



PLANNING COMMISSION

Wednesday, December 10, 2025 at 5:30 PM

AGENDA

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

MEETING INFORMATION

AGENDA

PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS / 5:30 p.m.

141 Main Street, Dillingham, AK 99576 (907) 842-5212

This meeting will also be available at the following online location:

<https://us02web.zoom.us/j/9204830473?pwd=l0zApvePobiM7BaZXMqdp6McXr2mqg.1&omn=82141231686&jst=1>

Meeting ID: 920 483 0473

Passcode: 99576

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

- [1.](#) June 12, 2024
- [2.](#) November 12, 2025

APPROVAL OF AGENDA

COMMUNICATIONS

Planner's report

- [3.](#) December 2025 Report

Citizen's comments

PUBLIC HEARINGS

UNFINISHED BUSINESS

NEW BUSINESS

- [4.](#) A RESOLUTION OF THE DILLINGHAM PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL DIRECT STAFF TO CONDUCT A COMPREHENSIVE STREET-BY-STREET EVALUATION AND DEVELOP A STREET MAINTENANCE ORDINANCE TO BRING CITY PRACTICES INTO COMPLIANCE WITH MUNICIPAL CODE REQUIREMENTS

COMMISSIONER COMMENTS

ADJOURNMENT



PLANNING COMMISSION SPECIAL MEETING

Wednesday, June 12, 2024 at 5:30 PM

MINUTES

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

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141 Main Street, Dillingham, AK 99576 (907) 842-5212

This meeting will also be available at the following online location:

<https://us02web.zoom.us/j/85149349987?pwd=c2Qnoqc0pc6OwP7RbMTJlbU3VLzc1.1>

Meeting ID: 851 4934 9987; passcode: 636113

Or dial (346) 248-7799, or (669) 900-6833

1. Call to Order

- The meeting was called to order at **5:39 p.m.**

2. Roll Call

- **Present:** Susan Isaacs, Elizabeth Clark, Michael Bennett, Kaleb Westfall (via Zoom), **Chris Maines (Chair)**
- **Absent (excused):** Gregg Marxmiller, **Bert Luckhurst**

3. Approval of Minutes – June 3, 2024

- Discussion noted corrections:
 - Clarification that Susan Isaacs expressed appreciation for the former city planner, but raised **concerns about moving records to the Boat Harbor office (security, record safety).**
 - Correction of subdivision reference from *Eagle Point* to *Bingman Subdivision* under Motion 06-03-08.
- **Motion:** Approve minutes of June 3, 2024, with corrections.
 - **Moved by:** Michael Bennett

- **Seconded by:** Susan Isaacs
- **Vote:** Motion passed unanimously (Isaacs, Clark, Bennett, Westfall – Yes; Luckhurst excused)

4. Approval of Agenda

- **Motion:** Approve agenda as presented.
 - **Moved by:** Kaleb Westfall
 - **Seconded by:** Elizabeth Clark
 - **Vote:** Motion passed unanimously (Isaacs, Clark, Bennett, Westfall – Yes; Luckhurst excused)

5. Communications

Citizen Comments on Agenda Items

- **Baumgartner Resubdivision Application:**
 - Concern raised regarding clerical error in the subdivision application (incorrect reference to US Survey 3732/3734 instead of **2732**).
 - Question about survey lot lines overlapping into road right-of-way.
 - Applicant (Bill Baumgartner) confirmed the correct legal survey reference is **US Survey 2732**, and that the surveyor followed established survey standards.
 - City Planner confirmed plats were researched against 1948 and 1998 surveys, which match current documentation.

Citizen Comments on Non-Agenda Items

- None.

6. Public Hearings

- **McKeever Subdivision Final Plat** – No public testimony.
- **Bingman Subdivision Final Plat** – No public testimony.
- **Baumgartner Resubdivision of Lot 1 & 4, Block 14, US Survey 2732 Final Plat** – No public testimony.

7. Unfinished Business

- None.

8. New Business

1. **McKeever Subdivision Final Plat**
 - a. **Motion:** Approve McKeever Subdivision Final Plat.
 - i. **Moved by:** Michael Bennett
 - ii. **Seconded by:** Susan Isaacs

- iii. **Vote:** Motion passed unanimously (Isaacs, Clark, Bennett, Westfall – Yes; Luckhurst excused).

2. Bingman Subdivision Final Plat

- a. **Motion:** Approve Bingman Subdivision Final Plat.
 - i. **Moved by:** Kaleb Westfall
 - ii. **Seconded by:** Elizabeth Clark
 - iii. **Vote:** Motion passed unanimously.

3. Baumgartner Resubdivision of Lot 1 & 4, Block 14, US Survey 2732 Final Plat

- a. **Motion:** Approve Baumgartner Resubdivision Final Plat.
 - i. **Moved by:** Kaleb Westfall
 - ii. **Seconded by:** Elizabeth Clark
 - iii. **Vote:** Motion passed unanimously.

9. Commissioner Comments

- **Susan Isaacs:** Appreciated improved meeting flow; asked about training schedule for August and noted potential new applicant for Planning Commission.
- **Elizabeth Clark:** Thanked staff for numbering motions for clarity; requested update on Comprehensive Plan progress and public engagement.
- **Caleb Westfall:** Echoed concerns about Comprehensive Plan status.
- **Chris Maines (Chair):** No further comments.

10. Adjournment

- Meeting adjourned at **6:15 p.m.**

Attest

Abigail Flynn, City Clerk

Approval Date



PLANNING COMMISSION

Wednesday, November 12, 2025 at 5:30 PM

MINUTES

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MEETING INFORMATION

AGENDA

PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS / 5:30 p.m.

141 Main Street, Dillingham, AK 99576 (907) 842-5212

This meeting will also be available at the following online location:

CALL TO ORDER 5:30 PM

ROLL CALL

Present:

Cade Woods, Chair

Jennifer

Susan

Kaleb

Misa

Absent:

Greg (joined later at 6:14 PM via Zoom)

Michael

A quorum was established.

APPROVAL OF MINUTES

September 10, 2025 Minutes

Motion to approve the September 10, 2025 minutes: Kaleb

Second: Misa

Vote: No objections; motion passed unanimously.

APPROVAL OF AGENDA

Motion to Amend the Agenda

Amendment was to move:

Unfinished Business – Road and Street Policy, and

New Business – Parking Lot Standards

into Communications – Planner's Report for discussion only (no formal action).

Motion: Kaleb

Second: Misa

Roll-call Vote:

Susan – Yes

Jennifer – Yes

Kaleb– Yes

Misa – Yes

Chair Cade Woods – Yes

Motion passed unanimously.

Motion to Approve Amended Agenda

Motion to approve the agenda as amended: Kaleb

Second: Misa

Roll-call Vote: All present voted yes.

Agenda approved as amended.

COMMUNICATIONS

Communications to the planning commission

Planner's Report

Planner presented the written report and highlighted the following items:

Planning Department Workload & Possible Fees

Significant staff time spent on public inquiries about deeds, land history, property info, and records-type requests.

Discussion about tracking volume and types of requests and possibly developing a fee structure in coordination with Finance.

Land Use Permits & Special Events (Nerka Halloween Maze)

Nerka Loop Halloween Maze caused congestion and unsafe traffic/parking conditions.

Special event permits already require referral to Public Safety.

Discussion on better enforcement, public outreach, and possible temporary road closures or traffic control for future events.

Enforcement of Existing Codes

City has setback requirements, zoning, and other standards, but enforcement is largely complaint-driven.

Planner noted difficulty when issues involve neighbors and the lack of a clear enforcement mechanism.

Housing – AHFC Professional Housing Grant

Application submitted for approximately \$700,000 for rural professional housing.

Grant structure: 100% forgivable if used for professional housing for 10 years; excessive revenue could trigger repayment.

If awarded, City Council must decide whether to accept.

Planner to present a housing development workshop on December 4 at 5:30 PM.

Harbor Lights & Power Extension

Project to repair/replace harbor lights and extend primary power toward the South Ramp/bathhouse area.

Agreement terms accepted with Nushagak Electric; awaiting firm construction schedule.

Work may be delayed to spring if winter construction is not feasible.

Harbor South Side Redevelopment

65% design indicates lease-lot changes and replatting on the south side of the harbor.

Planning Commission will later be asked to consider subdividing lease lots (e.g., into ¼-acre lots).

Picnic Table Donation (BBHC & Tribe)

Donation of approximately 6–8 picnic table/bench sets being coordinated with BBHC and the Tribe.

No final locations selected; considerations include:

Avoiding snow-dump areas.

Possible sites: Lake Road, harbor area, hockey rink, Nerka Loop bus stop, other public gathering areas.

Discussion of past donation-acceptance procedures (MOA/MOU, tiers of donations, liability, and maintenance responsibilities).

Parks & Recreation Functions

Historical suggestion that Parks & Recreation and Historic Preservation duties might be assigned to the Planning Commission.

No final decision yet; awaiting further direction from Mayor and Council.

Trails & Beluga Bluff Trail

Planner is exploring trail funding options for Beluga Bluff Trail.

Associated access road currently unnamed; will eventually need a formal street name.

Road and Street Policy (Formerly Unfinished Business – now under Planner's Report)

Planner summarized long-standing issues:

Minimum Road Standards were adopted in 2014, but existing roads have never been formally accepted for maintenance.

City maintains many roads without a clear, codified list of accepted streets.

Tribal transportation plan currently drives some road improvements without full City participation in priorities or standards.

Commission discussion:

General support for Option A (grandfathering all roads currently maintained by the City) or Option E (hybrid approach) as a starting point.

Need to coordinate with the Tribal transportation plan and understand their prioritization and scoring.

Planner will obtain a current copy of the Tribal transportation plan and related scoring criteria for Commission review.

Intention is to bring back a formal resolution for Commission consideration and recommendation to Council.

Parking Lot Standards (Formerly New Business – now under Planner's Report)

Discussion focused on:

Clarifying status of certain travel ways through private parking lots (e.g., AC parking lot access is a private road with public utilities beneath).

The need for clear parking lot standards within the downtown business district.

Relationship between parking lot standards, road policy, and comprehensive plan implementation.

Planner intends to return with draft parking lot standards in resolution form for future action.

Agnew::Beck/Comprehensive Plan Update

Citizen's comments on items not on the agenda- none

PUBLIC HEARINGS- none

UNFINISHED BUSINESS

Road and Street Policy

NEW BUSINESS

Parking Lot Standards

COMMISSIONER COMMENTS

Commissioners expressed interest in:

Seeing the Tribal transportation scoring system and goals (footpaths, multi-use, industrial priorities, etc.).

Advocating with DOT for wider shoulders/ATV/bike accommodation in the planned Lake Road rebuild (projected around 2029).

Reviewing Fire Hall design plans (35% or updated) when available.

Developing a tiered donation-acceptance process distinguishing small items (e.g., plaques), moderate items (benches, playgrounds), and major assets (roads, land).

Possible future role of the Planning Commission in Parks & Recreation and trails planning.

ADJOURNMENT by the chair

Attest

Abigail Flynn, City Clerk

Approval Date

Mayor
Alice Ruby

Acting Manager
Jack Savo Jr.



Dillingham City C

Section . Item #3.

Triston Chaney
Jean Barrett
Steven Carriere
Curt Armstrong
Kaleb Westfall
Kevin McCambly

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Christopher Maines, Planning Director
Through: Jack Savo Jr., Acting City Manager
Date: November 19, 2025
Re: December 2025 Report

PLANNING COMMISSION: The Planning Commission met on November 12, 2025. The main topics of discussion involved reviewing the comments from the kick-off meeting with Agnew::Beck, Road Maintenance and Ownership, and Parking Lot Standards. It was decided to focus the December meeting on Road Maintenance and Ownership. I will be compiling municipal code, DOT owned roads, the Curyung Tribal Council's Long Term Transportation Plan, and other information. Depending on the discussion we should have a resolution to present to the City Council by January. I will be attending public meetings over the next few weeks to discuss this issue. I will be speaking at the CANDU meeting on November 20th and will be working with Cade Woods to develop a presentation for UAF's Lunch and Learn. I encourage Council members to attend our Planning Commission or these other public meetings to hear the discussion.

EPA Landfill Appropriation:

The City of Dillingham's 4.72-million-dollar project officially started on October 1st, 2025. Now that the government shutdown is over, I have heard back from our EPA contracts and grant specialist. She assured me that our contract is entering the final stage and we should expect our agreement before the Thanksgiving Holiday. This has been a long process, but it finally appears we will be able to begin work by December.

Harbor Lights and Harbor South End:

We have been in communication with Nushagak Electric on behalf of the City of Dillingham. Since the weather has changed and the ground is now frozen, we have decided to postpone the construction activities until Spring of 2026. We have contacted Nushagak Electric and have requested a meeting in February/March of 2026 to coordinate the details and try and get the work accomplished before the Harbor starts receiving fishing vessels.

Snag Point Erosion Appropriation:

I have been working with Acting City Manager Jack Savo Jr. on this project. I have completed a scope of work and budget for review by FEMA. The scope and budget were reviewed on November 5th, 2025. Only a few questions and suggestions were offered, and I have since made the changes and adjustments. We are still being held to a strict timeline, and we are in the process of requesting an extension. We will update the Council when we receive a response from our funder on whether an extension is granted or not.

Dillingham Airport Waterline Extension:

The Council awarded RESPEC with the contract for engineering and design on the airport waterline extension. RESPEC has already begun their work and has scheduled a site visit for December 2nd through December 4th. They will be in town to look at our existing system and gather preliminary data. I will also be providing them with previous documents on past waterline extension models that were designed for the City of Dillingham in 2015 and 2022. I am excited to get started on this project.

Rural Electric Vehicle Supply Equipment Deployment (ARED) Project

I was connected with Andrea Tousignant, MPA, at the Alaska Municipal League through Kristina Andrew of Deerstone Consulting. After reviewing Andrea's proposal for the Alaska Rural Electric Vehicle Supply Equipment Deployment (ARED) project, I found the initiative compelling and am looking forward to discussing this opportunity with Andrea to explore potential collaboration on advancing EV adoption in rural Alaskan communities.

Updates/News:

I was contacted and held a meeting with a local future business owner. He had recently won a small business competition sponsored by BBNC for his E-Bike rental business. We discussed permits and requirements for a business of this type. I wanted the Council to be aware because his idea could prove to be very helpful to residents, fisherman, and potential tourists. Plus supporting local business is always a good thing. As more details become available, I will provide them.

CIP 2024-2029

Below is the list of the top projects from the latest Capital Improvement Program. The CIP is reviewed annually, and new projects may be submitted for review and inclusion.

| | |
|--|---------------------|
| 1 Downtown Fire Hall Replacement. Estimated | \$14,018,000 |
| 2 Water System Improvements. Phase IV PFAS | \$10,000,000 |
| 3 Wastewater System Upgrades. Improvements beyond the Harbor | \$8,649,519 |
| 4 Harbor Revetments and Breakwater/Emergency Bank Stabilization | \$1,659,000 |
| 5 New Landfill Trash or Ash Cell | \$ 6,500,000 |
| 6 Snag Point Erosion/Sewer Lagoon Bank Stabilization | \$4,800,000 |
| 7 Replace one well at the Landfill for Ground Water Monitoring | \$89,500 |
| 8 Repair Landfill Shop | \$1,300,000 |

CITY OF DILLINGHAM PLANNING COMMISSION

RESOLUTION NO. 2025-14

A RESOLUTION OF THE DILLINGHAM PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL DIRECT STAFF TO CONDUCT A COMPREHENSIVE STREET-BY-STREET EVALUATION AND DEVELOP A STREET MAINTENANCE ORDINANCE TO BRING CITY PRACTICES INTO COMPLIANCE WITH MUNICIPAL CODE REQUIREMENTS

WHEREAS, the City of Dillingham Municipal Code Sections 17.23.090 and 17.23.100 require formal city inspection and written acceptance before the city assumes maintenance responsibility for any street; and

WHEREAS, upon investigation, the Planning Commission has determined that no street currently maintained by the City of Dillingham has the required formal acceptance documentation as mandated by Municipal Code; and

WHEREAS, the city currently maintains various streets without legal authority while refusing to maintain other dedicated streets such as Dragnet Drive and Squaw Creek Road, creating arbitrary and inconsistent treatment of property owners; and

WHEREAS, the Municipal Code contains no grandfather clause for streets developed prior to the adoption of comprehensive subdivision regulations in 1990 (Ordinance 90-03); and

WHEREAS, original subdivision developers for most existing streets are deceased and all affected parcels are now privately owned, making retroactive compliance with original subdivision approval procedures impossible; and

WHEREAS, the current inconsistent maintenance practices violate the city's own municipal code, create potential legal liability, prevent accurate budget planning, and undermine fair treatment of all property owners; and

WHEREAS, a local federally-recognized tribe has claimed city-dedicated streets, state roads, and other public rights-of-way in their Tribal Transportation Program (formerly Indian Reservation Roads) inventory and receives federal funding based on these claims, but does not maintain any of the claimed roads; and

WHEREAS, the overlapping and conflicting claims between the city, tribe, state, and private property owners create federal compliance concerns and require coordination with the Bureau of Indian Affairs and Federal Highway Administration; and

WHEREAS, the Planning Commission cannot effectively develop a Comprehensive Plan, Capital Improvement Program, or Road Priority List without first establishing clear legal authority and responsibility for street maintenance; and

WHEREAS, Municipal Code Chapter 17.19 (Street Design and Construction Standards) establishes objective engineering standards for right-of-way width, improved surface width, construction specifications, sight distances, grades, and other measurable criteria that can be applied uniformly to evaluate all existing streets; and

WHEREAS, resolving street maintenance responsibilities is a prerequisite to meaningful comprehensive planning, capital improvement programming, and coordination with federal, state, and tribal transportation authorities;

NOW, THEREFORE, BE IT RESOLVED:

SECTION 1: RECOMMENDATION TO CITY COUNCIL

The Dillingham Planning Commission recommends that the City Council adopt a resolution directing staff to conduct a comprehensive street-by-street evaluation and develop a Street Maintenance Ordinance as described herein, and refer the matter to the Code Committee for ordinance development.

SECTION 2: COMPREHENSIVE STREET INVENTORY AND EVALUATION

The Planning Commission recommends the City Council direct staff to complete within six (6) months a comprehensive inventory and evaluation of all streets within city boundaries, including:

A. Street Inventory Documentation:

1. Legal status (dedicated public right-of-way, easement, or private)
2. Right-of-way width and improved surface width measurements
3. Current city maintenance practices
4. Number of parcels served by each street
5. Integration with city street system
6. Utility infrastructure present
7. Emergency vehicle access requirements
8. Historical subdivision approval documentation

B. Engineering Assessment Using Municipal Code Standards (Chapter 17.19):

Evaluate each street against:

- Right-of-way width compliance (Section 17.19.050)
- Improved surface width compliance (Section 17.19.050)
- Construction standards (Section 17.19.100): 18" compacted gravel, 95% compaction, drainage
- Safety standards: sight distances, grades, curve radius (Sections 17.19.080, 17.19.100.J)
- Public benefit: parcels served, emergency access, network integration

C. Federal Coordination:

Staff shall coordinate with:

1. Bureau of Indian Affairs Alaska Region to obtain tribal TTP inventory and clarify overlapping claims
2. Federal Highway Administration to understand TTP eligibility and coordination requirements
3. Alaska Department of Transportation to clarify jurisdictional boundaries

D. Legal Analysis:

City Attorney shall provide written analysis of:

- Municipal code violations in current practices
- Legal liability from inconsistent maintenance
- Federal compliance issues related to tribal TTP claims
- Recommended framework for street acceptance ordinance

SECTION 3: STREET ACCEPTANCE CRITERIA

Within three (3) months of completing inventory, develop objective criteria for street acceptance based on Municipal Code standards:

A. Minimum Acceptance Requirements:

1. **Safety and Structural Adequacy** - meets minimum construction standards (Section 17.19.100)
2. **Right-of-Way Status** - dedicated public right-of-way with minimum 50-foot width
3. **Public Necessity** - serves multiple parcels or provides essential public access
4. **Integration** - connects to city street network
5. **Financial Feasibility** - reasonable ongoing maintenance costs

B. Modified Standards for Pre-1990 Streets:

Develop alternative acceptance standards for existing streets that meet minimum safety requirements even if not meeting full current code, including reduced right-of-way widths where justified by engineering analysis.

C. Non-Accepted Streets:

Streets not meeting criteria shall be designated for:

- Private maintenance responsibility with property owner notification, OR
- Vacation proceedings under Chapter 17.15, OR
- Exception road status under Section 17.07.090.E, OR

- Conditional acceptance with required property owner-funded improvements

SECTION 4: COMMUNITY ENGAGEMENT

Conduct comprehensive public process including:

- Community meetings explaining situation and approach
- Written notification to all affected property owners
- Minimum 30-day public comment period
- Government-to-government tribal consultation
- Public hearings before Planning Commission and City Council

SECTION 5: COMPREHENSIVE STREET MAINTENANCE ORDINANCE

Direct Code Committee to develop ordinance including:

A. Code Amendments:

1. **New Section 17.23.xxx - Existing Street Acceptance:**
 - Procedures for evaluating existing streets
 - Acceptance criteria from Section 3
 - Modified standards for pre-1990 streets
 - Appeal procedures
2. **New Section 17.23.xxx - Grandfather Provisions:**
 - Streets currently maintained meeting minimum safety standards deemed accepted
 - Formal inspection within 12 months
 - Streets not meeting safety standards subject to evaluation criteria
3. **Amendments to Sections 17.23.090 and 17.23.100:**
 - Clarify application to new subdivisions
 - Reference new sections for existing streets

B. New Chapter: Street Maintenance Responsibilities

Including sections on:

- Definitions (City-Maintained vs. Private-Maintenance Streets)
- Official Street Inventory with four schedules:
 - **Schedule A:** City-Maintained Streets (with legal basis for each)
 - **Schedule B:** Private-Maintenance Streets (with owner responsibilities)
 - **Schedule C:** Streets Under Evaluation (with required improvements)
 - **Schedule D:** Streets Recommended for Vacation
- City maintenance obligations for Schedule A streets
- Private maintenance obligations for Schedule B streets
- Petition process for property owners to request acceptance
- Annual review and update procedures

- Effective date and transition timeline

SECTION 6: FEDERAL AND TRIBAL COORDINATION

Prior to final ordinance adoption:

1. Complete government-to-government consultation with affected tribe
2. Obtain written BIA guidance on coordination procedures
3. Notify Federal Highway Administration of acceptance process
4. Explore opportunities for coordinated maintenance agreements using TTP funds

SECTION 7: RELATIONSHIP TO COMPREHENSIVE PLAN

Resolution of street maintenance responsibilities is prerequisite to development of Comprehensive Plan transportation element, Capital Improvement Program, and Road Priority List. Street inventory shall be incorporated as official transportation facilities inventory in Comprehensive Plan.

SECTION 8: TIMELINE

- **Months 1-6:** Street inventory and evaluation
- **Months 4-6:** Community engagement begins
- **Months 7-9:** Acceptance criteria development and federal coordination
- **Months 10-12:** Code Committee drafts ordinance
- **Month 12:** Planning Commission review
- **Month 13:** City Council hearings and adoption
- **Months 13-24:** Implementation and transition

SECTION 9: FISCAL IMPACT

Implementation requires staff time, engineering consultant, legal counsel, and public meeting costs. However, cost of action is significantly less than cost of continued legal violations, liability risk, budget uncertainty, and federal compliance issues.

SECTION 10: RECOMMENDATION

The Dillingham Planning Commission recommends the City Council:

1. Adopt resolution directing comprehensive street-by-street evaluation;
2. Refer to Code Committee for Street Maintenance Ordinance development;
3. Authorize necessary funding and resources;
4. Direct federal, state, and tribal coordination; and
5. Report progress to Planning Commission quarterly.

PASSED and ADOPTED by the Dillingham Planning Commission on December 10, 2025.

SEAL:

Cade Woods, Commissioner

ATTEST:

Abigail Flynn, City Clerk

The below Roads are currently maintained by the Public Works Department

Priority Roads are completed first to service the School Buses

Public Works stated that 24 hour clearing for Priority Road (buses)

Public Works stated that 72 hours for clearing for all other residential roads/access'

| Road Name | Private/City/State | How long is this Road? |
|--|--------------------|------------------------|
| Squaw Creek Road | Private | |
| West Main St. Downtown (Starting at Firehall-finishes at Downtown Fire station) | City | |
| Denny Way (to Peter Pan) | State | |
| West A Street | City | |
| Needanname1Rd (road next to Sea Inn) | City | |
| West 2nd Ave. (behind N&N Market to Dock area) | City | |
| Alaska Street | City | |
| West 1st Ave (Road with Downtown cemetery to waterfront) | City | |
| Central Ave | City | |
| C Street (By Moravian Church) | City | |
| East B Street | City | |
| East 1st Ave (Road between Carlson's and the Moravian Church). | City | |
| East Main Street | City | |
| East 1st Ave DUPLICATIVE NAME (Between BBEDC and Chog Apartments). | City | |
| West D Street (Up the hill passed the Post Office) | City | |
| East Main Street (in front of Chog Apts all the way to beach passed Johnsons) | City | |
| East D Street (in front of Senior housing connects to Lil' Larry Road) | City | |
| West and East E Streets (road next to water tower to the Tribe) | City | |
| West 2nd Ave. DUPLICATIVE NAME (Next to City Shop all the way to Tuckers) | City | |
| Lil Larry Rd (Hud Housing Main Road) | City | |
| Tower Loop Road | Private | |
| Kokwok Circle (1st drive in HUD) | City | |
| Okstokok Circle | City | |
| Harbor Road | City | |
| Waskey | City | |
| Nerka Drive | City | |

| | | |
|---|---------|--|
| Nerka Loop (entrance to Nerka) | City | |
| Sandhill Lane (backside of Nerka loop) | City | |
| Mallard Lane (offshoot of Nerka Loop) | City | |
| Teal Lane (backside of Nerka Loop) | City | |
| Nina Way | Private | |
| Bea Ave | City | |
| Columbine Circle | City | |
| Lupine Dr | City | |
| South Emperor Way | City | |
| Airport Spur Road | State | |
| North Airport Boundary Road (Most of this is around the airport and on State Lands) | State | |
| West Airport Road | State | |
| Trumpeter Drive | City | |
| Canada Court | City | |
| Arctic Ave | City | |
| Lake Road Fire Station Lot | City | |
| Cessna | City | |
| Stinson Road (Off of Cessna) | City | |
| Navajo Circle | City | |
| Caroline | City | |
| | | |
| Highbush Dr (backside of Caroline Road) | City | |
| | | |
| Creek Side Lane (backside of Caroline Road) | City | |
| Shannons Lake Road (Stops at the gate) | City | |
| Diamond Willow - Black Spruce | City | |
| Birch Circle | City | |
| Alder Circle | City | |
| Unicorn Lane | City | |
| Aulawok Court | City | |
| Raspberry Circle | City | |
| Mossberry Circle | City | |
| Blueberry Street | City | |
| Blackberry Circle | City | |
| Crowberry Lane | City | |
| Aspen Street | City | |
| Alder Street | City | |
| Landfill Access | City | |
| North Emperor Way | City | |
| Char Lane | Private | |
| Olsonville Road | Private | |
| Fireweed Circle (this states City, but is on private land of Hospital) | Private | |

| | | |
|--|---------|--|
| Cottonwood Bud Lane (This states City, but is on private land of the Hospital) | Private | |
| Antenna Road (States City but is on private land behind the hospital and is accessed by the State of Alaska for the Vortex Access) | Private | |
| Camomile Lane (This states City but is on private land of the Hospital) | Private | |
| Labrador Tea Lane (this states City but is on private land of the Hospital) | Private | |
| Martin Street | State | |
| Sutherland Road | City | |
| Woodriver Road | City | |
| Pleier Road | City | |
| John L Pearson Lane | City | |
| Oganuk Street | Private | |
| Kleepuk Hill Rd | Private | |
| William Tennyson Road | City | |
| McClure's Way | City | |
| Maqi Circle | City | |
| Yako Road | City | |
| Dragnet Drive | City | |
| Gauthier Way | City | |
| Birch Lane | Private | |
| Sunny Drive (off of Birch Lane) | Private | |
| Fairview Road | Private | |
| Windmill Hill Road | City | |
| North Pacific Court (Scandianian Road) | Private | |

Memorandum of Understanding

This memorandum of understanding is by and between the City of Dillingham (hereinafter "Owner") and the Curyung Tribal Council (hereinafter "Tribe"). The following listed routes identified by the TRIBE through Resolution No. 2020-04 for inclusion into the BIA National Tribal Transportation Inventory (NTTFI) system, are owned by the OWNER.

| <u>Route Name</u> | <u>Route No.</u> | <u>Section(s)</u> | <u>Length</u> | <u>Region/Agency/Res.</u> |
|-----------------------------|------------------|-------------------|---------------|---------------------------|
| Lil Larry Road | 2DIL | 20 | 0.1 miles | E01-121 |
| Wood River Road | 3DIL | 20 | 0.1 miles | E01-121 |
| Main Street | 1011 | 40 | 0.1 miles | E01-121 |
| West 2 nd Avenue | 1015 | 30 | 0.1 miles | E01-121 |
| Central Avenue | 1017 | 30 | 0.1 miles | E01-121 |
| East 1 st Avenue | 1018 | 30 | 0.1 miles | E01-121 |
| Black Spruce Drive | 1038 | 20 | 0.1 miles | E01-121 |
| Diamond Willow Drive | 1041 | 30 | 0.1 miles | E01-121 |
| Yako Road | 1071 | 10 | 0.3 miles | E01-121 |
| Tower Loop Road | 1072 | 10 | 0.2 miles | E01-121 |
| Maqi Circle | 1073 | 10 | 0.1 miles | E01-121 |
| Okstokok Circle | 1074 | 10 | 0.1 miles | E01-121 |
| Kokwok Circle | 1075 | 10 | 0.1 miles | E01-121 |
| B Street | 1076 | 10 | 0.1 miles | E01-121 |
| West 1 st Avenue | 1077 | 10 | 0.1 miles | E01-121 |
| Alaska Street | 1078 | 10 | 0.1 miles | E01-121 |
| Windmill Hill Road | 1080 | 10 | 0.1 miles | E01-121 |
| Gauthier Way | 1081 | 10 | 0.1 miles | E01-121 |
| Fairview Drive | 1082 | 10 | 0.1 miles | E01-121 |
| Cedar Circle | 1083 | 10 | 0.1 miles | E01-121 |
| Birch Lane | 1084 | 10 | 0.2 miles | E01-121 |
| Sunny Drive | 1085 | 10 | 0.1 miles | E01-121 |
| Pleier Drive | 1086 | 10 | 0.1 miles | E01-121 |
| John Pearson Road | 1087 | 10 | 0.1 miles | E01-121 |
| Sutherland Road | 1088 | 10 | 0.1 miles | E01-121 |
| Martin Street | 1089 | 10 | 0.1 miles | E01-121 |
| Bayside Drive | 1090 | 10 | 0.1 miles | E01-121 |
| West Airport Road | 1091 | 10 | 1.0 miles | E01-121 |
| Nina Way | 1092 | 10 | 0.2 miles | E01-121 |
| Canada Circle | 1093 | 10 | 0.1 miles | E01-121 |
| Columbine Circle | 1094 | 10 | 0.1 miles | E01-121 |
| Cessna Drive | 1096 | 10 | 0.2 miles | E01-121 |
| Stinson Road | 1097 | 10 | 0.1 miles | E01-121 |
| Char Lane | 1098 | 10 | 0.1 miles | E01-121 |
| Blueberry Street | 1099 | 10 | 0.1 miles | E01-121 |
| Salmonberry Circle | 1100 | 10 | 0.1 miles | E01-121 |
| Cranberry Circle | 1101 | 10 | 0.1 miles | E01-121 |

| | | | | |
|-----------------------|------|----|-----------|---------|
| Crowberry Lane | 1102 | 10 | 0.1 miles | E01-121 |
| Raspberry Circle | 1103 | 10 | 0.1 miles | E01-121 |
| Mossberry Circle | 1104 | 10 | 0.1 miles | E01-121 |
| Blackberry Circle | 1105 | 10 | 0.1 miles | E01-121 |
| Ekuk Circle | 1106 | 10 | 0.1 miles | E01-121 |
| McClure's Way | 1107 | 10 | 0.1 miles | E01-121 |
| William Tennyson Road | 1108 | 10 | 0.1 miles | E01-121 |
| Kanakanak Beach Road | 1110 | 10 | 0.1 mile | E01-121 |

WHEREAS, the Tribe has identified the above listed routes as priority routes and has designated these routes as Construction Needs of the BIA Tribal Transportation Program (TTP) Inventory System; and

WHEREAS, said designation of Owner routes will cause allow TTP funding to be used on these routes; and

WHEREAS, improvements to the above-mentioned Owner routes will benefit the Tribe and Owner because our community planning and infrastructure development needs are needs of both at large,

NOW, THEREFORE, the parties agree that:

- A. If needed improvements to the Owner routes are completed under cooperative agreements between the Tribe and the Owner and if TTP funds participate in the project costs, the Owner will continue to be responsible for maintenance of the routes listed above.
- B. Moreover, these facilities will be open to the public and meet the definition of 25 C.F.R. §170.5, §170.115, §170.118, Requirement – 23 U.S.C. §101 (a) and 23 U.S.C. §202.
- C. This agreement is binding upon the signatories not as individuals, but solely in their capacities as officials of their respective organizations, and acknowledges proper action of Owner and Tribe to enter the same.
- D. This agreement will become effective as of the last date written below.

OWNER

Signature

Date

Print Name / Title

TRIBE


Signature

03/17/2020
Date

Thomas Tilden 1st chief
Print Name / Title