

**CITY OF CRAIG
COUNCIL AGENDA
MARCH 18, 2021
COUNCIL CHAMBERS 6:30 PM**

ROLL CALL

Mayor Tim O'Connor, Hannah Bazinet, Jim See, Julie McDonald, Michael Kampnich, Chanel McKinley, Millie Schoonover

CONSENT AGENDA

Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed and placed on the regular meeting agenda.

- City Council Meeting Minutes of February 18, 2021

HEARING FROM THE PUBLIC

- Open for public comment
- Resolution 21-07, Supporting Young Growth

READING OF CORRESPONDENCE

- Period Ending February 28, 2021 Alaska Permanent Capital Management Statement

CONSIDERATION OF RESOLUTIONS AND ORDINANCES

- Resolution 21-07, Supporting Logging and Processing of Tongass Young Growth Timber

UNFINISHED BUSINESS

- CDC Masking Rule Comment Draft

NEW BUSINESS

- Discussion of Alaska Forest Practices Act
- Discussion of Access Permits
- Request for 4th of July Celebration funding Letter

COUNCIL COMMENTS

ADJOURNMENT

Note: City council meetings have limited seating capacity due to COVID-19 protocols. For those wishing to attend the council meeting remotely go to:

<https://zoom.us/j/5281996980?pwd=V1RCbnJVcm85bDIRbURmNTdORjZkdz09> (if you are prompted for a passcode, use code 1111), or watch the meeting at:

<https://www.youtube.com/channel/UCTou8Pn03MIEjLLb9Em0Xrg> . To provide public comment to the council remotely, contact the Craig City Clerk at cityclerk@craigak.com, before 5:00 p.m. the day of the council meeting

CITY OF CRAIG
COUNCIL MEETING
THURSDAY FEBRUARY 18, 2021

ROLL CALL

Mayor Timothy O'Connor called the meeting to order at 6:29 p.m. and the roll was taken. Present were, Julie McDonald, Hannah Bazinet, Jim See, Michael Kampnich, and Chanel McKinley arrived at 6:32 p.m. Millie Schoonover was present by telephone, and left the meeting at 7:12 p.m.

Staff present: Jon Bolling, City Administrator; Brian Templin, City Planner; Tracey Jensen, City Clerk; Sheri Purser, Treasurer; Jessica Holloway, Aquatic Center Manager; Hans Hjort, Harbormaster; RJ Ely, Police Chief by telephone; Russell Dill, Public Works Director; and Victoria Merritt, Recreation Director

Audience present: Mark Scheer.

CONSENT AGENDA

1. City Council Meeting Minutes of January 21, 2021

SCHOONOVER/KAMPNICH

Moved to accept the Consent Agenda.
MOTION CARRIED UNANIMOUSLY

HEARING FROM THE PUBLIC

Mark Scheer attended in person on behalf of the Seagrove Kelp Farm. Mark said they now have the second site in the public comment period that began yesterday and would appreciate Council support. Mark Scheer updated the Council that the Kelp Farm has put in 25 miles of kelp seed in hopes of meeting the goal of one half of a million pounds of kelp this year.

Jim See said that the Council's main concern was the lights. Mark explained that the application process will probably require the lights and reflectors.

Michael Kampnich disclosed that he is working with Mark Scheer and will remain independent in the City Council.

REPORTS FROM CITY OFFICIALS

Mayor- Had nothing new to report.

Administrator- Provided a written report. Jon said that the School District Superintendent contacted him to arrange the annual workshop between the Council and the School Board to discuss the FY22 budget for school funding, and would like to know if Wednesday, March 3, 2021 at 6:00 p.m. is a workable time for the Council. Millie Schoonover said that she was riding home on the Ferry during the proposed meeting time and would not be able to attend.

The Council discussed meeting attendance availability, and Jon Bolling said that he would send a School District budget meeting confirmation email and reminder to the Council Members.

Jim See said that he was happy that the Governor put the City of Craig Harbor project in his budget for 8.3 million dollars for infrastructure and that the City of Craig must spend 4 million to match the 28.3 million dollars. Michael Kampnich said that it is good to enlighten the public to see how much the City is spending and at very little risk. Michael Kampnich said that the Alaska Capital Management Fund passed \$15 million dollars which is a remarkable achievement for such a small community.

Treasurer- Provided a written report. Sheri said that it is time for budget meetings and would welcome anyone who would like to participate this year.

Aquatic Manager- Provided a written report.

Julie McDonald said that she heard around town that people are excited about the pool and the activities there. Jessica Holloway said that Saturday's are very busy due to the Saturday free swim promotions. Jessica said the first Saturday had 180 people, and the following Saturday had 90.

Clerk- Provided a written report. Tracey Jensen said that the next Council meeting first Thursday of the month is March 4, 2021.

Planner- Provided a written report. Brian Templin explained that the State of Alaska not issuing a new Covid-19 declaration will not impact the City in actions they can take but does have the potential to impact the availability of funding, logistics, resources and supplies from the State, but the City does not rely heavily upon those now. Brian said the vaccinations here are being supplied by the Indian Health Service (IHS) and are distributed through our health clinic. Brian also said that without the Disaster Declaration in place, it increases the threat level of Covid-19 being spread by travel.

Brian Templin, Timothy O'Connor, and Chanel McKinley discussed the City's ordinances regarding the sale of property, rights-of-way, and the Hideaway Lodge. Brian Templin said that he has contacted Anna Guthrie several times with no response yet. Tim O'Connor said that he would like to see the access and building permit issues for the Hideaway Lodge addressed soon. Brian Templin said that he would forward a formal request to Craig Tribal Association.

Fire/EMS Coordinator- Absent from meeting.

Councilwoman McDonald expressed an interest in meeting the new Doctor when she visits Craig EMS.

Harbormaster- Hans Hjort he did not submit a report and said that they have completed pressure washing the dock next to Ruth Ann's due to it being slippery and he will install surplus excess light fixtures in the boatyard. Hans explained that the harbor is making their own mounts to keep the cost at around \$200 to \$300 dollars for 4 lights. Hans said they are working on power pedestals in North and South coves, budgets, and derelict vessels.

Timothy O'Connor asked Hans if he was able to figure out the problem of the high-water bill. Hans explained that he tallied all the months up and the numbers are skewed, plus August is the heaviest month for water usage because this last year the Seiners and Trawlers were all in at the same time, which caused the Harbor to go through about 159,000 gallons of water.

Jon Bolling said that it appears that the transfer of the meter reading data into the accounting system has shown the consumption amount being overstated by 10 and errors go all the way back through the end of last Summer.

Hans said they were not using that amount of water shown and that the harbor does log the amounts used daily.

Jon said that if the numbers and months are divided by a factor of 10 that they come in at the normal range. Jon said he will work with Russell and Sheri to get the problem fixed.

Library- Excused from the meeting as Angela had the day off but she did provide a written report.

Jon Bolling and Councilmembers recognized how well the Library's weekly book readings have been done.

Police Chief- Did not provide a written report. RJ Ely said that he has been recovering from knee surgery and has been released to light duty. RJ relayed that Dispatcher Brown resigned and has hopes to have the position filled tomorrow; that Officer Dustin Connelly has completed the recertification academy at the top 4% of his class and that Officer Josh Connelly will leave for the full 4-month academy this weekend. RJ stated that the digital fingerprinting system is now working and that CPD is setting up their new network printer. RJ said that he has been working with Klawock PD on the new radio system paperwork and is now waiting on the hardware to come in, and that the written tests are now available as the DMV kiosks are operational again. RJ reported that CPD calls for service increased by about 100 from December 2020, and Klawock PD and AST calls increased as well. RJ updated that as of January 2021, the State is not wanting to take inmates that the contracting facilities can hold due to overcrowding, and CPD is hoping for legislation that provides for more funding, especially for inmate food.

Public Works- Provided a written report. Russell Dill said that PeaceHealth Clinic has been supplied with salt for sidewalks and entryways.

Recreation- Provided a written report. Victoria Merritt said that 16 people showed up for the opening of volleyball. Victoria updated that skating has been opened and switched to Saturday; and after school skating has been switched to Monday and Wednesday to accommodate schedules better. Victoria said she has been meeting with the Centennial Committee and local people to get ideas for the 100-year celebration for the founding of the City Craig, to be held on March 1, 2022. Victoria said that the gym just got a new sanitizer in, and Samantha is leaving in mid-April for a new job position and the gym is not open for rental due to Covid-19 cases being up in Ketchikan.

Michael Kampnich and Timothy O'Connor recognized the cleanup day efforts spearheaded by Victoria Merritt and Kathy Peavey.

Parks and Public Facilities- Absent from meeting. Doug Ward did provide a written report.

Michael Kampnich said that he would like to see the ballpark trail's debris from the fallen tree, cleaned and removed. Michael said that other than the rounds debris left, that people are pleased that the trails are improved and opened.

Jon Bolling said that he would get with Doug to get the tree rounds debris removal scheduled.

READING OF CORRESPONDENCE

1. December 2020 Alaska Permanent Capital Management Statement
2. Alaska Municipal League Cares Act Review through December 2020
3. Alaska Municipal League Covid-19's Impacts to Local Governments
4. FY2022 DCCED Population Determination
5. First Quarter 2021 Sales Tax

CONSIDERATION OF RESOLUTIONS AND ORDINANCES

Michael Kampnich informed the council that Millie Schoonover sent him a text letting him know that she had left the meeting by telephone.

1. Ordinance No. 732: Change of Council Meeting Times

MCDONALD/BAZINET

Moved to adopt the Ordinance No. 732, Modifying Section 2.04.150 of the Craig Municipal Code Regarding City Council Meeting Time and Date at the second reading. MOTION CARRIED UNANIMOUSLY BY ROLL CALL VOTE

2. Ordinance No. 733: Designating City Council Seats

The Council discussed the pros and cons of City Council Seat designations.

BAZINET/SEE

Moved to adopt the Ordinance No. 733, Modifying Section 2.08.030 of the Craig Municipal Code by Designating Craig City Council Seats at the second reading. MOTION CARRIED UNANIMOUSLY BY ROLL CALL VOTE

3. Resolution 21-04. Establishing Capital Projects for 2021.

Julie McDonald asked if there were still plans to combine the fire hall, EMS, police, and jail. Chanel McKinley said that she thought that combining the departments in the same building could make insurance go up substantially. Jon Bolling said that the design for the fire hall is in the drawer ready to go, and if the Council elected to combine that building with the new jail and police station that the designs would have to be started all over. Jon explained that there is speculation that Congress may approve an infrastructure bill in the second calendar quarter

of this year and would be possibly looking at shovel-ready projects, which the fire hall is. Jon said that combining the fire hall with the jail and police, would make us ineligible for capital funding this year, but that it does not mean that it could not be looked at in the future, but it could bring functionality complications.

SEE/MCKINLEY

Moved to adopt the Resolution 21-04,
Establishing Capital Projects for 2021.
MOTION CARRIED UNANIMOUSLY BY
ROLL CALL VOTE

4. Resolution 21-05, Adopting POWCAC Transportation Priorities for 2021

MCKINLEY/BAZINET

Moved to adopt the Resolution 21-05,
Adopting Prince of Wales Community
Advisory Council Resolution 21-01,
Prioritizing DOT/PF Road Priorities for
Prince of Wales Island. MOTION CARRIED
UNANIMOUSLY BY ROLL CALL VOTE

5. Resolution 21-06, Support for the Senate Bill 74 in the Alaska State Legislature

Michael Kampnich said that this bill would be good for the community on a long-term economic basis to maintain infrastructure on Prince of Wales. Jon Bolling said that he noticed there is a several million-dollar appropriations within the bill for the Klawock Airport, which is another incentive to adopt this bill. Jon said he will find out the intent of the Airport funding.

KAMPNICH/BAZINET

Moved to adopt the Resolution 21-06,
Supporting Senate Bill 74 in the Alaska State
Legislature. MOTION CARRIED
UNANIMOUSLY BY ROLL CALL VOTE

UNFINISHED BUSINESS

None.

NEW BUSINESS

1. Consider Approval of Bond Counsel Agreement

Jon Bolling explained the letter from K&L Gates, LLP, and the estimated fee is typical of these types of bond issues and there is no cost to the city if there are no bond issues. Jon confirmed that the City Attorney had reviewed the bond agreement.

SEE/MCDONALD

Moved to approve the Confirmation of
Engagement Letter between the City of Craig
and K&L Gates, LLP. MOTION CARRIED
UNANIMOUSLY

2. Consider Utility Connection at ATS 788

Jon Bolling explained that this issue comes from a Council decision made in 1992 and that he recommends in his memo that the Council approve appropriated funds to Mr. Gardner, that the previous Council had agreed upon.

Hans Hjort explained existing entrance and exit possibilities and said that it makes sense for the coffee hut traffic to exit in the harbor parking lot by the dumpsters and that it shouldn't cause additional parking issues if the city were able to continue leasing the lot in the summer. The Council, Russell Dill, Hans Hjort and Jon Bolling discussed stop signs, parking, traffic, right of ways, water, sewer, property maintenance and possible costs of \$10,000.

Timothy O'Connor said that the City should look in a written lease agreement and Jon Bolling said that he would be happy to look into that option.

MCKINLEY/BAZINET

Moved to Appropriate Funds Necessary to Purchase and Install a Wastewater Pump Station at ATS 788 and Turn Ownership of the Pump Station Over to Mr. Patrick Gardner to Operate and Maintain. MOTION CARRIED UNANIMOUSLY

COUNCIL COMMENTS

Councilwoman McKinley said that Biden passed a mandate that commercial fishermen must always wear masks, including when they are sleeping.

Council Members directed staff to prepare letter in opposition to the Bill's mask requirement for commercial fishermen on boats.

Councilwoman McDonald said that her puppy contracted parvo and that it is very prevalent on Prince of Wales Island and she suggested that the city warn the public.

Council Members directed staff to prepare a parvo community awareness notice, to remind pet owners to update their vaccinations.

Councilman See directed staff discussion of logging practices on the next meeting's agenda.

ADJOURNMENT

SEE/KAMPNICH

Moved to adjourn at 7:47 p.m.
MOTION CARRIED

APPROVED on the _____ day of _____, ____.

MAYOR TIMOTHY O'CONNOR

ATTEST: _____
TRACEY JENSEN, CITY CLERK

CITY OF CRAIG - SCHOOL FUNDS-Public/Government

Account Statement - Period Ending 2/28/2021



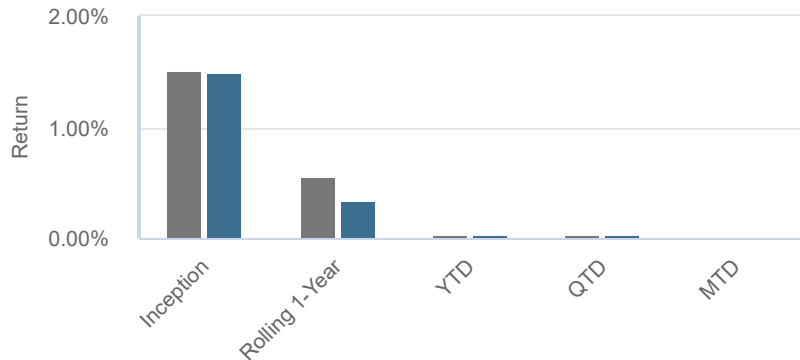
Account Activity

Portfolio Value on 2/1/2021	\$3,108,921.37
Beginning Bond Accrual	\$575.27
Contributions	\$0.00
Withdrawals	-\$550,600.00
Change in Market Value	-\$779.64
Dividends and Interest	\$5.14
Portfolio Value on 2/28/2021	\$2,557,546.87
Ending Bond Accrual	\$1,522.79

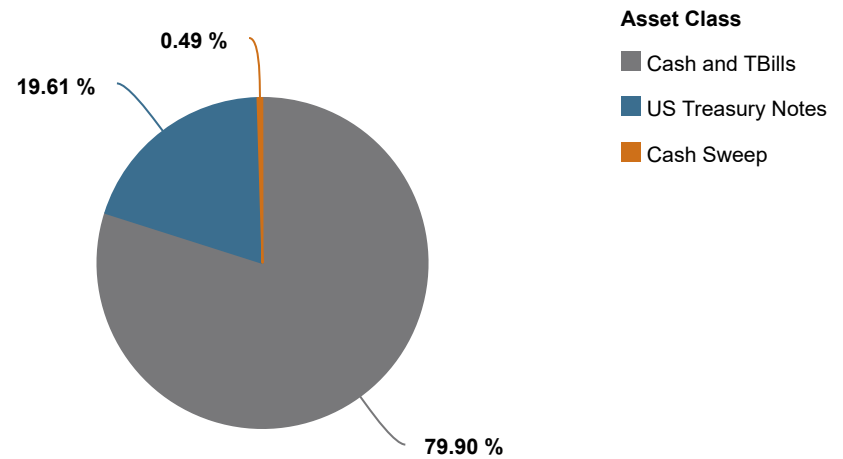
Management Team

Client Relationship Manager:	Allison Capps
	Allison@apcm.net
Portfolio Manager	Bill Llerman, CFA®
	Bill@apcm.net
Contact Phone Number:	(907) 272-7575

Investment Performance



Portfolio Composition



	Inception	Rolling 1 Year	Year to Date	Quarter to Date	Month to Date
Portfolio	1.49 %	0.55 %	0.02 %	0.02 %	0.01 %
Strategic Benchmark	1.47 %	0.33 %	0.01 %	0.01 %	0.01 %

Performance Is Annualized for Periods Greater than One Year.

Fixed Income Statistics
 Average Quality: AAA Yield to Maturity: 0.05% Average Maturity: 0.39 Yrs

Clients are encouraged to compare this report with the official statement from their custodian.

Portfolio Appraisal

Quantity	Security	Security Symbol	Total Cost	Price	Market Value	Accrued Interest	Percent of Assets
U.S. Fixed Income							
US Treasury Notes							
490,000.00	US Treasury Note 2.50% 1/15/2022	9128285V8	\$500,119.56	\$1.02	\$500,280.20	\$1,522.79	
			\$500,119.56		\$500,280.20	\$1,522.79	19.61 %
Cash							
Cash and TBills							
435,000.00	US Treasury Bill 0.00% 3/25/2021	9127962F5	\$434,785.32	\$1.00	\$434,989.13	\$0.00	
490,000.00	US Treasury Bill 0.00% 4/22/2021	9127962Q1	\$489,729.82	\$1.00	\$489,976.97	\$0.00	
220,000.00	Us Treasury Bill21 U S T Bill Due 05/18/21	912796F95	\$219,950.98	\$1.00	\$219,983.30	\$0.00	
340,000.00	United States Treas Bills Zero Cpn 0.00% 7/22/2021	912796C49	\$339,865.40	\$1.00	\$339,928.94	\$0.00	
560,000.00	United States Treas Bills Zero Cpn 0.00% 8/26/2021	912796D55	\$559,869.96	\$1.00	\$559,854.96	\$0.00	
Cash Sweep							
12,533.37	Schwab Bank Sweep	SchwabCash	\$12,533.37	\$1.00	\$12,533.37	\$0.00	
			\$2,056,734.85		\$2,057,266.67	\$0.00	80.39 %
Total Portfolio			\$2,556,854.41		\$2,557,546.87	\$1,522.79	100.00 %

Transaction Summary From 2/1/2021 - 2/28/2021

Trade Date	Settle Date	Security	Quantity	Trade Amount
Buy Exchange				
2/25/2021	2/25/2021	Schwab Bank Sweep	560,000.00	\$ 560,000.00
2/25/2021	2/26/2021	United States Treas Bills Zero Cpn 0.00% 8/26/2021	560,015.00	\$ 559,869.96
			Buy Exchange Total:	\$ 1,119,869.96
Sell Exchange				
2/25/2021	2/25/2021	US Treasury Bill 0.00% 2/25/2021	-560,000.00	-\$ 560,000.00
2/25/2021	2/26/2021	Schwab Bank Sweep	-559,869.96	-\$ 559,869.96
			Sell Exchange Total:	-\$ 1,119,869.96
Distributions				
2/25/2021	2/25/2021	Schwab Bank Sweep	-550,600.00	-\$ 550,600.00
			Distributions Total:	-\$ 550,600.00
Dividend Interest Reinvested				
2/15/2021	2/15/2021	Schwab Bank Sweep	5.14	\$ 5.14
			Dividend Interest Reinvested Total:	\$ 5.14
Exchange and Other Trade Fees				
2/25/2021	2/25/2021	Schwab Bank Sweep	-15.00	-\$ 15.00
2/25/2021	2/26/2021	United States Treas Bills Zero Cpn 0.00% 8/26/2021	-15.00	-\$ 15.00
			Exchange and Other Trade Fees Total:	-\$ 30.00

Realized Gain/Loss

Acquired Date	Units	Security	Cost Basis	Proceeds	Total Gain/Loss
CITY OF CRAIG - SCHOOL FUNDS-Public/Government					
7/30/2020	560,000.00	US Treasury Bill 0.00% 2/25/2021	\$559,689.87	\$560,000.00	\$310.13
CITY OF CRAIG - SCHOOL FUNDS-Public/Government Total:			\$1,670,174.83	\$1,670,484.96	\$310.13

CITY OF CRAIG-Public/Government

Account Statement - Period Ending 2/28/2021



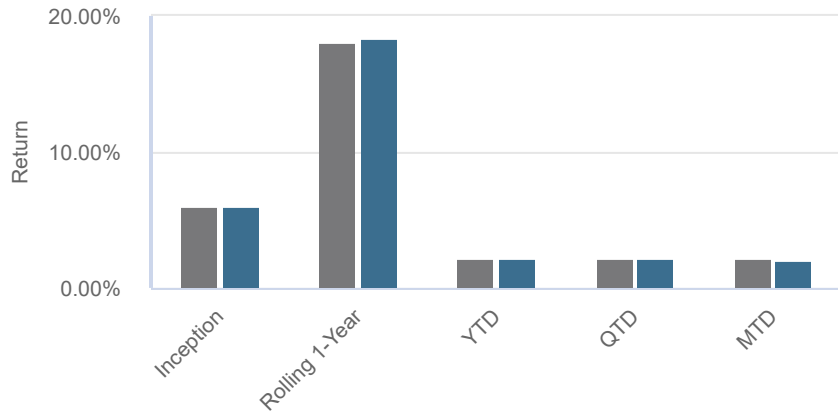
Account Activity

Portfolio Value on 2/1/2021	\$14,537,732.99
Contributions	\$0.00
Withdrawals	\$0.00
Change in Market Value	\$296,868.57
Dividends and Interest	\$11,820.00
Portfolio Value on 2/28/2021	\$14,840,136.24

Management Team

Client Relationship Manager:	Allison Capps
	Allison@apcm.net
Portfolio Manager	Bill Lierman, CFA®
	Bill@apcm.net
Contact Phone Number:	(907) 272-7575

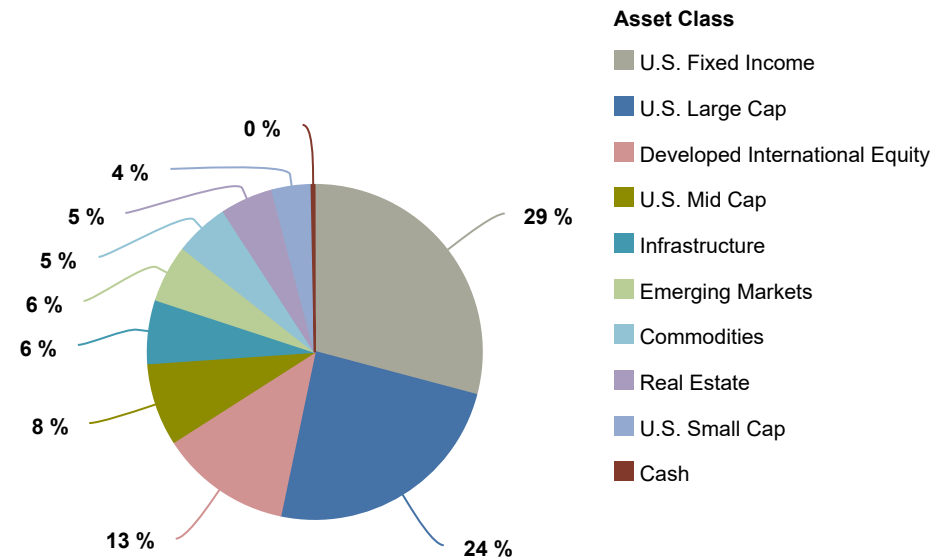
Investment Performance



	Inception	Rolling 1 Year	Year to Date	Quarter to Date	Month to Date
Portfolio	6.18 %	18.24 %	2.14 %	2.14 %	2.10 %
Strategic Benchmark	5.89 %	18.18 %	2.02 %	2.02 %	1.98 %

Performance Is Annualized for Periods Greater than One Year

Portfolio Composition



Clients are encouraged to compare this report with the official statement from their custodian.

Portfolio Summary and Targets

Allocation Range

Asset Class and Target	Market Value	Percent of Assets	Range:
Fixed Income (34.00 %)			
Fixed Income (34.00 %)			
U.S. Fixed Income (34.00 %)	\$4,323,603.46	29.13 %	20% to 45%
Cash (0.00 %)	\$45,012.55	0.30 %	na
Subtotal	\$4,368,616.01	29.44 %	
Equity (51.00 %)			
Equity (51.00 %)			
U.S. Large Cap (24.00 %)	\$3,586,794.80	24.17 %	15% to 35%
U.S. Mid Cap (7.00 %)	\$1,180,804.36	7.96 %	2% to 12%
U.S. Small Cap (3.00 %)	\$563,807.85	3.80 %	0% to 6%
Developed International Equity (12.00 %)	\$1,876,022.20	12.64 %	7% to 17%
Emerging Markets (5.00 %)	\$825,695.88	5.56 %	0% to 10%
Subtotal	\$8,033,125.09	54.13 %	
Alternatives (15.00 %)			
Alternatives (15.00 %)			
Real Estate (5.00 %)	\$752,450.70	5.07 %	0% to 10%
Commodities (5.00 %)	\$773,900.30	5.21 %	0% to 10%
Infrastructure (5.00 %)	\$912,044.14	6.15 %	0% to 10%
Subtotal	\$2,438,395.14	16.43 %	
Total Portfolio	\$14,840,136.24	100.00 %	

Portfolio Appraisal

Quantity	Security	Security Symbol	Total Cost	Price	Market Value	Percent of Assets
U.S. Large Cap						
Core Domestic Large Cap Equity						
9,430.00	SPDR S&P 500 Trust	SPY	\$1,602,769.86	\$380.36	\$3,586,794.80	
			\$1,602,769.86		\$3,586,794.80	24.17 %
U.S. Mid Cap						
Core Domestic Mid Cap Equity						
4,738.00	iShares Core S&P Mid-Cap ETF	IJH	\$635,477.95	\$249.22	\$1,180,804.36	
			\$635,477.95		\$1,180,804.36	7.96 %
U.S. Small Cap						
Core Domestic Small Cap Equity						
5,365.00	iShares Core S&P Small-Cap ETF	IJR	\$360,456.15	\$105.09	\$563,807.85	
			\$360,456.15		\$563,807.85	3.80 %
Developed International Equity						
Core International Equity						
12,051.00	iShares MSCI EAFE ETF	EFA	\$740,953.96	\$74.01	\$891,894.51	
13,993.00	iShares Core MSCI EAFE	IEFA	\$841,832.47	\$70.33	\$984,127.69	
			\$1,582,786.43		\$1,876,022.20	12.64 %
Emerging Markets						
Core Emerging Market Equity						
12,756.00	iShares Core MSCI Emerging Markets	IEMG	\$603,241.47	\$64.73	\$825,695.88	
			\$603,241.47		\$825,695.88	5.56 %
Real Estate						
Core Real Estate Equity						
4,009.00	Pacer Benchmark Industrial Real Estate Sector ETF	INDS	\$141,381.28	\$36.78	\$147,451.02	
7,328.00	JP Morgan Beta Builders MSCI US REIT ETF	BBRE	\$563,255.60	\$82.56	\$604,999.68	
			\$704,636.88		\$752,450.70	5.07 %

Quantity	Security	Security Symbol	Total Cost	Price	Market Value	Percent of Assets
Commodities						
Core Commodities						
15,693.00	iShares US Bloomberg Roll	CMDY	\$604,104.81	\$49.32	\$773,900.30	
			\$604,104.81		\$773,900.30	5.21 %
Infrastructure						
Core Infrastructure Equity						
17,038.00	FlexShares STOXX Global Broad Infrastructure	NFRA	\$847,651.99	\$53.53	\$912,044.14	
			\$847,651.99		\$912,044.14	6.15 %
U.S. Fixed Income						
Agencies						
50,000.00	Freddie Mac 0.45% 12/24/2024	3134GWQ82	\$50,013.48	\$1.00	\$49,928.12	
50,000.00	FHLB Ser 5146 0.50% 4/14/2025	3130AJHU6	\$50,166.30	\$1.00	\$49,859.14	
40,000.00	Fhfb 0.60% 08/27/25	3130AJZ36	\$39,975.00	\$0.99	\$39,637.47	
40,000.00	FHLB Bond 1.63% 3/12/2027	3130AJ4B2	\$41,510.62	\$1.04	\$41,751.54	
Corporate Bonds						
50,000.00	Gilead Sciences Inc Note Call Make Whole 1.95% 3/1/2022	375558BH5	\$49,614.98	\$1.02	\$51,312.50	
50,000.00	Unitedhealth Group Inc 2.875% 3/15/2022	91324PBV3	\$50,297.37	\$1.02	\$51,694.85	
50,000.00	Aflac Inc Sr Unsecured M-W Cal Lable 3.625% 6/15/2023	001055AL6	\$51,200.47	\$1.07	\$54,073.29	
50,000.00	Bank New York Mellon Corp 2.20% 8/16/2023	06406FAD5	\$49,540.47	\$1.04	\$52,185.83	
50,000.00	JP Morgan Chase 3.875% 2/1/2024	46625HJT8	\$50,933.68	\$1.10	\$54,931.46	
50,000.00	Metlife Inc 3.60% 4/10/2024	59156RBH0	\$51,339.90	\$1.09	\$55,349.50	
50,000.00	Wells Fargo & Company Mtn 3.30% 9/9/2024	94974BGA2	\$49,941.00	\$1.09	\$55,176.33	
50,000.00	Applied Matls Inc Note Call Make Whole 3.90% 10/1/2025	038222AJ4	\$52,336.52	\$1.12	\$56,876.00	
50,000.00	Target Corp Note Call Make Whole 2.50% 4/15/2026	87612EBE5	\$48,917.28	\$1.07	\$53,987.22	
40,000.00	Conoco Inc Note 6.95% 4/15/2029	208251AE8	\$55,421.32	\$1.36	\$55,546.22	
25,000.00	Intel Corp 2.45% 11/15/2029	458140BH2	\$26,287.10	\$1.04	\$26,280.10	
50,000.00	Simon Pty Group LP Note Call Make Whole 2.65% 7/15/2030	828807DK0	\$52,280.36	\$1.01	\$50,817.31	
FNMA & FHMLC Mortgage Pools						
2,113.16	FHLMC PC Gold Comb 4.00% 4/1/2026	3128MC3L7	\$2,990.81	\$1.07	\$2,255.35	

Quantity	Security	Security Symbol	Total Cost	Price	Market Value	Percent of Assets
U.S. Fixed Income						
US Treasury Notes						
75,000.00	US Treasury Note 2.00% 10/31/2021	912828F96	\$75,001.24	\$1.01	\$76,468.13	
350,000.00	US Treasury Note 0.375% 3/31/2022	912828ZG8	\$350,597.85	\$1.00	\$351,535.49	
200,000.00	US Treasury Note 2.125% 6/30/2022	912828XG0	\$198,478.30	\$1.03	\$206,032.62	
150,000.00	US Treasury Note 1.625% 11/15/2022	912828TY6	\$149,039.51	\$1.03	\$154,487.74	
80,000.00	US Treasury Note 2.625% 2/28/2023	9128284A5	\$79,782.96	\$1.05	\$83,924.20	
165,000.00	US Treasury Note 0.25% 4/15/2023	912828ZH6	\$164,941.45	\$1.00	\$165,393.68	
125,000.00	US Treasury Note 2.50% 8/15/2023	912828VS6	\$124,611.33	\$1.06	\$132,083.36	
130,000.00	US Treasury Note 1.375% 8/31/2023	9128282D1	\$129,898.44	\$1.03	\$133,803.37	
115,000.00	US Treasury Note 2.125% 3/31/2024	912828W71	\$114,020.54	\$1.05	\$122,324.09	
100,000.00	US Treasury Note 2.375% 8/15/2024	912828D56	\$100,087.00	\$1.07	\$106,806.85	
75,000.00	US Treasury Note 1.50% 9/30/2024	912828YH7	\$78,288.32	\$1.04	\$78,232.38	
65,000.00	US Treasury Note 2.125% 11/30/2024	9128283J7	\$65,986.52	\$1.06	\$69,282.97	
75,000.00	US Treasury Note 2.00% 2/15/2025	912828J27	\$75,339.65	\$1.06	\$79,321.01	
360,000.00	US Treasury Note 0.50% 3/31/2025	912828ZF0	\$361,991.93	\$1.00	\$360,305.80	
80,000.00	US Treasury Note Ser Y-2025 0.38% 4/30/2025	912828ZL7	\$80,214.82	\$0.99	\$79,325.08	
50,000.00	US Treasury Note 0.375% 11/30/2025	91282CAZ4	\$50,038.83	\$0.98	\$49,205.13	
100,000.00	US Treasury Note 2.50% 2/28/2026	9128286F2	\$100,271.21	\$1.08	\$108,479.91	
60,000.00	US Treasury Note 1.625% 5/15/2026	912828R36	\$60,349.25	\$1.04	\$62,727.50	
200,000.00	US Treasury Note 2.00% 11/15/2026	912828U24	\$197,784.46	\$1.06	\$212,999.27	
145,000.00	US Treasury Note 0.625% 3/31/2027	912828ZE3	\$146,067.55	\$0.98	\$142,571.16	
50,000.00	US Treasury Note 0.50% 4/30/2027	912828ZN3	\$50,023.70	\$0.97	\$48,495.56	
125,000.00	US Treasury Note 2.25% 11/15/2027	9128283F5	\$120,596.85	\$1.07	\$134,944.80	
100,000.00	US Treasury Note 0.625% 11/30/2027	91282CAY7	\$99,928.99	\$0.97	\$96,805.11	
80,000.00	US Treasury Note 3.125% 11/15/2028	9128285M8	\$81,299.60	\$1.14	\$91,728.85	
125,000.00	US Treasury Note 2.625% 2/15/2029	9128286B1	\$124,770.44	\$1.10	\$137,905.65	
50,000.00	US Treasury Note 1.625% 8/15/2029	912828YB0	\$49,673.20	\$1.02	\$51,238.42	
20,000.00	US Treasury Note 1.75% 11/15/2029	912828YS3	\$20,180.86	\$1.03	\$20,773.69	
70,000.00	US Treasury Note 1.50% 2/15/2030	912828Z94	\$75,355.00	\$1.01	\$70,770.71	
50,000.00	United States Treas Ser E-2030 0.63% 8/15/2030	91282CAE1	\$49,475.90	\$0.93	\$46,434.09	

Quantity	Security	Security Symbol	Total Cost	Price	Market Value	Percent of Assets
U.S. Fixed Income						
US Treasury Notes						
50,000.00	US Treassury Note 0.88% 11/15/2030	91282CAV3	\$49,807.95	\$0.95	\$47,534.61	
			\$4,196,670.31		\$4,323,603.46	29.13 %
Cash						
Cash Sweep						
45,012.55	Schwab Bank Sweep	SchwabCash	\$45,012.55	\$1.00	\$45,012.55	
			\$45,012.55		\$45,012.55	0.30 %
Total Portfolio			\$11,182,808.40		\$14,840,136.24	100.00 %

Transaction Summary From 2/1/2021 - 2/28/2021

Trade Date	Settle Date	Security	Quantity	Trade Amount
Buy Exchange				
2/1/2021	2/3/2021	Schwab Bank Sweep	73,548.61	\$73,548.61
2/1/2021	2/3/2021	Schwab Bank Sweep	16,769.50	\$16,769.50
2/1/2021	2/3/2021	Schwab Bank Sweep	21,501.14	\$21,501.14
2/1/2021	2/3/2021	iShares Core MSCI Emerging Markets	510.00	\$33,466.20
2/1/2021	2/3/2021	Pacer Benchmark Industrial Real Estate Sector ETF	280.00	\$10,418.80
2/1/2021	2/3/2021	iShares Core S&P Mid-Cap ETF	21.00	\$4,997.79
2/1/2021	2/3/2021	iShares MSCI EAFE ETF	22.00	\$1,611.61
2/1/2021	2/3/2021	JP Morgan Beta Builders MSCI US REIT ETF	262.00	\$21,062.18
2/1/2021	2/3/2021	iShares Core MSCI EAFE	1,186.00	\$82,379.56
2/1/2021	2/3/2021	FlexShares STOXX Global Broad Infrastructure	3,765.00	\$200,975.70
2/2/2021	2/3/2021	Schwab Bank Sweep	101,754.60	\$101,754.60
2/2/2021	2/3/2021	Schwab Bank Sweep	62,443.62	\$62,443.62
2/2/2021	2/3/2021	Schwab Bank Sweep	69,540.14	\$69,540.14
Buy Exchange Total:				\$700,469.45
Sell Exchange				
2/1/2021	2/3/2021	SPDR S&P 500 Trust	-195.00	-\$73,548.61
2/1/2021	2/3/2021	iShares Core S&P Small-Cap ETF	-169.00	-\$16,769.50
2/1/2021	2/3/2021	iShares US Bloomberg Roll	-456.99	-\$21,501.14
2/1/2021	2/3/2021	Schwab Bank Sweep	-33,466.20	-\$33,466.20
2/1/2021	2/3/2021	Schwab Bank Sweep	-10,418.80	-\$10,418.80
2/1/2021	2/3/2021	Schwab Bank Sweep	-4,997.79	-\$4,997.79
2/1/2021	2/3/2021	Schwab Bank Sweep	-1,611.61	-\$1,611.61
2/1/2021	2/3/2021	Schwab Bank Sweep	-21,062.18	-\$21,062.18
2/1/2021	2/3/2021	Schwab Bank Sweep	-82,379.56	-\$82,379.56
2/1/2021	2/3/2021	Schwab Bank Sweep	-200,975.70	-\$200,975.70
2/2/2021	2/3/2021	US Treasury Note 1.875% 1/31/2022	-99,985.26	-\$101,754.60
2/2/2021	2/3/2021	US Treasury Note 1.50% 2/15/2030	-59,985.59	-\$62,443.62
2/2/2021	2/3/2021	US Treasury Note 2.125% 11/30/2024	-64,985.98	-\$69,540.14

Trade Date	Settle Date	Security	Quantity	Trade Amount
Sell Exchange				
			Sell Exchange Total:	-\$700,469.45
Dividends and Interest				
2/1/2021	2/1/2021	JP Morgan Chase 3.875% 2/1/2024	0.00	\$968.75
2/2/2021	2/3/2021	US Treasury Note 1.875% 1/31/2022	0.00	\$15.54
2/2/2021	2/3/2021	US Treasury Note 1.50% 2/15/2030	0.00	\$420.65
2/2/2021	2/3/2021	US Treasury Note 2.125% 11/30/2024	0.00	\$246.65
2/15/2021	2/16/2021	FHLMC PC Gold Comb 4.00% 4/1/2026	0.00	\$7.27
2/15/2021	2/16/2021	US Treasury Note 2.375% 8/15/2024	0.00	\$1,187.50
2/15/2021	2/16/2021	FHLMC PC Gold Comb 4.00% 4/1/2026	0.00	\$68.95
2/16/2021	2/16/2021	Bank New York Mellon Corp 2.20% 8/16/2023	0.00	\$550.00
2/16/2021	2/16/2021	United States Treas Ser E-2030 0.63% 8/15/2030	0.00	\$156.25
2/16/2021	2/16/2021	US Treasury Note 2.00% 2/15/2025	0.00	\$750.00
2/16/2021	2/16/2021	US Treasury Note 2.50% 8/15/2023	0.00	\$1,562.50
2/16/2021	2/16/2021	US Treasury Note 1.625% 8/15/2029	0.00	\$406.25
2/16/2021	2/16/2021	US Treasury Note 1.50% 2/15/2030	0.00	\$525.00
2/16/2021	2/16/2021	US Treasury Note 2.625% 2/15/2029	0.00	\$1,640.62
2/27/2021	3/1/2021	Fhfb 0.60% 08/27/25	0.00	\$120.00
2/28/2021	3/1/2021	US Treasury Note 1.375% 8/31/2023	0.00	\$893.75
2/28/2021	3/1/2021	US Treasury Note 2.625% 2/28/2023	0.00	\$1,050.00
2/28/2021	3/1/2021	US Treasury Note 2.50% 2/28/2026	0.00	\$1,250.00
			Dividends and Interest Total:	\$11,819.68
Dividend Interest Reinvested				
2/15/2021	2/15/2021	Schwab Bank Sweep	0.32	\$0.32
			Dividend Interest Reinvested Total:	\$0.32
Exchange and Other Trade Fees				
2/1/2021	2/3/2021	SPDR S&P 500 Trust	0.00	-\$1.63
2/1/2021	2/3/2021	iShares Core S&P Small-Cap ETF	0.00	-\$0.37
2/1/2021	2/3/2021	iShares US Bloomberg Roll	-0.01	-\$0.48
2/2/2021	2/3/2021	US Treasury Note 1.875% 1/31/2022	-14.74	-\$15.00
2/2/2021	2/3/2021	US Treasury Note 1.50% 2/15/2030	-14.41	-\$15.00

Trade Date	Settle Date	Security	Quantity	Trade Amount
Exchange and Other Trade Fees				
2/2/2021	2/3/2021	US Treasury Note 2.125% 11/30/2024	-14.02	-\$15.00
Exchange and Other Trade Fees Total:				-\$47.48
Advisory Fees Paid				
2/17/2021	2/17/2021	Schwab Bank Sweep	-3,634.43	-\$3,634.43
Advisory Fees Paid Total:				-\$3,634.43

Realized Gain/Loss

Acquired Date	Units	Security	Cost Basis	Proceeds	Total Gain/Loss
CITY OF CRAIG-Public/Government					
6/1/2020	169.00	iShares Core S&P Small-Cap ETF	\$11,343.28	\$16,769.50	\$5,426.22
6/1/2020	457.00	iShares US Bloomberg Roll	\$17,169.49	\$21,501.14	\$4,331.65
3/25/2008	195.00	SPDR S&P 500 Trust	\$27,015.45	\$73,548.61	\$46,533.16
4/23/2020	60,000.00	US Treasury Note 1.50% 2/15/2030	\$64,755.88	\$62,443.62	-\$2,312.26
7/25/2019	100,000.00	US Treasury Note 1.875% 1/31/2022	\$100,040.40	\$101,754.60	\$1,714.20
11/13/2019	65,000.00	US Treasury Note 2.125% 11/30/2024	\$66,004.72	\$69,540.14	\$3,535.42
CITY OF CRAIG-Public/Government Total:			\$644,875.49	\$704,103.88	\$59,228.39

**CITY OF CRAIG
MEMORANDUM**

To: Craig Mayor and City Council
From: Jon Bolling, City Administrator
Date: March 10, 2021
RE: Resolution 21-07

Attached you will find City of Craig Resolution 21-07. The resolution encourages development of a young growth (YG) logging and milling industry in Southeast Alaska. At a recent council meeting, staff was asked to prepare a resolution supportive of YG harvest.

The resolution does not advocate for the cessation of old growth logging in favor of YG. Instead, the resolution emphasizes the city's interest in having the US Forest Service include YG as a component of its timber sale program, recognizing that some YG is ready for logging now, with hundreds of thousands of acres of YG in Southeast Alaska reaching harvestable age and size in the coming decades.

The industry is in a state of flux, with the Forest Service struggling to produce timber sales, litigation of sales by conservation groups, and the unexpected stoppage of logging activity by Sealaska Timber Corporation.

The Forest Service estimates that by 2026 enough YG in the Tongass will have reached the "two-log" threshold standard, meaning that the trees harvested typically will each have two 40-long sawlogs, at a volume of about 40 million board feet per year. By 2030 the volume of YG meeting the sawlog standard will be twice the 40 million board foot production target.

Recommendation

Adopt Resolution 21-07.

**CITY OF CRAIG
RESOLUTION NO. 21-07**

**SUPPORTING LOGGING AND PROCESSING OF
TONGASS YOUNG GROWTH TIMBER**

WHEREAS, Prince of Wales Island has been the site of an active forest products industry for decades; and,

WHEREAS, the industry worked from timber harvested from both public and private lands; and,

WHEREAS, most timber harvested from national forest lands was subsequently processed domestically, including on Prince of Wales Island; and,

WHEREAS, the Tongass National Forest is estimated to contain 420,000 acres of young growth timber; and,

WHEREAS, other landowners in Southeast Alaska are estimated to hold an additional 322,500 acres of young growth; and,

WHEREAS, some young growth logging has already occurred on Prince of Wales Island; and,

WHEREAS, a timber sale program that includes sustainable harvest from the 420,000 acres of young growth in Southeast Alaska found on national forest lands amounts to an opportunity to sustain a regional timber and sawmilling industry indefinitely; and,

WHEREAS, the Forest Service should adopt a multi-year schedule of young growth timber sales as one component of its timber sale program to provide some measure of certainty of wood supply for the region's forest products industry, and to demonstrate the ability to plan and sell young growth units into the market; and,

WHEREAS, Supporting and opening opportunities to utilize young growth timber stands as one component of the public timber sale program will perpetuate community access to renewable wood fuels as well as the more conventional benefits of full-time jobs and the economic activity those jobs bring

NOW, THEREFORE BE IT RESOLVED that the Council for the City of Craig, Alaska calls on the US Forest Service and other regional landowners to work together to achieve a structured, sustainable, and reliable supply of young growth timber to support logging and milling industries in Southeast Alaska.

APPROVED this _____ day of _____, 2021.

MAYOR TIM O'CONNOR

TRACEY JENSEN, CITY CLERK

**CITY OF CRAIG
MEMORANDUM**

To: Craig Mayor and City Council
From: Jon Bolling, City Administrator
Date: March 10, 2021
RE: Masking Order from CDC

As the council is aware, the US Coast Guard recently announced that it will enforce an order from the US Center for Disease Control that requires mask use by travelers on commercial vehicles and at transportation hubs, including, apparently, commercial fishing vessels moored in Craig . The council asked staff to prepare comments in response to the order. To that end, you will find attached a letter commenting on the order.

While the council understood that the US Coast Guard intends to apply the order to commercial fishing vessels and crews, a close reading of the order explicitly states that the mask order applies to any “marina, seaport, or other port”. That text clearly could include Craig’s municipal harbors, meaning that it would be within the discretion of the Coast Guard to compel individuals walking the city’s harbors to wear masks or risk being cited for violating the CDC’s order.

The CDC order is clearly ill-fitting as applied to local fishing vessels and use of our harbors as I attempt to point out in the attached letter. Clearly the author of the order has in mind implementing preventive measures at high volume areas serving paying passengers seeking transportation to far flung locations. After all, this is the same rule that commercial airlines and airport operators point to compelling mask wearing on commercial airline flights and terminal facilities. Any rule that casts so wide a net is bound to be viewed as non-sensical when applied to facilities very dissimilar to infrastructure catering to paying passengers.

Please review the letter and prepare comments for editing at the council’s March 18 meeting.

March 10, 2021

Dr. Martin S. Cetron, MD
Director, Division of Global Migration and Quarantine
Center for Disease Control
1600 Clifton Road
Atlanta, GA 30329-4027

Dear Dr. Cetron:

The City of Craig, Alaska asks that the CDC revise its recent 11-page Notice and Order titled “Requirement for persons to wear masks while on conveyances and at transportation hubs”, to specifically exclude small commercial fishing vessels and outdoor municipal harbors. The order is interpreted by the US Coast Guard to apply to small, commercially licensed fishing vessels that operate in local waters, and appears to also apply to outdoor municipal boat harbors. Given the justifications detailed in the order, the City of Craig believes that applying the order to small commercial fishing vessels and outdoor public harbors is a poor fit given the practices of the local fleet and the local harbors that moor these vessels.

The order stresses the need to wear masks are effective in reducing “the spread of COVID-19 when [masks] are widely used by people in public settings” (Order, p. 7). The order adds the following justifications:

- “Air travel often requires spending time in security lines and crowded airport terminals.”
- “Traveling on multi-person conveyances increases a person’s risk of getting and spreading COVID-19”
- “Travel by bus, train, vessel, and other conveyances used for international, interstate, or intrastate transportation pose similar challenges.”
- “Intrastate transmission of the virus has led to—and continues to lead to—interstate and international spread of the virus, particularly on public conveyances and in travel hubs, where passengers who may themselves be traveling only within their state or territory commonly interact with others traveling between states or territories or internationally.” Furthermore, given how interconnected most transportation systems are across the nation and the world, local transmission can grow even more quickly into interstate and international transmission when infected persons travel on non-personal conveyances without wearing a mask and with others who are not wearing masks.
- “Those transportation systems carry life-saving medical supplies and medical providers into and across the nation to our hospitals, nursing homes, and physicians' offices. Trains, planes, ships, and automobiles bring food and other essentials to our communities and to our homes. Buses bring America's children and teachers to school. Buses, trains, and subways, bring America's workforce to their jobs.”

None of these justifications supports application of the rule to small commercial fishing vessels. These vessels are wholly different from air travel; are not multi-person conveyances in the

context of the order; are not buses, trains, ships, or other conveyances used for public transportation; are not interconnected with national and international passenger transportation systems; and do not carry life-saving medical supplies and providers to health care facilities, or transport America's children and teachers to school.

Small commercial fishing vessels are often crewed by family members some of whom all reside within a single household. Time on board the vessel results in limited exposure to third parties. Vessels departing from and returning to home ports between fishing trips are unlikely to act as vectors even on an intrastate basis.

A far more practical CDC action would be an exemption from the rule for vessels that do not transport fare-paying passengers. Alternatively, requiring periodic COVID-19 testing of small commercial fishing vessel crews, or regular monitoring for symptoms is an effective prophylaxis. The order should also exempt small commercial fishing vessels that are crewed by family members.

As to application of the rule to municipal harbors, marinas, seaports, or other ports, local harbors are entirely outdoor facilities, bearing no similarities to transportation hubs such as airports, subways, bus stations, and the like. Unlike other transportation hubs, where interstate and international travelers are common daily occurrences, local harbors and marinas cater almost exclusively to resident users. Given the much lower risk of virus transmission in outdoor settings* and the infrequent occurrences of crowds on local floats, this class of facilities should be removed entirely from the definitions section of the order.

The city asks CDC to modify its order to implement the recommendations described in this letter.

Sincerely,

*See, for example the abstract at <https://pubmed.ncbi.nlm.nih.gov/33249484/>. See also <https://www.sciencemediacentre.org/expert-comments-about-outdoor-transmission-of-sars-cov-2-and-use-of-facemasks-outdoors/> ; and, more generally <https://www.mayoclinic.org/diseases-conditions/coronavirus/in-depth/safe-activities-during-covid19/art-20489385>.

**CENTERS FOR DISEASE CONTROL AND PREVENTION
DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**ORDER UNDER SECTION 361
OF THE PUBLIC HEALTH SERVICE ACT (42 U.S.C. 264)
AND 42 CODE OF FEDERAL REGULATIONS 70.2, 71.31(b), 71.32(b)**

**REQUIREMENT FOR PERSONS TO WEAR MASKS
WHILE ON CONVEYANCES AND AT TRANSPORTATION HUBS**

SUMMARY:

Notice and Order; and subject to the limitations under “Applicability,” pursuant to 42 U.S.C. 264(a) and 42 CFR 70.2, 71.31(b), and 71.32(b):

(1) Persons¹ must wear² masks over the mouth and nose when traveling on conveyances into and within the United States. Persons must also wear masks at transportation hubs as defined in this Order.

(2) A conveyance operator transporting persons into and within the United States³ must require all persons onboard to wear masks for the duration of travel.

(3) A conveyance operators operating a conveyance arriving at or departing from a U.S. port of entry must require all persons on board to wear masks for the duration of travel as a condition of controlled free pratique.⁴

(4) Conveyance operators must use best efforts to ensure that any person on the conveyance wears a mask when boarding, disembarking, and for the duration of travel. Best efforts include:

- boarding only those persons who wear masks;
- instructing persons that Federal law requires wearing a mask on the conveyance and failure to comply constitutes a violation of Federal law;
- monitoring persons onboard the conveyance for anyone who is not wearing a mask and seeking compliance from such persons;
- at the earliest opportunity, disembarking any person who refuses to comply; and
- providing persons with prominent and adequate notice to facilitate awareness and compliance of the requirement of this Order to wear a mask; best practices may include, if feasible, advance notifications on digital platforms, such as on apps, websites, or email;

¹ As used in this Order, “persons” includes travelers (*i.e.*, passengers and crew), conveyance operators, and any workers or service providers in the transportation hub.

² To “wear a mask” means to wear a mask over the nose and mouth.

³ This includes international, interstate, or intrastate waterways, subject to the jurisdiction of the United States.

⁴ As a condition of this controlled free pratique to commence or continue operations in the United States, conveyance operators must additionally require all persons to wear masks on board conveyances departing from the United States and for the duration of their travel until the conveyance arrives at the foreign destination if at any time any of the persons on the conveyance (passengers, crew, or conveyance operators) will return to the United States while this Order remains in effect. This precaution must be followed regardless of scheduled itinerary.

posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

(5) Operators of transportation hubs must use best efforts to ensure that any person entering or on the premises of the transportation hub wears a mask. Best efforts include:

- allowing entry only to those persons who wear masks;
- instructing persons that Federal law requires wearing a mask in the transportation hub and failure to comply constitutes a violation of Federal law;
- monitoring persons on the premises of the transportation hub for anyone who is not wearing a mask and seeking compliance from such persons;
- at the earliest opportunity, removing any person who refuses to comply from the premises of the transportation hub; and
- providing persons with prominent and adequate notice to facilitate awareness and compliance with the requirement of this Order to wear a mask; best practices may include, if feasible, advance notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

DEFINITIONS:

Controlled free pratique shall have the same definition as under 42 CFR 71.1, meaning “permission for a carrier to enter a U.S. port, disembark, and begin operation under certain stipulated conditions.”

Conveyance shall have the same definition as under 42 CFR 70.1, meaning “an aircraft, train, road vehicle,⁵ vessel . . . or other means of transport, including military.” Included in the definition of “conveyance” is the term “carrier” which under 42 CFR 71.1 has the same definition as conveyance under 42 CFR 70.1.

Conveyance operator means an individual operating a conveyance and an individual or organization causing or authorizing the operation of a conveyance.

Mask means a material covering the nose and mouth of the wearer, excluding face shields.⁶

Interstate traffic shall have the same definition as under 42 CFR 70.1, meaning

⁵ This includes rideshares meaning arrangements where passengers travel in a privately owned road vehicle driven by its owner in connection with a fee or service.

⁶ A properly worn mask completely covers the nose and mouth of the wearer. A mask should be secured to the head, including with ties or ear loops. A mask should fit snugly but comfortably against the side of the face. Masks do not include face shields. Masks can be either manufactured or homemade and should be a solid piece of material without slits, exhalation valves, or punctures. Medical masks and N-95 respirators fulfill the requirements of this Order. CDC guidance for attributes of acceptable masks in the context of this Order is available at: <https://www.cdc.gov/quarantine/masks/mask-travel-guidance.html>

“(1):

- (i) The movement of any conveyance or the transportation of persons or property, including any portion of such movement or transportation that is entirely within a state or possession—
- (ii) From a point of origin in any state or possession to a point of destination in any other state or possession; or
- (iii) Between a point of origin and a point of destination in the same state or possession but through any other state, possession, or contiguous foreign country.

(2) Interstate traffic does not include the following:

- (i) The movement of any conveyance which is solely for the purpose of unloading persons or property transported from a foreign country or loading persons or property for transportation to a foreign country.
- (ii) The movement of any conveyance which is solely for the purpose of effecting its repair, reconstruction, rehabilitation, or storage.”

Intrastate traffic means the movement of any conveyance or the transportation or movement of persons occurring solely within the boundaries of a state or territory, or on tribal land.

Possession shall have the same definition as under 42 CFR 70.1 and 71.1, meaning a “U.S. territory.”

State shall have the same definition as under 42 CFR 70.1, meaning “any of the 50 states, plus the District of Columbia.”

Territory shall have the same definition as “U.S. territory” under 42 CFR 70.1 and 71.1, meaning “any territory (also known as possessions) of the United States, including American Samoa, Guam, the [Commonwealth of the] Northern Mariana Islands, the Commonwealth of Puerto Rico, and the U.S. Virgin Islands.”

Transportation hub means any airport, bus terminal, marina, seaport or other port, subway station, terminal (including any fixed facility at which passengers are picked-up or discharged), train station, U.S. port of entry, or any other location that provides transportation subject to the jurisdiction of the United States.

Transportation hub operator means an individual operating a transportation hub and an individual or organization causing or authorizing the operation of a transportation hub.

U.S. port shall have the same definition as under 42 CFR 71.1, meaning any “seaport, airport, or border crossing point under the control of the United States.”

STATEMENT OF INTENT:

This Order shall be interpreted and implemented in a manner as to achieve the following objectives:

- Preservation of human life;
- Maintaining a safe and secure operating transportation system;
- Mitigating the further introduction, transmission, and spread of COVID-19 into the United States and from one state or territory into any other state or territory; and
- Supporting response efforts to COVID-19 at the Federal, state, local, territorial, and tribal levels.

APPLICABILITY:

This Order shall not apply within any state, locality, territory, or area under the jurisdiction of a Tribe that (1) requires a person to wear a mask on conveyances; (2) requires a person to wear a mask at transportation hubs; and (3) requires conveyances to transport only persons wearing masks. Such requirements must provide the same level of public health protection as — or greater protection than — the requirements listed herein.

In addition, the requirement to wear a mask shall not apply under the following circumstances:

- While eating, drinking, or taking medication, for brief periods;
- While communicating with a person who is hearing impaired when the ability to see the mouth is essential for communication;
- If, on an aircraft, wearing of oxygen masks is needed because of loss of cabin pressure or other event affecting aircraft ventilation;
- If unconscious (for reasons other than sleeping), incapacitated, unable to be awakened, or otherwise unable to remove the mask without assistance;⁷ or
- When necessary to temporarily remove the mask to verify one's identity such as during Transportation Security Administration screening or when asked to do so by the ticket or gate agent or any law enforcement official.

This Order exempts the following categories of persons:⁸

⁷ Persons who are experiencing difficulty breathing or shortness of breath or are feeling winded may remove the mask temporarily until able to resume normal breathing with the mask. Persons who are vomiting should remove the mask until vomiting ceases. Persons with acute illness may remove the mask if it interferes with necessary medical care such as supplemental oxygen administered via an oxygen mask.

⁸ Operators of conveyances or transportation hubs may impose requirements, or conditions for carriage, on persons requesting an exemption from the requirement to wear a mask, including medical consultation by a third party, medical documentation by a licensed medical provider, and/or other information as determined by the operator, as well as require evidence that the person does not have COVID-19 such as a negative result from a SARS-CoV-2 viral test or documentation of recovery from COVID-19. CDC definitions for SARS-CoV-2 viral test and documentation of recovery are available in the Frequently Asked Questions at: <https://www.cdc.gov/coronavirus/2019-ncov/travelers/testing-international-air-travelers.html>. Operators may also impose additional protective measures that improve the ability of a person eligible for exemption to maintain social distance (separation from others by 6 feet), such as scheduling travel at less crowded times or on less crowded conveyances, or seating or otherwise situating the individual in a less crowded section of the conveyance or transportation hub. Operators may further require that persons seeking exemption from the requirement to wear a mask request an accommodation in advance.

- A child under the age of 2 years;
- A person with a disability who cannot wear a mask, or cannot safely wear a mask, because of the disability as defined by the Americans with Disabilities Act (42 U.S.C. 12101 et seq.).⁹
- A person for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations.

This Order exempts the following categories of conveyances, including persons on board such conveyances:

- Private conveyances operated solely for personal, non-commercial use;
- Commercial motor vehicles or trucks as these terms are defined in 49 CFR 390.5, if the driver is the sole occupant of the vehicle or truck;
- Conveyances operated or chartered by the U.S. military services provided that such conveyance operators observe Department of Defense precautions to prevent the transmission of COVID-19 that are equivalent to the precautions in this Order.

This Order applies to persons on conveyances and at transportation hubs directly operated by U.S. state, local, territorial, or tribal government authorities, as well as the operators themselves. U.S. state, local, territorial, or tribal government authorities directly operating conveyances and transportation hubs may be subject to additional federal authorities or actions, and are encouraged to implement additional measures enforcing the provisions of this Order regarding persons traveling onboard conveyances and at transportation hubs operated by these government entities.

To the extent permitted by law, and consistent with President Biden’s Executive Order of January 21, 2021 (Promoting COVID-19 Safety in Domestic and International Travel),¹⁰ Federal agencies are required to implement additional measures enforcing the provisions of this Order.

BACKGROUND:

There is currently a pandemic of respiratory disease (coronavirus disease 2019 or “COVID-19”) caused by a novel coronavirus (SARS-COV-2). As of January 27, 2021, there have been 99,638,507 confirmed cases of COVID-19 globally, resulting in more than 2,141,000 deaths. As of January 27, 2021, there have been over 25,000,000 cases identified in the United States and over 415,000 deaths due to the disease. New SARS-CoV-2 variants have emerged in recent weeks, including at least one with evidence of increased transmissibility.¹¹

The virus that causes COVID-19 spreads very easily and sustainably between people who are in close contact with one another (within about 6 feet) mainly through respiratory droplets

⁹ This is a narrow exception that includes a person with a disability who cannot wear a mask for reasons related to the disability. CDC will issue additional guidance regarding persons who cannot wear a mask under this exemption. <https://www.cdc.gov/quarantine/masks/mask-travel-guidance.html>

¹⁰ <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/21/executive-order-promoting-covid-19-safety-in-domestic-and-international-travel/>

¹¹ <https://www.cdc.gov/coronavirus/2019-ncov/more/science-and-research/scientific-brief-emerging-variants.html>

produced when an infected person coughs, sneezes, or talks. These droplets can land in the mouths, eyes, or noses of people who are nearby and possibly be inhaled into the lungs. Infected people without symptoms (asymptomatic) and those in whom symptoms have not yet developed (pre-symptomatic) can also spread the virus. In general, the more closely an infected person interacts with others and the longer those interactions, the higher the risk of COVID-19 spread. COVID-19 may be transmitted by touching surfaces or objects that have the virus on them and then touching one's own or another person's eyes, nose, or mouth.

Masks help prevent people who have COVID-19, including those who are pre-symptomatic or asymptomatic, from spreading the virus to others.¹² Masks are primarily intended to reduce the emission of virus-laden droplets, i.e., they act as source control by blocking exhaled virus.¹³ This is especially relevant for asymptomatic or pre-symptomatic infected wearers who feel well and may be unaware of their infectiousness to others, and who are estimated to account for more than 50% of transmissions.^{14,15} Masks also provide personal protection to the wearer by reducing inhalation of these droplets, i.e., they reduce wearers' exposure through filtration.¹⁶ The community benefit of wearing masks for SARS-CoV-2 control is due to the combination of these effects; individual prevention benefit increases with increasing numbers of people using masks consistently and correctly.

Appropriately worn masks reduce the spread of COVID-19—particularly given the evidence of pre-symptomatic and asymptomatic transmission of COVID-19. Seven studies have confirmed the benefit of universal masking in community level analyses: in a unified hospital system,¹⁷ a German city,¹⁸ a U.S. State,¹⁹ a panel of 15 U.S. States and Washington, D.C.,^{20,21} as

¹² <https://www.cdc.gov/coronavirus/2019-ncov/more/masking-science-sars-cov2.html>

¹³ Leung NHL, Chu DKW, Shiu EYC, et al. Respiratory virus shedding in exhaled breath and efficacy of face masks. *Nature Medicine*. 2020;26(5):676-680. <https://dx.doi.org/10.1038/s41591-020-0843-2>

¹⁴ Moghadas SM, Fitzpatrick MC, Sah P, et al. The implications of silent transmission for the control of COVID-19 outbreaks. *Proc Natl Acad Sci U S A*. 2020;117(30):17513-17515. [10.1073/pnas.2008373117](https://doi.org/10.1073/pnas.2008373117). <https://www.ncbi.nlm.nih.gov/pubmed/32632012>

¹⁵ Johansson MA, Quandelacy TM, Kada S, et al. SARS-CoV-2 Transmission From People Without COVID-19 Symptoms. Johansson MA, et al. *JAMA Netw Open*. 2021 Jan 4;4(1):e2035057. doi: 10.1001/jamanetworkopen.2020.35057.

¹⁶ Ueki H, Furusawa Y, Iwatsuki-Horimoto K, et al. Effectiveness of Face Masks in Preventing Airborne Transmission of SARS-CoV-2. *mSphere*. 2020;5(5). [10.1128/mSphere.00637-20](https://doi.org/10.1128/mSphere.00637-20). <https://www.ncbi.nlm.nih.gov/pubmed/33087517>

¹⁷ Wang X, Ferro EG, Zhou G, Hashimoto D, Bhatt DL. Association Between Universal Masking in a Health Care System and SARS-CoV-2 Positivity Among Health Care Workers. *JAMA*. 2020. [10.1001/jama.2020.12897](https://doi.org/10.1001/jama.2020.12897). <https://www.ncbi.nlm.nih.gov/pubmed/32663246>

¹⁸ Mitze T., Kosfeld R., Rode J., Wälde K. *Face Masks Considerably Reduce COVID-19 Cases in Germany: A Synthetic Control Method Approach*. IZA – Institute of Labor Economics (Germany);2020.ISSN: 2365-9793, DP No. 13319. <http://ftp.iza.org/dp13319.pdf>

¹⁹ Gallaway MS, Rigler J, Robinson S, et al. Trends in COVID-19 Incidence After Implementation of Mitigation Measures – Arizona, January 22–August 7, 2020. *MMWR Morb Mortal Wkly Rep*. 2020;69(40):1460-1463. [10.15585/mmwr.mm6940e3](https://doi.org/10.15585/mmwr.mm6940e3). <https://www.ncbi.nlm.nih.gov/pubmed/33031366>

²⁰ Lyu W, Wehby GL. Community Use Of Face Masks And COVID-19: Evidence From A Natural Experiment Of State Mandates In The US. *Health Aff (Millwood)*. 2020;39(8):1419-1425. [10.1377/hlthaff.2020.00818](https://doi.org/10.1377/hlthaff.2020.00818). <https://www.ncbi.nlm.nih.gov/pubmed/32543923>

²¹ Hatzius J, Struyven D, Rosenberg I. Face Masks and GDP. *Goldman Sachs Research* <https://www.goldmansachs.com/insights/pages/face-masks-and-gdp.html>. Accessed January 20, 2021.

well as both Canada²² and the United States²³ nationally. Each analysis demonstrated that, following directives from organizational and political leadership for universal masking, new infections fell significantly. Two of these studies^{24,25} and an additional analysis of data from 200 countries that included localities within the United States²⁶ also demonstrated reductions in mortality. An economic analysis using U.S. data found that, given these effects, increasing universal masking by 15% could prevent the need for lockdowns and reduce associated losses of up to \$1 trillion or about 5% of gross domestic product.²⁷

Wearing a mask especially helps protect those at increased risk of severe illness from COVID-19²⁸ and workers who frequently come into close contact with other people (e.g., at transportation hubs). **Masks are most likely to reduce the spread of COVID-19 when they are widely used by people in public settings.** Using masks along with other preventive measures, including social distancing, frequent handwashing, and cleaning and disinfecting frequently touched surfaces, is one of the most effective strategies available for reducing COVID-19 transmission.

Traveling on multi-person conveyances increases a person's risk of getting and spreading COVID-19 by bringing persons in close contact with others, often for prolonged periods, and exposing them to frequently touched surfaces. Air travel often requires spending time in security lines and crowded airport terminals. Social distancing may be difficult if not impossible on flights. People may not be able to distance themselves by the recommended 6 feet from individuals seated nearby or those standing in or passing through the aircraft's aisles. Travel by bus, train, vessel, and other conveyances used for international, interstate, or intrastate transportation pose similar challenges.

Intrastate transmission of the virus has led to—and continues to lead to—interstate and international spread of the virus, particularly on public conveyances and in travel hubs, where passengers who may themselves be traveling only within their state or territory commonly interact with others traveling between states or territories or internationally. Some states, territories, Tribes,

²² Karaivanov A., Lu S.E., Shigeoka H., Chen C., Pamplona S. *Face Masks, Public Policies and Slowing the Spread of Covid-19: Evidence from Canada* National Bureau of Economic Research 2020. Working Paper 27891. <http://www.nber.org/papers/w27891>

²³ Chernozhukov V, Kasahara H, Schrimpf P. Causal Impact of Masks, Policies, Behavior on Early Covid-19 Pandemic in the U.S. *J Econom.* 2021 Jan;220(1):23-62. doi: 10.1016/j.jeconom.2020.09.003. Epub 2020 Oct 17.

²⁴ Hatzius J, Struyven D, Rosenberg I. Face Masks and GDP. *Goldman Sachs Research* <https://www.goldmansachs.com/insights/pages/face-masks-and-gdp.html>. Accessed January 20, 2021.

²⁵ Chernozhukov V, Kasahara H, Schrimpf P. Causal Impact of Masks, Policies, Behavior on Early Covid-19 Pandemic in the U.S. *J Econom.* 2021 Jan;220(1):23-62. doi: 10.1016/j.jeconom.2020.09.003. Epub 2020 Oct 17.

²⁶ Leffler CT, Ing EB, Lykins JD, Hogan MC, McKeown CA, Grzybowski A. Association of country-wide coronavirus mortality with demographics, testing, lockdowns, and public wearing of masks. *Am J Trop Med Hyg.* 2020 Dec;103(6):2400-2411. doi: 10.4269/ajtmh.20-1015. Epub 2020 Oct 26.

²⁷ Hatzius J, Struyven D, Rosenberg I. Face Masks and GDP. *Goldman Sachs Research* <https://www.goldmansachs.com/insights/pages/face-masks-and-gdp.html>. Accessed January 20, 2021.

²⁸ <https://www.cdc.gov/coronavirus/2019-ncov/need-extra-precautions/index.html>

and local public health authorities have imposed mask-wearing requirements within their jurisdictional boundaries to protect public health.²⁹ Any state or territory without sufficient mask-wearing requirements for transportation systems within its jurisdiction has not taken adequate measures to prevent the spread of COVID-19 from such state or territory to any other state or territory. That determination is based on, *inter alia*, the rapid and continuing transmission of the virus across all states and territories and across most of the world. Furthermore, given how interconnected most transportation systems are across the nation and the world, local transmission can grow even more quickly into interstate and international transmission when infected persons travel on non-personal conveyances without wearing a mask and with others who are not wearing masks.

Therefore, I have determined that the mask-wearing requirements in this Order are reasonably necessary to prevent the further introduction, transmission, or spread of COVID-19 into the United States and among the states and territories. Individuals traveling into or departing from the United States, traveling interstate, or traveling entirely intrastate, conveyance operators that transport such individuals, and transportation hub operators that facilitate such transportation, must comply with the mask-wearing requirements set forth in this Order.

America's transportation systems are essential. Not only are they essential for public health, they are also essential for America's economy and other bedrocks of American life. Those transportation systems carry life-saving medical supplies and medical providers into and across the nation to our hospitals, nursing homes, and physicians' offices. Trains, planes, ships, and automobiles bring food and other essentials to our communities and to our homes. Buses bring America's children and teachers to school. Buses, trains, and subways, bring America's workforce to their jobs.

Requiring masks on our transportation systems will protect Americans and provide confidence that we can once again travel safely even during this pandemic. Therefore, requiring masks will help us control this pandemic and aid in re-opening America's economy.

The United States and countries around the world are currently embarking on efforts to vaccinate their populations, starting with healthcare personnel and other essential workers at increased risk of exposure to SARS-CoV-2 and people at increased risk for severe illness from the virus. While vaccines are highly effective at preventing severe or symptomatic COVID-19, at this time there is limited information on how much the available COVID-19 vaccines may reduce transmission in the general population and how long protection lasts.³⁰ Therefore, this mask requirement, as well as CDC recommendations to prevent spread of COVID-19,³¹ additionally apply to vaccinated persons. Similarly, CDC recommends that people who have

²⁹ Based on internet sources, 37 states plus D.C. and Puerto Rico mandate the wearing of masks in public. Among the jurisdictions that have imposed mask mandates, variations in requirements exist. For example, exemptions for children range in cutoff age from 2 to 12, but masks are generally required in indoor public spaces such as restaurants and stores, on public transit and ride-hailing services, and outdoors when unable to maintain 6 feet of distance from others. See <https://www.aarp.org/health/healthy-living/info-2020/states-mask-mandates-coronavirus.html> (accessed January 28, 2021).

³⁰ <https://www.cdc.gov/vaccines/covid-19/info-by-product/clinical-considerations.html>

³¹ <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>

recovered from COVID-19 continue to take precautions to protect themselves and others, including wearing masks;³² therefore, this mask requirement also applies to people who have recovered from COVID-19.

ACTION:

Until further notice, under 42 U.S.C. 264(a) and 42 CFR 70.2, 71.31(b), and 71.32(b), unless excluded or exempted as set forth in this Order, a person must wear a mask while boarding, disembarking, and traveling on any conveyance into or within the United States. A person must also wear a mask at any transportation hub that provides transportation within the United States.

Conveyance operators traveling into or within the United States may transport only persons wearing masks and must use best efforts to ensure that masks are worn when embarking, disembarking, and throughout the duration of travel. Operators of transportation hubs must use best efforts to ensure that any person entering or on the premises of the transportation hub wears a mask.

As a condition of receiving controlled free pratique under 42 CFR 71.31(b) to enter a U.S. port, disembark passengers, and begin operations at any U.S. port of entry, conveyances arriving into the United States must require persons to wear masks while boarding, disembarking, and for the duration of travel. Conveyance operators must also require all persons to wear masks while boarding and for the duration of their travel on board conveyances departing from the United States until the conveyance arrives at the foreign destination, if at any time any of the persons onboard (passengers, crew, or conveyance operators) will return to the United States while this Order remains in effect. These travel conditions are necessary to mitigate the harm of further introduction of COVID-19 into the United States.

Requiring a properly worn mask is a reasonable and necessary measure to prevent the introduction, transmission and spread of COVID-19 into the United States and among the states and territories under 42 U.S.C. 264(a) and 42 CFR 71.32(b). Among other benefits, masks help prevent dispersal of an infected person's respiratory droplets that carry the virus. That precaution helps prevent droplets from landing in the eye, mouth, or nose or possibly being inhaled into the lungs of an uninfected person, or from landing on a surface or object that an uninfected person may then touch and then touch his or her own or another's eyes, nose, or mouth. Masks also provide some protection to the wearer by helping reduce inhalation of respiratory droplets.

This Order shall not apply within any state, locality, territory, or area under the jurisdiction of a Tribe, where the controlling governmental authority: (1) requires a person to wear a mask on conveyances; (2) requires a person to wear a mask at transportation hubs; and (3) requires conveyances to transport only persons wearing masks. Those requirements must provide the same level of public health protection as —or greater protection than—the requirements listed herein.

In accordance with 42 U.S.C. 264(e), state, local, territorial, and tribal authorities may impose additional requirements that provide greater public health protection and are more restrictive than

³² <https://www.cdc.gov/coronavirus/2019-ncov/hcp/duration-isolation.html>

the requirements in this Order. Consistent with other federal, state, or local legal requirements, this Order does not preclude operators of conveyances or transportation hubs from imposing additional requirements, or conditions for carriage, that provide greater public health protection and are more restrictive than the requirements in this Order (e.g., requiring a negative result from a SARS-CoV-2 viral test or documentation of recovery from COVID-19 or imposing requirements for social distancing or other recommended protective measures).

This Order is not a rule within the meaning of the Administrative Procedure Act (“APA”) but rather is an emergency action taken under the existing authority of 42 U.S.C. 264(a) and 42 CFR 70.2, 71.31(b), 71.32(b). In the event that a court determines this Order qualifies as a rule under the APA, notice and comment and a delay in effective date are not required because there is good cause to dispense with prior public notice and comment and the opportunity to comment on this Order and the delay in effective date. Considering the public health emergency caused by COVID-19, it would be impracticable and contrary to the public’s health, and by extension the public’s interest, to delay the issuance and effective date of this Order. Similarly, the Office of Information and Regulatory Affairs has determined that if this Order were a rule, it would be a major rule under the Congressional Review Act, but there would not be a delay in its effective date as the agency has determined that there would be good cause to make the requirements herein effective immediately under the APA.

This order is also an economically significant regulatory action under Executive Order 12866 and has therefore been reviewed by the Office of Information and Regulatory Affairs of the Office of Management and Budget. The agency is proceeding without the complete analysis required by Executive Order 12866 under the emergency provisions of 6(a)(3)(D) of that Order.

If any provision of this Order, or the application of any provision to any carriers, conveyances, persons, or circumstances, shall be held invalid, the remainder of the provisions, or the application of such provisions to any carriers, conveyances, persons, or circumstances other than those to which it is held invalid, shall remain valid and in effect.

To address the COVID-19 public health threat to transportation security, this Order shall be enforced by the Transportation Security Administration under appropriate statutory and regulatory authorities including the provisions of 49 U.S.C. 106, 114, 44902, 44903, and 46301; and 49 CFR part 1503, 1540.105, 1542.303, 1544.305 and 1546.105.

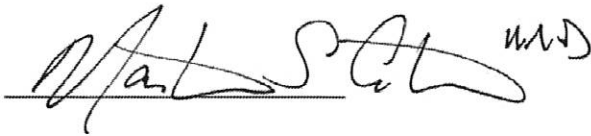
This Order shall be further enforced by other federal authorities and may be enforced by cooperating state and local authorities through the provisions of 18 U.S.C. 3559, 3571; 42 U.S.C. 243, 268, 271; and 42 CFR 70.18 and 71.2.³³

³³ While this Order may be enforced and CDC reserves the right to enforce through criminal penalties, CDC does not intend to rely primarily on these criminal penalties but instead strongly encourages and anticipates widespread voluntary compliance as well as support from other federal agencies in implementing additional civil measures enforcing the provisions of this Order, to the extent permitted by law and consistent with President Biden’s Executive Order of January 21, 2021 (Promoting COVID-19 Safety in Domestic and International Travel).

EFFECTIVE DATE:

This Order shall enter into effect on February 1, 2021, at 11:59 p.m. and will remain in effect unless modified or rescinded based on specific public health or other considerations, or until the Secretary of Health and Human Services rescinds the determination under section 319 of the Public Health Service Act (42 U.S.C. 247d) that a public health emergency exists.

In testimony whereof, the Director of the Division of Global Migration and Quarantine at the Centers for Disease Control and Prevention, U.S. Department of Health and Human Services, has hereunto set his hand at Atlanta, GA, this 29th day of January 2021.

A handwritten signature in black ink, appearing to read "Martin S. Cetron" with "M.D." written to the right. The signature is written over a horizontal line.

Martin S. Cetron, M.D.
Director, Division of Global Migration and Quarantine
Centers for Disease Control and Prevention

**CITY OF CRAIG
MEMORANDUM**

To: Craig Mayor and City Council
From: Jon Bolling, City Administrator
Date: March 10, 2021
RE: Alaska Forest Practices Act

At a recent meeting, the city council expressed an interest in providing comments to the State of Alaska regarding the Alaska Forest Resources and Practices Act.

In short, the Act, among other things, governs timber harvest management practices on State and private land in Alaska. A fact sheet summarizing the Act is attached. Also attached is a screen shot from the Act's web page at the State of Alaska web site. Much more information on the act is available at <http://forestry.alaska.gov/forestpractices#training>.

The Act does not apply to federal lands. Federal land managers, including the US Forest Service, must follow the National Environmental Policy Act, several other federal statutes, and a number of timber and wildlife models/protocols.

When the council briefly touched on this matter recently, my recollection is that there was interest in commenting on some of the management standards in the act. In order for staff to prepare useful comments, the council should articulate its concerns during discussion on this agenda item.

Feel free to contact me with questions.

Fact Sheet:

Alaska Forest Resources and Practices Act

January 2017

DEPARTMENT OF NATURAL RESOURCES

--

DIVISION OF FORESTRY

Background. The Alaska Forest Resources and Practices Act (FRPA, AS 41.17) governs how commercial timber harvesting, reforestation, and timber access occur on state, private, and municipal land. Forest management standards on federal land must also meet or exceed the standards for state land established by the Act. The FRPA was originally adopted in 1978. Major revisions were adopted in 1990 to address riparian management on private land, enhance notification procedures for timber operations, reorganize the Board of Forestry, and establish enforcement procedures. Since 1990, the Act has been amended to update the riparian management standards for each region, the reforestation standards for Regions II and III, and the mass wasting regulations statewide.

Purpose. The Act balances economic concerns for the timber industry with water quality and habitat protection needs. It protects fish habitat and water quality, ensures prompt reforestation, and helps the timber and fishing industries provide long-term jobs. This framework provides certainty and credibility for landowners, operators, and the public.

Key provisions. The Act:

- Establishes a process for landowners to notify the state before beginning commercial timber operations. This is not a permit process. Tight timeframes are set for agency review of notifications, and timber operations can proceed if the agencies do not respond within the set time frame.
- Sets standards for forest management along waterbodies, including buffers, and provides flexibility to harvest valuable trees within buffers when it can be done without harming fish habitat or water quality. Harvest within buffers requires agency approval. Buffers are tailored to the conditions in each region.
- Sets standards to prevent erosion from roads and harvest areas into waterbodies.
- Requires reforestation except where land will be converted to another use, or where the harvest area is significantly composed of dead or dying trees.
- Provides one-stop shopping for forest operation compliance with state and federal clean water standards.
- Authorizes DOF to enforce the Act through inspections, directives, stop work orders, and civil fines.
- Establishes roles for DEC and ADF&G to ensure protection of water quality and fish habitat.
- Establishes the Board of Forestry and the State Forest system.

Best management practices (BMPs). Since 1993, FRPA regulations adopted under 11 AAC 95 have established BMPs for road construction and maintenance, timber harvesting, and reforestation. These standards prevent adverse impacts to fish habitat and water quality from timber operations and provide sustainable timber resources.

Regions and applicability. Alaska is divided into three forest practices regions. Region I covers coastal forests from Southeast Alaska through Prince William Sound, the eastern Kenai Peninsula, the Kodiak Archipelago, and parts of the Alaska Peninsula. Region II is the boreal forest south of the Alaska Range. Region III is the boreal forest in Interior Alaska.

Operations must comply with the FRPA if they are larger than 10 acres in Region I or larger than 40 acres in Region II. In Region III, it applies to operations larger than 40 acres for forest landowners that own more than 160 acres in total. All commercial harvest operations that encompass or border surface waters or a riparian area also must comply with the Act, regardless of their size.



FOREST PRACTICES

Quick Links Menu

- [Alaska Forest Resources and Practices Act](#)
- [Forest Resources and Practices Regulations](#)
- [Implementing Best Management Practices for Timber Harvest Operations](#)
- [FRPA Training Materials](#)
- [Monitoring FRPA Implementation and Effectiveness](#)
- [FRPA Reviews and Updates](#)
- [Detailed Plan of Operations Form](#)
- [Renewal of Notification Form](#)
- [Board of Forestry](#)
- [Contact Information](#)

Alaska Forest Resources and Practices Act

[FRPA Briefing Paper](#) (Word)

The Alaska Forest Resources and Practices Act (FRPA, AS 41.17) (PDF) governs how timber harvesting, reforestation, and timber access occur on state, private, and municipal land. The FRPA was originally adopted in 1978. Major revisions were adopted in 1990 to address riparian management on private land, enhance notification procedures for timber operations, reorganize the Board of Forestry, and establish enforcement procedures. FRPA standards are tailored to the coastal forest (Region I), southcentral transitional forest (Region II), and interior boreal forest (Region III). Updates to the stream classification system and riparian management standards were adopted for Region I (1998), Region II (2006), and Region III (2003), and the Region II and III riparian forest management standards were updated in 2017.

Purpose

The Act is designed to protect fish habitat and water quality, and ensure prompt reforestation of forest land while providing for a healthy timber industry. The FRPA ensures that both the timber and commercial fishing industries can continue to provide long-term jobs.

Key provisions

The Act addresses these goals by:

- Establishes a process for landowners to notify the state before beginning commercial timber operations. This is not a permit process. Tight timeframes are set for agency review of notifications, and timber operations can proceed if the agencies do not respond within the set time frame.
- Sets standards for forest management along waterbodies, including buffers, and provides flexibility to harvest valuable trees within buffers when it can be done without harming fish habitat or water quality. Harvest within buffers requires agency approval. Buffers are tailored to the conditions in each region.
- Sets standards to prevent erosion from roads and harvest areas into waterbodies.
- Requires reforestation except where land will be converted to another use, or where the harvest area is significantly composed of dead or dying trees.
- Provides one-stop shopping for forest operation compliance with state and federal clean water standards.
- Authorizes DOF to enforce the Act through inspections, directives, stop work orders, and civil fines.
- Establishes roles for DEC and ADF&G to ensure protection of water quality and fish habitat.
- Establishes the Board of Forestry and the State Forest system.

CITY OF CRAIG MEMORANDUM

To: Craig Mayor and City Council
From: Brian Templin, City Planner
Date: March 5, 2021
RE: Access Permit Process Discussion

At the March 4, 2021 council meeting the council asked for a discussion at the next council meeting on the city's access permit process. The discussion was generated by a recent access permit for a golf driving range on city property on Cemetery Island. The council was interested in discussing inclusion of some notice/approval to the council before access permits were issued.

Background

The city allows use of city owned land and buildings under a number of processes contained in Title 16 of the Craig municipal code. This includes:

- Purchase of city property. Purchases are based on a set process and generally require an appraisal of the property. Purchase allows the new owner to use the property for any allowed purpose in the zoning unless the council includes some covenant or restriction in the sale. Sales are approved by the council through an ordinance and approval of the sales agreement. There is a 30-day public notice requirement and at least two city council meetings before a sale negotiation is approved.
- Leases of city property. Leases allow for short- or long-term exclusive use of property and grant the lease holder "possessory interest" which generally allows them to develop the property and conduct activities allowed within the zoning and authorized in the lease. Leases generally require an appraisal and are very formal. Lease documents signed by the lease holder and city are designed to strongly protect the interests of both parties. Leases are approved by the council through an ordinance and approval of the lease agreement. There is a 30-day public notice requirement and at least two city council meetings before a lease negotiation is approved.
- Access Permits. Access permits allow for short term, generally non-exclusive, generally non-destructive uses of city property. Uses are generally allowed uses in the zone, or support generally allowed uses. Access permits generally do not include construction of permanent facilities (buildings on trailers or skids and placement of containers are common). Access permits do not require an appraisal and permittees are generally charged a fee or exchange of services set by the city administrator. While we often charge for access permits, it is not unusual to exchange services that benefit both the permittee and city. There is no public notice requirement for access permits. Access permits can be issued by the city administrator for up to 12 months. Permits can be issued or extended with approval of the city council for up to 24 months.

Craig Municipal Code Title 16.04.020 governs the issuance of permits in Craig.

16.04.020 Access permits.

- A. The administrator may, without council action, issue access permits for the purpose of authorizing entry onto, and use of, city-owned property for exploration, survey, archaeological exploration and other uses of less than one year which are essentially nondestructive. Permits issued under this section shall be for such fees and under such terms and conditions as the administrator determines are appropriate.
- B. For temporary use for a period of more than one year but not more than two years, the council may, by resolution in each specific case, authorize the city administrator to grant a permit to an applicant for the use of city lands. Such permit may be granted without appraisal of the value of the land or public auction of the permit, for any purpose compatible with the land use classification or zoning of such lands, and on such terms for such use as the council determines.
- C. In the issuance of an access permit, the city may make expressly applicable to the permit such provisions from CMC 16.02.140 as the city deems appropriate. [Ord. 349 § 5, 1992.]

Access permits are used regularly for a variety of both for-profit and non-profit uses including:

- Development of a driving range
- Use of seasonal dock and ramp
- Use of crane and pier space for seafood companies
- Development of alleys and rights-of-way dedicated, but not developed by the city
- Short term occupancy of existing city buildings
- Storage of oil-contaminated soil
- Storage of construction materials for adjacent construction on private property
- Installation of a satellite dish on city property for residential use
- Access to city owned buildings for salvage (condemned or disused buildings)
- Placement of fiber optic cable
- Stream restoration access and materials storage
- Storage and sorting fill material by private parties
- Short term dedicated parking on city property
- Storage and staging areas for various fisheries
- Filming on city facilities

Recommendation: The council should discuss the access permit process and provide guidance to staff on changes to the process or municipal code regarding these permits.

March 11, 2021

Dear Mayor O'Connor and Council Members,

The Craig Fourth of July Committee is sending this letter to request another year of significant financial support for this year's Fourth of July celebration.

The Fourth of July celebration is normally funded by fundraising and donations. Fundraising usually include: Duck Raffle, Water Balls, Hero Raffle, Fourth of July Booth Profit Sharing, Bounce House/Slide Rentals and Spring Carnival.

In 2018 and 2019 the Fourth of July Committee raised approximately twenty thousand dollars each year. Unfortunately, due to COVID, the only place we were able to raise money last year was with our Duck Raffle. COVID has made fundraising nearly impossible and now we are looking to you for continued support.

The ten thousand dollars you gave to us last year made last year's celebration possible and we hope you are able to give us another ten thousand dollars to go towards this year celebration.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Karen Hobart". The signature is written in a cursive style with a large, looped "O" at the end.

Karen Hobart

Fourth of July Committee Treasurer