		\$0
sprinkler/alarm							\$0		\$1,500
stormwater testing							\$1,000		\$1,000
audit fees							\$2,625		\$2,625
dock management							\$0		\$67,500
Interdepartmental services	\$36,520	\$73,191	\$70,122	\$66,864	\$83,336	\$98,742	\$90,000	\$86,361	\$90,000
Legal Fees		\$5,276	\$30,208	\$522	\$23,341	\$1,704	\$5,000	\$0	\$5,000
Bad Debts		\$39,958	\$2,147	\$404	\$0	\$4	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tools/small equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Advertising	\$651	\$202	\$0	\$457	\$0	\$0	\$1,500	\$0	\$1,500
Credit card expense	\$549	\$685	\$1,072	\$1,059	\$371	\$488	\$2,500	\$441	\$500
Interest Expense	\$6,472	\$4,854	\$3,236	\$1,618	\$0	\$0	\$0	\$0	\$0
Note Princial Payment	\$49,783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Expense	\$683	\$85	\$1,032	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Total Operating Budget	\$244,021	\$279,503	\$244,472	\$220,088	\$254,132	\$229,667	\$284,225	\$246,016	\$554,425

FY2025	FY2026
<u>2-Dec</u>	<u>Budget</u>
\$20,640	\$95,000
\$18,540	\$40,000
\$0	\$0
\$17,379	\$35,000
\$0	\$2,000
\$56,559	\$172,000
\$37,437	\$15,000
\$6,928	\$15,000
\$44,365	\$30,000
\$0	\$44,000
\$0	\$26,000
\$0	\$3,000
\$70,193	\$40,000
\$171,117	\$315,000
FY2025	FY2026
<u>2-Dec</u>	<u>Budget</u>
\$0	\$160,000
\$3,848	\$9,000
\$0	\$5,000
\$891	\$0
\$0	\$0
\$8,194	\$35,000
\$0	\$20,000
\$0	\$2,500
\$0	\$5,000

\$0	\$15,000
\$1,684	\$2,500
\$0	\$0
\$50,283	\$144,975
	\$3,600
	\$1,500
	\$90,000
	\$3,000
	\$3,000
	\$0
	\$3,000
	\$3,000
	\$0
	\$0
	\$1,500
	\$2,625
	\$33,750
\$34,920	\$90,000
\$0	\$5,000
\$8,143	\$0
\$0	\$0
\$0	\$0
\$1,160	\$2,500
\$29	\$500
\$0	\$0
\$0	\$0
\$0	\$1,000
\$109,152	\$497,975