



## PLANNING COMMISSION SPECIAL MEETING

Tuesday, April 28, 2026 at 5:30 PM

### AGENDA

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

### MEETING INFORMATION

#### AGENDA

#### PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS / 6:30 PM.

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

Planning Commission Workshop at 5:30PM to discuss Capital Improvement Program Projects

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

Meeting ID: 920 483 0473; passcode: 99576

Or dial: 1(719)359-4580 or 1(253)205-0468

#### CALL TO ORDER

#### ROLL CALL

#### APPROVAL OF MINUTES

#### APPROVAL OF AGENDA

#### COMMUNICATIONS

- [1.](#) 2036 Comprehensive Plan Memo

##### Planner's report

- [2.](#) May 2026 Report

##### Citizen's comments

#### PUBLIC HEARINGS

- [3.](#) 2026-2032 Capital Improvement Program

#### UNFINISHED BUSINESS

#### NEW BUSINESS

- [4.](#) 2026-01 A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION ADOPTING THE 2026–2032 CAPITAL IMPROVEMENT PLAN AND RECOMMENDING IT FOR ADOPTION BY THE DILLINGHAM CITY COUNCIL

5. 2026-02 A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION ADOPTING THE 2036 DILLINGHAM COMPREHENSIVE PLAN UPDATE AND RECOMMENDING ADOPTION TO THE DILLINGHAM CITY COUNCIL

**COMMISSIONER COMMENTS**

**ADJOURNMENT**

## 2036 Dillingham Comprehensive Plan: Public Review Draft Comment Tracker with Responses, February-March 2026

#	Plan Component	Comment (Shown as Submitted)	Change?	How Addressed - Recommendation	Date Received	First name	Last name	Affiliation / Group
1	Community Wellness	The traditional food bank is being run and organized by the Smokehouse Collective. The idea being that we will have traditionally harvested Alaskan foods available for those in need. We intend to start in the hub of Dillingham but if possible to arrange for shipping some of the food to communities in the Bristol Bay area that are in need.	Yes	Revised Economic Development Strategy 5d under "Potential Partner-led Actions to now read: "Expand local markets and food distribution networks such as the Traditional Food Bank (through the Smokehouse Collective), Dillingham Farmers Market and other retail outlets to connect growers, harvesters, and consumers while improving affordability and access for all residents."	2/4	Tav	Ammu	Alaska Sea Grant Marine Advisory Program Agent Assistant Professor at UAF
2	Economic Development	The Seafood Innovation Center Feasibility Project is a two year grant through Philanthropy Northwest to better understand what would be the best infrastructure development for Dillingham and Naknek to encourage economic sustainability opportunities from the sockeye salmon fishery for year round residents. The goal is to look at location, land ownership, partnership opportunities, energy requirements, funding sources, immediate impact as well as a longer term tiered approach, etc. We want to understand what communities, stakeholders, and organizations are most interested in, what the pros and cons of that would be, and how to make something like that happen. This originally came from a concept of a Seafood Industrial Park in 1987 and it's undergone several concept iterations over the years. I originally pictured a marine focused training facility for commercial fishing or commercial fishing support work. Now I'm leaning more towards a cold storage facility with multiple hydraulic cranes. But it could prioritize focusing on a variety of different things, fish waste grinder, processing facility, etc.	Yes	Added Economic Development Strategy 1h under "Potential Partner-led Actions" that reads: "Continue pursuing Seafood Innovation Center Feasibility Project to look at location, land ownership, partnership opportunities, energy requirements, funding sources, and impact."	2/4	Tav	Ammu	Alaska Sea Grant Marine Advisory Program Agent Assistant Professor at UAF
3	Waterfront	Potential Partners: Need to include UAF-BBC Marine Advisory / Sea Grant Program	Yes	Partnerships are addressed in new section in intro chapter under City Powers and Partners and includes these entities. The plan includes coordination with partners broadly (Waterfront Strategy 2.h), but generally avoids naming specific entities - this is to be more inclusive of any entities not named or partnerships that may be developed in the future and over the life of the plan.	3/31	Mark, Denise, Deven	Lisac	
4	Economic Development	For economic development I would like to see local hires prioritized and am pleased that is recognized as a theme. However, I would like to see that emphasized more in the associated strategies.	No	This is recognized in Economic Development Strategy 3b. "Strategy 3.Support efforts to educate the local workforce and to provide opportunities for living-wage employment. Potential City-led Actions: b. Adopt and follow procurement processes that increase local hire and local contracting."	3/18	Tiera	Schroeder	

# MEMORANDUM

**TO:** Dillingham Planning Commission  
**FROM:** Project Team  
**DATE:** April 22, 2026 (for April 28<sup>th</sup>, 2026 meeting)  
**RE:** Comprehensive Plan - Plan Revisions

This memo summarizes the revisions to the Comprehensive Plan Public Hearing Draft suggested by the Planning Commission at its April 15, 2026 meeting.

**Note:** These revisions are not yet reflected in the Comprehensive Plan Draft; we are still working from the Public Hearing Draft presenting at the April 15<sup>th</sup> meeting. Based on the Commission’s decision on these (and any additional) revisions, the project team will revise the Public Hearing Draft to forward to the Council that will be labeled “Council Draft.”

## Plan Revisions

Three revisions were suggested based on discussion at the April 15, 2026 Planning Commission meeting. Each is described below.

### Revision 1 – Revenue Strategy

<b>Discussion:</b>	<i>The Commission agreed to remove Strategy 1f (the fish tax language) because Dillingham already receives a share of state fisheries taxes. They also wanted to revise the wording in Strategy 1d to move away from “explore new revenue” (which sounds like more taxes on existing things) toward language that emphasizes growing the economic base and pursuing novel or non-tax revenue tools.</i>
<b>Revision based on PC feedback:</b>	<p><i>Proposed revised language for Strategy 1d in Public Facilities:</i></p> <p><b>“Strengthen financial sustainability for public facilities and services through updated fee schedules, improved sales tax management, periodic rate studies, and <del>exploration of new revenue tools</del> exploration of alternative revenue strategies or leases on City property.</b></p> <p>Additional notes:  The language “for public facilities and services” is a suggested addition since this section is specific to that topic as opposed to overall governance. Reminder: Economic Development Chapter, Themes, Goals, Strategies, and Actions emphasize diversification, job and business creation and growth, strengthening entrepreneurship and workforce capacity, and increasing City regulatory capacity to capture lost revenue streams.</p>

**Revision 2 – Food Security**

<p><b>Discussion:</b></p>	<p><i>The Commission discussed removing the reference to the Smokehouse Collective by name to avoid calling out one organization over others, keeping the Dillingham Farmers Market reference since it was seen as an open community space rather than a single organization, and adding “knowledge” alongside affordability and access. They also agreed to change “Traditional Food Bank” (capital T) to “subsistence and traditional foods food bank” (lowercase, descriptive) to make clear this is about locally harvested and subsistence foods.</i></p>
<p><b>Revision based on PC feedback:</b></p>	<p><i>Revised Economic Development Strategy 5d under “Potential Partner-led Actions”</i></p> <p><b>“Expand local markets and food distribution networks such as subsistence and traditional food banks, the Traditional Food Bank (through the Smokehouse Collective), the Dillingham Farmers Market, and other retail outlets to connect growers, harvesters, and consumers while improving affordability, access, and knowledge for all residents.”</b></p>

**Revision 3 – Seafood Innovation Center**

<p><b>Discussion:</b></p>	<p><i>The Commission was concerned about naming a single specific project in a 10-year plan, both because of the being held accountable for one project's fate and because it didn't reflect the broader range of community-led seafood development ideas already circulating (home pack plant, smokehouse processing, etc.). The consensus was to generalize the language to reference community-led, multi-organization seafood initiatives, using the Seafood Innovation Center as one example among several, so the plan supports the concept without being locked to one project name. They also agreed to invite a presentation about the project and the relevant parties for their own education at a future meeting.</i></p>
<p><b>Revision based on PC feedback:</b></p>	<p>Revised Economic Development Strategy 1h:</p> <p><b>“Support community-led, multi-organization initiatives to advance seafood value, processing, and year-round economic sustainability - such as the Seafood Innovation Center, a home pack plant, and other collaborative seafood development projects - by exploring location, land ownership, partnership opportunities, energy requirements, funding sources, and community impact.”</b></p> <p><i>(Previous language for context: “Continue pursuing Seafood Innovation Center Feasibility Project to look at location, land ownership, partnership opportunities, energy requirements, funding sources, and impact.”)</i></p>

**Mayor**  
Alice Ruby

**City Manager**  
Jack Savo Jr.



**Dillingham City C**

Section . Item #2.

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

## MEMORANDUM TO COUNCIL

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**To:** Mayor and City Council Members  
**From:** Christopher Maines, Planning Director  
**Through:** Jack Savo Jr., City Manager  
**Date:** April 20, 2026  
**Re:** May 2026 Report

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### Planning Commission

The Planning Commission held its regular meeting on April 15, 2026. The Capital Improvement Plan (CIP) list was updated to reflect current need and condition levels for each of the 31 submitted projects. Commissioners scored each project independently, and those scores were compiled and weighed against the criteria established in the adopted 2010 Comprehensive Plan as well as projects currently being administered by the City of Dillingham.

After deliberation, a consensus was reached to bring the CIP back before the Commission at a special meeting scheduled for April 28, 2026. A one-hour workshop will be held to review the projects a final time before proceeding to a public hearing on the CIP. If passed, a resolution will be adopted and presented to the City Manager for City Council action and approval.

*The April 28 special meeting represents the final step before the CIP advances to the City Council. The Commission's thorough and independent scoring process across all 31 projects reflects the quality of deliberation the plan deserves.*

### Snag Point Erosion Control — Appropriation Status

Work on the Snag Point Erosion Control Project continues in coordination with City Manager Jack Savo Jr. FEMA is currently reviewing the City's extension request. The Planning Department has maintained bi-weekly conferences with our State of Alaska representative throughout this process.

Despite ongoing challenges within the Department of Homeland Security — including funding uncertainty, a change in leadership, and the effects of a prolonged shutdown — the City has received consistent and positive feedback regarding the anticipated extension approval. The project has maintained forward momentum throughout a period of significant federal administrative disruption.

The City was recently contacted by the Bristol Bay Area Health Corporation, whose representatives made a weeklong trip to Washington D.C. on behalf of regional priorities. The safety and integrity of the Snag Point shoreline is among the organization's top advocacy priorities, and they actively communicated the importance of protecting this area to federal stakeholders during their visit.

*Community and regional organizational support for the Snag Point project — including BBAHC's direct advocacy in Washington D.C. — strengthens the City's position with FEMA and reinforces the urgency of the extension request. The shoreline protection need at Snag Point is well documented and well supported.*

## Dillingham 2036 Comprehensive Plan

The public review process for the draft 2036 Comprehensive Plan was conducted through the City's official webpage and the City of Dillingham Facebook page. The public commenting period closed on March 31, 2026, and the City received a meaningful volume of feedback through the online comment portal, written submissions, and the public survey. The overall response was predominantly positive.

The draft plan was presented at the April 15, 2026 Planning Commission meeting, at which the Commission provided additional guidance to the project's consultant, Agnew::Beck. A public hearing on the plan was held at that meeting. The proposed date of formal adoption is the special meeting scheduled for April 28, 2026. Upon adoption by the Planning Commission, the Comprehensive Plan will be forwarded to the City Council for review and final adoption.

Alaska Statute Title 29, Chapter 40 mandates that first- and second-class boroughs and first-class cities adopt a comprehensive plan for systematic development. This plan — developed by the Planning Commission and adopted by the City Council — must outline goals and recommendations for land use, transportation, and community facilities to guide economic and social growth. The 2036 Comprehensive Plan fulfills this statutory obligation while positioning Dillingham for the next decade of infrastructure investment and community development.

*The April 28 special meeting will also serve as the adoption hearing for the 2036 Comprehensive Plan. Adoption of both the Comprehensive Plan and the CIP at the same meeting would represent a significant milestone for the Planning Department and for the City's long-range planning program.*

## Alaska Infrastructure Symposium 2026

From April 8–9, 2026, I attended the Alaska Impact Days 2026 Symposium and co-located Federal Grant Symposium at the Dena'ina Civic and Convention Center in Anchorage. Hosted by the Alaska Municipal League (AML), the Alaska Federation of Natives (AFN), and partner agencies, the two-day event brought together state and federal agency representatives, regional development organizations, engineering firms, tribal entities, and municipal officials to align strategies around infrastructure investment, grant funding, workforce capacity, and community resilience across Alaska.

While the broader discussion acknowledged genuine uncertainty — particularly around evolving federal priorities and the trajectory of IJIA implementation — I came away with confidence that substantial funding opportunities remain available for communities that are positioned with well-developed plans and documented project needs. The consistent message from program administrators and practitioners was that planning-grade documentation is the essential gateway to construction-level funding. Communities that have invested in planning are positioned to capture capital dollars when they become available.

This report summarizes the key topics covered across sessions attended, principal takeaways, and recommended next steps for Dillingham's grant strategy and capital project pipeline — with particular attention to the Airport Waterline Extension Project, emerging opportunities in port, harbor, and shoreline protection funding, and our broader infrastructure outlook.

### Event Overview

Alaska Impact Days 2026 was structured around two complementary days. April 8, themed Shared Work, focused on infrastructure delivery systems, energy planning, workforce capacity, community engagement, and risk coordination across both general sessions and concurrent topical tracks. April 9, themed Shared Resources, centered on the Federal Grant Symposium with morning and afternoon panels featuring federal and state agency program updates, grant pathway workshops, and applied sessions on nature-based solutions.

The Infrastructure Vendor Show ran concurrently in the foyer across both days, providing direct access to program staff and vendors from ANTHC/DEHE, the Alaska Energy Authority, DCRA, DOT&PF, DEC, and other agencies central to rural infrastructure delivery in Alaska.

### Topics Covered

The following highlights the principal topics addressed across the sessions I attended. These were not isolated discussions — each reinforced consistent themes about coordination, sequencing, and positioning communities to compete for available funding.

**Infrastructure Investment & Housing Utility Funding** April 8, Morning  
ANTHC/DEHE engineers Cody Uhlig and Kalen Stamp presented an overview of active programs for water and sanitation infrastructure across rural Alaska. Significant attention was given to how various housing types — including tribal, municipal, and mixed-ownership — interact with different funding eligibility structures. Programs discussed included the Village Safe Water and Sanitation program, EPA's Drinking Water and Clean Water State Revolving Funds, USDA Rural Development, and HUD CDBG-DR for contamination-related projects. The clear message was that water projects with a documented public health nexus — particularly PFAS contamination — carry elevated weight in current funding cycles.

**Risk & Critical Infrastructure Coordination** April 8, Morning  
This session addressed how communities can reduce liability exposure and build resilience into infrastructure planning. Bethany Follett of the Alaska Emergency Management Association and Jonathan Nichols from DHS&EM presented on coordination frameworks between municipal and state emergency management systems. Key themes included the importance of maintaining current hazard mitigation plans as a prerequisite for certain federal funding streams, and the role of inter-agency coordination agreements in accelerating disaster response and recovery funding.

**Emergency Preparedness, Community Health & Climate** April 8, Afternoon  
ANTHC/DEHE's emergency preparedness, contaminated sites, and climate initiatives programs were each presented in turn. The Contaminated Sites/Brownfields program merits direct attention for Dillingham given its potential application to PFAS-affected infrastructure corridors. The Climate Initiatives team presented on adaptation project funding, with a focus on communities facing compound risks — infrastructure deterioration, environmental hazard

exposure, and limited local fiscal capacity. Jacqueline Schaeffer and Falcon Chase outlined several active grant pathways that align with coastal and shoreline infrastructure challenges.

**From Priorities to Buildable Projects** April 8, Afternoon

This was among the most directly useful sessions of the symposium. Moderated by AML's Melody Nibeck, panelists from Cold Climate Engineering, Kuna Engineering, and RESPEC walked through how communities successfully move projects from a prioritized list to funded, shovel-ready status. The consistent finding was that communities attempting to apply directly for construction grants without planning-grade documentation routinely face rejection or significant delays. Planning grants and pre-engineering documents establish cost estimates, demonstrate community commitment, satisfy environmental review prerequisites, and serve as the technical foundation for capital applications. This session affirmed the sequencing approach Dillingham is already pursuing.

**Utility Sustainability & Rural Energy Planning** April 8, Afternoon

ANTHC/DEHE's Dustin Madden and DEC's utility business advisor Lynn Kenealy presented on integrating energy planning into water utility sustainability. A recurring theme was that utility rate studies and reserve account planning — while unglamorous — are increasingly required components of water system grant applications. Communities that can demonstrate rate sustainability and financial management capacity are more competitive. The session also highlighted AEA rural energy programs that can be layered with water infrastructure projects to reduce long-term operational costs.

**Federal Agency Program Updates — MARAD & DOE Office of Indian Energy** April 9, Morning

Peter Simons from MARAD presented updates on the Port Infrastructure Development Program (PIDP), the US Marine Highway Program, and the Small Shipyard Grant Program. PIDP in particular remains one of the most significant federal programs for communities with working waterfront infrastructure needs, and Simons indicated that rural and remote ports with documented economic and safety needs have been competitive in recent rounds. Sandy Pagan from the DOE Office of Indian Energy outlined tribal energy navigator resources and programs supporting energy infrastructure development and resilience.

**Grant Investment Pathway Workshops — From Opportunity to Award & From Award to Impact** April 9, Morning & Afternoon

AML's Rachel Morse and Mary Hoffman facilitated two hands-on workshops covering the complete grant lifecycle. The morning session addressed opportunity identification, NOFA tracking, relationship-building with program officers, and application strategy. The afternoon session shifted to post-award management — expenditure documentation, audit readiness, reporting obligations, and maintaining grant relationships for future cycles. Both sessions emphasized that administrative capacity is as important as technical project quality in sustaining a competitive grant program. Program officers at multiple agencies noted that communities with a track record of clean grant administration receive stronger consideration in subsequent rounds.

**State Agency Program Updates — DNR, DEC, DOT&PF, AEA** April 9, Afternoon

Multiple state agencies provided program updates. The DEC Brownfields program is actively funding contaminated site assessment and cleanup and is relevant to PFAS-affected infrastructure. DOT&PF's Sarah Cripe presented transportation planning updates tied to the Long-Range Transportation Plan 2055 engagement process. AEA's Curtis Thayer outlined active rural energy programs, including those that can be combined with infrastructure capital projects. DNR's Erik Oppegard introduced the ACORN project, which has implications for communities managing coastal and riparian infrastructure corridors.

**Closing Session — Senator Lisa Murkowski** April 9, Afternoon

Senator Murkowski's closing remarks reinforced federal commitment to Alaska infrastructure investment and acknowledged the importance of rural communities having strong advocates and well-documented project needs to present to program administrators. She specifically noted the continued relevance of IJA-funded programs for remote Alaska and encouraged communities to pursue available funding actively and persistently despite the current environment of uncertainty at the federal level.

## Key Themes & Strategic Takeaways

### Funding Uncertainty Is Real — But Opportunity Persists

Across multiple sessions, speakers acknowledged a period of transition and uncertainty in federal grant administration. However, this was consistently framed as a reason for preparation, not inaction. Program administrators from MARAD, the Denali Commission, ANTHC/DEHE, and AEA each confirmed that funds remain available and that communities with documented priorities and pre-design materials are best positioned to access them. The window has not closed — competition is increasing and documentation matters more than ever.

*Dillingham enters this period with a completed Comprehensive Plan, a scored and prioritized Capital Improvement Plan, and an active infrastructure project at 35% design. The preparation is in place. The task now is to execute on the grant strategy.*

### Planning Before Construction — The Non-Negotiable Sequence

The clearest and most consistent strategic message of the symposium was the importance of sequencing. Planning grants, pre-engineering documents, and conceptual design work are the foundation upon which successful construction grant applications are built. They establish project eligibility, support cost estimates, satisfy environmental review requirements, and demonstrate community commitment. Attempting to bypass this sequence is the most common source of application failure among rural Alaska communities. Dillingham's approach — securing planning grants this year to advance top CIP projects toward construction-ready status — is precisely the correct strategy.

### Port, Harbor & Shoreline Protection: A Strategic Funding Moment

One of the clearest signals from the symposium — particularly from the MARAD session, the federal agency panel, and conversations during the Infrastructure Vendor Show — is that port, harbor, and shoreline protection infrastructure is an area of strong and sustained government funding interest. MARAD's Port Infrastructure Development Program, Army Corps of Engineers programs, and several IJA-funded streams are actively channeling capital toward working

waterfront and coastal protection projects, with a documented bias toward rural and communities that have documented economic, safety, and climate resilience needs.

*Dillingham's harbor, port facilities, and exposed shoreline represent not only legitimate infrastructure needs but a strong alignment with the current federal and state funding focus. The coming year presents a strategic opportunity to place meaningful emphasis on port and harbor improvements and shoreline protection as priority areas in our grant pursuit calendar. Communities that position these projects now — with planning documentation and pre-engineering in hand — will be well ahead of the competition when construction-level funding becomes available.*

This is an area where Dillingham's geographic position, its role as a regional hub for the Bristol Bay commercial fishing industry, and its exposure to coastal weather and erosion hazards all strengthen the case for prioritization. The combination of economic significance, safety need, and climate vulnerability is the profile that current funding programs are designed to serve.

### **Airport Waterline Extension Project**

The Airport Waterline Extension Project is currently at 35% design, a meaningful milestone that positions the City well for the next phase of funding pursuit. The project addresses PFAS contamination in the existing waterline corridor and extends safe drinking water infrastructure to the airport service area. I attended the symposium specifically to identify funding opportunities that could supplement what has already been secured and to anticipate what will be needed to complete the full build and associated route upgrades.

The project's PFAS contamination nexus gives it elevated standing in current EPA drinking water program funding cycles. The DEC Brownfields program, identified at the symposium, merits direct evaluation as a supplemental funding source for contamination-related infrastructure costs. USDA Rural Development Water & Waste Disposal grants and the Denali Commission both remain viable channels for additional capital on the construction side.

The critical insight from the symposium is that proactive supplemental funding outreach now — while construction is moving forward — is the correct posture. Grant cycles typically run 12 to 24 months from application to award. Waiting until a funding gap materializes is not a viable strategy. The cost of preparing supplemental grant applications now is modest compared to the risk of a construction funding shortfall.

*Additional upgrades along the proposed waterline route — valve infrastructure, service extensions, and line replacement — will require funding beyond the current project scope. Identifying and pursuing those opportunities now is both prudent and consistent with best practices affirmed at the symposium.*

### **Recommended Next Steps**

Based on the two-day symposium, I recommend the following actions for the Planning Department and City administration in the coming months:

#### **1. Develop a 2026–2027 Grant Calendar**

Compile known NOFA release dates for priority programs and build application preparation timelines into the departmental work plan. AML's grant pathway workshop resources will serve as a foundation for this effort, supplemented by direct outreach to program officers at MARAD, USDA RD, EPA, and the Denali Commission.

**2. Pursue Planning Grants for Top CIP Projects**

The immediate priority is securing planning and pre-engineering grants for the City's highest-priority capital projects this fiscal year. Denali Commission planning funding, AML resilience planning support, and USDA RD pre-application technical assistance are the primary targets. Planning documents produced this year will anchor construction-level applications in subsequent cycles.

**3. Advance Port, Harbor & Shoreline Protection Planning**

Given the clear signals from the symposium regarding the strength of available funding in this area, developing planning documentation for Dillingham's port, harbor, and shoreline protection needs should be elevated as a priority. This means scoping the infrastructure needs, identifying pre-design funding, and positioning the City for PIDP and related programs in the next funding round. Our geographic profile and the regional economic significance of the harbor make this a strong candidate for federal investment.

**4. Pursue Supplemental Funding for the Waterline Extension Project**

Proactively identify and apply for additional grant funding to address the full scope of the Airport Waterline Extension Project and associated route upgrades. DEC Brownfields, EPA DWSRF, USDA RD, and Denali Commission programs are the primary targets. Applications should be developed in parallel with ongoing construction-phase work.

**5. Establish and Maintain Program Officer Relationships**

Follow up with contacts made at the symposium, particularly AML staff including Rachel Morse, Mary Hoffman, and Melody Nibeck, as well as Denali Commission program staff and MARAD's Peter Simons. Sustained relationships with program officers are among the most consistent predictors of grant success cited across multiple sessions.

**6. Engage ARTIC and AML Cohort Processes**

Continue participation in AFN's ARTIC project and AML's community resilience programs. These regional coordination frameworks inform funding allocation and ensure Dillingham remains visible and connected as funding priorities are shaped at the state and federal level.

**Conclusion**

Alaska Impact Days 2026 was a productive and substantive two days. The symposium provided both strategic perspective on the state of infrastructure funding in Alaska and practical, actionable guidance for how municipalities can position themselves competitively. Uncertainty in the funding environment is real, but it is not a reason for inaction — it is a reason for preparation. The communities that will capture available funding over the next two to three years are the ones investing in documentation, relationships, and strategic sequencing right now.

Dillingham is well positioned. The Planning Department's work over the past year — completing the Comprehensive Plan, building out the Capital Improvement Plan, and advancing the waterline project to 35% design — has created the foundation this strategy requires. The emphasis moving forward will be on executing the grant calendar, advancing planning documents for our top projects, aggressively pursuing supplemental waterline funding, and elevating port, harbor, and shoreline protection as a priority area while the funding environment remains favorable.

# CIP vs. Council Legislative Priority List

Planning Commission Reference • City of Dillingham • April 2026

Attribute	Capital Improvement Program (CIP) Planning Commission	Legislative Priority List City Council
<b>Purpose</b>	Plans, prioritizes, and sequences capital projects over 6 years to guide investment decisions and infrastructure management.	Communicates the City's funding requests and policy positions to the Alaska State Legislature for a given legislative session.
<b>Horizon</b>	6-year rolling window — updated and re-adopted annually each spring.	One legislative session (annual) — reset and re-issued each year tied to the legislative calendar.
<b>Who leads it</b>	Planning Commission scores and ranks projects → City Manager → City Council adoption.	City Council sets priorities → City Manager → delivered to legislators and state agencies.
<b>Content</b>	Project descriptions, cost estimates, condition ratings, scoring, funding sources, and a 6-year capital schedule.	Ranked list of legislative asks — capital appropriations, grant programs, regulatory changes, and policy priorities.
<b>Binding?</b>	Yes — once adopted, guides the annual capital budget and grant applications.	No — an advocacy and communication tool; the legislature decides whether to act.
<b>Relationship</b>	The CIP feeds the legislative priority list. High-priority, unfunded CIP projects become the City's top legislative asks.	Legislative appropriations, when secured, fund projects already identified and prioritized in the CIP.

**The CIP is the upstream planning document** — projects must appear in the adopted CIP before they can be included on the Legislative Priority List.

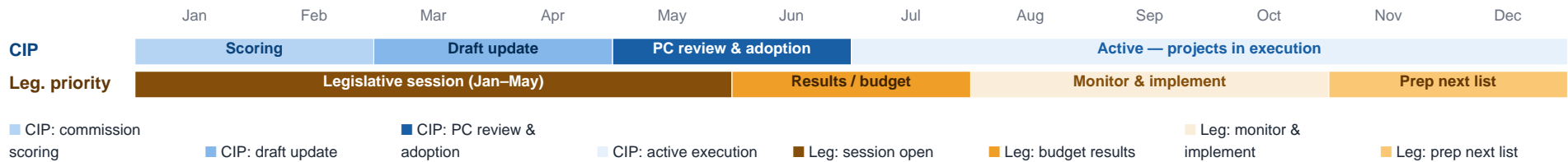
WHY THE CIP IS ESSENTIAL

### Why the CIP matters for funding and grants

<b>Grant eligibility</b>	<b>Demonstrates readiness</b>	<b>Avoids emergency spending</b>
Most federal and state grant programs — SRF, CDBG, USDA, EDA, BRIC — require that projects appear in an adopted CIP before applications can be submitted. Without a CIP, the City cannot apply.	Funders want to see that a project has been planned, scoped, and prioritized by an official body. A scored CIP entry with cost estimates proves the City is ready to execute — not just requesting money.	A CIP surfaces failing infrastructure before it becomes a crisis. Planned projects are funded on far better terms — emergency repairs are the most expensive and least fundable category of capital work.
<b>Aligns capital budgeting</b>	<b>Strengthens state requests</b>	<b>Supports multi-source funding</b>
The adopted CIP directly informs the annual capital budget. Council appropriates funds for Year 1 projects with confidence they are scored, documented, and linked to a clear funding strategy.	When a project is on the CIP with a priority score and cost estimate, legislative appropriation requests carry far more weight — legislators and state agencies can point to an independent, documented need.	Large projects rarely have a single funding source. A CIP allows the City to layer grants, SRF loans, state appropriations, and local match systematically — showing each funder how all pieces fit together.

ANNUAL CYCLE COMPARISON

### Why the timelines are different



**Why the cycles are different:** The CIP runs on the City's own planning calendar — scoring and adoption happen when staff and commissioners have capacity to do it thoroughly, feeding directly into the capital budget. The Legislative Priority List is driven entirely by the Alaska Legislature's calendar, which convenes in January and typically adjourns in May. The City's requests must be submitted and relationships built *before* session opens — meaning the priority list is finalized in the fall. **Projects must be on the CIP before they appear on the legislative list, making the CIP the essential upstream document.**

# City of Dillingham

## Capital Improvement Plan 2026–2032

Detailed Project Descriptions

Ranked by Planning Commission Priority Score • April 2026

### Capital Improvement Program Priority Framework

Capital Improvement Program (CIP) priority categories commonly rank projects from high to low, focusing on safety, compliance, and essential infrastructure needs, often grouped into tiers. Common ranges include: High (top 33%), Medium (middle 33%), and Low (bottom 33%), or ranked lists by numerical scores based on criteria like health risk and asset condition.

### CIP Priority Categories & Ranges

**Priority 1 / High: Urgent/Essential projects.** These include immediate risks to health, safety, and the environment, regulatory mandates, or necessary repairs to prevent catastrophic failure.

**Priority 2 / Medium: Necessary/Desirable projects.** Projects required for the functional, efficient operation of public services or orderly development, which can be deferred if necessary, but not for long.

**Priority 3 / Lower: Deferrable/Desirable projects.** Projects that enhance the community or improve efficiency but are not critical and are funded only when resources allow.

### Priority Tier Summary

Priority Tier	Score Range	Count	Definition
High	Average ≥ 380	2	Strong consensus. Pursue funding and programming in the near term.
Medium	300 – 379	11	Solid support. Monitor for funding opportunities and phased implementation.
Lower	Below 300	18	Limited consensus. Defer or re-evaluate in future CIP cycles.

### Scoring Methodology

Six Planning Commission members independently scored all 31 CIP projects using a six-criterion weighted rubric (maximum 500 points). Criteria and weights: Economic Development (×13), Project Need (×15), Quality of Life (×18), Health/Safety (×20), Reduces Costs (×12), and Comprehensive Plan Alignment (×22). Each criterion was rated 0–5. Grand totals from each commissioner were averaged to determine final project rank and priority tier. The scoring was conducted in April 2026.

### Condition Rating Scale

Excellent (5)	New or recently renovated, fully functional, no issues
Good (4)	Minor wear, well maintained, minimal repairs needed
Fair (3)	Moderate deterioration, functional but requires attention
Poor (2)	Significant deterioration, frequent repairs, nearing end of life
Critical (1)	Failed or failing, safety concerns, immediate action required



# Priority 1: Waterline Extension, Airport

**High Priority** Composite Average Score: 398.2 / 500

Extend municipal water service to the airport area to provide fire protection capabilities and potable water access for airport facilities. The Dillingham Airport serves as a critical regional hub for nine surrounding communities. Water line extension will enable installation of fire hydrants at the airport, reducing response times and improving fire protection.

<b>Current Condition:</b>	1 - Critical. No water service to airport. No fire hydrants in area. Limited fire protection capability for critical regional aviation infrastructure.
<b>Current Status:</b>	Design Phase - 35% Complete. Preliminary engineering 35% complete. Route identified. May require extension to serve additional streets along route.
<b>Funding Status:</b>	Substantially Funded. \$14,700,000 secured through 100% forgivable State Revolving Fund loan. Additional funding may be needed for street extensions.
<b>Estimated Cost:</b>	\$12,000,000 - \$20,000,000

## Planning Commission Scoring

### Commissioner Comments:

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## Priority 2: Snagpoint Erosion

**High Priority** Composite Average Score: 385.2 / 500

Continue beach nourishment and erosion protection measures along the 1,600-foot Snagpoint bulkhead to prevent structural failure and protect municipal wastewater infrastructure. The bulkhead has experienced accelerated erosion with exposure levels below safe thresholds. Annual placement of riprap armor protects the bulkhead foundation and wastewater outfall line.

<b>Current Condition:</b>	2 - Poor. Bulkhead exposure below safe levels. Accelerated erosion ongoing. Wastewater outfall at risk.
<b>Current Status:</b>	Design Phase - Seeking Extension. Design funding secured. Project timeline being extended. Annual emergency placement continues.
<b>Funding Status:</b>	Design Funded. \$5,000,000 secured for design. Construction funding to be identified.
<b>Estimated Cost:</b>	\$12,000,000 - \$18,000,000

### Planning Commission Scoring

#### Commissioner Comments:

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# Priority 3: Hydrant System Upgrade

**Medium Priority** Composite Average Score: 366.5 / 500

Expand and upgrade the fire hydrant system throughout the community to improve fire protection capabilities and reduce insurance costs. Many areas lack adequate hydrant coverage, requiring fire department to transport water via tanker trucks. Installation of additional hydrants will enhance public safety and improve the community's Insurance Services Office (ISO) fire rating.

<b>Current Condition:</b>	2 - Poor. Significant gaps in hydrant coverage. Many areas lack fire protection. Inadequate water distribution system in some locations.
<b>Current Status:</b>	Planning Phase. Priority locations identified. Dependent on water system capacity improvements. Phased installation planned.
<b>Funding Status:</b>	Unfunded. Seeking inclusion in water system improvement grants.
<b>Estimated Cost:</b>	\$1,500,000 - \$3,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 4: Waskey & Emperor Subdivision

**Medium Priority** Composite Average Score: 358.2 / 500

Develop infrastructure to support residential development in the Waskey and Emperor subdivision areas, addressing critical housing needs. Infrastructure development includes road construction, water and sewer line extensions, stormwater management, and utility installations. This project creates opportunities for homeownership and addresses housing availability challenges.

<b>Current Condition:</b>	N/A - New Development. Undeveloped subdivision areas. Infrastructure required to enable residential lot development and address housing shortage.
<b>Current Status:</b>	Planning Phase. Subdivision planning underway. Infrastructure needs assessment required. Phasing strategy to be developed.
<b>Funding Status:</b>	Unfunded. Seeking community development block grants and state appropriations.
<b>Estimated Cost:</b>	\$5,000,000 - \$8,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 5: New Public Safety Building

**Medium Priority** Composite Average Score: 350.3 / 500

Design and construct a consolidated public safety facility to house Police, Dispatch/E-911, Fire, Jail, National Guard, and DMV services. Current facilities are inadequate, non-compliant with ADA requirements, and compromise service delivery. The new facility will provide modern workspace, proper jail separation, adequate storage, and emergency operations center capabilities.

<b>Current Condition:</b>	1 - Critical. Multiple facilities with significant deficiencies. Not ADA compliant. Jail inadequate. Fire hall bays too small. Systems outdated.
<b>Current Status:</b>	Planning Phase. Facility plan completed in 2014. Site identified. Project on hold pending funding.
<b>Funding Status:</b>	Unfunded. Major state appropriation needed. Federal grants being explored.
<b>Estimated Cost:</b>	\$20,000,000 - \$28,000,000

## Planning Commission Scoring Commissioner Comments:

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# Priority 6: Harbor Upgrades, Improvements

**Medium Priority** Composite Average Score: 346.2 / 500

Implement essential improvements to the Dillingham Small Boat Harbor to enhance safety, functionality, and capacity. The harbor serves as the base of operations for Bristol Bay's commercial fishing fleet, hosting 500-600 boats during the summer season. Improvements include float system replacement, water line replacement, electrical system upgrades, and potential development of additional lease lots.

<b>Current Condition:</b>	3 - Fair. Float system nearing end of service life. Water line deteriorated. Electrical systems need upgrades.
<b>Current Status:</b>	Design Phase - 65% Complete. Float system replacement, water line replacement, and lease lot development plans in progress. Construction anticipated 2026.
<b>Funding Status:</b>	Fully Funded. \$11,100,000 secured for design and construction.
<b>Estimated Cost:</b>	\$11,100,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 7: Downtown Fire Hall Replacement

**Medium Priority** Composite Average Score: 344.0 / 500

Replace the aging downtown fire station with a modern facility capable of housing current emergency response equipment and meeting contemporary building codes. The existing facility, constructed decades ago, has inadequate bay clearances for modern fire apparatus, lacks proper fire detection and suppression systems, and is located within the 100-year flood zone. The new facility will provide adequate space for equipment storage, maintenance operations, training activities, and will meet ADA accessibility requirements.

<b>Current Condition:</b>	2 - Poor. Existing facility has structural inadequacies, insufficient bay clearances for modern equipment, lacks fire suppression systems, located in flood zone, not ADA compliant.
<b>Current Status:</b>	Pre-Design Phase. Preliminary design completed. Site location identified. Ready to submit RFP for geotechnical investigation and survey work.
<b>Funding Status:</b>	Partially Funded. \$600,000 secured for design and engineering. Construction funding not yet secured.
<b>Estimated Cost:</b>	\$8,500,000 - \$12,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 8: Water Systems Upgrades, Improvements

**Medium Priority** Composite Average Score: 331.0 / 500

Implement comprehensive upgrades to the municipal water system to improve reliability, expand service coverage, and meet current regulatory standards. Projects may include well rehabilitation, water treatment plant improvements, water line replacements, and pump station upgrades. The current water system has limited capacity that restricts fire flows.

<b>Current Condition:</b>	3 - Fair. System functional but limited capacity. Water source constraints. Inadequate fire flow capacity in downtown.
<b>Current Status:</b>	Planning Phase. Master plan update needed. Priority improvements being identified.
<b>Funding Status:</b>	Seeking Funding. Pursuing ADEC drinking water grants, SRF loans, and state appropriations.
<b>Estimated Cost:</b>	\$4,000,000 - \$7,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 9: Public Works Shop Improvements

**Medium Priority** Composite Average Score: 323.3 / 500

Upgrade Public Works maintenance facilities to improve operational efficiency, provide adequate equipment storage, and create safe working conditions for staff. Improvements may include building expansions, heated work bays, parts storage areas, equipment wash facilities, and office space improvements.

<b>Current Condition:</b>	2 - Poor. Inadequate space for equipment and operations. Insufficient heated workspace. Storage limitations.
<b>Current Status:</b>	Planning Phase. Needs assessment required. Facility expansion options being evaluated.
<b>Funding Status:</b>	Unfunded. Seeking state appropriations or general fund allocation.
<b>Estimated Cost:</b>	\$2,000,000 - \$3,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 10: Dillingham Port Improvements

**Medium Priority** Composite Average Score: 311.8 / 500

Implement critical improvements to port facilities including the All-Tide Dock, which serves as the primary entry point for freight for communities throughout the Nushagak River and Togiak areas. Improvements include protective dolphins to prevent barge impact damage, dock surface repairs, upgraded lighting systems, and enhanced cargo handling areas.

<b>Current Condition:</b>	3 - Fair. Dock functional but lacks protective dolphins. Sheet piling vulnerable to barge impact. Surface deterioration.
<b>Current Status:</b>	Planning Phase. Protective dolphin design concepts identified. Comprehensive port improvement plan needed.
<b>Funding Status:</b>	Partially Funded. Limited funding for minor repairs. Major improvements seeking state appropriations.
<b>Estimated Cost:</b>	\$2,500,000 - \$4,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 11: Groundwater Monitoring Wells Repairs

**Medium Priority** Composite Average Score: 304.3 / 500

Repair and maintain groundwater monitoring wells required for regulatory compliance at the municipal landfill. This project includes well rehabilitation, replacement of damaged well casings, installation of new monitoring equipment, and establishment of proper sampling protocols.

<b>Current Condition:</b>	2 - Poor. Several monitoring wells damaged or non-functional. Equipment outdated. Sampling protocols need updating.
<b>Current Status:</b>	Planning Phase. Assessment of existing wells needed. Replacement requirements being determined.
<b>Funding Status:</b>	Unfunded. Seeking solid waste grants.
<b>Estimated Cost:</b>	\$150,000 - \$300,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 12: Senior Center Phase II

**Medium Priority** Composite Average Score: 302.8 / 500

Complete Phase II improvements to the Dillingham Senior Center to expand services, improve accessibility, and address facility maintenance needs. Phase II improvements may include facility expansion, kitchen upgrades, accessibility enhancements, mechanical system improvements, and interior renovations.

<b>Current Condition:</b>	3 - Fair. Facility functional but aging. Capacity constraints during peak use. Some accessibility issues.
<b>Current Status:</b>	Planning Phase. Phase I improvements completed. Phase II needs assessment and planning required.
<b>Funding Status:</b>	Unfunded. Seeking senior services grants and state appropriations.
<b>Estimated Cost:</b>	\$800,000 - \$1,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 13: Wastewater Systems Upgrades, Improvements

**Medium Priority** Composite Average Score: 300.8 / 500

Continue facility improvements to achieve and maintain compliance with Alaska Department of Environmental Conservation (ADEC) regulatory discharge requirements. Upgrades include improvements to the aeration system, lift station rehabilitations, septage receiving facilities, and effluent monitoring systems. This project addresses chronic overages in permitted levels and ensures proper treatment of wastewater to protect public health and the environment.

<b>Current Condition:</b>	3 - Fair. Treatment lagoon functional but requires ongoing upgrades. Several lift stations need rehabilitation. Septage handling inadequate.
<b>Current Status:</b>	Planning/Design Phase. Multiple phases of work identified in facility plan. Some improvements completed, others in design stages.
<b>Funding Status:</b>	Seeking Funding. Pursuing ADEC Municipal Matching Grants and state/federal sources.
<b>Estimated Cost:</b>	\$5,000,000 - \$8,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 14: Wastewater System Expansion

**Lower Priority** Composite Average Score: 295.8 / 500

Extend wastewater collection system to serve areas currently relying on individual septic systems. System expansion includes installation of sewer mains, lateral connections, lift stations, and connection to existing treatment facilities. Approximately two-thirds of Dillingham residents currently use on-site septic systems.

<b>Current Condition:</b>	N/A - New Development. Large portions of community lack municipal sewer. Septic systems in marginal areas create public health concerns.
<b>Current Status:</b>	Planning Phase. Priority expansion areas being identified. Master plan update needed.
<b>Funding Status:</b>	Unfunded. Major funding required through ADEC SRF loans and state appropriations.
<b>Estimated Cost:</b>	\$8,000,000 - \$12,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 15: Harbor Revetments

**Lower Priority** Composite Average Score: 291.2 / 500

Install rock revetments along critical harbor shoreline areas to prevent erosion and protect harbor infrastructure from wave action and storm surge. The east bank of the harbor experiences significant erosion during southwest storm events, threatening water and electrical utilities that serve the commercial fishing fleet.

<b>Current Condition:</b>	2 - Poor. Significant erosion of east harbor bank. Wave action threatens utilities. Storm events cause continued deterioration.
<b>Current Status:</b>	Planning Phase. Erosion assessment completed. Engineering design needed. Coordinating with Army Corps of Engineers.
<b>Funding Status:</b>	Seeking Funding. Pursuing federal disaster mitigation funds and state appropriations.
<b>Estimated Cost:</b>	\$4,000,000 - \$6,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 16: T-Dock Repair

**Lower Priority** Composite Average Score: 290.5 / 500

Conduct essential structural and surface repairs to the T-Dock facility to maintain safe operations and extend facility service life. Work includes deck surface repairs, pile replacement or reinforcement, hardware upgrades, and improvements to fendering systems.

<b>Current Condition:</b>	2 - Poor. Significant deterioration of deck surfaces. Some structural members showing wear. Hardware corrosion.
<b>Current Status:</b>	Planning Phase. Structural assessment needed. Repair plans to be developed.
<b>Funding Status:</b>	Unfunded. Seeking harbor improvement grants or maritime infrastructure funding.
<b>Estimated Cost:</b>	\$800,000 - \$1,200,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 17: Landfill Service Expansion

**Lower Priority** Composite Average Score: 287.2 / 500

Expand landfill services and facilities to enhance waste diversion, recycling capabilities, and operational efficiency. Improvements may include enhanced recycling infrastructure, household hazardous waste collection facilities, improved transfer station operations, and composting programs.

<b>Current Condition:</b>	3 - Fair. Basic recycling program in place. Additional infrastructure needed for comprehensive waste diversion.
<b>Current Status:</b>	Planning Phase. Waste characterization study needed. Program expansion opportunities being evaluated.
<b>Funding Status:</b>	Unfunded. Seeking EPA grants, state solid waste grants.
<b>Estimated Cost:</b>	\$500,000 - \$1,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 18: Dock Lighting Repair

**Lower Priority** Composite Average Score: 282.3 / 500

Repair and upgrade lighting systems at dock and harbor facilities to ensure safe nighttime operations, improve security, and meet maritime safety standards. This project addresses deteriorated lighting infrastructure, replaces outdated fixtures with energy-efficient LED systems, and ensures proper illumination levels for maritime operations.

<b>Current Condition:</b>	2 - Poor. Multiple lighting fixtures failed or inadequate. Electrical systems deteriorated. Insufficient illumination for safe nighttime operations.
<b>Current Status:</b>	Planning Phase. Assessment of existing systems needed. Lighting plan to be developed.
<b>Funding Status:</b>	Unfunded. Seeking inclusion in harbor improvement grants.
<b>Estimated Cost:</b>	\$250,000 - \$400,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 19: Bulkhead Regrade and Resurface

**Lower Priority** Composite Average Score: 282.3 / 500

Regrade and resurface the bulkhead area to improve drainage, enhance accessibility, and provide better working surfaces for commercial fishing operations. The bulkhead serves as a critical work area during the fishing season for gear storage, vessel maintenance, and cargo handling.

<b>Current Condition:</b>	2 - Poor. Surface deteriorated with potholes and uneven areas. Poor drainage causes ponding and ice hazards.
<b>Current Status:</b>	Planning Phase. Assessment needed. Design work pending.
<b>Funding Status:</b>	Unfunded. Seeking harbor improvement grants.
<b>Estimated Cost:</b>	\$600,000 - \$1,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 20: Stormwater Collection Improvements

**Lower Priority** Composite Average Score: 279.2 / 500

Upgrade and expand the stormwater collection and drainage system to address flooding issues, improve water quality, and protect infrastructure. Current inadequate drainage causes localized flooding during heavy precipitation events. Improvements include installation of culverts, drainage structures, catch basins, and properly sized conveyance systems.

<b>Current Condition:</b>	2 - Poor. Inadequate drainage in multiple areas. Localized flooding occurs during heavy rain. Undersized or failing culverts.
<b>Current Status:</b>	Planning Phase. Problem areas identified. Comprehensive drainage study needed.
<b>Funding Status:</b>	Unfunded. Seeking state and federal infrastructure improvement grants.
<b>Estimated Cost:</b>	\$3,500,000 - \$5,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 21: Alaska Street Rehabilitation

**Lower Priority** Composite Average Score: 276.0 / 500

Rehabilitate Alaska Street to address deteriorated pavement conditions, improve drainage, and enhance safety. The project includes roadway base repairs, installation of proper drainage infrastructure, repaving, and potential addition of pedestrian facilities.

<b>Current Condition:</b>	2 - Poor. Pavement significantly deteriorated. Drainage problems. Safety concerns during wet conditions.
<b>Current Status:</b>	Planning Phase. Priority rehabilitation project identified. Design work pending.
<b>Funding Status:</b>	Unfunded. Seeking state transportation funding.
<b>Estimated Cost:</b>	\$1,000,000 - \$1,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 22: Community Fish Grinder

**Lower Priority** Composite Average Score: 273.5 / 500

Install a fish waste grinder facility at the Small Boat Harbor to provide proper disposal of fish waste generated by commercial and subsistence fishing activities. The grinder will be housed in a 12x12 building with a discharge chute. This project requires an ADEC APDES discharge permit and will eliminate improper disposal practices.

<b>Current Condition:</b>	N/A - New Development. Fish waste disposal currently inadequate. Improper disposal creates sanitation and odor issues.
<b>Current Status:</b>	Pre-Design Phase. Initial planning and conceptual design completed. ADEC permit application process to be initiated.
<b>Funding Status:</b>	Seeking Funding. Pursuing harbor improvement grants and fisheries infrastructure funding.
<b>Estimated Cost:</b>	\$400,000 - \$600,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 23: Transfer Station Renovation and Repair

**Lower Priority** Composite Average Score: 265.0 / 500

Renovate and repair the solid waste transfer station to improve operational efficiency, enhance safety, and extend facility service life. Improvements include building envelope repairs, door and equipment replacements, improved traffic flow patterns, enhanced lighting, and safety upgrades.

<b>Current Condition:</b>	2 - Poor. Building showing age. Doors and equipment need replacement. Traffic flow inefficient. Lighting inadequate.
<b>Current Status:</b>	Planning Phase. Facility assessment needed. Priority repairs being identified.
<b>Funding Status:</b>	Unfunded. Seeking solid waste grants.
<b>Estimated Cost:</b>	\$400,000 - \$700,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 24: Landfill Cell Expansion

**Lower Priority** Composite Average Score: 258.2 / 500

Expand landfill disposal capacity through construction of new disposal cells to extend landfill service life beyond current projections. New cells will be constructed in compliance with current ADEC solid waste regulations. This project is critical to maintaining waste disposal services for the community.

<b>Current Condition:</b>	3 - Fair. Current cells have limited remaining capacity. Expansion needed within next 3-5 years to maintain service.
<b>Current Status:</b>	Planning Phase. Permitting requirements being evaluated. Cell design and expansion plan to be developed.
<b>Funding Status:</b>	Unfunded. Seeking state solid waste grants and landfill enterprise fund reserves.
<b>Estimated Cost:</b>	\$1,500,000 - \$2,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 25: North Harbor Food Court and Park

**Lower Priority** Composite Average Score: 257.5 / 500

Develop a food court and park area at the north harbor to provide amenities for commercial fishermen, harbor users, and the public. The facility will include food service areas, outdoor seating, restroom facilities, and landscaped park space. During the intense summer fishing season, current amenity infrastructure is insufficient.

<b>Current Condition:</b>	N/A - New Development. Opportunity to develop amenities in underutilized harbor area. Current amenity infrastructure inadequate for seasonal peak use.
<b>Current Status:</b>	Conceptual Phase. Concept development needed. Stakeholder input required.
<b>Funding Status:</b>	Unfunded. Seeking harbor improvement grants or public-private partnership opportunities.
<b>Estimated Cost:</b>	\$1,200,000 - \$2,000,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 26: Potable Water Station

**Lower Priority** Composite Average Score: 256.5 / 500

Establish a potable water filling station to provide convenient access to municipal water for residents relying on individual water systems and for commercial users. The station will include metered fill connections, payment systems, and proper drainage.

<b>Current Condition:</b>	N/A - New Development. No current public water filling facility. Need identified for residents on individual well systems.
<b>Current Status:</b>	Conceptual Phase. Concept development needed. Site location to be determined.
<b>Funding Status:</b>	Unfunded. Seeking water system improvement grants.
<b>Estimated Cost:</b>	\$150,000 - \$250,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 27: Downtown Dillingham Connector Routes

**Lower Priority** Composite Average Score: 254.7 / 500

Develop pedestrian and non-motorized transportation connector routes throughout downtown Dillingham to improve walkability, safety, and accessibility. Projects include sidewalk construction, crosswalk installations, bike lane designations, and pathway lighting. Connector routes will link residential areas with schools, grocery stores, City Hall, and healthcare facilities.

<b>Current Condition:</b>	2 - Poor. Significant gaps in sidewalk network. Many areas lack pedestrian infrastructure. Safety concerns for pedestrians.
<b>Current Status:</b>	Planning Phase. Priority connector routes being identified. Pedestrian plan development needed.
<b>Funding Status:</b>	Unfunded. Seeking Transportation Alternatives Program funding and Safe Routes to School grants.
<b>Estimated Cost:</b>	\$2,000,000 - \$3,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 28: 2nd Ave. Street Rehabilitation

**Lower Priority** Composite Average Score: 242.5 / 500

Rehabilitate 2nd Avenue including roadway reconstruction, drainage improvements, and utility upgrades. Current road conditions include potholes, rutting, inadequate drainage, and deteriorated surfaces. Rehabilitation will include base repair, proper grading for drainage, new paving, and potentially sidewalk installation.

<b>Current Condition:</b>	2 - Poor. Significant pavement deterioration. Potholes and rutting. Drainage inadequate. Surface at end of service life.
<b>Current Status:</b>	Planning Phase. Street condition assessment needed. Design work pending.
<b>Funding Status:</b>	Unfunded. Seeking state transportation funding.
<b>Estimated Cost:</b>	\$1,200,000 - \$1,800,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 29: Carlson Park

**Lower Priority** Composite Average Score: 233.5 / 500

Develop recreational facilities and park amenities to provide outdoor recreation opportunities. This project may include playground equipment, picnic areas, walking paths, sports courts, and landscaping. Parks and recreation facilities enhance quality of life, provide safe spaces for youth activities, and support community health and wellness.

<b>Current Condition:</b>	N/A - New Development. Undeveloped site with opportunity for new park development to meet community recreation needs.
<b>Current Status:</b>	Conceptual Phase. Site identified. Community input needed on desired amenities. Master plan development required.
<b>Funding Status:</b>	Unfunded. Seeking Land and Water Conservation Fund grants and state recreation grants.
<b>Estimated Cost:</b>	\$800,000 - \$1,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 30: Airstrip Park Improvements

**Lower Priority** Composite Average Score: 217.0 / 500

Develop recreational facilities and amenities at the former airstrip location. Potential improvements include sports fields, walking/running track, playground equipment, picnic facilities, outdoor fitness equipment, and landscaping. The site's large open area provides excellent opportunity for recreation development in a central location.

<b>Current Condition:</b>	N/A - New Development. Former airstrip site available for park development. Large open flat area suitable for sports fields and recreational facilities.
<b>Current Status:</b>	Conceptual Phase. Master planning needed. Community input required to determine priority amenities.
<b>Funding Status:</b>	Unfunded. Seeking Land and Water Conservation Fund grants and state recreation grants.
<b>Estimated Cost:</b>	\$1,500,000 - \$2,500,000

## Planning Commission Scoring

### Commissioner Comments:

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# Priority 31: Ice Rink Roof

**Lower Priority** Composite Average Score: 192.8 / 500

Install a roof system on the community ice rink facility to prevent water infiltration, protect the skating surface, and extend building service life. The ice rink provides important winter recreation opportunities, serving youth hockey programs, public skating, and community events during the long winter season. There is also a desire from within the community to use it for additional events all year, and a roof would allow for those additional activities.

<b>Current Condition:</b>	2 - Poor. Roof showing significant age and deterioration. Water infiltration issues. Building systems at risk from moisture intrusion.
<b>Current Status:</b>	Planning Phase. Roof assessment needed. Project timing critical to minimize impact on skating season.
<b>Funding Status:</b>	Unfunded. Seeking recreation facility grants and state appropriations.
<b>Estimated Cost:</b>	\$300,000 - \$500,000

## Planning Commission Scoring

### Commissioner Comments:

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**CITY OF DILLINGHAM, ALASKA PLANNING COMMISSION**

**RESOLUTION NO. PC-2026-01**

**A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION  
ADOPTING THE 2026–2032 CAPITAL IMPROVEMENT PLAN AND  
RECOMMENDING IT FOR ADOPTION BY THE DILLINGHAM CITY COUNCIL**

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- WHEREAS,** Dillingham Municipal Code § 2.68.160(A)(5) assigns to the Planning Commission the duty to prepare and recommend to the City Council an annual update of a six-year capital improvement plan; and
- WHEREAS,** DMC § 4.05.010(B) defines the six-year capital improvement plan as an annual update and long-range need projection of the city, included as part of the annual budget; and
- WHEREAS,** DMC § 4.05.070 requires that the six-year capital improvement plan be submitted annually in June as part of the fiscal budgeting process; and
- WHEREAS,** DMC § 2.68.160(B) requires the Planning Commission to publish notice of and hold at least one public hearing before submitting its recommendations to the City Council; and
- WHEREAS,** the Planning Commission duly published notice of and held a public hearing on May XX, 2026, in accordance with DMC § 2.68.160(B), at which time members of the public were afforded opportunity to comment on the proposed 2026–2032 Capital Improvement Plan; and
- WHEREAS,** the Planning Commission has identified thirty-one (31) capital projects addressing critical infrastructure, public safety, housing, environmental compliance, and quality of life needs throughout the City of Dillingham; and
- WHEREAS,** the Planning Commission conducted an independent priority scoring process utilizing a weighted six-criterion evaluation rubric — assessing each project's impact on economic development, project need, quality of life, health and safety, cost reduction, and consistency with the City's Comprehensive Plan — with scores assigned by six commissioners on a scale of zero to five hundred points; and
- WHEREAS,** the resulting composite scores establish a priority ranking of all thirty-one projects, organized into High Priority (composite average score of 380 or above), Medium Priority (300–379), and Lower Priority (below 300) tiers, providing the City Council and the public with a transparent, evidence-based framework for capital investment decision-making; and

**WHEREAS**, the 2026–2032 Capital Improvement Plan is consistent with the goals, objectives, and policies of the City of Dillingham Comprehensive Plan, as required by DMC § 2.68.160(A)(7); and

**WHEREAS**, the Planning Commission finds that adoption of the 2026–2032 Capital Improvement Plan is necessary and appropriate to guide the City's long-range infrastructure investment and to support the City's annual budget process and legislative priority submissions under DMC Chapter 4.05;

**NOW, THEREFORE, BE IT RESOLVED** by the City of Dillingham Planning Commission as follows:

**Section 1. Adoption of the 2026–2032 Capital Improvement Plan.** The Planning Commission hereby adopts the City of Dillingham 2026–2032 Capital Improvement Plan, inclusive of all thirty-one (31) identified projects, project descriptions, condition ratings, funding status, estimated costs, and commission priority scores, as the Commission's official six-year capital improvement plan recommendation.

**Section 2. Priority Rankings.** The Planning Commission affirms the priority tier classifications resulting from the commission scoring process as the recommended framework for guiding capital investment sequencing, grant applications, and legislative priority submissions. The Commission recognizes that priority rankings may be updated as funding opportunities arise, project conditions change, or as the Plan is amended in subsequent annual updates.

**Section 3. Recommendation to City Council.** The Planning Commission hereby recommends that the Dillingham City Council adopt the 2026–2032 Capital Improvement Plan pursuant to DMC § 4.05.040 and incorporate it into the City's annual budget process in accordance with DMC § 4.05.070.

**Section 4. Submission.** The Planning Commission directs the Planning Director to transmit this Resolution and the adopted 2026–2032 Capital Improvement Plan to the City Council and City Manager in conformance with the June submission deadline established by DMC § 4.05.070.

**Section 5. Annual Update.** The Planning Commission acknowledges its ongoing obligation under DMC § 2.68.160(A)(5) to prepare and recommend annual updates to the six-year capital improvement plan and directs the Planning Director to initiate the update process in conjunction with each subsequent annual budget cycle.

**Section 6. Effective Date.** This Resolution shall be effective upon adoption.

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**ADOPTED** by the City of Dillingham Planning Commission at a duly noticed public meeting held on April 28, 2026.

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Cade Woods Chair, Dillingham Planning Commission

**ATTEST:**

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Abigail Flynn City Clerk

**CITY OF DILLINGHAM  
PLANNING COMMISSION**

**RESOLUTION NO. PC-2026-02**

**A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION  
ADOPTING THE 2036 DILLINGHAM COMPREHENSIVE PLAN UPDATE AND  
RECOMMENDING ADOPTION TO THE DILLINGHAM CITY COUNCIL**

**WHEREAS**, Alaska Statute AS 29.40.030(a) requires that the planning commission of a first class city shall prepare and recommend to the city council a comprehensive plan for the development of the municipality; and

**WHEREAS**, Alaska Statute AS 29.40.030(b) further requires that a first class city shall adopt a comprehensive plan; and

**WHEREAS**, the City of Dillingham is incorporated as a first class city under the laws of the State of Alaska and is therefore subject to the requirements of AS 29.40.030; and

**WHEREAS**, the City of Dillingham last adopted a Comprehensive Plan in 2010, and the Planning Commission and City administration determined that a comprehensive update was necessary to reflect current community conditions, priorities, and challenges; and

**WHEREAS**, the 2036 Dillingham Comprehensive Plan Update (the "Plan") was developed through an extensive community engagement process beginning in Spring 2023, including a community site visit in May 2023, a community-wide survey and stakeholder interviews conducted in Fall 2023, and a Planning Commission workshop held January 28, 2026; and

**WHEREAS**, the Plan was released as a Public Review Draft on February 12, 2026, and made available for public review and comment; and

**WHEREAS**, the Plan covers eight focus areas — Housing, Land Use, Transportation, Waterfront, Economic Development, Energy, Community Wellness and Education, and Public Facilities and Services — and establishes a community vision, core values, goals, strategies, and actionable steps to guide municipal decision-making through 2036; and

**WHEREAS**, the Plan reflects the values and priorities of Dillingham residents, businesses, Tribal partners, and community organizations, including protections for the natural environment, subsistence resources, and the Bristol Bay fishery that are foundational to community life and the local economy; and

**WHEREAS**, the Plan establishes a framework for annual implementation work plans, capital project prioritization, grant applications, and policy development, and is intended to serve as the primary guiding document for Planning Commission and City Council decisions on land use, development, and public investment; and

**WHEREAS**, the Planning Commission has reviewed the Plan in its entirety and finds it to be consistent with the needs and values of the Dillingham community and in compliance with the requirements of Alaska Statute AS 29.40.030;

NOW, THEREFORE, BE IT RESOLVED by the City of Dillingham Planning Commission as follows:

**SECTION 1.** The Planning Commission hereby adopts the 2036 Dillingham Comprehensive Plan Update as the official comprehensive plan of the City of Dillingham Planning Commission, effective upon adoption by the Dillingham City Council.

**SECTION 2.** The Planning Commission hereby recommends that the Dillingham City Council formally adopt the 2036 Dillingham Comprehensive Plan Update by resolution or ordinance at the earliest practicable opportunity, following any required public hearing process consistent with AS 29.40.030 and applicable municipal code.

**SECTION 3.** The Planning Commission directs staff to transmit this Resolution, together with the 2036 Dillingham Comprehensive Plan Update Public Review Draft dated February 12, 2026, to the Dillingham City Council for its consideration.

**SECTION 4.** Upon adoption by the City Council, the 2036 Dillingham Comprehensive Plan Update shall supersede and replace the 2010 Dillingham Comprehensive Plan in its entirety as the governing comprehensive plan of the City of Dillingham.

**SECTION 5.** This Resolution shall take effect immediately upon passage.

**ADOPTED** by the City of Dillingham Planning Commission at a duly noticed public meeting held on April 28, 2026.

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Cade Woods Chair, Dillingham Planning Commission

**ATTEST:**

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Abigail Flynn City Clerk