

**COUNCIL INFORMATION INDEX**  
**August 9, 2018**

**Kodiak Island Convention & Visitors Bureau**

Discover Kodiak Quarterly Report .....1

**Mayor’s Correspondence**

Letter from the DOT Regarding the Rezanof Drive Resurface, July 24, 2018 .....3

KANA Support Letter, July 31, 2018 .....26

**Miscellaneous Correspondence**

Letter Regarding Water and Sewer Rates, July 9, 2018 .....27

**Fisheries Related Correspondence**

Letter to John Jensen of Alaska Board of Fisheries Regarding the Chignik Emergency

Petition, July 9, 2018.....28

(This page left intentionally blank.)



## Quarterly Report - FY2018 Quarter 4

- Executive Director –
  - Member of Chamber of Commerce Board, Local Emergency Planning Committee, Local Non-profit Network, Economic Development Special Committee, Noon Rotary, and Chair of the Small Business Forum
- Board of Directors –
  - Held regular board meetings on April 19<sup>th</sup>, May 17<sup>th</sup>, June 28<sup>th</sup>
- Business After Hours -
  - Discover Kodiak was the host for the Chamber of Commerce Business After Hours program held on May 11<sup>th</sup>. The event was a success as it showed off the newly remodeled Visitor Center and introduced members of the community to Discover Kodiak staff.
- CrabFest 2018 -
  - Discover Kodiak hosted a scavenger hunt and coloring contest for kids during the event this year. There was also a cruise ship in town on Monday, May 28<sup>th</sup>, so there were many cruise ship passengers that got to enjoy the festivities as well.
- Visitor Guide -
  - Preparations for the 2019 Visitor Guide have started. The layout for the 2019 guide is going to change so that the guide is more of a magazine layout with member ads dispersed throughout the guide instead of all in the back half of the publication.
- Cruise Ship –
  - Eight of the 19 cruise ships scheduled for the season have been completed.
  - Discover Kodiak is assisting its members with setting up shore excursions and helping local businesses who want to have space in the convention center to sell to cruise ship passengers.
- Visitor Center –
  - Approximately 6,700 people came through the Visitor's Center this quarter.
  - We noted a noticeable difference in the amount of room for cruise ship passengers due to the Visitor Center remodel.
  - We are selling jewelry on consignment and have sourced tote bags and hand-crafted soaps from local vendors.
- Social Media
  - We are focusing on Facebook and Instagram
  - Facebook currently has 37,685 likes – up from 37,389 last quarter

- Instagram currently has 1405 followers – up from 1213 last quarter
- We use a mix of Discover Kodiak staff, Discover Kodiak member, and Kodiak visitor material on both of these platforms and plan to incorporate more and more digital media from our members in our advertising in FY19.
- Advertising –
  - Alaska Travel Guide (for FY19)
- Conventions –
  - Denali Oncology Group will have about 75 people on the island for their annual convention being held in Kodiak during the last week in September.



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Transportation and  
Public Facilities**

SOUTHCOAST REGION  
DESIGN & ENGINEERING SERVICES  
Preconstruction

6860 Glacier Highway  
PO Box 112506  
Juneau, Alaska 99801-2506  
Main: (907) 465-1799  
Toll free: (800) 575-4540  
Fax: (907) 465-2030  
TTY-TDD: (800) 770-8973  
dot.state.ak.us

In Reply Refer To:  
Kodiak: Rezanof Drive Resurface: Airport to Chiniak Hwy  
# SFHWY 00080 / #0003210  
Finding: No Historic Properties Affected

July 24, 2018

Mayor Pat Benson:  
City of Kodiak  
710 Mill Bay Road  
Kodiak, AK 99615



Dear Mayor Benson:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing a project in Kodiak, Rezanof Drive Resurface: Airport to Chiniak Highway. The project is located in Sections 32 and 33 of Township (T) 26S, Range (R) 21W, and Sections 3 and 4 of T28S, R20W, USGS Quadrangle Kodiak C-2 Seward Meridian. Enclosed are location vicinity maps, and project detail sheets (1-12) Figures (1-6). The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Consultation for this project is being conducted in accordance with the 2017 First Amended Programmatic Agreement... for the Federal-Aid Highway Program in Alaska. The DOT&PF, acting as a Federal agency, finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).]

**Project Description**

The Rezanof Drive project is divided into two segments. The first segment (approx. 5 miles) is from the Airport to the start of the Chiniak Highway. The second segment (approx. 1/10<sup>th</sup> mile) consists of repair of a section of Rezanof Drive from Carolyn Street to Marine Way (Figure 1).

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S. C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF*

No changes to the road horizontal or vertical location or appearance are anticipated. Both segments include associated preventative maintenance activities, minor structural section improvements, drainage repairs, lighting, signals, striping, signs, and ADA improvements.

The proposed project construction would:

- Resurface Rezanof Drive from the Airport to the start of the Chiniak Highway.
- Repair a section of Rezanof Drive from Carolyn Street to Marine Way.
- Rehabilitate or replace failing culverts.
- Reestablish eroding ditch lines.
- Replace damage & aging guardrail.
- Update signs to the latest reflectivity standards.
- Update traffic signals.
- Install a new vehicle detection system.
- Bring ADA sidewalk ramps into compliance where practicable.
- Construct a temporary access drive that would be outside of the existing ROW

Additionally, a pipe would be removed and replaced at Drury Gulch, approximately at station 215+00. This installation would require construction of two temporary roads for access, both in and outside the DOT&PF Right of Way (ROW). The temporary road for the eastern end of the pipe would be constructed using fill over an abandoned road. A total of six TCEs would be obtained for the sidewalk work along Rezanof Drive, the pipe replacement and for roadside grade repair. With the exception of work at Drury Gulch, the project would occur entirely within the existing operational ROW.

**Area of Potential Effect**

The preliminary Area of Potential Effect includes the entire project ROW, all Temporary and Permanent Construction Easements / Permits, and 50 feet beyond the project limits at all intersections to accommodate paving equipment operation. The work would include construction of temporary access drives that would not be in the existing ROW. The Area of Potential Effect (APE) is shown on the attached APE sheets (1-12).

**Identification Efforts**

A search of the AHRS indicated that the following properties within the APE,

Site Number	Name	Affiliation	Eligibility	Inside APE
<b>Rezanoff Drive to Chiniak Hwy 1st Segment</b>				
KOD-0856	Jake's Site	Prehistoric	NE	Yes
KOD-0764	Runway 3	Historic	Contributing	No
KOD-0124	Kodiak Naval Operating Base and Forts Greely and Abercrombie (NHL).	Historic	Eligible	TCE
KOD-00376	Salonie Creek Midden	Prehistoric	NA	No
KOD-1048	Bldg. 520 Steam Boiler Bldg.	Historic	NA	No
KOD-0691	Bldg. 522 Warehouse	Historic	NA	No

Site Number	Name	Affiliation	Eligibility	Inside APE
KOD-1204	Jewel Beach Stormwater Outfall	Historic	NA	No
<b>In town Rezanoff Drive 2nd Segment</b>				
KOD-00440	Kodiak Baptist Mission	Historic	NA	No
KOD-01076	Kodiak Elementary	Historic	NA	No

On October, 26 to 28, 2017, a field reconnaissance to survey for potential impacts to historic properties was completed under Field Archaeology Permit No. 2017-34. The results of this survey are detailed in a Cultural Resource Inventory report<sup>1</sup>. The Cultural Resource Evaluations included six soil testing pits (STP) and ten soil probes (SP), placed judgmentally along the proposed project. The field work visual inspection included ground disturbance, and current non DOT&PF construction along the roadway and the tracts of recently cleared residential lot areas. The fieldwork evaluations were extended to naturally weather eroded cuts in the road banks, which were inspected for exposed cultural materials with no positive results (Report attached).

As per consultation input, additional testing of KOD-0856 was completed by STP #1 and STP #2 (Sheet 2). The fish pipe area is adjacent to the site locally know as Jakes Site listed as a prehistoric midden. All soil testing produced negative results for any indications of historic materials.

#### **Temporary Construction Easements (TCEs)**

Work in the Drury Gulch area would entail work inside the ROW on the inlet side and a TCE would be the option for the temporary access road on the outfall end of the pipe replacement (Figure 5). This TCE would be on Coast Guard Property (KOD-0124), but has no potential to directly or indirectly adversely affect any historic properties or archaeological materials. The proposed access for the project is unlikely to affect potential historic values associated with the adjacent areas. No known association of contributing attributes of eligible structures would be compromised by the construction temporary access, permanent easements or slope grading associated with the project pipe construction (Figure 5).

The Rezanof TCEs do not impact any eligible sites within the direct APE that could be affected by the proposed access easement temporary construction. The temporary construction easements (TCEs) were identified and no historic properties were identified adjacent to the areas. There would be no potential impacts by the proposed construction. The temporary property use would be minor in scope and there would be no permanent changes to any properties in the current project footprint use of KOD-0124. There would be no change in ownership of any property as result of the proposed work. All excavations and minor grading is limited to areas where there are no historic properties. All properties (non-historic) impacted by any TCE's would be returned to a condition which is at least as good as that which existed prior to the proposed work (Sheet 12).

---

<sup>1</sup> Cultural Resources Inventory for the KDK Rezanoff Drive Resurface: Airport to Chiniak Hwy. Federal # 0003(21 0) AKSAS # SFHWY00080 (Kell 2018)

### **Determination of Eligibility**

In addition to the listed AHRS sites, a new archaeological site was identified and evaluated within the project limits. The "Historic Debris Area" was identified in the area of the reconstruction of ditch & lining, and has recently been listed as a new non-eligible archaeological site (KOD-01257, AKA Field #K-1). This area is located 100 yards east and west of station 165 +00 along the roadway to the water. It is primarily an area of discarded machinery parts, construction materials and modern trash that date from WWII until the present. Pursuant to the criteria in 36 CFR 60.4, DOT&PF has determined that KOD-01257 (AKA Field #K-1) is not eligible for the National Register of Historic Places.

### **Finding of Effect**

Based on comments from consulting parties, literature searches already performed, results of the field survey and the identified "Historic Debris Area" (KOD-01257, AKA Field #K-1). that was determined not eligible. DOT&PF finds that no historic properties would be affected by the proposed project. Historic properties are present within the APE but the project does not have any effect on the characteristics that qualify the properties for inclusion in the National Register of Historic Places

In the event that previously unknown cultural resources are encountered in the process of construction the project manager shall halt activity and immediately notify the DOT&PF

### **Section 4(f)**

The DOT&PF intends to make a Section 4(f) de minimis impact finding based on your written concurrence that the project would not adversely affect the Kodiak Naval Operating Base and Forts Greely and Abercrombie (NHL) (KOD-0124).

### **Consultation Efforts**

All of the following consulting parties are being notified of this finding

- State Historic Preservation Officer
- Sun'Aq Tribe of Kodiak
- Koniaq, Inc.
- Kodiak Island Borough Mayor's Office
- City of Kodiak Community Development,
- Baranov Museum.
- City of Kodiak Mayor's Office

On December 22, 2017 a letter initiating consultation was sent to the above listed parties, No comments were received in response to this letter. SHPO replied to a request for public comments dated November 24, 2017,

The Regional PQI has given special consideration to the project's possible effects to historic properties/cultural resources adjacent to and within the ROW; especially for the replacement of culverts. No other comments were received.



If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-465-4715 or by e-mail at michael.kell@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Michael Kell  
DOT&PF Professionally Qualified Individual

Enclosures:

- Attachment 1: Project Photos
- Attachment 2: Figures (1-6)
- Attachment 3: Sheets (1-12)

Electronic cc w/ enclosures:

- James Brown, P.E., DOT&PF Southcoast Region, Project Manager
- John Barnett, DOT&PF Southcoast Regional Environmental Manager
- Jill Taylor, DOT&PF Statewide Environmental NEPA Manager
- Kathy Price DOT&PF Statewide Cultural Resources Representative

**ATTACHMENT 1**  
**PHOTOGRAPHS**

## PHOTOGRAPHS

- Photo 1 Looking south to project BOP from station 15+00 on Rezanof Chiniak meeting
- Photo 2 Looking east from Rezanof to KOD-376 site outside APE
- Photo 3 Typical exposed bank along Rezanof Highway Appx. STA. 46+00 near SP # 2
- Photo 4 Looking west along Rezanof Appx. 82+00 and SP #4
- Photo 5 Negative STP # 2 @ P-8 Sta. 62+00 looking north to Rezanof Highway in area of KOD-856 (Jake)
- Photo 6 Negative STP #6 App STA. 270+00 looking on north side of Rezanof Highway
- Photo 7 Looking SW down Rezanof from Station 125+00 failed SP off to right of photo.
- Photo 8 Looking SW down Rezanof from Station 149+00 stacked Conex trailers off to right of photo.
- Photo 9 Overlooking project from industrial around station 150+00.
- Photo 10 Exposed soil profile along Rezanof Drive at appx. Sta. 90+00
- Photo 11 Wooden water pipe in Historic Artifact Debris Area at Appx. Station 167+00.
- Photo 12 Testing SP #6 at STA. 161+00 near pipe P-27 in Historic Debris Area.
- Photo 13 Converted fuel bunkers being converted to private above project around station 135+00
- Photo 14 Outfall pipe in Historic Artifact Debris area (P-28) near 168+50
- Photo 15 Historic materials WWII vintage in Historic Debris Area of additional rip rap
- Photo 16 Cut bank below roadway testing near Sta. 165+00 in Historic Artifact Debris area
- Photo 17 Historic materials WWII vintage in Historic Debris Area and additional rip rap
- Photo 18 Looking SE to Coast Guard Station appx sta. 183+00
- Photo 19 Looking NW to eroding cliff across from Historic Artifact debris area station 170+00 from SP #4
- Photo 20 Looking south to Coast Guard main gate from station 210+00.
- Photo 21 Coast Guard Entrance on Rezanof Drive looking south west at Appx Sta. 200+00
- Photo 22 Looking north up Rezanof from station 195+00 to SP#8 south of gate and SP #9 north of gate
- Photo 23 Looking north along Rezanof from SP#10 toward runway area to right of photo Near KOD - 1048,691,764.
- Photo 24 Negative test STP # 4 on water side of highway @ appx sta. 169+00
- Photo 25 At intersection of Alder Lane and Marine Way looking up Rezanof Drive from Appx Sta. 498+00

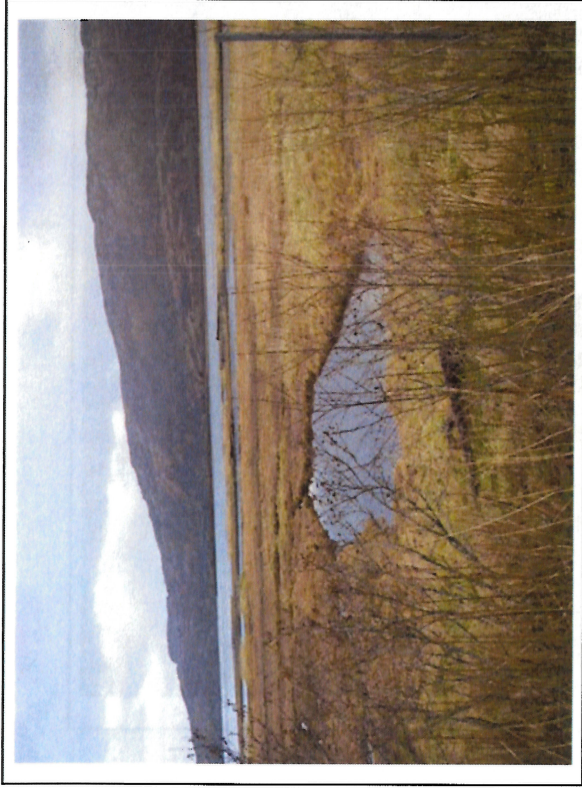
Photo 26 Looking down Rezanof Drive to Alder Lane/ Marine Way intersection from Sta. 507+00

Photo 27 Looking toward intersection of Rezanof and Lower Mill Bay Road

Photo 28 Looking at raised median and pavement that would be replaced by project from Sta. 507+00



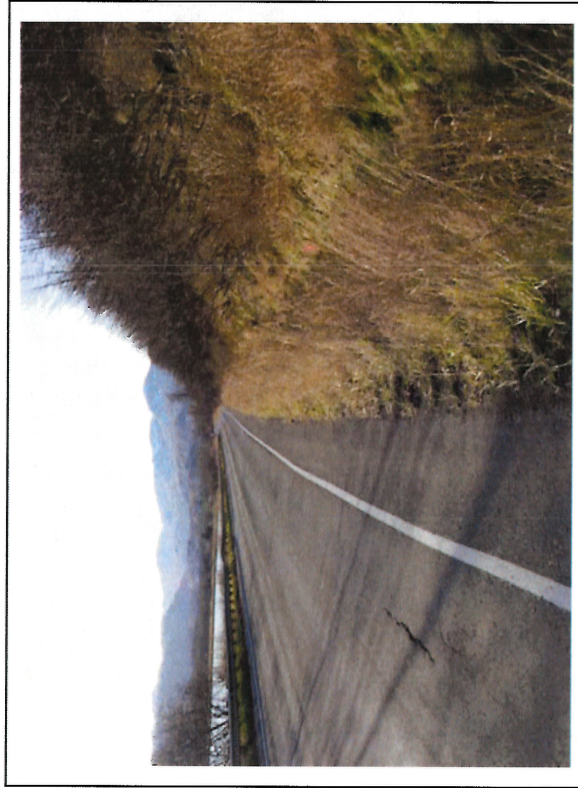
**Photo 1** Looking south to project BOP from station 15+00 on Rezanof Chiniak meeting



**Photo 2** Looking east from Rezanof to KOD-376 site outside APE



**Photo 3** Typical exposed bank along Rezanof Highway Appx. STA. 46+00 near SP # 2



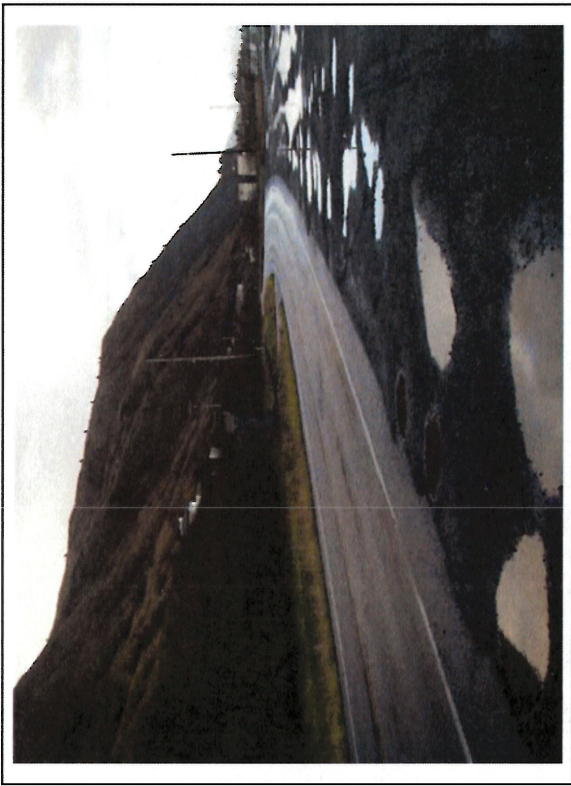
**Photo 4** Looking west along Rezanof Appx. 82+00 and SP #4



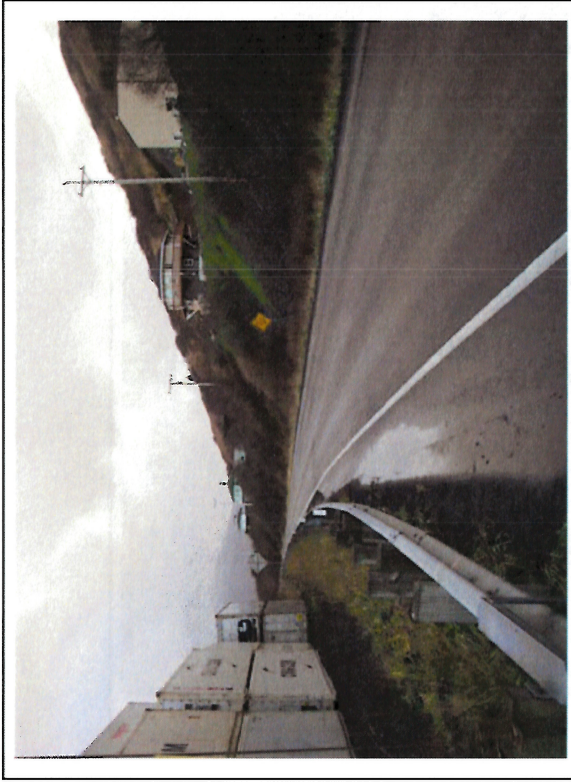
Photo 6 Negative STP #6 App STA. 270+00 looking on north side of Rezanof Highway



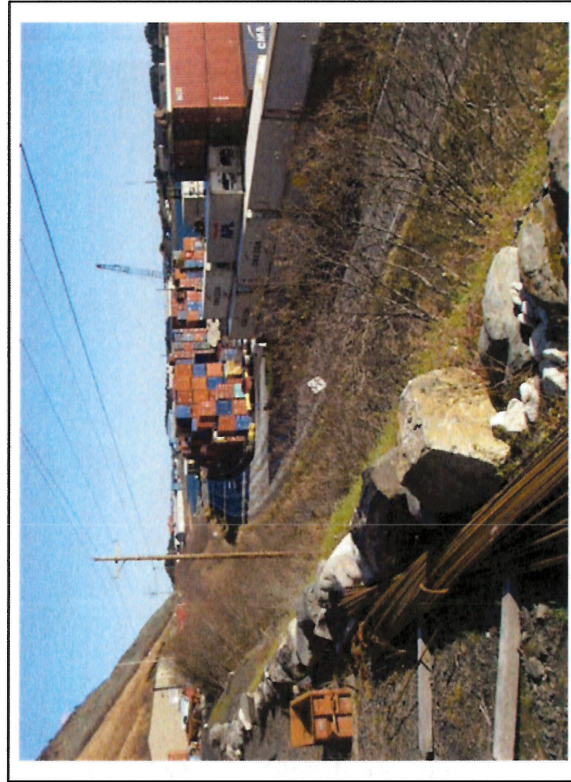
Photo 5 Negative STP #2 @ P-8 Sta. 62+00 looking north to Rezanof Highway in area of KOD-856 (Jake)



**Photo 7** Looking SW down Rezanof from Station 125+00 failed SP off to right of photo.



**Photo 8** Looking SW down Rezanof from Station 149+00 stacked Conex trailers off to right of photo.



**Photo 9** Overlooking project from industrial around station 150+00.



**Photo 10** Exposed soil profile along Rezanof Drive at appx. Sta. 90+00

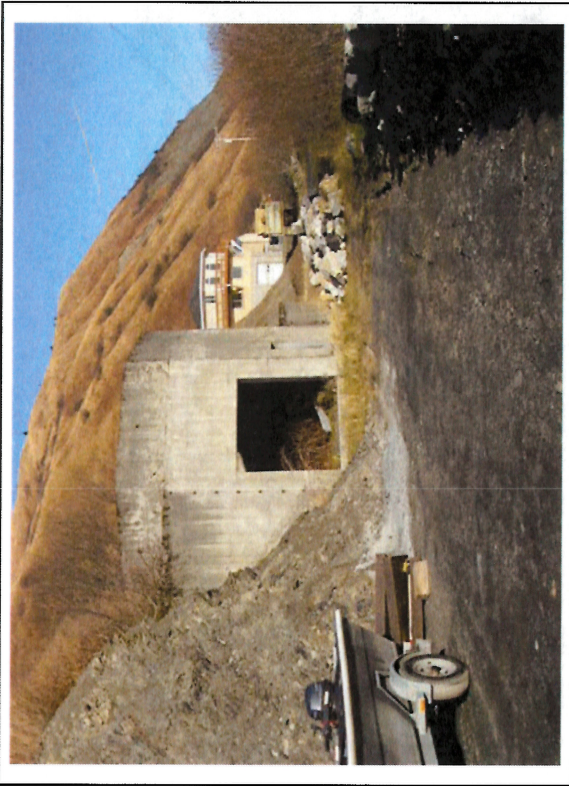


**Photo 11** Wooden water pipe in Historic Artifact Debris Area at Appx. STA. 167+00.

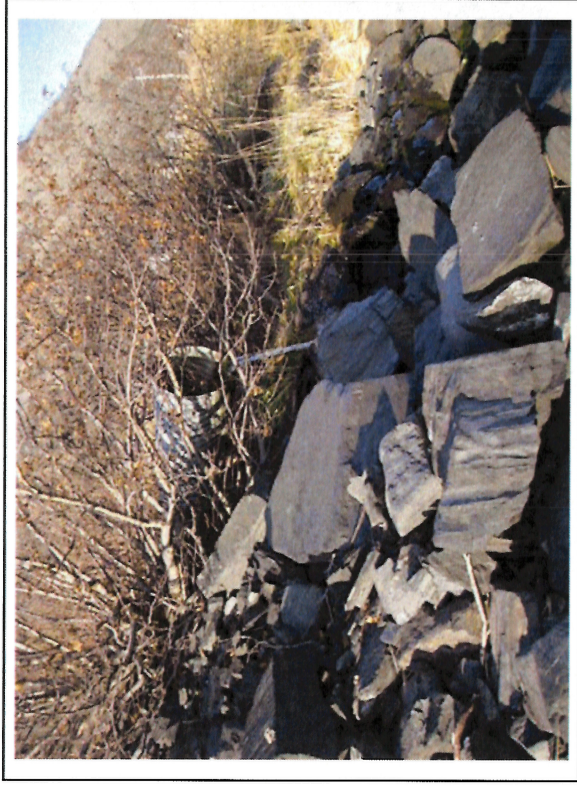


**Photo 12** Testing SP #6 at STA. 161+00 near pipe P-27 in Historic Debris Area.





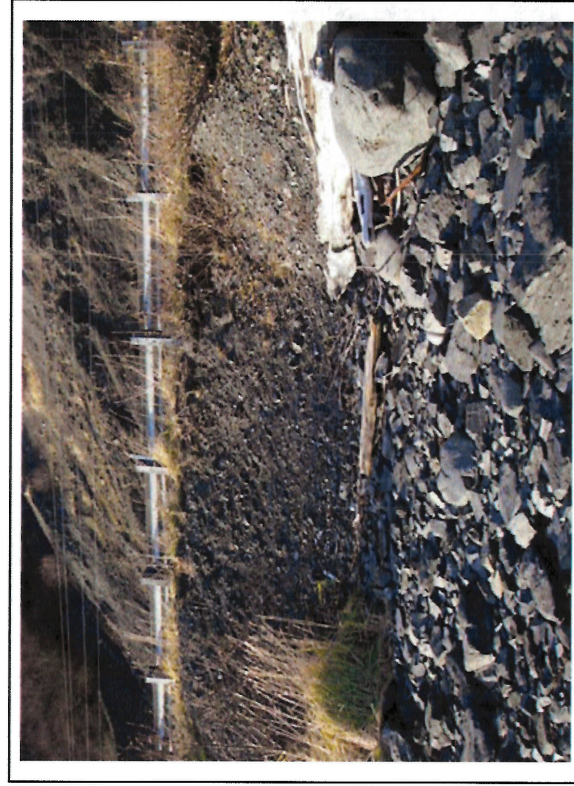
**Photo 13** Converted fuel bunkers being converted to private above project around station 135+00



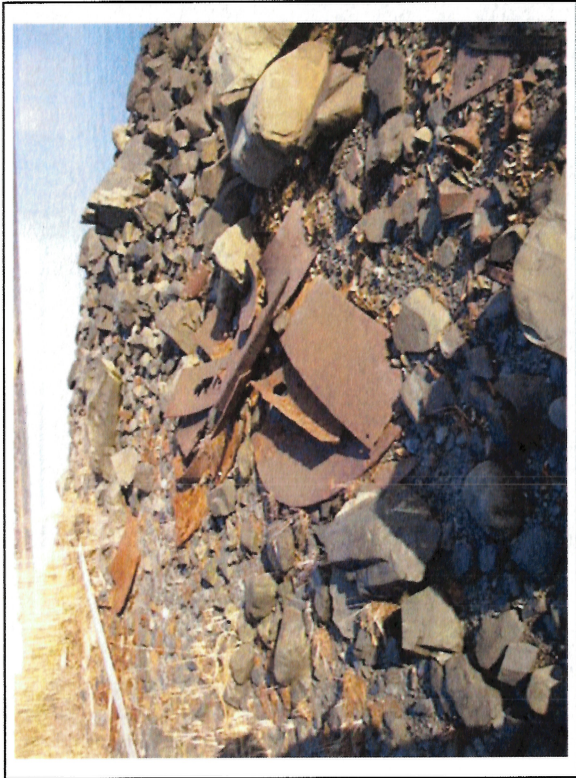
**Photo 14** Outfall pipe in Historic Artifact Debris area (P-28) near 168+50



**Photo 15** Historic materials WWII vintage in Historic Debris Area of additional rip rap



**Photo 16** cut bank below roadway testing near Sta. 165+00 in Historic Artifact Debris area



**Photo 17** Historic materials WWII vintage in Historic Debris Area and additional rip rap



**Photo 18** Looking SE to Coast Guard Station appx sta. 183+00



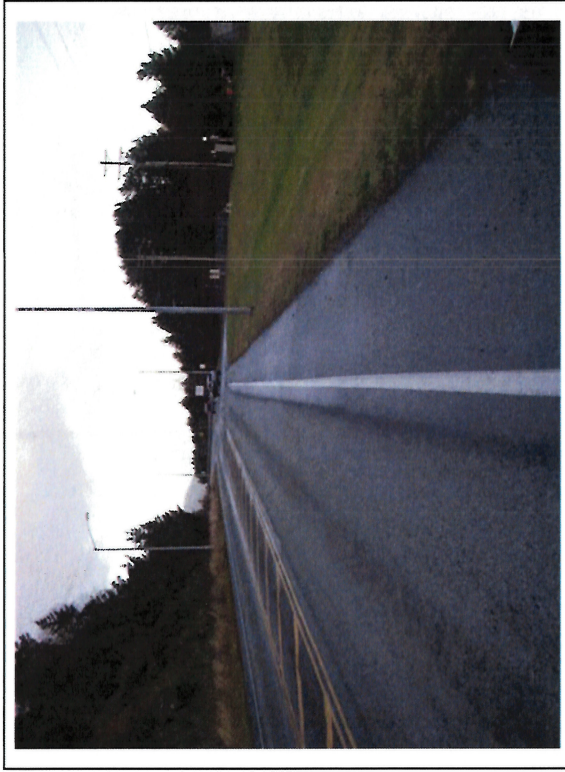
**Photo 19** Looking NW to eroding cliff across from Historic Artifact debris area station 170+00 from SP #4



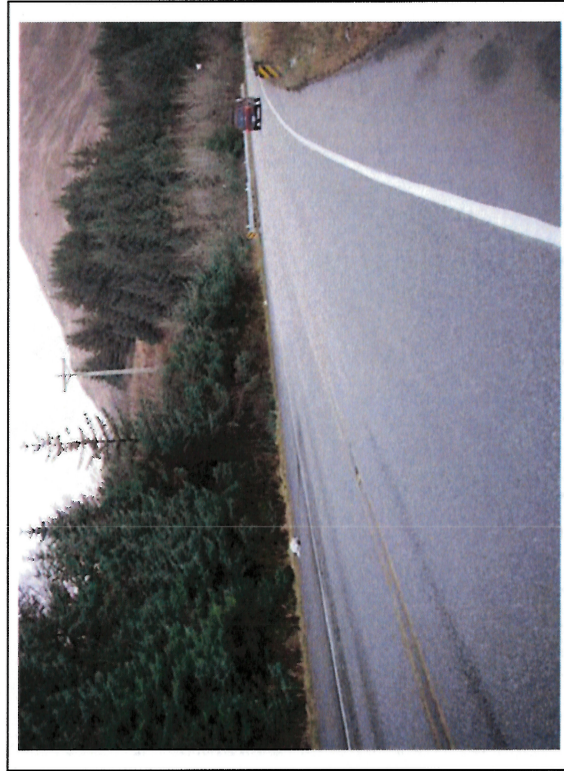
**Photo 20** looking south to Coast Guard main gate from station 210+00.



**Photo 21** Coast Guard Entrance on Rezanoff Drive looking south west at Appx Sta. 200+00



**Photo 22** Looking north up Rezanoff from station 195+00 to SP#8 south of gate and SP#9 north of gate.



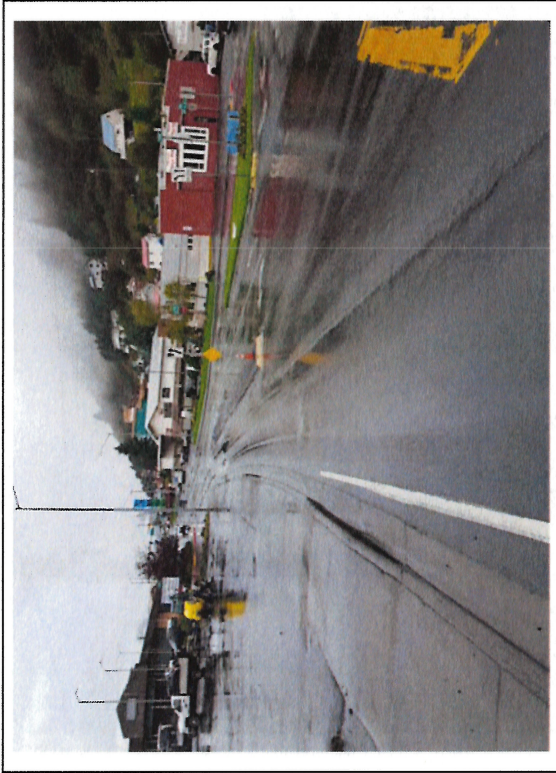
**Photo 23** Looking north along Rezanoff from SP#10 toward runway area to right of photo Near KOD - 1048, 691, 764.



**Photo 24** Negative test STP # 4 on water side of highway @ appx sta. 169+00



**Photo 25** At intersection of Alder Lane and Marine Way looking up Rezanof Drive from Appx Sta. 498+00



**Photo 26** Looking down Rezanof Drive to Alder Lane/ Marine Way intersection from Sta. 507+00



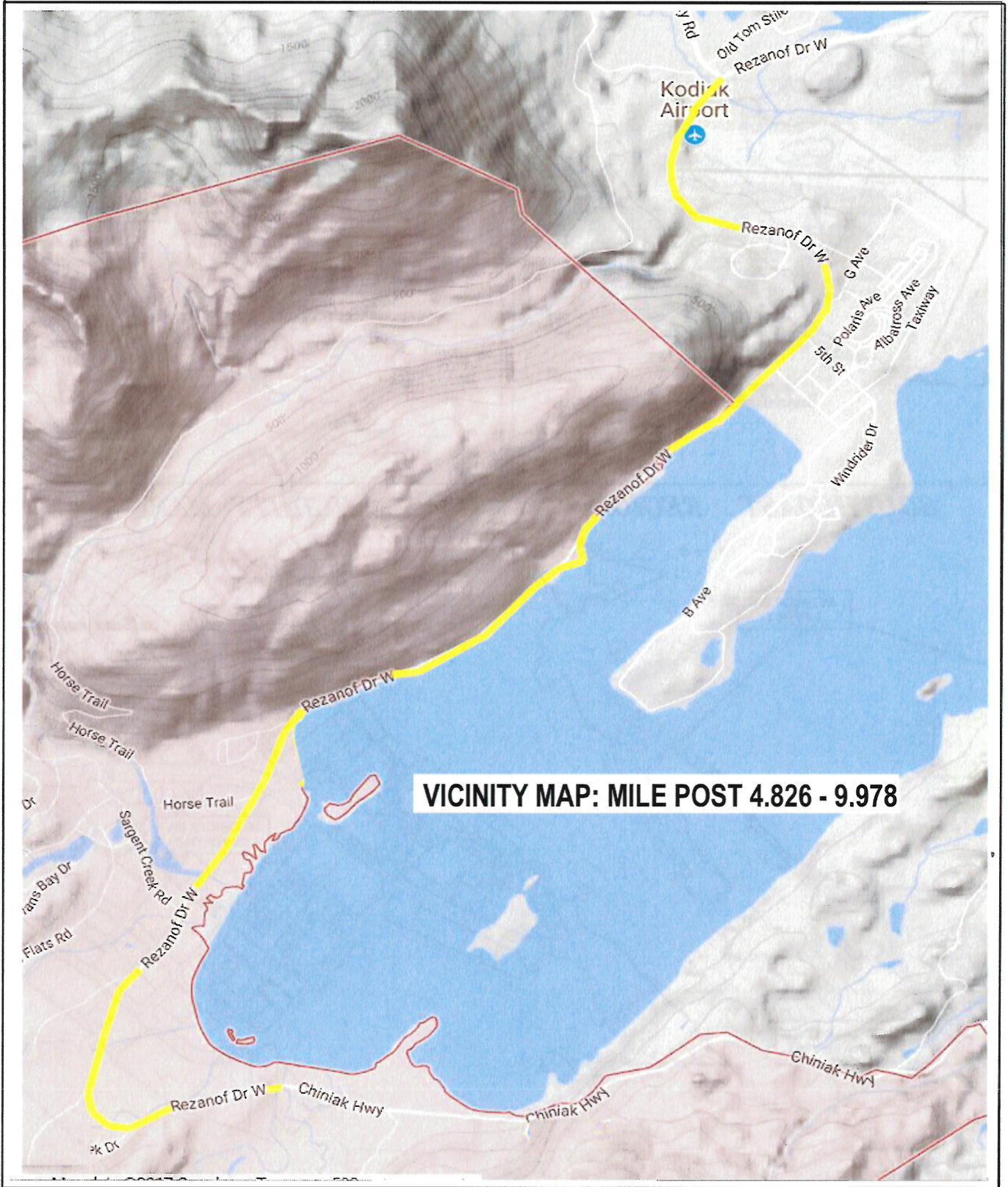
**Photo 27** Looking toward intersection of Rezanof and Lower Mill Bay Road



**Photo 28** Looking at raised median and pavement that will be replaced by project from Sta. 507+00

**ATTACHMENT 2**  
**FIGURES 1-6**





**VICINITY MAP: MILE POST 4.826 - 9.978**

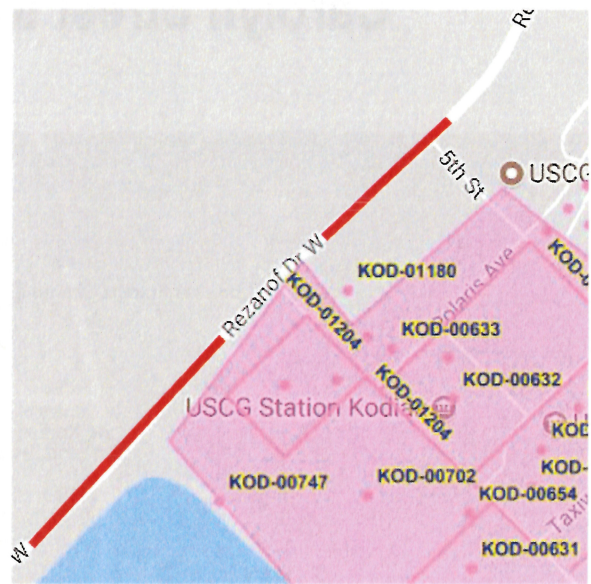
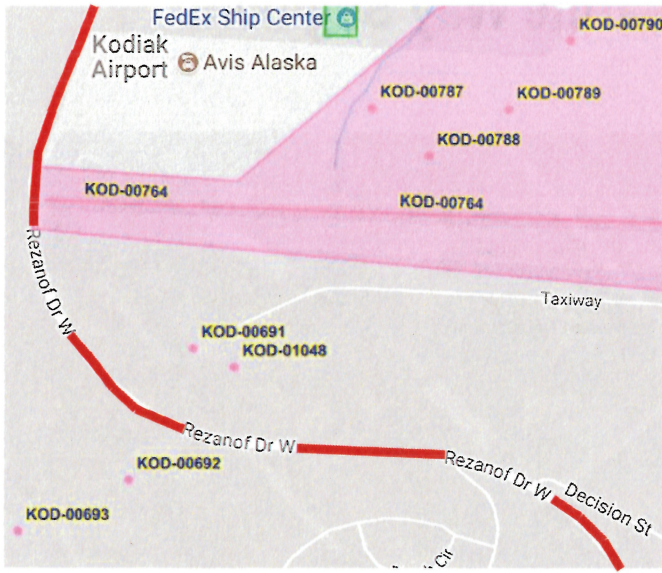


**PROJECT AREA  
LOCATION AND VICINITY MAP**

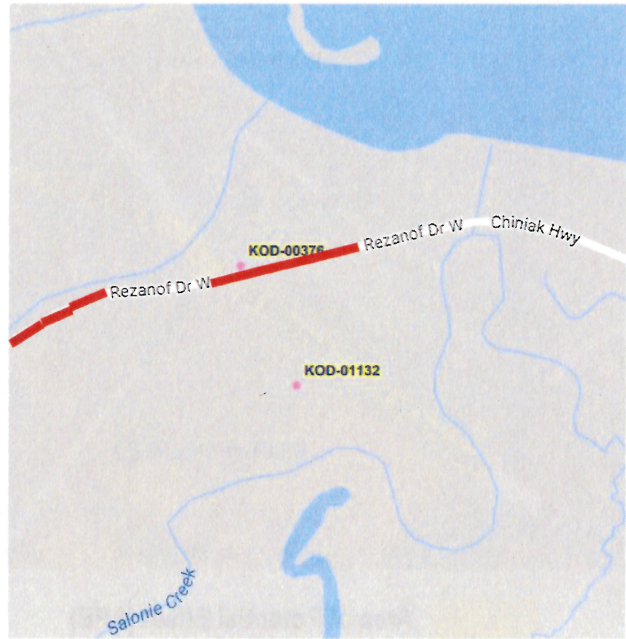
State of Alaska  
Department of Transportation  
and Public Facilities  
Southcoast Region

**KDK-REZANOFF DRIVE  
RESURFACING  
PROJECT NO. SFHWY00080**

**Figure 2**



**Area of Potential Effect (APE)**



**AHRs Cultural Resource Map**

State of Alaska  
Department of Transportation  
and Public Facilities  
Southcoast Region

**KDK-REZANOFF DRIVE  
RESURFACING  
PROJECT NO. SFHWY00080**

**Figure 3**



# Carolyn Street to Marine Way Segment



 Area of Potential Effect (APE)

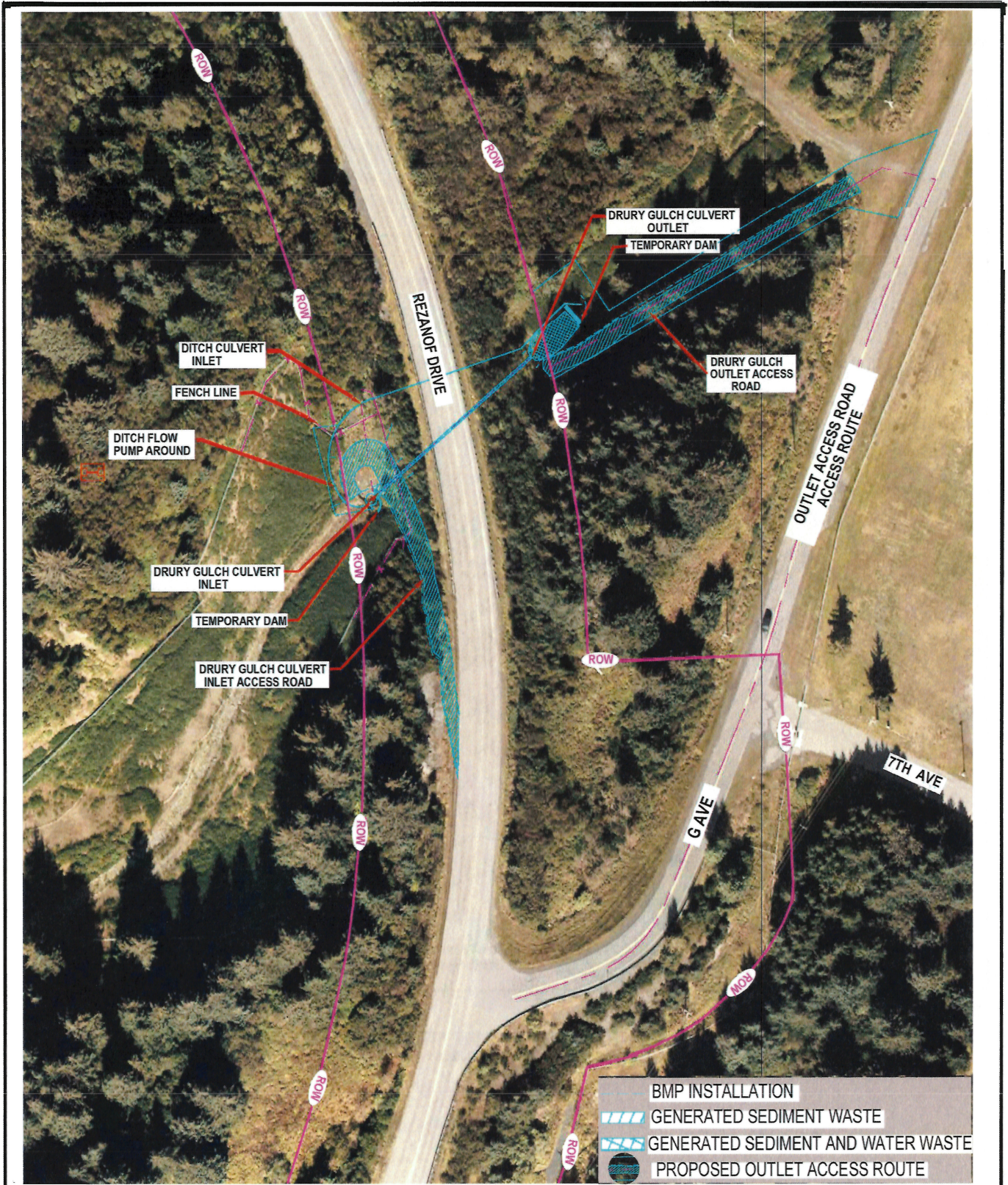


## AHRS Cultural Resource Map

State of Alaska  
Department of Transportation  
and Public Facilities  
Southcoast Region

**KDK-REZANOFF DRIVE  
RESURFACING  
PROJECT NO. SFHWY00080**

Figure 4

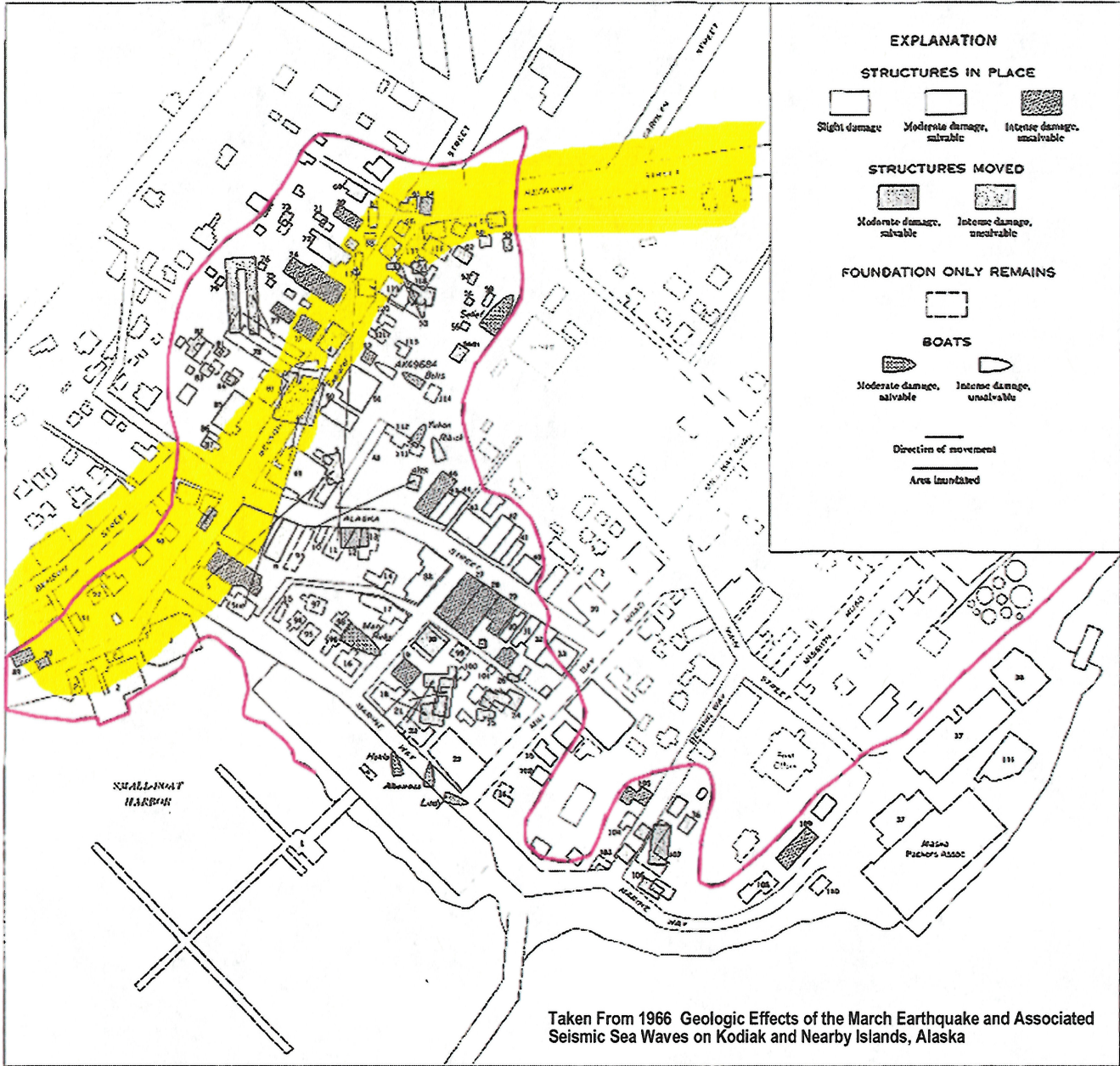


**PROPOSED DRURY GULCH ACCESS DETAILS**

State of Alaska  
 Department of Transportation  
 and Public Facilities  
 Southcoast Region

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
**KDK REZANOF DRIVE RESURFACE:  
 AIRPORT TO CHINIAK HWY**

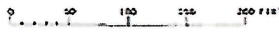
**Figure 5**



Base from Alaska State Highway Authority, Anchorage

Information on damage supplied by James R. Barr, Kodiak

MAP OF DOWNTOWN KODIAK, ALASKA, SHOWING STRUCTURES DAMAGED AND FINAL POSITION OF STRUCTURES AND BOATS CARRIED INLAND BY SEISMIC SEA WAVES



Project Study Area

Flooding Extent



**PROJECT AREA  
LOCATION AND VICINITY MAP**

State of Alaska  
Department of Transportation  
and Public Facilities  
Southcoast Region

**KDK-REZANOFF DRIVE  
RESURFACING  
PROJECT NO. SFHWY00080**

Figure 6



## Office of the Mayor and City Council

710 Mill Bay Road, Room 220, Kodiak, Alaska 99615

July 31, 2018

Andy Teuber  
President and Chief Executive Officer  
Kodiak Area Native Association  
3449 Rezanof Drive East  
Kodiak, AK 99615

### **RE: HRSA Service Area Competition Funding Application**

Dear Mr. Teuber:

This letter regards the Health Resources and Services Administration, Service Area Competition funding opportunity. The City of Kodiak supports the Kodiak Area Native Association's (KANA) proposal which will ensure continued access to affordable, quality primary health care services for communities and vulnerable populations on Kodiak Island, Alaska.

KANA has been providing primary health care services to all residents living in the village communities since 2013 and expanded their service area in 2015 to encompass all residents in all communities. In 2016 the Kodiak Island Community Needs Assessment identified behavioral health, which includes substance use disorder and mental health, as the number one priority health issue for the Kodiak region. KANA has the infrastructure and resources to continue to address this need by providing a wide range of behavioral health services in the region. The second priority health issue identified was socio-economic determinants of health. KANA is recognized as a long-standing provider of community and economic development programs within the Kodiak region, which makes KANA uniquely equipped to play a pivotal role in addressing socio-economic determinants of health. With funding from Section 330, KANA has increased its patient population from 888 unduplicated patients served in its first year in the villages to 3,883 patients served throughout the Kodiak region over the past four years. KANA plans to increase its patient population to the target projection of 5,113 patients by the end of 2020.

We look forward to a continued collaboration with Kodiak Area Native Association and we support you in your Service Area Competition application, as it demonstrates your commitment to maintain and grow critical services and capacity for providing high quality, affordable health care to all residents of Kodiak Island.

Please keep me informed about the outcome of this proposal. Working together we can make a difference in the health and wellbeing of the people of Kodiak Island.

A handwritten signature in black ink that reads "Pat Branson".

Pat Branson, Mayor  
City of Kodiak

July 9, 2018



City of Kodiak  
P.O. Box 1397  
Kodiak, AK 99615

To Whom It May Concern:

Who sets the water/sewer rates? I want to know the persons name as that person is dingy.

You need to set the prices the same for inside city and outside city. The people outside city live closer to the water and sewer buildings than the city people. You are discriminating against the people who live outside the city. Also your prices are way too high as you need to go according to how many people live in each house. Us seniors do not get raises on our set income to pay your high prices. I am only one in my house and \$81.18 is way too much. I use very little water. I don't drink your awful tasting water. You cannot drink such smelly water.

You better put meters on each house ASAP. I am going to run my hose outside to use the water you are billing me for. 20 people in a house are paying the senior rate like I am and they use way more water then I can possibly use. Where are your peoples brains? I will run the hose into the lake. If I have to pay it , I will use it like 20 people do.

You are discriminating against us people who do not live in the city. You are looking for a law suit.

My water and sewer was put in by the State and Federal government as we were forced to go on City Water. They came and cut our lines we had in Island Lake. We had our own filters and chlorinator systems in our houses and our water was great. It is time you cut the wages of all office workers. They are over paid for the amount of work they do. You have 2-3 people doing the same job as 1 person does. You are running people out of this town. They cannot afford to live here. You all better wake up before it is too late.

Sincerely,

*Sarna-Lee Arndt*



## Office of the Mayor and City Council

710 Mill Bay Road, Room 220, Kodiak, Alaska 99615

July 9, 2018

Chairman John Jensen, Alaska Board of Fisheries  
Boards Support Section  
P.O. Box 115526  
Juneau, AK 99811-5526

[dfg.bof.comments@alaska.gov](mailto:dfg.bof.comments@alaska.gov)

RE: Chignik Emergency Petition and BBNA Resolution regarding Chignik salmon run

Dear Chairman Jensen and Board Members:

On behalf of the City of Kodiak, its residents, salmon fishermen and processors, I would like to comment on the Chignik emergency petitions and the BBNA resolution calling for changes to Kodiak's salmon management plans.

While we certainly appreciate the ramifications of a major run failure and the potential impacts on the viability of coastal communities who rely primarily on salmon for subsistence and their livelihood, we oppose any changes to Kodiak's current salmon management plans. The emergency petition process is specified under 5 AAC 96.625 and references rare instances where circumstances may require regulatory changes outside of the normal meeting cycle. Alaska AS 44.62.270 indicates that emergencies will be held to a minimum and are rarely found to exist.

We have two points of concern pertaining to any potential action or response by the Board of Fish to this emergency petition. First, the timing of this special meeting and the short notice will significantly hamper public participation and the public process. The majority of Kodiak's salmon fishermen will be engaged in their respective salmon fishing activities during this meeting and will have little or no opportunity to participate or comment in what should be a very transparent and inclusive State process.

Secondly, the State's fisheries management plans have provisions to limit or close fishing in the Cape Igvak area. Therefore, there are no conservation gains to further restricting Kodiak's fishermen in the Igvak harvesting area.

Like Chignik, Kodiak has experienced a drastic reduction in sockeye production for 2018 and harvesters, processors and processing workers have all been seriously impacted. Kodiak businesses and both municipal governments rely on salmon harvesting to support our community. We have already experienced a devastating reduction in the federal quota for Pacific cod with a corresponding impact to our economy. Further restrictions placed on Kodiak's salmon management plan that are not thoroughly vetted through a full Board of Fish public and transparent process would have a lasting detrimental impact on our community.

We respectfully urge you to take no action at the July 17 meeting.

A handwritten signature in cursive script that reads "Pat Branson".

Pat Branson, Mayor  
City of Kodiak