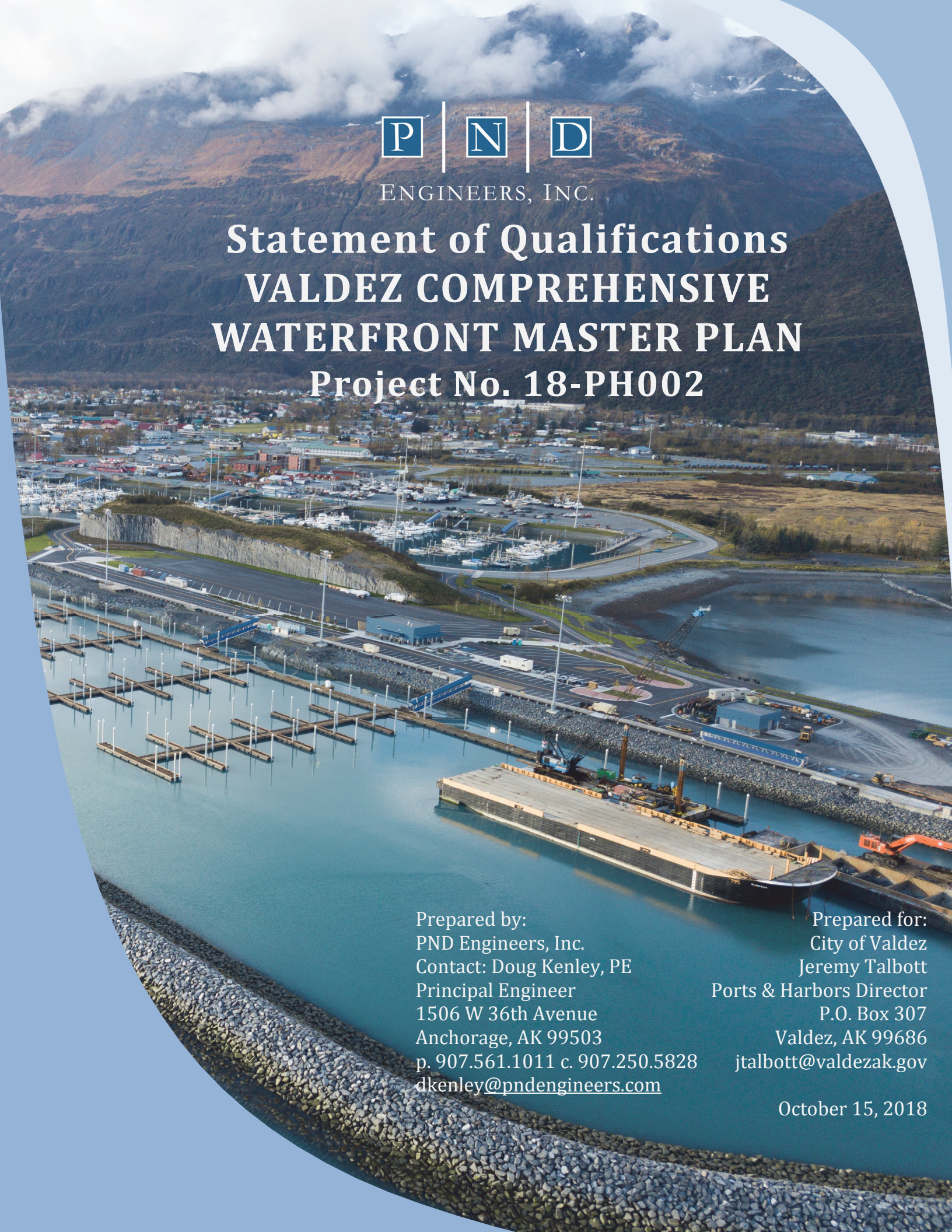

PND ENGINEERS, INC.

Statement of Qualifications
VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN
Project No. 18-PH002

Prepared by:
PND Engineers, Inc.
Contact: Doug Kenley, PE
Principal Engineer
1506 W 36th Avenue
Anchorage, AK 99503
p. 907.561.1011 c. 907.250.5828
dkenley@pndengineers.com

Prepared for:
City of Valdez
Jeremy Talbott
Ports & Harbors Director
P.O. Box 307
Valdez, AK 99686
jtalbott@valdezak.gov

October 15, 2018

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Statement of Qualifications
VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN

Cover Letter

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ENGINEERS, INC.

October 15, 2018 PND No. 18A-136

Jeremy Talbott
Ports & Harbor Director
City of Valdez
P.O. Box 307
Valdez, Alaska 99686

Subject: Valdez Waterfront Master Planning Services

Dear Mr. Talbott:

PND Engineers, Inc. (PND) appreciates the opportunity to propose on assisting the City of Valdez (City) with comprehensive waterfront master planning services. We are a multi-discipline engineering firm that has performed numerous projects for the City over the past 40 years. Our project experience in Valdez includes planning services for the existing small boat harbor, which culminated in the addition of a third lane at the boat launch, design of the wash-down slabs in the maintenance area, and layout and paving of the truck and trailer parking area. We have provided peer reviews and inspection work for the new Small Boat Harbor; designed fendering improvements to the John Thomas Kelsey Dock; and assessed conditions and designed repairs at the Valdez Container Terminal and Small Boat Harbor. We are very familiar with all of the key areas identified in the Request for Qualifications.

We have formed an exceptionally qualified team of professionals to provide master planning services, all of whom have recent similar work experience with the City. PND would serve as the prime contractor for the project with Doug Kenley acting as Principal-in-Charge and Dick Somerville acting as the Project Manager. Dick is a principal at PND and former resident of Valdez. He has performed numerous comprehensive waterfront master plans throughout Alaska during his career and has worked closely with all of the proposed subconsultants.

Corvus Design will provide master planning assistance and public involvement services. Corvus Design President Peter Briggs has enjoyed a close working relationship with Dick on multiple recent waterfront master planning efforts.

ECI will provide conceptual level architectural services for proposed infrastructure such as the dry stack boat storage and other proposed facilities at upland locations that are to be evaluated. ECI Principal Brian Meissner will serve as the prime architectural lead. As you know, Brian and Peter worked together recently to provide Old City Dock master planning services and design services.

The McDowell Group will provide economic analyses for the project. McDowell Managing Principal Jim Calvin is very familiar with the economic parameters of Valdez and was responsible for the 2015 City of Valdez Economic Study.

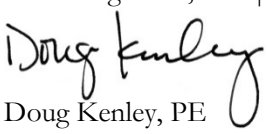
Our team is well suited to assist with comprehensive master planning for the City's key waterfront areas for these reasons:

- All members of our team are resident Alaskans. This will help streamline communications and public meetings and will promote close coordination with City staff, the community, and key stakeholders, ensuring the efficiency and thoroughness of the project.
- We are all familiar with the City of Valdez and the multiple interests that will need to be accommodated during this project. We all have recent working experience with the City. We have demonstrated our abilities on past projects, and we understand how to work with the City to meet the goals and objectives of this particular project.
- All of our team members are well-versed in Alaska waterfront master planning and in working successfully with small- to medium-sized communities. We have a proven track record of facilitating public outreach efforts and helping to build consensus among a wide variety of stakeholder and public interests that are typical in vibrant communities such as the City of Valdez.

We are very interested in working with the City and its community on this important project. In preparing our proposal, we traveled to the key study sites to refresh our knowledge of factors to be considered in this master planning effort. We are prepared to work with you toward providing comprehensive solutions and action plans that will serve as a guide to achieving the City's and community's vision.

Sincerely,

PND Engineers, Inc. | Anchorage Office



Doug Kenley, PE
Vice President

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Statement of Qualifications
VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN

Proposal

Comprehensive Waterfront Master Plan

PND Engineers, Inc. Statement of Qualifications
Project Number: 18-PH002

October 15, 2018

PND Engineers, Inc. (PND) welcomes the opportunity to provide services for the development of a Comprehensive Waterfront Master Plan for the City of Valdez (City). PND has completed many projects for the City over the past 40 years, and we are very familiar with the community, its waterfront facilities, the variety of stakeholders and community interests, as well as the inherent design and development challenges presented by the community's local and climactic conditions.

We fully understand the importance of a Comprehensive Waterfront Master Plan as an essential planning and implementation tool for development. To be an effective tool, this master planning effort must have the support and input of various City departments, residents, local businesses and other stakeholders, and must be compatible with the community character and environmental conditions.

The plan will focus on the existing Small Boat Harbor uplands; North Harbor Drive; new Commercial Boat Harbor uplands; Sea Otter property at the end of South Harbor Drive; the Valdez Container Terminal; the Old Valdez Town Site; and the economic feasibility for a marine industrial trade park and marine dry stacking facility.

The PND team *maintains a reputation for timely, high-quality work and values the professional relationships we have built with Valdez personnel. The City's vision, needs, preferences and best interests will always come first, complemented by public input. Our goal is to deliver a complete and actionable master plan that is economically feasible and provides implementation strategies to take projects from concept to reality.*

We feel it is of utmost importance that the City teams with a consulting firm that brings familiarity with the community and decades of waterfront planning services in Alaska. To that end, PND has assembled a complete Alaska-based master planning team with experience in waterfront planning, public involvement and design. Our individual team members all have relevant experience working in Valdez. Our team members know the community of Valdez intimately and have the specific skillsets necessary to identify and address user needs and priorities in order to create an inclusive and community-supported comprehensive waterfront master plan. PND has collaborated on a range of previous planning projects with each of the firms that make up our team, as demonstrated on the following pages.

PND confirms that it is licensed to do business by the State of Alaska, and all proposed responsible personnel that we have identified to participate in the project hold appropriate professional Alaska licenses to conduct the tasks they are assigned.

1. The PND Team

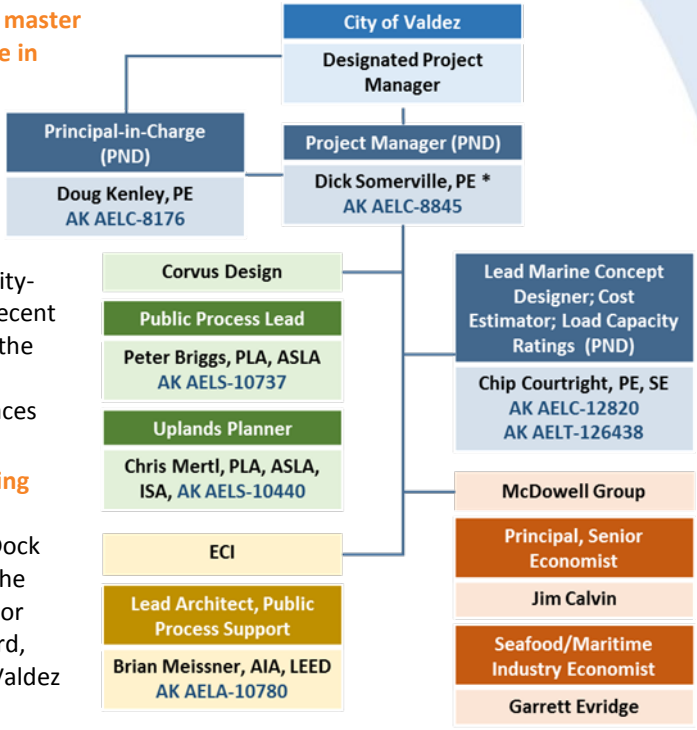
The PND team brings the essential qualifications and experience necessary to deliver project engineering, economic feasibility, conceptual plans, cost estimating, and related professional services for the development of a Comprehensive Waterfront Master Plan for the City. Individual team member experience is presented in sections ***3. Our Project Manager*** and ***4. Proposed Project Staff and Experience***.

PND Engineers, Inc. (PND) will provide overall project management of our team and lead all elements of the master planning efforts, including coordinating with the City staff; The Ports and Harbor Commission; and the Waterfront Planning Committee (referred to herein as steering groups); developing public involvement strategies and approach; leading the team in the preparation of master planning drawings and narratives; providing existing facilities structural and load capacity analyses; overseeing financial studies and benefit-cost analyses; and in the preparation of concept level construction cost estimates. PND is a multidiscipline engineering firm that specializes in marine and waterfront facility planning and design. We have participated in, and led, master planning efforts for many waterfront communities throughout Alaska and the Pacific Northwest. Our experience in Valdez includes extensive master planning services for the existing Small Boat Harbor during the comprehensive planning conducted in the early 2000s. That effort culminated in the addition of a third lane at the public boat launch; wash-down slabs in the maintenance area; layout and paving of the truck and trailer parking area, as well as interpretive signage installation. At the new Small Boat Harbor, we have provided peer reviews and field inspection work over the past several years as a subconsultant to Rise Alaska (recently acquired by Arcadis), giving us significant familiarity with both harbor facilities. Most recently, we completed design services for fendering improvements to the John Thomas Kelsey Dock (Kelsey Dock), as well as a condition assessment and design for

repairs at the Valdez Container Terminal and Small Boat Harbor. These recent projects cover the majority of the areas that are to be considered under this service contract. We are also familiar with recommendations, alternatives, economic analyses and master plan concept presented in the draft May 2015 Valdez Ports & Harbors Waterfront Development Plan.

Corvus Design (Juneau and Anchorage) will provide upland master planning assistance to PND. They will also take the lead role in public involvement services. Corvus Design is a planning and landscape architecture firm formed in 2006 that has grown to be the largest independent landscape architecture firm in Alaska, providing services for more than 500 projects statewide. The firm has extensive experience with community and waterfront planning and landscape architecture, with a special emphasis on community-based process and public outreach. Corvus Design has two recent projects in Valdez, the Kelsey Dock Interpretive Center, and the Valdez Small Boat Harbor, including pedestrian facilities, interpretive signage, picnic shelters and overlooks, plaza spaces and a timber boardwalk for the Valdez Small Boat Harbor.

ECI Alaska (Anchorage) ECI will provide concept-level building planning and assist Corvus Design in facilitating the public involvement process. ECI is actively working on the Kelsey Dock Interpretive Center and associated work at Warehouse #2 (the Yellow Building). In the past 10 years, ECI has supported major community projects in the waterfront communities of Seward, Homer, Kenai, Kodiak, Juneau, and Sitka. ECI's successes in Valdez and other waterfront communities will provide the highest benefit to Valdez while being cost-effective.



In responsible charge

McDowell Group (Juneau and Anchorage) will lead the economic feasibility and benefit-cost analyses components of the master planning effort. McDowell Group is widely recognized as Alaska's leading research and consulting firm in the visitor and seafood industries. McDowell Group has been active in Valdez over the past 15 years, providing port planning, economic development planning, industry impact assessments, and business planning services. The firm completed the last comprehensive economic study prepared for Valdez in 2015. We feel that they will be able to use much of the financial data that was generated for that study in support of this contract. The firm fully understands the economic importance of the full spectrum of marine-related activities, including marine services, the visitor/recreation industry, commercial fishing, seafood processing, and oil industry support services.

2. Experience on Similar Projects

The following projects are representative of similar ocean community Waterfront Master Plans our team has accomplished within the past 10 years. All are Alaska projects prepared by Alaska professionals on our team.

WRANGELL DOWNTOWN WATERFRONT MASTER PLAN, Wrangell, AK

Wrangell is a working waterfront community with its marine service facility, outstanding docks and harbors, and large fishing fleet. The community understands its role in generating economic opportunities. Through a series of multiday workshops, the master planning team of Chris Mertl and Dick Somerville worked with users, land managers, and businesses to gather input and refine options.

An important component of the plan was grounding it within the functional needs of a working waterfront and reinforcing the plan with a regional and local economic analysis and accurate construction estimates to ensure a high level of feasibility for the master plan recommendations. Funding options linked to reasonable expected expenditures resulted in a four-phased master plan identifying short, medium, and long-term priorities.

RELEVANT TASKS AND DELIVERABLES

- Stakeholder engagement
- Uplands and waterfront master planning, feasibility studies, economic analyses
- Construction cost estimates
- Phased implementation planning

PROPOSED TEAM FIRMS INVOLVED

- Corvus Design – public involvement, master planning
- PND – marine and civil planning

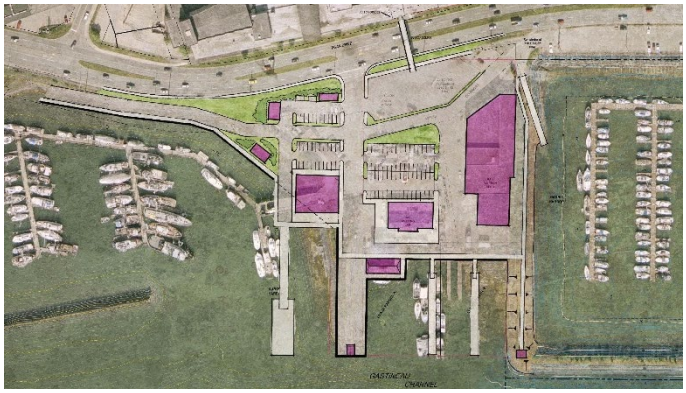
The plan expanded the Marine Services Center, consolidated parking, and resolves pedestrian and vehicular conflicts, created a waterfront Heritage walk, and added a new working pier that allows the berthing of yachts and fishing boats. The pier includes a net shed to support the fleet, and it allows visitors to see fishermen repair nets and creates a new focal point on the waterfront. New commercial development allows the addition of marine-dependent businesses on the waterfront, which provides employment, generates revenue, and creates private/public partnerships. Other options explored included development of a marine technology center.

The master plan was completed in six months (four months early) to capitalize on local enthusiasm and came in under budget. It was adopted without comment by the Port Commission and Assembly and became the primary funding and implementation tool for the waterfront.

Cost: All phases of the Plan were estimated to cost $15.3 million to develop.
Completed: June 2015
Client Reference: Carol Rushmore, Wrangell Economic Development Director, 907.874.2381

JUNEAU DOWNTOWN HARBORS UPLANDS MASTER PLAN, Juneau, AK

Juneau depends on its docks and harbors to meet the needs of its maritime sector and fuel the local economy. This plan was developed with the input of more than 150 Juneau stakeholders and residents during four community workshops, three open house events, three harbor board presentations, integrated design charrettes, stakeholder meetings, and intensive public outreach over a period of 10 months. From the three options initially developed, the selected master plan captures the community's desires and priorities. The Preferred Juneau Waterfront Master Plan—Bridge Park to Norway Point develops four distinct areas of the waterfront: Norway Point, Harbor Road and Walk, Fisherman's Terminal, and Harris Harbor.



The phased plan enhances the downtown harbor uplands to support harbor users, the fishing fleet, and the community. The intent is to make Juneau a premier Southeast Alaska port. The plan relocates the Marine Service Yard and tidal grid to Norway Point to consolidate all vessel repair work and resources to a single area; expands the Marine Service Yard; improves the safety of harbor access from Egan Drive; provides necessary facilities to service the fleet and develops a Fisherman's Terminal; updates harbormaster facilities; and improves uplands at Harris Harbor including seawalk, commercial development, and a community building.

Cost: All elements were estimated to cost $103 million to develop.
Completed: February 2017
Client Reference: Gary Gillette, City and Borough of Juneau Port Engineer, 907.586.0398

RELEVANT TASKS AND DELIVERABLES

- Stakeholder engagement
- Uplands and waterfront master plan
- Planning, feasibility study
- Economic development
- Construction estimates
- Phased implementation planning

PROPOSED TEAM FIRMS INVOLVED

- Corvus Design – public involvement, master planning
- PND – marine and civil engineering

MARINE PARK TO TAKU SMOKERIES DOCK: URBAN DESIGN PLAN, Juneau, AK

Juneau welcomes more than 1 million cruise ship visitors per year and has averaged 3.5% annual growth over the past two decades. This project developed a vision and master plan for the uplands between Marine Park and Taku Smokeries Dock that reflects the needs and desires of the Juneau community, while enhancing Juneau as a premier port city.

The plan was developed with the input of Juneau stakeholders and residents during workshops, open studio events, Dock and Harbor Board presentations, stakeholder meetings, Assembly discussions, and intensive outreach over 10 months,

including seven public meetings. The PND design team developed four preliminary urban design plans that were refined into a single preferred master plan through input from the Docks and Harbors Board, Port of Juneau staff, and the public. The planning effort initiated public-private partnerships and brought land managers and investors to the project.

The Preferred Marine Park to Taku Dock Urban Master Design Plan has two implementation phases. An analysis of Juneau's economic indicators show that the visitor industry is now Juneau's top private sector industry, and investment in the waterfront is expected to attract increased economic activity to Juneau.

The design plan included community involvement; identified ideas for potential growth; and worked within the framework of plans in place by adjacent private landowners and long-range plans. The concept is a mixture of open public space, retail spaces to support local and visitation interests, and support for cruise ship visitors.

Cost: All elements will cost approximately $21.3 million to develop.
Completed: November 2017
Client Reference: Gary Gillette, City and Borough of Juneau Port Engineer, 907.586.0398

RELEVANT TASKS AND DELIVERABLES

- Stakeholder engagement
- Uplands and waterfront master plan
- Planning, feasibility study, economic development, construction estimates
- Phased implementation planning

PROPOSED TEAM FIRMS INVOLVED

- Corvus Design – public involvement, master planning services
- PND – marine and civil design

CITY OF VALDEZ KELSEY DOCK INTERPRETIVE CENTER, Valdez, AK

This is a multiphase development of an open-air visitor pavilion that includes interpretive signage and exhibits; upgrades to public restrooms; new Harbormaster offices to support cruise ship traffic and dock security; and an outdoor event space and amphitheater.

The Interpretive Center will serve cruise ship passengers and the local community. The development will facilitate transfer of cruise passengers to buses, vans, and other modes of transportation. It will also support year-round use as both a working dock and a visitor facility. The project includes a new office space for the Ports and Harbor employees and a general-use and information office for the public.

Interpretive design efforts included planning workshops in an intensive charrette atmosphere, incorporating input from City personnel and the public. Team members traveled to Valdez to focus on development of the master plan and visitor experience. The nature of these workshops was generative—stakeholders participated in the design process. Through work sessions with the City Council, a range of voices were heard and analyzed, highlighting priorities of competing interests. Industry concerns were shared by the Port Director, who is communicating with cruise companies that will begin calling on Valdez in 2019. Residential concerns were presented by Council members and the public.

RELEVANT TASKS AND DELIVERABLES

- Comprehensive Waterfront Planning
- Master planning
- Public process
- Responsive design
- Sustainable design
- Cost estimating
- Cost control
- 3D rendering and animation

PROPOSED TEAM FIRMS INVOLVED

- ECI – master planning, public involvement, facility design
- Corvus Design – master planning, public involvement, landscape architecture

ECI and Corvus Design are currently providing construction period services for the facility, and completing interpretive signage design. Future work within the contract may include Phases 2 and 3 of the Kelsey City Dock master plan for the selective demolition and renovation of a historic warehouse north of the Interpretive Center.

Cost: Current ECI Fees Contract—$402,502; Final Cost—N/A; Construction Estimate—$2.3M; Winning Bid/Final Cost—N/A
Completed: Construction of Phase 1 will be complete in December 2018, and the design of Phases 2 and 3 is underway.
Client Reference: Nathan Duval, City of Valdez Capital Facilities Director, 907.835.5478, ext. 1

ARRC SEWARD MARINE TERMINAL EXPANSION PLAN, Seward, AK

PND led a multidisciplinary team to develop a comprehensive 20-year Master Plan for Alaska Railroad Corporation (ARRC) yard and dock facilities in Seward. The focus was to produce concepts to replace the aging cruise ship passenger dock.

The plan examined options that utilized all three docks sites (freight, passenger, and coal loading dock) in various configurations to accommodate two cruise ships in excess of 1,000 feet long concurrently.

The team examined economic potential for development of the real estate at the facility, designed a terminal building and associated parking area and traffic planning, assessed and rearranged traffic patterns to minimize conflicts among freight trucks, buses, vehicular traffic and pedestrians, and established an approach to utilize acreage more efficiently.

Cost: Potential project costs ranged from $21M to $95M.

Completed: August 2017; currently seeking funding for the next phase.

Client Reference: Brian Lindamood, ARRC Vice President of Engineering, Anchorage, 907.265.3095

RELEVANT TASKS AND DELIVERABLES

- Stakeholder engagement
- Preliminary engineering reports
- Cost estimates
- Subdivision impact studies
- NEPA compliance

PROPOSED TEAM FIRMS INVOLVED

- PND – planning; marine, civil design

AJT MINING PROPERTIES WATERFRONT DEVELOPMENT ASSESSMENT, Juneau, AK

This project analyzed Juneau's downtown waterfront infrastructure and markets and identified development opportunities for AJT Mining Properties. AJT's holdings include prime waterfront and upland parcels in the downtown core. McDowell Group led the assessment, supported by PND design and planning expertise.

The review of waterfront and downtown plans included numerous McDowell Group and PND projects such as the *Gold Creek Marina Planning Study* commissioned by the City and Borough of Juneau, which addressed local and regional needs of yachts and smaller commercial vessels. The analysis was forward-looking, incorporating growth projections and discussion of anticipated public and private development. The report also included high-level estimates of capital costs and revenue projections for several options.

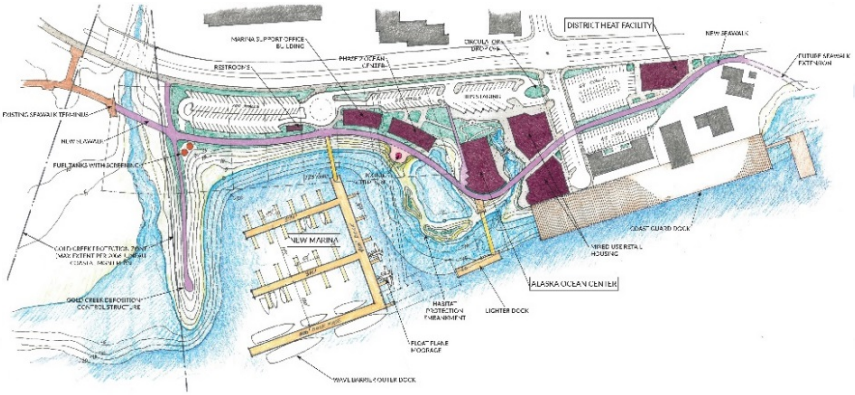
Budget: $29,000
Completed: September 2017
Client Reference: Alec Mesdag, AJT Mining Properties, Juneau, 907.463.6303

RELEVANT TASKS AND DELIVERABLES

- Analysis of visitor market segments
- Forecast growth in ships and yachts
- Overview of capacity and condition of docks and harbors
- Review recent plans and anticipated development
- High-level assessment of anticipated needs and costs

PROPOSED TEAM FIRMS INVOLVED

- McDowell Group – analysis of development opportunities
- PND – site and dock condition assessment



3. Our Project Manager

PND understands the significance of this role and that establishing and maintaining open communications and a productive working relationship with the City and all stakeholders will be essential to project success. Our proposed Project Manager very likely has more relevant city waterfront master planning experience than any other individual. Dick Somerville brings 35 years of experience on a wide variety of waterfront master planning throughout Alaska. He lived in Valdez for more than three years and knows the City well, including the specified areas of study. He also has experience working with the other proposed team members.

DICK SOMERVILLE, PE (PND) ***Project Manager***

License Number: Alaska PE 8845
Contact Numbers: 907.586.2093 or 907.321.1660 (mobile)

ROLE: As Project Manager, Dick Somerville will serve as the single point of contact for the project, interfacing with the City, team, and public on this effort. He will be responsible for allocating resources and assigning work, and he will be accountable for schedules and budgets. He will be responsible for day-to-day efforts and management of the work to deliver a successful project. Dick will be answerable for all project decisions and will interface with both the City and other stakeholders and agencies to ensure all needs and concerns are considered during every phase of work.

The PND Engineering team *was aptly led by* ***Dick Somerville****, who ensured the owner's needs were met and diligently managed the project with aplomb. His entire team was highly professional in delivering a stellar project to the Juneau local community which will benefit recreational boating users for decades to come.*

--Carl Uchytil, CBJ Port Director, Dec. 11, 2017
Statter Harbor Launch Ramp Facility Project

GENERAL QUALIFICATIONS: Dick is a PND principal and a former Valdez resident. He has 35 years of engineering experience in Alaska, specializing in civil marine projects. His background includes planning, design, permitting, and construction management for a variety of public and private clients. Dick's engineering experience has included both planning and the engineering construction phases. Waterfront projects have included buildings, interpretive areas, harbors, docks, floating pontoons and barges, moorage floats, boat launch facilities, breasting dolphins, retaining walls, sheet pile structures, harbor infrastructure, roadways, service yards, and parking. As an engineering professional he has conducted numerous public presentations, developed needs assessments, scoping studies, condition assessments, produced civil and marine facility designs, and cost estimates on several hundred public and private projects.

SPECIFIC RELEVANT EXPERIENCE: Dick has managed PND's design work for development of the Wrangell Waterfront Master Plan, City and Borough of Juneau (CBJ) Cruise Ship Terminal Staging Areas; Sitka Harbors Master Plan; Petersburg Harbor Facilities Plan; CBJ Juneau Waterfront Improvement Plan; Port of Juneau Condition Assessment; CBJ Harris Harbor Replacement; Hoonah Marine Industrial Center; and Wrangell Marine Service Center. These successes will directly benefit the Valdez Comprehensive Waterfront Master Plan.

4. Proposed Project Staff and Experience

Along with Project Manager Dick Somerville, the following individuals comprise PND's proposed staff for the Valdez Comprehensive Waterfront Master Plan project. License and contact numbers, roles, and a summary of general qualifications are provided. Detailed project histories are presented on the resumes appended to this proposal.

DOUG KENLEY, PE (PND) *Principal-in-Charge*

License Number: Alaska PE 8176
Contact Number: 907.561.1011 or 907.646.2741 (direct)

ROLE: As Principal-in-Charge, Doug Kenley will be responsible for contract negotiations and overall contract performance.
GENERAL QUALIFICATIONS: Doug has 30 years of civil engineering experience on a broad range of projects throughout Alaska. He is a principal at PND and vice president in charge of the civil engineering department.

SPECIFIC RELEVANT EXPERIENCE. Doug's project experience on the Valdez waterfront includes serving as Project Manager for the Container Terminal Annual Inspection, Kelsey Dock Master Plan, and the Small Boat Harbor Master Plan, and performing civil design for the SERVS Valdez Emergency Operations Center. He also brings experience in preparation of waterfront master plans, including the Whittier Intermodal Master Plan in 2000 and an update to that plan in 2017. He has also provided master planning service for waterfront development by the Alaska Railroad in Seward, Alaska.

CHIP COURTRIGHT, PE, SE (PND) *Waterfront Concept Development Lead; Cost Estimates; Load Rating Calculations*

License Number: Alaska CE 12820, Alaska SE 126438
Contact Number: 907.561.1011 or 907.646.2709 (direct)

ROLE: As Waterfront Concept Development Lead, Chip Courtright will be responsible for concept layout of marine facilities and will work closely with all team members to ensure all concepts are feasible from an engineering and permitting standpoint, as well as providing construction costs on the individual elements of the design alternatives. He will also be responsible for load capacity ratings for the Kelsey Dock and the Valdez Container Dock floats and bridges.
GENERAL QUALIFICATIONS: Chip is a senior engineer at PND with 13 years of experience primarily in the areas of structural/civil design, inspection, estimation, and construction administration. He has extensive experience in marine

design, having completed numerous dock, harbor, float, and other marine structural projects statewide. He has experience with every stage of the project process, from planning, design and permitting through construction administration.
SPECIFIC RELEVANT EXPERIENCE. Chip's experience includes the AKRR Seward Marine Terminal Master Planning, Valdez Container Terminal repairs, Valdez Small Boat Harbor cathodic protection inspection and report, Unalaska Marine Center Position III and IV Dock, Homer Small Boat Harbor renovations, Sand Point Public Ferry Terminal, Chignik Small Boat Harbor, and the Chignik Public Dock.

PETER BRIGGS, PLA, ASLA (Corvus Design) ***Public Involvement Lead***
License Number: Alaska Professional Licensure #10737; CLARB Cert. #2056
Contact Number: 907.222.2859

ROLE: Peter Briggs will be responsible for developing and executing a comprehensive, inclusive Community Involvement Plan. He will guide workshops and meetings with the client and stakeholder groups to gather ideas and input.
GENERAL QUALIFICATIONS: Peter is a landscape architect and president of Corvus Design, which he founded in 2006 and specializes in planning, landscape architecture, and public facilitation. His thesis, *Community Development with Indigenous Communities: Facilitating the Creation of Appropriate Environments,* grounded his desire to serve communities by listening and making things happen that reflect what is heard. His engagement planning and facilitation services have been sought after for both in-state, and out-of-state work.
SPECIFIC RELEVANT EXPERIENCE: Peter has recent Valdez experience, including work on the Kelsey Dock Interpretive Center and the Valdez Small Boat Harbor. Both projects included planning and design of Valdez's waterfront, and also included varying levels of public engagement and facilitation.

CHRISTOPHER MERTL, PLA, ASLA, ISA (Corvus Design) ***Uplands Planner***
License Number: Alaska Professional Licensure #10440
Contact Number: 907.988.9000

ROLE: Chris Mertl will assist Dick Somerville in the overall waterfront planning and design effort, integrating the diverse uses, elements and needs into a unified design.

GENERAL QUALIFICATIONS: Chris is the principal of the Corvus Design Juneau office with 24 years of experience as a landscape architect in Southeast Alaska. He has managed more than 200 projects, many with extensive community workshops and presentations. Chris has significant waterfront planning and design experience, including work in Ketchikan, Sitka, Wrangell, Kodiak, Haines, Juneau, and Skagway. His waterfront uplands experience includes harbors, cruise ship facilities, waterfront walks and open space, commercial development, housing, and industrial use.
SPECIFIC RELEVANT EXPERIENCE. Chris's projects include the Wrangell Downtown Waterfront Master Plan; Juneau Downtown Harbors Uplands Master Plan and Feasibility Study; Marine Park to Taku Smokeries Waterfront Urban Design Planning (Juneau); Sitka Seawalk; Portage Cove Waterfront Trail and Open Space Plan; Haines Boat Launch Facility and Waterfront Park Design; Juneau Cruise Ship Terminal Improvements Planning and Design; Skagway Harbor Improvements; Ketchikan Berth 3 Improvements, Wayfinding, and Waterfront Promenade; and Statter Harbor Master Plan and Phases I-III Design.

JIM CALVIN (McDowell Group) ***Principal and Senior Economist***
Contact Numbers: 907.586.6126 or 907.586.6130 (direct)

ROLE: Jim Calvin will lead the project team's economic and feasibility analyses.
GENERAL QUALIFICATIONS: Jim has 32 years of research and consulting experience in Alaska. Jim is McDowell Group's senior economist and leads the firm's economic development planning-related projects, economic and socioeconomic impact analyses, cost/benefit analyses, market assessments, and business feasibility studies.
SPECIFIC RELEVANT EXPERIENCE: Jim has broad experience in Valdez, including detailed analyses of the local economy and economic development opportunities. He has supervised tourism development planning projects, as well as feasibility analyses of marine service and repair facilities.

GARRETT EVRIDGE (McDowell Group) *Seafood/Maritime Industry Economist*
Contact Numbers: 907.275.3205

ROLE: Garrett Evridge will support the project team's economic and feasibility analyses, with focus on the seafood industry.
GENERAL QUALIFICATIONS: Garrett is a lifelong Alaskan who holds an MS in resource economics and is the firm's lead Alaska seafood industry analyst. He manages ASMI's Seafood Market Information Service, a contract to compile harvest and market analyses, annual reports on international seafood trade, species-specific information bulletins, and other tasks.
SPECIFIC RELEVANT EXPERIENCE: Garrett has studied the economic impact of the seafood industry in Valdez and co-authored a comprehensive report on Alaska's maritime service sector, including Valdez. He is currently leading an analysis of the economic impact of the Valdez Fisheries Development Association. Garrett has also contributed to port development planning and visitor industry-related development planning in Valdez.

BRIAN MEISSNER, AIA, LEED (ECI) ***Principal Architect***

License Number: Registration A-10780
Contact Number: 907.565.5010

ROLE: ECI Principal Brian Meissner will lead all architectural aspects of the project and assist the Corvus Design team with public involvement. Brian will coordinate all architectural deliverables, including initial feasibility, code compliance, longevity, and cost-effectiveness analysis. He will provide final reports outlining architectural needs, solutions, and associated costs.

GENERAL QUALIFICATIONS: Brian has extensive experience leading multiple ocean community and institutional master planning efforts and has overseen the design of numerous award-winning buildings.

SPECIFIC RELEVANT EXPERIENCE: Valdez Kelsey Dock Interpretive Center (ongoing); Valdez Warehouse #1 Remodel (ongoing); Valdez Airport West Wing HVAC Renovations (ongoing); Homer and Kenai public libraries; Homer Boathouse Pavilion; Nome Richard Foster Building (museum and library); Statewide Library Archives Museum (Juneau); Seward Library and Museum; Kodiak National Wildlife Refuge Visitors Center; Mount Edgecumbe Aquatic Center, Sitka; UAF School of Fisheries and Ocean Sciences Facilities at Lena Point, Juneau; ACSS Peterson Bay Master Plan (Homer); Palmer State Office Building Master Plan; Ship Creek Intermodal Transportation Center Master Planning and Design (Anchorage).

5. Experience Working Together on Previous Similar Projects

PND team members have collaborated on a range of projects over the years. These are relevant, representative examples.

	PND	Corvus Design	ECI	McDowell Group
Wrangell Downtown Waterfront Master Plan (2015): Enhancements to the waterfront reinforced by economic analysis and construction estimates.	✓	✓		
Juneau Downtown Harbors Uplands Master Plan (2017): Development of Norway Point, Harbor Road and Walk, Fisherman's Terminal, and Harris Harbor.	✓	✓		
Marine Park to Taku Dock: Urban Design Plan (2018), Juneau: The concept mixes public and retail spaces to support locals, visitors, and cruise visitors.	✓	✓		
Valdez Kelsey Dock Interpretive Center (ongoing): Open-air pavilion with interpretive signage and exhibits, restroom upgrades, new Harbormaster offices, rehabilitation of a warehouse, outdoor event space and amphitheater.	✓	✓	✓	
AJT Mining Properties Waterfront Development Assessment (2017), Juneau: Analysis of infrastructure markets and development opportunities.	✓			✓
Statter Harbor Master Planning and Improvements (ongoing), Auke Bay: Adds a float system, recreational facility, parking, restroom, seawall, landscaping.	✓	✓		
Homer Boathouse Pavilion (2017): Used as a covered staging area and includes interpretive elements. Design process included close collaboration with an advisory committee, the Homer Harbormaster, and City of Homer.		✓	✓	
Nome Richard Foster Building (2016): Houses cultural center, museum, and library. Extensive public process, economic analysis, and life-cycle costing.		✓	✓	
ACSS Peterson Bay Master Plan (2012), Homer: Plan has been used to pursue grants, construct a dock, and develop educational trails and facilities.		✓	✓	
UAF School of Fisheries and Ocean Sciences Facilities at Lena Point (2008): Planning, schematic design, design development, and construction documents for 30,000 square feet of research, teaching labs, and classrooms.	✓	✓	✓	
St. Paul Island Health Center (2002): Design of a remote clinic and development of two sites for staff quarters.	✓		✓	
Petersburg Vessel Haul Out Study (2008): Evaluation of market demand, identify an optimal mix of features, and estimate revenue.	✓			✓
CBJ Juneau Long Range Waterfront Plan (2003): Included coordination of stakeholder groups, public outreach/publicity and a series of public meetings.	✓			✓
Downtown Juneau Waterfront Development Assessment (2017): Analysis of dock conditions, replacement costs, visitor markets, economic opportunities.	✓			✓
CBJ Gold Creek Marina Market Assessment (2006): Analysis of local and regional demand; conceptual design engineering and cost estimating.	✓			✓

Juneau Waterfront Strategic Analysis and Improvement Plan (2001): Facility and infrastructure assessment, public engagement, analysis of key waterfront industries, economic overview and 20-year outlook, resident surveys.	✓			✓

6. Accomplishing the Work

a. Understanding

This project is to develop a comprehensive waterfront master plan, cost estimates, economic feasibility analyses and action plan strategies for key areas of the City's waterfront. To achieve a successful outcome, PND and its subcontractors are to work closely with City staff, the steering groups, and other stakeholders to ensure all are engaged in the process and have the opportunity to provide input during all phases of the work.

b. Approach

The PND team has used the RFP as a basis for developing our approach and specific activities, incorporating and expanding upon RFP tasks. Our proposed methodology has been highly successful in working with numerous stakeholders, users, and land managers within the project area. An inclusive and collaborative process helped achieve community-wide support and approval of the master plan, the phased action plan, and financial implementation. Our proposed approach follows:

1. Project Kickoff

This phase will confirm the City's desired budget expenditure, project goals, scope, schedule and deliverables, and refine project strategies. Our team will build off our past experience on similar master planning efforts to develop appropriate objectives and strategies for this project. We will work to establish project parameters and expectations at the onset of the project with staff and steering groups so that the work can be performed efficiently and within budget.

1.1. Define Project Objectives

The project goal is clear and logical: Create site-specific waterfront master plans that facilitate future development at key waterfront areas and provide structural analyses necessary to determine load capacities on various waterfront structures. There are several objectives that should be established early in the planning effort. The project methodology and scope can be refined as needed to ensure all objectives are met. Such objectives will likely include the following:

- Promote economic opportunities and sustainability for Ports & Harbors, its facilities, and the community.
- Provide facilities that support and enhance Valdez's harbors as a premier destination for fisheries, industry, recreation, commerce and visitor services and facilities.
- Inventory existing facilities and verify user needs and costs to evaluate priorities.
- Develop a community-endorsed comprehensive master plan that facilitates a wider range of funding options.
- Create a plan to best meet the needs of users and industry through consensus building, without creating conflicts.
- Establish short-, mid- and long-term development opportunities.
- Link phased development with construction costs, permitting, funding opportunities and economic development.
- Develop easy-to-read graphics and plans contained in a concise dynamic planning and feasibility document.

1.2. Develop Strategy Process

In response to developed goals, objectives, expectations, and related discussions, we will develop a detailed project strategy. Developing this strategy at the onset will establish a framework that is streamlined, allows the appropriate level of public participation, and is flexible to respond quickly to potential changes in priorities or desires.

1.3. Develop Community Involvement Plan (CIP)

When community members and stakeholders have a part in creating the Comprehensive Waterfront Development Plan and see their concerns reflected, they will become actively engaged to ensure an agreed-upon vision is achieved and the project supported. There is little doubt that the majority of Valdez residents support continued revitalization of the economy and its commercial waterfront. However, waterfront development means different things to different people and goals may differ accordingly. We will develop an inclusive process that fosters consensus and support throughout the course of the project. The CIP would develop community advocates to help bring other members along during the planning process.

1.4. Develop Digital and Community Content

Our CIP will include the development of digital and community content for a project website, social media, and community boards and print media. The interactive project website will serve as a portal for communicating project information to the public, as well as gaining valuable feedback. The website will serve as the public record and sequentially list input and direction received. Social and print media will help advertise meetings and direct people to the project website.

2. Background Research and Analysis

Schedule. This phase will be concurrent with other phases and initiated with our project kickoff. The majority of this work will be completed prior to the public outreach effort.

2.1. Initial Research and Data Collection

Our team members have broad experience with the project areas and the community as a whole. While we will need to validate and update previous project priorities and needs, we are well versed on the significant amount of existing data and inventory work available. Examples of resources we are familiar with or previously developed include:

- Competitive Market Analysis and Long-Range Planning for the Port of Valdez (McDowell Group)
- Valdez Visitor Market Profile (McDowell Group)
- Trends and Opportunities in the Alaska Maritime Industrial Support Sector (McDowell Group)
- Economic Impact of the Valdez Fisheries Development Association (McDowell Group)

Existing documents will be assessed to identify shared priorities, opportunities, and conflicts that may exist. This will help ensure consistency and continuity across adjacent uses within the area, and community and waterfront planning efforts.

2.2. Collection of Site Data

Our design team will consolidate as-built drawings, site plans, plats, topography, geotechnical data, easements, zoning, allowable fill limits, LiDAR, aerial imagery, and GIS data for the site and surrounding use areas. This will form the basis for planning and for creating graphic maps (GIS) for public meetings and the final report. Delineation and clarification of landownership, property lines, and land use agreements will be essential, including leases, rights-of-way and legal conditions. A review of existing utilities and services, and traffic and pedestrian circulation, will be beneficial toward establishing options for enhancing pedestrian and bicycle connectivity between the waterfront and downtown.

2.3. Collect Economic Data

McDowell Group will lead the economic feasibility and cost-benefit analyses components of the master planning effort. Economic research and analysis will begin with compilation of data that reflects economic trends and conditions in Valdez. This will include federal, state and local sources. This data will provide a high-level picture of trends in the local economy, in terms of population demographics, employment, wages and personal income, and various maritime industry-specific trends.

Baseline research will also include an analysis of Valdez's maritime industries (seafood, marine service, recreation, marine-based tourism), and additional commercial, retail and service activities. Analyzing what other port communities are/are not providing and identifying local needs will highlight economic opportunities for Valdez. Looking at economic multipliers to better understand the larger impact of wages and spending by Valdez's different industries will provide an understanding of the economic opportunities and rates of return on investments.

2.4. Economic Forecasting for Programming

We will assess the feasibility of a marine industrial trade park and marine dry stacking facility. With harbor expansion, Valdez will have greater capacity to serve the commercial fishing, visitor industry, and recreational fleets that operate in the region. However, Valdez has limited capacity to provide the maintenance services and facilities needed by those fleets. We will interview port managers, vessel owners, and others to understand the types of facilities and services in greatest demand, and consider Valdez's competitive position relative to providers of those services in other port communities. Based on this assessment, potential benefits will be identified in terms of business and city revenue, employment, and other economic impacts. These will be compared to the cost of building and maintaining the infrastructure and facilities.

The economic analysis could also include identifying near- and long-term benefits and costs associated with other development opportunities. An active, mixed-use waterfront, where visitor and recreational-related activity occur in close proximity to commercial and industrial activity, can present both planning challenges and opportunities. A fully functional, attractive, and vibrant waterfront can attract visitors, resulting in additional spending. The cost benefit analysis will consider where infrastructure and facility investment is likely to generate the greatest return in terms of jobs and revenue.

3. Public Outreach and Engagement

Schedule. Immediately after receiving a notice of award, PND will coordinate with the City to outline an appropriate budget and schedule for the project. We want to make sure that our public outreach effort is in line with the City's expectations and budget. An optimal time for initiating public outreach would be during winter to allow maximum participation.

3.1. Meeting Planning

We will coordinate with City staff and steering groups prior to leading and coordinating stakeholder and public meetings, which will provide information necessary to determine community needs, priorities and preferences. To maximize participation, meetings could be advertised via newspaper, public service announcements, posters placed around town, digital internet postings, Constant Contact emails, City websites, and press releases prior to each public meeting.

3.2. Local Open Studio Concept

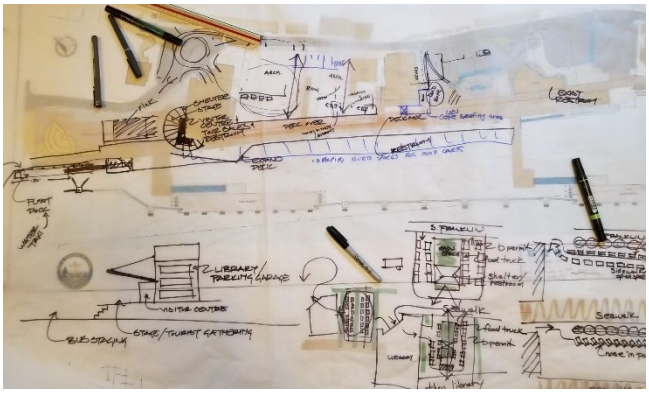
One-on-one interaction between the planning team and local users, stakeholders and residents will be essential. We propose hosting multiple-day open house sessions where the team develops the designs within the project area. The open-door studio approach allows us to validate our work and meet with stakeholders while developing the project and promotes community ownership and support. There should be only minor additional expense associated with this concept as work that would typically be done back at the office is instead happening with you and stakeholders in your community.

3.3. Public Meeting Materials

Prior to public meetings we will share all presentation materials with the Project Manager and steering groups for approval. Easy-to-read graphics, plans and maps are essential to help the public understand and participate in the process. We believe physical paper maps and plans engage the public to participate and allow them to 'scribble their ideas' onto the plans and maps while projected images are less dynamic and receive less public input. Some members of the public are less comfortable commenting in a public setting or require time to develop thoughts and ideas. We will develop comment sheets, surveys, website content, and other means of participation outside of meetings.

3.4. Public Meetings

We anticipate visiting the community at least three times to conduct public meetings, host an open studio, and interact with stakeholders. There will be two main public meetings during each visit, structured to ask questions that elicit focused response. By developing meeting agendas with clear goals and objectives, we will keep the public focused and provide information needed to move forward. We firmly believe that community planning is to be guided and developed by the community. We will not be "talking heads" and instead will ask thoughtful questions and ***listen*** respectfully to what the community has to say. We will also focus on the consensus-building process.



Physical paper maps and plans encourage public participation.

The first meeting would introduce the project to the public, verify goals and objectives and present initial economic data and preliminary site observations. Citizens will have the opportunity to offer general thoughts on waterfront planning, including short-, medium- and long-term priorities for key areas. Based on priorities, we will develop a range of programming/priority options during the open studio session to present at a second public meeting a few days later.

Based on direction provided by City staff and the steering groups, our team will present a variety of plan options for each key waterfront area at the third meeting (second visit to Valdez). Based on public feedback, we will refine the options during an open studio session and present these at a fourth public meeting a few days later. At the end of the meeting we would anticipate direction from the Project Manager to develop a preferred plan for each of the waterfront sites.

The fifth meeting (third visit to Valdez) will present and refine the preferred plans. Short-, medium- and long-term priorities will drive the phased development of the plans, which will be supported by funding matrixes and cost estimates. Plans will be developed to allow immediate implementation of "low-hanging fruit" priorities to initiate development of the sites. If required, the preferred plans can be further refined and presented a few days later, similar to previous.

3.5. Stakeholder Interviews

Targeted input from the business community, government entities, and community groups is essential. With approval from the Project Manager and steering groups, we can interview a select cross-section of people for their insight into short- and long-term visions for the waterfront. This input will be useful for strategic planning and geared toward consensus-building.

3.6. Staff and Steering Group Involvement

We anticipate that City staff and steering groups will be involved throughout the project, providing input and reviews. In addition to public meetings, we can provide project status updates to staff and steering groups as needed.

4. Master Planning

Schedule. In conjunction with public meetings, we will develop master plan alternatives for public comment followed by development of a preferred plan.

4.1. Master Plan Programming

Priorities established by users and stakeholders, verified by City staff and steering groups, will form the programming elements for waterfront development. Needs, economic opportunities, and funding will be driving factors. This is a key opportunity to generate revenue and elevate Valdez as a premier port providing needed facilities to service marine-based industries.

4.2. Master Plan Alternatives

We propose to develop three plans for each key area that reflect priorities identified by users, stakeholders and steering groups. The plans will resolve potential conflicts, identify potential growth and reflect desired short-, medium- and long-term opportunities, supported by economic opportunities and funding options. Phasing options and land management and permitting requirements will be identified. Plans will be prepared as large-format color site plans, with supporting sketches.

4.3. Preferred Master Plans

Based on comments from the public and direction by the steering groups, a single preferred master plan will be developed for each key area. Each plan will identify short-, medium- and long-term phased development options supported by a funding matrix to identify potential economic opportunities for identified elements. Construction cost estimates and rates of return on investment will be provided for each phase. Options for private/public partnerships, land management issues (such as lease, easements, and purchase of property) will be explored. Environmental permitting needs will be identified.

4.1. Cost Estimating

PND will prepare all concept-level construction cost estimates. Chip Courtright will lead this task, as he has for many similar projects. Estimates will be prepared using Hard Dollar based on conceptual level planning and design.

5. Document Preparation

Schedule. Document preparation will be concurrent with project development, with delivery of a draft once the preferred plan is completed. The final plan would be concluded a few weeks after receiving comments. *We propose that the requested **Load Capacity Ratings for the John Thomas Kelsey Municipal Dock and the Valdez Container Dock Float and Bridges** be prepared as a standalone document and not be included with master plan documentation.*

5.1. Develop Comprehensive Master Plan Report

The team will prepare a summary report of all information gathered along with goals, recommendations, priorities, plans, sketches, feasibility studies, and implementation and funding strategies. Initial document organization will include:

Executive Summary: Summary overview of existing conditions, a summary of public outreach and community priorities, and an overview of the plans developed as well as the preferred alternatives and Action Plan summary.
Project Goals and Process: Reiterates initial project planning and confirm that a valid process was used.
Existing Conditions/Site Analysis: A picture of the project area as it relates to surrounding planning and development, list of opportunities, and inventory of the site and facilities. Key elements include traffic and driveway analysis, property lines, and land use agreements and facility inventories.
Economic Analysis: Explores potential options for best use on the site, including those that would generate economic opportunities while increasing vitality and revenue generation. Provides understanding of user needs and what other port communities are/are not providing and how to capitalize on these opportunities to better position the Port of Valdez.
Public Outreach and Engagement: Summarizes the process and lists stakeholders, planning partners and the general public's concerns, priorities and desires developed during the public participation process.
Master Planning: Describes how priorities are synthesized to develop the alternative master plans and preferred master plan. Short- and long-term phased development options will be described.
Action Plan: Discussions of how to implement short- and long-term development options and achieve priorities. A funding matrix will identify potential economic opportunities. Focus on implementation strategies that make the City eligible and competitive for funding and grant opportunities and the immediate implementation of these short-term options.

5.2. Submit Draft Report

The Draft Report will be a simple and highly useful document, well written and organized, and packaged in a visually pleasing, easy-to-read format using a combination of text, maps, tables, photographs, and illustrations.

Review Comments with Staff and Steering Groups. We will meet with the staff and steering groups to review comments that have been received and develop responses.

Revisions to Final Report. After comments have been reviewed and direction approved by the Ports & Harbors Board and staff, the document will be updated.

5.3. Final Report and Adoption

The final Valdez Comprehensive Waterfront Master Plan, consisting of the preferred plan for each of the key waterfront areas, will reflect adjustments made to the draft based on feedback and recommendations received during review. It will be a clearinghouse of all project information, submitted to the Ports & Harbors Board and the City of Valdez for adoption.

Thank you for considering our team. *We look forward to working with the City, community stakeholders and steering groups to prepare a master plan that will facilitate a range of beneficial improvements.*

P | N | D

Statement of Qualifications
VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN

Resumes

RESUMES

Resumes are presented in the following order:

DOUG KENLEY, PE | Vice President, Principal Civil Engineer

PROJECT ROLE: **Principal-in-Charge, Contract Manager**

PND ENGINEERS, INC.

Doug Kenley has more than 30 years of civil engineering experience on a broad range of projects throughout Alaska. He is a principal at PND and vice president in charge of the civil engineering department. He is involved in all phases of design from site development to construction administration. Project frequently include grading, drainage, paving, water utilities, storm drains, and sanitary sewers with force mains and gravity systems. Doug evaluates existing utilities and site layouts, performs environmental assessments and permitting, and prepares contract documents and specifications. His has performed civil design for waterfront facilities in many Alaska communities including Cordova, where he most recently provided concept planning for an expansion of the small boat harbor.

EDUCATION

B.S. Civil Engineering, 1986, Brigham Young University

REGISTRATION

Civil Engineer, Alaska #8176, 1989

REFERENCES

Jeremy Talbott, Ports and Harbors Director, City of Valdez, 907.835.4564, Jtalbott@ci.valdez.ak.us

Marc Van Dongen, former Port Director, Matanuska-Susitna Borough, 907.354.7414

Don Slone, PE, Principal, Livingston Slone, Inc. 907.223.8298, don@livingstonslone.com

Valdez Old City Dock Fender Installation

Ouzinkie Port Development

SELECTED RELEVANT PROJECT EXPERIENCE

Valdez Small Boat Harbor Master Plan and Improvements, Valdez, AK. Project Manager, Lead Designer. This project included upfront planning and public meetings to create a list of priority improvements for the entire small boat harbor area. Planning was conducted over an eight-month period after which projects were selected for design over a two-year period. Doug was the lead designer for this multiple task project and was responsible for the completion of a new recreational boater parking area, vessel wash-down pads with electrical and water service, a boat launch, pedestrian directional signage, and several fish cleaning stations. He was also responsible for permitting, cost estimates and contractor coordination during construction. The Master Plan was last updated in 2003.

Valdez New Small Boat Harbor Plan Review and Concepts Development, Valdez, AK. Project Manager, Lead Designer. In 2003 PND was contracted by the City of Valdez to review the USACE concepts developed for the new small boat harbor. Requirements for that project included reviewing and commenting on the breakwater layout and providing an opinion as to its capacity and layout. PND was also asked to prepare concepts for an alternate harbor design using a permeable wave barrier in lieu of conventional armor rock and filter material. This project gave PND firsthand knowledge of the USACE harbor design, studies, and site constraints that impacted its design. PND evaluated many of the items that will be considered in this master planning effort including the use of Hotel Hill as a material source, considerations for parking and also evaluations of potential use of the former campground.

Valdez High School, Valdez, AK. Civil Project Manager. Doug led civil engineering services including a civil conditions assessment and review as part of a capital improvements and master planning project. A site investigation examined conditions of drainage, traffic, utilities, environmental, and staff concerns. The school's staff was consulted on areas related to school safety and operations. Findings are to be used by the Valdez School District and others to plan for the future renovation of the facilities.

Valdez Old City Dock Master Plan, Valdez, AK. Principal in Charge. Doug was principal in charge for this project that considered various improvements to the Old City Dock area including pedestrian enhancements and cruise ship passenger facilities and amenities on the dock. Passenger improvements included restroom facilities, signage, a passenger shelter as well as a new dock fendering system.

John Kelsey Municipal Dock Mooring Dolphin, Valdez, AK. Principal in Charge. Doug led the design and modification to the new mooring dolphin and catwalk for the City of Valdez public dock.

Valdez Old City Dock Master Plan, Valdez, AK. Principal in Charge. Led this project that considered various improvements to the Old City Dock area including pedestrian enhancements and cruise ship passenger facilities and amenities on the dock. Passenger improvements included restroom facilities, signage, a passenger shelter as well as a new dock fendering system.

DICK SOMERVILLE, P.E. | VICE PRESIDENT

Project Role: Project Manager

PND ENGINEERS, INC.

Dick Somerville has 35 years of civil engineering and project management experience in Alaska. He is the manager of PND's Juneau office, where he manages 18 engineers and technicians. Dick's background includes planning, permitting, site investigations, design, construction inspection and contract administration focusing on ports, harbors and waterfront projects. His experience encompasses planning, design and construction projects including large earthworks, erosion control, water and sewer utility projects, dredging, bridges, docks, cranes, moorage floats, boat launches, marine haul-outs, breasting dolphins, retaining walls, sheet pile structures, harbor infrastructure, roadways, parking, staging and work yards. He has conducted public presentations, developed needs assessments, scoping studies and condition assessments, and produced civil and marine facility designs, technical specifications, contract documents, permits and cost estimates on several hundred projects in Alaska.

EDUCATION

B.S. Civil Engineering, University of Alaska Anchorage

REGISTRATION

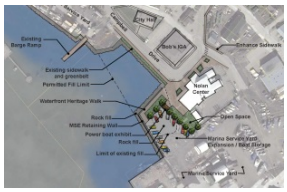
Professional Civil Engineer: Alaska #8845

REFERENCES

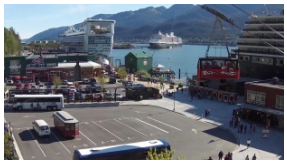
Carl Uchytil, P.E.
CBJ Port Director
907.586.0294

Gary Gillette, AIA
CBJ Port Engineer
907.586.0398

Erich Schaal, P.E.
CBJ Deputy Port Engineer
907.586.0397



Wrangell Waterfront Master Plan



Cruise Ship Terminal Staging Area

SELECTED RELEVANT PROJECT EXPERIENCE

Wrangell Waterfront Master Plan, Wrangell, AK. Principal-in-Charge/Project Manager. This plan developed a four-phased approach to enhancing the downtown waterfront area for key user groups including the Marine Service Center, the Nolan Center, the visitors industry, local businesses, and residents. It was developed through the input of more than 100 stakeholders and residents throughout four community workshops, two three-day open houses, integrated design charrettes, stakeholder meetings, and intensive public outreach over three-months. Dick provided engineering assessments, concept designs, cost estimating and permit requirement summaries, and participated with public input and stakeholder meetings.

CBJ Cruise Ship Terminal Staging Areas, Juneau, AK. Principal-In-Charge/Project Manager. Dick provided transportation and uplands operational master planning services followed by final design, contract administration and inspection services on this multi-phase project to improve vehicle and pedestrian circulation at the congested cruise ship terminal and South Franklin Street. Improvements included expansion of pile-supported seawalks and platform docks, and reconfigured parking for passenger coaches, service vans, taxis and vehicles. Extensive landscape and hardscape features with covered shelters, planting beds, architectural rails, signage, traffic markings and site lighting complement the movement of cruise visitors on foot and in vehicles along Juneau's constrained and crowded waterfront corridor.

Sitka Harbors Master Plan, AK. Principal-In-Charge/Project Manager. Dick managed the prioritization and budgeting to maintain and replace harbor infrastructure over the long term. Part 1 of the process provided a comprehensive condition inventory, and estimation of remaining service life and replacement costs for all harbor-related marine and upland facilities operated by the Sitka Port and Harbors Department. Northern Economics (NE) completed Part 2, providing guidance on the moorage rates to fund the full life cycle costs of the harbor system's operations, maintenance, and replacement needs. NE also studied working capital requirements and presented a preliminary plan for debt issuance to support cash flow needs.

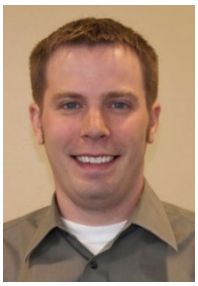
CBJ Juneau Waterfront Improvement Plan, Juneau. AK. Principal-In-Charge/Project Manager. This four-phased plan developed a comprehensive strategy to meet the long-term needs of residents and businesses. It involved evaluating conditions; conducting an economic analysis of the cruise industry and seafood/fishing industry; interviewing stakeholders; and conducting public meetings and assessing responses to a community survey. The plan evaluated conditions and trends, identified needs, ideas and opportunities, developed concepts and alternatives, and included plans to implement changes. Dick provided engineering assessments, concept designs, alternatives and summary reports, and participated with public input and stakeholder meetings.

Petersburg Harbor Facilities Plan, Petersburg, AK. Principal-In-Charge/Project Manager. Dick managed the preparation of concept designs, cost estimates, environmental permitting and extensive public involvement for the redevelopment of all three downtown harbors. He also prepared concept designs and cost estimates for facilities at Scow Bay, providing additional moorage, 150-ton boat haulout, boat launch ramp, heavy load bulkhead, staging, utilities, lighting, wash down, restrooms and parking.

CHIP COURTRIGHT, PE, SE | Principal Engineer

Project Role: **Marine Concept Design Lead, Cost Estimating, Load Calculations**

PND ENGINEERS, INC.



Chip Courtright is a principal engineer at PND with more than 12 years of experience in planning and design, inspection, estimation, and construction administration for docks, bridges, marinas, roads, and other site-civil related projects. He has designed numerous dock, harbor, float, and other marine infrastructure projects including the Unalaska Marine Center Position III and IV Dock; Chignik Public Dock; Sand Point Public Dock; Homer Small Boat Harbor Renovations; and Valdez VCT/SBH Repairs project. He is experienced in design in harsh environmental conditions and has a history of innovative and practical design solutions to complete complex projects on schedule and under budget.

EDUCATION

B.S. Civil Engineering, 2006, University of Alaska Anchorage

REGISTRATION

Civil Engineer Alaska #12820, 2010;
Structural Engineer, Alaska, #126438, 2017

REFERENCES

American Welding Society, #12100711, 2012

REFERENCES

Nathan Hill, Lake and Peninsula Borough Manager, 907.246.2421

Jean Barret, Harbormaster, City of Dillingham 907.842.1069

Paul Cyr, Statewide Access Program Coordinator, ADF&G, 907-267-2264

Homer Small Boat Harbor

Cordova Launch Ramp

SELECTED RELEVANT PROJECT EXPERIENCE

Valdez VCT and Small Boat Harbor Repairs, Valdez, AK. Project Manager. Chip is serving as project manager and lead design engineer for repair of the Valdez Container Terminal (VCT), a 1,500-foot approach causeway/bridge, and underwater repairs of the City Small Boat Harbor cathodic protection system

Seward Railroad Master Plan, Seward, AK. Lead Design Engineer. Chip led conceptual marine design efforts for this comprehensive master planning for the AKRR Seward rail and port facilities. This project required substantial stakeholder engagement and economic and environmental analysis. It is developing concepts for port facilities supporting freight and cruise ship passenger activities, addresses potential profitable uses of real estate and coordinates freight and passenger traffic at the site.

Chignik Small Boat Harbor, Chignik, AK. Lead Design Engineer. Chip led and managed two harbor projects. The first was to procure a new float system, through design-build project delivery. The second includes an expansion of the timber float system, new transient float, inner harbor OPEN CELL SHEET PILE™ dock, and boat lift with vessel wash system, using traditional design-bid-build delivery.

Chignik Public Dock, Chignik, AK. Lead Design Engineer. Chip led design for the 300-foot multipurpose dock that serves serve as the ferry terminal and regional public dock. The project scope included a high capacity sheet pile bulkhead, heavy duty fender system and mooring dolphin system. His responsibilities included concept through final design, permitting, and construction administration for this project.

Seward South Harbor Launch Ramp, Seward, AK. Lead Design Engineer. Chip led design for replacement of a four-lane concrete launch ramp and timber boarding floats. The new launch ramp surface is constructed of high-strength precast concrete ramp planks with chevron v-groove surfacing. The new timber float units include fiberglass-reinforced traction plate surfacing with a non-slip surface and HDPE floatation tubs. The project will be completed in spring of 2019.

Unalaska Marine Center, Unalaska, AK. Lead Design Engineer. Chip led structural design for the Unalaska Marine Center Positions III and IV dock replacement project. The project includes; a new sheet pile bulkhead dock, modern heavy duty fender system, concrete pile supported transitions, and container crane rail system.

Whittier Small Boat Harbor Improvements, Whittier, AK. Design Engineer. Chip designed upgrades and reconstructions including a 1,000-foot bulkhead, replacement float system and uplands civil design.

Sand Point Ferry Terminal, Sand Point, AK. Lead Design Engineer. Chip is leading design of a pile-supported concrete platform dock facility to service multiple users, including cargo shippers and ferry passengers. The design includes a high-capacity mooring dolphins, heavy duty fenders and modern appurtenances.

Peter D. Briggs, PLA, ASLA, FCSLA

Principal Landscape Architect

Corvus Design-Anchorage, Alaska

EDUCATION:

- Alaska Humanities Forum, Leadership Anchorage, 2010
- University of Guelph, Master of Landscape Architecture, 1999
- Danish Technical University, Diploma Urban Ecology, 1996
- University of Guelph, B.Sc. Environmental Protection, 1995

REGISTRATION/CERTIFICATION:

- Registered Landscape Architect Alaska#10737, 2003
- CLARB Cert. #2056

REFERENCES:

- Eric Ouderkirk, USDA Forest Service, Project Manager, (907) 586-8728
- Kim Mahoney, UAA Facilities and Construction, Director, (907) 786-4912
- Paul Schrooten, Project Manager, National Park Service, (907) 644-3388

PUBLICATIONS/PRESENTATIONS:

- 2013 Alaska Recreation and Park Association Annual Conference, Co-presenter: Development for Public Spaces
- 2012 Alaska Municipal League Annual Local Government Conference (Co-presenter: Designing Safe Play Environments)
- 2012 Alaska Recreation and Park Association Annual Conference (Co-presenter: Designing Natural Play Environments)
- 2012 Alaska Recreation and Park Association Annual Conference (Co-presenter: A Higher Level of Inclusive Play)

Mr. Briggs is a landscape architect who's passionate about listening and enjoys leading public facilitation. He is the President of the firm that he began in 2006 and now has three offices throughout the state and six staff. Corvus Design is Alaska's largest independent landscape architecture firm that specializes in planning, landscape architecture, and public facilitation.

His long term interest in public facilitation began with his thesis focused on listening: Community Development with Indigenous Communities: Facilitating the Creation of Appropriate Environments. It grounded his desire to act as a facilitator of places and shaped his design approach to serve communities by listening and making things happen that related to what we heard.

Corvus Design is at its best when we try to be invisible. We are at our best when our end products reflect our clients and community. We excel when we facilitate the creation of something that the community sees as theirs, and they see parts of them in it. We have a track-record of success in this. We hear our clients congratulate one another on the excellent design that they created or helped create. They take ownership.

Peter has recent Valdez experience including the Kelsey Dock Interpretive Center and the Valdez Small Boat Harbor. Both projects included planning and design of Valdez's waterfront but also included varying levels of public facilitation during the projects.

SELECTED RELEVANT PROJECT EXPERIENCE

USFS, Mendenhall Glacier Recreation Area IDIQ, Juneau, Alaska

Led planning and extensive outreach to guide the MGRA for the next twenty years. The plan focuses on making innovative facility recommendations that will also guide future short term planning efforts for the Mendenhall Glacier Visitor Center Unit and its subsequent facility planning and permitting.

National Park Service, Kenai-Fjords National Park Herman Leirer Multimodal Trail, Seward, Alaska

Led planning and outreach for Pre-Conceptual, Conceptual Design, and Value Analysis services for the National Park Service for a proposed multi-modal trail that will parallel the road within this corridor. Corvus Design led the stakeholder and public process component, led the trail design in coordination with sub consultant trail experts.

Kenaitze Indian Tribe, Ames Road Housing, Kenai, Alaska

Led planning and outreach for the development of a green community master plan for the Kenaitze Indian Tribe. Initially targeted at the provision of senior housing to their tribal members, this medium-density development will provide a high quality of life for tribal members grounded in building community.

Homer City Hall and Town Square, Homer, Alaska

Led planning and outreach for the development of a master plan for the Town Center area. Extensive public process led the development of the City Hall and its adjacent landscapes, and the design for a Town Square to create the vision for the area as being the 'Heart of Homer'.

Corvus Design

Landscape Architecture • Planning • Industrial Design

Christopher Mertl, PLA, ASLA, ISA

Principal Landscape Architect

Corvus Design-Juneau, Alaska

EDUCATION:
University of Guelph
Guelph, Ontario, Canada
Bachelor of Landscape Architecture, 1990

REGISTRATION:
Registered Professional Landscape Architect-Alaska, 2001: LA#10440

American Society of Landscape Architects (ASLA), Alaska Chapter-Member

REFERENCES:
- Gary Gillette, Port Engineer, Port of Juneau, 907-586-0398
- Brad Ryan, Director Public Facilities, Haines Borough, 907-766-2256
- Carol Rushmore, Wrangell Economic Development Director, 907-874-2381

AWARDS:
2016 American Society of Civil Engineers, Juneau Alaska, Project of the Year, Statter Harbor Improvements, Juneau, AK

2013 American Society of Civil Engineers, Juneau Alaska, Honorary Project of the Year, US Customs, Port Facility and City Visitor Center, Juneau, AK

2011 American Society of Landscape Architects-Alaska "Outstanding Professional Achievement"-Downtown Juneau Transportation Center

Mr. Mertl is a Landscape Architect with a strong background in the planning and design of our waterfronts throughout Alaska. He is the principal of the Southeast Alaska office of Corvus Design in Juneau. Mr. Mertl has practiced in Southeast Alaska for twenty-five years and brings a wealth of waterfront planning and design experience. The basis of his work is through the development of designs that are appropriate for the project, visitor industry, and the community. His creativity and understanding of coastal regions allows him to develop solutions that meet the needs of the clients and users.

Mr. Mertl has extensive experience with designing upland facilities for harbors, cruise ship and waterfront developments. These include pedestrian circulation, boat launches, public parking, tour bus staging, and the creation of seawalks and waterfront open space. Mr. Mertl understands the needs of users and the community for waterfronts and harbors and how to successfully create safe and functional waterfronts. He understands the critical role our waterfronts and harbors play in shaping our communities and economy.

Projects include Sitka Seawalk, Auke Bay Neighborhood Master Plan (Juneau), Portage Cove Waterfront Trail and Open Space Plan (Haines), Haines Boat Launch Facility, Valdez Small Boat Harbor, Skagway Harbor Improvements, Berth 3 Improvements, Wayfinding, and Waterfront Promenade (Ketchikan), and Statter Harbor Master Plan and Phases I-III Design (Auke Bay).

SELECTED RELEVANT PROJECT EXPERIENCE

Downtown Harbors Uplands Master Plan and Feasibility Study, Juneau, Alaska
Led planning and outreach from Norway Point to Douglas Bridge for a new marine service yard, commercial development, open space and harbor walk, fisheries terminal, and harbor facilities to stimulate economic opportunities. Deliverables included economic analysis, phased implementation master plans, design guidelines, cost estimates, and an extensive public process.

Wrangell Downtown Waterfront Master Plan, Wrangell, Alaska
Led planning and outreach for creation of an inclusive waterfront master plan that provided economic opportunities and celebrated the working waterfront. Public process brought diverse stakeholders together for a unified vision. Deliverables included economic analysis, phased implementation master plans, design guidelines, cost estimates, and an extensive public process.

Marine Park to Taku Smokeries Waterfront Urban Design, Juneau, Alaska
Led planning and outreach for developing of a cohesive downtown waterfront plan that met the long range needs of visitor industry, businesses, and locals. The plan promoted public/private partnerships and was backed by economics. Deliverables included economic analysis, master plans, creating public/private partnerships, cost estimates, and an extensive public process.

Cruise Ship Terminal Uplands Improvements, Auke Bay, Alaska
Master planning, and construction documents for site work, pedestrian amenities, landscape, Seawalk, bus staging, public art, and open space. Deliverables included master plans, public process, construction documents, inspections, and estimates.

Corvus Design
Landscape Architecture • Planning • Industrial Design

Brian Meissner, AIA, PMP, LEED AP

Architecture Lead specializing in Master Planning & Public Process

Registration: A-10780
Residency: Anchorage, Alaska

Project History - 20 Years of Experience:

Brian's commitment to client groups has repeatedly been demonstrated on projects throughout Alaska and British Columbia. Many of Brian's projects have been recognized with design awards for their constant commitment to honest, timeless, budget-conscious, and sustainable architecture. He has a natural ability to orchestrate consensus among stakeholders to achieve buy-in and define project direction. Brian received specific training in PMI's project management course and has met criteria to receive certification as a Project Management Professional (PMP). Brian has extensive experience leading multiple community and institutional master planning efforts and has overseen the design of numerous award-winning buildings.

Education: Master of Architecture, University of British Columbia; Northern Design Post-Graduate Course, UAA

Organizations & Accreditations: U.S. Green Building Council (LEED AP); Project Management Institute (PMP); American Institute of Architects (AIA)

References: Nathan Duval, City of Valdez, (907) 835-5478; Kim Mahoney, UAA Facilities (907) 786-4912; Tanci Mintz, Formerly SOA, Division of General Services, (907) 242-1044; Tom Moran, Nome City Manager (907) 443-6600

Project Experience

- Valdez Kelsey Dock Interpretive Center
- Valdez Warehouse #1 Remodel & Airport West Wing HVAC Renovations
- Kodiak National Wildlife Refuge Visitors Center
- Alaska Dept. of Fish & Game Headquarters, Kodiak
- ACSS Peterson Bay Master Plan, Homer
- Mount Edgecumbe Aquatic Center, Sitka
- UAF School of Fisheries & Ocean Sciences Facilities at Lena Point, Juneau
- UAA 2013 Campus Master Plan & Multi-Modal Circulation Analysis
- UAA College of Education Master Plan
- UAA Engineering Program Master Plan/Space Needs Study
- UAA 3-Year Space Master Plan
- Palmer Office Building Master Plan
- Ship Creek Intermodal Transportation Center Master Planning and Design, Anchorage
- Camp Fire Alaska – Camp K at Kenai Lake
- Nome Richard Foster Building (Museum & Library)
- Statewide Library Archives Museum, Juneau
- Seward Library/Museum
- Homer Public Library

Jim Calvin
Principal and Senior Economist
MCDOWELL GROUP

Jim Calvin's specialties include economic development planning, economic and socioeconomic impact analyses, cost/benefit analyses, market assessments, and business feasibility studies. During his 31 years with the firm, Jim has conducted over 500 research and consulting projects related to Alaska industry and economics, from the North Slope to Ketchikan, for 100 government and private sector clients.

PROJECT-RELATED EXPERIENCE

Jim has extensive Valdez-related research and consulting experience that will provide a solid foundation for understanding the economic benefits of waterfront planning and its connection to the community's overall economic well-being. A sample of projects managed or supervised by Jim include these:

- ***Competitive Market Analysis and Long-Range Planning for the Port of Valdez (2015).*** This competitive analysis compared Valdez to other Southcentral ports in terms of marine infrastructure, transshipment opportunities, cost of shipments, and time in transit. It identified key drivers of port activity and development projects in Alaska impacting the Port of Valdez.
- ***Valdez Year-Round Mountain Recreation Site Study (2016):*** This multi-phased study included a detailed analysis of current visitation and how market segments would likely respond to investment in proposed mountain recreation infrastructure and attraction development. It included analysis of economic and community impacts, gap analysis, and recommendations. Jim worked closely with recreation planners at SE Group.
- ***Valdez Visitor Market Profile (2016):*** McDowell Group conducted a survey of over 500 Valdez visitors over a seven-month period in 2016 to gain a better understanding of Valdez' complex visitor markets: their activities, length of stay, satisfaction with their Valdez experience, trip planning behavior, and demographics, among other subjects.
- ***Valdez Socioeconomic Baseline Indicators (2015):*** Working with Sheinberg Associates, Jim had a key role in developing a broad and in-depth set of socioeconomic indicators for Valdez to establish a baseline against which to measure economic diversification and other economic and community development efforts.
- ***Trends and opportunities in Alaska's Maritime Sector (2014):*** McDowell Group assessed the capacity of maritime industrial support (MIS) services in the state, detailing maritime infrastructure and MIS services available at a regional and community level, including Valdez. The composition of the Alaska fleet was profiled by homeport and type of vessel.
- ***Feasibility and Resource Analysis of Homeporting the CDQ Fishing Fleet to Valdez (2011):*** McDowell Group to conduct an analysis of the potential for establishing CDQ fleet homeport facilities in Valdez. Research included an executive interview (key informant) process intended to provide an objective analysis of the likelihood of Seattle-based CDQ vessels being home-ported in Valdez, a profile of the CDQ fleet and a competitive analysis of other potential CDQ homeports in Alaska.
- ***Economic Impacts of the Seafood Industry in Southcentral Alaska (2015):*** McDowell Group quantified economic effects of the commercial fishing and seafood processing in Southcentral as a whole and at the community level, including Valdez.
- ***Economic Impacts of the Oil and Gas Industry in Alaska (2017):*** Jim managed McDowell Group's assessment of the role of the oil and gas industry in Alaska's statewide and local economies, including Valdez. This was the firm's fifth generation of the oil industry economic impact analyses.
- ***Valdez Community Gap/Market Analysis (2008):*** The project provided information to update the community's comprehensive planning effort. It included four main components: compilation of baseline information on Valdez's economy and infrastructure, a telephone survey of 250 randomly-selected Valdez households, interviews with a cross-section of community leaders and business people, and identification of economic development opportunities and recommendations.

Over the past 15 years, Jim has also supervised numerous studies for Valdez Fisheries Development Association, including a series of hatchery economic impact assessments (a fourth edition is currently in preparation). Jim's team has also conducted feasibility studies and business planning for VFDA's cold storage and processing facility projects.

More broadly, Jim has extensive experience with local economic development analysis and planning. In 2015, he managed a comprehensive economic development planning effort for the City and Borough of Juneau, the *Juneau Economic Plan*. Jim is co-managing the 2018 *Haines Economic Development Plan*. He led a similar effort in Petersburg in 2001. He has prepared local-level visitor industry development plans in Juneau, Yakutat, and Kake.

Jim has conducted feasibility studies for-profit and non-profit facilities and business ventures, including residential and commercial space developments, ports and harbors, hotels, industrial parks, and other projects statewide.

Garrett Evridge
Seafood/Maritime Industry Economist
MCDOWELL GROUP

A lifelong Alaskan from Kodiak, Garrett plays a significant role in a wide variety of McDowell Group's fisheries and maritime projects, particularly seafood industry economic impact and business development studies.

Garrett is the project manager for ASMI's ***Seafood Market Information Service,*** a contract McDowell Group has held for more than a decade. He manages team compilation of harvest and market analyses, annual reports on international seafood trade, species-specific information bulletins, and other tasks.

PROJECT-RELATED EXPERIENCE

Garrett is currently working on an economic impact analysis of the Valdez Fisheries Development Association (VFDA). This analysis will consider the tax, wage, and employment impact of VFDA operations in Valdez and Alaska. Concurrently, he is managing a report on the economic impact of the Prince William Sound Aquaculture Corporation.

During his five years with McDowell Group, Garrett has been project manager or lead analyst on several key projects, including:

- ***Economic Impact of Inshore Seafood Processing in the BSAI Region*** (2017-18), which identifies and quantifies wage, employment, tax revenue, and other impacts associated with shoreside and floating processor operations in the BSAI region. Impacts specific to Pacific cod are considered where possible.
- ***Seafood Industry Development Opportunity Analysis*****,** (2017-2018) part of a comprehensive economic development plan for the Aleutian Pribilof Islands Association. This work identifies opportunities in the seafood industry for small BSAI communities, and summarizes tax revenue, participation, harvest, and other seafood industry data.
- ***Competitive Market Analysis and Long Range Planning for the Port of Valdez*** *(2015),* which compared the Port to other Southcentral marine facilities in terms of cost, time-in-transit, capacity, and other attributes. Development opportunities and challenges were identified, along with infrastructure projects the Port may be well suited to serve.
- ***Trends and Opportunities in the Alaska Maritime Industrial Support Sector*** (2014), which examined the Alaska fleet of nearly 10,000 vessels, maritime infrastructure in 22 Alaska communities (including Valdez), and maritime services available in coastal Alaska communities.

Garrett has also contributed to a variety of other fisheries and maritime projects for clients such as Alaska Salmon Alliance, Alaska Fisheries Science Center, Bristol Bay Regional Seafood Development Association, Port of Nome, Port of Seattle, and Port of Valdez, among others. He is a frequent speaker at various forums and events. He has presented to the North Pacific Fishery Management Council, Southeast Conference Annual Meeting, and the Kodiak Fisheries Work Group (composed of City Council and Borough representatives), among other venues.

Garrett holds a BA in Economics and an MS in Natural Resource and Applied Economics, both from University of Alaska Fairbanks.