



# City of Valdez

212 Chenega Ave.  
Valdez, AK 99686

## Meeting Agenda

### City Council

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Tuesday, January 2, 2024

7:00 PM

Council Chambers

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#### Regular Meeting

#### WORK SESSION AGENDA - 5:30 pm

*Transcribed minutes are not taken for Work Sessions. Audio is available upon request.*

1. [Work Session: US Coast Guard Strategy](#)

#### REGULAR AGENDA - 7:00 PM

##### I. CALL TO ORDER

##### II. PLEDGE OF ALLEGIANCE

##### III. ROLL CALL

##### IV. APPROVAL OF MINUTES

1. [Approval of City Council Meeting Minutes - November 21, 2023](#)
2. [Approval of City Council Meeting Minutes - December 12, 2023](#)

##### V. PUBLIC APPEARANCES

1. [Jack Victory and Eric Kros, Capital Hill Consulting Group](#)

##### VI. PUBLIC BUSINESS FROM THE FLOOR

##### VII. CONSENT AGENDA

1. [Appointments to VMHA Board of Directors - Applicants: Martha Barberio and Gary Minish](#)

##### VIII. UNFINISHED BUSINESS

1. [#23-68 - Approving Port Valdez Company Memorial Art Installation at Meals Hill](#)
2. [#23-75 - Naming Rates and Fees for Use of Facilities in the Valdez Harbors and Repealing Resolution No. 23-19 Formerly Naming Such Rates and Fees](#)

## IX. NEW BUSINESS

1. [Approval of Change Order #4 for the Valdez Civic and Senior Center Controls Upgrades Project in the amount of \\$114,262.28](#)

## X. RESOLUTIONS

1. [#24-01 - Authorizing the Submission of a RAISE Grant Application to US Department of Transportation to Assist with Pavement Management Plan Implementation](#)

## XI. REPORTS

1. [Title 17 Zoning Ordinance Public Hearing Notice](#)  
-
2. [Monthly Treasury Report October](#)

## XII. CITY MANAGER / CITY CLERK / CITY ATTORNEY / MAYOR REPORTS

## 1. City Manager Report

1. [City Manager Report: 2023 PWSEDD Resolutions for City Council Review](#)

## 2. City Clerk Report

## 3. City Attorney Report

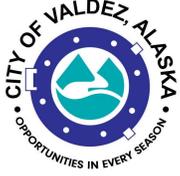
## 4. City Mayor Report

## XIII. COUNCIL BUSINESS FROM THE FLOOR

## XIV. ADJOURNMENT

## XV. APPENDIX

1. [January 2024 City Council Calendar](#)



## Legislation Text

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**File #:** 24-0004, **Version:** 1

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**ITEM TITLE:**

Work Session: US Coast Guard Strategy

**SUBMITTED BY:** John Douglas, City Manager

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

n/a

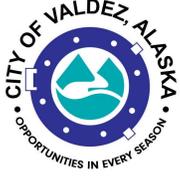
**SUMMARY STATEMENT:**

The goal of the work session is to discuss US Coast Guard issues impacting the City.

Topics for discussion:

1. Scheduling of Washington, D.C. Council travel
2. Overview of recent correspondence with congressional delegation and USCG officials on replacement of the Cutter
3. Previous efforts to support Coast Guard by COV
4. Affordability of living in Valdez for Coast Guard members and families
  - COLA
  - Child Care
  - Housing
5. Port of Valdez strategic significance
  - White Paper (Jeremy Talbot, Ports and Harbors Director)
  - Risk Assessment (loss of Cutter)
6. Action Items for Council to Consider

- Draft Resolution
- CHCG federal lobbying effort
- Pursue other vessel type?
- Other opportunities to grow Coast Guard presence in Valdez



Legislation Text

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**File #:** 24-0001, **Version:** 1

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**ITEM TITLE:**

Approval of City Council Meeting Minutes - November 21, 2023

**SUBMITTED BY:** Elise Sorum-Birk, Deputy City Clerk

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

Review and approve.

**SUMMARY STATEMENT:**

Minutes from the November 21, 2023 meeting of the City Council are attached for review.

# City of Valdez

212 Chenega Ave.  
Valdez, AK 99686



## Action Summary

Tuesday, November 21, 2023

7:00 PM

Regular Meeting & Budget Public Hearing

Council Chambers

**City Council**

**REGULAR AGENDA - 7:00 PM**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

Present: 6 - Mayor Pro Tem Alan Sorum  
Council Member Dennis Fleming  
Council Member Todd Wegner  
Council Member Jimmy Devens  
Council Member Olivia Foster  
Council Member Austin Love

Excused: 1 - Mayor Sharon Scheidt

Also Present: 5 - City Manager John Parsons Douglas  
Assistant City Manager Nathan Duval  
Deputy City Clerk Elise Sorum-Birk  
City Attorney Jake Staser  
Clerk's Office Staff Katie Carr

**IV. PUBLIC HEARINGS**

**1. Public Hearing - 2024 City Budget**

City Manager John Douglas reviewed the budget included in the agenda packet.

Public Comment was received from Advocates for Victims of Violence (AVV) representative Janice Johnson regarding the CSO budget.

**V. APPROVAL OF MINUTES**

**1. Approval of City Council Meeting Minutes - October 17, 2023**

**2. Approval of City Council Meeting Minutes - November 7, 2023**

Approval was moved to the next regular meeting due to technical issues.

**VI. PUBLIC BUSINESS FROM THE FLOOR**

Faith Revel, Valdez Museum & Historical Archive Interim Director, updated Council on current and upcoming museum events and exhibitions.

**VII. CONSENT AGENDA**

**1. Proclamation: Annual Christmas Tree Lighting Ceremony**

2. **Appointments to the Planning & Zoning Commission, Applicants: Stephen Goudreau & Caleb Metroka**
3. **Approval To Go Into Executive Session - Re: Valdez Marine Terminal Contingency Plan renewal and legal implications for the City of Valdez**
4. **Appointment to the Providence Valdez Medical Center Community Advisory Council, Applicant: Kathleen Phillips**

MOTION: Devens moved, seconded by Fleming, to approve all items on the consent agenda.

VOTE ON MOTION

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love

Absent: 1 - Scheidt

MOTION CARRIED.

## VIII. NEW BUSINESS

1. **Appointment to the Permanent Fund Investment Committee, Applicants: Jim Shirrell and Bill Wise**

Council Members voted by ballot to appoint one of the two applicants. Deputy City Clerk Sorum-Birk reported a tie vote.

MOTION: Fleming moved, seconded by Love, to postpone appointment to the Permanent Fund Investment Committee to the next regular City Council meeting on December 12, 2023.

VOTE ON MOTION

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love

Absent: 1 - Scheidt

MOTION CARRIED.

2. **Discussion Item: Meals Hill Public Art Installation Final Design**

John Clark, Port Valdez Company, reviewed his presentation included in the agenda packet.

Council Members Love, Foster and Devens requested a more prominent acknowledgment to the Exxon Valdez Oil Spill (EVOS), and conservation efforts, in the art display, as the funds used to acquire the property came from EVOS funds intended to help recover from the spill. Telling the story of the oil spill, and recognizing the conservation values, was critical to the design.

**3. Approval of a Contract with Orion Construction, Inc., for HHES Roof, Door & Siding Replacement in the Amount of \$9,528,585.**

MOTION: Fleming moved, seconded by Love, to approve the Contract with Orion Construction, Inc., in the amount of \$9,528,585.

Capital Facilities Director Nate Duval provided details relating to the bid process and expected timeline for the elementary school roof project.

**VOTE ON MOTION**

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love  
Absent: 1 - Scheidt  
MOTION CARRIED.

**4. Approval of the Providence Valdez Medical Center 2024 Budget**

MOTION: Fleming moved, seconded by Devens, to approve the Providence Valdez Medical Center 2024 Budget.

Lindsie King, PVMC Finance Director, responded to questions regarding the following items:

- patient days and Emergency Room days
- reimbursement
- gross service revenue
- net assets
- bad debt
- salaries & wages
- professional fees
- benefits

**VOTE ON MOTION**

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love  
Absent: 1 - Scheidt  
MOTION CARRIED.

**IX. RESOLUTIONS**

**1. #23-54 - Supporting the Valdez Senior Center's Human Service Transportation Grant Application to the Alaska Community Transit Office for Fiscal Year 2025**

MOTION: Devens moved, seconded by Foster, to approve Resolution #23-54 Supporting the Valdez Senior Center's Human Service Transportation Grant Application to the Alaska Community Transit Office for Fiscal Year 2024.

Senior Center Executive Director Byron Hales provided a brief overview of the transportation program supported by the state grant.

VOTE ON MOTION

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love  
Absent: 1 - Scheidt  
MOTION CARRIED.

**2. #23-55 Supporting Full Funding for the State of Alaska Municipal Harbor Facilities Grant Program in Fiscal Year 2025 State Capital Budget in the Amount of \$7,644,677**

MOTION: Foster moved, seconded by Fleming, to approve Resolution #23-55 Supporting Full Funding for the State of Alaska Municipal Harbor Facilities Grant Program in Fiscal Year 2025 State Capital Budget in the Amount of \$7,644,677.

Council Member Love inquired about the specificity of the number in the grant request. Ports and Harbors Director Jeremy Talbot noted it was a statewide request and accounted for the top two projects on the list.

VOTE ON MOTION

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love  
Absent: 1 - Scheidt  
MOTION CARRIED.

**3. #23-56 - Amending the 2023 City Budget by Accepting \$1140.50 in Unbudgeted Revenues and Transferring the Same to the Police Scholarship Reserve Fund**

MOTION: Foster moved, seconded by Fleming, to approve Resolution #23-56 Amending the 2023 City Budget by Accepting \$1140.50 in Unbudgeted Revenues and Transferring the Same to the Police Scholarship Reserve Fund.

VOTE ON MOTION

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love  
Absent: 1 - Scheidt  
MOTION CARRIED.

**4. #23-57 - Amending the 2023 Budget by Appropriating \$9.8 Million of General Fund Unassigned Fund Balance to the Hermon Hutchens Elementary School Exterior Upgrade Project**

MOTION: Fleming moved, seconded by Love, to approve Resolution #23-57 & Amending the 2023 Budget by Appropriating \$9.8 Million of General Fund Unassigned Fund Balance to the Hermon Hutchens Elementary School Exterior Upgrade Project.

Director Duval addressed the included request to have additional available contingency for the project.

**VOTE ON MOTION**

Yays: 6 - Sorum, Fleming, Wegner, Devens, Foster and Love

Absent: 1 - Scheidt

**MOTION CARRIED.**

**X. CITY MANAGER / CITY CLERK / CITY ATTORNEY / MAYOR REPORTS**

**1. City Manager Report**

City Manager Douglas highlighted that the Army Corp would be holding a public meeting on December 5<sup>th</sup> regarding the Corbin Creek realignment. He thanked those involved in the employee recognition event.

**2. City Clerk Report**

Deputy City Clerk Sorum-Birk reminded Council to access NeoGov for City Clerk Sheri Pierce's annual evaluation. She reviewed the upcoming Council calendar, including the City Holiday Party.

**3. City Attorney Report**

Attorney Staser outlined projects and provided updates on cases his firm is working on behalf of the City, including Valdez v. Tucker, escaped property, the Valdez Marine Terminal C-Plan update & amendment, and Alderwood.

**4. City Mayor Report**

Mayor Pro Tem Sorum encouraged those listening to keep the community of Wrangell in their thoughts as they recover from the landslide.

**XI. COUNCIL BUSINESS FROM THE FLOOR**

Council Member Devens shared his condolences with Mayor Pro Tem Sorum, who shared he had lost friends in the Wrangell landslide. He thanked Council Member Love for his comments on the significance and impact of the Exxon Valdez Oil Spill, and noted it was specifically relevant to the conservation property being developed on Meals Hill and should be included in much of the public facing architecture. He thanked the recipients of the City of Valdez employee longevity awards individually.

Council Member Foster gave a shout out to the Child Care Crisis Task Force.

Council Member Love thanked the Streets Department for their snow removal efforts. He encouraged those listening to be careful on the ice. He thanked the Valdez Police Department for having an incredible culture of respectful law enforcement.

Council Member Wegner encouraged everyone to enjoy their family and loved ones.

Council Member Fleming gave a shout out to the Valdez Girl's Volleyball Team for placing second in the State tournament.

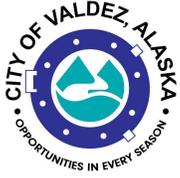
**XII. EXECUTIVE SESSION**

Council Member Fleming excused himself prior to Executive Session.

**XIII. RETURN FROM EXECUTIVE SESSION**

Mayor Pro Tem Sorum stated upon returning from Executive Session Council had provided legal counsel with direction on preparation of comments relating to the Valdez Marine Terminal Contingency Plan renewal.

**XIV. ADJOURNMENT**



Legislation Text

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**File #:** 24-0002, **Version:** 1

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**ITEM TITLE:**

Approval of City Council Meeting Minutes - December 12, 2023

**SUBMITTED BY:** Elise Sorum-Birk, Deputy City Clerk

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

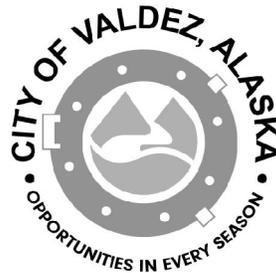
Review and approve.

**SUMMARY STATEMENT:**

Minutes from the December 12, 2023 meeting of the City Council are attached for review.

**City of Valdez**

212 Chenega Ave.  
Valdez, AK 99686



**Action Summary**

**Tuesday, December 12, 2023**

**7:00 PM**

**Regular Meeting - Budget Adoption  
(Note date change due to AML)  
Council Chambers**

**City Council**

**REGULAR AGENDA - 7:00 PM**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

Present: 7 - Mayor Sharon Scheidt  
Mayor Pro Tem Alan Sorum  
Council Member Dennis Fleming  
Council Member Todd Wegner  
Council Member Jimmy Devens  
Council Member Olivia Foster  
Council Member Austin Love

Also Present:5 - City Clerk Sheri Pierce  
City Manager John Parsons Douglas  
Assistant City Manager Nathan Duval  
Deputy City Clerk Elise Sorum-Birk  
City Attorney Jake Staser

**IV. APPROVAL OF MINUTES**

- 1. Approval of City Council Meeting Minutes - October 17, 2023**
- 2. Approval of City Council Meeting Minutes - November 7, 2023**

Minutes were approved by consent.

**V. PUBLIC APPEARANCES**

**VI. PUBLIC BUSINESS FROM THE FLOOR**

**VII. UNFINISHED BUSINESS**

- 1. Appointment to the Permanent Fund Investment Committee, Applicants: Jim Shirrell and Bill Wise**

City Clerk Sheri Pierce announced Council had voted by ballot and selected Jim Shirrell as the appointee.

MOTION: Love moved, seconded by Fleming, to appoint Jim Shirrell to the Permanent Fund Investment Committee.

**VOTE ON MOTION**

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love

MOTION CARRIED.

## VIII. NEW BUSINESS

### 1. **Approval of 1-Year Contract Extension to Chugach Cleaning Company, LLC in the Amount of \$137,460.00**

MOTION: Foster moved, seconded by Love, to approve a 1-year contract extension to Chugach Cleaning Company, LLC in the amount of \$137,460.00 for janitorial service.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

### 2. **Approval of 1-Year Contract Extension to X-DLX Investments Corp in the Amount of \$179,650.00**

MOTION: Wegner moved, seconded by Fleming, to approve a 1-year contract extension to X-DLX Investments Corp in the amount of \$179,650.00 for janitorial services.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

## IX. RESOLUTIONS

### 1. **#23-58 - Adopting the 2024 Budget for the City of Valdez and Appropriating Monies for that Budget**

MOTION: Devens moved, seconded by Foster, to approve Resolution 23-58 Adopting the 2024 Budget for the City of Valdez and Appropriating Monies for that Budget.

MOTION TO AMEND: Love moved, seconded by Foster, to amend Resolution #23-58 by removing the appropriations associated with hiring, training and outfitting the new 3 full time firefighters and applying for the FEMA SAFER grant- amending section 2 of the budget resolution to read "in the amount of \$69,993,189".

Council Member Fleming encouraged looking into the SAFER grant as a project.

Council Member Devens spoke in opposition to the amendment. He noted there were only two departments required to be maintained as part of the municipal government, and those were Public Works and Public Safety. He stated Public Works was exceeding standards, but Public Safety was not meeting standards and

the issue could be addressed in part with the SAFER grant.

Council Member Love and Council Member Foster stated they felt more time and consideration needed to be given to discussion regarding increasing the fire department service level.

Council Member Sorum expressed his concern over hiring additional full-time employees at this time. He shared his desire to support the volunteers.

Mayor Scheidt stated she did not intend to support the amendment.

VOTE ON MOTION TO AMEND

Yays: 5 - Sorum, Fleming, Wegner, Foster and Love

Nays: 2 - Scheidt and Devens

MOTION CARRIED.

VOTE ON MAIN MOTION AS AMENDED:

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love

MOTION CARRIED.

**2. #23-59 - Authorizing Lease Amendment #20 with the State of Alaska for the Public Health Nurse Office at the Mary K. Gilson Medical Center**

MOTION: Sorum moved, seconded by Foster, to approve Resolution #23-59 Authorizing Lease Amendment #20 with the State of Alaska for the Public Health Nurse Office at the Mary K. Gilson Medical Center.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love

MOTION CARRIED.

**3. #23-60 - Adopting Terminal Tariff No. 100-23 and Repealing Resolutions No. 12-22 Previously Adopting Terminal Tariff No. 100-22**

MOTION: Foster moved, seconded by Fleming, to approve Resolution #23-60 Adopting Terminal Tariff No. 100-23 and Repealing Resolutions No. 12-22 Previously Adopting Terminal Tariff No. 100-22.

City Clerk Pierce noted the Terminal Tarriff Number was 100-24.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love

MOTION CARRIED.

**4. #23-61 - Establishing the 2024 Tax Calendar**

MOTION: Foster moved, seconded by Love, to approve Resolution #23-61 Establishing the 2024 Tax Calendar

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

**5. #23-62 - Amending the 2023 Budget by Accepting Unbudgeted Revenues in the Amount of \$1,504.00 and Transferring Same to Reserve Fund to Establish the Animal Medical Reserve Fund**

MOTION: Sorum moved, seconded by Fleming, to approve Resolution #23-62 Amending the 2023 Budget by Accepting Unbudgeted Revenues in the Amount of \$1,504.00 and Transferring Same to Reserve Fund to Establish the Animal Medical Reserve Fund.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

**6. #23-63 - Amending the 2023 City Budget by Accepting a thread Child Care Community INNOVATION Grant for Implementation of Valdez Child Care Crisis Task Force Recommendations in the Amount of \$880,000**

MOTION: Devens moved, seconded by Fleming, to approve Resolution #23-63 Amending the 2023 City Budget by Accepting a thread Child Care Community INNOVATION Grant for Implementation of Valdez Child Care Crisis Task Force Recommendations in the Amount of \$880,000.

Council Member Love inquired if grant funds could be used in establishing an account to support child care stabilization efforts. Deputy City Clerk Sorum-Birk noted grant fund needed to be expended in full by June 2025. Finance Director Nelson spoke to the requirement to keep grant funds separate from other monies.

Council Member Foster noted she served on the thread board of directors but had not been involved in the grant process. Council Member Love noted his spouse, Susan Love, was the chair of the Child Care Crisis Task Force. Both members were required to vote.

City Clerk Pierce recognized Deputy City Clerk Sorum-Birk's efforts with the Child Care Task Force and the thread grant.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

**7. #23-64 - Amending the 2023 City Budget by Appropriating \$328,620 in New Revenues, Appropriating \$108,800 in New Expenses, and Reallocating Prior Appropriations**

MOTION: Love moved, seconded by Foster, to approve Resolution #23-64 Amending the 2023 City Budget by Appropriating \$328,620 in New Revenues, Appropriating \$108,800 in New Expenses, and Reallocating Prior Appropriations.

Council Member Love asked about the Valdez Container Terminal (VCT) revenues. Capital Facilities Director Duval and Ports and Harbors Director Talbot provided context of the extra revenues coming from a large volume of fish being stored in VCT reefers during the 2023 season.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

**8. #23-65 - Amending the 2023 City Budget by Accepting Book Basket Auction Proceeds in the Amount of \$7,781 and Transferring the Same to the Book Auction and Donation Reserve Account.**

MOTION: Wegner moved, seconded by Devens, to approve Resolution #23-65 Amending the 2023 City Budget by Accepting Book Basket Auction Proceeds in the Amount of \$7,781 and Transferring the Same to the Book Auction and Donation Reserve Account.

Council Member Sorum and Council Member Devens complimented the Library staff and Library Board volunteers for a successful event.

VOTE ON MOTION

Yays: 7 - Scheidt, Sorum, Fleming, Wegner, Devens, Foster and Love  
MOTION CARRIED.

**9. #23-66 - Authorizing the City Attorney to Submit Comments Regarding the Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan**

MOTION: Sorum moved, seconded by Love, to approve Resolution #23-66 Authorizing the City Attorney to Submit Comments Regarding the Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan.

City Attorney Staser provided Council with a brief overview of the comment process and timeline.

VOTE ON MOTION

Yays: 6 - Scheidt, Sorum, Wegner, Devens, Foster and Love  
Abstained:1 - Fleming  
MOTION CARRIED.

## **X. REPORTS**

- 1. Robe Lake Habitat Restoration Feasibility Public Meeting Report**
- 2. Title 17 Zoning Code Revision Project Report**
- 3. Monthly Treasury Report: September, 2023**

## **XI. CITY MANAGER / CITY CLERK / CITY ATTORNEY / MAYOR REPORTS**

### **1. City Manager Report**

City Manager Douglas thanked the Parks & Recreation Department for hosting the City Holiday Party. He shared his gratitude for the opportunity to attend the Alaska Municipal League (AML) conference.

### **2. City Clerk Report**

City Clerk Pierce shared what was discussed during the Alaska Municipal Clerk's Conference, including emphasis put on Election Security. She shared dates the lobbyist, Kim Hutchison, was available to come to Valdez.

### **3. City Attorney Report**

Attorney Staser outlined projects and provided updates on cases his firm is working on behalf of the City, including the VMTC Plan, and escaped properties.

### **4. City Mayor Report**

Mayor Scheidt thanked those involved in the City Holiday Party. She shared her gratitude for being able to attend AML and the Conference of Mayors. She thanked those involved in snow removal around the community. She reminded Council to complete City Clerk Pierce's evaluation.

## **XII. COUNCIL BUSINESS FROM THE FLOOR**

Council thanked those involved in organizing and putting on the City Holiday Party. They shared experiences from AML, and their gratitude for the opportunities offered through attendance.

Council Member Devens thanked the Valdez City staff for being assets to the community and a key point in the City's success.

Council Member Foster reminded those listening to participate in the Winter Wellness Challenge. She encouraged those listening to help celebrate the graduation of the University of Alaska nursing students at Prince William Sound College on Thursday, December 14<sup>th</sup>.

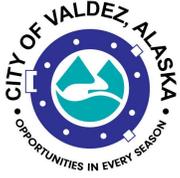
Council Member Love reminded those listening to be snow aware when walking under eaves, due to snow shed. He updated Council on the status of the draft of comments put together by himself, and Council Members Devens and Foster regarding the Meals Hill Art Installation.

Council Member Fleming stated he looked forward to continuing the conversation regarding the SAFER grant and increasing the number of fire fighters, and identified it as needing to be at the top of the list for the upcoming year.

### **XIII. ADJOURNMENT**

### **XIV. APPENDIX**

- 1. December 2023 City Council Calendar**
- 2. Legal Billing Summary - September 2023**
- 3. FY 24 COV Budget Adoption Ledger**



Legislation Text

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**File #:** 24-0005, **Version:** 1

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**ITEM TITLE:**

Jack Victory and Eric Kros, Capital Hill Consulting Group

**SUBMITTED BY:** Elise Sorum-Birk, Deputy City Clerk

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

n/a

**SUMMARY STATEMENT:**

Jack Victory and Eric Kros of Capital Hill Consulting Group (the City's federal lobbyist) will present their draft for City of Valdez federal legislative priorities.

Attached is their draft priorities document.

## 2024 City of Valdez Council Priorities

### Objective: Improve Legislative Strategy

- Focus on relationships and top-of-mind priorities.
- Develop more state and federal relationships.
  - Conduct more follow-up throughout the year.
    - CHCG will assist the City of Valdez on developing a consistent timeline for Washington, D.C. visits in relation to the Congressional schedule.
      - CHCG proposes two Washington, D.C. visits a year. The first visit is recommended to occur in February or March to coincide with Appropriations requests deadlines so representatives from the City can advocate for their request. The second visit is recommended towards the end of the year, October – November, to again advocate for the City’s legislative priorities that usually are included in year-end legislation and to prepare for the next fiscal year Appropriations cycle.
  - Ask for something specific.
    - State: Keep informed more frequently (re: Valdez focus and priorities)
      - Provide brief sheet: Council priorities.
    - Federal: Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA) opportunities.
      - Consider: Can we pursue more rural programs?
      - Can we pursue more large city programs?
      - How do Valdez demographics and geography align with existing federal funding programs?
    - Develop a to-do annual plan for state legislative strategy that is aligned with federal legislative priorities.

### Draft Federal Legislative Priorities

1. **USCG: Future of Cutter:** With the Coast Guard informing Valdez about the retirement of the cutter what's next.
  - Senators Murkowski and Sullivan have been working with CHCG and the City on options to save the overall Coast Guard presence in Valdez, including finding a replacement for the current cutter. They have sent letters to the Commandant, questioned her in committees and traveled with her driving home the importance of Valdez and the USCG, the need for a ship to handle TAPS, ammunition transport, weather and a host of other issues. The door has not been shut on a replacement and our job will be to open it and find a suitable replacement.
  - CHCG will need to consult and get direction from the City on how they wish to proceed.
2. **Childcare Needs:** Working to address the childcare crisis in Valdez through federal and state funding opportunities to ensure there are adequate childcare services.
  - CHCG and the City of Valdez submitted a Community Funding Project request to Senator Murkowski’s office to help address childcare needs in the City.

Senator Murkowski was able to secure \$3 million for Valdez in the FY24 Appropriations bill. Congress is continuing to debate the FY24 Appropriations bills and CHCG is keeping the City informed on the status of negotiations.

3. **Housing Shortage:** Continuing to offer and explore solutions to address the housing shortage in Valdez.
  - CHCG and the City have informed the delegation about the housing shortage in Valdez and the City's ability to be part of the solution. Senators Murkowski and Sullivan have expressed willingness to look into the Coast Guard's budget to attempt to get a housing project for the City added.
4. **Climate Change and Environmental Protection:** Addressing the immediate impact of climate change on Valdez's coastal ecosystems, including protection of glaciers and marine life. Prioritize funding for climate resilience projects in Valdez.
  - The White House has been aggressive in funding climate initiatives through most of the legislative priorities from annual appropriations bills to the Bipartisan Infrastructure Law (BIL). CHCG remains vigilant in finding opportunities for the City to tap into rural and coastal climate programs.
  - CHCG will continue to monitor hearing and provide memo updates on legislation that could benefit Valdez.
5. **Sustainable Resource Management:** Support legislation that promotes sustainable fisheries management in the Prince William Sound, timber conservation, and wildlife protection in the Valdez area.
  - Reauthorization of the Magnus-Stevens Fisheries Management Conservation Act, which is always hotly contested, hasn't been reauthorized since 2007. However, there are amendments added to the act almost every year. This is an opportunity to evaluate possible changes that could be beneficial to Prince William Sound and sometimes equally important is to stop harmful legislation.
  - The same strategy will be applied to timber and wildlife protection.
6. **Infrastructure Investment:** Advocate for federal funding to improve and maintain Valdez's local infrastructure, including roads, bridges, ports, and modernizing the Valdez Marine Terminal for economic growth and environmental safety.
  - The Water Resources and Management Act (WRDA) was last reauthorized in 2022. This bill authorizes U.S. Army Corps projects across the country. Congress will again begin working on the next WRDA bill, providing an opportunity to include new projects such as updating/rebuilding the ferry terminal.
  - CHCG will also pursue annual appropriations funding for community development projects in Valdez, which includes infrastructure funding.
7. **Economic Development:** Pursue federal initiatives that support economic diversification in Valdez, particularly in areas such as tourism, sustainable energy, and harbor expansion to facilitate economic growth and job creation.
  - CHCG, Valdez, the U.S. Forest Service and possibly some Native organizations are working collectively towards building a Forest Service Visitors Center in

Valdez. The goal is to increase tourism and the visitors' experience.

8. **Healthcare Access:** Seek federal support to improve healthcare access in Valdez, including funding for healthcare facilities, telemedicine services, and addressing healthcare workforce shortages in remote areas.
  - CHCG is intensely involved in healthcare policy as it is the biggest portfolio in our firm. We continually monitor health legislation and are always looking for ways to help smaller rural communities, actively engaged in multiple federal telemedicine internet programs.
9. **Tribal Sovereignty and Self-Determination:** Support legislation that addresses the unique needs of the Valdez Native community.
  - CHCG represents multiple Native communities and organizations in Alaska. We are sensitive to Native needs and are always monitoring any legislation that would impact Alaska's Native Communities.
10. **Arctic Policy:** Advocate for policies that recognize Valdez's position as a strategic Arctic gateway and promote sustainable development, environmental conservation, and infrastructure improvements to support increased Arctic activity.
  - This topic will take planning. The Arctic is becoming more prevalent in members minds for a host of reasons, including Senator Sullivan's determination to educate members on the resources and national security concerns as Russia continues to build out the Arctic. There will be legislative opportunities to address the Arctic, the goal is to make sure Valdez's concerns or support are heard and addressed.
11. **Education and Workforce Development:** Promote federal funding for educational and vocational training programs in Valdez, specifically tailored to the needs of the local workforce and industries, including maritime and environmental management.
  - With the high price of a college degree, many in Congress have realized trade and vocational schools have been forgotten to a degree, and we have a serious lack of trained and skilled workers in this country. As Congress continues to address this disparity we will work with the City, Congressional Delegation and other members of Congress to make sure Valdez has a place at the table.
12. **Disaster Preparedness and Response:** Prioritize federal assistance for disaster preparedness and response in Valdez, focusing on the city's vulnerability to natural disasters and the potential impacts of climate change.
  - Was the City's Emergency Response Plan developed with FEMA? CHCG and the City will need to discuss next steps to ensure Valdez is eligible for all federal resources in both preparation and response.
13. **Valdez Native Land Rights:** Support legislation that upholds the land rights and cultural heritage of the indigenous communities in the Valdez area, including protection of ancestral lands and natural resources.
  - Legislation dealing with Native land rights is usually developed by the Native organization and the delegation. We will monitor and discuss with the City any legislation that would impact the area. CHCG will look to the City for direction,

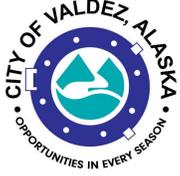
but we can be helpful because of our Alaska Native friends and contacts at many of the local, village and Native corporations.

## **Draft Federal Strategic Goals**

- **Strategic Goal USCG:** Continue to work with Congressional delegation and Coast Guard to find an appropriate replacement for the current cutter.
- **Strategic Goal 1: Environmental Stewardship and Climate Resilience**
  - Action 1: Advocate for federal funding to address the impacts of climate change on Alaska's environment, including coastal erosion, permafrost degradation, and loss of sea ice.
  - Action 2: Support legislation that enhances environmental protections for Alaska's land, water, and wildlife, emphasizing the preservation of pristine natural areas such as the Arctic National Wildlife Refuge.
  - Action 3: Engage in collaborative efforts with federal agencies to promote sustainable development, conservation, and adaptive infrastructure planning in response to changing environmental conditions.
- **Strategic Goal 2: Economic Development and Infrastructure Modernization**
  - Action 1: Pursue federal investment in critical infrastructure projects to improve transportation networks, broadband connectivity, and energy infrastructure, particularly in rural and remote areas.
  - Action 2: Advocate for policies and funding to support responsible resource development, sustainable fisheries management, and diversification of Alaska's economy through innovation and entrepreneurship.
  - Action 3: Promote federal initiatives aimed at increasing job opportunities, workforce training, and economic diversification, with a focus on rural and indigenous communities.
- **Strategic Goal 3: Healthcare Access and Public Health**
  - Action 1: Seek federal support to enhance access to quality healthcare services, including mental health care, addiction treatment, and telehealth services, especially in underserved regions of Alaska.
  - Action 2: Support initiatives to address healthcare workforce shortages, improve healthcare infrastructure, and strengthen public health preparedness and response capabilities across the state.
  - Action 3: Advocate for federal policies that recognize and address the unique healthcare needs of Alaska Native communities, focusing on cultural competency and holistic wellness.
- **Strategic Goal 4: Tribal Sovereignty, Cultural Preservation, and Education**
  - Action 1: Uphold and advance the sovereign rights of Alaska Native tribes, advocating for federal legislation that reinforces tribal self-governance and sovereignty over lands and resources.
  - Action 2: Support federal investment in education programs that promote indigenous language preservation, cultural heritage, and traditional knowledge,

while providing equitable access to quality education for all Alaskan students.

- Action 3: Engage in collaborative efforts to address historic trauma, promote healing, and strengthen the capacity of tribal communities to address social and economic challenges.
  
- **Strategic Goal 5: Preparedness, Security, and Arctic Leadership**
  - Action 1: Prioritize federal support for disaster preparedness, response, and recovery efforts, particularly in light of Alaska's unique vulnerability to natural disasters and climate-related events.
  - Action 2: Advocate for Arctic policies that prioritize environmental stewardship, sustainable development, and strategic investments in critical infrastructure to bolster Alaska's role as a leader in Arctic affairs.
  - Action 3: Engage in security cooperation efforts with federal agencies to enhance the security and resilience of Alaska's communities and critical assets in the face of evolving geopolitical and environmental challenge.



## Legislation Text

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**File #:** 24-0003, **Version:** 1

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**ITEM TITLE:**

Appointments to VMHA Board of Directors - Applicants: Martha Barberio and Gary Minish

**SUBMITTED BY:** Elise Sorum-Birk, Deputy City Clerk

**FISCAL NOTES:**

Expenditure Required: n/a  
Unencumbered Balance: n/a  
Funding Source: n/a

**RECOMMENDATION:**

Review and appoint applicants.

**SUMMARY STATEMENT:**

The City Clerk's Office has advertised for 4 upcoming vacancies on the Valdez Museum and Historical Archives Board of Directors (3 full terms of 3 years and 1 term adjusted to 2 years due to change in board composition).

To date, the following two applications have been received:

- Martha Barberio to serve the partial 2-year term from January 31, 2024 to January 31, 2026.
- Gary Minish to serve a full 3-year term from January 31, 2024 to January 31, 2027.

Application materials are attached.

2 vacancies will remain to be filled after appointment of Barberio and Minish.

# Application Form

## Profile

Martha

First Name

Barberio

Last Name

[Redacted]

Email Address

## Valdez Mailing Address (PO BOX # or HCI BOX #)

[Redacted]

[Redacted]

Home Address

[Redacted]

Suite or Apt

[Redacted]

City

[Redacted]

State

[Redacted]

Postal Code

[Redacted]

Primary Phone

[Redacted]

Alternate Phone

City of Valdez

Employer

ED Director

Occupation

## Which Boards would you like to apply for?

Valdez Museum & Historical Archive Association Board of Directors: Submitted

Question applies to Valdez Museum & Historical Archive Association Board of Directors

**There are multiple vacancies on the Valdez Museum & Historical Archive Board (three seats for a full term and one seat for a partial term). Do you prefer a two or three year term? Or do you have no preference? \***

Two-year term

Question applies to multiple boards

**Required Time Commitment: All board/committee members and commissioners are expected to (1) be physically present at most, if not all, board/committee or commission meetings and (2) review agenda materials prior to arriving for the meeting to be best prepared for discussion and decision making. Are you aware of the time commitment involved in serving on this particular board, committee, or commission? Are you willing and able to commit to regular meetings plus work sessions every month for your full term?**

yes

**How did you learn about this vacancy?**

---

I am a Current Board/Committee/Commission Member

---

**Interests & Experience**

**Why are you interested in serving on a City of Valdez board or commission?**

---

I am interested in history

**Please outline your education, work, and volunteer experience which will assist you in serving on a City of Valdez board/commission.**

---

Current board member

---

Upload a Resume or Letter of Interest

# Application Form

## Profile

Gary  
First Name

Minish  
Last Name

[Redacted]  
Email Address

### Valdez Mailing Address (PO BOX # or HCI BOX #)

[Redacted]

[Redacted]  
Home Address

[Redacted]  
Suite or Apt

[Redacted]  
City

[Redacted]  
State

[Redacted]  
Postal Code

[Redacted]  
Primary Phone

[Redacted]  
Alternate Phone

Retired  
Employer

n/a  
Occupation

### Which Boards would you like to apply for?

Valdez Museum & Historical Archive Association Board of Directors: Submitted

Question applies to Valdez Museum & Historical Archive Association Board of Directors

**There are multiple vacancies on the Valdez Museum & Historical Archive Board (three seats for a full term and one seat for a partial term). Do you prefer a two or three year term? Or do you have no preference? \***

Three-year term

Question applies to multiple boards

**Required Time Commitment: All board/committee members and commissioners are expected to (1) be physically present at most, if not all, board/committee or commission meetings and (2) review agenda materials prior to arriving for the meeting to be best prepared for discussion and decision making. Are you aware of the time commitment involved in serving on this particular board, committee, or commission? Are you willing and able to commit to regular meetings plus work sessions every month for your full term?**

Yes, to all of the above.

**How did you learn about this vacancy?**

---

I am a Current Board/Committee/Commission Member

---

**Interests & Experience**

**Why are you interested in serving on a City of Valdez board or commission?**

---

I have lived in Valdez since July 19, 1952 and feel that the history of this town is one of it's greatest assets and needs to be properly preserved and effectively presented.

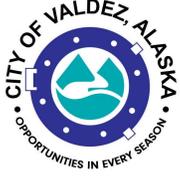
**Please outline your education, work, and volunteer experience which will assist you in serving on a City of Valdez board/commission.**

---

Served on this board since 2009 and have held the office of Vice President & President for a large part of that time

---

Upload a Resume or Letter of Interest



## Legislation Text

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**File #:** RES 23-0068, **Version:** 1

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**ITEM TITLE:**

#23-68 - Approving Port Valdez Company Memorial Art Installation at Meals Hill

**SUBMITTED BY:** Nathan Duval, Assistant City manager/Capital Facilities Director

**FISCAL NOTES:**

Expenditure Required: N/A

Unencumbered Balance: N/A

Funding Source: N/A

**RECOMMENDATION:**

Approve Resolution #23-68 approving Port Valdez Company Memorial Art Installation at Meals Hill

**SUMMARY STATEMENT:**

The Meals Hill sales agreement includes a provision within the Terms of Sale for the installation of a public memorial art piece. The terms of the agreement state "All enhancements to the Property... shall be subject to approval by the applicable planning authority of the City and by the Valdez City Council".

The attached resolution is intended to serve as the formal approval of the art installation at Meals Hill referenced above.

The design was discussed with the City Council at the November 21, 2023, regular meeting. Council conversation included a desire to include a narrative or greater interpretation of the Exxon Valdez Oil Spill. Council member Love, Council member Devens and Council member Foster agreed to form a sub-committee to further discuss the topic. Port Valdez Co Representative, John Clark, has offered to consider modifications to emphasize the spill. Additional interpretative panels relating to the spill and EVOS are going to be installed along the trail outside the scope of the artwork (draft panels included for reference).

To date Council has expressed a desire to not expend public funds on the artwork.

Attachments to the resolution include the presented art piece, a sketch of the location for the art at the entrance, the Bureau of Land Management letter of non-objection and a recommendation from the sub-committee.

CITY OF VALDEZ, ALASKA

RESOLUTION #23-68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ,  
ALASKA, APPROVING PORT VALDEZ COMPANY MEMORIAL ART  
INSTALLATION

WHEREAS, the City of Valdez (“City”), The Port Valdez Company, Inc. (“Port Valdez Company”), and the Bureau of Land Management (“BLM”) entered into a Purchase and Sale Agreement (“Agreement”) for Meals Hill Parcels effective April 16, 2019; and

WHEREAS, the Agreement provided for the use of *Exxon Valdez* Oil Spill Trustee Council funds for the purchase and required the recording of a Conservation Easement; and

WHEREAS, the Agreement provides Port Valdez Company the option to install enhancements in the form of “a memorial that both aesthetically blends with the natural features of the Property, ensures the protection of the Conservation Values as set forth in the Conservation Easement, and in all other ways is consistent with the terms and conditions of the Conservation Easement”; and

WHEREAS, the Agreement requires that the City Council and the Bureau of Land Management (“BLM”) provide a finding of consistency for the design concept and the enhancements; and

WHEREAS, the City and Port Valdez Company entered into a Commission Agreement with Classic Foundry, LLC for the creation and installation of the enhancements; and

WHEREAS, the BLM has issued a letter of non-objection attached hereto confirming compliance with the conservation easement provisions; and

WHEREAS, the City has agreed to provide site preparation work, which is within the scope of work presently contemplated on the property; and

WHEREAS, the City Council desires to approve the installation of the enhancements in a form substantially similar to the design renderings attached hereto as Appendix A at the site identified in Appendix B.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that:

Section 1. The City of Valdez approves the installation of the enhancements in a form substantially similar to the design renderings attached hereto as Appendix A at the site identified in Appendix B.

Resolution #23-68  
Page 2

Section 2. Installation of the enhancement shall only occur following issuance of a written notice to proceed by the Capital Facilities Director.

CITY OF VALDEZ, ALASKA

\_\_\_\_\_  
Sharon Scheidt, Mayor

ATTEST:

\_\_\_\_\_  
Sheri L. Pierce, MMC, City Clerk



City of  
**VALDEZ**

**Mission:**

**"To cultivate an environment of opportunity,  
sustained prosperity, and  
well-being for all people of Valdez"**

November 21, 2023

# VALDEZ RISING

*“Suacit”*

*[Soo-Wa-Chit]*

*“The People From The Place That  
Rises Into View”*

[www.valdezrising.com](http://www.valdezrising.com)

# Valdez Rising – *Suacit*

## The Project

To open the new revitalized trails at Meals Hill, Alaska Community Foundation (ACF) is working in partnership with The Port Valdez Company (PVC) and the City of Valdez to develop a public art installation entitled *Valdez Rising – Suacit* [The People From The Place That Rises Into View]. We have worked with the City of Valdez and community leaders, including Anna Bateman and Diane Selanoff, the local tribal administrators, in a competitive selection design process to construct a public art experience that will highlight the history of the Community of Valdez, and the connection between its residents and the future.

## OLD TOWNSITE OR "HAZELETVILLE"

IN 1900 THE ORIGINAL DEBARKATION  
POINT FOR TRAVELLERS AND SUPPLIES ;  
PASSENGERS BEING LANDED BY SHIPS BOAT,  
ANIMALS BY SWIMMING ASHORE.

IN 1903 LAND WAS CLEARED AND BUILDINGS  
ERECTED: LATER THE COPPER RIVER AND NORTH-  
WESTERN RAILROAD PLANNED TO USE THIS SITE  
FOR ITS OCEAN TERMINAL. THESE PLANS  
WERE ABANDONED. IN 1911 MINING ACTIVITY  
UP MINERAL CREEK REMEVED INTEREST IN THE  
OLD TOWNSITE. THIS WAS SHORTLIVED, AND THE  
WELL-SHELTERED AREA OF A COUPLE THOUSAND  
ACRES (MOSTLY PRIVATELY-OWNED) WITH  
ACRES CLEARED THRU HEAVY TIMBER  
BECAME DORMANT. NATURE GRADUALLY  
TOOK OVER AND OBSCURING MAN'S  
WORK.

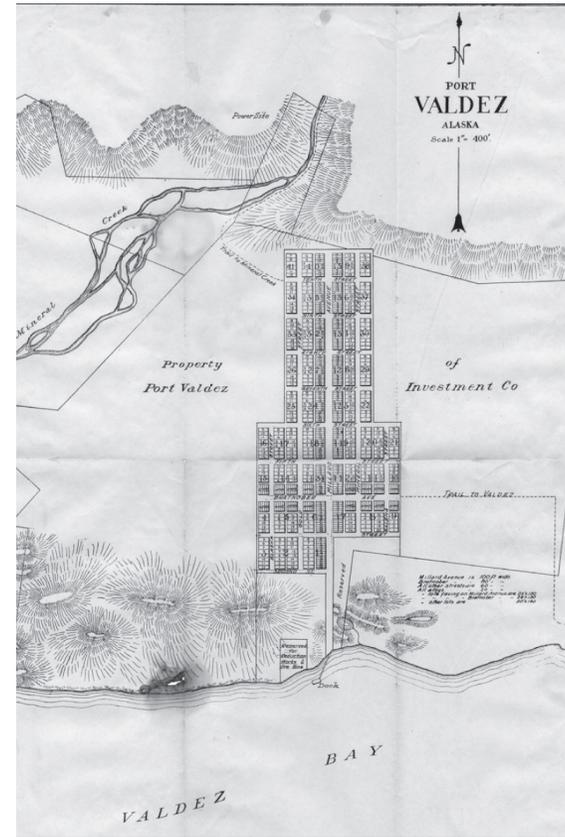
VALDEZ C of G

# 1901

“Juneau is full of talk about Valdez. Townsite is talked, and if any knew I had the papers in my grip which told where the town would be, likewise the railroad, they would be excited sure.”

—George C. Hazelet

The Port Valdez Investment Co.  
a.k.a “Hazelet’s Hay Ranch” or “Hazeletville”  
property sales plat.

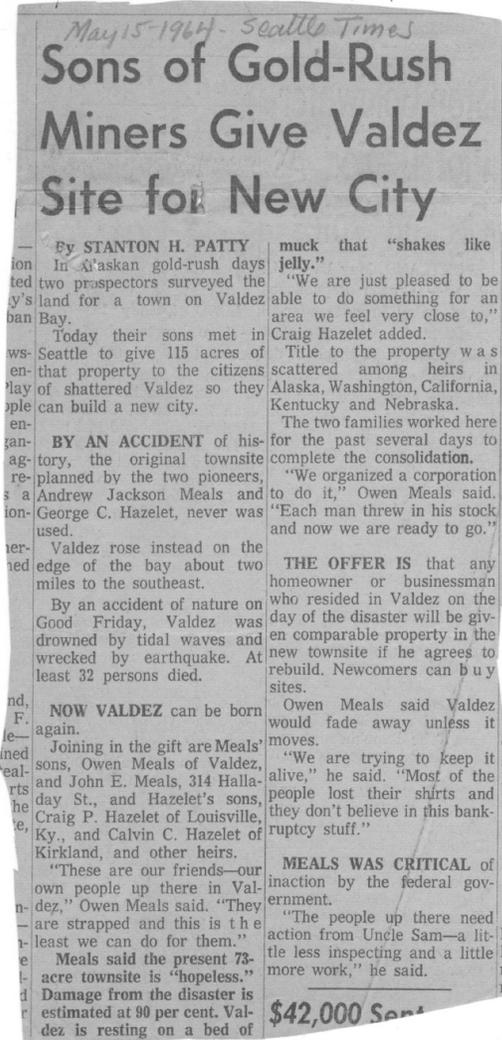


The Port Valdez Investment Co., a.k.a. “Hazelet’s Hay Ranch” or “Hazeletville” property sales plat. Courtesy of Mary Ellen Murphy Collection.

# 1964

*“Certainly, they can have the land. It’s a gift to the citizens of Valdez. I believe Valdez can come back—if we keep politics out of the decisions. The spirit here is good so far, but this town needs help—the kind of help the government hands out all the time to Europe and Asia. If we don’t get it, most of the people here will have to gather up what few assets they have and call it a day.”*

—Owen Meals, April 1964



**MEALS HILL TRAILHEAD**  
**Public Art Installation**  
**at**  
*“Hazelet & Meals Avenues”*

# MEALS HILL PARKLANDS

Meals Hill is 184 acres of public land located near the Valdez Ferry Terminal that is permanently protected by a conservation easement, ensuring it will remain open to the public for recreation and that its valuable wildlife habitat will remain undeveloped. It is a recreational destination for the City of Valdez and the many tourists that come to Valdez each year.

# **MEALS HILL PARKLANDS HISTORY**

In October 2019, The Port Valdez Company, Inc. (PVC) transferred 184 acres of land, known as "Meals Hill," to the City of Valdez to become a conservation easement. The land will remain undeveloped and used as a protected wildlife habitat and public recreation area.

The Great Land Trust facilitated the purchase of the property using Exxon Valdez Oil Spill (EVOS) Trustee Council funds. The Port Valdez Company worked with Great Land Trust, the Bureau of Land Management, the U.S. Fish and Wildlife Service Coastal Program, the State of Alaska, and the City of Valdez to complete the transfer of the land. The City of Valdez manages the new public recreation area.

# The Port Valdez Co. & City of Valdez Sales Agreement

- **Following is the language in the Sales Agreement we must satisfy before any approval is granted found under 3. Terms of Sale para. (c) on page 3 of 29:**
- *In support of the enhancements contemplated herein, the Seller agrees upon the sale of said Property, to set aside in escrow ONE HUNDRED THOUSAND DOLLARS (\$100,000.00) toward a goal of TWO HUNDRED AND FIFTY THOUSAND DOLLARS (\$250,000.00) in a matching grant fund to fund a design competition and production of an appropriate memorial that will recognize the family partnership of The Port Valdez Company, Inc., and its founders, George Cheever Hazelet and Andrew Jackson Meals. This partnership was instrumental in the founding of Valdez, Alaska and Cordova, Alaska during the Great Alaska Gold Rush of 1898 and early 20<sup>th</sup> century. It is the desire of The Port Valdez Company, Inc., not only to recognize its partnership, but the spirit of the many Alaskan partnerships that ushered the Alaska Territory into statehood and these United States of America. A committee of local and statewide leadership (“Design Committee”) shall be formed and chaired by The Port Valdez Company, Inc. If the \$250,000.00 goal is not matched or no matching-fund monies are raised to match the grant offering within three (3) years of the sale of the Property, the \$100,000.00 will revert back to The Port Valdez Company, Inc. An “appropriate memorial” means a memorial that both aesthetically blends with the natural features of the Property, ensures the protection of the Conservation Values as set forth in the Conservation Easement, and in all other ways is consistent with the terms and conditions of the Conservation Easement. At least 6 months prior to any planned construction or installation, the Design Committee shall forward any design concepts to the City and the Bureau of Land Management for review, comment, and finding of consistency. All enhancements to the Property contemplated in this paragraph shall be subject to approval by the applicable planning authority of the City and by the Valdez City Council.*

# Monument to two guys on horses pointing to the gold fields!

Founder A



Founder B



# The Valdez Story

Through community leadership meetings the “monument” became a “Public Art Installation” that tells the story of a community that refused to quit. A community story steeped in strength of character, resilience and persistence.

## “Valdez Rising”

A community space for conversations, reflection and contemplation of the future.

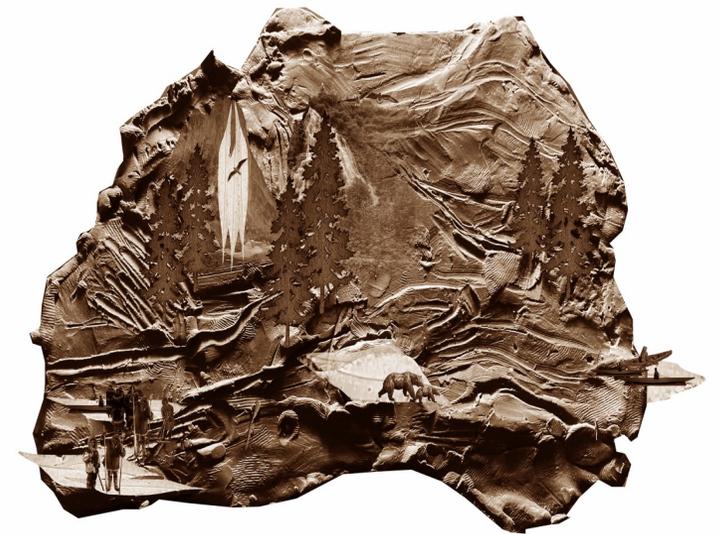
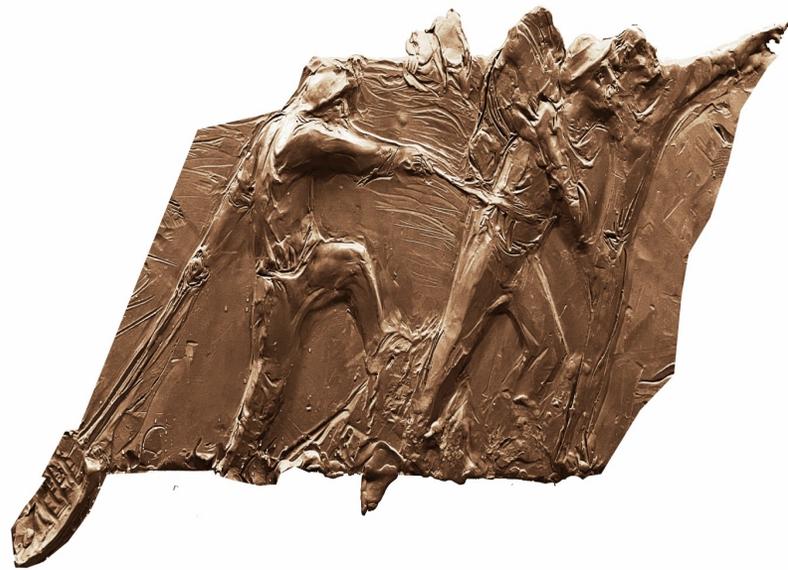




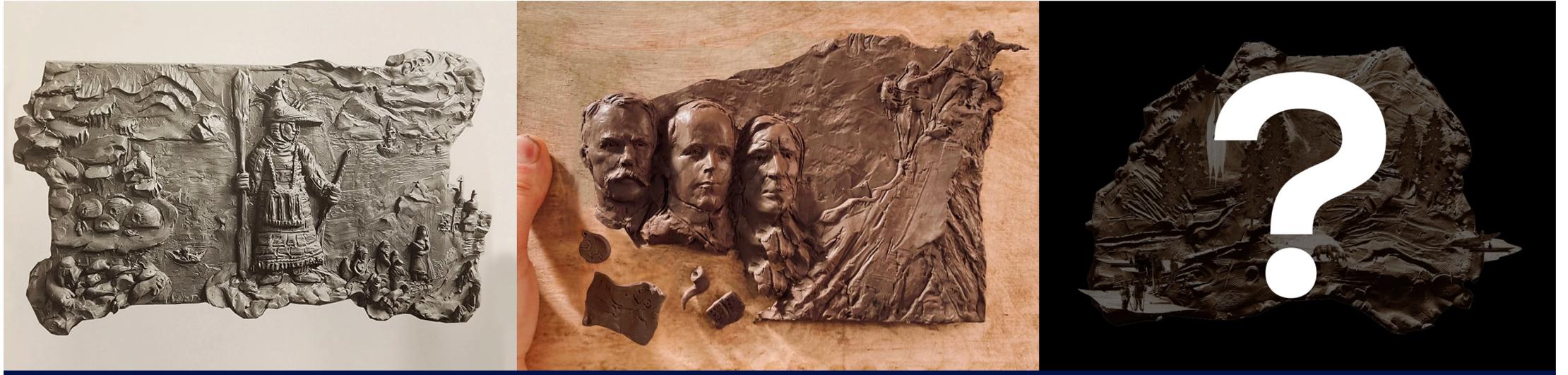
# Panels in Bas Relief

- Proposed materials for Meals Hill sculpture:
  - Three 4 feet X 6 feet Bronze (natural color and patina)
  - Lighting
  - Stone Monoliths
  - Embedment epoxy material & wall anchors

# December 21, 2021 City of Valdez Council Meeting



# May 5, 2023 Valdez Community Meeting



NOVEMBER  
21, 2023  
City of Valdez  
Council  
Meeting



### **Always Looking Forward**

In the early 1900s, city leaders George Cheever Hazelet and Andrew Jackson Meals dreamed of moving the original site of Valdez to higher, more stable ground. Long after they were gone, their vision was finally realized.

The 1964 earthquake was the defining moment. What is now known as "Old Town" was devastated. The descendants of both men responded by revitalizing the old partnership of 1898. They formed The Port Valdez Company to donate 115 acres of land, where the failed "Hazeletville" development once stood, so the City of Valdez could rebuild and thrive again.

### **Valdez Rising – Suacit "The People From the Place That Rises Into View"**

These sculptures at the gateway to the Meals Hill parklands and trails celebrate the history and culture of the City of Valdez and the collaborative spirit of those who built it. That spirit was inspired by the longtime leadership of George Cheever Hazelet and Andrew Jackson Meals, and the Native Alaskans they relied on. The lives of these two prospectors and uncommon entrepreneurs tell the story of the "many" who journeyed over the Valdez Glacier into the Alaskan Gold Fields in 1898. It was strength and character like theirs that built Valdez and led the Alaska Territory into statehood in 1959.

[A. Plaque ]

### **Always Looking Forward**

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[B. Plaque]

# VALDEZ RISING

## *“Suacit”*

*[Soo-Wa-Chit]*

### **“The People From the Place That Rises Into View”**

These sculptures at the gateway to the Meals Hill parklands and trails celebrate the history and culture of the City of Valdez and the collaborative spirit of those who built it. That spirit was inspired by the longtime leadership of George Cheever Hazelet and Andrew Jackson Meals, and the Native Alaskans they relied on.

The lives of these two prospectors and uncommon entrepreneurs tell the story of the “many” who journeyed over the Valdez Glacier into the Alaskan Gold Fields in 1898. It was strength of character like theirs, persistence and resilience of common goals that built Valdez and led the Alaska Territory into statehood in 1959.

[C. Signature Plaque]

# VALDEZ RISING

## *“Suacit”*

“The People From the Place that Rises into View”

1898

George Cheever Hazelet, Andrew Jackson Meals, and Tl’adets (a.k.a. “Indian Charlie”) ascend the Valdez Glacier to find Gold and Copper but more importantly define the early “soul” of what would become

### The Community of Valdez, Alaska

### Founded 1901

Sculpture 2024, by Ion Onutan, Gegham Abrahamyan, Tsonivar Muradyan, Grigoriy Reva, Gar LaSalle – Classic Foundry, Seattle, Washington U.S.A.

Donated by: The Port of Valdez Company, Harris Sand & Gravel Company

and the Citizens of Valdez

[www.valdezrising.com](http://www.valdezrising.com)



# Information added to existing website: [www.valdezalaska.org](http://www.valdezalaska.org)

Page 1:

Title: VALDEZ RISING “SUACIT” – The People From The Place That Rises Into View  
(with photos of the art installation)

Page 2:

Meals Park Map (with “you are here”)

- Links to the three Panel narratives
- Links to:
  - History of Hazelet and Meals, Native Alaskans and Valdez History
    - Book links:
      - *Hazelet’s Journal* - Hazelet
      - *Ice Bound Empire* – Tower
      - *The Native People of Alaska* - Langdon
      - *Alaskan History* – in Brief - Barnett
      - *Valdez Rises* - Gregory
  - Other Valdez resources ([www.visitvaldez.com](http://www.visitvaldez.com))

# CENTER PANEL



# Center Panel Narrative

In 1898 George Cheever Hazelet and Andrew Jackson Meals made their way from their homes in Nebraska and joined the thousands of pioneers who ventured into Alaska's vast, frozen north to prospect for the rich natural resources buried within.

Their story, a life-long adventure chronicled in books like *Hazelet's Journals* and *Icebound Empire*, is one of persistence, courage and endurance - two determined souls leaning relentlessly forward and upward against overwhelming odds of success.

Guided by resourceful native Alaskan's like Tl'adet, Hazelet and Meals carved the first trails into the Alaskan Copper River interior. Hazelet, a modest but extremely resourceful visionary, recognizing the importance of an accessible coastal terminal, founded the townships of Valdez and Cordova. The citizenry of Cordova elected the highly respected Hazelet as its first mayor and the Republican party nominated him as their gubernatorial candidate for the Alaskan territory. Meals settled in Valdez and with his family, developed important transportation and construction enterprises.

Undaunted by personal tragedies, the inevitable vicissitudes of a harsh, unforgiving wilderness, and the political tribulations that accompany new enterprise, they never gave up.

# Center Panel Sculpture Imagery

- George Cheever Hazelet and Andrew Jackson Meals, their efforts aided by Tl'adets (a.k.a.) "Indian Charlie", climb up a steep glacier pass - all of them attempting to move a sled loaded with supplies to a cache for their long prospecting journey.
- Tl'adets guides them, pointing to something up ahead
- George Hazelet struggles to pull the sled while he peers forward to where Tl'adet is pointing
- Jack Meals strains to pull the sled from the middle

# LEFT PANEL



# Left Panel Narrative

The Native Alaskan presence in the Valdez area had never been recorded before the arrival of enterprising non-native pioneers in 1792. However, it is likely that Tl'adet, known by many prospectors as “Indian Charlie”, was from one of the three migratory main cultural descendants of aboriginal Native Alaskan tribal peoples. For thousands of years these tribes consistently used the Prince William Sound and the Copper River Basin for hunting and fishing:

The *Ahtna* are an Athabascan tribe, also known as “Copper River Natives.” Their homeland is located in the Copper River area of southern Alaska.

The *Sugpiaq* or *Chugach*, now known as “Alutiiq.” These were the maritime people who live around Prince William Sound and the Alaska Peninsula and share some cultural traits with both the Aleut and Yup'ik peoples, and

The *Eyak* people who live in the Copper River Delta, and whose territory has changed over time, moving southward from the Alaskan interior. They have often been associated with Northwest Coast tribes such as the Tlingit, and Haida, but they retain their own distinct language and culture.

Hazelet and Meals repeatedly acknowledged their reliance on Tl'adet to help them successfully explore the region. It is certain that the survival and enterprising efforts of many other prospectors would have been impossible, had they not relied on the early guidance of Native Alaskans, whose inherent knowledge of the area was profound.

# Left Panel Sculpture Imagery

- Native Alaskans in kyaks harpoon whales
- Thatch Huts on shore
- Native Alaskans fish, hunt
- Bears, birds, Natural beauty
- Volcanic eruptions
- Glaciers
- Seals, Bears, rivers teeming with Salmon

# RIGHT PANEL



# Right Panel Narrative

Valdez, a thriving community nestled on the shore of a bountiful region abounding with natural resources and beauty, provides great opportunity for the families that live here. The history of the Valdez community rich with stories that relate these common themes:

*Perseverance and Durability* in the face of overwhelming adversity and dramatic climate challenges,  
*Hope for the future with Community Cooperation*,  
*Love and Responsible Stewardship* of the environment and its awe-inspiring beauty and bounty,  
*Respect for the Past*, the Native Alaskan predecessors and those pioneers who founded the Valdez home that so many people love.

**To learn more about the Valdez story, here are links to these sources:**

Books about the Pioneers and Native Alaskans:

*Hazelet's Journal* - by George Cheever Hazelet

*Icebound Empire* - by Elizabeth Tower

*The Native People of Alaska* - by Steve Langdon

*Alaskan History - in Brief* - by James Barnett

*Valdez Rises* - by Tabitha Gregory

[www.valdezalaska.org](http://www.valdezalaska.org)

[www.visitvaldez.com](http://www.visitvaldez.com)

# Right Panel Sculpture Imagery

- First contact, Russian, Spanish, French, English and American interacting with Native Alaskans
- Gold Rush – prospectors panning for gold
- Horsetail & Bridal Falls
- Railroad tunnel in Keystone Canyon
- Earthquake and Exxon Valdez Oil spill
- Valdez Community with Families, Homes, Children playing
- Native Tribal “Starring Ceremony” a symbol of hope and community unity for the future

NOVEMBER  
21, 2023  
City of Valdez  
Council  
Meeting



# Estimated BUDGET\*

- Design and fabrication of completed sculpture and lighting installation: \$182,500  
(cost of materials, labor, contingency\*)
- Web Page design: \$3,000.00
- Equipment rental for installation: \$4000.00
- Transportation of completed work from Seattle to Valdez: \$12,000
- Airfare (6 round trip visits LaSalle and/or Onutan): Delta Air: Seattle - Anchorage: \$4050.00 Airfare (6 round trip visits LaSalle and/or Onutan): Raven Air: Anchorage - Valdez: \$6,000
- Lodging (20 days LaSalle and/or Onutan) spread over 12 months) Hotel: \$4800.00
- Meals: (20 days LaSalle and/or Onutan) spread over 12 months \$2,400
- Quarry, transport and installation of three 3'x4'x12' shale stone columns as backdrop for completed sculpture, plus 3 stone seats & 1 stone table \$30,000

**Total: \$244,700.00**

# Funding

Through the Meals Hill sales agreement The Port Valdez Company has  
Set aside a matching grant of .....\$100,000

In collaboration with the Alaska Community Foundation The Port  
Valdez Company, Inc. secured a Grant from the Rasmuson  
Foundation.....\$ 25,000

Brick Sales **to date** 75 bricks @\$250 each.....\$ 18,750

**Total to date .....\$143,750**



# United States Department of the Interior



BUREAU OF LAND MANAGEMENT  
Glennallen Field Office  
P.O. Box 147  
Glennallen, Alaska 99588  
[www.blm.gov/alaska](http://www.blm.gov/alaska)

In Reply Refer To:  
2160 (AKA02000)  
AA095494

**Sent via Email**

John H. Clark  
The Port Valdez Company, Inc  
520 Old Stone Road  
Louisville, Kentucky 40207

Dear Mr. Clark,

In response to your email, dated March 15, 2023, the BLM has reviewed the information provided.

Thank you for the opportunity to review this proposal. BLM has no objections to this Founders Memorial and find it to be in compliance with the EVOS property plan and easement.

If you have questions or concerns regarding this matter, please contact Rhonda Williams, Realty Specialist, by calling (907) 822-3217, or email [rwilliam@blm.gov](mailto:rwilliam@blm.gov).

Sincerely,

**MARNIE  
GRAHAM** Digitally signed by  
MARNIE GRAHAM  
Date: 2023.11.17  
14:37:18 -09'00'

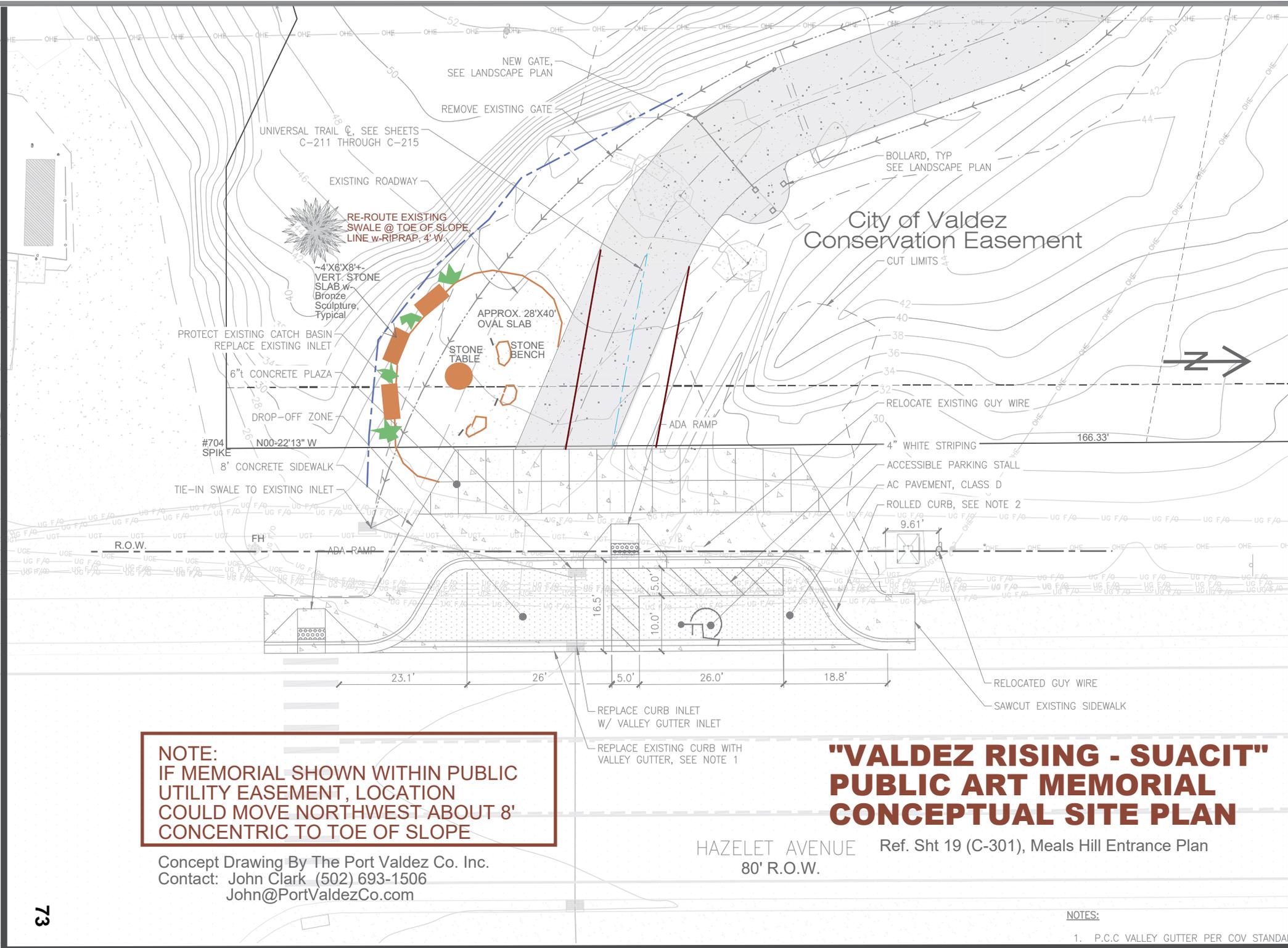
Marnie Graham  
Field Manager

**APPROVAL TO MOVE FORWARD**  
**with**  
**Valdez Rising – *Suacit***

*“The People From The Place that Rises Into View”*

The Port Valdez Company seeks approval from the City Council of Valdez to move forward with this “Public Art Installation” so the bronze casting production can be scheduled and the site design and preparation can be finalized for Fall 2024 ribbon cutting.

**Many Thanks**  
**to the**  
**City Council of Valdez**  
**for their consideration and approval.**



City of Valdez  
Conservation Easement

**NOTE:**  
IF MEMORIAL SHOWN WITHIN PUBLIC UTILITY EASEMENT, LOCATION COULD MOVE NORTHWEST ABOUT 8' CONCENTRIC TO TOE OF SLOPE

**"VALDEZ RISING - SUACIT"  
PUBLIC ART MEMORIAL  
CONCEPTUAL SITE PLAN**

Concept Drawing By The Port Valdez Co. Inc.  
Contact: John Clark (502) 693-1506  
John@PortValdezCo.com

HAZELET AVENUE Ref. Sht 19 (C-301), Meals Hill Entrance Plan  
80' R.O.W.

NOTES:  
1. P.C.C VALLEY GUTTER PER COV STAND



# United States Department of the Interior



BUREAU OF LAND MANAGEMENT  
Glennallen Field Office  
P.O. Box 147  
Glennallen, Alaska 99588  
[www.blm.gov/alaska](http://www.blm.gov/alaska)

In Reply Refer To:  
2160 (AKA02000)  
AA095494

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John H. Clark  
The Port Valdez Company, Inc  
520 Old Stone Road  
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Sincerely,

Marnie Graham  
Field Manager

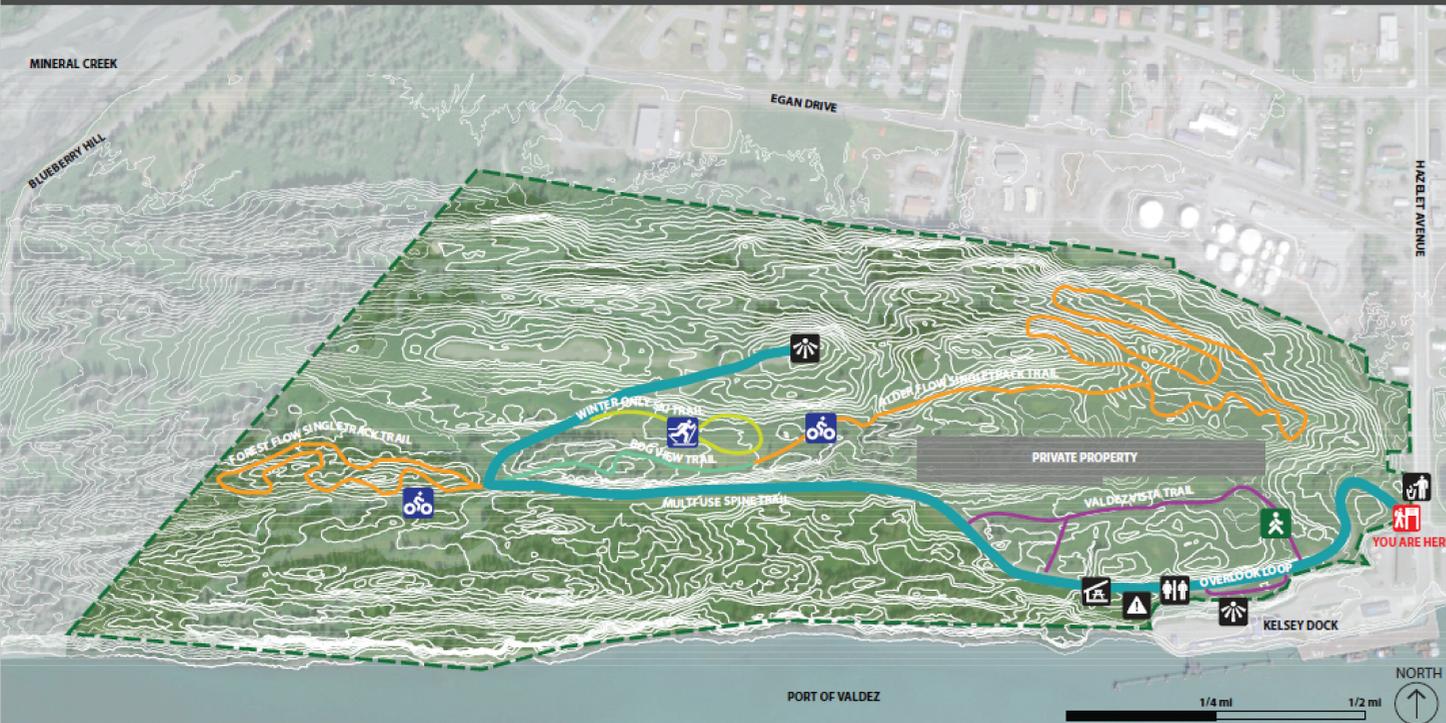


# MEALS HILL PARK

## TRAIL ETIQUETTE



## TRAIL MAP



### LEGEND

- PARK BOUNDARY
- PRIVATE PROPERTY
- 10' CONTOURS
- RESTROOM
- SCENIC VISTA
- COVERED SHELTER
- TRASH CAN
- EXPOSED CLIFFS
- TRAILHEAD (YOU ARE HERE)

### TRAIL TYPES

- MULTI-USE SPINE TRAIL
- SECONDARY MULTI-USE TRAILS
- HIKING ONLY TRAILS
- MOUNTAIN BIKE TRAILS
- WINTER ONLY TRAIL
- BIKE ONLY
- HIKE ONLY
- WINTER ONLY

TRAIL	LENGTH	DESCRIPTION
MULTI-USE SPINE TRAIL	1.2 mi	This is the main artery of the trail system, a wide path that leads you up to the high point of Meals Hill.
OVERLOOK LOOP	0.04 mi	The Overlook Loop provides seating and views of the harbor. The trail will lead to the shelter and toilet.
VALDEZ VISTA TRAIL	0.3 mi	The Valdez Vista Trail is a hiking only trail that begins with an over 10% grade but flattens out and provides great views.
BOG VIEW TRAIL	0.2 mi	Multi-use trail open to hikers, bikes, skis. Ungroomed.
FOREST FLOW MOUNTAIN BIKE TRAIL	0.5 mi	Natural surface non motorized singletrack trail with limited technical features suitable for beginner and intermediate riders. No hiking.
ALDER FLOW MOUNTAIN BIKE TRAIL	2.0 mi	Natural surface with banked turns for intermediate riders. No hiking.

## Meals Hill: A Place for People to Experience The Dynamic Landscapes of Valdez



### Park History

The Valdez region was settled by Sugpiaq, Eyak and Ahtna Native peoples. These tribes hunted, fished, and traded in the area for thousands of years.

During the Klondike gold rush of the late 1800s, what is known today as Meals Hill became part of a 700 acre claim by two entrepreneurs, George Cheever Hazelet and Andrew Jackson Meals.

Over the turn of the century and through the early decades of the 1900s Valdez developed into a city, but the historic townsite was destroyed in the infamous Good Friday earthquake of 1964.

To assist with the town relocation, the descendants of Meals and Hazelet formed The Port Valdez Company. In the aftermath of the earthquake, The Port Valdez Company worked with the city to relocate the townsite to Meals and Hazelet homestead lands. As the new Valdez townsite grew, The Port Valdez Company continued to look for development opportunities on their remaining holdings. As a landmark with 360-degree views of the port, mountains, and town, Meals Hill had always been valued for its unique features. In 2019, the Port Valdez Company agreed to sell the Meals Hill property to COV for use as a city park.



### Conservation & Stewardship

The purchase of the Meals Hill Park property was funded in part by a grant from the Exxon Valdez Oil Spill Trustee Council (EVOSTC). EVOSTC was formed to oversee the restoration of the ecosystem injured by the oil spill through the use of the \$900 million civil settlement approved by the U.S. District Court on October 9, 1991 between the State of Alaska, the United States government, and Exxon.

EVOSTC funded the purchase of the Meals Hill property due to its environmental significance and alignment with EVOSTC's mission to restore species and services impacted by the spill. The property contains 184 acres of undisturbed coastal rainforest, rocky coastal habitat, and wetlands that protect and aid in recovery of species, habitat, and services that were injured by the oil spill. The conditions of the EVOSTC funding included the placement of a conservation easement on the property to protect the property's natural environment in perpetuity.

Through the efforts of the Great Land Trust, The Port Valdez Company, EVOSTC, the U.S. Department of the Interior, BLM, the City of Valdez, the Alaska Department of Natural Resources, and individual community members, the land transfer and conservation easement were successfully completed in 2019.

### Habitats of Meals Hill:

#### Intertidal Zone

Meals Hill is located right on the water, its rocky cliffs along the port of Valdez contain tidal species.



#### Old Growth Conifers

Throughout the forests of Meals Hill, there are old growth Sitka Spruce and hemlock.



#### Coastal Rain Forest

Valdez is located within the Pacific Temperate Rainforest, which extends down to the coast of California. The Pacific Temperate Rainforest is the largest rainforest in the world.



#### Mountain Views

Weather dependent, spectacular views will be visible along your visit.



### Things to Look For:



As you enjoy Meals Hill Park you will get to experience these types of habitats and the plants and animals that call them home.

### Be Aware Of:



Cow Parsnip  
*Heracleum maximum*



Devil's Club  
*Oplopanax horridus*



Stinging Nettle  
*Urtica dioica*



Watch Out for Moose and Bear  
Make Noise & Keep Your Distance



Butter & Eggs  
*Linaria vulgaris*



Bird Vetch  
*Vicia cracca*



Spotted Knapweed  
*Centaurea stoebe*

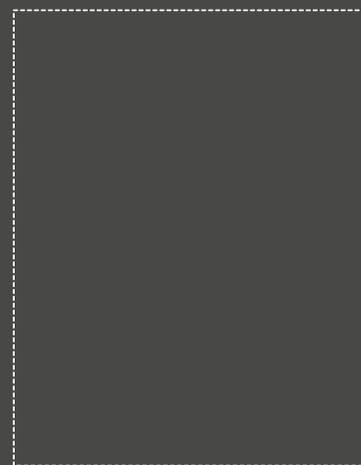


Orange Hawkweed  
*Pilosella aurantiaca*

#### Things That Sting

#### Animals

#### Common Invasive Species



# Between Land & Sea: The Intertidal Zone

The intertidal zone is the area where land and sea meet. This zone is sometimes exposed, sometimes covered in water depending on the tides. Many special species thrive in this zone. There is an Alaska Native phrase:

*“When the tide goes out, the table is set.”*

## Cliff Dwellers: Sea Birds of Valdez



**Arctic Tern**  
Sugpiaq: Nerusiculik

**Arctic Terns** (*Sterna paradisaea*) are unique in their ability to hover - like hummingbirds. Arctic terns are known for their incredibly long migration patterns - farther than any other animal.



**Black Legged Kittiwake**  
Sugpiaq: Ukigiyaq/Qay'agaag

**Black Legged Kittiwakes** (*Rissa tridactyla*) are a seabird and a type of gull. They nest on cliffs to protect their young from predators. Both the mother and father care for the young and build the nests together.



**Black Oystercatcher**  
Sugpiaq: Kiggwikiaq

**Black Oystercatchers** (*Haematopus bachmani*) feast on many of the species found in the intertidal zone like barnacles, mussels and crabs. The Alutiiq word for oystercatcher is *kiwisaq*.

## A Place of Vital Recovery



The Coast of Meals Hill contains rocky cliffs and intertidal beaches that are a vital ecosystem that are very important to protect. After the Exxon Valdez Oil Spill, many species that thrive in the intertidal zone were impacted severely. Some of these species are now considered recovered, but others have failed to return to their pre oil spill population levels.

## Life & Legend: Sugpiaq Stories



**Sea otter** populations in Valdez Harbor declined severely after the *Exxon Valdez* Oil spill in 1989, but they are now considered recovered. Sea otters feed on many of the species found in the intertidal zone like mollusks and crustaceans as well as small fish. Alaska Native hunters would mimic the sounds the sea otters make in order to capture them.

Alaska Native legend tells us that the sea otter started first as a man. The man was hunting for chitons (a mollusk) when he became stranded as the tide came in. As the water level grew higher, he transformed into a sea otter in order to survive.



**Sea Otter**  
Sugpiaq: Ikamaq

## Tidal Species

Starfish, chiton, and barnacles are species that can be found along the rocks when the tides goes out, all of which are edible.



**Starfish** (Asteroidea sp.)  
Sugpiaq word: Agyaruag



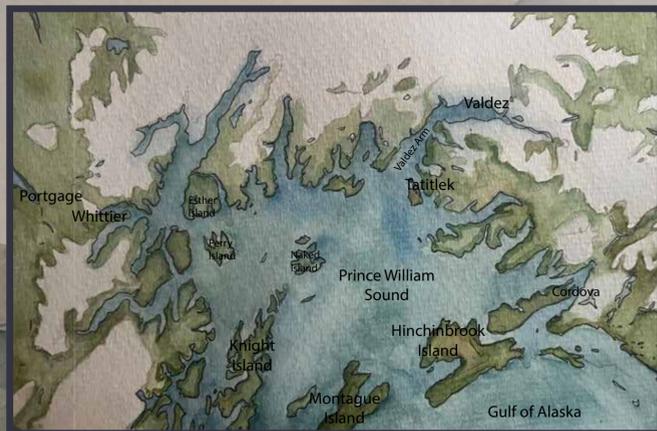
**Chiton** (Polyplacophora)  
Sugpiaq word: Uriitaaq



**Barnacles** (Cirripedia)  
Sugpiaq word: Qaugtat

# Ocean Wonders:

## Marine Life of Valdez



Valdez is located right on the water on the Gulf of Valdez, connected to Prince William Sound by the Valdez Arm. Marine life frequents this area, with whales coming into the gulf to feed. Keep your eye out for all kinds of creatures that might be taking a swim.

### Sea of Sustenance

### Hunting Marine Mammals



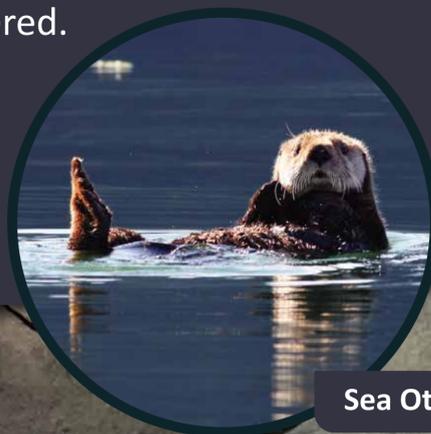
**Sugpiaq** peoples would have made use of the many animals found in the harbor for their food. Native peoples that lived or traveled to this area would have hunted for various marine mammals - like sea otters, seal, sea lions, and whales. Sugpiaq people would have used harpoons to hunt the sea otters, seal, and sea lions, usually from their kayak.

**These animals** would not be used merely for their meat. Sugpiaq people used many parts of the animals to craft tools and clothing. The stomach of the seal (Sugpiaq: Isuwim Suqaa) served as waterproof vessels, floats, food storage, and drums, among many other uses.

### Water & Oil



**When the Exxon Valdez Oil Spill** occurred, the oil spilled out of the harbor into Prince William Sound, the coast line in the Valdez Harbor was not impacted. But marine mammals of Prince William Sound were greatly affected. Many animals became coated in oil, and massive efforts when in to save animals. Thousands of marine mammals died from the oil. Today, sea otters and harbor seals are both considered recovered.



Sea Otter



### Take a Dive: Marine Mammals



Sea Lion  
Sugpiaq: Wiinaq

**Stellar Sea Lion (*Eumetopias jubatus*)** Sea lions The Sugpiaq word for Sea Lion is wiinaq.



Sea Otter  
Sugpiaq: Arhnaq

**Harbor Seal (*Phoca vitulina*)** The Harbor Seal tend to congregate together on top of rocky outcrops called “haulout rocks” The Sugpiaq word for this is “ugwik” meaning :a place to climb on top of.



Harbor Seal  
Sugpiaq: Qaigyaq

**Sea otter (*Enhydra lutris*)** tend to stay close to shore, and do have the ability to travel on land. Sea otters are considered an endangered species worldwide, but in Prince William Sound, they have recovered from the thousands that died after becoming coated in oil from the spill in 1989.

### Take a Dive: Underwater Views

While the view from shore may appear calm, there is a very active world below the surface.



Jellyfish (*Scyphozoa* sp.)  
Sugpiaq word: Qaacek



Humpback Whales (*Megaptera novaeangliae*)  
Sugpiaq word for whale: Qenulek



Dall's Porpoise (*Phocoenoides dalli*)  
Sugpiaq word: Mangaq/Cilpig

# Look Across the Bay. Mountains of Valdez

Mummy Mountain

Peak 4593

Mount Kate



Valdez Marine Terminal

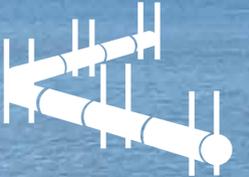
Fort Liscum

Jackson Point

Saw Island

Sawmill Spit

Seal Island



## Alyeska Pipeline



## Oil Spill



## In Recovery

The Alyeska Pipeline reaches its southern end here at the Valdez Marine Terminal. Pipeline construction began in the 1970s, with oil transportation beginning in 1977.

On the evening of March 24th, 1989 the Exxon Valdez left the Valdez Marine Terminal and a few hours later struck Bligh Reef, south of the Valdez Arm and 6 miles west of Tatitlek. This collision caused a major oil spill.

Ecosystems are still recovering from the devastating 1989 Exxon Valdez Oil spill in which 10.8 million gallons of oil spilled into Prince William Sound.



To: Valdez City Council

From: Council Member Devens, Foster, and Love

Date: December 14, 2023

Subject: Meal Hill Art Installation Comments

Fellow Council Members,

Over the past few weeks we have worked to come up with the following comments and associated narrative regarding the Meals Hill art installation design that was proposed by Mr. John Clark. During the 11/21/23 Council meeting we provided Mr. Clark with some initial, verbal comments asking that the Exxon Valdez oil spill be incorporated into the art installation. In subsequent emails, Mr. Clark provided us some suggestions on how to incorporate the Exxon Valdez oil spill into the art installation. We based these comments on the suggestions from Mr. Clark, and we would like Council to consider sending these comments and narrative formally to Mr. Clark.

#### Comments to Mr. Clark

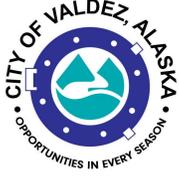
1. As you suggested, we think the center table of the art installation should be focused on the Exxon Valdez Oil Spill. However, instead of designing a piece that shows the ship, oil spill response equipment, etc. we recommend that that the art show a map of the extent of spill affected region, showing where the oil went, and highlighting the communities that were directly impacted by oil. The map should convey the magnitude or scale of the spill. Page VII in this report includes a map of the spill that may be helpful for artistic inspiration: <https://www.arlis.org/docs/vol1/B/30000994.pdf>
2. We've drafted the below narrative regarding the oil spill, to accompany the central table for your consideration.
3. We request that the Alaska Native information in the art installation be fact checked by a qualified group or individual (e.g. Chugach Regional Resources Commission or an anthropologist with expertise in Ahtna, Alutiiq, and Eyak culture).

### Narrative to Accompany Center Table

The 1989 Exxon Valdez oil spill was a disaster caused by human error and complacency that led to devastating harm to the environment and people of Prince William Sound and the Gulf of Alaska. The oil traveled about 470 miles away from the spill site, reaching 1,300 miles of shoreline, and spreading over approximately 11,000 square miles of ocean. There were social, economic, cultural, and psychological impacts in communities throughout the region, in the form of lost commercial fishing and tourism income, disruptions in subsistence harvests, housing shortages, sowing of distrust for oil companies as well as state & federal agencies, increased levels of collective community stress, and strained community relations.

According to the Exxon Valdez Oil Spill Trustee Council, an estimated “250,000 seabirds, 2,800 sea otters, 300 harbor seals, 250 bald eagles, up to 22 killer whales, and billions of salmon and herring eggs” were killed by the oil spill. This doesn’t account for the generations of wildlife that experienced chronic harm as a result of this disaster.

The recovery has already spanned decades, and in many ways, no complete recovery will ever occur among the communities and ecosystems harmed by the oil spill. However, the coastal habitat preserved within this park serves as a small part of the environmental and human recovery from the Exxon Valdez tragedy. The people of Valdez are now the stewards of this park and are entrusted with protecting and preserving this land forever.



## Legislation Text

---

**File #:** RES 23-0075, **Version:** 1

---

**ITEM TITLE:**

#23-75 - Naming Rates and Fees for Use of Facilities in the Valdez Harbors and Repealing Resolution No. 23-19 Formerly Naming Such Rates and Fees

**SUBMITTED BY:** Sarah Von Barga, Harbormaster

**FISCAL NOTES:**

Expenditure Required: N/A  
Unencumbered Balance: N/A  
Funding Source: N/A

**RECOMMENDATION:**

Approve recommendation to City Council naming rates and fees for use of facilities in the Valdez Harbors and repeal Resolution No. 23-19 formerly naming such rates and fees.

**SUMMARY STATEMENT:**

The Ports & Harbor Commission has reviewed the attached resolution with proposed increases and changes to the Harbors' rates. The Commission and staff are now submitting to City Council for approval their final recommendations for rate increases for use of the facilities within the Valdez Harbors.

The following recommended changes for approval are as follows:

- Increase in both daily and monthly moorage rates (prepaid and billed)
- Increase to summer truck/trailer parking areas used for storage
- Adjustment of "failure to cancel lift" rate from \$150.00 to one-half the regular lift rate for scheduled vessel
- Adjustment of "vessels without insurance" rate from additional \$1.00 per foot to \$2.00 per foot
- Increase of grid use rates for different sized vessels
- Increase of "after hours labor"
- Adjustment of verbiage for "accounts sent to collections" fee

**PROJECTIONS:**

Based on the proposed changes to the rates, the majority of any projected increase that may be seen will be in the daily and monthly transient rates and labor fees. All other increases will be variable based on use.

- Transient Prepaid Monthly Increase - \$4,255
- Transient Billed Monthly Increase - \$666
- Transient Prepaid Daily Increase - \$2,994
- Transient Billed Daily Increase - \$603
- Regular Labor Increase - \$8,900

H-K Replacement Projected Increase (based on the addition of 16 slips, however will not affect the budget until 2025) - \$20,987

CITY OF VALDEZ, ALASKA

RESOLUTION #23-75

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA NAMING RATES AND FEES FOR USE OF FACILITIES IN THE VALDEZ HARBORS AND REPEALING RESOLUTION NO. 23-19 FORMERLY NAMING SUCH RATES AND FEES

WHEREAS, the Valdez Harbors are operated and maintained under the jurisdiction of the Valdez City Council; and,

WHEREAS, Resolution No. 23-19 previously established the schedule of rates and fees for the public use of the Valdez Harbors; and,

WHEREAS, the City Council has determined that adjustments in rates and fees are necessary in order to provide for adequate funding of long-term maintenance and operations of the Harbors.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE City OF VALDEZ, ALASKA, that:

Section 1. Resolution No. 23-19 is hereby repealed.

Section 2. The attached schedule of rates and fee shall govern the public use of the facilities in the Valdez Harbors.

Section 3. This resolution shall become effective upon approval.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 2<sup>nd</sup> day of January 2024.

CITY OF VALDEZ, ALASKA

\_\_\_\_\_  
Sharon Scheidt, Mayor

ATTEST:

\_\_\_\_\_  
Sheri L. Pierce, MMC, City Clerk

**VALDEZ SMALL BOAT HARBOR  
SCHEDULE OF RATES AND FEES  
RESOLUTION #23-75**

**SECTION I. MOORAGE FEES**

A. Annual Slip Rental

The due date for all annual moorage rentals is established as January 1 in any calendar year to allow maximum utilization of the Valdez Harbors. At the option of the vessel owner, the moorage fee may be paid in annual, semi-annual or monthly installments. In the event a reserved moorage space comes available later in the calendar year, annual moorage shall be pro-rated based on the date of assignment, either semi-annual, quarterly, monthly or daily as applicable.

The annual moorage fee for reserved moorage privileges shall be based on the length of float assigned or the overall length of the vessel (including all hull attachments, such as bowsprits, davits, dinghies, etc.) whichever is longer. (Commercial seine skiffs are exempt).

The rate structure for reserved moorage privileges on A-K and R-W Docks will be increased annually to help offset the ongoing effects of inflationary pressures and other cost escalations associated with the long-term maintenance and operations of the Valdez Harbors. Annual increases will be set initially in three-year increments followed by yearly increments and be expressed as a percentage amount, not to be exceeded.

Twenty foot (20') sized slip moorage rates will be evaluated periodically, but will not increase unless authorized by this resolution. Twenty foot (20') sized slip rates will be charged at thirty-five dollars (\$35.00) per foot per year.

For the three-year period 2022, 2023, and 2024 the annual increase for reserved moorage for twenty-four-foot (24') to forty-foot (40') slips will be a percentage amount not to exceed two and a half percent (2.5%) per year. Annual increase for slips sized forty-eight feet (48') or longer will be a percentage amount not to exceed five percent (5%) per year. This resolution authorizes an increase of up to this amount each year, except that the City Council may during the annual budget process, set the increase at a lesser amount for the next calendar year. After the three-year period, twenty-four foot (24') slips and larger moorage will increase by one percent (1%) annually.

Reserved moorage rates for 2022 for twenty-four-foot (24') to forty-foot (40') slips will be charged at forty-eight dollars and twenty-nine cents (\$48.29) per foot per year, and rates for forty-eight foot (48') slips and longer will be charged at forty-nine dollars and forty-seven cents (\$49.47) per foot per year.

Reserved moorage rates for 2023 for twenty-four-foot (24') to forty foot (40') slips will be charged at forty-nine and fifty cents (\$49.50) per foot per year, and rates for forty-eight foot (48') slips and longer will be charged at fifty-one and ninety-five cents (\$51.95) per foot per year.

Reserved moorage rates for 2024 for twenty-four-foot (24') to forty foot (40') slips will be charged at fifty dollars and seventy-four cents (\$50.74) per foot per year, and rates for forty-eight foot (48') slips and longer will be charged at fifty-four and fifty-five cents (\$54.55) per foot per year.

Reserved semi-annual moorage rates on A-M and R-W\_Docks may be paid in two equal installments of sixty percent (60%) of the annual rate established above. The first installment is due and payable on or before January 1 of any calendar year. The second installment is due on or before July 1 of the same calendar year.

Reserved monthly moorage rates on A-M and R-W Docks may be paid in twelve equal installments of twelve percent (12%) of the annual rate established above. Each prepaid installment is due and payable on or before the first day of each month of the same calendar year (January 1, February 1, March 1, etc.).

Reserved Tour Boat Dock moorage rates will be evaluated periodically, but will not increase unless authorized by this resolution. Tour Boat Dock rates will be charged at eighty dollars and twenty-three cents (\$80.23) per foot per year. At the option of the vessel owner, the moorage fee may be paid in annual, semi-annual or monthly installments.

Reserved semi-annual moorage rates on Tour Boat Dock may be paid in two equal installments of sixty percent (60%) of the annual rate established above. The first installment is due and payable on or before January 1 of any calendar year. The second installment is due on or before July 1 of the same calendar year.

Reserved monthly moorage rates on Tour Boat Dock may be paid in twelve equal installments of twelve percent (12%) of the annual rate established above. Each prepaid installment is due and payable on or before the first day of each month of the same calendar year (January 1, February 1, March 1, etc.).

All tour boats 60 feet overall length or longer shall be berthed at the Tour Boat Dock. All slips located at the Tour Boat Dock facility shall be classed as 60-foot slips. The rate shall be the annual moorage rate fee per foot per year based on the 60-foot length of the slip or the vessel length, whichever is greater. Tour boats have preferential rights to all Tour Boat Dock slips. In the event more tour boats than Tour Boat Dock slips are available, a waiting list will be implemented.

## B. Transient Slip Rental

For the purpose of calculating moorage, daily moorage is considered a 24-hour period from 8:00 a.m. to 8:00 a.m. the following day. Up to three (3) hours will be allowed for loading and unloading of vessels. Vessels moored longer than three (3) hours will be assessed transient moorage fees.

### 1. Annual Transient Slip Rental

The annual moorage fee for transient moorage privileges shall be 115% of the rate charged for reserved moorage. This fee shall be based on the length of the normally assigned float or the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) whichever is longer. The annual rate applies only if paid in advance. At the option of the vessel owner, the annual moorage fee may be paid in annual, semi-annual or monthly installments.

Transient annual, semi-annual moorage rates on A-M Docks may be paid in two equal installments of sixty percent (60%) of the annual rate established above. The first installment is due and payable on or before January 1 of any calendar year. The second installment is due on or before July 1 of the same calendar year.

Transient annual, monthly moorage rates on A-M Docks may be paid in twelve equal installments of twelve percent (12%) of the annual rate established above. Each prepaid installment is due and payable on or before the first day of each month of the same calendar year (January 1, February 1, March 1, etc.).

Transient annual, semi-annual moorage rates on Tour Boat Dock may be paid in two equal installments of sixty percent (60%) of the annual rate established above. The first installment is due and payable on January 1 of any calendar year. The second installment is due on or before July 1 of the same calendar year.

Transient annual, monthly moorage rates on Tour Boat Dock may be paid in twelve equal installments of twelve percent (12%) of the annual rate established above. Each prepaid installment is due and payable on or before the first day of each month of the same calendar year (January 1, February 1, March 1, etc.).

### 2. Monthly Transient Slip Rental

#### a. Paid in Advance

The monthly rate for transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) shall be ~~nine dollars and sixty-three cents (\$9.63)~~ ten dollars (\$10.00) per foot for all docks except the Tour Boat Dock slips, which shall be twenty dollars (\$20.00) per foot if paid in advance. The monthly rate applies only if paid in advance.

b. Billed

The monthly rate for billed transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.) shall be ~~fourteen dollars and forty-five cents (\$14.45)~~ fifteen dollars (\$15.00) per foot for all docks except the Tour Boat Dock slips, which shall be thirty dollars (\$30.00) per foot if moorage must be collected through an invoice.

3. Daily Transient Slip Rental

The daily rate for transient moorage, based on the overall length of the vessel (including all hull attachments, such as bowsprits, dinghies, davits, etc.), shall be as follows:

Daily moorage paid in advance	Charged at <del>\$0.77</del> <u>\$0.80</u> per foot per day
Daily moorage billed	Charged at <del>\$1.16</del> <u>\$1.20</u> per foot per day
Daily moorage paid in advance for Tour Boat Dock slips	Charged at \$1.50 per foot per day
Daily moorage billed for Tour Boat Dock slips	Charged at \$2.25 per foot per day

C. Miscellaneous Moorage Fees

Vessels which occupy more than one-half (1/2) of the space between two (2) finger floats will be assessed an over-width fee of two dollars (\$2.00) per square foot over the allowed space.

Vessels propelled solely by human power and that occupy less than one-half (1/2) of the space between two (2) finger floats will be assessed a fee of twenty-five cents (\$0.25) per square foot per day or two dollars (\$2.00) per square foot per month.

Seaplanes will be assessed moorage by the width of the wings, i.e., if a seaplane takes up the space of three (3) slips, it will be charged accordingly.

Tour or charter vessels using moorage in the harbor to transport passengers (but not staying in the harbor more than three (3) hours, will be assessed a transient passenger tax. This fee will be two dollars (\$2.00) per passenger, per boarding trip. Insurance will be required and the City of Valdez listed as an additional insured.

All commercial vessels, including but not limited to fishing charters, tours, water taxis, kayak transport vessels, etc. shall pay one dollar (\$1.00) per passenger, per boarding trip starting in 2023. All commercial vessels listed in this section are required to provide the harbor with a valid business registration with the City of Valdez on an annual basis while operating in Valdez and list the City of Valdez as "additional insured". Failure to provide valid registration could result in the loss of permanent slip or use of moorage within the harbor and/or possible fines. Failure to report and/or make payment of fees

within thirty (30) days after the end of the calendar year may result in the doubling of fees owed. Failure to report and submit payment after two (2) consecutive years may result in the loss of permanent slip or use of moorage within the harbor and/or possible fines.

Vessels mooring at the Drive-Down Float (DDF) in the South Basin will be assessed a prepaid rate one dollar and fifty cents (\$1.50) per foot per day or a billed rate of three dollars (\$3.00) per foot per day. DDF is there for active loading and unloading and occasional net repair, not for long-term moorage). Vessels that have paid annual moorage may be exempt from additional DDF fees upon approval and/or scheduling with the Harbormaster.

Auxiliary vessels tied alongside the primary vessel, so long as they do not interfere with maneuverability of other vessel operators are allowed. The auxiliary vessel shall be charged transient moorage fees while in the water as applies from Section B. Commercial seine skiffs are exempt.

Per Resolution No. 23-18, anyone using their vessel as their primary residence for more than ninety (90) days in the calendar year will be charged the Harbor Residential Surcharge (HRS), which is a one-time fee. As "live-aboards," you will also be responsible to pay the quarterly water and sewer fees (which are subject to change by resolution). Any "live-aboard" residing on their vessel who pays regular property taxes in Valdez is exempt from the HRS fee. The HRS fees per boat size are as follows and will increase annually by 1%:

<u>Vessels less than 30 feet in length</u>	<u>\$4.80 per foot per year</u>
<u>Vessels between 30 and 39 feet in length</u>	<u>\$7.20 per foot per year</u>
<u>Vessels between 40 and 49 feet in length</u>	<u>\$9.60 per foot per year</u>
<u>Vessels between 50 and 59 feet in length</u>	<u>\$12.00 per foot per year</u>
<u>Vessels 60 feet in length or greater</u>	<u>\$14.40 per foot per year</u>

## **SECTION II. UPLAND STORAGE**

A. Upland storage of vessels, vessels on trailers, trailers, or cradles during winter months (October 1 - April 30) shall be charged at a minimum rate of sixty dollars (\$60.00) per vessel, vessel on trailer, trailer, or cradle per month, up to thirty feet (30') in length. For all storage over thirty feet (30') in length, an additional two dollars (\$2.00) per foot per month shall be charged.

B. Upland storage of vessels, vessels on trailers, trailers, or cradles during the summer months (May 1 - September 30) shall be six dollars and fifty cents (\$6.50) per day per vessel, vessel on trailer, trailer, or cradle in the North Basin Uplands and shall be three dollars and twenty-five cents (\$3.25) in the South Basin Uplands.

C. Upland storage of vessels, vessels on trailers, trailers, cradles, or vessels on cradles during the summer months (May 15 - August 31) stored in the truck/trailer area

of the yard shall be charged ~~twelve dollars and fifty cents (\$12.50)~~ thirteen dollars (\$13.00) per day.

D. Upland storage of vessels, vessels on trailers, trailers, or cradles staying past the nine (9) month allotted time in both basins shall be charged a fee that doubles each additional nine (9) months.

E. Upland storage/parking of vessels hooked to a vehicle or trailers hooked to a vehicle in excess of seven (7) days will be charged the same fees applicable for winter or summer storage based on what basin uplands they are in.

F. Upland storage of vessels or trailers in the eastern long-term parking area shall be charged the winter or summer storage rates as applicable.

G. Fisherman's Dock storage space shall be charged at a rate of two dollars (\$2.00) per foot per day with a minimum length of thirty feet (30').

H. An environmental fee shall be charged to all vessels storing their vessels in the Harbor uplands to help offset SWPPP fees and upland washdown system maintenance.

1. Trailered vessels shall be charged a flat fee of twenty dollars (\$20.00).
2. Vessels up to 35' shall be charged a flat fee of fifty dollars (\$50.00).
3. Vessels 36'-45' shall be charged a flat fee of sixty dollars (\$60.00).
4. Vessels 46' and over shall be charged a flat fee of seventy dollars (\$70.00).

### **SECTION III. BOAT LIFT AND TRAILER HAUL-OUTS**

A. The following charges shall be made for use of the 75-ton Travelift and Harbor Trailers. However, the Harbor reserves the right to refuse lift and trailer services if necessary.

1. The minimum fee for a lift or trailer haul-out (emergency only) shall be three hundred dollars (\$300.00) based on a thirty-foot (30') vessel for the first hour of use or any portion of time less than one (1) hour. Vessels thirty-one feet (31') and longer shall be charged the minimum lift fee plus an additional one dollar (\$1.00) per foot over thirty feet (30'), i.e. a vessel of thirty-eight feet (38') shall be charged a rate of three hundred thirty-eight dollars (\$338.00).
2. For use of the lift in excess of one (1) hour over scheduled lift time, a fee of four hundred ten dollars (\$410.00) plus one dollar (\$1.00) for each additional foot over thirty feet (30') per hour shall be charged. This charge shall be assessed in no less than fifteen (15) minute increments of one hundred two dollars and fifty cents (\$102.50) plus one dollar each additional foot over thirty feet (30').

3. For use of the lift after normal working hours, a fee of six hundred dollars (\$600.00) plus additional one dollar (\$1.00) per foot if over thirty feet ( 30'). Essentially the fee is double a regular lift, i.e. a vessel of thirty-eight feet (38') shall be charged six hundred seventy-six dollars (\$676.00). An additional fee of three hundred dollars (\$300.00) plus the additional one dollar (\$1.00) per foot-rate if over thirty-five feet (35' 30') per hour shall be charged for each consecutive hour, billed out in fifteen (15) minute increments.
4. For use of the lift to hang overnight, a minimum fee of six hundred dollars (\$600.00) plus additional one dollar \$1.0 per foot rate (doubled) if over thirty feet (30') shall be assessed, i.e. a 38' vessel would be charged six hundred seventy-six dollars (\$676.00). Hanging overnight consists of two separate lifts, one in the evening and one in the morning. The last lift of the day must be scheduled with Harbor staff and no longer than one hour shall be taken or overtime rates will apply as described in item #3 above. Vessel must be in the water by 9:00 a.m. the following morning, as tide allows, or additional charges will be incurred according to item #2 above. All vessels must be supported while hanging in the slings.
5. For use of the lift during winter months, the minimum lift fee of three hundred dollars (\$300.00) plus additional one dollar (\$1.00) per foot rate if over thirty feet ( 30') plus operator labor of sixty dollars (\$60.00) per hour will be in effect (as prepping the Travelift takes additional time to warm up and/or de-ice before use).
6. Failure to cancel a scheduled lift one-half hour prior to time of lift, will be charged a cancellation fee of ~~one hundred fifty dollars (\$150.00)~~ one-half the regular lift fee for a scheduled vessel.
7. All vessels being lifted to the yard for more than one month will be required to place filter fabric under the length of the vessel and all blocking as well as placing absorbent pads under the keel. If vessel owner or agent does not have filter fabric or pads, the Harbor will provide them at our cost, plus fifteen percent (15%).
8. Use of Harbor jack stands (for emergency or impound lifts) will be charged at a rate of five hundred dollars (\$500.00) per week or twenty-five dollars (\$25.00) per day from May 1<sup>st</sup> through September 30<sup>th</sup> and three hundred dollars (\$300.00) per month from October 1<sup>st</sup> through April 30<sup>th</sup> (billed out in quarter month increments).
9. Vessels requiring to be hauled out that do not have insurance shall be charged a minimum rate of \$600.00 up to thirty feet (30') and vessels thirty-one feet (31') or longer will be charged the minimum fee plus an additional ~~one dollar (\$1.00)~~ two dollars (\$2.00) per foot (essentially double the rate of an insured boat).

#### **SECTION IV. GRID, CRANE, AND FISH PUMP FEES**

A. Grid rental rates shall be charged the following rates per foot per tide. ~~One dollar and twenty-five~~ seventy-five cents (\$1.25)–(\$1.75) per foot per tide for vessels up to seventy feet (70') forty-nine feet (49') and one dollar and seventy-five cents ~~(\$1.75)~~ two dollars and fifty cents (\$2.50) per foot per tide for vessels ~~seventy-one feet (71')~~ fifty to seventy feet (50'-70'), three dollars and twenty-five cents (\$3.25) for vessels ~~seventy-one to ninety feet (71'-90')~~, and four dollars (\$4.00) for vessels ninety-one feet (91') and over, based on the overall length of the vessel (including all hull attachments, such as bowsprits, davits, dinghies, etc.) Once the grid is scheduled and the boat owner fails to show or cancel at least one tide prior to the scheduled grid time, the minimum of one tide will be charged.

B. The Harbormaster shall issue permission for use of the grid and no boat shall be moored onto the grid until such permission has been granted and a Grid Use Agreement has been filed. The grid use shall be on a first come, first serve basis.

C. The fee for use of the cranes on the Fisherman's Dock shall be eighty dollars (\$80.00) per hour. This fee shall be billable in 15-minute increments. Once the crane has been activated, failure to deactivate the crane at the end of use will result in a one hour minimum charge of eighty dollars (\$80.00).

D. The fee for use of the fish pump on the Fisherman's Dock shall be one hundred fifty dollars (\$150.00) per hour.

E. Replacement of crane and fish pump cards shall be charged a rate of twenty dollars (\$20.00) per card.

#### **SECTION V. LABOR AND SERVICES**

A. Service and labor performed by the Harbormaster or any City employee working in the Valdez Harbors shall be charged at the flat rate of sixty dollars (\$60.00) per one-half (1/2) hour minimum, per employee and one hundred dollars (\$100.00) per hour minimum, per employee for labor during normal business hours. All labor performed after normal business hours shall be charged at the flat overtime rate of ~~ninety dollars (\$90.00)~~ one hundred fifty dollars (\$150.00) per hour, per employee. ~~These fees shall be billable in 15-minute increments.~~ Labor requiring a call out will be charged the after-hour rate at a two (2) hour minimum rate, per employee.

1. The above labor fee includes, but is not limited to, snow removal from vessels, spill clean-up, pressure washing (impounds only), emergency vessel pump-out, etc.

2. Boat moves or towing performed in the North Basin or towed in from the breakwater shall be charged at a flat rate of sixty dollars (\$60.00) plus labor. Boat moves or towing performed from one basin to another shall be charged at a flat rate of one hundred dollars (\$100.00) plus labor.
  3. Towing performed outside of the breakwater shall be charged one hundred twenty dollars (\$120.00) plus labor.
  4. Pumping of vessels shall be charged a flat rate of fifty dollars (\$50.00) per pump used, plus labor.
  5. Use of skiff for non-boat move related services shall be charged an hourly rate of one hundred dollars (\$100.00) plus labor.
  6. Work requiring call-out shall be charged a minimum of two hours at the overtime rate.
  7. Use of bobcat, loader or other equipment for customer assistance shall be charged a flat fee of sixty dollars (\$60.00) plus labor.
- B. All materials and/or supplies shall be charged at cost to the City plus fifteen percent (15%).

## **SECTION VI. WAIT LIST**

A fifty dollar (\$50.00) per year non-refundable fee shall be charged per listing to each customer placing his/her name on the waiting list for a reserved slip.

## **SECTION VII. ELECTRICAL SERVICE IN THE HARBOR**

A. Slip holders will be charged a monthly service charge of twelve dollars (\$12.00) and the actual cost of power per kilowatt hour as charged by the utility plus (\$0.025) per kilowatt hour. Kilowatt rates fluctuate monthly throughout the year per local utility. (Owners or operators are responsible for notifying the Harbor office of their in and out readings from their slips.)

B. Daily flat rate for power on the water is ten dollars (\$10.00)/day for 30amp, fifteen dollars (\$15.00)/day for 50amp and twenty-five dollars (\$25.00)/day for 100amp. This rate is for transient vessels staying 15 consecutive days or less.

C. Vessel owners connecting to power without prior authorization from Harbor staff will be fined. See Section IX #12 Tampering or unauthorized use of utilities.

## **SECTION VIII. LAUNCH RAMP**

A. Launch ramp fees will be charged at ten dollars (\$10.00) per day or seventy-five dollars (\$75.00) per calendar year for use of the launch ramp. Vessels paying annual

moorage fees will be exempt from this fee, but any trailer or truck and trailer left is subject to normal storage fees.

B. This fee excludes vessels propelled solely by human power, which shall pay five dollars (\$5.00) per day or thirty-seven dollars and fifty cents (\$37.50) per year for use of the launch ramp.

C. Vessel owners failing to provide proof of launch payment by receipt, self-pay stub or season launch sticker displayed on or in vehicle will be fined. See Section IX #21 Failure to pay launch fee.

D. Vessels left unattended or blocking the launch ramps will be charged a fee of twenty dollars (\$20.00) per hour.

## **SECTION IX. MISCELLANEOUS HARBOR FEES/FINES**

The following fees/fines will be assessed for Valdez Harbors infractions:

1. \$ 50.00 Speeding/violation of "No Wake" speed
2. \$ 75.00 Operating a vessel in a reckless manner
3. \$ 75.00 Operating a vessel in a negligent manner
4. \$ 75.00 Trolling or fishing from a vessel in the Valdez Harbors or breakwater
5. \$ 75.00 Impeding safe navigation
6. \$200.00 Disposing of trash, garbage, human refuse or animal waste, or any similar substance in the water of the harbors or upon the harbor grounds. Each infraction after the initial disposition of waste will result in an additional increase of one hundred dollars \$100.00 per violation. Upon third violation, you will be trespassed from the Harbors.
7. \$200.00 Releasing any fuel, oil, or their derivatives into the water or onto the lands of the harbors. Each infraction after the initial release will result in an additional increase of one hundred dollars \$100.00 per violation. Upon third violation, you will be trespassed from the Harbors.
8. \$ 75.00 Failure to register with the Harbormaster any vessel on which stall or space rental is not currently being paid and occupying any of the Valdez Harbors
9. \$ 50.00 Creating a nuisance or conducting unlawful business
10. \$ 50.00 Failure to properly control dog or other animal
11. \$ 50.00 Improper storage on any float, ramp, decline, walk or other public place in the Valdez Harbors, except at designated loading/unloading spaces
12. \$250.00 Tampering or unauthorized use of utilities
13. \$ 25.00 Posting on bulletin board without proper consent
14. \$ 25.00 Improper posting of advertisement

15. \$100.00 Tampering or removing any sign or notice
16. \$ 50.00 Subleasing a slip to another user
17. \$500.00 Impoundment of vessel due to lack of payment or dereliction
18. \$500.00 ~~Failure to pay fees owed and requiring use of collection agency~~ A collection fee will be applied to any account for which formal collection action is taken, regardless of the base delinquent amount. The fee will be 100% of base amount, not to exceed five hundred dollars (\$500.00).
19. \$ 50.00 Parking in a fire zone
20. \$100.00 Failure to provide 24-hour notice for Harbor staff to accommodate adequate time for slip clearance
21. \$ 40.00 Failure to pay launch fee
22. \$100.00 Failure to adhere to the Harbor's "Code of Conduct," Harassing customers or staff. Deliberate behavior that is intimidating, hostile, offensive, or adversely impacts staff work performance.
23. \$ 50.00 Failure to launch tenant vessel after giving notice for Harbor to clear slip and transient vessel was charged move fee, when the move turned out to be unnecessary
24. \$200.00 Blocking of the cranes with unattended gear, vehicles, netting, trailers, etc. shall be charged a fine of two hundred dollars (\$200.00) per day.
25. \$200.00 Storage on the Drive Down Float (which is prohibited) of unattended gear, vehicles, netting, trailers, etc. shall be charged a fine of two hundred dollars (\$200.00) per day.
26. \$200.00+ Any commercial business or non-commercial entity performing unauthorized work, i.e. no approved permit or registration within the public lands controlled by the Valdez Harbors shall receive a penalty fine of two hundred dollars (\$200.00) per the 1<sup>st</sup> incident, four hundred dollars (\$400.00) per the 2<sup>nd</sup> incident and eight hundred dollars (\$800.00) for the 3<sup>rd</sup> incident. After the 3<sup>rd</sup> incident, business or entity will be trespassed from the Harbors.
27. \$100.00 Defacing or vandalism of/on Harbor docks or uplands. Materials and labor charges will apply if applicable.
28. \$500.00 Discharge of any type of fireworks from the Harbor, into the water of the Harbor, or onto the lands of the Harbor. Upon third violation, you will be trespassed from the Harbor.
29. \$50.00 Failure to return temporary card key for use of cranes or fish pump
30. \$100.00 Unauthorized use of wheeled or motorized conveyances on floats, ramps, or on water, i.e. skateboards, rollerblades, bicycles, motorcycles, wake foils, etc. unless pre-authorized by Harbor staff. Use of accessible resources are excluded from this.
31. \$100.00 Unauthorized permanent attachment of cleats, bumpers, fendering, etc. on docks or finger floats.
32. \$300.00 Utilization of boat grid without prior authorization and scheduling.

33. \$ 75.00      Disturbing the peace (fee applies per complaint, i.e. if three people complain about the same disturbance the total charge would be two hundred twenty-five dollars (\$225.00)).

**SECTION X.                    SHOWER AND LAUNDRY FACILITIES**

A fee of four dollars (\$4.00) per shower will be charged for use of public showers in the restrooms located below the North Harbor office and the South Harbor Warehouse/Public Shower/Restroom building.

A fee of six dollars (\$6.00) per wash, one dollar (\$1.00) per twelve-minute cycle for dryer will be charged for use of public laundry facilities located at the South Harbor Warehouse/Public Shower/Restroom building.

**SECTION XI.                    MAINTENANCE AND WASHDOWN PADS**

Use of the Maintenance Pads may be charged a fee of twenty dollars (\$20.00) per day for fourteen days or less; twenty-five dollars (\$25.00) per day for fifteen to thirty days; thirty-five dollars (\$35.00) per day for thirty-one days or more and includes use of power and water. In the event of unexpected or extenuating circumstances, the rate may be lowered or capped at the discretion of the Harbormaster. Use of maintenance pads is by reservation with Harbor office staff. If use of a maintenance pad is to exceed thirty (30) days, a work plan must be filed with the Harbormaster.

Use of Maintenance Pads during winter months (once water has been shut off) but electric power is needed, vessel owners will be charged a monthly service fee of twelve dollars (\$12.00) and the actual cost of power per kilowatt hour as charged by the utility plus (\$0.025) per kilowatt hour. Vessel owners are responsible for providing their own Metermaid utility counter or other like type of counter. If no Metermaid is being used, then regular daily rate of power applies.

Use of Washdown Pads are free. Power is available at the Washdown Pads and in the uplands for fifteen dollars (\$15.00) per day.

**SECTION XII.                    WATERFRONT VENDOR AND ACTIVITY**

Any commercial business selling goods or services within public lands controlled by the Valdez Harbors must first obtain a Waterfront Commercial Work Permit. The fee for the permit shall be five hundred dollars (\$500.00) annually.

Any non-commercial entities, i.e. fish filleters selling services within the public lands controlled by the Valdez Harbors must first register with a Waterfront Activity Registration. The fee for the registration shall be one hundred dollars (\$100.00)

annually. Snow shovelers are also required to register with the Harbormaster by filling out a Waterfront Activity Registration at no cost.

	<b>Valdez</b>	<b>Port of Alaska</b>
<b>Total Annual Revenue</b>	<b>Harbor \$2,283,231.00 / Port \$1,449,925 / Airport ??</b>	<b>\$17,470,000</b>
<b>Total Expenditures</b>	<b>Harbor \$2,205,970.00 / Port \$1,425,979.00 / Airport \$442,482</b>	<b>\$13,800,000</b>
<b>Total Number of Full Time Employees</b>	<b>11</b>	<b>21</b>
<b>Total Number of Seasonal Employees</b>	<b>10-Jan</b>	<b>0</b>
<b>Clean Harbor Certification</b>	<b>YES</b>	<b>NO</b>
<b>Total Number of Vessels on the Waitlist</b>	<b>134</b>	<b>0</b>
<b>Total Number of Boat Slips</b>	<b>638</b>	<b>0</b>
<b>24' Annual Reserve Moorage Total Cost</b>	<b>\$1,188.00</b>	<b>N/A</b>
<b>30' Annual Reserve Moorage Total Cost</b>	<b>\$1,485.00</b>	<b>N/A</b>
<b>40' Annual Reserve Moorage Total Cost</b>	<b>\$1,980.00</b>	<b>N/A</b>
<b>50' Annual Reserve Moorage Total Cost</b>	<b>\$2,597.50</b>	<b>N/A</b>
<b>60' Annual Reserve Moorage Total Cost</b>	<b>\$3,117.00</b>	<b>N/A</b>
<b>100' Annual Reserve Moorage Total Cost</b>	<b>\$5,195.00</b>	<b>N/A</b>
<b>Total Linear feet of Transient Side Tie</b>	<b>N. Basin 1,800' &amp; S. Basin 1,400'</b>	<b>N/A</b>
<b>Total Number of Linear Deep Water Dock 30'+</b>		<b>3500'</b>
<b>Boat Haul Out/Maintenance</b>	<b>YES</b>	<b>N/A</b>
<b>Maximum Lift Capacity</b>	<b>75 tons</b>	<b>N/A</b>
<b>Number of Vessel Maintenance Pads</b>	<b>8</b>	<b>N/A</b>
<b>Total Number of Launch Lanes</b>	<b>3</b>	<b>N/A</b>
<b>Vessel Launch Fee</b>	<b>\$10/day &amp; \$75/season</b>	<b>N/A</b>
<b>Truck and Trailer Parking Stalls</b>	<b>50</b>	<b>N/A</b>
<b>Parking Stalls</b>	<b>221</b>	<b>N/A</b>
<b>Fuel Docks</b>	<b>NO</b>	<b>2</b>
<b>Fuel Operator</b>	<b>N/A</b>	<b>Varied</b>
<b>Tidal Grid</b>	<b>YES</b>	<b>N/A</b>
<b>Grid Capacity in Feet</b>	<b>120' x 27'</b>	<b>N/A</b>
<b>Grid Capacity in Tons</b>	<b>250 tons on 4 beams</b>	<b>N/A</b>
<b>Total Pedestal Cranes</b>	<b>4</b>	<b>N/A</b>
<b>Total Stationary Pump-outs</b>	<b>4</b>	<b>N/A</b>
<b>Total Portable Pump-outs</b>	<b>1</b>	<b>N/A</b>
<b>Pump Out Vessels</b>	<b>1</b>	<b>N/A</b>
<b>Harbor Skiffs</b>	<b>4</b>	<b>1</b>

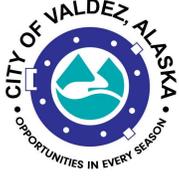
<b>Homer</b>
5,040,977.00
4,407,942.00
17
11
<b>YES</b>
370
920
\$1,726.29
\$2,154.09
\$2,875.71
\$3,608.12
\$4,351.32
\$7,292.00
814'
5
\$20/day , \$200/Season
<b>Steel &amp; Wooden</b>
<b>Steel: 120' ; Wooden: 59'</b>
<b>Steel: 200 displacement tons only ; Wooden: 50 ton limit</b>

Seward	Cordova	Whittier
3,700,000.00	1,741,825.00	
3,000,000.00	1,338,750.00	
12	6	5
2	1	4
YES	NO	NO
179	5	391
573	711	330
\$1,540.10 (tax included - total 2 6 mo. rates)	\$1,152.00	\$1,774.56
\$1,895.14 (tax included - total 2 x 6 mo. rates)	\$1,440.00	\$2,218.20
\$2,486.84 (tax included - total 2 x 6 mo. rates)	\$1,920.00	\$2,957.60
\$3,138.56 (tax included - total 2 x 6 mo. rates)	\$2,400.00	\$3,697.00
\$3,730.26 (tax included - total 2 x 6 mo. rates)	\$2,880.00	\$4,436.40
\$6,157.10 (tax included - total 2 x 6 mo. rates)	\$4,800.00	N/A
7500'	1000'	
475' & Crane Dock: 325'	700'	
Yes	YES	
SMIC 300ton / SBH 50 ton	150MT	
None, 1 large washdown pad	1	
2 ramps, 4 lanes each	2	
\$100/Annual , \$13/day	\$106/Annual	
150	Trailer = 60	
A Lot	300	
2 shoreside	1 shoreside	
shoreside	shoreside	
N/A	2	N/A
N/A	100' & 180'	N/A
N/A	90 Tons & 250 Tons	N/A
1	3	
4 stations, tour dock has multiple pedestals	0	
N/A	0	
N/A	0	
2	1	

Kodiak
4,630,006.00
5,516,438.00
14
0
NO
113
650 , St. Paul Harbor: 250 , St. Herman Harbor: 325
\$953.76
\$1,192.20
\$1,589.60
\$2,714.00
\$3,256.80
\$9,464.00
Oscar's Dock: 242' , Dock 1: 180'
1835'
Yes
600MT
4 (two more under construction)
3
\$10/day , \$132.50/Season
30
200
3 (privately operated)
North Pacific, Petro Marine
Yes
210
350 Tons
1
2
0
0
2

Sitka	Port Mackenzie
5,435,181.00	TBD
6,676,149.00	TBD
9	2
	0
YES	NO
	N/A
	N/A
	N/A
\$1,336.32 (total of mo. Billing)	N/A
\$1,670.40 (total of mo. Billing)	N/A
\$2,227.20 (total of mo. Billing)	N/A
\$2,784.00 (total of mo. Billing)	N/A
\$3,340.80 (total of mo. Billing)	N/A
\$5,568.00 (total of mo. Billing)	N/A
	<b>Deep-Draft Dock: 1200' , Barge Dock: 372'</b>
	<b>5' wide conveyor capable of loading bulk commodities at 2,000 tons/hour onsite</b>
	N/A
	<b>Barge Dock: 14.7 acres gravel surface barge dock , 1,000 lbs/sqft load capacity gravel pad</b>
1	N/A
\$5 in , \$5 out , Calendar year permit \$75	N/A
	N/A
	N/A
	<b>Fuel service contracted as needed</b>
	N/A
Steel grid & Timber grid	N/A
	N/A





## Legislation Text

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**File #:** 24-0006, **Version:** 1

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**ITEM TITLE:**

Approval of Change Order #4 for the Valdez Civic and Senior Center Controls Upgrades Project in the amount of \$114,262.28

**SUBMITTED BY:** Brad Sontag, Capital Facilities Project Manager

**FISCAL NOTES:**

Expenditure Required: \$114,262.28

Unencumbered Balance: \$455,379.09

Funding Source: 350-0310-55000.1719

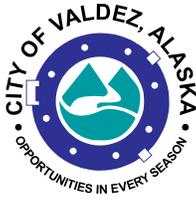
**RECOMMENDATION:**

Approve Change Order #4 for the Valdez Civic and Senior Center Controls Upgrades Project.

**SUMMARY STATEMENT:**

The Contractor will provide duct cleaning services to the HVAC systems at both the Civic and Senior Center. This is extra work not included in the original project scope of work. The City's maintenance department requested this to be done for each HVAC system to keep them running properly and providing healthy air quality to the facilities. This type of cleaning should be done periodically (every 5 -10 years) and especially following a major maintenance project on the system like this one.

See attached proposal titled "RFP#5 Duct Cleaning."



**CHANGE ORDER  
CITY OF VALDEZ**

<b>TO:</b>	Wolverine Summit JV 5099 E. Blue Lupine Drive Wasilla, Alaska 99654	<b>DATE ISSUED</b>	TBD
		<b>CHANGE ORDER NO.</b>	4
		<b>COST CODE NO.</b>	350-0310-55000.1719
		<b>PROJECT NO.</b>	22-350-1719
<b>PROJECT:</b>	Valdez Civic and Senior Center Controls Upgrades	<b>CONTRACT NO.</b>	2025
		Distribute to	_____
		Engineering	_____
		Owner	_____
		Contractor	X
		Other	_____

**You are directed to make the changes in this CONTRACT as follows:** The contract sum is to be increased by \$114,262.28 for extra work not included in the original scope of work. The substantial completion date for this project will be changed to March 31, 2024.

**Justification:** The contractor will provide duct cleaning services to both the Civic and Senior Center HVAC systems. This work was not originally included in the project scope of work but is necessary to keep the HVAC systems running properly and healthy air quality for the facilities. Please see attached proposal “RFP#5 Duct Cleaning.”

Not valid until signed by both the Mayor and City Clerk. Signature of Contractor indicates his agreement herewith, including any adjustment in **CONTRACT** sum or **CONTRACT** time.

The original <b>CONTRACT</b> sum was.....	\$ <u>1,244,000.00</u>
Change by previously authorized Change Order(s).....	\$ <u>16,365.58</u>
The <b>CONTRACT</b> sum prior to this Change Order was.....	\$ <u>1,260,365.58</u>
The <b>CONTRACT</b> sum will be increased by this Change Order.....	\$ <u>114,262.28</u>
New <b>CONTRACT</b> sum including this Change Order will be.....	\$ <u>1,374,627.86</u>

**CONTRACT** time will be *increased* by 106 days. The date of Substantial Completion as of the date of this Change Order therefore is March 31, 2024.

**WOLVERINE SUMMIT JV**

By: \_\_\_\_\_

Date: \_\_\_\_\_

**CORPORATE SEAL**

Attest: \_\_\_\_\_

Corporate Secretary

**AUTHORIZED BY:  
CITY OF VALDEZ**

By: \_\_\_\_\_

Sharon Scheidt, Mayor

Date: \_\_\_\_\_

Attest: \_\_\_\_\_

Sheri Pierce, City Clerk

Date: \_\_\_\_\_

**RECOMMENDED**

By: \_\_\_\_\_  
John Douglas, City Manager

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Nathan Duval, Capital Facilities Director

Date: \_\_\_\_\_





Summit Construction, LLC  
P.O. Box 825  
Valdez, Alaska 99686  
T: 907.347.8453  
summitconstructionak@hotmail.com

**Client:**

Wolverine/summit jv

**Proposal:** clean duct work at COV civic and senior center

**Scope of work:** hand clean all 6 air handlers and associated air duct grills and components associated. Mechanically clean all associated ductwork using negative air and brush system per NADCA standards at civic center and 1 system at senior center

**Inclusions:** title 36 labor, materials and lift to provide complete scope of work,

**Exclusions:** any ductwork not associated with the air handlers, removal of any devices/ conduit or other obstacles prohibiting access to unit heaters or VAVs, cleaning of newly installed duct at senior center, any areas not assessable by ladder, lift, or walking access, any mold or other remediation or hazmat

**General conditions:** as shown on drawings.

**Warranty:** no warranty provided for cleaning

**Schedule:** estimated to be 28 days in sequence to work around the schedule of the staff.

**Terms/SOV** per contract

**Proposal cost:**

**Civic Center**

**Material**-26 gauge sheet metal, self tapping screws, insulation, cleaning supplies  
negative air brushes, portable ducting, filters and rental and lift equipment, expediting  
.....**12,000.00**



Summit Construction, LLC  
P.O. Box 825  
Valdez, Alaska 99686  
T: 907.347.8453  
summitconstructionak@hotmail.com

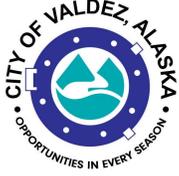
Hand cleaning of 6 air handlers and all grills and vav/ unit heaters inline with ductwork.....	23,760.00
Daily cleanup.....	9,000.00
Duct cleaning with negative air and rotary brush.....	25,000.00
Cutting and patching as needed to access duct runs not accessible to rotary brush.....	7,000.00
Over head and profit at 15 percent.....	11,514.00

**TOTAL FOR CIVIC CENTER.....88,274.00**

Senior center:

Hand clean 1 air handler and associated grills and louvers.....	5,850.00
Daily clean up.....	1,000.00
Negative air duct cleaning.....	3,000.00
Material needed.....	500.00
Cutting and patching of duct as needed to access for brushes.....	500.00
Overhead and profit at 15 percent.....	1,627.50

**TOTAL FOR SENIOR CENTER.....12,477.50**



## Legislation Text

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**File #:** RES 24-0001, **Version:** 1

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**ITEM TITLE:**

#24-01 - Authorizing the Submission of a RAISE Grant Application to US Department of Transportation to Assist with Pavement Management Plan Implementation

**SUBMITTED BY:** Jordan Nelson, Finance Director

**FISCAL NOTES:**

Expenditure Required: Up to \$2MM

Unencumbered Balance: TBD

Funding Source: Funding for Prioritized Capital and Major Maintenance Projects

**RECOMMENDATION:**

Approve

**SUMMARY STATEMENT:**

Pavement Management phases IV, V, and VI are nearing or at complete design. Staff proposes to apply for a US Department of Transportation (DOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program to pay for a part of phases IV, V, and VI.

Application development will dictate how much of which phase is eligible for funding through this program, it is unlikely that all of phases IV, V, and VI will be eligible for the RAISE program.

Staff estimates between \$6-8 Million in project costs are eligible, and expects a 20% match to be required totaling \$1.2 Million to \$1.6 Million.

In order to ensure that additional scope can be included if it does not affect eligibility this resolution states \$10 Million and \$2 Million for total project costs and match, respectively.

Funding for the match portion will come from Capital and Major Maintenance Projects funding during the projects prioritization session with City Council in March, and funding will be only be required if grant is awarded.

Application for USDOT RAISE Grant Program will be developed in conjunction with a grant contractor, see attached fact sheet for details.

CITY OF VALDEZ, ALASKA

RESOLUTION #24-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, AUTHORIZING THE SUBMISSION OF A RAISE GRANT APPLICATION TO US DEPARTMENT OF TRANSPORTATION TO ASSIST WITH PAVEMENT MANAGEMENT PLAN IMPLEMENTATION

WHEREAS, the City Council has provided direction to management regarding approved capital and major maintenance projects; and

WHEREAS, Pavement Management phases IV-VI related to street upgrades and accessibility require additional funding for construction; and

WHEREAS, it is essential to leverage all available resources to implement the Pavement Management Plan of the City of Valdez; and

WHEREAS, the City of Valdez has the required 20% in local matching funds for Pavement Management plan implementation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, that:

The Valdez City Council hereby authorizes the City Manager to submit a grant application to the United States Department of Transportation for Pavement Management by utilizing the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program with total project costs not to exceed \$10MM and City of Valdez funded match not to exceed \$2MM.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF VALDEZ, ALASKA, this 2nd day of January 2024.

City of Valdez, Alaska

---

Sharon Scheidt, Mayor

ATTEST:

---

Sheri L. Pierce, MMC, City Clerk

## Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

### Funding Information and Application Requirements

#### FAST FACTS

<b>1 Application Deadline</b>	February 28, 2024, 11:59 PM ET
<b>2 Workshops</b>	Webinars will be posted to the webpage at: <a href="https://www.transportation.gov/RAISEgrants/outreach">https://www.transportation.gov/RAISEgrants/outreach</a>
<b>3 Eligible Applicants</b>	States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities. <b>Applicants may not submit more than three applications.</b>
<b>4 Purpose of Program</b>	For planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.
<b>5 Success Rate Last Year</b>	Success rate is between 6% and 9%. <ul style="list-style-type: none"> <li>RAISE 2023: 162 projects were funded.</li> <li>RAISE 2022: 166 projects were funded: 121 capital projects and 45 were planning grants.</li> <li>RAISE 2021: 90 projects were funded: 63 capital projects and 27 were planning grants.</li> </ul>
<b>6 Authorizing Resolution Required?</b>	Not required

#### FUNDING INFORMATION

<b>7 Total Funds Available</b>	\$1.5 billion
<b>8 High, Low, Average Grant Last Year</b>	High: \$25 million; Average: \$9,259,259; Low: \$175,000
<b>9 Maximum Funding Request</b>	<ul style="list-style-type: none"> <li>Minimum: \$5 million for Urban areas and \$1 million for Rural areas.</li> <li>No minimum for planning grants.</li> <li>Maximum: \$25 million.</li> <li>Not more than 50% to rural projects and not more than 50% to urban projects.</li> </ul>

- Not more than \$225 million to a single State.
- At least \$75 million for eligible planning projects.
- At least \$15 million for projects located in areas of persistent poverty or historically disadvantaged communities.
- Up to \$300 million of available funds will be allowed to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs if that use would further the purposes of the RAISE program.
- Department of Transportation (DOT) will retain up to \$30 million for award, oversight and administration of grants.

**10 Local Match Required** 20 percent of total project cost. DOT may fund more than 80 percent for projects in rural communities, a historically disadvantaged community, or an area of persistent poverty.

**11 Funding Cycle** Annual

## PROJECT INFORMATION

### 12 Examples of Funded Projects

- Anaheim, CA: Building Bridges to Transit Project (\$5,066,500) – The project will develop final design and construction documents for five high-impact and high-visibility active transportation connections to the regional rail/bus transit center in Anaheim: two non-motorized multi-modal bridges; an elevated “highline” trail; a major regional trail extension; and the realignment of an engineered riverbank to separate high-speed bicycle and pedestrian traffic.
- City of Fort Worth, TX: East Lancaster Avenue Complete Streets and Transit Technology Project (\$20 million) – The project will fund the design, right-of-way, environmental, and reconstruction of approximately 6.5 miles of East Lancaster Avenue between Pine Street and Interstate 820 into a multimodal corridor, with accommodations for an integrated high-capacity bus transit service. The project will include dedicated bicycle lanes, sidewalks landscaped separators between the travel lane and bicycle lane, transit shelters, and street lighting.
- City of Fresno, CA: Fresno High-Speed Rail Station Historic Depot Renovation and Plaza Activation (\$20 million) – The project will renovate, modernize, and preserve the Fresno High-Speed Rail Station, a historic passenger depot building. The project will also provide electric vehicle charging infrastructure and space for future transit charging in anticipation of the future California high-speed rail multimodal station.

2023 Awards can be viewed at:

[https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets\\_2.pdf](https://www.transportation.gov/sites/dot.gov/files/2023-06/RAISE%202023%20Fact%20Sheets_2.pdf)

**13 Priorities**

RAISE advances the Justice40 Initiative which set the goal that 40 percent of the overall benefits of certain climate, clean energy, and other covered Federal investments flow to disadvantaged communities.

**14 Eligible Project Types**

- Objectives:
  - Invest in surface transportation that will have a significant local or regional impact; and
  - Support projects that are consistent with the Department's strategic goals: improve safety, economic strength and global competitiveness, equity, and climate and sustainability.
- Recipients of RAISE/BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the RAISE/BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project.
- Projects must demonstrate effort to improve racial equity and reduce barriers to opportunity.
- Projects must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of strong labor standards.
- Projects must demonstrate effort to consider climate change and environmental justice impacts.
- Each applicant must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project.
- Capital Projects:
  1. Highway, bridge or other road projects eligible under title 23, United States Code;
  2. Public transportation projects eligible under Chapter 53 of title 49, United States Code;
  3. Passenger and freight rail transportation projects;
  4. Port infrastructure investments;
  5. The surface transportation components of an airport project eligible for assistance under part B of subtitle VII;
  6. Intermodal projects;
  7. A project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program;
  8. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and
  9. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.
  10. Right-of-way acquisition, the project will be considered a capital project.
- Planning: Examples – environmental analysis, equity analysis, community

engagement, feasibility studies, benefit–cost analysis, and other pre–construction activities of eligible surface transportation capital projects. In addition, eligible activities related to multidisciplinary projects or regional planning may include:

1. Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans;
  2. Zero emissions plan for transit fleet;
  3. Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non–motorized traffic;
  4. Planning activities related to zero emissions goods movement;
  5. Development of port and regional port planning, including State–wide or multi–port planning within a single jurisdiction or region; and
  6. Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.
- Research demonstration or pilot projects only if they will result in long–term, permanent surface transportation infrastructure that has independent utility.
  - For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census–designated urbanized area that had a population greater than 200,000 in the 2020 Census. If a project is located outside a Census–designated urbanized area with a population greater than 200,000, it is designated as a rural project. A project located in both an urban and a rural area will be designated as urban if the majority of the project’s costs will be spent in urban areas.
  - If a project type is not described as explicitly eligible or ineligible above, then applicants should explain in their application why the project is necessary to advance the goals of the program, and the Department will determine eligibility on a case–by–case basis.
  - The FY 2024 RAISE NOFO includes a Reconnecting Communities and Neighborhoods (RCN) Program Extra element. Applications for the FY 2024 RAISE grant program that have identical project scope to applications that were submitted and evaluated under the FY 2023 Reconnecting Communities Neighborhoods Program competition and received the designation of “RCN Program Extra,” will automatically advance for second–tier analysis if they receive an overall merit rating of “Recommended” and have at least one “High” rating in a priority criterion. The Department expects projects that rated well under the FY 2023 RCN Program criteria will do well under the FY 2024 RAISE program criteria. Applicants should note in the FY 2024 RAISE Project Information Form whether their FY 2024 RAISE application was also submitted under the FY 2023 RCN competition and received a RCN Program Extra designation.
  - FY 2024 Projects of Merit, which are Highly Rated applications not selected for award, will automatically be carried forward for consideration under FY 2025 RAISE funding. However, if there are any changes to the FY 2024 project being considered in the FY 2025 round, including but not limited to scope, schedule, and budget, an applicant must submit an amendment to the

application by the FY 2025 application deadline in order to be considered.

**15 Ineligible Activities**

- Costs incurred prior to DOT’s obligation for funds for a project.
- School bus electrification and broadband deployment as a standalone project.
- Improvements to federally owned facilities.

**16 Project Readiness**

FY 2024 funding is available for obligation through September 30, 2028. Funds must be expended by September 30, 2033.

**HOW TO APPLY**

**17 Application Requirements**

- SF 424
- RAISE 2024 Project Information Form
  - Project Description (5 pages)
  - Project Location
  - Project Budget (5 pages)
  - Funding Commitment Documentation
  - Merit Criteria (15 pages)
  - Project Readiness (5 pages)
- Project Schedule
- Environmental Risk (capital projects only)
- Technical Capacity Assessment (capital and planning projects)
- Benefit–Cost Analysis Narrative (capital projects only)
- Benefit–Cost Analysis Calculation
- Letters of Support (optional)
- If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.
- Awards are expected June 27, 2024

**18 Submission Requirements**

Grants.gov

**HOW APPLICATIONS WILL BE SCORED**

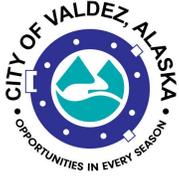
**19 Evaluation Criteria and Process**

- Tier 1: All applications will be evaluated based on the Merit Criteria.
- Tier 2: All applications rated “Highly Recommended” under the merit criteria review automatically advance for second tier analysis. The Senior Review Team (SRT) can advance applications rated “Recommended” for second tier analysis. based on the following:
  - Merit
    - Safety
    - Environmental Sustainability
    - Quality of Life
    - Mobility and Community Connectivity
    - Economic Competitiveness and Opportunity
    - State of Good Repair

- Partnership and Collaboration
  - Innovation
- Project Readiness Review
  - Environmental Risk (capital projects)
  - Technical Capacity (capital and planning projects)
  - Financial Completeness (capital and planning projects)
- Benefit–Cost Analysis (capital projects)

## WHO TO CONTACT

<b>20 Agency</b>	U.S. Department of Transportation
<b>21 Contact Name/Phone Number</b>	<ul style="list-style-type: none"> <li>○ Andrea Jacobson at 202–366–9603 or <a href="mailto:RAISEgrants@dot.gov">RAISEgrants@dot.gov</a></li> <li>○ FAQs: <a href="https://www.transportation.gov/RAISEgrants/raise-application-faqs">https://www.transportation.gov/RAISEgrants/raise-application-faqs</a></li> </ul>
<b>22 Web Site</b>	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>



Legislation Text

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**File #:** 24-0007, **Version:** 1

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**ITEM TITLE:**

Title 17 Zoning Ordinance Public Hearing Notice

**SUBMITTED BY:** Kate Huber, Planning Director

**FISCAL NOTES:**

Expenditure Required: [Click here to enter text.](#)

Unencumbered Balance: [Click here to enter text.](#)

Funding Source: [Click here to enter text.](#)

**RECOMMENDATION:**

[Click here to enter text.](#)

**SUMMARY STATEMENT:**

Attached is the Title 17 Zoning Ordinance Public Hearing Notice which has been mailed to all PO Box holders, posted on Facebook, included in the City Newsletter and the City Website.



## **NOTICE OF PUBLIC HEARING**

### **Repeal and Replacement of Title 17 Zoning Ordinance and Adoption of Updated Zoning Maps**

**The Valdez Planning and Zoning Commission will hold a public hearing on Wednesday, January 10, 2024, at 7:00 PM in City Council Chambers at 212 Chenega Ave.**

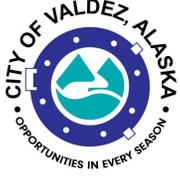
**The City Council will hold a public hearing during a special meeting on January 23, 2024, at 7:00pm in City Council Chambers at 212 Chenega Ave. (This meeting date is subject to change in the event of postponement by the P&Z Commission. In this case, additional notices will be issued.)**

The purpose of the hearings is to take public testimony concerning the adoption of a revised VMC Title 17 Zoning Ordinance and Official Zoning Maps. As part of the code revision, some zoning districts are consolidated, therefore new maps are proposed reflecting these consolidated districts.

The public is encouraged to attend the hearing to provide comments or may submit comments in writing to the Planning Department prior to the meeting. Submitted comments will be presented to the Planning & Zoning Commission and City Council. Submissions by email may be sent to: [zoning@valdezak.gov](mailto:zoning@valdezak.gov).

For further information, please visit [www.zoningvaldez.com](http://www.zoningvaldez.com).

Anyone having questions concerning this notice, or who would like more detailed information should contact the Planning Department at 907-834-3401 or email [zoning@valdezak.gov](mailto:zoning@valdezak.gov).



Legislation Text

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**File #:** 24-0008, **Version:** 1

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**ITEM TITLE:**

Monthly Treasury Report October

**SUBMITTED BY:** Jordan Nelson, Finance Director

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

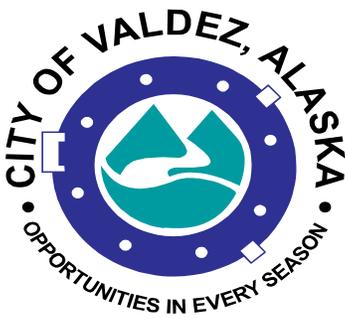
Funding Source: n/a

**RECOMMENDATION:**

Receive and file.

**SUMMARY STATEMENT:**

Attached is Monthly Treasury Report from October 2023.

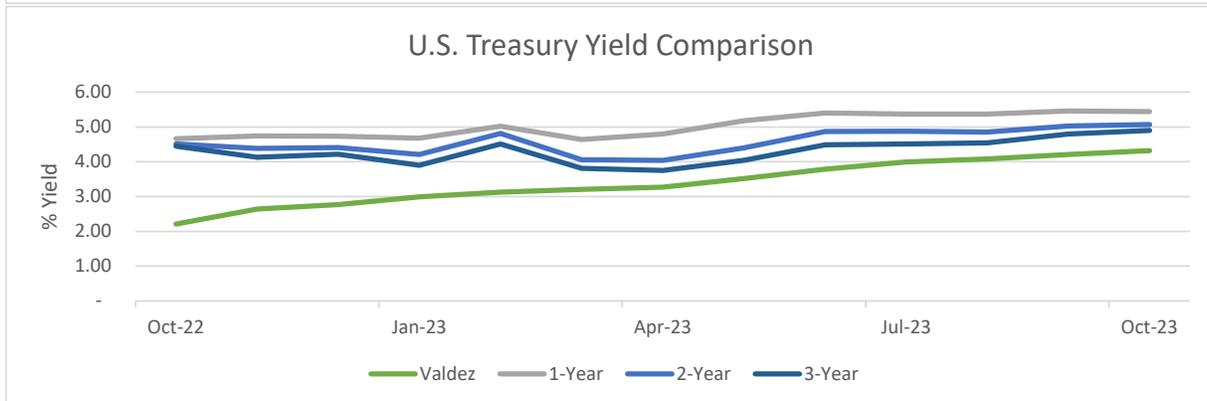
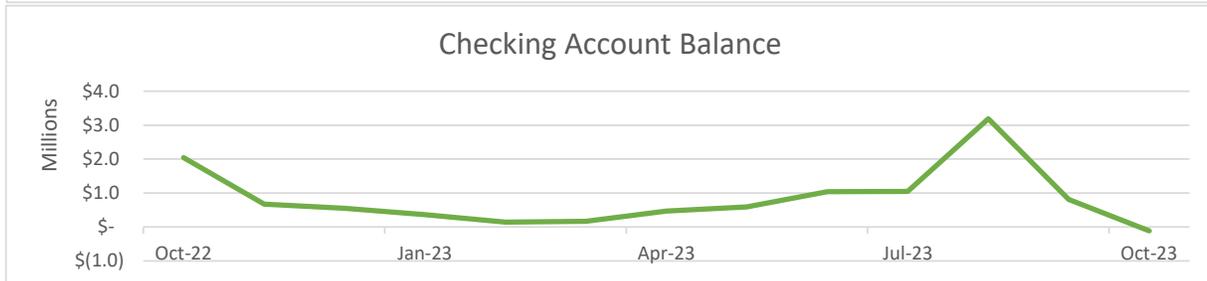
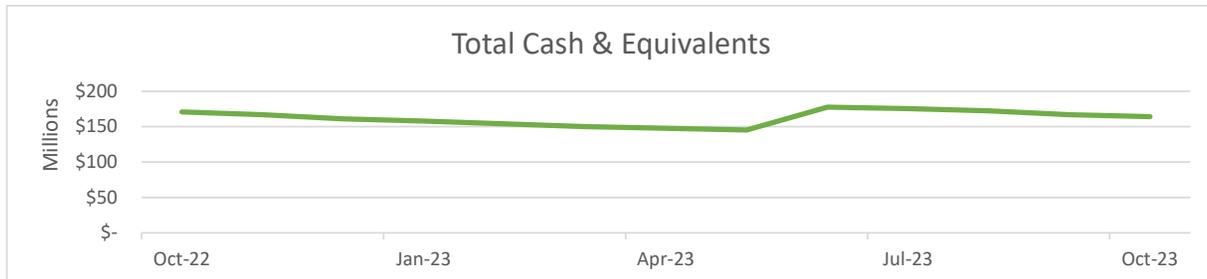


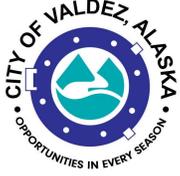
# Monthly Treasury Report

Period Ending: **October 31, 2023**

Prepared By: *Casey Dschaak, Financial Analyst*

		<u>Begin</u> <u>Balance</u>	<u>Debits</u>	<u>Credits</u>	<u>End</u> <u>Balance</u>	<u>Yield</u> <small>Notes</small>
<b>Central Treasury</b>		<b>166,857,062</b>	<b>14,904,250</b>	<b>(17,512,588)</b>	<b>164,248,724</b>	<b>4.32%</b>
Central Treasury	Principal	85,243,478	534,155	-	85,777,632	3.43%
Money Market	Wells Fargo	80,809,722	382,077	(2,600,000)	78,591,799	5.29%
Checking	Wells Fargo	814,499	12,328,561	(13,257,742)	(114,682)	0.00%
Payroll	Wells Fargo	(10,637)	1,659,458	(1,654,846)	(6,025)	0.00%
Sweep	Wells Fargo	-	6,916,590	(5,234,894)	1,681,696	5.23%
<b>Restricted</b>		<b>9,468</b>	<b>24</b>	<b>-</b>	<b>9,492</b>	<b>0.00%</b>
Debt Service	Principal	4,732	20	-	4,752	0.00%
Police	Wells Fargo	4,736	4	-	4,740	0.00%
<b>Total</b>		<b>166,866,530</b>	<b>14,904,275</b>	<b>(17,512,588)</b>	<b>164,258,216</b>	<b>4.32%</b>





Legislation Text

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**File #:** 24-0009, **Version:** 1

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**ITEM TITLE:**

City Manager Report: 2023 PWSEDD Resolutions for City Council Review

**SUBMITTED BY:** John Douglas, City Manager

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

Receive and file.

**SUMMARY STATEMENT:**

Attached is the City Manager's Report for January 2<sup>nd</sup> 2023 which includes 2023 PWSEDD Resolutions for City Council review.



September 5, 2023

Pete Buttigieg, Secretary  
 US Department of Transportation  
 1200 New Jersey Ave., SE  
 Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to express our strong support for the Native Village of Chenega's application to the US DOT's Reconnecting Communities and Neighborhoods Program. Ours is a harsh maritime environment that is also affected by more frequent freeze/thaw cycles. Safe and well-draining roads are critical infrastructure for ensuring access to our remote communities, roads that are used to keep our Native village and corporation operations functioning.

Our 2021-2025 Prince William Sound Community Economic Development Strategy's (CEDS) first goal is to "Enhance infrastructure to build resilience to climate change, increase economic development opportunities, and enrich the way of life in Prince William Sound."

Chenega's road improvements design and permitting project aligns directly with that goal. Road infrastructure design now includes considerations for minimizing dust that can cause respiratory health problems, and facilitating drainage that extends the lifespan of such critical investments as well as adapts to increased precipitation as rain. This investment will benefit Chenega residents' health, improve working conditions in the Village, and help the Village adapt to changing climate conditions.

We believe that the proposed project is a necessary step toward community resilience and increased economic development. From our experience in working with the Native Village of Chenega, we know the Village to be an experienced, capable organization. We urge your strong support for Chenega's RCN application for road re-surfacing.

Sincerely,

Kristin Carpenter  
 Executive Director

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September 18, 2023

Tom Vilsack, Secretary  
U.S. Department of Agriculture  
1400 Independence Ave., S.W.  
Washington, DC 20250

Dear Secretary Vilsack,

On behalf of the Prince William Sound Economic Development District, I am writing to urge your support for an important mariculture innovation project submitted by Wild Blue Solutions. Stakeholders across the state have been working to expand Alaska's kelp farming capacity and bring the benefits of this sector to our small and regional businesses. Only two of our five Prince William Sound communities have road access, and in these remote villages the support to add a handful of jobs makes a very big difference.

Building on and sustaining Prince William Sound's blue economy is the primary focus of our region's 2021 – 2025 Comprehensive Economic Development Strategy (CEDS), and this proposal to develop an alginate extraction method aligns directly with that vision. We're facilitating a network of over 40 stakeholders working to develop a mariculture sector in Prince William Sound, including kelp and shellfish farmers, kelp seed hatcheries, research centers, seafood processors working to develop seaweed processing capacity (drying, blanching, freezing, packaging), and tribal entities who are considering investments in mariculture in our region.

This proposal would support the research needed to develop a product that could replace the horticulture industry's millions of plastic pots thrown away annually by home and commercial gardeners, and would also supply valuable nutrients for growing plants, reducing the need for added fertilizers. As the federally-recognized economic development district for the PWS region, we stand ready to support Wild Blue Solutions with small business start-up guidance and resources, as needed.

Speaking from the vantage point of supporting aquaculture in Prince William Sound, we see kelp and shellfish farming here as a good fit because:

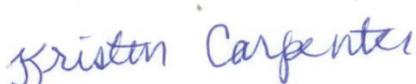
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- Commercial fishing is a long-established industry in the region, with a fleet of 541 permitted drift gillnet fishermen and several hundred permitted purse seine vessels; these operations are run by fishermen with extensive knowledge of local waters and vessels that have capacity during the winter months.
- Prince William Sound has 29% of recent kelp farm applications submitted for permits statewide, reflecting the strong interest in this region in investing in kelp farming. We started learning of the great interest in kelp farming in PWS when the Alaska Mariculture Task Force offered a kelp farming training program in 2020 and received 150 applicants for the 30 participant spots available.

This regional interest in kelp farming is influenced by U.S. market demand for kelp, which is currently met by importing more than 98% of the domestic edible seaweed supply. Since the first kelp farm established in the U.S. in 2012, “domestic edible seaweed aquaculture production has increased significantly . . . with Maine and Alaska accounting for the. Majority of growth and overall market share” (Edible Seaweed Market Analysis, The Island Institute, 2020).

You already know that Alaska is renowned for its cold, clean, nutrient-rich waters, providing ideal growing conditions for cultivating food products. We see this project as having great benefit for supporting the growth of mariculture in our remote coastal communities where fishermen are working to diversify their income sources.

Thank you for your consideration,



Kristin Carpenter  
Executive Director





October 11, 2023

Darryl LaCounte, Director  
Bureau of Indian Affairs  
U.S. Department of the Interior  
1849 C Street N.W.  
Washington, D.C. 20240

Dear Mr. LaCounte,

I am writing to express our strong support for the Native Village of Chenega's application for the BIA's Tribal Climate Resilience grant to support the planning, engineering design and permitting phase to develop a wave attenuator breakwater. Chenega is accessible ONLY by water and by air, so protecting its harbor from the harsh maritime environment, the region's frequent freeze/thaw cycles, and potential climate change effects from sea level rise is critical. Prince William Sound (PWS) experiences tide changes of 8 – 12' two times/day, a lot of moving water, and a breakwater is critical for ensuring safe access to this remote village.

Our 2021-2025 PWS Community Economic Development Strategy's (CEDS) first goal is to "Enhance infrastructure to build resilience to climate change, increase economic development opportunities, and enrich the way of life in Prince William Sound."

Chenega's wave attenuator project aligns directly with that goal. In Prince William Sound, impacts of climate change include coastal erosion, glacial melt, and ocean acidification. Coastal erosion affects the region's infrastructure, likely requiring mitigation strategies and investment, such as this project. While the precise relationship between warmer ocean temperatures and PWS fish stocks is unknown, increased water temperatures could change the distribution or abundance of fisheries and coastal habitats in and around Chenega.

We believe that the proposed project is a necessary step toward community resilience and increased economic development. From our experience working closely with the Native Village of Chenega, we know the Village to be an experienced and capable organization. We urge your strong support for Chenega's BIA Tribal Climate Resilience application for the design and engineering of a wave attenuator.

Sincerely,

Kristin Carpenter  
Executive Director

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October 11, 2023

Paul Layer, V.P.  
 UAA Office of Academics, Students, and Research  
 Butrovich Building  
 910 Yukon Drive  
 Fairbanks, Alaska 99775

Dear Dr. Layer,

I am writing on behalf of the Prince William Sound Economic Development District (PWSEDD) to express our full support for Dr. Getu Hailu's proposal, 'Waste Heat Recovery for Kelp Processing'. This research project will help us explore an innovative solution to a pressing issue within Alaska's burgeoning mariculture industry.

PWSEDD is working with regional mariculture businesses and stakeholders to identify opportunities for mariculture business growth, connect kelp farmers with resources to start or expand their businesses, and leverage financial and equipment resources to expand seaweed processing capacity. Mariculture has the potential to mitigate some climate change effects, and to help diversify our region's commercial fishing economy.

The Waste Heat Recovery for Kelp Processing project, which will investigate the feasibility of using heat from incinerated cardboard to dry kelp, has significant potential to provide a solution that will strengthen Prince William Sound's (PWS) mariculture supply chain, which is currently experiencing a bottleneck in processing capacity. Kelp products harvested in PWS must be dried prior to sale due to the prohibitive cost of shipping a heavy, wet product from our remote location. There are currently no kelp drying facilities in PWS, inhibiting the development of our regional kelp businesses. The proposed research will assist PWSEDD in our efforts to explore potential solutions, and to help our region's mariculture industry become self-sufficient and economically resilient.

The strength of this proposal lies in both its innovative approach to solving a pressing problem and the broader impact it would have on the regional mariculture industry. It aligns with the Faculty Initiative Fund's goal of promoting collaborative research, community partnerships, and methods to reduce costs. The proposed heat recovery system would not only utilize waste cardboard, a cost-effective and environmentally friendly solution, but could also serve as a model for similar remote locations facing the same challenges.

We greatly appreciate your consideration of Dr. Hailu's proposal and believe that with your support, we can advance our shared goal of promoting sustainable economic development in Alaska.

Sincerely,

Kristin Carpenter  
 Executive Director

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November 21, 2023

Jennifer Granholm, Secretary  
 US Department of Energy  
 1000 Independence Ave. SW  
 Washington, D.C. 20585

Dear Secretary Granholm,

On behalf of the Prince William Sound Economic Development District, I am writing to express our strong support for hosting an Arctic Energy Ambassador to serve our remote coastal communities. Our energy concerns range from the high cost of fuel and electricity in our small towns and villages to the need to make a transition to renewable energy sources as quickly as possible.

Alaska's Department of Labor and Workforce Development notes that "Energy is the most volatile part of the consumer price index" and one of our communities, the Native village of Chenega, ranks fifth highest among 100 surveyed Alaska communities for the price of home heating fuel (Alaska TRENDS, July 2021).

Our 2021-2025 Prince William Sound Community Economic Development Strategy's (CEDS) first goal is to "Enhance infrastructure to build resilience to climate change, increase economic development opportunities, and enrich the way of life in Prince William Sound." Identifying and implementing energy efficiency projects in our region will go a long way to lowering the barrier to economic development that is the high cost of energy here in Prince William Sound. Having a staff person in our region dedicated to coordinating energy projects, helping electric cooperative and Native village staff plan projects and identify funding sources will be an enormous asset for our region. Assistance from an energy ambassador will improve energy resiliency for our communities, and ultimately reduce energy costs in a generally low-income area.

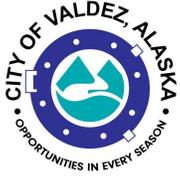
We urge your strong support for the PWSEDD's application for Arctic Energy Ambassador support. Thank you for your consideration.

Sincerely,

*Kristin Carpenter*

Kristin Carpenter  
 Executive Director

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Legislation Text

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**File #:** 23-0561, **Version:** 1

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**ITEM TITLE:**

January 2024 City Council Calendar

**SUBMITTED BY:** Elise Sorum-Birk, Deputy City Clerk

**FISCAL NOTES:**

Expenditure Required: n/a

Unencumbered Balance: n/a

Funding Source: n/a

**RECOMMENDATION:**

n/a

**SUMMARY STATEMENT:**

Attached is the City Council Calendar for January 2024.

# January 2024

## Valdez City Council Calendar



	1 <b>HOLIDAY- New Year's Day</b>	2 5:30 p.m. – Council Work Session: USCG Federal Advocacy  7 p.m. – City Council Regular Meeting	3	4	5	6
7	8 6 p.m. School Board - Work Session  7 p.m. School Board – Regular Meeting	9 6:30 p.m. – Parks & Rec Commission	10 7 p.m. – Planning & Zoning Commission- Title 17 Public Hearing	11	12	13
14	15 <b>HOLIDAY- MLK Jr. Day</b>	16 5:30 p.m. – Council Work Session: State Legislative Priorities  7 p.m. – City Council Regular Meeting  AK Legislative Session Begins  Property Tax Exemption Applications Due	17 5 p.m. – Library Board  7 p.m. – Economic Diversification Commission	18 Noon – VMHA Board  6 PM – Ports & Harbors Commission: Work Session	19	20
21	22 6 PM School Board - Work Session  7 PM School Board – Regular Meeting	23 5:30 p.m. – Council Work Session: CCCTF Final Report (tentative)  7 p.m. – City Council Special Meeting: Title 17 Ordinance 1 <sup>st</sup> Reading/ Public Hearing	24 7 p.m. – Planning & Zoning Commission	25 12 p.m. – Beautification Commission ( <i>tentative - new regular meeting time TBD</i> )	26	27
28	29	30	31			

Note 1: This calendar is subject to change. Contact the Clerk's Office for the most up-to-date information. Strike-thru indicates cancellation of standing meeting.

Note 2: Unless otherwise indicated, all meetings occur in Valdez Council Chambers.

Updated 12.26.23