CITY OF KOTZEBUE NOTICE

Regular City Council Meeting Agenda

November 07, 2024 at 5:15 PM

City Hall Chambers – 258 A Third Avenue

THE PUBLIC IS ENCOURAGED TO ATTEND.

For residents who want to participate telephonically call: **1-800-315-6338**; access code: **49401#**

I. Call to Order

II. Roll Call

III. Invocation/Moment of Silence

IV. Pledge of Allegiance

V. Adoption of The Agenda

VI. Adoption of Minutes

a) October 7, 2024

b) October 11, 2024 - Special Meeting

VII. Citizen Comments

VIII. Correspondence

a) Notice of Resignation of City Manager

b) Kotzebue Elders Council Letter and Ordinance re: House #671

c) Report on Arrangements for Mayor and Council Members Sherman, Jackson, and Moto to Attend AML Local Government Conference in Anchorage in December

d) KMHS/JNES Student Government Donations

e) KMHS Wrestling Donation Request

f) U.S. Fish & Wildlife Housing Bills

g) AMLJIA Special Membership Meeting Invite

IX. Unfinished Business

a) Ordering Water Filters for Homes Discussion

X. New Business

a) **RESOLUTION 24-64**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE, ALASKA, AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO ENTER INTO A CONTRACT WITH PND ENGINEERS, INC., ANCHORAGE, ALASKA, ON BEHALF OF THE CITY OF KOTZEBUE FOR PLANNING/DESIGN CONSULTING SERVICES FOR THE CAPE BLOSSOM REGIONAL PORT."

b) **RESOLUTION 24-65**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH JOSEPH W. EVANS FOR CITY ATTORNEY LEGAL SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027."

c) **RESOLUTION 24-66**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH DRUE PEARCE OF HOLLAND & HART FOR FEDERAL LOBBYING SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027."

d) **RESOLUTION 24-67**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH ELDON MULDER, THE MULDER COMPANY, AND BEN MOHR, THE MOHR COMPANY, FOR STATE LOBBYING SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027."

e) **RESOLUTION 24-68**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE NUNC PRO TUNC AUTHORIZING THE CITY MANAGER TO ISSUE AN RFP FOR THE WATER TREATMENT PLANT FILTRATION SYSTEM UPGRADE."

f) **RESOLUTION 24-69**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE NUNC PRO TUNC AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER FOR PREPARATION OF A PRELIMINARY ENGINEERING REPORT (“PER”) FOR REPLACEMENT OF THE SWAN LAKE LOOP AND LAGOON LOOP WATER MAINS AND PLANNING PHASE."

g) **RESOLUTION 24-70**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE *NUNC PRO TUNC* DECLARING A DISASTER AS A RESULT OF THE 2024 OCTOBER WEST COAST STORM."

h) **RESOLUTION 24-71**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE EXTENDING DOWL ENGINEERING CONTRACT UNTIL JANUARY 15, 2025 AND AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO ISSUE AN RFP FOR ENGINEERING AND CAPITAL PROJECT MANAGEMENT."

i) **RESOLUTION 24-72**, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE APPROVING THE NEW HAZARD MITIGATION PLAN ("HMP")."

XI. Council Members Comments

Seat F: Cory Jackson

Seat G: Johnson Greene

Seat B: Derek Haviland-Lie

Seat D: Kathy Sherman

Seat C: Joshua Hadley

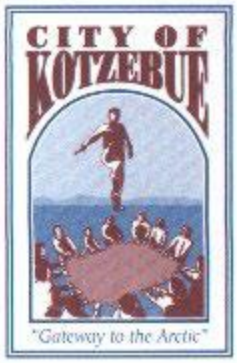
Seat E: Ruth Moto

Seat A: Ernest Norton

Youth Representative: Bristol Huffman

XII. Executive Session

XIII. Adjournment



CITY OF KOTZEBUE
NOTICE

MAYOR DEREK HAVILAND-LIE HAS SCHEDULED THE NEXT REGULAR CITY COUNCIL MEETING FOR THURSDAY, NOVEMBER 7, 2024 AT 5:15

IN THE COUNCIL CHAMBERS LOCATED AT
258 A Third Avenue

****

THE PUBLIC IS ENCOURAGED TO ATTEND

FOR RESIDENTS WHO WANT TO PARTICIPATE TELEPHONICALLY CALL
1-800-315-6338 ACCESS CODE 49401#

Posted: 05-30-2024
City Hall/ City FB Page
KOTZ Radio
Department Heads
P.O.
Bank
A.C

CITY OF KOTZEBUE NOTICE

Special City Council Meeting Agenda

October 07, 2024 at 5:15 PM

City Hall Chambers – 258 A Third Avenue

THE PUBLIC IS ENCOURAGED TO ATTEND.

For residents who want to participate telephonically call: **1-800-315-6338**; access code: **49401#**

I. Call to Order

Mayor Saima Chase called the meeting to order at 5:17 PM.

II. Roll Call

Council Present: Ernest Norton, Derek Haviland-Lie, Joshua Hadley, Saima Chase, Kathleen Sherman, Cory Jackson, Johnson Greene.

Council Member Ruth Moto was excused.

III. Invocation/Moment of Silence

Council Member Kathleen Sherman provided an invocation.

IV. Pledge of Allegiance

Pledge of Allegiance.

V. Citizen Comments

There were no citizen comments.

VI. Certification/Canvass of October 1, 2024, Election Results

a) RESOLUTION 24-63, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE, ALASKA, CERTIFYING THE RESULTS OF THE TUESDAY, OCTOBER 1, 2024, MUNICIPAL ELECTION.

Council Member Hadley moved, and Council Member Norton seconded to approve Resolution 24-63.

The Roll Call Vote

Ernest Norton – Yes	Derek Haviland-Lie – Yes	Joshua Hadley – Yes
Saima Chase – Yes	Kathleen Sherman – Yes	Cory Jackson – Yes
Johnson Greene – Yes		

Motion Passed.

VI. Swear In Newly Elected Council Members

The City Clerk, Paeton Schaeffer, swore in newly elected council members who were present at the time, Kathleen Sherman, and Cory Jackson.

VII. Reorganize City Council (Select Mayor and Vice Mayor)

Council Member Hadley nominated Derek Haviland-Lie for Mayor's seat; Council Member Norton seconded the motion. With agreement from all City Council Members, Derek Haviland-Lie is now the Mayor for the City of Kotzebue Council. Council Member Jackon nominated Kathleen Sherman for Vice Mayor; Council Member Hadley seconded.

Mayor Haviland-Lie nominated Johnson Greene for Vice Mayor; Council Member Norton seconded.

Following the votes for the Vice Mayor seat, it was tied between Kathy Sherman, and Johnson Greene. Council Member Norton makes a motion to postpone the selection for Vice Mayor until all Council Members can be present at the meeting (Nov. 7th), Council Member Hadley seconded the motion.

Roll Call Vote to Postpone Selection of Vice Mayor

Ernest Norton – Yes	Derek Haviland-Lie – Yes	Joshua Hadley – Yes
Saima Chase – Yes	Kathleen Sherman – Yes	Cory Jackson – Yes
Johnson Greene – Yes		

Motion Passed.

VIII. Selection of Federal Lobbying Services

Council Member Norton made a motion to keep Holland & Hart Federal Lobbying Services, seconded by Council Member Hadley.

Roll Call Vote:

Ernest Norton – Yes	Derek Haviland-Lie – Yes	Joshua Hadley – Yes
Kathleen Sherman – Yes	Cory Jackson – Yes	Johnson Greene – Yes

Motion Passed.

IX. Selection of Professional Legal Services

Council Member Norton made a motion to keep Joe Evans for Legal Services, seconded by Council Member Hadley.

Roll Call Vote:

Ernest Norton – Yes	Derek Haviland-Lie – Yes	Joshua Hadley – Yes
Kathleen Sherman – Yes	Cory Jackson – Yes	Johnson Greene – Yes

Motion Passed.

XI. Council Members Comments

Seat F: Cory Jackson

Seat G: Johnson Greene

Seat B: Derek Haviland-Lie

Seat D: Saima Chase

Seat C: Joshua Hadley

Seat E: Kathleen Sherman

Seat A: Ernest Norton

Youth Representative: Bristol Huffman

XII. Executive Session

Council Member Norton moved, and Council Member Hadley seconded to enter Executive Session to discuss matters which by law, or municipal ordinance are required to be confidential.

Entered Executive Session at 5:49 PM.

Reentered Open Session at 6:28 PM.

Votes were taken: Y/**N**

Direction was given: **Y**/N

XIII. Adjournment

Council Member Norton made a motion to adjourn, seconded by Council Member Hadley.

Meeting was adjourned at 6:29 PM.

CITY OF KOTZEBUE NOTICE

Special City Council Meeting Agenda

October 11, 2024 at 12:00 PM

City Hall Chambers – 258 A Third Avenue

THE PUBLIC IS ENCOURAGED TO ATTEND.

For residents who want to participate telephonically call: **1-800-315-6338**; access code: **49401#**

I. Call to Order

Mayor Haviland-Lie was not present in person, he asked Council Member Kathleen Sherman to run the meeting in his absence.

Council Member Sherman called the meeting to order at 12:06 PM.

II. Swearing In Newly Elected Council Member

City Clerk, Paeton Schaeffer, swore in new council member Ruth Moto.

III. Roll Call

Present in person: Ernest Norton, Joshua Hadley, Kathleen Sherman, Ruth Moto, Cory Jackson.

Present telephonically: Mayor Derek Haviland-Lie, and Council Member Johnson Greene.

Quorum presented.

IV. Invocation/Moment of Silence

Council Member Kathleen Sherman provided an invocation.

V. Pledge of Allegiance

Pledge of Allegiance.

VI. Adoption of The Agenda

Council Member Sherman moved to add “Swearing in New Council Member, Ruth Moto” after “Call to Order”, seconded by Council Member Norton.

Council Member Norton moved to approve the amended agenda, seconded by Council Member Jackson.

Amended agenda approved.

VI. Citizen Comments

VII. Executive Session

a) Water Treatment Plant

Council Member Norton moved, and Council Member Jackson seconded to enter Executive Session to discuss matters which by law, or municipal ordinance are required to be confidential.

Entered Executive Session at 12:13 PM.

Reentered Open Session at 12:54 PM.

No votes were taken, direction was given.

VIII. Council Members Comments

Seat F: Cory Jackson

Seat G: Johnson Greene

Seat B: Derek Haviland-lie

Seat D: Kathleen Sherman

Seat C: Joshua Hadley

Seat E: Ruth Moto

Seat A: Ernest Norton

Youth Representative: Bristol Huffman

IX. Adjournment

Council Member Sherman moved to adjourn the meeting, seconded by Council Member Norton.

Adjourned at 12:59 PM.

Charlie Santos

From: Tessa Baldwin
Sent: Thursday, October 31, 2024 10:14 AM
To: Charlie Santos
Cc: Joe Evans
Subject: FW: Resignation as City Manager - Effective 90 Days from October 21, 2024
Attachments: Signed Resignation.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Charlie,

We can print the email subject and letter for the packet. Thank you,

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752
Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

From: Tessa Baldwin
Sent: Monday, October 21, 2024 5:16 PM
To: Cory Jackson <cory.jackson@outlook.com>; dbhavilandli <dbhavilandlie@hotmail.com>; Derek Haviland-Lie <dhavilandlie@hotmail.com>; dlie <dlie@gci.com>; Josh Hadley <josh_hadley1991@yahoo.com>; Kathleen Sherman <k.shermankic@gmail.com>; Kotz Radio <kotzradio@yahoo.com>; MJ Norton <mjnorton@otz.net>; Ruthann99736@gmail.com
Cc: Joe Evans <Joe@jwevanslaw.com>
Subject: Resignation as City Manager - Effective 90 Days from October 21, 2024

Dear Mayor and City Council Members,

I hope this email finds you well. Attached, please find my formal resignation letter, which will tak
days from October 21, 2024.

After considerable thought, I have made the difficult decision to resign from my position as City Manager. This role has been an incredible opportunity to serve our community and I'm proud of what we've achieved together in the last two years. However, it is now time for me to shift my focus to my family.

As noted in the letter, I am also offering my services in a consulting capacity to assist with grant writing, reporting, reimbursement efforts and transition planning. I hope this will help ease the transition as the city moves forward.

Please feel free to reach out if you have any questions or if there's anything you'd like to discuss in relation to this transition.

Thank you for your understanding and support.

Tessa Baldwin

City Manager

City of Kotzebue

October 21, 2024

Tessa Baldwin
City Manager
City of Kotzebue

Mayor Derek Haviland-Lie and City Council
City of Kotzebue
P.O. Box 46
Kotzebue, Alaska 99752

Dear Mayor and Council Members,

I want to first thank you for the opportunity to serve our community in this capacity. After much consideration I have decided to resign as City Manager for the City of Kotzebue. I acknowledge the importance of an easy transition and will be offering a 90-day resignation to end on January 17, 2025.

Over the past two years, I have had the privilege of leading a strong and dedicated team, working together to serve our community. In that time, we have achieved significant milestones, including securing over $18 million dollars in funding for crucial projects that will benefit Kotzebue for years to come. I have always given my all to this position, prioritizing the work of the city and striving to build a brighter future for our residents. However, it has become clear to me that in this role, balancing the demands of the job with my responsibilities to my family is simply not possible at this time.

To help ease the transition, I am willing to continue supporting the City of Kotzebue in a consulting capacity after my tenure as City Manager is completed in mid-January. I can assist with all grant writing, reporting, reimbursement efforts and transition planning for the city at the rate of $175 per hour, which is the current standard rate for grant writers. I believe this arrangement would offer the flexibility and expertise needed during this period without placing undue strain on city resources.

I remain committed to ensuring a smooth transition during this period and will continue to support the City of Kotzebue in any way I can as we navigate this change. Thank you for the opportunity to serve our community. It has been an honor to serve our community in this capacity.

Sincerely,

Tessa Baldwin
City Manager
City of Kotzebue

Jos
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Wednesday
October 9, 2024

Kotzebue Elders Council
P.O. Box 296
Kotzebue, Alaska 99752-0296

Re: City of Kotzebue Ordinance 24-05 (Dickie Curtis – House # 671)

Dear Members of the Elders Council:

Thank you for your letter of October 4, 2024, and Elders Council Resolution 24-05, dated October 2, 2024.

Enclosed with this letter please find the following:

- Three-page memorandum by City Manager, dated July 25, 2024
- Three-page Notice to Dickie Curtis
- Forty-six pages of materials provided to Dickie Curtis

Your letter of October 4th and your Resolution 24-05 will be on the City Council Agenda for the November 7th Regular City Council Meeting ("RCCM") which starts at 5:15pm in the City Council Chambers at City Hall. Prior to this RCCM, I would like to have an opportunity to meet with the Elders Council to address your questions and concerns. Please let me know if this would be possible.

Respectfully,

Joe Evans

Joe Evans, City Attorney
CITY OF KOTZEBUE

Attachments: as noted herein

cc: Mayor and City Council
City Clerk
ACMs
City Manager

CITY OF KOTZEBUE
"Gateway to the Arctic"

P.O. Box 46
Kotzebue, Alaska 99752

City Hall
(907) 442-3401

Police Dept.
(907) 442-3351

Fire Dept.
(907) 442-3404

Public Works
(907) 442-3401

CITY OF KOTZEBUE, ALASKA
ORDINANCE NO. 24-05

ENTITLED: "A NON-CODE ORDINANCE PURSUANT TO KOTZEBUE MUNICIPAL CODE ("KMC") 15.04.100 REQUIRING THE OWNER OF HOUSE NO. 671 LOCATED AT LOT 16, BLOCK 6, USS 2645, KOTZEBUE TOWNSITE AT HIS OWN EXPENSE TO DEMOLISH OR REMOVE THE STRUCTURE HE OWNS."

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF KOTZEBUE, ALASKA:

Section 1. This is a Non-Code Ordinance pursuant to KMC 15.04.100 which provides:

> **15.04.100 Board of adjustment findings—Ordinance—Compliance.**
> The board, after the public hearing, shall adopt an ordinance containing its findings. If removal or demolition of the structure is provided for and ordered, the owner, tenant or person in possession or control of the property shall have at least thirty days from the date of such public hearing so to do; if repairs, alterations or reconstruction is permitted by the board, the work may be done within such time and under such terms and conditions as the board may specify.
> (Prior code § 10.05.060).

Section 2. The City Council held a public hearing on this matter on August 1, 2024 after NOTICE (with attachments) was duly given to Dickie Curtis by USPS First Class Mail, posting NOTICE (with attachments) on his House No. 671 and hand-delivering the NOTICE (with attachments) to him personally at his home. However, Mr. Curtis did not appear at this public hearing. Nevertheless, the City Council heard from City Staff regarding this matter.

Section 3. The City Council after hearing from City Staff and after reviewing the extensive packet of materials present to the City Council found the following:

1. House No. 671 has refused to pay for water, sewer and garbage service;

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"Gateway to the Arctic"

P.O. Box 46
Kotzebue, Alaska 99752

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(907) 442-3401

Police Dept.
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Fire Dept.
(907) 442-3404

Public Works
(907) 442-3401

2. as a result of no water, no sewer service and no garbage service, Mr. Curtis chooses to dispose of his garbage and human waste by simply throwing plastic bags full of such out his backdoor, where the bags rupture and garbage and human waste flowing into adjoining properties aggravated by rainfall and flooding in the area;
3. these conditions have gone on for years completely and totally unabated by Mr. Curtis;
4. over the past two years, the City has issued numerous abatement letters and issued numerous citations to Mr. Curtis to no avail, he simply ignores all such notices and citations and has paid none of the citations;
5. in the past several years three people have died in this home from drug overdoses and/or alcohol abuse;
6. in the past several years the City of Kotzebue Fire Department/EMS and Police Department have responded over two dozen times for calls for service at House No. 671;
7. as a result of these extensive calls for service, the City Departments have found the interior of the home to be covered in human waste and other unknown substances and full of garbage;
8. the home is heated by burning wood in a wood stove that is completely unsafe and unsuitable for that use and presents a very real and present damage of a fire in the home which would totally destroy that structure and endanger adjoining properties;
9. the City of Kotzebue's Public Works Department in the past year has cleaned up the exterior of the property and hauled many cubic yards of garbage and human waste off the property, but to no avail because Mr. Curtis simply resumes his disposal habits noted above;
10. the City of Kotzebue has even spread lime on his property in an effort to mitigate the human waste contamination but to no avail because of his continuing disposal habits;
11. Mr. Curtis has been personally billed for these

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services, but has refused to pay any of the bills for such services;

12. the City of Kotzebue with the resources and staff available can no longer afford to try to mitigate this serious health and safety at House No. 671; and,
13. this situation must be abated by the demolition or removal of House No. 671 from the property owned by Mr. Curtis as soon as possible.

Section 4. This Non-Code Ordinance will be introduced on Thursday, September 5, 2024, at the RCCM on that date. A Public hearing on this Non-Code Ordinance will be held on Thursday, September 23, 2024 at the RCCM on that date.

Section 5. If this Ordinance passes on September 23, 2024, Mr. Curtis, owner of House No. 671, will be given thirty (30) days from that date to demolish or remove the structure from his property. If he fails to do so, the City of Kotzebue will be forced to take steps to evict Mr. Curtis, condemn the property and handle the demolition at the owner's expense.

Section 6. All fees and costs for dealing with this property to date and in the future will be billed to Mr. Curtis and collection efforts pursued if he does not pay these duly incurred expenses pursuant to KMC 15.04.110.

ENACTED this 23rd day of September, 2024.

CITY OF KOTZEBUE

Saima Chase, Mayor

ATTEST:

Paeton Schaeffer, City Clerk

CITY OF KOTZEBUE
"Gateway to the Arctic"

P.O. Box 46
Kotzebue, Alaska 99752

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(907) 442-3404

Public Works
(907) 442-3401

ATTESTATION: I, Paeton Schaeffer, City Clerk of Kotzebue, hereby attest that the above Code Ordinance, No. 24-05 was duly presented to the Kotzebue City Council, duly published and that a valid public hearing was held and that it was duly enacted on September 23, 2024.

Introduction: September 5, 2024
Published/Posted: August 30, 2024
Republished/Reposted: September 13, 2024
Public Hearing: September 23, 2024
Passage: September 23, 2024

P.O. Box 46
Kotzebue, AK 99752

City Hall (907) 442-3401

Police Dept. (907) 442-3351

Fire Dept. (907) 442-3404

Public Works (907) 442-3401

Memorandum on Process for Demolition or Removal of House 671, Dickie Curtis owner

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TO: City Council for the City of Kotzebue

FROM: The Office of the City Manager, Tessa Baldwin

DATE: July 25, 2024

Background: At the August 1, 2024, the City Council will sit as the BOARD OF ADJUSTMENT on this matter. [The city council is the board of adjustment. At the appeal hearing the Board of Adjustment shall review the appeal record and hear evidence and argument presented by persons interested in the appeal. The Board of Adjustment shall either affirm or reverse the lower administrative decision in whole or in part. Every decision of the Board of Adjustment shall be based upon findings and conclusions adopted by the Board. Such findings must be reasonably specific so as to provide the community, and where appropriate, reviewing authorities, a clear and precise understanding of the reason for the decision. After the public hearing, the Board of Adjustment shall adopt an ordinance containing its findings. If removal or demolition is provided and ordered, the owner, tenant or person in control/possession of the property shall be given at least thirty (30) days from the date of the public hearing to do so. However, if the building can be made safe by alteration, repair or reconstruction of the building under such terms and conditions as the Board of Adjustment determines within such time and under such terms and conditions as the Board of Adjustment shall so specify, the Ordinance shall so state.]

1. Initial Complaints and Investigations

- **Complaints Received:** Multiple complaints about the homeowner throwing human feces outside the house. Please review the residents' complaints and City of Kotzebue response through the Fire Department, Police Department and Public Works.
- **Fire and Police Involvement:** Police and Fire/EMS have been called to the property multiple times to address the issue.

2. Documentation and Notice

- **Documentation:** All incidents, police reports, and inspections are documented thoroughly.
- **Notice to Homeowner:** Numerous notices have been issued to the homeowner detailing the violations, health risks, and the need for immediate corrective actions. The notice includes a deadline for compliance.

3. Non-Compliance Follow-Up

- **Public Works Intervention:** Despite the notices, public works have intervened to mitigate immediate health hazards. This has included cleaning up the area and putting gravel on the property.
- **Cost Documentation:** The costs incurred to date by public works, which amount to up to $10,000, are documented and itemized.

4. Demolition or Removal Process Initiation

- **Review of Non-Compliance:** After a year and a half of ongoing issues and non-compliance, the city is presenting this matter to the Board of Adjustment.
- **Health and Safety Assessment:** A thorough assessment has been conducted to determine that the property poses a continued risk to public health and safety.

5. Demolition or Removal Hearing

- **Hearing Scheduled:** A demolition or removal hearing has been scheduled for Monday, August 1, 2024, at the RCCM, and the homeowner has been notified of the date, time, and place. This notice was given to the homeowner by way of personal service, USPS First Class mail and posting notice on House # 671.
- **Presentation of Evidence:** At the hearing before the Board of Adjustment on August 1, 2024 at the RCCM, all evidence, including police reports, fire/EMS reports, public works interventions, health assessments, and costs incurred, will be presented.
- **Homeowner's Defense:** The homeowner at the hearing before the Board of Adjustment on August 1, 2024 at the RCCM will be given an opportunity to present their defense and any corrective actions taken.

6. Demolition or Removal Decision

- **Decision by Authorities:** Based on the evidence and testimonies, the Board of Adjustment will decide demolition or removal.
- **Demolition or Removal Order:** After the public hearing, the Board of Adjustment shall adopt an ordinance containing its findings. If removal or demolition is provided and ordered, the owner, tenant or person in control/possession of the property shall be given at least thirty (30) days from the date of the public hearing to do so. However, if the building can be made safe by alteration, repair or reconstruction of the building under such terms and conditions as the Board of Adjustment determines within such time and

under such terms and conditions as the Board of Adjustment shall so specify, the Ordinance shall so state.]

7. Post-Demolition or Removal Actions

- **Notification to Homeowner:** The homeowner is notified of the demolition or removal decision order and given a timeline at least thirty (30) days from the date of the public hearing to demolish or remove the property and vacate the property.
- **Enforcement of Order:** If the homeowner fails to vacate within the given timeline, the city may take enforcement actions, which may include seeking a court order for eviction.
- **Demolition and Sealing of Property:** Once vacated, the property may be demolished or sealed off to prevent access and further health risks.

8. Recovery of Costs

- **Billing the Homeowner:** The homeowner is billed for all costs incurred by the city, including public works interventions and any legal or administrative fees associated with the demolition or removal process.
- **Liens:** If the homeowner fails to pay, the city may place a lien on the property to recover the costs.

9. Public Communication

- **Community Notification:** The community is informed about the demolition or removal and the reasons behind it to ensure transparency and maintain public trust.
- **Ongoing Monitoring:** The property is monitored to ensure compliance with the demolition and removal order and to prevent further public health issues.

By following this structured process, the City of Kotzebue ensures that public health and safety are prioritized while providing due process to the homeowner.

Attachments:

- Police Reports
- Fire/EMS Reports
- Public Works Department Reports
- KMC Chapter 15.04 Steps [two pages]
- Notice of Process given to, posted and mailed to Dickie Curtis, House 671

NOTICE TO ABATE DANGEROUS NUISANCE/ FIRE/HEALTH HAZARD

Pursuant to Kotzebue Municipal Code, Chapter 15.04, Dangerous Structures and Premises, this structure, House # 671, Caribou Drive, Kotzebue, Alaska, has been determined to be a dangerous nuisance, a fire hazard and a public health hazard. As such, this property must be condemned and demolished. The decision to condemn and demolish this property is based, *inter alia*, upon the materials attached hereto which I, as City Manager, adopt as my findings in this matter. These materials clearly support that this structure must be condemned and demolished.

Pursuant to Kotzebue Municipal Code 15.04.050 *et seq*., the City Council of the City of Kotzebue, sitting as the Board of Adjustment, shall hold a public hearing on Thursday, August 1, 2024, during the Regular City Council Meeting, starting at 5:15pm AKDT, regarding this intent to condemn and demolish.

You, Dick Curtis, as owner of this property should attend this public hearing. (The procedures for this

process are set out in the attachments to this NOTICE.) ****If you ignore this process, you do so at your own peril.****

This NOTICE has been posted on the property, USPS mailed and hand-delivered.

Dated this 17th day of June, 2024, at Kotzebue, Alaska.

Tessa Baldwin, City Manager

Materials attached to this NOTICE:

1. Planning Director's Report of January 23, 2024 [2 pages]
2. KFD Incident Spreadsheet [1 page]
3. October 6, 2023 letter (with Attachments) [11 pages]
4. KPD Report of January 2, 2024 (with attachments) [28 pages]
5. PWD Invoices [4 pages]

P.O. Box 46
Kotzebue, AK 99752

Phone: (907) 442-3401
Fax: (907) 442-2155

January 23rd, 2024

Planning Director Building Dangerous Structures Report: House 671

Purpose

The purpose of this report is to detail the findings on the status of the structure at property Lot: 16 Block: 6 USS: 2645 House number: 671 belonging to Dick Curtis that have led to its categorization as a dangerous structure in accordance with Kotzebue Municipal Code (KMC) section 15.04.020. This report also provides the KMC sections that the structure is in non-compliance with and recommendations for abatement or correction.

15.04.020 Finding and report by city officials.

Whenever any official of the city, such as the fire chief, fire marshal, police chief, building inspector, electrical inspector, plumbing inspector or sanitarian, shall, after inspection, find a building, premises, open lot, basement or area to be a dangerous structure or condition or fire hazard or health hazard or public nuisance, he shall forthwith render to the city manager a full report of the reasons why such structure or premises should be corrected, demolished or abated, including in his report all violations of this code or any rule or regulation issued hereunder, together with his recommendation in full as to correcting, altering, repairing, demolishing or removing such structure.

(Prior code § 10.05.010(a)).

Definitions

This property has been deemed a health hazard and public nuisance as defined by KMC section.

15.04.010 Definitions.

For the purposes of this chapter:

A. "Fire hazard" means any building or structure which, for want of proper repairs, or by reason of age or dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimneys, defective heating apparatus or any other cause or reason, is especially liable to fire, or which building or structure is so situated or occupied as to endanger any other building or property or human life. The term shall also mean and include any building or structure containing any combustible or explosive material, rubbish, rags, waste, oils, gasoline or inflammable substance of any kind, especially liable to cause fire or endanger the safety of such building, premises or human life.

B. "Health hazard" means and includes any building or structure which shall be kept or maintained or shall be in a filthy or unsanitary condition especially liable to cause the spread of contagious or infectious disease or diseases, or permitting foul odors or obnoxious or poisonous gases to escape from said building.

C. "Public nuisance" means any building or structure whose condition has been allowed by the owner to deteriorate to a point where it affects the rights enjoyed by citizens of the city, to which rights every citizen is entitled, namely the safety of life, limb and property. The terms shall also mean and include any building or structure in such weak or weakened condition, or dilapidated or deteriorated condition, as to endanger any person or property, or which is an "unsafe building" as defined by section 203 of the Uniform Building Code.

(Prior code § 10.05.010(b),(c),(d)).

D. A nonconforming use or structure shall not be changed so as to increase the extent or degree of its nonconformity.

(Ord. 80-14 § 1 (part), 1980: prior code § 13.35.020).

Areas of non-compliance

The following is a list of KMC sections that the structure is currently in violation of:

17.28.020 Nuisance effects and hazards.

A. Notwithstanding any provision of this title to the contrary, no person may establish or maintain any use of land or a structure that causes or reasonably may be expected to cause noise, vibration, smoke, dust or other particulate matter, humidity, heat or glare, at or beyond any lot line on which the use is located, to a degree that prevents the reasonable use of other land or structures in accordance with this title, or that is injurious to the public health, safety, convenience or welfare.

B. Before a building permit is issued for a use of or structure that may have the effects described in subsection A of this section, the commission shall determine whether it will have those effects. The building permit shall not be issued unless the commission finds that, through the use of mitigating measures or otherwise, the proposed use will not have such effects.

(Ord. 80-14 § 1 (part), 1980: prior code § 13.30.020).

House 671 Caribou		
Date	Incident Type	Dispatch Info
9/30/2020	Medical	ETOH Intox
10/9/2020	Medical	ETOH Intox/Chest Pain
2/2/2021	Medical	Eye Infectin
8/13/2021	***Medical***	***Obvious Death***
9/5/2021	Trauma	ETOH/Assault
10/31/2021	***Medical***	***ER Death-EMS CPR***
11/8/2021	Trauma	ETOH/Assault
11/8/2021	Medical	ETOH/Drug Issue
11/15/2021	Medical	ETOH/Drug Issue
3/10/2022	Medical	Infection-Hand
4/4/2022	Welfare Check	Welfare Check
11/13/2022	***Medical***	***Obvious Death***
12/27/2022	Medical	ETOH/Withdrawls
3/5/2023	Medical	ETOH/WithDrawls
11/28/2023	Trauma	ETOH/Burns

CITY OF KOTZEBUE
Gateway to the Arctic

Joseph W. Evans
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Friday
October 6, 2023
[Hand-delivered]

Dickie Curtis
House # 671
Caribou Drive
Kotzebue, Alaska

Re: Your Property – House 671, Caribou Drive - is a Public Health and Safety Hazard, Fire Hazard and Public Nuisance Subject to KMC Chapter 15.04, Dangerous Structures and Premises

Dear Mr. Curtis:

You have completely and totally ignored my letter of July 25, 2023, a copy of which is attached hereto and incorporated by reference herein. As a result, the City of Kotzebue is required to take the following actions.

Property Clean-Up: Starting next week – October 9th to October 13th – the City of Kotzebue Public Works Department will begin the process of removing the garbage, sewage, and waste from your property. In order to have access to the garbage, sewage, and waste on your property, it will be necessary to excavate many of the willows on your property and pile them on your property. Once that is done, the pallets and wood debris on your property will be removed so that the City's equipment can access the garbage, sewage, and waste on your property. Then, the garbage, sewage and waste will be removed and taken out to the City's sewage lagoon. Once at the sewage lagoon, the plastic bags will have to be individually opened, inspected for non-sewage waste and that non-sewage waste removed before the sewage can be disposed of in the sewage lagoon. This clean-up process will involve the use of City equipment – bulldozer, loader, excavator, and dump truck – and three to five City employees working a minimum of 100+ hours. You will be billed for these expenses which will be in the $20,000.00 range. If you do not pay the bill for these services, the City will reduce the amount owed to a Court judgment and execute on your PDF and any other assets you may have to satisfy the amount owed to the City.

Kotzebue Municipal Code ("KMC"), Chapter 15.04, Dangerous Structures and Premises: Once the clean-up process of your property has been completed, the City will start the process of condemning your property so that your house can be demolished. See, KMC Chapter 15.04, a copy of which is attached hereto and incorporated by reference herein. You should start making arrangement for alternative housing/living quarters.

(360) 782-2418 • Fax (360) 782-2419

If you have any questions, please do not hesitate to contact me.

Sincerely,
CITY OF KOTZEBUE

Joe Evans

Joseph W. Evans
City Attorney
(360) 981-5508 [cell]
joe@jwevanslaw.com

Attachments: (1) Letter of July 25, 2023 (with photos) [5 pages]
(2) KMC Chapter 15.04 [four pages]

cc: Tessa Baldwin, City Manager
Chelsea Sieh, Finance Director
Roger Rouse, Chief of Police and Acting City Manager
Chloe Belflower, Acting Fire Chief
Russ Ferguson, Public Works Director
Sam Atkinson, City Planner
Darilyn Nelson, Community Service Officer
Lorlie Brown, House # 670

Joseph W. Evans
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Tuesday
July 25, 2023
[Hand-delivered]

Dickie Curtis
House # 671
Caribou Drive
Kotzebue, Alaska

Re: IMMEDIATE ORDER TO CEASE AND DESIST/ABORT PUBLIC HEALTH HAZARD/CLEAN UP PROPERTY

Dear Mr. Curtis:

Your property is a public health hazard and the land around your home must be cleaned up **immediately**. See, photos attached to this email.

History of your property: Over the past 2 ½ years, the Fire Department ambulance has responded to house 671 Caribou Drive 15 times for 9 different adults (three of which have been deceased). The dates of responses are: 12/15/19, 9/30/20, 10/9/20, 2/2/21, 8/13/21, 9/5/21, 10/31/21, 11/8/21, 11/8/21, 11/15/21, 3/10/22, 4/1/22, 11/13/22, 12/27/22, and 3/5/23. The unclean condition of your residence, inside and out, is a health and safety concern for occupants and responders. The only entrance is in the back of the structure. One must walk over broken pallets--past, around, and through garbage, sewage, and waste--to get to the doorway. In the winter, a glacier of human urine is unavoidable when entering. Obstacles render a wheeled-stretcher useless and moving patients with the aid of a backboard that far is a challenge. The front entrance is boarded shut. Most of the windows are either broken or boarded over. The interior of the home is torn apart and covered in filth. The black grime on floors and other surfaces that sticks to boots is especially notable. The only heat source has been an improperly installed woodstove. There is no electricity in use. Considering the dilapidation, a hazardous heat source, and only one entrance/exit the risk and chance of fire is extremely high. Many fires have caused deaths in places like this in Kotzebue. You MUST make a change before another tragic event occurs. (As you know you have been repeatedly cited for the deplorable condition of your property.)

Enough is enough! **You have until the close of business on Friday, August 4th to remove all of trash, waste, sewage, etc., from your property**. If you fail to do so by that date, the City Public Works Department will plan to clean up your property and bill you for the time and equipment used in this effort. It is estimated that such a clean-up will cost you in excess of $2,000.00 considering the deplorable condition of your property and the difficulty of accessing the mess you have created.

P.O. Box 510 • Kotzebue, AK 99752-0110
(360) 782-2418 • Fax (360) 782-2419

If you have any questions, please do not hesitate to contact me. If you fail to regard this ORDER, the City will also pursue condemning your property as a public health hazard and seek to have it demolished to protect yourself, other residents of your home and residents along Caribou Drive. Should you ignore this letter and ORDER, you do so at your own peril and will be subject to all efforts by the City to stop your endangering yourself and others.

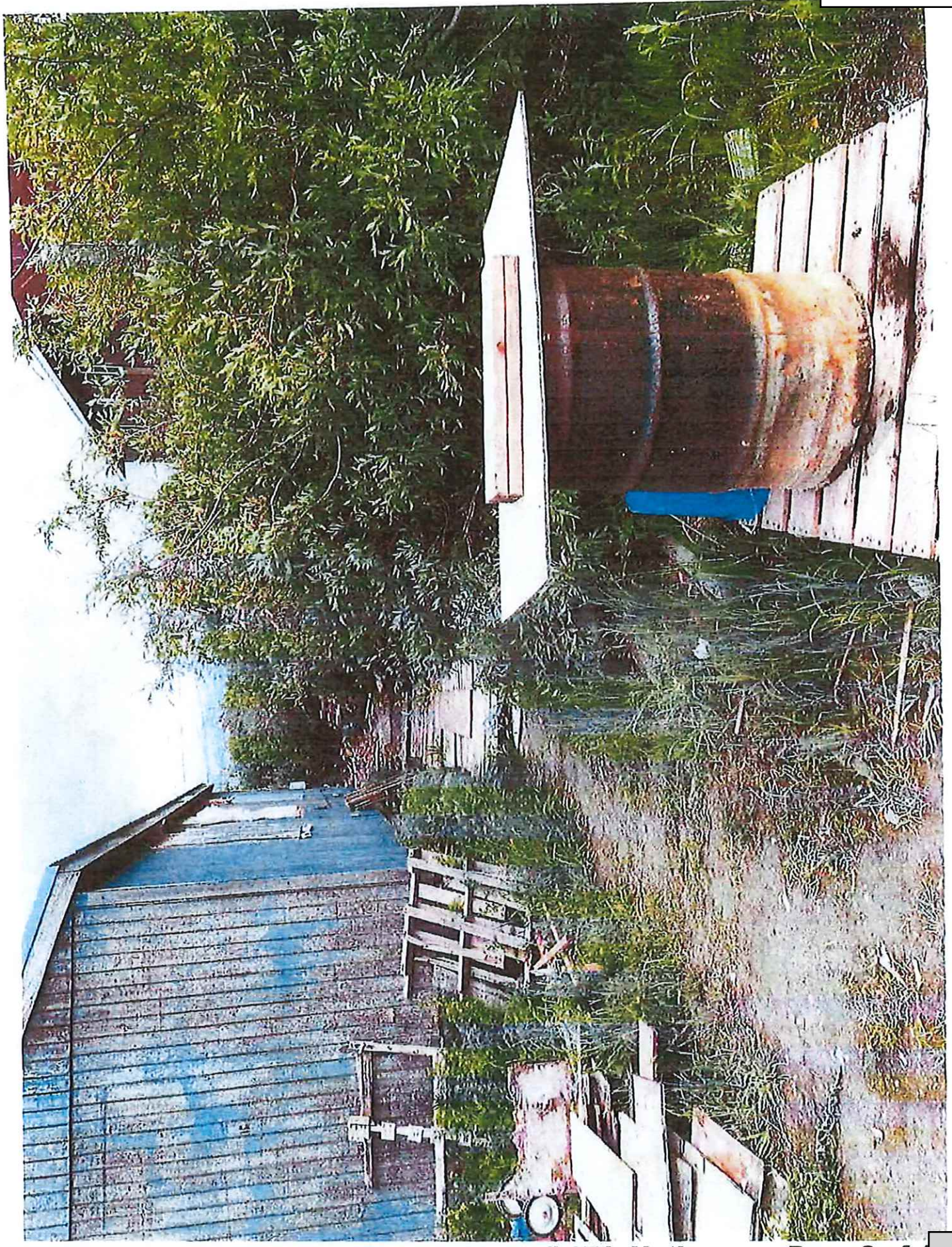
Sincerely,
CITY OF KOTZEBUE

Joe Evans

Joseph W. Evans
City Attorney
(360) 981-5508 [cell]
joe@jwevanslaw.com

Attachments: Three (3) photos of House # 671 taken July 19, 2023

cc: Tessa Baldwin, City Manager
Chelsea Sieh, Finance Director, and Acting City Manager
Roger Rouse, Chief of Police and Acting City Manager
Kelly Marcus, Fire Chief
Russ Ferguson, Public Works Director
Darilyn Nelson, Community Service Officer
Lorlie Brown, House # 670



Chapter 15.04 DANGEROUS STRUCTURES AND PREMISES

Sections:

15.04.010 Definitions.

For the purposes of this chapter:

A. "Fire hazard" means any building or structure which, for want of proper repairs, or by reason of age or dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimneys, defective heating apparatus or any other cause or reason, is especially liable to fire, or which building or structure is so situated or occupied as to endanger any other building or property or human life. The term shall also mean and include any building or structure containing any combustible or explosive material, rubbish, rags, waste, oils, gasoline or inflammable substance of any kind, especially liable to cause fire or endanger the safety of such building, premises or human life.

B. "Health hazard" means and includes any building or structure which shall be kept or maintained or shall be in a filthy or unsanitary condition especially liable to cause the spread of contagious or infectious disease or diseases, or permitting foul odors or obnoxious or poisonous gases to escape from said building.

C. "Public nuisance" means any building or structure whose condition has been allowed by the owner to deteriorate to a point where it affects the rights enjoyed by citizens of the city, to which rights every citizen is entitled, namely the safety of life, limb and property. The terms shall also mean and include any building or structure in such weak or weakened condition, or dilapidated or deteriorated condition, as to endanger any person or property, or which is an "unsafe building" as defined by section 203 of the Uniform Building Code.

(Prior code § 10.05.010(b),(c),(d)).

15.04.020 Finding and report by city officials.

Whenever any official of the city, such as the fire chief, fire marshal, police chief, building inspector, electrical inspector, plumbing inspector or sanitarian, shall, after inspection, find a building, premises, open lot, basement or area to be a dangerous structure or condition or fire hazard or health hazard or public nuisance, he shall forthwith render to the city manager a full report of the reasons why such structure or premises should be corrected, demolished or abated, including in his report all violations of this code or any rule or regulation issued hereunder, together with his recommendation in full as to correcting, altering, repairing, demolishing or removing such structure.

(Prior code § 10.05.010(a)).

15.04.030 Findings of city manager.

Upon receipt of the report of the administrative official, the city manager shall make his written findings in the matter, excepting, adopting or modifying the subordinate administrative official's reports.

(Prior code § 10.05.020).

15.04.040 Notice to abate or correct—To whom given.

The city manager shall cause a written notice to be given to the person creating, causing, committing or maintaining said dangerous condition, nuisance or hazard, if such person be known, or to the owner, tenant or person in possession or control of the premises upon which the dangerous condition, nuisance or hazard exists, or on the premises abutting the public place upon which the nuisance or other hazard exists.

(Prior code § 10.05.030).

15.04.050 Notice to abate or correct—Posting and service—Content.

A. The notice provided for in Section 15.04.040 shall be given in either of the following ways:

   1. By posting the notice in a conspicuous place upon the premises, or upon a public sidewalk, street or other thoroughfare on the same side and in front of the premises, upon which or abutting the public place upon which the nuisance exists;

   2. By personally serving such person responsible for the nuisance or such owner, tenant, or person in possession or control in the manner required for service of summons.

B. The notice shall be headed, "NOTICE TO ABATE OR CORRECT DANGEROUS NUISANCE" or "NOTICE TO ABATE OR CORRECT EITHER FIRE OR HEALTH HAZARD" in letters not less than one inch in height. The notice, in legible wording, shall further direct the abatement, correction, demolition or removal of the dangerous condition, nuisance or hazard.

C. The notice shall also specify a date at least thirty days from date of the notice at which public hearing will be had before the city council, sitting as a board of adjustment, on the question of abatement, condemnation, altering, repairing, demolition, or removal of the dangerous condition, nuisance or hazard. A copy of the city manager's findings shall accompany the notice of the hearing where the notice can be served personally as provided in subdivision (A)(2) of this section.

(Prior code § 10.05.040 (a),(b),(c),(d)).

15.04.060 Objections to findings.

Any person having an interest in the property, subject to proceedings before the board of adjustment, may submit his written objections to the findings of the city manager by filing such objections with the city manager at any time prior to the public hearing.

(Prior code § 10.05.040(e)).

15.04.070 Public hearing.

After notice is given in the manner specified by Section 15.04.050, a public hearing shall be had regardless of whether or not objections to the findings of the city manager are submitted. At the hearing, any person having an interest in the property may appear in person or by agent or attorney. The chairman or acting chairman of the board of adjustment may administer oaths and compel the attendance of witnesses. Record shall be kept of the proceedings by a competent stenographer or by a mechanical or electrical recording device.

(Prior code § 10.05.050(part)).

15.04.080 Board of adjustment findings—Removal or demolition.

After the hearing is concluded, the board of adjustment shall enter its findings in the matter and may provide by ordinance for the condemnation of any building which has been found to be a fire or health hazard or public nuisance and to order or cause the removal or demolition of such building; provided, however, that the owner shall be given at least thirty days after the hearing within which to remove the objectionable building or buildings before the city may proceed to do so.

The cost incurred by the city in demolishing or removing the objectionable building or buildings, or condition, shall be chargeable to the property first against the salvageable material, which may be sold at public auction, and the balance of cost, if any, against the land, the same as taxes.

(Prior code § 10.05.050 (part)).

15.04.090 Board of adjustment findings—Correction.

In the event that the board determines that a dangerous condition, public nuisance, fire or health hazard exists which may be corrected or made safe without the necessity of demolition or removal of the building, the board shall allow alteration, repair or reconstruction of the building under such terms and conditions as the board may find proper.

(Prior code § 10.05.050 (part)).

15.04.100 Board of adjustment findings—Ordinance—Compliance.

The board, after the public hearing, shall adopt an ordinance containing its findings. If removal or demolition of the structure is provided for and ordered, the owner, tenant or person in possession or control of the property shall have at least thirty days from the date of such public hearing so to do; if repairs, alterations or reconstruction is permitted by the board, the work may be done within such time and under such terms and conditions as the board may specify.

(Prior code § 10.05.060).

15.04.110 Failure to comply—City enforcement.

If the owner, tenant or person in possession or control of the property fails to comply with the ordinance or any provisions contained therein for removal or demolition, repair or alteration within the prescribed time, or fails to appeal from the board's order, the city manager shall enforce all provisions of the ordinance with city employees. The cost of such abatement shall be chargeable against the property, first against the salvaged material which may be sold at public auction, and the balance of cost, if any, to be filed as a lien upon the real property and enforced as such.

(Prior code § 10.05.070).

15.04.120 Appeals to court.

Appeals may be taken by person aggrieved, or any officer or department head or by any administrative official of the city. Such appeal shall be taken within twenty days from the adoption of the ordinance containing the findings and order of the board. Such appeal may be taken by filing with the city clerk, a notice of appeal, which notice shall specify the ground of such appeal. Upon filing of the notice of appeal, as herein provided, the

clerk shall forthwith transmit to the Superior Court Clerk of the judicial district in which the controversy arises, the original or certified copies of all papers constituting the record in the case, together with the ordinance containing the order, decision or ruling of the board of adjustment.

(Prior code § 10.05.080).

15.04.130 Violation—Penalty.

Any person who is the owner of, or is in possession of, or in responsible charge of any building or structure which is a fire hazard, a health hazard or a public nuisance within the city, and who knowingly suffers or permits any such building or structure to be or remain a fire hazard, a health hazard or a public nuisance shall, upon conviction thereof, be fined not to exceed one hundred dollars or imprisoned not to exceed ten days, or both fined and imprisoned, in the judgment of the court. Each day on which any violation is allowed to continue shall be considered a separate offense and is punishable as such.

(Prior code § 10.05.090).

City of Kotzebue, Alaska
Police Department
258B Third Avenue Box 550 Kotzebue, AK 99752-0550
Office: 907-442-3539 Fax: 907-442-3357

Roger Rouse, Chief of Police

MEMORANDUM

To: Tessa Baldwin, Kotzebue City Manager.

From: Roger Rouse, Kotzebue City Chief of Police

Date: 01/02/2024

Reference: Notifications and Citation in Reference to House 671

As per your request I have compiled the notice(s) and citation provided to Dickie Curtis at house 671 regarding his city code 8.03.010 violations. Please see the attachment listings for specifics but as a general overview I have listed the contacts below.

06/07/2023 – Mr. Dickie Curtis given verbal warning regarding city code 8.03.010 violations.
06/21/2023 – Mr. Dickie Curtis was issued a citation after two weeks of no apparent action towards correcting the 8.03.010 violations.
07/25/2023 – Abatement paperwork hand delivered by CSO Darilyn Nelson to Mr. Dickie Curtis at house 671 and Ms. Lorlie Brown at house 670.
10/02/2023 – CSO Darilyn Nelson sent to take photos of 08.03.010 violations at house 671.
10/06/2023 – Updated abatement paperwork hand delivered by Officer Donovan Chappel to Mr. Dickie Curtis, house 671, Ms. Lorlie Brown, house 670 and Mr. and Mrs. Funk, house 661.

Attachments:

Call for Service 23-003287
Citation: 000001657
7/31/2023 email of hand delivered paperwork.
Abatement Paperwork dated 7/25/2023.
Call for Service 23-005765
Updated Abatement Paperwork dated 10/06/2023.

KOTZEBUE POLICE DEPARTMENT
258B THIRD AVENUE

PO BOX 550
KOTZEBUE, AK 99752

Call For Service
Event Detail Page

Event #	Print Date
23-003287	01/02/2024

Call For Service / Event

Date 06/07/2023	Day Wednesday	Time 14:40:00	Dispatcher ID PETA	Agency KPD	Source R
Beat 600	Sector RESIDE	District KOTZEB	Incident #		
Fire #	Med #		Other Inc. #1	Other Inc. #2	

Address 671 CARIBOU DR
Location 671 CARIBOU DR
City KOTZEBUE County 1 NWA State AK

REPORTING PARTY INFORMATION

Name NELSON, DARILYN / /
Location 258B Third Av, Kotzebue, AK
Phone 907 442-3351 Requests Contact N

RESPONSE INFORMATION

Unit	KPD Patrol	Unit		Total Consumed Minutes of all associated Units : 4	
Officer ID	DLN0 ACO Darilyn Nelson	Officer ID			
Dispatch Time	06/07/2023 14:40:00	Dispatch Time			
Enroute Time	06/07/2023 14:40:00	Enroute Time			
Arrive Time	06/07/2023 14:40:00	Arrive Time		Dispatch ID	PETA
Clear Time	06/07/2023 14:44:00	Clear Time			

CALL DETAILS

Call Type CIVIL CIVIL Priority

Description :

I'll be out at house 671 to issue a city code violation

Disposition CIT Citation Issued EMD Code

Comments Gave a verbal warning to Dickie Curtis regarding city code 8.03.010 violation; for trash and hazardous waste on property.

Dickie agreed he needs to throw away the trash that is on his property and told me he is waiting for the water to be removed from his property to pick up the remaining trash on the back of his residence. He said he can start taking the bags from the top and get them "taken care of".

The city is pumping water from the property and I noticed a lot of water in the backyard that still needs to be pumped out along with a huge pile of garbage bags full of waste and trash.

He was informed if he doesnt clean his yard he will be issued a citation for city code violation for hazardous material on his property or they city will have no choice to come and clean his yard and fine him for the costs of cleaning. He understood and complied to the warning.

K9/DN

Citation issued on 06/21/2023 in regards of violating said city code after two weeks of no visible cleaning to the hazardous waste and trash. Citation amount $300 and informed Mr Curtis the city will be in contact to clean the area and will cite him the costs for the cl

ean up which will be separate than the citation issued today.

CIT#0007, Citation#000001657

K9/DN

KOTZEBUE POLICE DEPARTMENT
258B THIRD AVENUE
PO BOX 650
KOTZEBUE, AK 99752

Citation
Detail Page

Citation #	Citation Type	Print Date
000001657		01/02/2024

CITATION

Date	Day	Time	Officer ID	Agency
06/07/2023	Wednesday	14:40	DLN0 ACO Darilyn Nelson	KPD

Beat	Sector	District	Other #	Incident #
600	RESID	KOTZ	CIT#0007	

Location: 671 CARIBOU DR

SUBJECT INFORMATION

Name: CURTIS, DICK JR
Address: 671 Caribou Dr — Apartment:
City/ST/Zip: KOTZEBUE AK 99752-0386
Home Phone: 907 412-1895 — Work Phone: — Cell Phone:
Employer:
Address:
City/ST/Zip:

D.O.B.	Sex	Race	HT	WT	Hair	Eyes	DL Class
08/31/1958	M	I	5-02	135	BRO	BLK	

DL #	State	Endorsements	Restrictions
6046587 ID ONLY	AK		

VEHICLE INFORMATION

License	State	VIN #
	AK	

Year	Make	Model	Style	Color

Comment:

CONDITIONS

Radar	Laser	Accident	Construction Zone / Const Zn Occupied	School Zone	Weather	Surface	Roadway	Lighting
N	N	N	N / N					

Radar/ Laser ID :	Date/Time Calibrated		Speed	Posted Speed	Direction of Travel	Lane
			0	0		0

VIOLATIONS

Violation	Description	Fine	Surcharge	Points
KMC 08.03.020	KMC 08.03.020 - Littering Prohibited	300.00		

KOTZEBUE POLICE DEPARTMENT
258B THIRD AVENUE

PO BOX 550
KOTZEBUE, AK 99752

Citation
Notes Page

Citation #	Print Date
000001657	01/02/2024

Court Date	Court Time	Officer ID	Agency
		DLN0	KPD

Court ID

OFFICER NOTES

Gave a verbal warning to Dickie Curtis regarding city code 8.03.010 violation; for trash and hazardous waste on property.

Dickie agreed he needs to throw away the trash that is on his property and told me he is waiting for the water to be removed from his property to pick up the remaining trash on the back of his residence. He said he can start taking the bags from the top and get them "taken care of".

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K9/DN

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K9/DN

City of Kotzebue, Alaska
Police Department
258B Third Avenue Box 550 Kotzebue, AK 99752-0550
Office: 907-442-3539 Fax: 907-442-3357
www.kotzebuepolice.com
Roger L. Rouse, Chief of Police

Case#: 23-003287 Date: 06/07/2023 Time: 14:40

Defendant: Dick Curtis DOB: 08/31/1958 ID#: 6076587 State: AK

Address (Residence): 671 caribou dr

Mailing Address: P.O. Box 386

Home Phone: 907-412-1895 Work Phone:

KOTZEBUE MUNICIPAL CODE VIOLATION: 8.03.010

PROBABLE CAUSE STATEMENT

Contacted Dickie on June 7th regarding city code violation for trash and hazardous waste on his property. Dickie was given 2 wks to clean property without any changes on 6/21/2023

PENALTIES AND FINES

PENALTY / FINE AMOUNT: $300.00

- 1.20.030 - Violations—Fine—Separate offenses.

Every act and violation of this code is declared unlawful unless another penalty is expressly provided by this code for any particular provision or section, every person convicted of a violation of any provision of this code, or any rule or regulation adopted or issued in pursuance thereof shall be punished by a fine of not more than three hundred dollars. Every act of violation and every day upon which such violation shall occur shall constitute a separate offense. (Ord. 91-15 § 2 (part), 1991: Ord. 81-2 (part), 1981: prior code § 1.05.080 (part)).

- 1.20.040 - Civil penalty.

The city may institute a civil action against a person who violates any provision of this code for any rule or regulation adopted or issued in pursuance thereof. In addition to injunctive and compensatory relief civil penalty not to exceed one thousand dollars may be imposed for each violation. (Ord. 91-15 § 2 (part), 1991).

- 1.20.050 - Surcharge.

A. In addition to any fine or other penalty prescribed by law, a defendant who pleads guilty or nolo contendere to, forfeits bail for, or is convicted of a

1. Violation of a municipal ordinance comparable to a misdemeanor offense under A.S. 28.33.030, 28.33.031, A.S. 28.35.030, or 28.35.032 and adopted under A.S. 28.01.010, shall be assessed a surcharge of seventy-five dollars.
2. Violation of a municipal ordinance if a sentence of incarceration may be imposed for the ordinance violation, other than a provision identified in subsection (A)(1) of this section, shall be assessed a surcharge of forty-five dollars.
3. A violation of a municipal ordinance if a sentence of incarceration may not be imposed for the ordinance violation shall be assessed a surcharge of fifteen dollars if the fine or bail forfeiture amount for the offense is thirty dollars or more.

B. The surcharge collected under Section 1.20.050 shall be deposited into the general fund of the state and accounted for under A.S. 37.05.142.
C. A citation issued under A.S. 12.25.180 must indicate the amount of bail or fine and the surcharge applicable to the offense.
(Ord. 99-3 § 1, 1998).

I have probable cause to believe the defendant committed the above offense. I certify under penalty of perjury that the above information is true and correct and that I personally served this citation on the defendant.

CSO's Signature	CSO's Name Printed	ID	Date Served
	Darlyn Nelson	CSO/K9	06/21/2023

CSO 0007

Pay at City Hall. Make check/money order payable to:
City of Kotzebue PO Box 46 Kotzebue, AK 99752

Roger Rouse

From: Joe Evans <outlook_1CB75C0800483E07@outlook.com> on behalf of Joe Evans <joe@jwevanslaw.com>
Sent: Monday, July 31, 2023 7:35 AM
To: Darilyn Nelson
Cc: Roger Rouse
Subject: Re: Paperwork house 670 & 671

CSO Nelson,

Taikuul

Joe Evans

From: Darilyn Nelson <DNelson@Kotzebue.org>
Sent: Tuesday, July 25, 2023 1:49 PM
To: Joe Evans <joe@jwevanslaw.com>
Cc: Roger Rouse <RRouse@Kotzebue.org>
Subject: Paperwork house 670 & 671

Good afternoon,

I was able to drop off both copies to Mrs. Brown and Mr. Curtis at houses 670 and 671.

Darilyn Nelson
Community Service Officer
Kotzebue Police Department
258B Third Avenue, P.O. Box 550
Kotzebue, AK 99752-0550
Office: 907-442-3351
Fax: 907-442-3357

Joseph W. Evans
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Tuesday
July 25, 2023
[Hand-delivered]

Dickie Curtis
House # 671
Caribou Drive
Kotzebue, Alaska

Re: IMMEDIATE ORDER TO CEASE AND DESIST/ABORT PUBLIC HEALTH HAZARD/CLEAN UP PROPERTY

Dear Mr. Curtis:

Your property is a public health hazard and the land around your home must be cleaned up **immediately**. See, photos attached to this email.

History of your property: Over the past 2 ½ years, the Fire Department ambulance has responded to house 671 Caribou Drive 15 times for 9 different adults (three of which have been deceased). The dates of responses are: 12/15/19, 9/30/20, 10/9/20, 2/2/21, 8/13/21, 9/5/21, 10/31/21, 11/8/21, 11/8/21, 11/15/21, 3/10/22, 4/1/22, 11/13/22, 12/27/22, and 3/5/23. The unclean condition of your residence, inside and out, is a health and safety concern for occupants and responders. The only entrance is in the back of the structure. One must walk over broken pallets--past, around, and through garbage, sewage, and waste--to get to the doorway. In the winter, a glacier of human urine is unavoidable when entering. Obstacles render a wheeled-stretcher useless and moving patients with the aid of a backboard that far is a challenge. The front entrance is boarded shut. Most of the windows are either broken or boarded over. The interior of the home is torn apart and covered in filth. The black grime on floors and other surfaces that sticks to boots is especially notable. The only heat source has been an improperly installed woodstove. There is no electricity in use. Considering the dilapidation, a hazardous heat source, and only one entrance/exit the risk and chance of fire is extremely high. Many fires have caused deaths in places like this in Kotzebue. You MUST make a change before another tragic event occurs. (As you know you have been repeatedly cited for the deplorable condition of your property.)

Enough is enough! **You have until the close of business on Friday, August 4th to remove all of trash, waste, sewage, etc., from your property**. If you fail to do so by that date, the City Public Works Department will plan to clean up your property and bill you for the time and equipment used in this effort. It is estimated that such a clean-up will cost you in excess of $2,000.00 considering the deplorable condition of your property and the difficulty of accessing the mess you have created.

If you have any questions, please do not hesitate to contact me. If you fail to regard this ORDER, the City will also pursue condemning your property as a public health hazard and seek to have it demolished to protect yourself, other residents of your home and residents along Caribou Drive. Should you ignore this letter and ORDER, you do so at your own peril and will be subject to all efforts by the City to stop your endangering yourself and others.

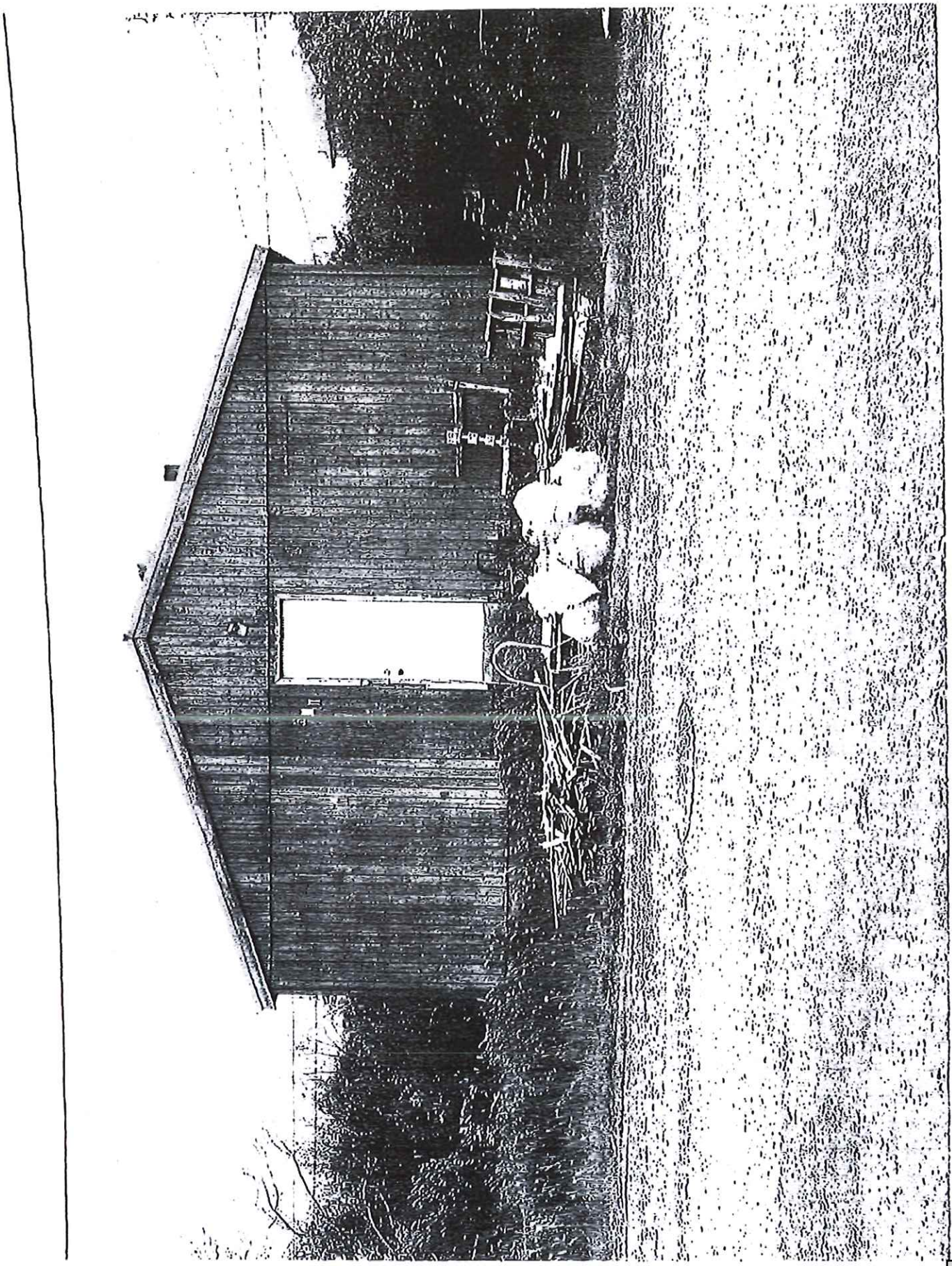
Sincerely,
CITY OF KOTZEBUE

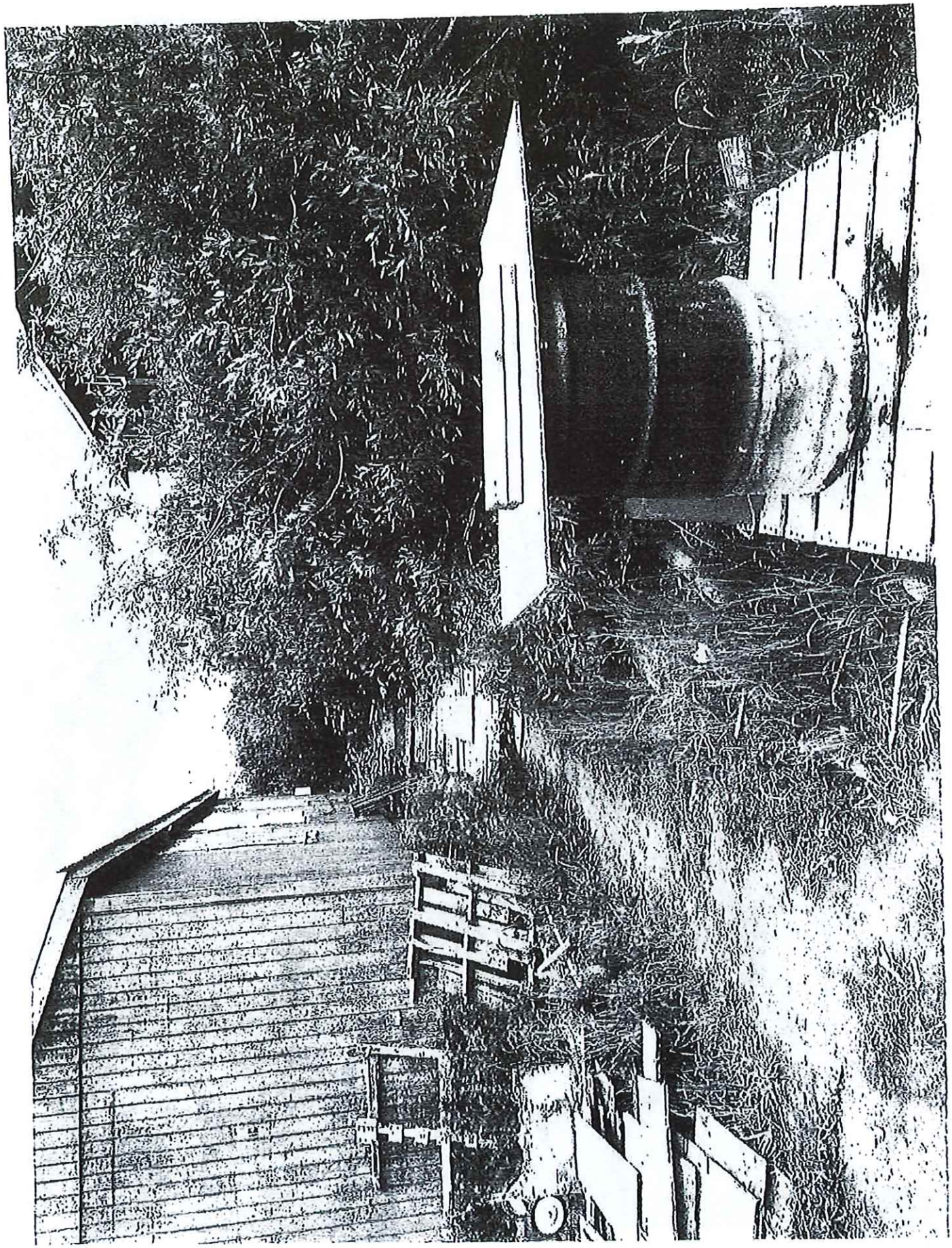
Joe Evans

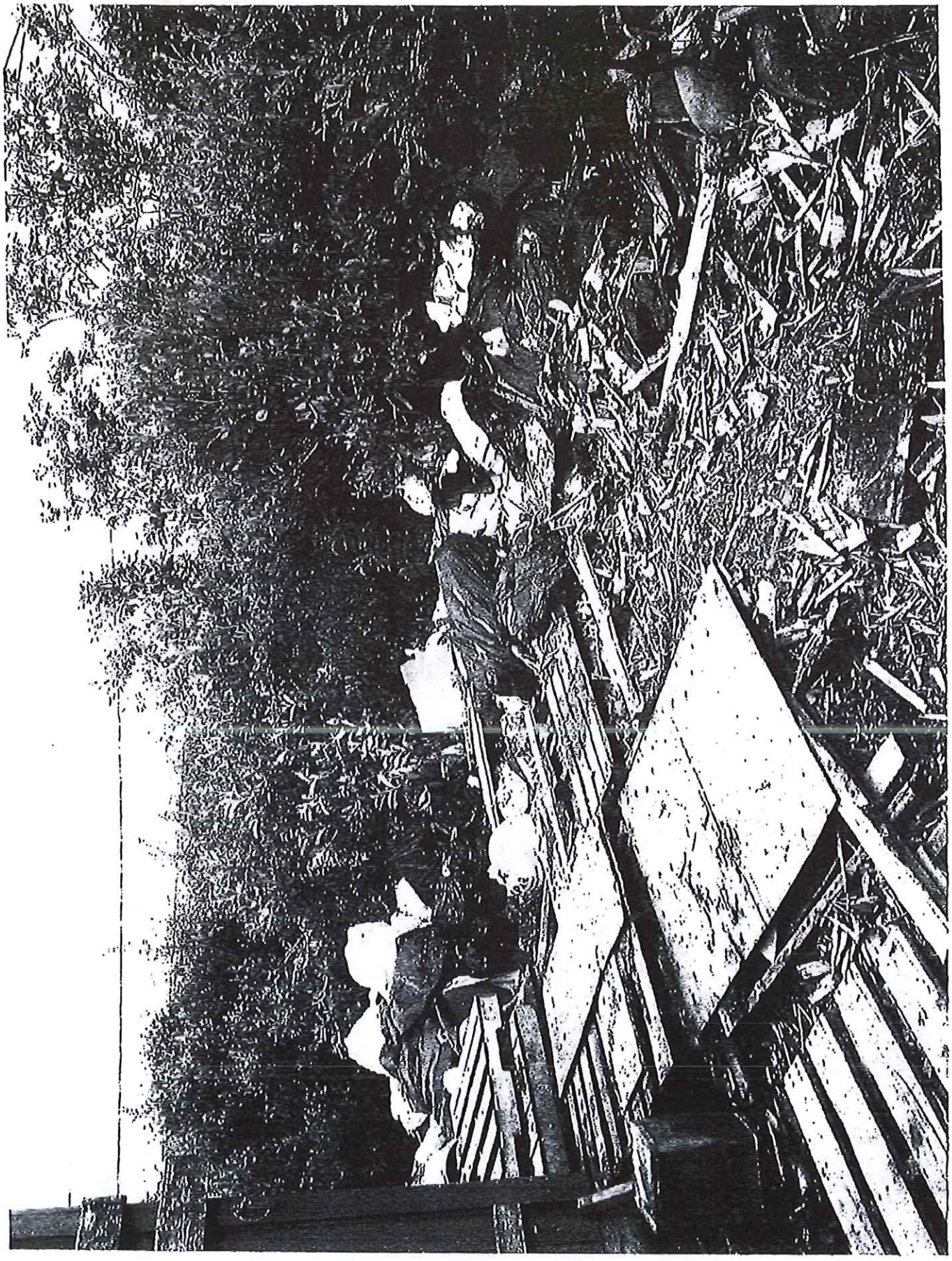
Joseph W. Evans
City Attorney
(360) 981-5508 [cell]
joe@jwevanslaw.com

Attachments: Three (3) photos of House # 671 taken July 19, 2023

cc: Tessa Baldwin, City Manager
Chelsea Sieh, Finance Director, and Acting City Manager
Roger Rouse, Chief of Police and Acting City Manager
Kelly Marcus, Fire Chief
Russ Ferguson, Public Works Director
Darilyn Nelson, Community Service Officer
Lorlie Brown, House # 670







Chapter 15.04 DANGEROUS STRUCTURES AND PREMISES

15.04.010 Definitions.

For the purposes of this chapter:

A. "Fire hazard" means any building or structure which, for want of proper repairs, or by reason of age or dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimneys, defective heating apparatus or any other cause or reason, is especially liable to fire, or which building or structure is so situated or occupied as to endanger any other building or property or human life. The term shall also mean and include any building or structure containing any combustible or explosive material, rubbish, rags, waste, oils, gasoline or inflammable substance of any kind, especially liable to cause fire or endanger the safety of such building, premises or human life.

B. "Health hazard" means and includes any building or structure which shall be kept or maintained or shall be in a filthy or unsanitary condition especially liable to cause the spread of contagious or infectious disease or diseases, or permitting foul odors or obnoxious or poisonous gases to escape from said building.

C. "Public nuisance" means any building or structure whose condition has been allowed by the owner to deteriorate to a point where it affects the rights enjoyed by citizens of the city, to which rights every citizen is entitled, namely the safety of life, limb and property. The terms shall also mean and include any building or structure in such weak or weakened condition, or dilapidated or deteriorated condition, as to endanger any person or property, or which is an "unsafe building" as defined by section 203 of the Uniform Building Code.

(Prior code § 10.05.010(b),(c),(d)).

15.04.020 Finding and report by city officials.

Whenever any official of the city, such as the fire chief, fire marshal, police chief, building inspector, electrical inspector, plumbing inspector or sanitarian, shall, after inspection, find a building, premises, open lot, basement or area to be a dangerous structure or condition or fire hazard or health hazard or public nuisance, he shall forthwith render to the city manager a full report of the reasons why such structure or premises should be corrected, demolished or abated, including in his report all violations of this code or any rule or regulation issued hereunder, together with his recommendation in full as to correcting, altering, repairing, demolishing or removing such structure.

(Prior code § 10.05.010(a)).

15.04.030 Findings of city manager.

Upon receipt of the report of the administrative official, the city manager shall make his written findings in the matter, excepting, adopting or modifying the subordinate administrative official's reports.

(Prior code § 10.05.020).

15.04.040 Notice to abate or correct—To whom given.

The city manager shall cause a written notice to be given to the person creating, causing, committing or maintaining said dangerous condition, nuisance or hazard, if such person be known, or to the owner, tenant or person in possession or control of the premises upon which the dangerous condition, nuisance or hazard exists, or on the premises abutting the public place upon which the nuisance or other hazard exists.

(Prior code § 10.05.030).

15.04.050 Notice to abate or correct—Posting and service—Content.

A. The notice provided for in Section 15.04.040 shall be given in either of the following ways:

   1. By posting the notice in a conspicuous place upon the premises, or upon a public sidewalk, street or other thoroughfare on the same side and in front of the premises, upon which or abutting the public place upon which the nuisance exists;

   2. By personally serving such person responsible for the nuisance or such owner, tenant, or person in possession or control in the manner required for service of summons.

B. The notice shall be headed, "NOTICE TO ABATE OR CORRECT DANGEROUS NUISANCE" or "NOTICE TO ABATE OR CORRECT EITHER FIRE OR HEALTH HAZARD" in letters not less than one inch in height. The notice, in legible wording, shall further direct the abatement, correction, demolition or removal of the dangerous condition, nuisance or hazard.

C. The notice shall also specify a date at least thirty days from date of the notice at which public hearing will be had before the city council, sitting as a board of adjustment, on the question of abatement, condemnation, altering, repairing, demolition, or removal of the dangerous condition, nuisance or hazard. A copy of the city manager's findings shall accompany the notice of the hearing where the notice can be served personally as provided in subdivision (A)(2) of this section.

(Prior code § 10.05.040 (a),(b),(c),(d)).

15.04.060 Objections to findings.

Any person having an interest in the property, subject to proceedings before the board of adjustment, may submit his written objections to the findings of the city manager by filing such objections with the city manager at any time prior to the public hearing.

(Prior code § 10.05.040(e)).

15.04.070 Public hearing.

After notice is given in the manner specified by Section 15.04.050, a public hearing shall be had regardless of whether or not objections to the findings of the city manager are submitted. At the hearing, any person having an interest in the property may appear in person or by agent or attorney. The chairman or acting chairman of the board of adjustment may administer oaths and compel the attendance of witnesses. Record shall be kept of the proceedings by a competent stenographer or by a mechanical or electrical recording device.

(Prior code § 10.05.050(part)).

15.04.080 Board of adjustment findings—Removal or demolition.

After the hearing is concluded, the board of adjustment shall enter its findings in the matter and may provide by ordinance for the condemnation of any building which has been found to be a fire or health hazard or public nuisance and to order or cause the removal or demolition of such building; provided, however, that the owner shall be given at least thirty days after the hearing within which to remove the objectionable building or buildings before the city may proceed to do so.

The cost incurred by the city in demolishing or removing the objectionable building or buildings, or condition, shall be chargeable to the property first against the salvageable material, which may be sold at public auction, and the balance of cost, if any, against the land, the same as taxes.

(Prior code § 10.05.050 (part)).

15.04.090 Board of adjustment findings—Correction.

In the event that the board determines that a dangerous condition, public nuisance, fire or health hazard exists which may be corrected or made safe without the necessity of demolition or removal of the building, the board shall allow alteration, repair or reconstruction of the building under such terms and conditions as the board may find proper.

(Prior code § 10.05.050 (part)).

15.04.100 Board of adjustment findings—Ordinance—Compliance.

The board, after the public hearing, shall adopt an ordinance containing its findings. If removal or demolition of the structure is provided for and ordered, the owner, tenant or person in possession or control of the property shall have at least thirty days from the date of such public hearing so to do; if repairs, alterations or reconstruction is permitted by the board, the work may be done within such time and under such terms and conditions as the board may specify.

(Prior code § 10.05.060).

15.04.110 Failure to comply—City enforcement.

If the owner, tenant or person in possession or control of the property fails to comply with the ordinance or any provisions contained therein for removal or demolition, repair or alteration within the prescribed time, or fails to appeal from the board's order, the city manager shall enforce all provisions of the ordinance with city employees. The cost of such abatement shall be chargeable against the property, first against the salvaged material which may be sold at public auction, and the balance of cost, if any, to be filed as a lien upon the real property and enforced as such.

(Prior code § 10.05.070).

15.04.120 Appeals to court.

Appeals may be taken by person aggrieved, or any officer or department head or by any administrative official of the city. Such appeal shall be taken within twenty days from the adoption of the ordinance containing the findings and order of the board. Such appeal may be taken by filing with the city clerk, a notice of appeal, which notice shall specify the ground of such appeal. Upon filing of the notice of appeal, as herein provided, the

clerk shall forthwith transmit to the Superior Court Clerk of the judicial district in which the controversy arises, the original or certified copies of all papers constituting the record in the case, together with the ordinance containing the order, decision or ruling of the board of adjustment.

(Prior code § 10.05.080).

15.04.130 Violation—Penalty.

Any person who is the owner of, or is in possession of, or in responsible charge of any building or structure which is a fire hazard, a health hazard or a public nuisance within the city, and who knowingly suffers or permits any such building or structure to be or remain a fire hazard, a health hazard or a public nuisance shall, upon conviction thereof, be fined not to exceed one hundred dollars or imprisoned not to exceed ten days, or both fined and imprisoned, in the judgment of the court. Each day on which any violation is allowed to continue shall be considered a separate offense and is punishable as such.

(Prior code § 10.05.090).

KOTZEBUE POLICE DEPARTMENT
258B THIRD AVENUE

PO BOX 550
KOTZEBUE, AK 99752

Call For Service
Event Detail Page

Event # 23-005765 | Print Date 01/02/2024

Call For Service / Event

Date 10/06/2023	Day Friday	Time 10:42:42	Dispatcher ID ESTAM	Agency KPD	Source R
Beat 600	Sector RESIDE	District KOTZEB	Incident #		
Fire #	Med #		Other Inc. #1	Other Inc. #2	

Address 671 CARIBOU
Location 671 CARIBOU
City KOTZEBUE County 1 NWA State AK

REPORTING PARTY INFORMATION

Name CHAPPELL, DONOVAN 11/14/1997
Location 258B Third Av, Kotzebue, AK
Phone 907 442-3351 Requests Contact N

RESPONSE INFORMATION

Unit KPD Patrol	Unit	Total Consumed Minutes of all associated Units : 7
Officer ID DMC1 Ofc. Donovan...	Officer ID	
Dispatch Time 10/06/2023 10:42:40	Dispatch Time	
Enroute Time 10/06/2023 10:42:42	Enroute Time	
Arrive Time 10/06/2023 10:42:42	Arrive Time	Dispatch ID ESTA...
Clear Time 10/06/2023 10:49:29	Clear Time	

CALL DETAILS

Call Type CIVIL CIVIL Priority

Description :
serving Dicky Curtis with civil municipal paperwork at 671
serving at 670-

Disposition PAPERS PAPERWORK SERVED (COURT, CIVIL, ETC.) EMD Code
Comments Civil municipal paperwork served.

K5/DC

Joseph W. Evans
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Friday
October 6, 2023
[Hand-delivered]

Dickie Curtis
House # 671
Caribou Drive
Kotzebue, Alaska

Re: Your Property – House 671, Caribou Drive - is a Public Health and Safety Hazard, Fire Hazard and Public Nuisance Subject to KMC Chapter 15.04, Dangerous Structures and Premises

Dear Mr. Curtis:

You have completely and totally ignored my letter of July 25, 2023, a copy of which is attached hereto and incorporated by reference herein. As a result, the City of Kotzebue is required to take the following actions.

Property Clean-Up: Starting next week – October 9th to October 13th – the City of Kotzebue Public Works Department will begin the process of removing the garbage, sewage, and waste from your property. In order to have access to the garbage, sewage, and waste on your property, it will be necessary to excavate many of the willows on your property and pile them on your property. Once that is done, the pallets and wood debris on your property will be removed so that the City's equipment can access the garbage, sewage, and waste on your property. Then, the garbage, sewage and waste will be removed and taken out to the City's sewage lagoon. Once at the sewage lagoon, the plastic bags will have to be individually opened, inspected for non-sewage waste and that non-sewage waste removed before the sewage can be disposed of in the sewage lagoon. This clean-up process will involve the use of City equipment – bulldozer, loader, excavator, and dump truck – and three to five City employees working a minimum of 100+ hours. You will be billed for these expenses which will be in the $20,000.00 range. If you do not pay the bill for these services, the City will reduce the amount owed to a Court judgment and execute on your PDF and any other assets you may have to satisfy the amount owed to the City.

Kotzebue Municipal Code ("KMC"), Chapter 15.04, Dangerous Structures and Premises: Once the clean-up process of your property has been completed, the City will start the process of condemning your property so that your house can be demolished. See, KMC Chapter 15.04, a copy of which is attached hereto and incorporated by reference herein. You should start making arrangement for alternative housing/living quarters.

If you have any questions, please do not hesitate to contact me.

Sincerely,
CITY OF KOTZEBUE

Joseph W. Evans

Joseph W. Evans
City Attorney
(360) 981-5508 [cell]
joe@jwevanslaw.com

Attachments: (1) Letter of July 25, 2023 (with photos) [5 pages]
(2) KMC Chapter 15.04 [four pages]

cc: Tessa Baldwin, City Manager
Chelsea Sieh, Finance Director
Roger Rouse, Chief of Police and Acting City Manager
Chloe Belflower, Acting Fire Chief
Russ Ferguson, Public Works Director
Sam Atkinson, City Planner
Darilyn Nelson, Community Service Officer
Lorlie Brown, House # 670

Joseph W. Evans
City Attorney
joe@jwevanslaw.com

Valerie V. Evans
Legal Assistant
valerie@jwevanslaw.com

Tuesday
July 25, 2023
[Hand-delivered]

Dickie Curtis
House # 671
Caribou Drive
Kotzebue, Alaska

Re: IMMEDIATE ORDER TO CEASE AND DESIST/ABORT PUBLIC HEALTH HAZARD/CLEAN UP PROPERTY

Dear Mr. Curtis:

Your property is a public health hazard and the land around your home must be cleaned up **immediately**. See, photos attached to this email.

History of your property: Over the past 2 ½ years, the Fire Department ambulance has responded to house 671 Caribou Drive 15 times for 9 different adults (three of which have been deceased). The dates of responses are: 12/15/19, 9/30/20, 10/9/20, 2/2/21, 8/13/21, 9/5/21, 10/31/21, 11/8/21, 11/8/21, 11/15/21, 3/10/22, 4/1/22, 11/13/22, 12/27/22, and 3/5/23. The unclean condition of your residence, inside and out, is a health and safety concern for occupants and responders. The only entrance is in the back of the structure. One must walk over broken pallets--past, around, and through garbage, sewage, and waste--to get to the doorway. In the winter, a glacier of human urine is unavoidable when entering. Obstacles render a wheeled-stretcher useless and moving patients with the aid of a backboard that far is a challenge. The front entrance is boarded shut. Most of the windows are either broken or boarded over. The interior of the home is torn apart and covered in filth. The black grime on floors and other surfaces that sticks to boots is especially notable. The only heat source has been an improperly installed woodstove. There is no electricity in use. Considering the dilapidation, a hazardous heat source, and only one entrance/exit the risk and chance of fire is extremely high. Many fires have caused deaths in places like this in Kotzebue. You MUST make a change before another tragic event occurs. (As you know you have been repeatedly cited for the deplorable condition of your property.)

Enough is enough! **You have until the close of business on Friday, August 4th to remove all of trash, waste, sewage, etc., from your property**. If you fail to do so by that date, the City Public Works Department will plan to clean up your property and bill you for the time and equipment used in this effort. It is estimated that such a clean-up will cost you in excess of $2,000.00 considering the deplorable condition of your property and the difficulty of accessing the mess you have created.

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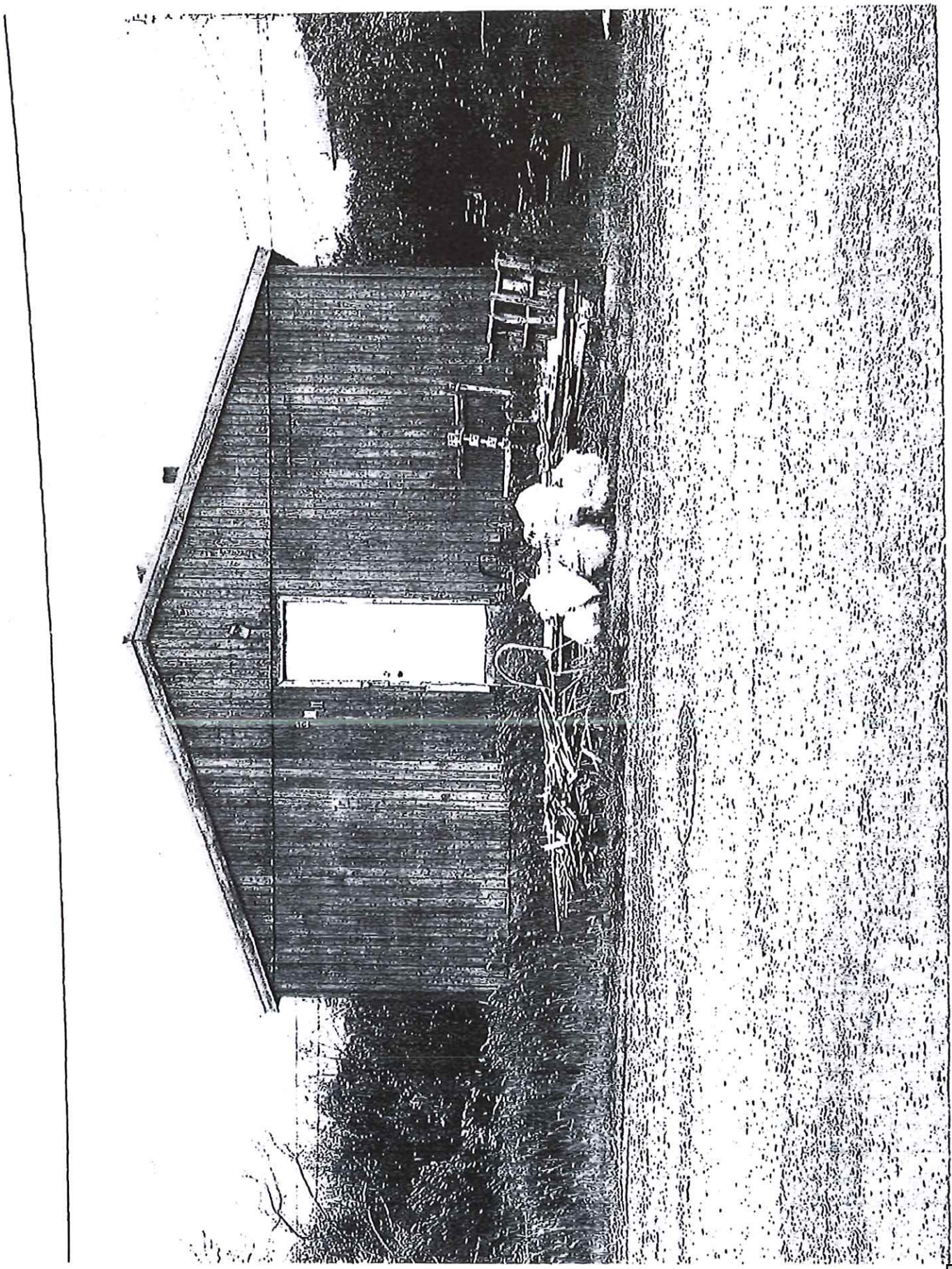
Sincerely,
CITY OF KOTZEBUE

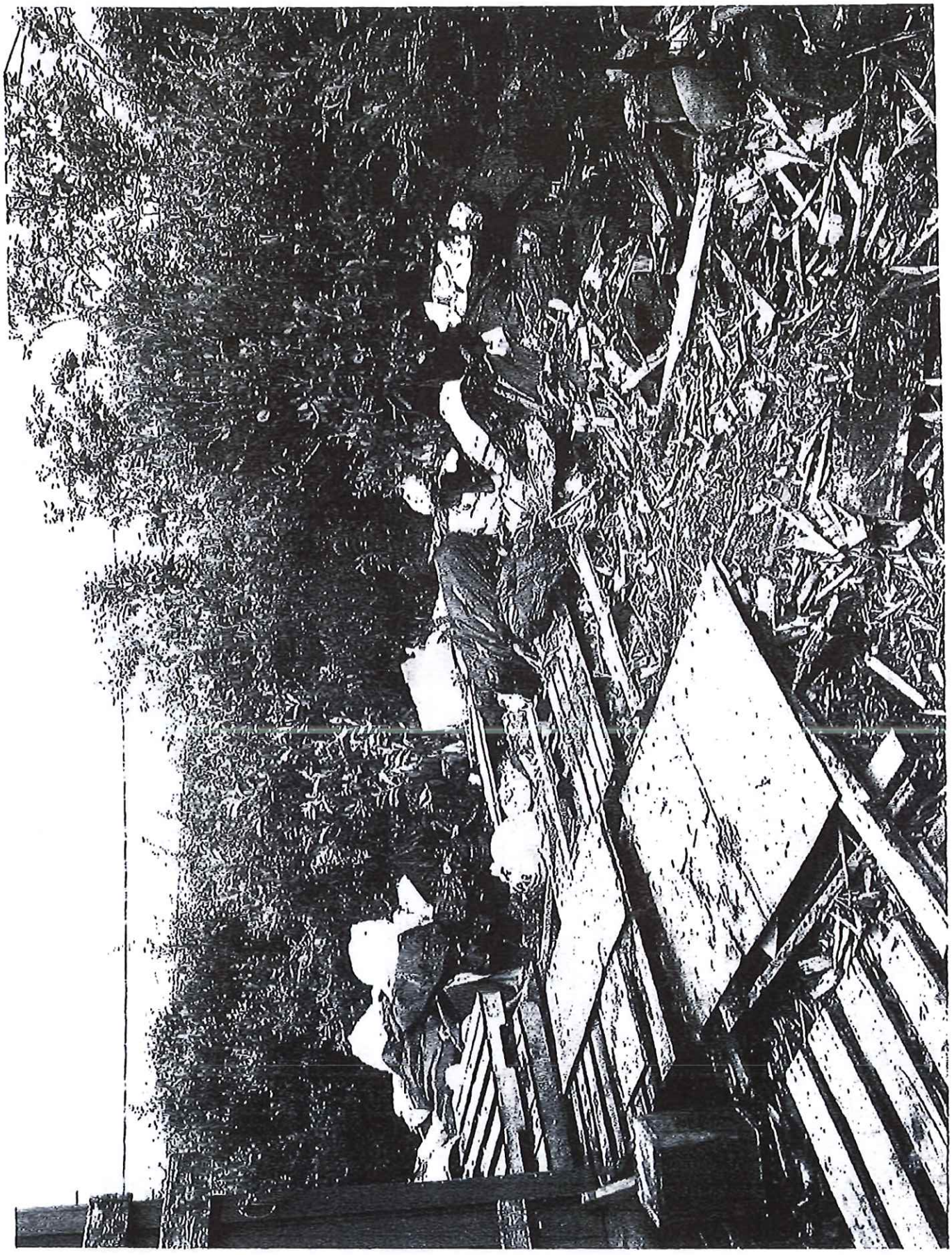
Joe Evans

Joseph W. Evans
City Attorney
(360) 981-5508 [cell]
joe@jwevanslaw.com

Attachments: Three (3) photos of House # 671 taken July 19, 2023

cc: Tessa Baldwin, City Manager
Chelsea Sieh, Finance Director, and Acting City Manager
Roger Rouse, Chief of Police and Acting City Manager
Kelly Marcus, Fire Chief
Russ Ferguson, Public Works Director
Darilyn Nelson, Community Service Officer
Lorlie Brown, House # 670





Chapter 15.04 DANGEROUS STRUCTURES AND PREMISES

Sections:

15.04.010 Definitions.

For the purposes of this chapter:

A. "Fire hazard" means any building or structure which, for want of proper repairs, or by reason of age or dilapidated condition or by reason of poorly installed electrical wiring or equipment, defective chimneys, defective heating apparatus or any other cause or reason, is especially liable to fire, or which building or structure is so situated or occupied as to endanger any other building or property or human life. The term shall also mean and include any building or structure containing any combustible or explosive material, rubbish, rags, waste, oils, gasoline or inflammable substance of any kind, especially liable to cause fire or endanger the safety of such building, premises or human life.

B. "Health hazard" means and includes any building or structure which shall be kept or maintained or shall be in a filthy or unsanitary condition especially liable to cause the spread of contagious or infectious disease or diseases, or permitting foul odors or obnoxious or poisonous gases to escape from said building.

C. "Public nuisance" means any building or structure whose condition has been allowed by the owner to deteriorate to a point where it affects the rights enjoyed by citizens of the city, to which rights every citizen is entitled, namely the safety of life, limb and property. The terms shall also mean and include any building or structure in such weak or weakened condition, or dilapidated or deteriorated condition, as to endanger any person or property, or which is an "unsafe building" as defined by section 203 of the Uniform Building Code.

(Prior code § 10.05.010(b),(c),(d)).

15.04.020 Finding and report by city officials.

Whenever any official of the city, such as the fire chief, fire marshal, police chief, building inspector, electrical inspector, plumbing inspector or sanitarian, shall, after inspection, find a building, premises, open lot, basement or area to be a dangerous structure or condition or fire hazard or health hazard or public nuisance, he shall forthwith render to the city manager a full report of the reasons why such structure or premises should be corrected, demolished or abated, including in his report all violations of this code or any rule or regulation issued hereunder, together with his recommendation in full as to correcting, altering, repairing, demolishing or removing such structure.

(Prior code § 10.05.010(a)).

15.04.030 Findings of city manager.

Upon receipt of the report of the administrative official, the city manager shall make his written findings in the matter, excepting, adopting or modifying the subordinate administrative official's reports.

(Prior code § 10.05.020).

15.04.040 Notice to abate or correct—To whom given.

The city manager shall cause a written notice to be given to the person creating, causing, committing or maintaining said dangerous condition, nuisance or hazard, if such person be known, or to the owner, tenant or person in possession or control of the premises upon which the dangerous condition, nuisance or hazard exists, or on the premises abutting the public place upon which the nuisance or other hazard exists.

(Prior code § 10.05.030).

15.04.050 Notice to abate or correct—Posting and service—Content.

A. The notice provided for in Section 15.04.040 shall be given in either of the following ways:

1. By posting the notice in a conspicuous place upon the premises, or upon a public sidewalk, street or other thoroughfare on the same side and in front of the premises, upon which or abutting the public place upon which the nuisance exists;

2. By personally serving such person responsible for the nuisance or such owner, tenant, or person in possession or control in the manner required for service of summons.

B. The notice shall be headed, "NOTICE TO ABATE OR CORRECT DANGEROUS NUISANCE" or "NOTICE TO ABATE OR CORRECT EITHER FIRE OR HEALTH HAZARD" in letters not less than one inch in height. The notice, in legible wording, shall further direct the abatement, correction, demolition or removal of the dangerous condition, nuisance or hazard.

C. The notice shall also specify a date at least thirty days from date of the notice at which public hearing will be had before the city council, sitting as a board of adjustment, on the question of abatement, condemnation, altering, repairing, demolition, or removal of the dangerous condition, nuisance or hazard. A copy of the city manager's findings shall accompany the notice of the hearing where the notice can be served personally as provided in subdivision (A)(2) of this section.

(Prior code § 10.05.040 (a),(b),(c),(d)).

15.04.060 Objections to findings.

Any person having an interest in the property, subject to proceedings before the board of adjustment, may submit his written objections to the findings of the city manager by filing such objections with the city manager at any time prior to the public hearing.

(Prior code § 10.05.040(e)).

15.04.070 Public hearing.

After notice is given in the manner specified by Section 15.04.050, a public hearing shall be had regardless of whether or not objections to the findings of the city manager are submitted. At the hearing, any person having an interest in the property may appear in person or by agent or attorney. The chairman or acting chairman of the board of adjustment may administer oaths and compel the attendance of witnesses. Record shall be kept of the proceedings by a competent stenographer or by a mechanical or electrical recording device.

(Prior code § 10.05.050(part)).

15.04.080 Board of adjustment findings—Removal or demolition.

After the hearing is concluded, the board of adjustment shall enter its findings in the matter and may provide by ordinance for the condemnation of any building which has been found to be a fire or health hazard or public nuisance and to order or cause the removal or demolition of such building; provided, however, that the owner shall be given at least thirty days after the hearing within which to remove the objectionable building or buildings before the city may proceed to do so.

The cost incurred by the city in demolishing or removing the objectionable building or buildings, or condition, shall be chargeable to the property first against the salvageable material, which may be sold at public auction, and the balance of cost, if any, against the land, the same as taxes.

(Prior code § 10.05.050 (part)).

15.04.090 Board of adjustment findings—Correction.

In the event that the board determines that a dangerous condition, public nuisance, fire or health hazard exists which may be corrected or made safe without the necessity of demolition or removal of the building, the board shall allow alteration, repair or reconstruction of the building under such terms and conditions as the board may find proper.

(Prior code § 10.05.050 (part)).

15.04.100 Board of adjustment findings—Ordinance—Compliance.

The board, after the public hearing, shall adopt an ordinance containing its findings. If removal or demolition of the structure is provided for and ordered, the owner, tenant or person in possession or control of the property shall have at least thirty days from the date of such public hearing so to do; if repairs, alterations or reconstruction is permitted by the board, the work may be done within such time and under such terms and conditions as the board may specify.

(Prior code § 10.05.060).

15.04.110 Failure to comply—City enforcement.

If the owner, tenant or person in possession or control of the property fails to comply with the ordinance or any provisions contained therein for removal or demolition, repair or alteration within the prescribed time, or fails to appeal from the board's order, the city manager shall enforce all provisions of the ordinance with city employees. The cost of such abatement shall be chargeable against the property, first against the salvaged material which may be sold at public auction, and the balance of cost, if any, to be filed as a lien upon the real property and enforced as such.

(Prior code § 10.05.070).

15.04.120 Appeals to court.

Appeals may be taken by person aggrieved, or any officer or department head or by any administrative official of the city. Such appeal shall be taken within twenty days from the adoption of the ordinance containing the findings and order of the board. Such appeal may be taken by filing with the city clerk, a notice of appeal, which notice shall specify the ground of such appeal. Upon filing of the notice of appeal, as herein provided, the

clerk shall forthwith transmit to the Superior Court Clerk of the judicial district in which the controversy arises, the original or certified copies of all papers constituting the record in the case, together with the ordinance containing the order, decision or ruling of the board of adjustment.

(Prior code § 10.05.080).

15.04.130 Violation—Penalty.

Any person who is the owner of, or is in possession of, or in responsible charge of any building or structure which is a fire hazard, a health hazard or a public nuisance within the city, and who knowingly suffers or permits any such building or structure to be or remain a fire hazard, a health hazard or a public nuisance shall, upon conviction thereof, be fined not to exceed one hundred dollars or imprisoned not to exceed ten days, or both fined and imprisoned, in the judgment of the court. Each day on which any violation is allowed to continue shall be considered a separate offense and is punishable as such.

(Prior code § 10.05.090).

RE: Caribou Drive- Dickie Curtis

Russ Ferguson <RFerguson@Kotzebue.org>
Fri 12/15/2023 11:41 AM

To:Joe Evans <joe@jwevanslaw.com>;Lorlie Brown <lorliebrown719@gmail.com>
Cc:Tessa Baldwin <TBaldwin@Kotzebue.org>;Saima chase <saimachase@gmail.com>;Lorraine Hunnicutt <LHunnicutt@Kotzebue.org>

2 attachments (40 KB)
Refuse R23-016.pdf; Streets ST23-072.pdf;

All,

On 10-13-23 Streets work Order # ST23-072, the alders were removed, and gravel was laid down for a total of $4300.00 plus tax.
10-13-23 Refuse Work order # R23-16 **12 yards of garbage/honey buckets were removed** for a total of $867.00 plus tax.
We estimated about 10 more yards of garbage/waste to pick up once the ground froze enough for an excavator, but he has and continues to add to it, and there now appears to be another 20 yards.
The ground underneath the gravel needed to firm up more for an excavator to walk on it for the remaining garbage and honey bucket removal. With our current staff level and workload, we anticipate doing this in early January.
It is pretty obvious from Chief Rousse's pictures that Dickie continues to add garbage and honey bucket mess on a daily basis, maybe he should be getting fined daily since we cannot condemn the house.
This is getting very time-consuming on the administrative end and frustrating on Lorlie 's end but given the city code that was discussed last night, we don't seem to have any recourse.

Thank you,

Russell Ferguson
Public Works Director
City of Kotzebue
Wk: 907-442-5201, Cell: 907-412-3656
State of Ak DEC Water & WasteWater Operator

From: Joe Evans <outlook_1CB75C0800483E07@outlook.com> **On Behalf Of** Joe Evans
Sent: Thursday, December 14, 2023 6:13 PM
To: Lorlie Brown <lorliebrown719@gmail.com>
Cc: Tessa Baldwin <TBaldwin@Kotzebue.org>; Saima chase <saimachase@gmail.com>; Russ Ferguson <RFerguson@Kotzebue.org>; Lorraine Hunnicutt <LHunnicutt@Kotzebue.org>
Subject: Caribou Drive- Dickie Curtis

Lorlie,

Thank you for attending the RCCM tonight via telephone.

Please send me the photos you mentioned during your telephonic appearance. My email address is joe@jwevanslaw.com. (My mailing address is: P.O. Box 519, Bremerton, WA 98337-0124.)

By "cc" of this email I am requesting that Public Works send me a copy of the WORK ORDER(S) I recall seeing for the clean-up of the Curtis property earlier this year. I will forward a copy of the WORK ORDER(S) to you once received. (As I mentioned during the RCCM, my recollection was the trash was removed and gravel laid down in the area. However, you indicated the trash was NOT REMOVED and only the brush/alders were removed to provide access to the Curtis property...but no trash was removed. I want to make sure I understand exactly what has been done to date.)

Once you send the photos, please call me at (360) 981-5508 [my cell] to discuss this important matter.

Joe Evans, City Attorney

City of Kotzebue
Public Works Department

Refuse Department
Work Order

CY23

Loc/Veh # 671 | Requested by: Russ Ferguson | Order No. R23-16
Radio/Phone ext: ext. 201 | Date/Time 10/12/23

Problem/Complaint Description:

Need to pick up all the trash around house #671 and keep track of all the hours.

Enter materials and/or special equipment used action taken, recommendations, etc.

Completion Date/Time 10-13

Removed 12 yrds of Refuse.
Nic, Gus, Tyler, David
1 hour
Material Cost Rear Load truck, 110 Loader

	Name of Workers	Hours Worked
1	Ernie Hyatt	
2	Gus Nelson	
3	Jim Beasley	
4	Liam Milburn	
5	Tyler Barr	

12 X 16 = 192.00
4 X 125 = 500.00
1 X 175 = 175.00

Total $867.00

City of Kotzebue
Public Works Department

Streets
Work Order

CY-23

Loc/Veh# 671

Requested by: Russ Ferguson
Radio/Phone ext: ext. 201

Order No: ST23-072
Date/Time: 10/12/23

Problem/Complaint Description:

Need to clear a path to the back of house #671, so we can clean up all the trash and honey bucket stuff. Keep track of all hours.

Enter materials and/or special equipment used action taken, recommendations, etc.

Completion Date/Time: 10-13-23

6 loads gravel, x 500 = 3,000.00
225 Excavator
2 hrs $225.00 x 2 = 450.00
Operator $125.00 x 2 = $250.00

Material Cost Total $ 4,300.00 + tax.

Name of Workers	Hours Worked						
	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Terry McCall					2		
John Garoutte							
David McConnell							

Tessa Baldwin

From: Saima Chase <saimajohnson@gmail.com>
Sent: Friday, June 28, 2024 9:22 AM
To: Lorlie Brown
Cc: Joe Evans; Roger Rouse; Russ Ferguson; Tessa Baldwin; Rosie Hensley; Cory Jackson; Derek Haviland-Lie; dlie; Kathleen Sherman; Kotz Radio; Josh Hadley
Subject: Re: 671 caribou drive

Good morning Lorlie,

I am so sorry that this is a continuing issue for you and your family. I understand why you are frustrated with the process of any legal action or removal of the issue at hand.

My question for you is, what would you like to see the City do to fix this issue at hand? What would make this issue of smell/raw sewage go away? I'm asking you so that we can work together as a council to try to fix this issue as it is a health and safety issue for the neighboring homes. I hope my question doesn't offend you because I am asking so that we can have a goal to try to get to for your home and neighboring homes around you.

I am also including the entire council in my response as we will all have to work together to get this issue taken care of.

Again, thank you for continuing to email and state your concerns, they are valid and I want you to know that I appreciate you being vulnerable and telling us how it is.

Saima Chase

> On Jun 28, 2024, at 8:37 AM, Lorlie Brown <lorliebrown719@gmail.com> wrote:
>
> This is so disgusting and disrespectful to our whole neighborhood! I am so disgusted! This shit stinks so bad! Something needs to be done ASAP! I can't even keep my windows or doors open because it stinks so bad! And as you all know with the heat, the doors and windows are a must to keep open this time of year, but I already know y'all don't give a fk , obviously because still nothing is being done about clean up, I'm a taxpayer, I don't live off the state, working 2 jobs, constantly busy raising my young family and trying to keep up with subsistence activities, I get to go home after a 12 hour day of work and smell constant shit!! This is fkn disgusting!

JUNE NELSON ELEMENTARY

PO BOX 264 • Kotzebue, Alaska 99752 • (907) 442-1877

November 4, 2024

Kotzebue City Council
PO Box 46
Kotzebue, AK 99752

Members of Council,

June Nelson Elementary School appreciate the yearly contributions from the Kotzebue City Council. Your donation last year helped us buy bikes for our top attending students for the year. We are also still looking into making repairs to the slides on our lower elementary playground.

This year, we ask for your support to get started with a fundraising program for our school that will give us the chance to practice making wise financial and business decisions. We don't have as many student activities or tournaments to raise money from, and this will help us get started with the equipment we need. We also ask for your support to buy and install a swing set on our upper elementary playground that has been without swings since before COVID-19. Thank you for your time.

Sincerely,

Barbara Howarth
Barbara Howarth
5th Grade Student

Natalie Madison
Natalie Madison
5th Grade Student

Corey Shepherd
Assistant Principal

Attachment

Item	Qty.	Cost	Shipping	Total
Concessions cart	1	$5000	$1000	$6000
EZ-Up canopy	2	$900	$300	$1200
Slushie machine	1	$1300	$700	$2000
Cappuccino machine	1	$2200	$500	$2700
Nacho machine	1	$350	$50	$400
Presto pizza cooker	2	$150	$0	$150
Roller skates	25	$3400	$500	$3900
Swing set	1	$4930	$1500	$6430
Installation	1	$2220		$2220
Totals				**$25,000**

Request for Donations

Thank you for taking the time to consider donating to our middle/high school wrestling team. Wrestling is a huge part of Kotzebue's community. We strive to keep a positive impact on the youth in our program to keep wrestling going for future generations to come.

Funds received will help provide new equipment, new gear, help offset the costs of tournaments, traveling, and augment those provided by the parents and staff. We would also like to hold team dinners before traveling tournaments. Your support is greatly appreciated . It is volunteers like you who make these programs succeed in providing a healthy and constructive activity for our youth athletes.

If you are able to donate to the Kotzebue Wrestling team, please have donations to Cory Jackson by November 1st, 2024.

We appreciate your generosity and continued support. We will be holding a raffle of donations provided – winner to be chosen during Bush Brawl, November 22nd-23rd.

If you would like to make a cash or check donation instead – please make payable to:

Jessica Heisler
KMHS Principle
P.O. Box 264
Kotzebue, AK 99752

If you have any questions, please contact:

Cory Jackson
Team Parent / Fundraiser Organizer
Phone: 907-830-5832 or by email at cory.jackson99752@gmail.com

Charlie Santos

From: Tessa Baldwin
Sent: Monday, November 4, 2024 12:06 PM
To: Paeton Schaeffer; Charlie Santos
Subject: FW: Emergency housing use and utilities?

Follow Up Flag: Follow up
Flag Status: Flagged

Here is the supporting email for the correspondence of the utility bills.

Thank you!

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752
Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

From: Tessa Baldwin
Sent: Wednesday, October 30, 2024 9:40 AM
To: 'Joe Evans' <joe@jwevanslaw.com>; Paeton Schaeffer <pschaeffer@kotzebue.org>
Subject: FW: Emergency housing use and utilities?

Please add this to correspondence for the next City Council meeting!

Thank you,

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752

Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

From: Sweeney, Brittany <brittany_sweeney@fws.gov>
Sent: Wednesday, October 30, 2024 9:39 AM
To: Tessa Baldwin <TBaldwin@Kotzebue.org>
Subject: Emergency housing use and utilities?

Tessa,

As we discussed, the refuge is happy we have been able to assist with emergency housing needs after the recent flooding.
The family of 6 who were displaced are staying at House 581 through at least the end of this week. We have been housing 3 VPSOs who came in to assist in an upstairs apartment at our office building, 160 Second Avenue.

I was wondering whether the city may be able to offset or cover any of the utility costs associated with this use, out of disaster funds? If that's not something you can arrange administratively, I understand, and we are still happy to have been able to assist and share what we have in this time of need.

Thanks,
Brittany Sweeney
Assistant Manager
Selawik National Wildlife Refuge
907-442-5062 office
907-412-1398 cell

AMLJIA
ALASKA MUNICIPAL LEAGUE JOINT INSURANCE ASSOCIATION

www.amljia.org
807 G street, suite 356 Anchorage, Ak 99501

Phone (907)258-2625 Fax (907)279-3615

Alaska Municipal League Joint Insurance Association

Invites you to attend a

Special AMLJIA Membership Meeting

The Special Meeting will be held virtually via Zoom on November 14, 2024, at 9:00 am, and will last for approximately one hour. This Special Meeting is called at the direction of the AMLJIA board for the purpose of voting on the Board's September 27, 2024, Resolution to merge with APEI into a single public entity pool, to be named the Alaska Public Risk Alliance.

The AMLJIA board will present a summary of the proposal, the process to develop it, and their reasons for supporting the resolution for consolidation. There will then be a roll call vote on the Resolution for members who are present at the meeting or have submitted a proxy vote.

Each member entity has one vote. The member's vote on the merger, be it in person or by proxy, must be submitted by an individual previously specified by the member. Our records show that the City of Kotzebue has designated the following individual as their voting representative: Tessa Baldwin. If this individual is no longer employed by the member or otherwise unable to vote on the member's behalf, please submit the name of a new designated representative to Brennan Hickok at AMLJIA prior to the special meeting.

A proxy form is attached to this meeting notice to allow members to designate a board member as their representative for the purpose of determining a quorum for the meeting and directing how the specified board member is to vote on the member's behalf. The proxy form must be submitted by a representative designated by the member.

We encourage you to attend the Special Membership meeting and to vote (virtually) in person at that meeting. If your entity would prefer to vote by proxy, please complete the attached form and submit it to Brennan Hickok no later than November 13, 2024. If a member has submitted a proxy vote and then are able to attend the meeting, the proxy will be deleted, and the virtual in-person vote will be counted.

AMLJIA
ALASKA MUNICIPAL LEAGUE JOINT INSURANCE ASSOCIATION

www.amljia.org
807 G street, suite 356 Anchorage, Ak 99501
Phone (907)258-2625 Fax (907)279-3615

PROXY VOTING FORM

Special AMLJIA Membership Meeting
November 14, 2024

By way of this proxy, I ask that I be counted as contributing towards a quorum of voters on November 14, 2024, Special AMLJIA Membership meeting and that:

☐ Bryant Hammond, AMLJIA Board Chair

or

☐ _____

(Fill in the name of another AMLJIA Board Member)

submit the vote below on my behalf. In the event the Board member to whom I give my proxy is not in attendance, I authorize my proxy be given to another Board member.

The Resolution to be voted on reads:

> *Alaska Municipal League Joint Insurance Association (AMLJIA) Board of Trustees hereby resolves to affirm the recommendation of the AMLJIA/APEI consolidation committee that AMLJIA be merged, along with the Alaska Public Entity Insurance (APEI), into a newly created non-profit corporation, named the Alaska Public Risk Alliance (APRA).*

The AMLJIA Board of Directors recommends that members vote **IN FAVOR of** the Resolution.

Mark one of the below:

☐ I vote **IN FAVOR** of the Resolution

☐ I vote to **OPPOSE** the Resolution

Signature: _____Date: _____

Print Name: _____Title: _____

AMLJIA Member:

_____

Fax or email this proxy form to Brennan Hickok at BrennanH@amljia.org or the fax number above no later than November 13, 2024.

CITY OF KOTZEBUE
RESOLUTION NO. 24-64

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE, ALASKA, AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO ENTER INTO A CONTRACT WITH PND ENGINEERS, INC., ANCHORAGE, ALASKA, ON BEHALF OF THE CITY OF KOTZEBUE FOR PLANNING/DESIGN CONSULTING SERVICES FOR THE CAPE BLOSSOM REGIONAL PORT.

WHEREAS, the Cape Blossom Regional Strategy Committee ("Committee") representatives – City of Kotzebue, Northwest Arctic Borough, Kikiktagruk Inupiat Corporation, Kotzebue IRA and NANA Regional Corporation – at the second day of the Committee meeting at the Nullagvik Hotel Conference Room on Friday, October 4, 2024, reviewed responses to the City of Kotzebue's RFP for planning/design consulting services for the Cape Blossom Regional Port;

WHEREAS, the Committee determined that the proposal by and the qualifications of PND Engineers, Inc., Anchorage, Alaska, attached hereto as Exhibit "**A**" and incorporated by reference herein, best suited the planning/design consulting services needed for the Cape Blossom Regional Port and recommended that the City Council of Kotzebue contract with PND Engineers, Inc., for planning/design consulting services needed for the Cape Blossom Regional Port; and,

WHEREAS, funding for this type of planning/design consulting services for the Cape Blossom Regional Port has been secured through a completed and executed MARAD FY2023 PIDP Grant No. 693JF72444063 in the amount of $2,455,485, as set forth in City of Kotzebue Resolution No. 24-41, passed and approved on June 20, 2024.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue authorizes the City Manager or her designee, in consultation with the City Attorney and City Planning Director, to enter into a contract with PND Engineers, Inc., Anchorage, Alaska, based upon PND's response to the City of Kotzebue's RFP as set forth in Exhibit "A" attached hereto.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

Attachments: Exhibit "A" – PND Response to RFP [51 pages]

CAPE BLOSSOM PORT

CITY OF KOTZEBUE

planning & design project

9. 9.2024

P | N | D
ENGINEERS, INC.

PND ENGINEERS, INC.

September 9, 2024

Tessa Baldwin
City Manager
City of Kotzebue
PO Box 46
Kotzebue, AK 99752

SUBJECT: Cape Blossom Port Planning & Design Project

Dear Ms. Baldwin & Cape Blossom Regional Strategy Committee:

PND Engineers, Inc. (PND) understands the City of Kotzebue is seeking the professional services of an experienced coastal and waterfront engineering consultant to work with the city, Northwest Arctic Borough (NAB), NANA Regional Corporation, U.S. Maritime Administration (MARAD), U.S. Army Corps of Engineers (USACE), and other project stakeholders to develop a comprehensive plan and provide preliminary design of a new port facility located in Cape Blossom, Alaska. This facility has long been envisioned as a key infrastructure asset to support regional maritime transportation and economic development throughout Northwest Alaska.

PND is uniquely qualified to provide these services to the City of Kotzebue. Founded in 1979 in Anchorage, Alaska, PND is one of the preeminent arctic, coastal, and waterfront engineering experts in the world. We have successfully completed the design, retrofit, and/or rehabilitation of over 1,000 marine infrastructure projects worldwide in our 45-year history, and we have provided coastal and waterfront engineering services in over 50 Alaska harbors. We have extensive experience throughout the NAB, including recent relevant planning, permitting, design, and construction support services for the Crowley Dock Repairs & Replacement Project in Kotzebue.

PND is currently the design engineer of record for the Port of Nome Modification Project, a collaborative effort with the City of Nome and USACE that is building the northernmost deepwater port in North America. PND has designed several large-scale dock facilities on the North Slope of Alaska, as well as the northernmost deepwater vessel berth in the world located on Baffin Island in Nunavut, Canada. PND is currently working with MARAD on Port Infrastructure Development Program (PIDP)-funded projects in Seward and Yakutat, Alaska.

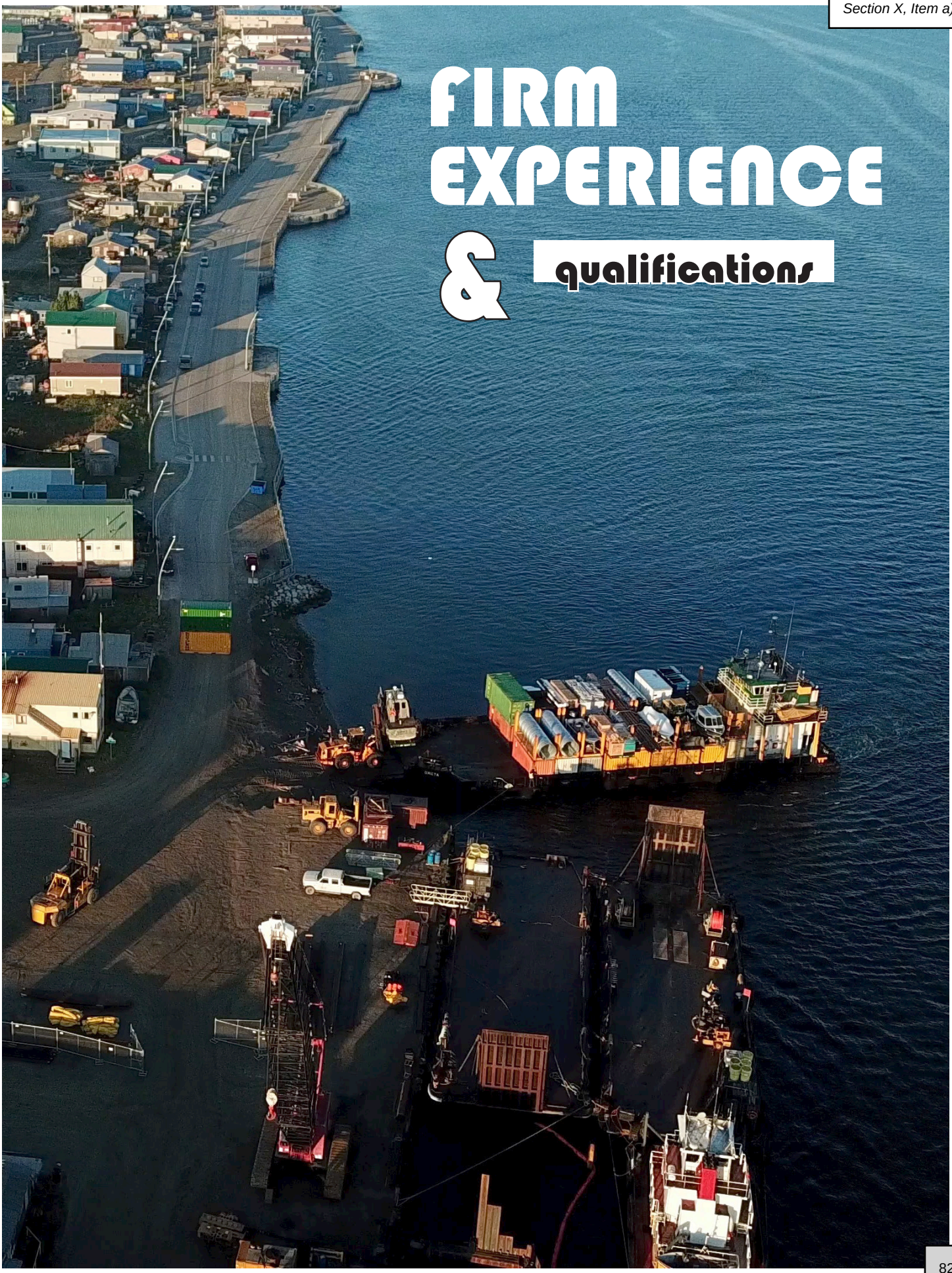
PND and our team's collective experience and expertise will be an asset to the City of Kotzebue and all stakeholders for successfully delivering this important project to the greater NAB community, and we're excited to be your project partners. Thank you for reviewing our qualifications.

Sincerely,
PND Engineers, Inc.
Chip Courtright, PE, SE

PND Vice President & Principal Engineer
PHONE: 907.646.2709; **EMAIL:** ccourtright@pndengineers.com

TABLE OF CONTENTS

All cover photos throughout this proposal, including the title page, were taken during the Crowley Dock Repairs & Replacement Project in Kotzebue, Alaska.


FIRM
EXPERIENCE
&
qualifications

PND Engineers, Inc. (PND) has successfully completed the design, retrofit, and/or rehabilitation of over 1,000 marine infrastructure projects worldwide in our 45-year history. From Adak to Nome to Yakutat, PND has provided coastal and waterfront engineering services in over 50 Alaska harbors. We have extensive experience throughout the Northwest Arctic Borough (NAB), as well, from our award-winning design services for the Napaaqtugmiut K-12 School in Noatak to planning and design for the Arctic Mine and DeLong Mountain Transportation System Studies, linking proposed mines to ports through hundreds of miles of access roads in the 1990s and 1980s, respectively.

In addition to our recent project experience in Kotzebue, most notably our Crowley Dock Repairs & Replacement Project on the Kotzebue Sound, PND has provided various multidisciplinary services in NAB communities such as Buckland, Deering, and Kivalina. PND has extensive master planning, design, permitting, and administration experience on waterfront-related infrastructure projects across Alaska. We routinely provide design through construction-phase services for complex coastal/waterfront projects and have worked with a variety of clients, including the U.S. Maritime Administration (MARAD) and U.S. Army Corps of Engineers (USACE), to ensure environmental compliance and successful installations of our designs. PND is currently working with MARAD on Port Infrastructure Development Program (PIDP)-funded projects in Seward and Yakutat and USACE on the Port of Nome Modification Project. A few of our other recent relevant projects include:

Liberty Island

Northstar Island

Milne Inlet Ore Dock

Point Thomson

STP Dock

West Dock Causeway

	Project Planning & Feasibility Analyses	Public Outreach & Stakeholder Engagement	Site Survey & Data Collection	Coastal Engineering & Metocean Analyses	Geotechnical Engineering & Seismic Analyses	Dredging Design & Environmental Sampling	Uplands Development & Associated Utilities	Cost Estimating & Economic Analyses	Project Permitting & Regulatory Support	Preliminary Engineering & Design	Contract Administration & Construction Support
» ARRC Marine Terminal Master Plans	√	√	√	√			√	√	√	√	
» Chefornak Engineering Support	√	√	√	√	√		√	√	√	√	√
» Chignik Dock & Harbor Expansion	√	√	√		√	√	√	√	√	√	√
» Crowley Dock Repairs & Replacement	√		√	√	√		√	√	√	√	√
» King Cove Harbor Master Plan	√	√	√				√	√	√	√	
» Pikka Project (Oliktok STP Dock)	√			√	√	√		√		√	√
» Port of Bristol Bay Master Plan	√	√	√		√		√	√	√	√	
» Port of Nome Modification Project	√	√	√	√			√	√	√	√	√
» Port of Nome Strategic Development	√	√	√				√	√	√	√	
» Unalaska Marine Center Expansion	√	√	√	√	√	√	√	√	√	√	√
» Valdez Waterfront Master Plan	√	√	√				√	√	√	√	

Crowley Dock Repairs & Replacement | Kotzebue, AK

PND provided professional planning and design services to Crowley Maritime Corporation for identifying and evaluating a multitude of options for replacing its failing dock. Huge sheets of ice covering Kotzebue Sound begin to crack and break each spring, while massive 4-foot-thick ice floes are pushed from the powerful confluence of the Kobuk and Noatak rivers into the sound west of Baldwin Peninsula. Scour was undermining the Crowley Dock's existing tied-back sheet-pile bulkhead, and several areas of sheet pile were failing from corrosion and historical damage.

Faced with the growing danger of the dock's catastrophic failure, Crowley hired PND to assess conditions, determine erosion mechanisms, and implement an emergency temporary repair that allowed Crowley Fuels to continue using the bulkhead and complete its short season with minimal interruption to operations. As part of the planning process, PND and Crowley met with local government, Alaska Native organizations, community members, and other groups that could potentially be affected by the project.

For the permanent repair, PND developed an alternatives analysis for repairing or replacing the existing bulkhead. A new PND-proprietary OPEN CELL SHEET PILE™ (OCSP) bulkhead was determined to be the lowest-cost alternative while providing deeper draft and increased dock space for safe handling and storage, among other benefits. To minimize risks, improve safety, and expand working space, the new dock was designed to encapsulate the old dock. New sheet pile was installed seaward of the existing dock, enveloping the old dock and eliminating the need for costly demolition. The work was sequenced so dock operations would not be affected. A number of other improvements were made to potable water, shore power, dock lighting, fendering, and mooring.

Crowley Dock

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK

- **Client/Owner:** Crowley Maritime Corporation
- **Construction Cost:** $5.6M
- **Engineering Fees:** $652,000
- **Key Personnel:** Thieman, Courtright, Hughes, Brown, and RSA
- **Reference:** Jed Dixon, Project Manager, Crowley Maritime Corporation, 907.777.5598

"When the planning and permitting were completed and the construction finally began, I don't think we could have had a better advocate on site than (PND). I am sure that PND has had more technically challenging jobs, but for Crowley this was an operationally important, highly visible, and politically sensitive project, and we are very glad to have had PND as a partner on it." **~Dixon**

Successes, Challenges, & Relevancy to Cape Blossom: Protecting the waters and wildlife of Kotzebue Sound, a critical part of the people's way of life and nutrition in the region, was a top priority. The project required extensive federal permitting processes with the National Marine Fisheries Service (NMFS) and U.S. Army Corps of Engineers (USACE), including an incidental harassment authorization (IHA) application, biological assessment (BA), and essential fish habitat (EFH) assessment. PND gathered biological data, identified at-risk wildlife, and formed a marine mammal management and mitigation plan to minimize negative impacts. The plan included a marine mammal observation program and underwater sound monitoring during construction. Given the tight timeline and demanding level of coordination required among several stakeholders with competing needs, this local project faced a range of challenges such as permafrost, permitting, property issues, river/sea ice, construction, and tight budget and schedule constraints, yet the project was completed on schedule and within the planned budget.

Port of Nome Modification Project | Nome, AK

PND is the designer of record for this multiphased $600M-plus arctic port expansion project for the City of Nome. Spanning three distinct phases, this project will enhance the port's capacity for growing maritime demands in the Arctic and ultimately position the Port of Nome as the northernmost deepwater port in North America. A comprehensive joint feasibility study conducted by the City of Nome and USACE determined that expanding this maritime transportation hub was foundational to the long-term viability of the surrounding communities in the region.

The first phase of the modification project focuses on expanding the existing ~2,500-foot-long armor stone causeway by 3,500 feet and adding a new OCSP bulkhead that will provide more than 2,000 feet of new dock and 10 acres of additional uplands storage for the port. The first phase is 100% design-complete and went out to bid in February 2024.

The second phase, led by USACE, will significantly deepen the port's capabilities from a 22-foot dredge depth to 40 feet. PND will design additional dock facilities and staging area during the third phase, when the existing east breakwater is removed and replaced with an armor stone causeway.

PND, working directly for the City of Nome, is serving as the designer of record for the OCSP dock and uplands, while USACE is providing design for the armor stone causeway and overseeing contracting and bidding efforts for the federally funded project. This unique arrangement has required close collaboration between PND and USACE during design to ensure adherence to federal requirements and project schedules, as well as appropriate integration of the dock and armor stone transitions.

Port of Nome Modification Project (Corvus rendering)

PORT OF NOME MODIFICATION PROJECT | Nome, AK

- **Client/Owner:** City of Nome
- **Construction Cost:** NA
- **Engineering Fees:** $3.2M
- **Key Personnel:** Courtright, Hudson, Ulmgren, Khokhlov, Hughes, and Corvus
- **Reference:** Joy Baker, Port Director, City of Nome, 907.304.1905

10

PND's design for Phase I will add 10 acres of additional uplands storage at the port, including extending the west causeway by 3,500 feet and adding a new OCSP bulkhead that will provide more than 2,000 feet of new dock face.

Successes, Challenges, & Relevancy to Cape Blossom: The Port of Nome faces many of the same demands as modern-day ports throughout the world, including the need to handle heavy loads efficiently, such as managing large gravel piles, stacked shipping containers, container handlers, heavy cranes – all part of the normal operations at this cold region port facility. The expanded OCSP dock in Phase I was engineered to support a uniform live load of up to 1,500 pounds per square foot, ensuring that large amounts of cargo or stockpiles of gravel can be staged anywhere along the new structure. Additionally, the dock's design allows heavy crane picks and container handlers with large axle loads to operate anywhere on the dock without worry of overload. This project illustrates our team's deep understanding for strategically developing Western Alaska ports to achieve economic growth and regional connectivity. PND submitted 100% design deliverables for Phase I earlier this year; Phase I construction costs were estimated between $250M and $500M, making it the largest-valued civil works project in USACE Alaska District history.

Chefornak Engineering Support Services | Chefornak, AK

PND developed large-scale erosion and flood protection measures for the Chefornak Traditional Council and the Chefornak community, including village relocation planning and design for buildings and marine facilities that had become unusable. Climate change has accelerated erosion, flooding, and permafrost thawing in the village, located on the south bank of the Kinia River.

The original barge landing, built in the 1990s, was washed out during extensive flooding in 2017. PND designed and permitted a temporary barge landing and access ramp developed from gravel and locally available armor rock to extend the landing into the Kinia River, back to its original footprint, allowing freight barges to access the village for food, fuel, and supplies deliveries. PND worked closely with the community as well as government funding and permitting agencies to provide a design suitable for their needs.

PND performed structural evaluations to assess current structural conditions and the feasibility of moving structures threatened by erosion and settlement issues. PND provided geotechnical investigations to study subsurface conditions and temperatures across the site, including an in-depth permafrost analysis to evaluate current and projected permafrost conditions. PND performed hydrological and metocean investigations to assess processes affecting river shoreline erosion and estimated potential water level extremes and flood frequency, combining site visit observations with analyses of reports and studies from DGGS and USACE. PND set up an automated meteorological weather station to acquire in-situ wind, precipitation, temperature, and water level information. Comparing these data to nearby weather and tide stations with consistent historical records allowed us to estimate potential extreme events at the site.

Chefornak Temporary Barge Landing (under construction)

CHEFORNAK ENGINEERING SUPPORT SERVICES | Chefornak, AK

- **Client/Owner:** Chefornak Traditional Council
- **Construction Cost:** NA
- **Engineering Fees:** $1.29M
- **Key Personnel:** Mayrberger, Ulmgren, Khokhlov, Hughes, Brown
- **Reference:** Dora Mathews, (former) Tribal Administrator, Chefornak Traditional Council, 907.867.2076

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PND identified three potential sites for village relocation, including benefits and cost-analyses. PND assessed 33 structures within the area's floodplain, then developed a multiphased strategy for relocating 22 structures.

Successes, Challenges, & Relevancy to Cape Blossom: PND developed the "Chefornak Infrastructure Protection Plan" in 2018 and designed a replacement for the Head Start building and a temporary replacement for the barge landing. We designed the permanent barge landing replacement (the project is currently on hold), an erosion protection plan for adjacent shoreline, and created a managed retreat plan for threatened structures. Chefornak is subject to flooding and erosion, much like Kotzebue and other western Alaska communities. The work in Chefornak involved site reconnaissance, inspections, significant public involvement, alternatives analysis, and coastal/riverine analysis to determine design criteria and develop solutions for the community's infrastructure susceptible to coastal threats. PND engaged local community members and students to assist with monitoring our data collection, which included installing thermistors throughout the village to monitor permafrost temperature and observe active-layer depth over time. Stakeholder engagement was integral for determining the best path forward for the Chefornak community.

Pikka Project (Oliktok STP Dock) | North Slope, AK

PND is providing civil and structural design to Oil Search Alaska for the Pikka Project, a new oil field development approximately 50 miles west of Deadhorse, Alaska. The development includes a processing facility pad, three satellite drill pads, operations pad, a 27-mile gravel road network, two bridges, a seawater treatment plant (STP), and a boat launch on the Colville River for the Nuiqsut community.

PND's involvement in the project began in 2015 with a high-level route alternatives analysis and preliminary geotechnical investigation, then expanded to include an environmental impact statement and USACE Section 404 permit support, route reconnaissance, land surveying, mine site development, hydrology, fabrication support, construction administration, and field inspection services.

The STP Dock at Oliktok Point featured the construction of a unique high-capacity offload facility and barge slip designed to accommodate a facility that was itself a barge. The barge was floated into place within the slip at the new dock and uplands, then grounded on the ocean bottom to intake seawater for oil field operations. Situated in shallow Arctic waters in Prudhoe Bay, the project required winter construction due to permit restrictions, and all pile driving was completed in a single season.

PND developed more than 5 acres of uplands staging area, including a high-capacity berthing and offload area capable of supporting live loads of up to 2,000 psf for large drill rigs and heavy oil field module offloads. The project demanded close coordination with the client, neighboring land owners, and the STP barge designer to ensure compliance with strict permitting and environmental conditions, as well as critical dimensions and grounding criteria.

Oliktok STP Dock

PIKKA PROJECT (OLIKTOK STP DOCK) | North Slope, AK

- **Client/Owner:** Oil Search Alaska
- **Construction Cost:** NA
- **Engineering Fees:** $1.7M
- **Key Personnel:** Thieman, Hudson, Mayrberger, Hughes
- **Reference:** Brenton Savikko, PE, PMP, Project Manager, Oil Search Alaska, 907.646.7004

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PND developed more than 5 acres of uplands staging area and a high-capacity berthing and offload area capable of supporting live loads of up to 2,000 psf for large drill rigs and heavy oil field module offloads.

Successes, Challenges, & Relevancy to Cape Blossom: PND provided adfreeze pile foundation design for facilities and bridges, thermal analyses, climate change analysis, and forecasting following Intergovernmental Panel on Climate Change modeling methods for this expansive project north of the Arctic Circle. PND also provided permit support, roadway design, and survey services for access road routing, including a three-week helicopter-supported route assessment and design survey. PND's design efforts included two separate 65% road alignment packages spanning 47 miles, a roads and pads issued-for-construction package involving 27 miles of road and 3 million cubic yards of gravel, and two issued-for-construction packages for the Kachemach and Miluveach bridges. The STP Dock at Oliktok Point is particularly relevant to the Cape Blossom Port Planning & Design Project as it underscores our extensive experience in delivering complex marine infrastructure projects in remote and challenging locations in Alaska while effectively managing requirements of multiple stakeholders and agencies.

Chignik Dock & Small Boat Harbor Replacement | Chignik, AK

PND completed two key infrastructure projects within the Chignik Small Boat Harbor on the remote Alaska Peninsula. Phase I consisted of a new float system; Phase II included expansion of the timber float system, a new steel transient float system, an inner harbor OCSP dock, and a boatlift with an adjacent vessel washdown system.

During Phase I, PND provided comprehensive support during project development and implementation of the small boat harbor replacement. Our responsibilities included project layout and scope identification, permitting, site geotechnical investigations, development of design criteria/float performance specifications, bidding support, review of design-build proposals, construction administration, and fabrication/ construction inspection services.

During Phase II, PND provided design plans/specifications, assisted with permit applications/drawings, and provided cost estimates to replace the city's dilapidated dock with a new multiuse public facility and Alaska Marine Highway System (AMHS) ferry terminal. The dock serves as an all-tide deep-draft facility that accommodates medium- and large-vessel berthing and provides moorage for AMHS ferries such as the M/V Kennicott and M/V Tustumena.

The modern high-capacity sheet-pile bulkhead is 310 feet long, with amenities such as boat storage and uplands areas. The project included comprehensive engineering services from initial concept development through construction support. The project was designed in phases for financing purposes, with documents updated to meet Alaska Department of Transportation & Public Facilities (DOT&PF) and Federal Highway Administration (FHWA) requirements for grant funding.

Chignik Dock (under construction)

CHIGNIK PUBLIC DOCK & SMALL BOAT HARBOR REPLACEMENT | Chignik, AK

- **Client/Owner:** Lake & Peninsula Borough/City of Chignik
- **Construction Cost:** $18.4M
- **Engineering Fees:** $1M
- **Key Personnel:** Thieman, Courtright, Roche, Mayrberger, Khokhlov
- **Reference:** Nathan Hill, Borough Manager, Lake & Peninsula Borough, 907.246.3421

"Most dock users will probably never know how challenging this (Chignik Public Dock) project was and the amount of effort and collaboration each of you gave to its success. Working with each of you during construction was a great pleasure. Thank you for making this project such a success." **~Todd Boris, PE, DOT&PF Quality Assurance Engineer**

Successes, Challenges, & Relevancy to Cape Blossom: PND provided planning, design, management, and construction-phase support services for this dock and small boat harbor replacement project in remote Alaska. Phase I was delivered under a design-build contract, while Phase II was design-bid-build. This critical marine infrastructure facility meets both the Chignik community and greater Lake & Peninsula Borough communities' varied needs in the intense seismic and weather conditions present along the Alaska Peninsula. PND's comprehensive involvement throughout these multiphased projects illustrates our team's well-suited qualifications for overseeing all aspects of the Cape Blossom Port Planning & Design Project. The Chignik Dock, which was awarded Project of the Year honors by Engineering-News Record Northwest in 2017, survived an 8.2-magnitude seismic event in 2021 and 7.8-magnitude and 7.6-magnitude seismic events in 2020. Lake & Peninsula Borough Manager Nathan Hill inspected the dock following the August 2, 2021, earthquake and reported no issues or structural damage.

Unalaska Marine Center Expansion | Unalaska, AK

PND has been providing design services for the Unalaska Marine Center (UMC) since 1989, beginning with design of the 790-foot Ballyhoo Crane Dock. Most recently, PND provided design and environmental services to replace UMC docks at positions III and IV with a new high-capacity bulkhead dock facility with expanded container crane capabilities. Prior to design, PND assisted with an extensive planning effort that involved an upfront study with site investigations, cost estimates, and design alternatives.

Our team began by organizing meetings and several on-site walkthroughs with project stakeholders and potential facility users. The site assessments allowed engineers to identify items that required repairs or upgrades, while discussions with project stakeholders helped us understand the required operational requirements. The assessments and discussions guided development of design alternatives.

The initial site survey for design included topographic survey and horizontal/vertical control, as well as all water, stormwater, and wastewater structures and pipe inverts, fuel vaults, and electrical utilities.

The initial design phase included geotechnical investigations to determine soil properties, bedrock profiles, and bedrock quality.

PND conducted real-time hydroacoustic measurements of ambient underwater sound levels near the dock to establish a baseline of existing ambient noise for permitting efforts and managed a pre-permitting program of marine mammal observations to generate additional species density data for permit applications. Our team developed the final design drawings for construction, bidding documents, and construction contracts, as well as performed project bidding and construction management.

Unalaska Marine Center (during paving)

UNALASKA MARINE CENTER EXPANSION | Unalaska, AK

- **Client/Owner:** City of Unalaska
- **Construction Cost:** $38M
- **Engineering Fees:** $5.3M
- **Key Personnel:** Thieman, Courtright, Gray, Roche, Mayrberger, Khokhlov, Hughes, Brown
- **Reference:** Peggy McLaughlin, Ports & Harbors Director, City of Unalaska, 907.581.1254

"I've worked with PND since 2009. Each interaction and work product has been carefully and thoroughly executed. Their professionalism and competency is reflected in the fact that we continue hiring them to perform work for us in this particularly challenging maritime environment. PND is responsive to our needs and innovative with respect to design criteria and cost-saving measures." **~Tom Cohenour, Unalaska Public Works Director**

Successes, Challenges, & Relevancy to Cape Blossom: PND's final design added 610 feet of dock face with a minimum 45-foot water depth, replacing two aging pile-supported structures with a bulkhead dock. The design also extended existing container crane rails; provided an electrical service vault for a new electric container crane; upgraded water, sewer, fuel, and stormwater utility infrastructure; and incorporated numerous appurtenances to meet the current and future needs of the port. UMC was one of the first projects to adopt NOAA's modern guidance for the assessment of underwater sound effects and has been used as a model for subsequent project implementation. UMC is a high-traffic cargo and passenger port serving the largest community on the Alaska Peninsula. PND's efficient and comprehensive work on this project, designing a facility to support heavy cargo and passenger loads while accommodating the weather and seismic conditions common in Southwest Alaska, demonstrates our ability to complete waterfront development projects of any size in remote, logistically challenging locations.

Port of Nome Strategic Development Plan | Nome, AK

PND is developing a comprehensive waterfront master plan, construction cost estimates, economic feasibility analyses, and action plan strategies for key areas of the Port of Nome to ensure the city and port are ready for future development. PND has completed nearly 50 projects for the City of Nome over the past 35 years and 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.

This project was divided into three distinct phases. In Phase I, the PND team gathered economic data from publicly available sources and interviews with Nome stakeholders and community members. We held bi-weekly meetings with Port of Nome staff to discuss project needs and develop advertisement strategies and timing for the first round of public meetings. The community was informed of the scope and goals of the project and encouraged to provide input during collaborative work sessions during the open meetings. PND provided a summary report of the port's existing conditions, economic opportunities, preliminary development options, and community feedback.

During Phase II, our team hosted a second round of open meetings with project stakeholders in the community and are currently refining the development options identified in Phase I based on the feedback and discussions with port personnel and other stakeholders. We are updating our report, outlining all considered alternatives. During Phase III, our planning team will develop a final draft report presenting the preferred alternative development option and associated cost estimates to the City of Nome and the Port Commission.

Port of Nome

PORT OF NOME STRATEGIC DEVELOPMENT PLAN | Nome, AK

- **Client/Owner:** City of Nome
- **Construction Cost:** NA
- **Engineering Fees:** $211,000
- **Key Personnel:** Hudson and Corvus
- **Reference:** Joy Baker, Port Director, City of Nome, 907.304.1905

"They've done design. They've done repairs. They've done inspections. They've done permitting. They've pretty much been my right arm. I think (PND) does a good job of understanding what your problems are and putting their collective heads together to determine the best and most practical fix. ... They stand by their work, and they're confident in their work." **~Baker**

Successes, Challenges, & Relevancy to Cape Blossom: The City of Nome is determined to prepare itself for the future by thoroughly assessing its current and future maritime and harbor facilities within a comprehensive Strategic Development Plan update for the Port of Nome. PND is providing overall project management of our team of subconsultants and leading all elements of the plan, including coordinating with City of Nome staff, the Port Commission, and other stakeholders. PND developed public involvement strategies and approach; prepared drawings and narratives; provided existing facilities structural and load-capacity analyses; oversaw financial studies and benefit-cost analyses; and prepared concept-level construction cost estimates. PND is a multidisciplinary engineering firm that specializes in marine and waterfront facility planning and design, such as the Cape Blossom Port Project. We have participated in and spearheaded development planning efforts for multiple waterfront communities throughout Alaska and the Pacific Northwest, including several with our proposed subconsultant, Corvus Design.

King Cove Harbor Master Plan | King Cove, AK

PND provided project management, planning, public involvement, and engineering services to the City of King Cove for producing a master plan to guide harbor development for the next 20 years. The master plan was informed by planning meetings, community outreach/ engagement, and investigations/analyses of existing harbor facilities and potential for demand. The effort was supported by the community, who value the harbor's role in sustaining the city's commercial fishing and seafood processing operations.

King Cove is a small city in the Aleutians East Borough located on a sand spit on the south side of the Alaska Peninsula. The city is only accessible by boat or plane. King Cove Harbor consists of the North Harbor (small boat harbor) and South Harbor (large boat harbor); upland infrastructure includes the harbormaster building, a harbor warehouse building, and a shore power hook-up area.

PND has been designing harbor infrastructure in King Cove since the 1980s. Familiar with its existing facilities, PND collected, reviewed, and shared historical research about the harbor with the city during a preliminary planning session in King Cove to commence the master planning effort. The city and harbor staff in attendance similarly shared known deficiencies, needs, and the demand for existing and potential facilities. We performed site inspections of existing structures and facilities at the harbor, including those identified as potential projects. We met with city and harbor staff, as well as local commercial fishermen, to discuss the master plan and receive additional input and projects to consider. PND synthesized its findings in a trip report, which ultimately informed the 20-year master plan for the King Cove Harbor and community.

King Cove Harbor

KING COVE HARBOR MASTER PLAN | King Cove, AK

- **Client/Owner:** City of King Cove
- **Construction Cost:** NA
- **Engineering Fees:** $265,000
- **Key Personnel:** Thieman and RSA
- **Reference:** Amber Jusefowytsch, Assistant City Administrator, City of King Cove, 907.274.7573

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PND identified 19 projects in the King Cove Harbor Master Plan for potential improvements or replacements, including potential funding sources, ROM cost estimates, and estimated timeframes for completion.

Successes, Challenges, & Relevancy to Cape Blossom: The King Cove Harbor Master Plan incorporated information gathered from planning sessions with city and harbor staff, on-site inspections, research, and public engagement with the community. The plan addressed the condition of existing facilities, identified repairs and maintenance, and recommended new facilities and improvements to existing ones. The potential infrastructure improvement projects provided in the master plan included potential funding sources, rough order of magnitude cost estimates, and the estimated timeframe for completion to guide the city in identifying and prioritizing projects over the next 20 years. PND presented a list of projects to the client and project stakeholders for potential upgrades, maintenance, or expansion that would ensure effective continued operation of the harbor and strengthen the community's role in both the commercial fishing and seafood processing industries. RSA, our proposed subconsultant for the Cape Blossom Port Planning & Design Project, provided electrical and mechanical engineering services for the master plan.

Port of Bristol Bay Waterfront Master Plan | Naknek, AK

PND has undertaken a series of planning efforts for different facilities throughout the Bristol Bay Borough, including the Port of Bristol Bay Waterfront Master Plan. PND developed master plans for the Port of Naknek, South Naknek Dock, King Salmon Bulkhead, Public Facilities, and the Naknek Landfill, as well as a Sewage Lagoon Shoreline Protection Study. PND worked with our proposed subconsultant, Corvus Design, to develop the Port of Bristol Bay Waterfront Master Plan, which focused on four key areas: Naknek Dock, South Naknek Dock, King Salmon Bulkhead, and the proposed Fisherman's Wharf facility.

The master plan covered repair and development of waterfront infrastructure to promote increased industrial, commercial, and recreational activity in the borough. The plans for Naknek Dock, South Naknek Dock, and King Salmon Bulkhead were for existing facilities and required evaluation of current infrastructure conditions and recommendations for planning strategies and facility improvements based on forecasted demands and needs.

Fisherman's Wharf is a proposed new facility; this task involved development of multiple waterfront concepts, as well as evaluation of potential siting locations within the community. Work for Fisherman's Wharf included developing feasible access roads for each proposed location and evaluating the real estate and property procurement and development implications for each site. A number of capital improvement projects to advance economic development opportunities are identified in the plan, such as expanding Naknek Dock and incorporating a new boat launch, as well as adding shore power at South Naknek Dock. Development of the master plan required site investigations, SWOT analyses, and conceptual design and cost estimating.

Fisherman's Wharf Site Selection

PORT OF BRISTOL BAY WATERFRONT MASTER PLAN | Naknek, AK

- **Client/Owner:** Bristol Bay Borough
- **Construction Cost:** NA
- **Engineering Fees:** $813,000
- **Key Personnel:** Hudson, Roche, Mayrberger, Ulmgren, Hughes, Brown, and Corvus
- **Reference:** James Wilson, Borough Manager, Bristol Bay Borough, 907.246.4224

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PND reviewed five sites for locating a potential Fisherman's Wharf, taking into consideration ample spacing for public parking, feasible waterfront access separate from the existing port area, and adequate tidal conditions for a boat ramp to launch 32-foot vessels.

Successes, Challenges, & Relevancy to Cape Blossom: The Port of Bristol Bay Waterfront Master Plan examined various development options for the waterfront areas of Naknek, South Naknek, and King Salmon with the intent to benefit the communities they serve while maintaining their character. PND identified structural concerns ranging from moderate to severe for each dock area that needed to be addressed with varying priority levels to prevent future deterioration; some of the outlined deficiencies compromised public safety. By developing the four focus areas, the borough's waterfront infrastructure will be prepared to handle the ever-increasing demand for cargo shipping and sport fishing access, ensuring longevity of each community's core industries. The extensive master planning effort, led by PND and our proposed subconsultant, Corvus Design, had primary focuses on expanding coastal infrastructure to accommodate increasing industrial traffic, addressing safety concerns, extending essential public utilities for better service for users, and repairing structural deficiencies to increase service life of the borough's waterfront facilities.

Valdez Waterfront Comprehensive Master Plan | Valdez, AK

PND provided professional services for developing a comprehensive waterfront master plan for the City of Valdez. The plan now serves the city as an essential planning and implementation tool for development over the next 30 years.

Valdez is an active waterfront community with a vibrant fishing and seafood industry, oil terminal port, container terminal facility, harbors, and recreation opportunities. The planning effort was conducted to gain the support and input of various city departments, residents, local businesses, and other stakeholders. The master plan was compatible with the community character and environmental conditions, both of which are significant considerations for the isolated city near the northern tip of Prince William Sound.

PND provided overall project management for a multidisciplined team of subconsultants and led all elements of the master planning efforts, while our proposed subconsultant, Corvus Design, provided upland master planning assistance and led public involvement workshops in the Valdez community. PND, which has provided professional planning and design services on more than 200 projects in Valdez, developed public involvement strategies and approach; provided existing facilities structural and load-capacity analyses; oversaw financial studies and benefit-cost analyses; and prepared master planning drawings, narratives, and concept-level construction cost estimates.

The plan focused on the existing Valdez 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 Townsite; and the economic feasibility for a marine industrial trade park and marine dry-stacking facility.

Valdez Waterfront

VALDEZ WATERFRONT COMPREHENSIVE MASTER PLAN | Valdez, AK

- **Client/Owner:** City of Valdez
- **Construction Cost:** NA
- **Engineering Fees:** $397,000
- **Key Personnel:** Courtright and Corvus
- **Reference:** Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564

"We had recently severed a relationship with another planning team on an unrelated project that did not end well with our local community. Knowing this, PND tailored its approach and worked with the many diverse stakeholders and community groups. This project had a very tight timeline, and the end product was delivered with overwhelming community support."
~Talbott

Successes, Challenges, & Relevancy to Cape Blossom: PND primed a master planning project that helped create a vision for five key waterfront properties in Valdez based on economic opportunities, trends, and community priorities that met the needs of existing businesses and industries. The process included master planning, implementation strategies, land-use recommendations, construction estimates, and a final document that the City Council and Ports and Harbor Commission unanimously approved for funding and implementation. The project developed master plans for five sites and more than 300 acres, including the historic townsite where the community stood before the 1964 earthquake. Improvements included densification of the downtown waterfront business district, new seafood plants, dock and harbor upgrades, support facilities, new business and housing development, marine service yard expansion, transportation and parking improvements, freight handling, parks, trails, open space, and cruise ship improvements. The project included unique planning considerations for Old Town due to the historical significance of the area.

ARRC Marine Terminal Master Plans | Seward/Whittier, AK

PND led a team of subconsultants to develop a comprehensive 20-year master plan for the ARRC yard and dock facilities in Seward, Alaska. The primary focus was to produce concepts for replacing the aging passenger dock that services cruise ships each spring through early fall. The master plan examined options that used all three dock sites – freight, passenger, and coal-loading dock – in various configurations to concurrently accommodate two cruise ships in excess of 1,000 feet long.

PND conducted metocean studies, dynamic finite element wave modeling, and other analysis methods to determine the most appropriate dock for the potential extreme sea state conditions expected during major storm events and successfully developed a concept that provided a floating dock configuration that was well received by the cruise ship industry. The master plan also examined economic potential for development of the real estate at the facility; designed a terminal building and associated parking area/traffic planning to simultaneously allow two full-size cruise ships; assessed/rearranged traffic patterns into and out of the facility to minimize conflicts between freight trucks, buses, vehicular traffic, and pedestrians; and established a more organized approach to use the available acreage more efficiently.

Under a separate contract, PND developed a comprehensive plan for the ARRC yard and dock facilities in Whittier, Alaska. The scope of work involved creating concepts for facilities to accommodate freight, cruise ship, and other marine traffic; analyzing economic drivers of ARRC operations; and identifying existing strengths and weaknesses. One project component included an in-depth freight dock study to identify the dock's existing conditions, business trends, and how ARRC facilities support potential improvements to freight dock operations.

ARRC Seward Passenger Dock OCSP Replacement (PND rendering)

ARRC MARINE TERMINAL EXPANSION MASTER PLANS | Seward/Whittier, AK

- **Client/Owner:** Alaska Railroad Corporation
- **Construction Cost:** NA
- **Engineering Fees:** $2.7M (Seward); $232,000 (Whittier)
- **Key Personnel:** Thieman, Courtright, Hudson, Gray, Roche, Khokhlov, Hughes
- **Reference:** Brian Lindamood, PE, SE, Vice President & Chief Engineer, ARRC, 907.265.3095

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PND is currently providing design and permitting services for two primary improvement priorities identified during planning for the ARRC Seward Marine Terminal: Passenger Dock Replacement and Freight Dock Improvements.

Successes, Challenges, & Relevancy to Cape Blossom: These comprehensive master planning efforts focused on driving economic growth at major ARRC marine facilities. The planning effort included completion of a passenger traffic study, freight traffic study, and transportation connectivity study, all supported by extensive public outreach and visioning, which led to the creation of the Seward Marine Terminal Expansion Master Plan. The master planning effort considered options developed in each of the studies and analyzed them for enabling recommendations for improvement priorities. The upgrades included concepts, planning-level designs, and cost estimates for the identified improvement priorities. The analyses examined how to best support ARRC's existing terminal operations, constructability/phasing, cost, and balancing of short- and long-term infrastructure needs with modal demands and space availability. Extensive public and stakeholder involvement contributed to considerations for how the recommended improvements would be integrated into the local Seward community and transportation network.

PND will manage the majority of this contract from our firm's headquarters in Anchorage, Alaska. Our team includes subconsultants AMC Engineering (AMC) for fuel systems engineering; Coastal Frontiers Corporation (Coastal Frontiers) for specialized cold regions analysis of longshore sediment transport; Corvus Design (Corvus) for port planning support and stakeholder engagement; RSA Engineering (RSA) for electrical and mechanical engineering; and Restoration Science & Engineering (RSE) for dredge sampling and analysis. With the exception of Coastal Frontiers, which is based in Moorpark, California, our entire team consists of Alaskans who live and work in Alaska, based in Anchorage.

PND Senior Vice President & Principal Engineer Dempsey Thieman, PE, SE, will serve as contract manager. Dempsey will have overall responsibility of the contract, responsible for negotiating contract terms and guiding contract compliance. PND Vice President & Principal Engineer Chip Courtright, PE, SE, will serve as project manager. Chip will be the single point of contact for the City of Kotzebue and have direct responsibility of our team's specific disciplines. The lines of authority will flow through Chip, as illustrated in our organizational chart pictured at right. Chip will lead and supervise all aspects of the planning and engineering design to ensure accuracy, safety, and adherence to the project's schedule. PND Principal Engineer Bryan Hudson, PE, SE, will serve as quality assurance/quality control (QA/QC) manager and be responsible for ensuring all deliverables meet appropriate standards.

PND Contract Manager Dempsey Thieman has nearly 30 years of professional management experience on waterfront engineering projects for both private and public clients throughout Alaska. Dempsey is intimately familiar with the challenges of waterfront development throughout Alaska, including Kotzebue.

PND Project Manager Chip Courtright has nearly 20 years of professional engineering experience in civil/structural design, inspection, cost estimation, and administrative services. Chip has experience managing every stage of project processes, from concept design and permitting through construction-phase services. He often designs for harsh environmental conditions and has a history of innovative and practical design solutions to complete complex projects on schedule and under budget.

PND Quality Control Manager Bryan Hudson has 20 years of civil/structural experience performing and managing all types of coastal planning and waterfront engineering projects, including extensive experience in Northwest Alaska. Bryan is currently managing design for the Port of Nome Modification Project in conjunction with USACE, as well as planning for the Port of Nome Strategic Development Plan, showcasing his unique skillset for providing planning, design, and administrative support services in the geographic region.

CITY OF KOTZEBUE

CBRPC

Contract Manager
Dempsey Thieman, PE, SE* | **PND**
AK-PE-9974
AK-SE-14420

Quality Control Manager
Bryan Hudson, PE, SE* | **PND**
AK-PE-12004
AK-SE-14290

PROJECT MANAGER
Chip Courtright, PE, SE* | **PND**
AK-PE-12820
AK-SE-126438

*IN RESPONSIBLE CHARGE

Civil Engineering Lead
Josh Gray, PE* | **PND** (AK-PE-119541)

Structural Engineering Lead
Corey Roche, PE, SE* | **PND** (AK-PE-106463; AK-SE-126432)

Geotechnical Engineering Lead
Torsten Mayrberger, PE, PhD* | **PND** (AK-PE-14702)

Coastal Engineering Lead
Michael Ulmgren* | **PND** (AK-PE-145780)

Metocean Science Lead
Alexander Khokhlov | **PND**

Environmental Science Lead
Brenna Hughes | **PND**

Land Surveying Lead
Iain Brown, PLS* | **PND** (AK-PLS-107707)

SUBCONSULTANTS

Fuel Systems Engineering
Dave Shumway, PE* | **AMC**
AK-PE-8815

Coastal Engineering
Craig B. Leidersdorf | **COASTAL FRONTIERS**

Port Planning & Stakeholder Engagement
Peter Briggs, PLA | **CORVUS**

Electrical Engineering
Tim Hall, PE* | **RSA**
AK-PE-9131

Mechanical Engineering
Mark Frischkorn, PE* | **RSA**
AK-PE-8975

Dredge Material Characterization
Lucus E. Gamble | **RSE**

Dempsey Thieman, PE, SE | Contract Manager

PND Senior Vice President & Principal Engineer Dempsey Thieman will serve as our team's contract manager and principal-in-charge of the Cape Blossom Port Planning & Design Project. Dempsey will be responsible for negotiating contract terms and guiding contract compliance; he will have overall responsibility of the contract. Dempsey has nearly 30 years of professional management experience on waterfront engineering projects for both private and public clients throughout Alaska. He is intimately familiar with the challenges of waterfront development in Northwest Alaska, having successfully managed and designed a wide range of marine infrastructure projects in the region. Dempsey recently served as PND's principal-in-charge of the Crowley Dock Repairs & Replacement Project in Kotzebue, Alaska.

TITLE

» PND Senior Vice President & Principal Engineer VII

ROLE

» Contract Manager & PND Principal-in-Charge

EDUCATION

» B.S., Civil Engineering, California Polytechnic State University

REGISTRATION

» Professional Civil Engineer: AK-PE-9974
» Professional Structural Engineer: AK-SE-14220

REFERENCES

» Jed Dixon, Project Manager, Crowley Fuels, 907.777.5598
» Peggy McLaughlin, Ports & Harbors Director, International Port of Dutch Harbor, 907.581.1254
» Nathan Hill, Manager, Lake & Peninsula Borough, 907.246.3421

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK. Principal-in-Charge. Corrosion and scour were undermining the existing tied-back sheet-pile bulkhead at the fuels dock. Dempsey served as PND's principal-in-charge of this project, which assessed conditions, determined erosion mechanisms, and implemented an emergency temporary repair that allowed Crowley to continue using the bulkhead and complete the short season with minimal interruption to operations. For the permanent repair, PND developed an alternatives analysis for repairing or replacing the existing bulkhead. The project included other improvements such as potable water, shore power, dock lighting, and fendering/mooring.

KING COVE HARBOR MASTER PLAN | King Cove, AK. Principal-in-Charge. Dempsey managed and oversaw development of a 20-year master plan for King Cove's harbor facilities to ensure continued operations of the community's existing facilities while evaluating demand for new harbor infrastructure. The plan incorporated information gathered from planning sessions with city and harbor staff, on-site inspections, research, and public engagement with the community. The plan addressed the condition of existing facilities, identified repairs and maintenance, and recommended new facilities and improvements to existing ones, including identifying potential funding sources, rough order of magnitude (ROM) cost estimates, and estimated timeframes for completion to guide the city in identifying and prioritizing projects.

UNALASKA MARINE CENTER EXPANSION | Unalaska, AK. Principal-in-Charge. Dempsey was responsible for this project's master plan, which replaced the existing Unalaska Marine Center dock at positions III and IV with a new high-capacity bulkhead dock facility with expanded container crane capabilities. He performed several site assessments to identify required repairs and facility upgrades, developed design alternatives, led public involvement meetings, and presented project updates to the city council. Dempsey oversaw survey, bathymetry, permitting, a geotechnical investigation, detailed design, and public involvement. The project provided 610 feet of new dock face with a minimum water depth of approximately 45 feet. Dempsey is currently working on dredging and further expansion plans at the facility.

CHIGNIK PUBLIC DOCK & SMALL BOAT HARBOR EXPANSION | Chignik, AK. Principal-in-Charge. Dempsey oversaw planning and design for two projects at this remote harbor on the Alaska Peninsula. The first procured a new float system through a design-build delivery system. PND was responsible for permitting, design criteria, performance specifications, bidding support, design review, and construction administration. The second project expanded the timber float system and added a transient float, inner harbor OPEN CELL SHEET PILE™ dock, and boatlift with washdown system. Float units were designed as prefabricated modules, and special connections allowed for displacement and energy absorption as necessary. On-float utilities included water, fire water, and electrical service.

Chip Courtright, PE, SE | Project Manager

PND Vice President & Principal Engineer Chip Courtright will serve as our team's project manager for the Cape Blossom Port Planning & Design Project. Chip will be the single point of contact for the City of Kotzebue and have direct responsibility of our team's specific disciplines. Chip has nearly 20 years of professional engineering experience in civil/structural design, inspection, cost estimation, and administrative services. Chip has experience managing every stage of project processes, from concept design and permitting through construction-phase services. He often designs for harsh environmental conditions and has a history of innovative and practical design solutions to complete complex projects on schedule and under budget, such as the recent Crowley Dock Repairs & Replacement Project in Kotzebue, Alaska.

TITLE

» PND Vice President & Principal Engineer VII

ROLE

» Project Manager

EDUCATION

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

REGISTRATION

» Professional Civil Engineer: AK-PE-12820
» Professional Structural Engineer: AK-SE-126438

CERTIFICATIONS

» AWS: Welding Inspection

REFERENCES

» Jed Dixon, Project Manager, Crowley Fuels, 907.777.5598
» Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564
» Nathan Hill, Manager, Lake & Peninsula Borough, 907.246.3421

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK. Project Manager. Chip served as project manager and lead design engineer for this dock rehabilitation and replacement project. PND assessed conditions, determined erosion mechanisms, and implemented emergency temporary repairs at the fuel dock. For the permanent repair, PND developed an alternatives analysis and ultimately designed a new OPEN CELL SHEET PILE™ (OCSP) bulkhead system that encapsulated the existing failed sheet-pile bulkhead. PND also provided construction administration and inspection services.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK. Project Manager. Chip provided concept layouts of marine facilities for this comprehensive master planning effort. He ensured concepts were feasible from an engineering and permitting standpoint and provided construction costs for elements of the design alternatives. The goal of Chip's planning effort was to gain support and input from city departments, residents, local businesses, and other stakeholders, while ensuring outcomes were compatible with the community culture and environmental conditions.

CHIGNIK PUBLIC DOCK & SMALL BOAT HARBOR EXPANSION | Chignik, AK. Project Manager. Chip managed and led design for a pair of key harbor projects in Chignik Bay. The first project consisted of a new float system, which included project permitting, design criteria, bidding support, design review, and construction support services. The second project consisted of a timber float system expansion, a new transient float, an inner harbor OCSP dock, and a boat lift with an adjacent vessel wash system. The new float units were designed as prefabricated modules, with module connections developed for displacement and energy absorption where necessary. On-float utilities included water, fire water, and electrical service. A separate washdown system was incorporated to collect, treat, and recycle water used to clean vessels that were removed using the new boatlift.

PORT OF NOME MODIFICATION PROJECT | Nome, AK. Design Engineer & Cost Estimator. Chip has provided waterfront engineering and cost estimating services for multiple projects at the Port of Nome, including the City of Nome's major arctic port expansion project. He assisted with preliminary through 100% design for Phase I of the project, which went out to bid summer 2024. Marine elements included a 40-foot-draft deepwater basin and 2,200 feet of new sheet-pile dock, a 28-foot-draft outer basin, two sheet-pile docks, and mooring dolphins. Chip, together with PND Principal Engineer Bryan Hudson, PE, SE, our proposed quality control manager, also took part in the initial U.S. Army Corps of Engineers planning charrette in 2018 to guide the port's expansion. Chip also provided design and cost estimations for the Port of Nome Middle Dock, a 240-linear-foot, seven-cell OCSP bulkhead dock that increased total dock face by more than 50% and added 30,000 square feet of uplands along the west causeway.

Bryan Hudson, PE, SE | Quality Control Manager

PND Principal Engineer Bryan Hudson will serve as our team's quality control manager for the Cape Blossom Port Planning & Design Project. Bryan has 20 years of civil/structural engineering experience performing and managing all types of engineering projects, including bridge and dock design, arctic port design, bridge inspection, sheet-pile bulkhead design, and construction engineering, as well as planning and administration of a variety of projects throughout Alaska. Bryan has extensive experience designing marine infrastructure in Arctic environments, including developing waterfront master plans for strategic development in Northwest Alaska communities. Bryan's recent relevant project experience in Nome, Alaska, will be an asset to our planning/design team and all project stakeholders.

TITLE/ROLE

» PND Principal Engineer VII; Quality Control Manager

EDUCATION

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

REGISTRATION

» Professional Civil Engineer: AK-PE-12004
» Professional Structural Engineer: AK-SE-14290

CERTIFICATIONS

» FHWA: National Highway Institute Program Manager for Safety Inspection of In-Service Bridges; Nonredundant Steel Tension Members Inspection

REFERENCES

» Joy Baker, Port Director, City of Nome, 907.304.1905
» Jathan Garrett, Project Manager, USACE Alaska District, 907.753.2869
» Mike Cutler, PE, SE, Civil/Structural Technical Authority, ConocoPhillips Alaska, 907.265.6137

PORT OF NOME MODIFICATION PROJECT | Nome, AK. Project Manager. Bryan is currently managing PND's role on this major port expansion project for the City of Nome and its project partner, the U.S. Army Corps of Engineers. Phase I of the project, which is 100% design-complete and scheduled for construction in 2025, focuses on expanding the existing ~2,500-foot-long armor stone causeway by 3,500 feet and adding a new sheet-pile bulkhead that will provide more than 2,000 feet of new dock and an additional 10 acres of additional uplands storage for the port. Phase II will significantly deepen the port's capabilities from a 22-foot dredge depth to 40 feet. Phase III will provide additional dock facilities and staging area when the existing east breakwater is removed and replaced with an armor stone causeway.

PORT OF NOME STRATEGIC DEVELOPMENT | Nome, AK. Project Manager. Bryan is currently managing this project for the City of Nome, developing a comprehensive waterfront master plan at the Port of Nome. The project includes construction cost estimates, economic feasibility analyses, and action plan strategies for key areas of the Port of Nome to ensure the city and port are well equipped for future development. PND is working closely with City of Nome staff, port personnel, steering groups, and other stakeholders to ensure all parties are engaged in the process and have the opportunity to provide input during all phases of work.

PORT OF BRISTOL BAY WATERFRONT MASTER PLAN | Naknek, AK. Project Manager. Bryan is currently managing waterfront master planning efforts for the Bristol Bay Borough, which includes the Naknek Dock, South Naknek Dock, King Salmon Bulkhead, and a proposed Fisherman's Wharf. The purpose of the master plan is to guide the borough in developing its port and waterfront facilities to support industrial, commercial, and recreational use by identifying potential capital improvement projects. The work has involved a site investigation, SWOT (strengths, weaknesses, opportunities, threats) analysis, and developing conceptual designs and cost estimates for proposed port improvements.

ARRC SEWARD/WHITTIER MARINE TERMINAL MASTER PLANS | Seward/Whittier, AK. Design Engineer. Bryan developed drawing and design concepts, performed structural calculations, and assisted with the report for the Alaska Railroad Corporation (ARRC) Seward Master Plan, which presents concepts for how the ARRC port facilities can support freight and cruise ship passenger activities. The master plan addresses potential profitable uses of real estate and coordinates freight and passenger traffic. This effort required substantial stakeholder engagement and environmental analysis. Bryan also provided calculations, drawing/design review, and cost estimating services for a transportation study at the Port of Whittier to assess existing ARRC facilities, trends in usage, and the ability to support future freight operations. Bryan recently provided concept development and assisted with permit applications and early design development for the ARRC Seward Freight Dock expansion.

Josh Gray, PE | Civil Engineer

PND Senior Engineer Josh Gray will serve as our civil engineering lead for this project. Josh has more than 10 years of professional experience in site-civil design, roadway/drainage design, marine infrastructure development, and on-site inspection. He has performed planning, permitting, conceptual design, detailed design to support alternatives analysis development, and specification development. Josh is well versed in the civil design principles required to develop resilient and long-lasting waterfront infrastructure in Alaska. Josh performed civil design for the Unalaska Light Cargo Dock and Unalaska Marine Center expansion projects, developing utility, drainage, and site grading plans for the facilities while working with construction and material suppliers to ensure their requirements were met.

TITLE

» PND Senior Engineer IV

ROLE

» Civil Engineering Lead

EDUCATION

» B.S., Civil Engineering, Montana State University

REGISTRATION

» Professional Civil Engineer: AK-PE-11908

CERTIFICATIONS

» ACI: Grade I Concrete Field Testing Technician

REFERENCES

» Peggy McLaughlin, Ports & Harbors Director, International Port of Dutch Harbor, 907.581.1254
» Ed Lightwood, Project Lead, ConocoPhillips Alaska, 907.440.6741
» Aaron Huey, Project Manager, ConocoPhillips Alaska, 907.263.4675

UNALASKA MARINE CENTER EXPANSION | Unalaska, AK. Civil Engineer. Josh was involved with the design of water and sewer services for this project, which replaced the Unalaska Marine Center dock at positions III and IV. Josh's design took the wide variety of vessels that use the facility into account. He also provided design of site grading and stormwater drainage, which incorporated connections to the existing drainage structures, trench drains, and oil/grit separators. Josh worked with precast concrete suppliers to design custom vaults that met the extra-heavy load requirements of this international port facility.

UNALASKA LIGHT CARGO DOCK EXPANSION | Unalaska, AK. Civil Engineer. PND provided design, bid assistance, fabrication, and construction support services for expanding the dock's capabilities, including the initial comprehensive planning effort and preliminary investigations to produce cost estimates and design concepts. Josh provided design for grading/drainage, water service connections, fire protection, and the concrete slab. The site conditions required optimizing construction limits and concrete surfacing to match existing drainage patterns and grading.

JIMS' LANDING BOAT LAUNCH & PARKING AREA IMPROVEMENTS | Kenai, AK. Civil Engineer. PND provided design for improvements to the parking area, traffic flow, signage, and riverbank stabilization, as well as an established boat ramp to access the Kenai River during various flow conditions. Josh performed civil design for the project, including site layout and traffic flow to accommodate large truck and trailer movements, site grading, and development of a long-lasting boat ramp design that could be efficiently installed during a short construction window.

GTP CIVIL INFRASTRUCTURE | North Slope, AK. Civil Engineer. Josh was involved with front-end engineering design for ConocoPhillips' Gas Treatment Plant (GTP) civil infrastructure, which required design alternatives analyses for determining the most feasible and cost-effective solutions to meet the client's needs. The project scope included new bulkheads, dredging, causeway expansion, alignment modifications, and the use of barge bridges to effectively offload modules required for the project. This project required a broad understanding of North Slope operations and construction practices for developing appropriate design strategies for a project of this scale.

UAF SEWARD MARINE CENTER DREDGING | Seward, AK. Civil Engineer. Josh was involved with design and development of construction drawings and documents for this dredging project at the University of Alaska Fairbanks (UAF) Seward Marine Center. He used 3D modeling software to calculate dredge limits and quantities. Josh provided permitting support and contract administration services, as well.

Corey Roche, PE, SE | Structural Engineer

PND Principal Engineer Corey Roche will serve as our structural engineering lead for this project. Corey has more than 11 years of professional experience providing design, planning, construction support, and inspection services for docks, roads, and other site-civil-related projects. Prior to working at PND, Corey worked as a certified welder and heavy equipment operator for six years in remote Alaska, giving him unique insight into project constructability. His construction experience includes installation of deep foundations, wind turbines, and bulk fuel facilities. Corey has performed comprehensive dock condition inspections, assessments, and design for several marine infrastructure projects, from the Alaska Peninsula to the North Slope of Alaska, including site inspections and design recommendations at the Port of Nome.

TITLE

» PND Principal Engineer VI

ROLE

» Structural Engineering Lead

EDUCATION

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

REGISTRATION

» Professional Civil Engineer: AK-PE-106463
» Professional Structural Engineer: AK-SE-126432

CERTIFICATIONS

» ACI: Grade I Concrete Field Testing Technician
» AWS: Welding Inspection

REFERENCES

» Scott Korbe, Public Works Director, City of Whittier, 907.472.2327
» Brenton Savikko, PE, PMP, Project Manager, Santos, 907.646.7004
» Adam Gabrielson, Project Engineer, ConocoPhillips Alaska, 907.265.6044

CHIGNIK SMALL BOAT HARBOR EXPANSION | Chignik, AK. Structural Engineer. Corey provided marine structural design for this key infrastructure project within the Chignik Small Boat Harbor, which supports a commercial fishing fleet on the Alaska Peninsula. PND provided permitting, design criteria, performance specifications, bidding support, design review, and construction support services on this design-build project, which delivered a usable facility tailored to fit within the available project budget. Corey performed vertical and lateral structural analysis and designed a 50-ton boatlift structure and 360-foot-long heavy-duty steel float system.

VALDEZ SMALL BOAT HARBOR MAJOR RECONSTRUCTION | Valdez, AK. Structural Engineer. PND is completely replacing the floats on the H-K system for the City of Valdez, including providing new utilities and gangways, a key marine infrastructure project that was born from the Valdez Comprehensive Waterfront Master Plan. PND provided plans, specifications, and cost estimates for replacing the boat launch ramp, Travelift Dock and gangway, as well as the Tour Dock float system, including utilities and ADA access. Corey served as PND's lead marine structural designer for the float system and assisted in securing the U.S. Army Corps of Engineers Department of Army Permit and Section 408 review.

ST. HERMAN HARBOR IMPROVEMENTS | Kodiak, AK. Structural Engineer. Corey recently worked with the City of Kodiak in a scoping effort to assist the city in front-end engineering and planning to replace the St. Herman Harbor float system and initiate upland improvements. Corey performed condition inspections and developed concept layouts and project design criteria to be used in later design phases.

UNISEA G1 DOCK REPLACEMENT | Unalaska, AK. Structural Engineer. The G1 Dock at the UniSea seafood processing facility in Unalaska required replacement due to severe corrosion and damage. Corey performed existing-condition inspections and developed a condition and recommendations report, then assisted with PND's design of a new 450-foot-long OPEN CELL SHEET PILE™ (OCSP) dock for this critical vessel offload facility, providing nearly an acre of new uplands.

AML MARINE TERMINALS | Kodiak & Unalaska, AK. Structural Engineer. Corey provided marine structural design for Alaska Marine Lines (AML) marine terminal facilities in Womens Bay and Dutch Harbor, both of which serve barges and other vessels within the AML/Lynden fleet. The facilities consist of two teardrop-shaped OCSP bulkheads, adjustable roll-on/roll-off access ramps, vessel mooring/berthing points, approximately 2.5 acres of uplands storage area, and overhead lighting. Corey assisted with design, bidding, and fabrication, and he served as the on-site engineer during construction.

Torsten Mayrberger, PE, PhD | Geotechnical Engineer

PND Principal Engineer Torsten Mayrberger will serve as our geotechnical engineering lead for this project. Torsten has more than 20 years of professional experience involving rock mass structures, deep foundation design in non-permafrost and permafrost soils, and large remote arctic and marine geotechnical investigations. Torsten has led most of PND's geotechnical investigations for the past decade. He has considerable experience with geotechnical testing, investigation, and design for marine facilities and has managed numerical, differential settlement, and slope stability analyses – as well as on- and offshore drilling programs – to aid in marine infrastructure design. Torsten supervises PND's AASHTO/ASTM-accredited soils-materials laboratory and arctic cold room facility at our Anchorage office.

TITLE

» PND Principal Engineer VI

ROLE

» Geotechnical Engineering Lead

EDUCATION

» PhD, Civil Engineering (geotechnical emphasis), Michigan Technological University
» M.S., Civil Engineering (geotechnical emphasis), Michigan Technological University
» B.S., Civil Engineering, University of Alaska Anchorage

REGISTRATION

» Professional Civil Engineer: AK-PE-14702

REFERENCES

» Aaron Huey, Project Manager, ConocoPhillips Alaska, 907.263.4675
» Rich Giessel, PE, Statewide Quality Assurance Engineer, Alaska DOT&PF, 907.269.6244
» Tom DePeter, Owner, Onyx Drilling, 907.378.9837

CHEFORNAK ENGINEERING SUPPORT | Chefornak, AK. Geotechnical Engineer. Torsten led PND's geotechnical efforts for the analysis and development of infrastructure to protect the Village of Chefornak from settlement issues due to erosion, flooding, and permafrost thaw. Torsten managed and performed geotechnical investigations to assess thawing along the Kinia River, evaluate permafrost conditions, and delineate subsurface conditions. PND's in-depth analysis predicted current and future permafrost conditions in an effort to help with village relocation efforts and eventual foundation design for new buildings, a subdivision, and a barge landing that improved transportation efficiency and reduced safety risks during lighterage services while loading/offloading freight.

CHIGNIK PUBLIC DOCK | Chignik, AK. Geotechnical Engineer. Torsten managed the geotechnical investigation and materials testing for this new bulkhead dock in Chignik Bay. On- and offshore drilling provided information for dock design and usage of an upland stockpile. Results from previous nearby drillholes were compared and integrated into the design dataset to improve the understanding of the site. All materials were tested in PND's soils laboratory at our Anchorage headquarters. The all-tide, deep-draft dock serves as the regional public dock and Alaska State Ferry terminal.

SAND POINT DOCK/FERRY TERMINAL | Sand Point, AK. Geotechnical Engineer. PND replaced the city's 35-year-old steel pile-supported dock used for both cargo and Alaska Marine Highway System traffic. PND was responsible for preliminary engineering reports, permitting, topographic/bathymetric survey, metocean study, geotechnical analysis, detailed dock design and specifications, nonlinear seismic analysis, prestressed concrete design, steel and concrete seismic detailing, bid support, and construction administration. Torsten managed numerical analysis of the existing and expanded causeway to evaluate total and differential settlement and stability. He performed slope stability analysis using Ensoft LPile, Rocscience Slide, and Settle3D.

KODIAK PIER III REPLACEMENT | Kodiak, AK. Geotechnical Engineer. PND provided master planning services to review replacement options for this container terminal serving the Kodiak community. PND performed concept engineering, conducted geotechnical and metocean studies at the exposed site, managed and oversaw wave tank testing to examine replacement alternatives, performed detailed design, and provided construction administration and quality assurance support for the project. Torsten led the field investigation for the on- and offshore exploration of the cargo-handling dock. Eight marine- and barge-supported boreholes were advanced to 100 feet below mudline, then his geotechnical team conducted laboratory testing of recovered soil and rock samples in our Anchorage laboratory and developed a report summarizing our findings for the client.

Michael Ulmgren, PE | Coastal Engineer

PND Senior Engineer Michael Ulmgren will serve as our coastal engineering lead for this project. Michael has more than 10 years of coastal and water resources engineering and research experience. Michael was previously a coastal engineering research professional at the University of Alaska Anchorage, where he conducted wave and storm surge modeling, shoreline change modeling, sediment transport studies, and thermal modeling. Michael is experienced at computing wave loads on marine structures, calculating wave transmissions, and conducting mooring analyses using MIKE 21 and Optimoor modeling programs. He has extensive project experience on the North Slope of Alaska, including recent project experience on the Port of Nome Modification Project in Northwest Alaska.

TITLE

» PND Senior Engineer III

ROLE

» Coastal Engineering Lead

EDUCATION

» M.S., Civil Engineering, University of Alaska Anchorage
» B.S., Civil Engineering, University of Alaska Anchorage

REGISTRATION

» Professional Civil Engineer: AK-PE-145780

REFERENCES

» Dr. Tom Ravens, PhD, Civil Engineering Professor, University of Alaska Anchorage, 907.786.1943
» Dr. Li Eriksson, PhD, Research Oceanographer, USGS, 832.374.6288
» Garrett Yager, PE, Surface Water Department Manager, Michael Baker International, 907.273.1608

CHEFORNAK ENGINEERING SUPPORT | Chefornak, AK. Coastal Engineer. Climate change has accelerated erosion, flooding, and permafrost thawing in the Village of Chefornak, located on the south bank of the Kinia River. PND led the development of large-scale erosion- and flood-protection measures, village relocation planning, and design for buildings and marine facilities that had become unusable due to settlement issues. Michael prepared the metocean design criteria report with predicted recurrence intervals of extreme fetch-limited waves and estimated design vessel wake, as well as calculated water levels during extreme high-water conditions. Extreme currents at the berths were calculated by accounting for tides, storm surge, and peak streamflow during spring breakup.

PORT OF NOME MODIFICATION PROJECT | Nome, AK. Coastal Engineer. Michael provided coastal engineering services for this major port expansion project for the City of Nome and its project partner, the U.S. Army Corps of Engineers. Phase I of the project, which is 100% design-complete and scheduled for construction in 2025, focuses on expanding the existing ~2,500-foot-long armor stone causeway by 3,500 feet and adding a new sheet-pile bulkhead that will provide more than 2,000 feet of new dock and an additional 10 acres of additional uplands storage for the port. Michael performed a dynamic mooring analysis using MIKE 21 and Optimoor to predict loads in mooring components for the Norwegian Sun cruise ship. The Delft3D modeling system was used to predict the nearshore wave climate associated with a two- and five-year wave climate.

ARRC SEWARD PASSENGER DOCK REPLACEMENT | Seward, AK. Coastal Engineer. Michael performed a dynamic mooring analysis based on multiple concepts using MIKE 21 and Optimoor to predict loads in mooring components for the Royal Caribbean's Quantum and Radiance of the Seas cruise ships. He designed a riprap revetment by accounting for the predicted wave climate associated with a 50-year storm event and the angle of attack at the passenger dock. He performed propwash scour calculations to predict toe scour at the sheet-pile/seabed interface.

AMHS AUKE BAY FERRY TERMINAL REPLACEMENTS | Juneau, AK. Coastal Engineer. PND is providing multidisciplinary services, including condition assessments of the existing Auke Bay East Berth and West Berth facilities, for upgrading the ferry terminal in stages to minimize downtime and address undetermined funding sources. Michael performed a static mooring analysis and a berthing analysis at the highly trafficked Auke Bay facility along the Alaska Marine Highway System. The analysis involved assessments of existing marine fenders and mooring bollards, as well as a report summarizing the findings and providing suggestions to the Alaska Department of Transportation & Public Facilities for improvements to the facilities.

Alexander Khokhlov | Metocean Scientist

PND Senior Metocean Scientist Alexander Khokhlov will provide metocean analysis and coastal engineering services on this project. Alexander has more than 22 years of professional experience in metocean data collection, coastal processes analysis, and numerical wave modeling for port and harbor engineering, shore protection, and other coastal and marine facility projects across Alaska. He is proficient with computer numerical wave models such as MIKE 21, SWAN, and STWAVE and is experienced with surface hydrology, geotechnical investigations, and planning for numerous metocean and hydrological investigations and design projects. Alexander has extensive project experience on the North Slope and Northwest Alaska, including recent project experience at the Port of Nome.

TITLE

» PND Senior Metocean Scientist IV

ROLE

» Coastal Engineering & Metocean Analysis

EDUCATION

» M.S., Coastal Engineering, University of Alaska Anchorage
» M.S., Mechanical Engineering, Moscow Institute of Technology

REFERENCES

» Joy Baker, Port Director, City of Nome, 907.304.1905
» Cody Emmett, Operations, ExxonMobil, 907.230.9327
» Chris Wrobel, Environmental Permitting Supervisor, ConocoPhillips Alaska, 907.868.1185

CHEFORNAK ENGINEERING SUPPORT | Chefornak, AK. Metocean Scientist. Alexander was the lead field engineer for hydrology studies conducted for the Village of Chefornak, a project that included a new barge landing to support the community in loading/off-loading freight. The hydrologic reconnaissance included field surveys, metocean data collection, and assessment of erosion processes along the river affecting the village and causing floods and riverbank erosion. He performed water-level analyses and return-period calculations to estimate the magnitude of potential storm surges and the rate of shoreline erosion.

PORT OF NOME ARCTIC DEEPWATER PORT FEASIBILITY STUDY | Nome, AK. Metocean Scientist. Alexander evaluated alternatives for a deepwater port in Nome, including expansion of the existing harbor versus construction of a new port. His work involved field measurements of waves, currents, and ice, as well as sediment transport, dredging, and downtown port analyses due to wind, waves, and ice. PND is now managing the Port of Nome Modification Project, a multiphased effort that will ultimately position the Port of Nome as the northernmost deep-draft arctic port in North America, greatly enhancing the Nome community's capacity for accommodating the growing maritime demands in the region.

SAND POINT DOCK/FERRY TERMINAL | Sand Point, AK. Metocean Scientist. PND provided design engineering services to replace the city's 35-year-old steel pile-supported dock used for both cargo and Alaska Marine Highway System traffic. Alexander forecasted metocean criteria and extremal events for calculating loads and design of key dimensions on the proposed marine infrastructure. His work included desktop calculations; he applied SWAN and MIKE 21 numerical models to estimate the design wave conditions at the project site.

KODIAK PIER III REPLACEMENT | Kodiak, AK. Metocean Scientist. PND provided master planning services to review replacement options for this container terminal serving the Kodiak community, including metocean studies at the exposed site and wave tank testing to examine the replacement alternatives. Alexander analyzed winds and waves for replacing the aging cargo-handling dock. The analysis focused on wave effects on ship motions at the dock and the operational limits of sea conditions. He also measured waves and currents at the site and applied numerical models to investigate wave penetration and ship motions at the dock.

NOAA FAIRWEATHER HOMEPORT RECAPITALIZATION | Ketchikan, AK. Metocean Scientist. Alexander analyzed winds, waves, and currents and prepared a coastal engineering assessment for replacing the NOAA Fairweather Homeport marine facilities in Ketchikan. He used desktop calculations and MIKE 21 numerical modeling to estimate the design of wave conditions at the project site and around the proposed marine infrastructure. He used Optimoor Plus to perform numerical mooring and berthing modeling.

Brenna Hughes | Environmental Scientist

PND Senior Environmental Scientist Brenna Hughes will lead project permitting and provide regulatory support services. Brenna has more than 15 years of professional experience in project management and execution in Alaska. She joined PND in 2016 to manage regulatory processes requiring environmental planning, permit applications, consultation documents, wetland investigations, environmental sampling, pollution prevention planning, and research/documentation for project NEPA review. Brenna's projects include port and harbor construction, dredge management, community planning, federal lands management, and linear transportation projects. She routinely performs environmental/physical site surveys, prepares biological/environmental assessments, and coordinates with multiple state/federal agencies.

TITLE

» PND Senior Environmental Scientist V

ROLE

» Project Permitting & Regulatory Processes Lead

EDUCATION

» M.S., Science Management, University of Alaska Anchorage
» B.S., Geology, University of Alaska Fairbanks

CERTIFICATIONS

» AK-CESCL: Erosion & Sediment Control Lead
» NSPS: Hydrographer
» USACE: Wetland Delineation

REFERENCES

» Jed Dixon, Project Manager, Crowley Fuels, 907.777.5598
» Joy Baker, Port Director, City of Nome, 907.304.1905
» Norm Regis, Harbormaster, City of Seward, 907.224.3138

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK. Project Permits. This project required preparation of an Incidental Harassment Authorization (IHA) application, a Subsistence Plan of Cooperation, and a combined Biological Assessment (BA) and Essential Fish Habitat (EFH) assessment. Brenna coordinated early engagement of agency reviewers to expedite final permit receipt. The project required extensive modeling of underwater construction sounds and marine mammal occurrence and activities to assess construction impacts. Brenna assisted during the construction phase as a Protected Species Observer advisor and prepared final observation reports to permitting agencies after project completion.

PORT OF NOME MODIFICATION PROJECT | Nome, AK. Environmental Review Support. PND is currently providing engineering services for this joint City of Nome and USACE deepwater port project. Although responsibility for environmental review of the federal action remains with USACE, PND is coordinating Endangered Species Act (ESA) consultation and Marine Mammal Protection Act (MMPA) compliance in order to expedite permitting. Brenna fills an advisory and quality control role for this task.

UNALASKA MARINE CENTER EXPANSION | Unalaska, AK. Project Permits. Brenna supported spatial analysis and reporting on a pre-construction observer program to update marine mammal occurrence data in Dutch Harbor for incidental take requests. Following program completion, she prepared the project's BA and IHA application for in-water construction. This project was one of the first to adopt NOAA's modern guidance for assessing underwater sound effects and has been used as a model for subsequent project implementation.

VALDEZ SMALL BOAT HARBOR MAJOR RECONSTRUCTION | Valdez, AK. Project Permits. PND designed replacement floats on the H-K system for the City of Valdez, including new utilities and gangways. PND provided design and contracting support for replacing the boat launch ramp, Travelift Dock and gangway, as well as the Tour Dock float system. Brenna provided support and management for the environmental team's acquisition of project permits, and she is providing ongoing advisement to the city regarding environmental commitments.

ARRC SEWARD FREIGHT DOCK EXPANSION | Seward, AK. Project Permits. PND designed the ARRC Freight Dock in the late 1990s to separate freight traffic from what is now the Passenger Dock. ARRC is now seeking to expand and improve the freight dock and associated transportation corridor to accommodate increasing demand and vessel size. PND's environmental team prepared a draft EA and are now acquiring the necessary IHA and ESA consultation to finalize the EA. Brenna prepared the draft permit documents and is currently managing completion of the environmental permitting process.

Iain Brown, PLS | Land Surveyor

PND Senior Surveyor Iain Brown will serve as our team's land surveying lead for this project. Iain has more than 12 years of professional experience in Alaska, including specialized land- and water-based survey experience executing complex field programs in remote and rural locations. Iain has led PND's survey services for several waterfront infrastructure development projects, including the Crowley Dock Repairs & Replacement Project in Kotzebue. His work encompasses control, topographic, and hydrographic surveys, as well as establishing and resolving boundaries, right-of-way (ROW) research and staking, ROW agreements, construction, as-builts, and platting. Iain and his team feature an array of modern surveying technology, software, and skills, including FAA-certified drone pilots for aerial photography.

TITLE

» PND Senior Surveyor III

ROLE

» Land Surveying Lead

EDUCATION

» B.S., Geomatics, University of Alaska Anchorage

REGISTRATION

» Professional Land Surveyor: AK-PLS-107707

CERTIFICATIONS

» FAA: 14 CRF Part 107 Unmanned Aerial System Pilot

REFERENCES

» James Wilson, Manager, Bristol Bay Borough, 907.246.4224
» Stan Brown, Survey Unit Manager, Alaska Department of Natural Resources, 907.269.8521
» Steve Miller, Deputy Refuge Manager, Kenai National Wildlife Refuge, 907.260.2805

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK. Land Surveyor. Iain managed PND's survey program for this project, which included implementing an emergency temporary bulkhead as well as permanent bulkhead replacement repairs. Iain performed upland and bathymetry survey of the main dock area and shipping channel, then processed a replat of multiple lots and prepared legal descriptions and exhibits for several new easements.

CHEFORNAK ENGINEERING SUPPORT | Chefornak, AK. Land Surveyor. Iain assisted PND's village relocation and shore protection services for the Village of Chefornak and the Chefornak Traditional Council. He provided survey for the geotechnical investigation, relocation site investigation and selection, new subdivision design, and temporary and permanent barge landing design. The replacement barge landing consists of an access ramp developed from gravel and locally available armor rock to extend the landing into the Kinia River, back to its original footprint.

STEBBINS SHORE PROTECTION | Stebbins, AK. Land Surveyor. Located on the Bering Sea coast, Stebbins is vulnerable to flooding and shoreline erosion from coastal storm surge. PND assessed the shoreline revetment west of the community, analyzed flood and erosion risk, and developed shoreline and flood protection concepts with cost estimates for future planning and grant funding acquisition. Iain's team performed large-scale topographic and bathymetric surveys to support the effort, including a topographic survey of approximately 200 acres and a bathymetric survey encompassing more than 800 acres. Iain also performed a control survey and boundary retracement.

VALDEZ SMALL BOAT HARBOR MAJOR RECONSTRUCTION | Valdez, AK. Land Surveyor. Iain coordinated and scheduled all survey fieldwork, performing research for control and boundary issues and coordinating utility locates for this float replacement project identified as a key marine infrastructure improvements project from the Valdez Comprehensive Waterfront Master Plan. He performed an uplands survey along the existing harbor, a detailed as-built of all relevant aboveground features and the existing floats, topographic survey sufficient for 1-foot contour intervals, and isolated bathymetric survey at areas of interest.

YAKUTAT SMALL BOAT HARBOR IMPROVEMENTS | Yakutat, AK. Land Surveyor. PND is designing harbor improvements for the existing gangway, moorage floats, utility systems, and piling on floats A-E for the City & Borough of Yakutat on this MARAD-funded Port Infrastructure Development Program project. Iain performed an existing conditions as-built topographic and bathymetric survey. He as-built the harbor infrastructure, adjacent uplands, and utilities to develop a basemap for design, as well as developed a comprehensive boundary retracement for the associated Alaska Tideland Surveys.

Dave Shumway, PE | Fuel Systems Engineer

AMC Vice President & Principal Engineer Dave Shumway has more than 30 years of extensive mechanical systems design, commissioning, and troubleshooting experience for both commercial and institutional facilities, covering all levels of complexity. Dave has successfully designed numerous fuel oil storage and transfer systems throughout Alaska. His experience ranges from simple fuel oil storage tank one-for-one replacements to the complete design and commissioning of a new 90,000-gallon fuel storage system supporting an 8 megawatt diesel generator emergency power plant serving an area hospital. He is very familiar with the current code surrounding fuel systems design and has been involved with detailed expert witness cases involving fuel systems and related fuel oil soil contamination.

TITLE

» AMC Vice President & Principal Engineer

ROLE

» Mechanical Engineering & Fuel Systems Design

EDUCATION

» M.S., Nuclear Engineering, U.S. Naval Nuclear Power School
» B.S., Mechanical Engineering, University of Massachusetts Lowell

REGISTRATION

» Professional Mechanical Engineer: AK-PE-8815

CERTIFICATIONS

» ASHRAE: Building Commissioning Professional (BCxP)

REFERENCES

» Chris McConnell, Director of Facilities, UAA, 907.786.6764
» Anna Harrison, Director of Facilities, Alaska Court System, 907.903.9615
» Larry Embley, Project Manager, Circle Plumbing & Heating, 907.830.5787

EGEGIK DOCK & FUEL LINE | Egegik, AK. Mechanical Engineer. Dave assessed the mechanical design of a new fuel transfer system as part of this dock rejuvenation project. The fuel pipeline system included a dock-mounted fuel delivery manifold and both above- and below-ground fuel transfer piping connecting to a nearby (shore-based) fuel storage facility. The fuel delivery manifold includes cam-lock hose connections, isolation valves, back-flow preventers, and small spill containment inside a weather enclosure to minimize the potential of dockside fuel spills. The pipeline includes full thermal relief protection and conveniently located "taps" for periodic hydrostatic pressure testing and system drainage. The pipeline is protected from corrosion damage using an extruded exterior pipe coating with an engineered passive (sacrificial anode) cathode protection system. The dock's active cathodic protection system (pad mounted transformer, branch circuit panel, system rectifier) was coordinated with a corrosion protection consultant. All equipment materials were specified for continuous operation in a harsh outdoor marine environment.

ANCHORAGE AIRPORT RUNWAY MAINTENANCE VEHICLE FUELING STATION | Anchorage, AK. Mechanical Engineer. Dave designed this custom 30,000-gallon fleet refueling system for the ANC Quick Turn-Around Facility (QTF). High-output specialty fueling stations top off large runway maintenance vehicles and auxiliary equipment in minutes. An innovative remote underground fuel storage tank refill station allows tanker trucks to refill the fueling station storage tanks while staying well clear of runway maintenance vehicle refueling operations. A fully automated fuel measurement and leak detection monitoring system safety manages the facilities' fuel inventory. A specialized fleet vehicle card reader system with vehicle ID and proximately sensors prevent fuel theft.

FUEL SYSTEM FAILURES | Anchorage, AK. Expert Witness. Dave served as an expert witness for fuel storage and dispensing-related cases. He was responsible for the impartial technical review of design documents, physical system installation, and owner operation/maintenance practices to determine the root cause of fuel containment system failure. This experience allowed Dave to develop a strong understanding of the subtle nature of fuel system design.

FLEET FUELING STATION | Anchorage, AK. Expert Witness. Dave evaluated the design and installation of a fleet fueling station at a local area fire station. The fueling station dispensing pump was unable to dependably deliver fuel due to chronic vapor locking. Dave determined that the fuel transfer piping system design would not allow for proper net positive suction head (NPSH) at the fuel transfer pump suction. The problem was determined to be design rather than installation/operation-related.

Craig B. Leidersdorf | Coastal Engineer

Coastal Frontiers Founder & Principal Engineer Craig Leidersdorf has more than 40 years of professional experience encompassing research and practical applications in the disciplines of coastal and harbor engineering, oceanography, and Arctic sea ice. His areas of particular emphasis include sediment transport, coastal processes, shore protection, nearshore oceanography, field data acquisition, and construction supervision. Craig manages both focused engineering studies and general multidisciplinary programs. His representative projects include project route selection for module delivery in the Willow Development, sediment transport assessment for Point Thomson, and an analysis of potential harbor sites on northeast Sakhalin Island in Russia.

TITLE

» Coastal Frontiers Founder & Principal Engineer

ROLE

» Coastal Engineering & Sediment Transportation

EDUCATION

» M.S., Coastal & Ocean Engineering, University of California, Berkeley
» B.S., Civil Engineering, Stanford University

REFERENCES

» Thomas Barter, Production Lead, ConocoPhillips, 907.360.1757
» John McCall, Petroleum Engineer, Bureau of Safety & Environmental Enforcement, U.S. Department of the Interior, 907.334.5308
» Chuck Mesa, Engineering Technical Lead, USACE L.A. District, 213.452.3678

COASTAL EROSION STUDIES FOR FACILITIES SITING | North Slope, AK. Coastal Engineer. The Beaufort Sea coast is subject to wave-induced and thermal erosion. Wave-induced erosion is most pronounced during westerly storms due to the rise in sea level (storm surge) that accompanies such events. The uniquely Arctic phenomenon of thermal bluff erosion can result not only from sea water thawing the base of the bluff but also from elevated air temperatures thawing ice lenses embedded in the bluff face. The rate of coastal retreat is governed by a combination of wave and thermal erosion at many Arctic coastal locations, with thawed sediments augmenting the beach before being carried away by waves. Craig investigated coastal erosion and the potential for ice encroachment at numerous Arctic sites to determine appropriate setback distances for coastal facilities over their intended service lives. The facilities have included coastal production pads as well as shore-crossing sites for subsea pipelines. In those instances where the natural erosion rate is unacceptably high, facilities can be protected by methods that include armoring the shoreline or insulating the bluff face with granular fill material.

NORTHSTAR DEVELOPMENT | North Slope, AK. Coastal Engineer. Coastal Frontiers was selected to serve as a member of the Northstar Development Alliance in 1995. The group designed and constructed the first free-standing Arctic offshore production facility requiring a subsea pipeline. Northwest of Prudhoe Bay, the Northstar Development includes an armored production island, designed by PND, in a water depth of 38 feet and a buried pipeline that extends 6 miles from the island to a shore crossing the mainland coast. Craig provided engineering support for the design and construction of the project facilities and continues to provide post-construction monitoring and maintenance advisory services.

WEST DOCK EROSION CONTROL & SLOPE PROTECTION STRATEGY | North Slope, AK. Coastal Engineer. The West Dock Causeway is the marine transportation center for petroleum activities on Alaska's North Slope. The initial segment was constructed as a dock in 1974-75, followed by extensions in 1976-77 and 1981, the addition of a seawater intake structure in 1983, and the installation of an oil production facility in 1991. Much of the causeway is protected by sacrificial beaches, but revetments and groins have been added in areas susceptible to accelerated erosion or containing topside facilities of high value. During the early years, Craig provided inspections and maintenance recommendations, as well as coastal engineering design support, for the Point McIntyre oil production pad. In 2004, Coastal Frontiers was selected to develop and implement a comprehensive plan for inspection, maintenance, and improvement of the various slope protection systems.

Peter Briggs, PLA | Waterfront Planning & Engagement

Corvus President & Principal Landscape Architect Peter Briggs has more than 25 years of experience as a landscape architect and planner, and he has managed over 500 projects since he founded the company in 2006. Relevant to waterfront planning, Peter's expertise is developing stakeholder and public engagement strategies, quantitative planning related to spatial layouts and user experiences, and incorporating communication tools and reports that convey the project effectively to their target audiences. Peter has a close relationship with PND and its staff, both as a prime consultant and subconsultant. Our firms regularly support one another in waterfront planning projects and have effectively collaborated on more than 30 past performances, including our ongoing efforts at the Port of Nome.

TITLE

» Corvus President & Principal Landscape Architect

ROLE

» Waterfront Planning & Stakeholder Engagement

EDUCATION

» MLA, University of Guelph
» B.S., Environmental Protection, University of Guelph

REGISTRATION

» Professional Landscape Architect: AK-PLA-10737

REFERENCES

» Bryan Hawkins, Port & Harbor Director, City of Homer, 907.235.3160
» Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564
» Joy Baker, Port Director, City of Nome, 907.304.1905

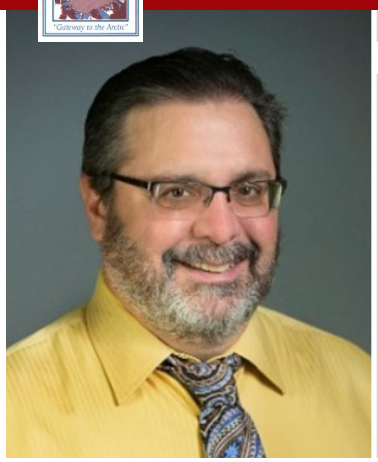
PORT OF NOME MODIFICATION PROJECT & STRATEGIC DEVELOPMENT PLAN | Nome, AK. Waterfront Planner & Engagement. Peter has vast experience with developing visual simulations and exhibits that range from conveying the intent of a project to visual impact assessments that require high levels of accuracy. For the ongoing Port of Nome Modification Project and Port of Nome Strategic Development Plan, Peter assisted PND with public engagement, exhibit and report development, and computer-based visual simulations to realistically convey conceptual port planning. The first phase of the Port of Nome Modification Project is 100% design-complete, with construction scheduled for 2025. Corvus and PND are currently in Phase II of the Port of Nome Strategic Development Plan.

PORT OF BRISTOL BAY WATERFRONT MASTER PLAN | Naknek, AK. Waterfront Planner & Engagement. Peter assisted PND with developing graphics and illustrations to communicate various projects to its clients and the public. For this effort, Peter assisted PND with developing illustrative exhibits to communicate waterfront and harbor facility improvement options, evolving into final preferred designs.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK. Waterfront Planner & Engagement. Peter assisted PND with the planning effort for this comprehensive waterfront master plan, with a focus on engagement activities and graphics/narrative communication products. The master plan targeted harbor and dock improvements, cruise ship berth improvements, new business and housing development, marine service yard expansion, transportation and parking improvements, freight handling, parks, trails, and open space.

MENDENHALL GLACIER RECREATION AREA MASTER PLAN | Juneau, AK. Waterfront Planner & Engagement. Peter led the planning, public involvement, and NEPA effort while managing over a dozen subconsultants, including PND. The planning work quantified current and future demand and recommended the development of facilities while minimizing negative impacts. Corvus developed an interactive planning exercise that was a key component for creating community-centric solutions.

LARGE VESSEL HARBOR CONCEPTUAL PLANNING | Homer, AK. Waterfront Planner & Engagement. Corvus was hired to provide harbor layouts and illustrative plans to communicate conceptual-level options for harbor improvements. Peter led a public workshop and worked closely with harbor staff before and after to document the needed and desired improvements. The information was used to develop two conceptual alternatives: an expansion adjacent to existing harbor facilities, and a new jetty-accessed harbor area. The intent was to check back in with the community for this ongoing effort and to update communication tools for funders and partners.



Tim Hall, PE | Electrical Engineer

RSA Principal Engineer Tim Hall has more than 30 years of electrical engineering and design expertise. Tim honed his skills in the field as a journeyman electrician while pursuing his engineering degree, gaining invaluable insight into the intricacies of construction. Tim's proficiency spans all project phases, from initial pre-design consultations with clients to overseeing final construction. Tim has a specialized background in marine, dock, harbor and infrastructure projects. His comprehensive skillset encompasses planning, design, specification writing, construction administration, and troubleshooting. Tim's project portfolio extends across Alaska, encompassing both urban and rural regions of Alaska. He has an adept understanding of regulatory requirements, ensuring successful project outcomes for his clients.

TITLE

» RSA Principal Engineer

ROLE

» Electrical Engineer

EDUCATION

» B.S., Electrical Engineering, University of Alaska Fairbanks

REGISTRATION

» Professional Electrical Engineer: AK-PE-9131

REFERENCES

» Luke Bowland, PE, Preconstruction Engineer, DOT&PF, 907.269.0891
» Scott Benda, Senior Project Manager, City of Valdez, 907.835.5478
» Chris Wolpert, Project Manager, UAA, 907.786.1275

CROWLEY DOCK REPAIRS & REPLACEMENT | Kotzebue, AK. Electrical Engineer. In this collaboration with PND, Tim provided engineering management for RSA's design for upgrades to the bulkhead dock replacement. The design included dock lighting, extending new service to the dock, and shore power connections for vessels moored at the dock.

KING COVE HARBOR MASTER PLAN | King Cove, AK. Electrical Engineer. In this collaboration with PND, Tim provided engineering management for RSA's assistance in developing master plan documents for various renovations at King Cove Harbor. The planning documents included T-dock repairs, warehouse building repairs, harbormaster building repairs and upgrades, small boat harbor H-float installation, small boat harbor electrical utilities analysis, harbor lighting upgrades, and harbor crane upgrades.

VALDEZ SMALL BOAT HARBOR MAJOR RECONSTRUCTION | Valdez, AK. Electrical Engineer. In this collaboration with PND, Tim provided electrical engineering and consulting services for the concept study and review for the small boat harbor major upgrade project, which included replacing and reconfiguring floats and associated utilities for the H-K floats and the Tour Dock. The project also extended the launch ramp and replaced the utility systems on the A-J floats. Tim also provided engineering management for the design and construction of the harbor upgrades.

ST. GEORGE PORT WELLHOUSE UPGRADES | St. George, AK. Electrical Engineer. In this collaboration with PND, Tim provided electrical design for adding a water fill station at the existing port wellhouse. The electrical design included new power service and distribution, distribution panel, light fixtures, and circuits.

PORT OF OUZINKIE BOAT HARBOR BULKHEAD | Ouzinkie, AK. Electrical Engineer. In this collaboration with PND, Tim provided electrical design services for this project, which included a load center for the connection of a new crane and generator. The overhead lines were removed from existing utility poles, and the project also included removal of buried wood electrical service poles, meter and service equipment, and motor control equipment for the existing crane.

SEWARD MARINE INDUSTRIAL CENTER EXPANSION | Seward, AK. Electrical Engineer. Tim designed the electrical systems for harbor expansion at the existing Seward Marine Industrial Center, which included design of a wave barrier/breakwater system and harbor dock and float system for accommodating moorage and dockside support/maintenance for fishing vessels of various sizes. The design included existing utilities and infrastructure to support the expansion. The electrical systems included power, lighting, telecommunications, electronic security systems, utility extensions, and dock infrastructure.

Mark Frischkorn, PE | Mechanical Engineer

RSA Vice President & Principal Engineer Mark Frischkorn has nearly 35 years of mechanical engineering and design expertise. Mark's technical responsibilities are comprehensive, covering system conception, layout, code compliance, design analysis, technical specifications, equipment sizing and selection, and construction administration services. Mark excels in management, including fostering client relations, ensuring project expectations are met, and providing expert design guidance. His diverse portfolio encompasses a wide range of projects, from educational facilities and office complexes to power plants and industrial buildings, including challenging projects in rural and arctic regions of Alaska for private industries, state and federal governments, and non-profit organizations.

TITLE

» RSA Vice President & Principal Engineer

ROLE

» Mechanical Engineer

EDUCATION

» B.S., Mechanical Engineering, University of Colorado

REGISTRATION

» Professional Mechanical Engineer: AK-PE-8975

REFERENCES

» Dena D. Strait, Capital Improvements Project Manager, DD Strait Consulting, 907.440.9443
» Mark Fineman, PE, Vice President of Development, Cook Inlet Housing Authority, 907.793.3036
» Shay Throop, Maintenance & Operations Director, Municipality of Anchorage, 907.343.8104

NPS WEAR CORNER HOUSE FIRE SUPPRESSION | Kotzebue, AK. Mechanical Engineer. Mark provided mechanical engineering services to the National Park Service (NPS) for installing a new National Fire Protection Association 13D wet-pipe fire suppression system to the Corner House at Western Arctic National Parklands in Kotzebue. The building is an approximately 425-square-foot single-family residence and is unoccupied by tenants.

ALASKA AIRLINES TERMINAL CONDITION SURVEY | Prudhoe Bay, AK.
Mechanical Engineer. Mark provided design narratives for the mechanical and electrical work necessary for two optional upgrades at the airline terminal. RSA provided a written report that included a description of the systems, the condition and remaining useful life of the existing equipment, code and life safety issues, as well as recommendation for repairs with rough order of magnitude costs to implement the recommended improvements.

ANCHORAGE REGIONAL LANDFILL HAZARDOUS WASTE STORAGE BUILDING & ADMINISTRATION BUILDING CONTROLS REPLACEMENT | Anchorage, AK.
Mechanical Engineer. Mark provided staff oversight and quality control for this Municipality of Anchorage project. Mark provided performance specifications for direct digital controls of all equipment throughout the hazardous waste disposal facility, including room exhaust fans, makeup air handlers, heating system pumps, and boilers.

ANCHORAGE WATER & WASTEWATER TREATMENT FACILITY | Anchorage, AK.
Mechanical Engineer. Mark provided mechanical design review and oversight for heating upgrades to the scum concentration system serving the entire 11,000-square-foot Anchorage Water & Wastewater Treatment Plant. The design requirements of the project included components for the scum concentrator, boxes, and collection hoppers, as well as heat exchangers for scum transfer piping. New circulator pumps were provided to serve each group of terminal units, which were located at each of the six clarifier tanks on campus.

QUICK CARGO CENTER STORAGE FACILITY | Anchorage, AK. Mechanical Engineer. Mark provided design oversight for a new 200,000-square-foot Quick Cargo Center transfer facility at the Ted Stevens Anchorage International Airport. The facility includes seven aircraft hardstands, employee parking, taxiway connection to the runway, 11,400-square-foot office with mezzanine, 7,000 square feet of cold storage, utility areas, and a warehouse.

Lucus E. Gamble | Environmental Scientist

RSE Environmental Sciences Manager Lucus Gamble is a born-and-raised Alaskan with nearly 25 years of project management experience in the environmental sciences, including subsurface geoenvironmental investigations, hydrologic reconnaissance, groundwater studies, contaminant fate/transport, regulatory compliance, and sampling/analysis of environmental contaminants in marine and freshwater sediments. His project management experience provides program/technical support for a wide range of geologic and environmental science projects. Lucus regularly works with PND on various waterfront engineering projects, and he routinely shares his geological, hydrologic, and environmental knowledge to support various watershed groups and community action groups.

TITLE

» RSE Environmental Sciences Manager

ROLE

» Dredge Material Characterization

EDUCATION

» M.S., Engineering Management, Montana State University
» B.S., Environmental Science, University of Alaska Southeast

CERTIFICATIONS

» ADEC: Qualified Environmental Professional

REFERENCES

» Tyler Bones, HSSE Director, Alaska West Express, 907.328.4332
» Shane Blanchard, PE, CRW Engineering, 907.562.2352
» Brian Goodman, Environmental Engineering, Chugach Electric Association, 907.762.4562

CASCADE POINT FERRY TERMINAL TIER I EVALUATION | Juneau, AK.
Environmental Scientist. PND is providing comprehensive marine and uplands design, including a feasibility analysis, for a new ferry terminal facility on private Goldbelt property at Cascade Point in Juneau. The location requires significant marine and uplands development, as well as coordination with Goldbelt, to meet DOT&PF standards and provide the needed access and utilities for the waterfront facility. As a subconsultant to PND, Lucus performed a Tier I evaluation according to the 2021 Dredged Material Evaluation and Disposal Procedures User Manual per the USACE Dredged Material Management Program (DMMP). The evaluation established a "very low" ranking, excluding the project from Tier II testing.

ILIAMNA-NEWHALEN COMMUNITY DOCK | Iliamna, AK. Environmental Scientist. PND is providing complete design services for a new dock servicing the Iliamna and Newhalen communities in the Lake & Peninsula Borough. As a subconsultant to PND, Lucus prepared a sample analysis plan (SAP) using the recently released Alaska Dredged Material Evaluation Framework guidance for Alaska Department of Environmental Conservation, Environmental Protection Agency, and USACE approval. Lucus is presently overseeing a team of field scientists collecting lake bottom sediments in Lake Iliamna to support the offshore disposal of the dredge material.

APL TERMINAL ONE DOCK DREDGING | Dutch Harbor, AK. Environmental Scientist. PND performed site and bathymetric survey, geotechnical investigation (including dredge material characterization), permitting, design, and construction administration/inspection for ship berthing/mooring upgrades, repairs, and dredging at the American President Lines (APL) Terminal One Dock in Dutch Harbor. As a subconsultant to PND, Lucus and his field team implemented a PND-prepared SAP to collect marine sediment samples in Makushin Bay for DMMP offshore disposal evaluation. Lucus was responsible for field management, sample QA/QC, and final project reporting.

COOPER LAKE POWER PLANT TAILRACE DREDGE SAMPLING | Dutch Harbor, AK.
Environmental Scientist. Lucus prepared a SAP for multiagency review and approval to collect freshwater sediment samples suspected of polychlorinated biphenyls (PCB) contamination from Kenai Lake to evaluate dredging methods and sediment disposal options for the Chugach Electric Association. Lucus provided environmental oversight of the freshwater sediment sampling, dredging program, and final disposition of PCB-contaminated lake-bottom sediments.

PROJECT APPROACH & methodology

PND Engineers, Inc. (PND) understands the City of Kotzebue is seeking the services of an experienced marine/waterfront engineering team to work with the city, Northwest Arctic Borough (NAB), NANA Regional Corporation (NANA), U.S. Maritime Administration (MARAD), U.S. Army Corps of Engineers (USACE), and stakeholders to develop and implement the design of a new port facility located in Cape Blossom, Alaska.

The Cape Blossom port facility has long been envisioned as a key infrastructure asset to support regional maritime transportation and economic development. A new port facility would improve maritime transportation capabilities throughout the borough and would likely facilitate the import/export of resources and support local economies. The vision for Cape Blossom Port began in the early 1970s. The City of Kotzebue, in conjunction with the Alaska Department of Transportation & Public Facilities (DOT&PF) and USACE, evaluated a potential Kotzebue Small Boat Harbor and later an industrial park/port facility. The original studies revealed insufficient economic justification to advance the project but recommended reevaluation as the regional community grows. Additional studies were performed in the 1980s, producing similar results.

USACE conducted a feasibility study and environmental analysis in the 2010s to support the proposed Cape Blossom Port facility. The draft navigation improvements study in 2019 initially focused on siting the port at a Bureau of Land Management (BLM) plot located east of Cape Blossom. The recommended plan for the port facility included a 4,700-foot dredged channel to -26 mean lower low water (MLLW), with a dock located at the existing -12 MLLW elevation to be dredged to -26 MLLW; a 1,600-foot trestle was recommended for connecting the dock to shore. In 2020, following issuance of the draft plan, USACE terminated the project due to additional analysis that indicated likelihood for advanced coastal erosion at the proposed project site. In 2021, USACE developed an additional report – Site Conditions in the Vicinity of Cape Blossom – that identified three alternative port sites recommended for further study.

The project scope included in this proposal will further assess the three alternative port sites and develop a comprehensive plan and preliminary design for developing Cape Blossom Port. Additionally, our project team will evaluate the feasibility of long-term protection of the originally envisioned project site from thermal and mechanical erosion, if the original site is comparatively advantageous. Funding for this effort is being provided through a federal grant administered by MARAD. PND is uniquely qualified for providing engineering services for this project; we have current experience working with MARAD on Port Infrastructure Development Program (PIDP)-funded design projects, including the Yakutat Small Boat Harbor and Alaska Railroad Corporation (ARRC) Seward Freight Dock, each of

which PND provided complete permitting and regulatory support in addition to design services. PND has unmatched arctic port design and arctic coastal erosion expertise, including recent relevant experience in Kotzebue.

PND is currently the design engineer of record for the Port of Nome Modification Project, a collaborative effort with the City of Nome and USACE that is building the northernmost deepwater port in North America. PND also designed the Milne Inlet Ore Dock on Baffin Island in Nunavut, Canada, the northernmost deepwater vessel berth in the world. PND has designed several large-scale dock facilities on the North Slope of Alaska, as well, projects such as the Liberty and Northstar offshore islands in the Beaufort Sea, Point Thomson Development waterfront infrastructure, West Dock Causeway, and multiple facilities at Oliktok Point. PND, featuring several members of our proposed project team, recently provided planning, permitting, design, and construction support services for the Crowley Dock Repairs & Replacement Project in Kotzebue.

We understand the primary objective for this project is to develop a comprehensive plan and preliminary design for the proposed Cape Blossom Port. To meet this objective, PND and our team of subconsultants will provide the following services required to successfully deliver this project to the City of Kotzebue and its project partners:

- **Contract Management:** Ensure all contractual obligations with the City of Kotzebue are met.
- **Project Management:** Work closely with city staff to

maintain open and direct lines of communication; duties include managing subconsultants, providing quality assurance & quality control (QA/QC) for deliverables, and coordinating meetings, correspondence, scope, schedule, and budget with the City of Kotzebue.

- **Stakeholder Engagement & Public Involvement:** Coordinate design reviews and input from project stakeholders, including the City of Kotzebue, MARAD, USACE, tribes, native corporations, barge operators, vessel captains, community members, and other parties; develop and implement public involvement plan for community engagement.
- **Site Survey:** Provide additional survey data, including uplands and bathymetry as needed to supplement existing data. (Survey activities may also include planning for Alaska Tideland Lease acquisition for the project area, if needed.)
- **Permitting Support:** Provide all necessary regulatory applications/approvals for field investigations; provide overview of regulatory constraints and compliance requirements likely to affect design.
- **Geotechnical Engineering:** Examine existing geotechnical information, determine the need for further fieldwork, and develop designs for foundation systems. (PND believes sufficient historical geotechnical data are available to support conceptual design efforts at the project sites; however, additional investigation is recommended to support final design efforts.)
- **Dredge Material Characterization:** Provide characterization of dredge material and support environmental sampling for dredge disposal (if required).
- **Metocean Analysis:** Perform site-specific metocean analysis (wind, wave, current) to determine environmental criteria; perform site data acquisition (if required to confirm numerical modeling) using acoustic wave and current (AWAC) profiler wave gauges.
- **Coastal & Waterfront Engineering:** Perform coastal erosion assessments and sediment transport analyses to support site location assessment; perform vessel navigation, berthing and mooring analysis, and examine other aspects of vessel interfaces; design of revetment and other coastal protection components.
- **Structural Engineering:** Perform structural analysis and design for all facility structures according to current applicable codes, standards, and recommended practices to meet design objectives.
- **Electrical Engineering:** Provide planning and design for lighting and miscellaneous electrical needs to support general operations.
- **Mechanical Engineering:** Provide planning and design for fuel offload systems, storage, and miscellaneous mechanical needs to support general operations.

PND consistently delivers projects on schedule, within established budgets, and subject to various financial, physical, environmental, and regulatory constraints. We will facilitate accelerated project delivery by first reviewing City of Kotzebue goals and objectives, then determining the necessary resources to accomplish them. We will develop and commit to key milestones, review schedules, consistently communicate project progress, and work closely with the city when decisions must be made so that work can continue on schedule. Each team member will be accountable for meeting internal deadlines. PND will be supported on the Cape Blossom Port Planning & Design contract by the following subconsultants:

- **AMC Engineering:** AMC will provide design services related to the project's mechanical fuel system elements.
- **Coastal Frontiers:** Coastal Frontiers will provide metocean/coastal design support and sediment transport analyses.
- **Corvus Design:** Corvus will provide port planning support and stakeholder engagement services, including a public involvement plan.
- **Restoration Science & Engineering:** RSE will provide support for dredge characterization and environmental sampling.
- **RSA Engineering:** RSA will provide design services related to the project's electrical elements and mechanical systems.

PND has worked well with our select team of subconsultants on past projects and has firsthand knowledge of each other's abilities and resources. Together, we bring a wealth of experience and hard-earned success performing on projects that entail aggressive schedules with multiple project elements progressing concurrently. PND proposes a two-phase approach to the Cape Blossom Port Project: Phase I will review existing project data, scoping, development, and assessment of preliminary project concepts, which will allow our team to better define the overall scope and identify requirements for costly field investigations and advanced analyses; Phase II will include any necessary field investigations – such as site survey, field metocean studies, geotechnical investigations, etc. – and preliminary design advancement. The scope of Phase II services will be highly dependent on the selected location; preferred alternative, which will be identified in Phase I; and applicability of historical/background engineering efforts to the selected project alternative. Throughout the design process, PND will coordinate and attend routine project meetings to keep the city, project personnel, and stakeholders apprised of design progression. We will maintain a running action item list and comment register that will be covered at each meeting to ensure documentation of key decisions as the design progresses.

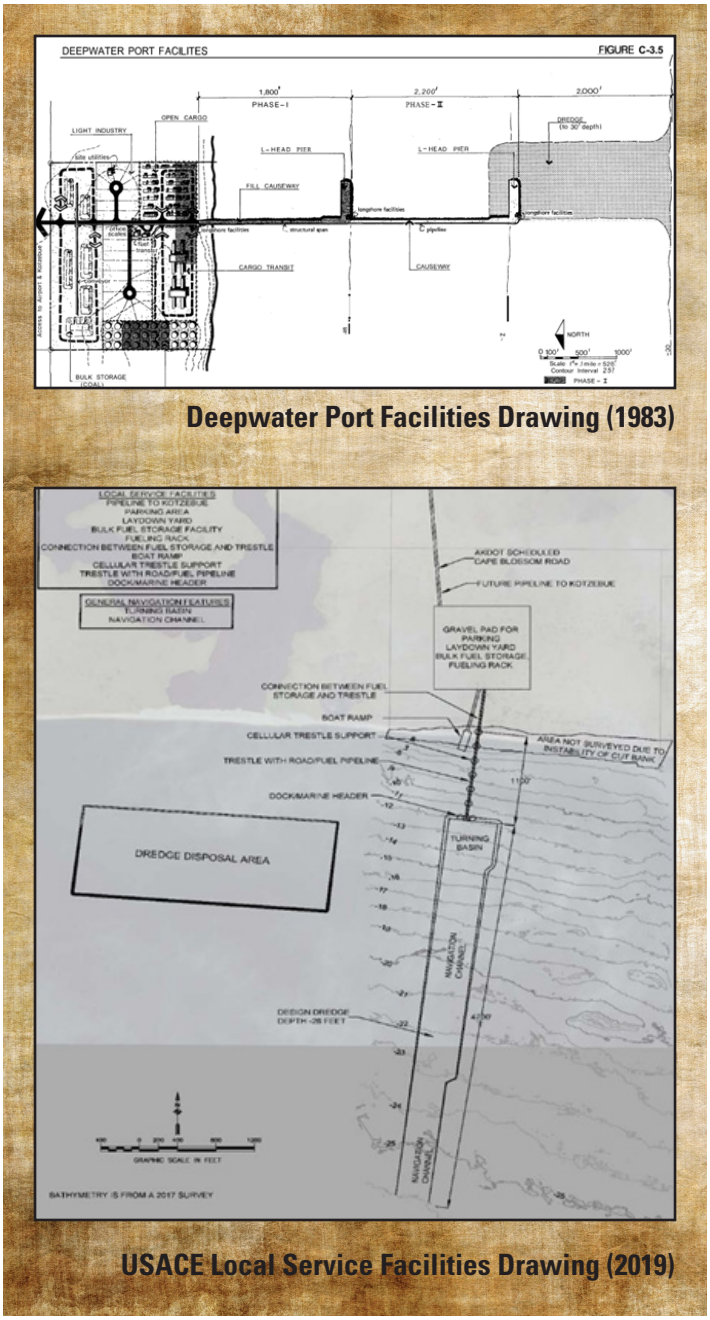
PHASE I: Preliminary Concept Development

Task 1: Existing Data Review & Project Kickoff

Led by our team's proposed project manager, PND Vice President & Principal Engineer Chip Courtright, PE, SE, PND and the City of Kotzebue will hold an initial kickoff meeting to introduce key team members, establish lines of communication, and discuss overall project scope, goals, and objectives. Based on the remoteness of the site, we propose performing the kickoff meeting and all coordination meetings virtually or by teleconference to reduce project costs. We will review the project's scope of work, discuss a prepared draft project schedule, and identify any gaps or additional considerations that could influence the schedule. We will discuss key milestones and identify tentative dates for work. We will review our planned approach to the work and establish document review stages and review periods by the city. PND will develop a written summary report of the kickoff meeting and distribute it to the city following the meeting.

PND will research, collect, and synthesize existing background data prior to proceeding into concept design or making recommendations for additional data collection. Existing data review will include assembling project basemaps, acquiring previous concept drawings, reviewing previous studies and environmental documentation, and collecting existing available site, geotechnical, and metocean data. In support of our proposal response, PND received and reviewed all previous studies we could obtain, extending back to the early 1980s port feasibility study. Based on our current understanding, a wealth of information exists for the originally studied port site; we anticipate most of this data will be translatable to the currently proposed efforts and sites under consideration.

USACE performed a detailed metocean and hydrology/hydraulics evaluation to support its feasibility assessment in the mid-2000s, including bathymetry survey and sub-bottom profiling of the proposed project area and deployment of an acoustic wave and current profiler (AWAC) to measure site-specific metocean data such as waves, currents, and water levels. DOT&PF performed an offshore geotechnical investigation in 2010, which consisted of 25 boreholes. To avoid duplicating efforts, reduce project costs, and streamline the schedule, we believe a complete understanding of the available existing background data and their applicability to this project will be of utmost importance. Our team will thoroughly evaluate the previous studies to determine where data gaps exist and what is applicable to the proposed project. We will leverage our strong working relationships with DOT&PF and USACE to obtain all available information in support of our efforts. Based on our current understanding, we believe sufficient background data exist that would allow our project team to progress concept evaluations ahead of additional field investigations and advanced studies. We intend to use the historical data available to the maximum extent possible.



Deepwater Port Facilities Drawing (1983)

USACE Local Service Facilities Drawing (2019)

PND will evaluate the three proposed site locations and the originally envisioned project site, which we understand USACE previously raised as a significant concern. In order to fully understand the concerns at the original site and make comparisons to the three currently proposed sites, our team of arctic, coastal, and waterfront engineering specialists would like to confirm the mitigation methods are impractical and removal of the original site from consideration is warranted. PND and Coastal Frontiers has substantial experience with thermal and traditional coastal erosion protection in the arctic and can provide a fresh evaluation.

During data review, our team will perform stakeholders outreach, including individual meetings with City of Kotzebue personnel, subject communities, MARAD, NANA, USACE, and potential dock users to review previously developed concepts, solicit input on the designs, and assist with criteria development. Our targeted stakeholders outreach will help further define project needs and overall scoping. We will interview regional transporters (cargo, freight, fuel) to determine current and projected needs, including likely design-vessel parameters and uplands infrastructure requirements. The discussions will be documented in minutes from each meeting that summarize the findings.

PND will compile publicly available topography and bathymetric data into a preliminary project basemap that will be used for initial concept evaluation. The results of PND's data collection will be summarized in a data-gap memorandum and will include recommendations for additional data collection and/or studies to be performed under Phase II of the project.

Task 2: Criteria Development & Desktop Evaluations

Before commencing significant design work, it is essential to establish well-defined criteria and thoroughly scope the project to prevent major modifications during the design process. We believe the following criteria will need to be established: projected dock usage needs; vessel criteria; required draft, design life, uplands staging areas, and associated infrastructure; metocean criteria; geotechnical considerations; seismic criteria; environmental loads; utility requirements, including mechanical and electrical systems; and any project development concerns. Much of this information was developed by others during previous feasibility studies and will be confirmed and expanded for this project. PND will develop a comprehensive design criteria document that will serve as the basis of design and be updated as the project progresses. By having a clear understanding of the project goals and requirements, we can streamline the design process and ensure that the resulting project meets the needs of stakeholders. We will perform additional metocean and coastal analyses for the proposed project sites, as described below, to support establishing project design criteria.

Metocean & Coastal Analysis: Led by PND Senior Engineer Michael Ulmgren, PE, and Senior Metocean Scientist Alexander Khokhlov, PND will build upon previous efforts and perform desktop evaluations for each of the sites under consideration. We will perform a site-specific wind and wave (metocean) design study for each of the proposed project sites. PND will gather available site weather data and perform statistical analysis to determine the design-level wind conditions. We will use wave numerical modeling program MIKE 21 for desktop analysis to determine design waves conditions, including MIKE 21 Spectral Wave models to determine locally generated wind waves and their transformation to the project site through refraction, diffraction, and shoaling. We will develop a MIKE 21 Boussinesq Waves model to efficiently predict waves that penetrate into the project area. PND will also perform an initial mooring analysis for design vessels using MIKE 21 Mooring Analysis or Optimoor as part of our metocean study. This effort will inform our team of the anticipated mooring/berthing loads to be considered in design and will be updated as the project advances.

The metocean analysis will include establishing ice design criteria such as sea ice thickness, breakup/freezeup dates, and evaluating the size and distance of ice ride-up and pile-up events at the port sites being studied. The ice information will be used to develop recommended setback distances for critical shoreside facilities, ice forces, and pressures applied to structures, as well as ice management plans and port downtime during the winter season. Based on the results of the desktop analysis, PND may recommend additional metocean data collection at the site to support calibrating metocean modeling efforts, which would be performed in Phase II of the project. A metocean field study would consist of data collection during ice-free conditions using a field-deployed AWAC wave gauge to measure waves, currents, and water levels near the project site. The field data will be analyzed and compared with predicted wave conditions for model calibration purposes.

PND, supported by Coastal Frontiers, will conduct a preliminary coastal engineering analysis for the proposed sites, focusing primarily on reviewing previous studies and underlying data. Our evaluation will include assessing shoreline erosion, longshore sediment transport, and sedimentation in proposed dredged channels. Understanding sediment transport will significantly impact project costs due to the need for ongoing maintenance dredging. Additionally, the rate of shoreline erosion and retreat will play a crucial role in determining the suitability of locations for waterfront facilities in the region. We will use historic aerial photography, as well as topographic and bathymetric data, to estimate shoreline retreat and sediment transport. This information will help us calculate longshore and cross-shore sediment transport rates, which are vital for developing a comprehensive sediment budget for the area. The budget will identify key sources and sinks of sediment in the nearshore environment. Moreover, we will incorporate sediment contributions from local rivers and streams into our analysis to ensure a thorough evaluation of sediment dynamics. Due to the high degree of variability in sediment transport analyses, our team will likely recommend additional sediment transportation numerical modeling of the proposed dredge basin as part of our Phase II services.

Findings from the metocean and coastal analyses will be documented in a report that summarizes the findings. The report will be appended to the alternatives analysis, further described under Task 3 below.

Task 3: Concept Development & Alternatives Analysis

PND will develop multiple design options for consideration by the City of Kotzebue and project stakeholders during this critical phase of the project. We anticipate several alternatives will be developed and considered for each of the three proposed sites. The concepts will be evaluated to determine which is the most feasible and effective, while considering factors such as usability, cost, safety, maintenance requirements, durability, and environmental impact. We will develop alternatives for each of the major design elements such as causeway design (fill-based, pile-supported structures, superstructure types) and dock structure type (sheet-pile, pile-supported). Evaluating the extents of any proposed dredged basin versus the extents of causeway connecting the dock to the uplands will be critically important. Our evaluation will include cost analysis of initial capital cost versus projected routine costs for maintenancing the dredged channel and basin. The design at this stage will consist of proof-of-concept-level calculations/analysis for approximate sizing of major project components and developing concept-level drawings (plan, elevation, section) for each alternative considered. We will prepare rough order of magnitude (ROM) cost estimates and a matrix of pros and cons to help evaluate the alternatives.

PND will evaluate the feasibility of long-term protection of the originally envisioned project site from thermal and mechanical shoreline erosion, as aforementioned, in addition to the three proposed port site locations. PND and Coastal Frontiers has substantial experience with thermal and traditional coastal erosion protection in the arctic, protection methods which could be considered if the original site is comparatively advantageous to the other sites under consideration.

PND understands that accurate cost estimating is critically important for our clients' financial planning and budgets for projects. PND uses InEight (formerly HardDollar), a construction cost estimate program and database developed for construction contractor planning, scheduling, and bidding. Along with our historical site-specific cost data and metrics, PND develops highly accurate and detailed bottom-up construction cost estimates for elements such as equipment usage, fuel usage, and manpower curves. The InEight program is integrally linked with our scheduling program, Primavera P6, and produces a detailed schedule based upon the construction logic input used in the cost estimate. PND has received high praise from clients, contractors, and owners for the detailed accuracy of our cost estimating services using this system.

DISTINCT & SUBSTANTIVE QUALIFICATIONS

- **Geographic Experience:** The Arctic is an unforgiving place where experience and knowledge are critical. PND provides site-specific design to our clients in order to solve complicated issues in remote locations and harsh weather conditions, such as evaluating and optimizing Red Dog Port & Mine operations in Northwest Alaska. PND has been providing professional engineering services at Red Dog since the early 1980s. In 1982, PND developed conceptual plans for alternate Port of Red Dog facilities and preliminary cost estimates for several ore concentrate offloading systems. In 1985, PND was the prime engineering consultant for the 60-mile-long access road from Red Dog Mine to the Port of Red Dog; the cost-saving design by PND pioneered how arctic roads are built in Alaska. PND has worked over 75 projects in the Red Dog Operations area, including triennial bridge inspections on Red Dog Port Road since 1987.
- **MARAD Experience:** PND routinely provides design through construction-phase services for complex marine infrastructure projects and has worked with a variety of clients, including DOT&PF, FHWA, and MARAD, to ensure environmental compliance and successful installations of our designs. PND is currently working with MARAD on PIDP-funded projects in Seward and Yakutat.
- **USACE Experience:** PND is the design-engineer-of-record for the multiphased Port of Nome Modification Project in conjunction with USACE, whose comprehensive feasibility study with the City of Nome led to the largest-valued civil works project in USACE Alaska District history. Spanning three distinct phases, the ambitious $600-million-plus collaboration will make the Port of Nome the northernmost deepwater port in North America and enhance its capacity for accommodating the growing maritime demands in Northwest Alaska.
- **Management Experience:** Our management team features nearly 70 years of combined project experience, including the perfect blend of regionally specific waterfront engineering experience and extensive port planning and design experience. They will be supported on the Cape Blossom Port Project by our firm's deep resources and in-house capacity for providing multidisciplinary services.

PND will develop an alternatives analysis report that outlines our process for developing alternatives and assessing site suitability. Our report will contain a summary of the project scope, design criteria, alternatives considered, ROM capital/operations/maintenance costs, selection criteria, technical evaluation, permitting constraints, and risk assessment. The alternatives analysis report will be submitted to the City of Kotzebue for review and consideration during selection of the preferred alternative. At the conclusion of this task, our intent is to identify a preferred alternative for advancement under Phase II of the project.

Task 4: Public Involvement

Rural Alaska communities have unique cultural, environmental, and economic considerations that can affect the design, construction, and operation of new projects. Public involvement meetings can provide an opportunity for local residents, indigenous groups, and other stakeholders to share their knowledge and concerns with the design team. Our team, led by PND subconsultant Corvus Design, will work with the City of Kotzebue to establish a public outreach and engagement plan that is in line with community expectations. During Phase I, we anticipate three community meetings will be held to solicit input and inform the public on the status of the design. The first meeting will be planned at the beginning of the project to allow interaction between the planning team and local users, stakeholders, and community members. The community meeting will consist of a multiday open house session that introduces the project to the public, outlines objectives for the planned project, and solicits public input. The second community meeting will be held following development of the site evaluation and initial concept designs, where our team will present the planned project alternatives and collect public feedback. During the multiday open workshop, our team will collect additional public input and develop modifications to the concept designs. The final community meeting will be a virtual presentation of the preferred location and design alternative. We will document the entirety of the public involvement process in a report submitted after each meeting.

PHASE II: Preliminary Design of Selected Alternative & Field Investigations

The scope of engineering services proposed to be performed during Phase II will be dependent on the project location and preferred alternative selected during Phase I. Based on the scope of services requested in the RFP, PND does not feel there is adequate definition to fully develop the site investigations, engineering services, and associated cost necessary to complete the proposed Phase II services until Phase I services are completed. Our proposed multiphased approach ensures that existing and previously collected site data are fully examined, eliminating duplication and maximizing use of project funding for the benefit of the City of Kotzebue, MARAD, and project stakeholders. The following approach provides a general summary of anticipated tasks that PND will perform during Phase II; the specific scope of services will be further evaluated and defined during initial implementation of the project. Some of the presented tasks below are elective, such as dredge characterization, dredging field study (test trench), and Alaska Tidelands Lease application, and could be incorporated into the final scope of services if desired by the City of Kotzebue.

Task 5: Preliminary Design & Preliminary Engineering Report

PND will advance the design of the selected site and preferred concept to a preliminary (approximately 15%) design level. The design will be informed by input received during public involvement meetings, stakeholder engagement, and Phase I planning efforts. Design at this stage will include advanced analysis and evaluation to further develop the comprehensive scope of the project.

Led by PND Project Manager Chip Courtright and our civil and structural engineering leads – PND Senior Engineer Josh Gray, PE, and PND Principal Engineer Corey Roche, PE, SE, respectively – PND will develop preliminary design documents illustrating general facility layout and preliminary design of all project elements. We will advance the dock analysis to define major components of the project and confirm project construction planning and cost estimates. Our team uses a suite of engineering software such as RISA-3D, LPILE, Slide, SAP2000, and ENERCALC to support our structural analyses. The dock will be designed in accordance with accepted engineering standards, including AASHTO LRFD Bridge Design Specifications (9th Edition/2020) with interim updates; the DOT&PF-developed Alaska Bridges and Structures Manual (2023); ASCE Seismic Design of Piers and Wharves (61-14); and the AASHTO Guide Specifications for LRFD Seismic Bridge Design.

During this phase of the project, we will advance our structural modeling/analysis using a combination of finite element analysis programs such as RISA-3D, LPILE, and SAP2000. PND's geotechnical and coastal/metocean leads – PND Principal Engineer Torsten Mayrberger, PE, PhD and PND Senior Engineer Michael Ulmgren, PE, and PND Senior Scientist Alexander Khokhlov, respectively – will coordinate closely for design of the dredged basin. Our geotechnical team will collaborate with our structural engineers to refine the soil-structure interaction and advance the design of all foundation elements.

PND's electrical and mechanical subconsultants (RSA and AMC/RSA, respectively) will advance their concept designs to include

layout plans, line-diagrams, and the additional details necessary to fully define the project scope. PND and Coastal Frontiers will further evaluate sediment transport using numerical modeling program MIKE 21/3 Sand Transport (ST). This software enables precise assessments of erosion and sedimentation impacts on infrastructure by accurately calculating sand transport from both currents and waves, employing a sophisticated wave boundary layer approach for detailed simulations.

PND will produce a preliminary engineering report (PER) based on our Task 5 findings that will summarize the alternatives considered and present the preferred alternative. The PER will detail the resulting proposed scope of work, present estimated costs for the project (by component), and incorporate findings from additional field studies performed under Phase II, further described below.

Task 6: Site Survey

Led by PND Senior Surveyor Iain Brown, PLS, PND will research existing record information for the identified project site, including subdivision plats, easements, as-built surveys, survey control, and existing utility as-builts. We will coordinate travel arrangements and prepare survey computations prior to arrival at the project sites. We will verify existing survey control monuments or establish new survey control via static GNSS observations; static files will be processed through the NOAA's Online Positioning User Service (OPUS) and network-adjusted in Trimble Business Center as required. The existing conditions survey will include, at a minimum:

- Existing property corners, property lines, right-of-way, and recorded easements
- Site topography and drainage
- Subsurface bathymetry to contour seafloor
- Tidal/water-level observations and measurements
- As-built of site improvements and existing infrastructure
- Locating aboveground utilities and underground utility markings by others
- Terrestrial LiDAR of critical site features
- Autonomous vehicle LiDAR and orthomosaic aerial imagery of project sites (providing no flight restrictions exist)

PND will implement a combination of conventional ground-based GNSS and total station survey techniques supplemented by terrestrial and aerial remote sensing (LiDAR) technologies to complete the project scope. We will use conventional ground-based survey techniques to capture nearly all items required of the project scope. We will collect terrestrial and aerial LiDAR at each project site to develop a comprehensive 3D point cloud model to ensure all critical site data are captured in a single site visit. We will use conventional survey data and aerial ground targets to confirm relative accuracy of all LiDAR data collected in the field. We will capture single-beam sonar data using a Seafloor Systems Sonarmite integrated with Trimble GNSS receiver. PND will process all collected survey data and provide quality control using the latest version of Trimble Business Center.

Pebble Mine Port Metocean Field Study

Acoustic Wave & Current Profiler

The AWAC profiler is mounted on a gimbaled tripod system and lowered from a vessel davit. The tripod is weighted to sit directly on the seafloor without additional anchoring or surface buoy. A pop-up buoy system activated by a handheld acoustic modem allows the vessel to retrieve the profiler.

Task 7: Metocean Field Study

If necessary, PND will plan, coordinate, and implement field metocean data collection at the identified preferred alternative site. We will deploy an underwater oceanographic platform offshore of the existing dock. An upward-facing standalone Nortek AWAC profiler will measure directional waves, currents, and tide. The instrument, detailed in the callout above, measures pressure, wave orbital velocities, and surface position to determine directional wave height, wave period, current velocity, and direction. We will use the data to evaluate metocean conditions, providing greater confidence in environmental wave conditions estimates by correlating field measurements to historical events. The wave height, peak period, mean direction, and relative spreading derived from these measurements are important for verifying and calibrating numerical models to actual project site data.

Task 8: Geotechnical Investigation

An on-site geotechnical investigation will likely be required to determine the characterization of the soil, stratigraphy, and other site-specific geotechnical data necessary for design of the dock and uplands infrastructure at any of the three proposed project sites. The geotechnical investigation will include boreholes at the proposed dock, foundation locations along the proposed causeway, and uplands area proposed for development. The quantity and locations of the boreholes will be determined during Phase I scoping efforts. We will analyze material samples to determine laboratory characterization (moisture content, grain size analysis, plasticity characterization, density characterization). We will produce a comprehensive geotechnical data report that includes geotechnical site characteristics, boring logs, material test results, supporting data and conclusions, and recommendations based on our findings.

PND's permitting group, led by PND Senior Environmental Scientist Brenna Hughes, will apply for and obtain all regulatory approvals necessary for implementing the geotechnical investigation, including the NEPA assessments which will likely be required by MARAD.

Task 9: Dredge Material Characterization & Environmental Sampling

Material characterization and environmental sampling will be required for design of the dredged basin and regulatory approval of dredge material disposal. PND recommends this effort be performed in conjunction with the site geotechnical investigation to reduce duplication of efforts and overall project costs. If desired by the City of Kotzebue, PND will develop and implement a dredge material characterization and environmental sampling program for the project. PND will produce a purpose and need statement and provide all engineering support – with the help of our subconsultant RSE – for developing the Tier 1 evaluation for agency review. The Tier 1 evaluation will provide environmental findings from comprehensive research that will factor into the project ranking, which will determine the dredge material management units, number of sampling units, and laboratory sampling requirements.

PND and RSE will develop a sampling analysis plan (SAP) per USACE guidelines of the Alaska Dredged Material Evaluation Framework. We will submit the SAP for agency review and approval, a required step necessary for establishing the sampling requirements for dredged material disposal. PND and RSE will respond to agency comments and ultimately obtain approvals to begin the sampling program. PND and RSE will perform field sampling, based on the agreed upon sample intensity and required number of sampling sites, following SAP approval.

Task 10: Tidelands Conveyance

Municipal conveyance of tidelands will be required for the project footprint prior to construction of the proposed dock facility. PND recommends the City of Kotzebue apply for conveyance as soon as the preferred site is identified due to the long durations required by the Alaska Department of Natural Resources (ADNR) for completing this process. PND will prepare the applications needed for tideland conveyance to incorporate the proposed project footprint and vessel layup area. We will coordinate directly with ADNR throughout the approval process. After receipt of a complete application, ADNR will conduct a public interest review of the application, provide notice to other state agencies, issue a preliminary finding under public notice (30 days), then issue a final finding (under public notice with a 30-day appeal and reconsideration period). This process typically requires six months to one year, after which the applicant can construct, occupy, and operate the project while completing the lease process. Once the final finding is official, entry authorization is typically issued to perform required pre-construction surveys, construct the project, and perform any required post-construction survey, appraisals, insurance, and bonding. Following receipt of final required deliverables and fees, ADNR will issue the lease. PND currently estimates the post-entry authorization phase can take up to three to five years to complete, depending on construction timelines and ADNR capacity.

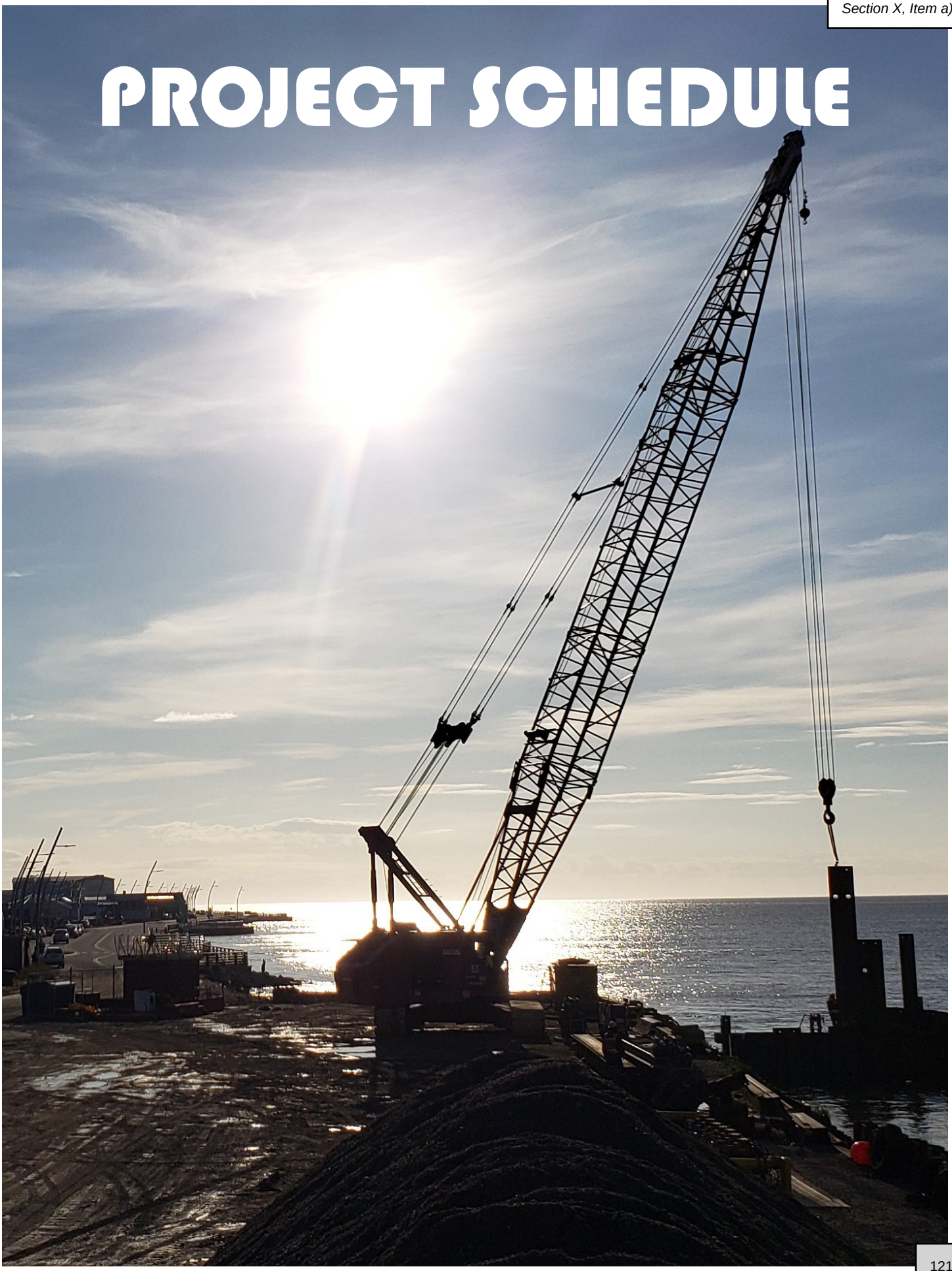
Task 11: Public Involvement

PND recommends continued public engagement throughout Phase II services to keep the public and stakeholders informed of project progress. The scope of public involvement, including the number and frequency of meetings, will be determined during development of the public involvement plan under Phase I.

PND and Corvus have efficiently and effectively collaborated on other similar port planning and design projects across Alaska in communities such as Craig, Juneau, Kenai, Naknek, Nome, Saxman, Seward, Sitka, Unalaska, Valdez, Whittier, and Wrangell. We understand the importance of community engagement; our team is committed to involving the public throughout the planning process, ensuring that valuable community input helps shape the Cape Blossom Port Project.

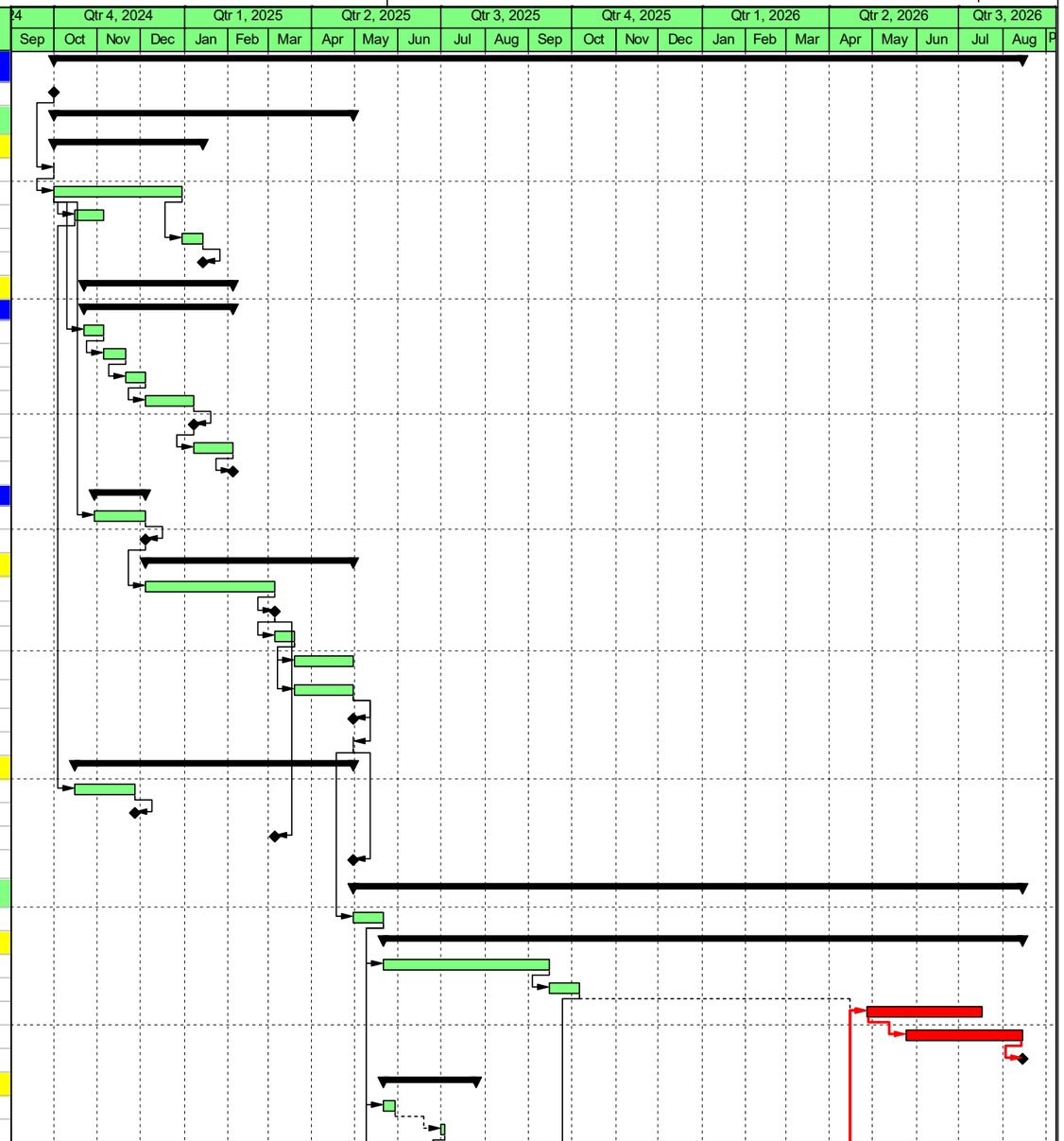
"Corvus Design has won over a community of wary citizens that were tired of planning and projects that were not implemented. With their innovative approach and teamwork, I feel confident that we have a plan that is backed by our community, council, and stakeholders. Their unique approach to public engagement and planning actually changed the way our community feels about the planning process." **~Jeremy Talbott, Ports & Harbors Director, City of Valdez**

PROJECT SCHEDULE



Cape Blossom Port Planning — 06-Sep-24 11:19

Activity Name	Start	Finish
Cape Blossom Port Planning	01-Oct-24	14-Aug-26
Notice to Proceed (NTP)	01-Oct-24*	
Phase 1 - Preliminary Concept Development	01-Oct-24	30-Apr-25
Task 1 - Data Collection, Kickoff and Project Scoping	01-Oct-24	14-Jan-25
Kickoff Meeting	01-Oct-24	01-Oct-24
Background Data Collection and Evaluation	01-Oct-24	30-Dec-24
Basemap Preparation	15-Oct-24	05-Nov-24
Data Gap Memorandum Development	30-Dec-24	14-Jan-25
Submit Data Gap Memorandum		14-Jan-25
Task 2 - Criteria Development and Desktop Evaluation	22-Oct-24	04-Feb-25
Metocean and Coastal Analysis	22-Oct-24	04-Feb-25
Preliminary Desktop Metocean Study - Hindcast	22-Oct-24	05-Nov-24
Preliminary Metocean Modeling - Mike21	05-Nov-24	20-Nov-24
Preliminary MIKE 21BW	20-Nov-24	04-Dec-24
Develop Draft Metocean Report	04-Dec-24	07-Jan-25
Submit Draft Metocean Report		07-Jan-25
Revise Metocean Analysis Based on Comments	07-Jan-25	04-Feb-25
Submit Final Metocean Report		04-Feb-25
Basis of Design (BOD)	29-Oct-24	04-Dec-24
Develop Draft BOD	29-Oct-24	04-Dec-24
Submit Draft BOD for City Review		04-Dec-24
Task 3 - Concept Development and Alternatives Analysis	04-Dec-24	30-Apr-25
Preliminary Alternative Concept Development	04-Dec-24	05-Mar-25
Submit Alternative Concept Designs		05-Mar-25
City Review	05-Mar-25	19-Mar-25
Revise Concept Designs	19-Mar-25	30-Apr-25
Alternatives Analysis Report	19-Mar-25	30-Apr-25
Submit Draft Alternatives Analysis Report		30-Apr-25
City Review of Alternatives Analysis and Selection of Prefered Alternative	30-Apr-25	30-Apr-25
Task 4 Stakeholder Engagement and Public Involvement	15-Oct-24	30-Apr-25
Stakeholder Outreach - City,MARAD, Barge Operators Communities, Etc	15-Oct-24	27-Nov-24
Meeting 1 - Project Introduction		27-Nov-24
Meeting 2 - Alternatives Presentation		05-Mar-25
Meeting 3 - Prefered Alternatives Presentation		30-Apr-25
Phase 2 - Field Studies, Preliminary Analysis & Prefered Alternative Design	30-Apr-25	14-Aug-26
Contract Negotiations - Phase 2	30-Apr-25	21-May-25
Task 5 - Preliminary Design and PER	21-May-25	14-Aug-26
Advance Selected Alternative Design	21-May-25	15-Sep-25
City Review of Preliminary Design	15-Sep-25	06-Oct-25
Revise Alternative Design Based on Field Data	27-Apr-26	17-Jul-26
Develop PER	25-May-26	14-Aug-26
Submit PER and Prelinary Design Documents		14-Aug-26
Task 6 - Site Survey	21-May-25	25-Jul-25
Background data prep and research	21-May-25	29-May-25
Site Survey	01-Jul-25*	03-Jul-25



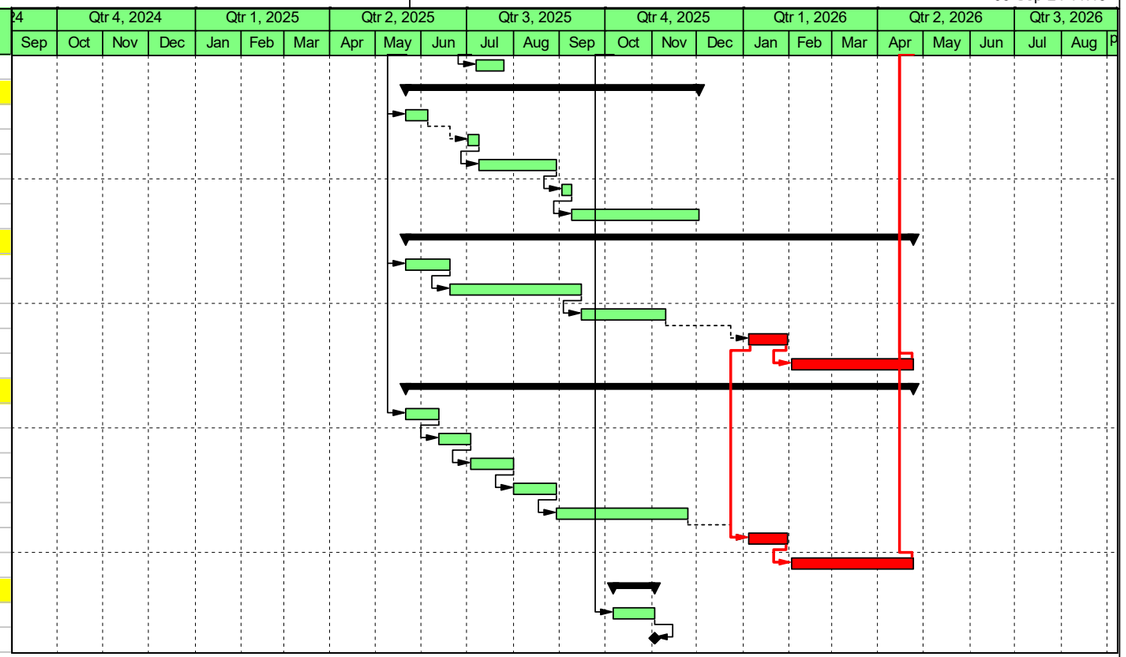
Remaining Level of Effort · Remaining Work · Milestone
Actual Work · Critical Remaining Work · Summary

Page 1 of 2

TASK filter: All Activities

Cape Blossom Port Planning — 06-Sep-24 11:19

Activity Name	Start	Finish
Basemap Preparation	07-Jul-25	25-Jul-25
Task 7 - Metocean/AWAC Filed Study	21-May-25	02-Dec-25
Planning and Preparation	21-May-25	05-Jun-25
AWAC Deployment	01-Jul-25*	09-Jul-25
Field Measurement and Data Collection	09-Jul-25	29-Aug-25
AWAC Retrieval	02-Sep-25	08-Sep-25
Field Data Analysis and Reporting	09-Sep-25	02-Dec-25
Task 8 - Geotechnical Field Investigation	21-May-25	24-Apr-26
Develop Permit Application Documents for Field Investigation	21-May-25	19-Jun-25
Regulatory Agency Review and Approval	19-Jun-25	15-Sep-25
Planning and Preparation	15-Sep-25	10-Nov-25
Site Geotechnical Investigation	05-Jan-26*	30-Jan-26
Sample Testing and Report Development	02-Feb-26	24-Apr-26
Task 9 - Dredge Characterization and Environmental Sampling	21-May-25	24-Apr-26
Tier 1 Evaluation	21-May-25	12-Jun-25
Develop Sampling Analysis Plan (SAP)	12-Jun-25	03-Jul-25
Agency Reivew of SAP	03-Jul-25	01-Aug-25
Develop Permit Application Documents for Field Investigation	01-Aug-25	29-Aug-25
Regulatory Agency Review	29-Aug-25	25-Nov-25
Field Environmental Sampling	05-Jan-26	30-Jan-26
Sample Testing and Report Development	02-Feb-26	24-Apr-26
Task 10 - Tidelands Conveyance	06-Oct-25	03-Nov-25
Develop ATS Application Documents	06-Oct-25	03-Nov-25
Submit Application Documents to ADNR for Review, Agency Coordination, Adjudication and Public Comment		03-Nov-25

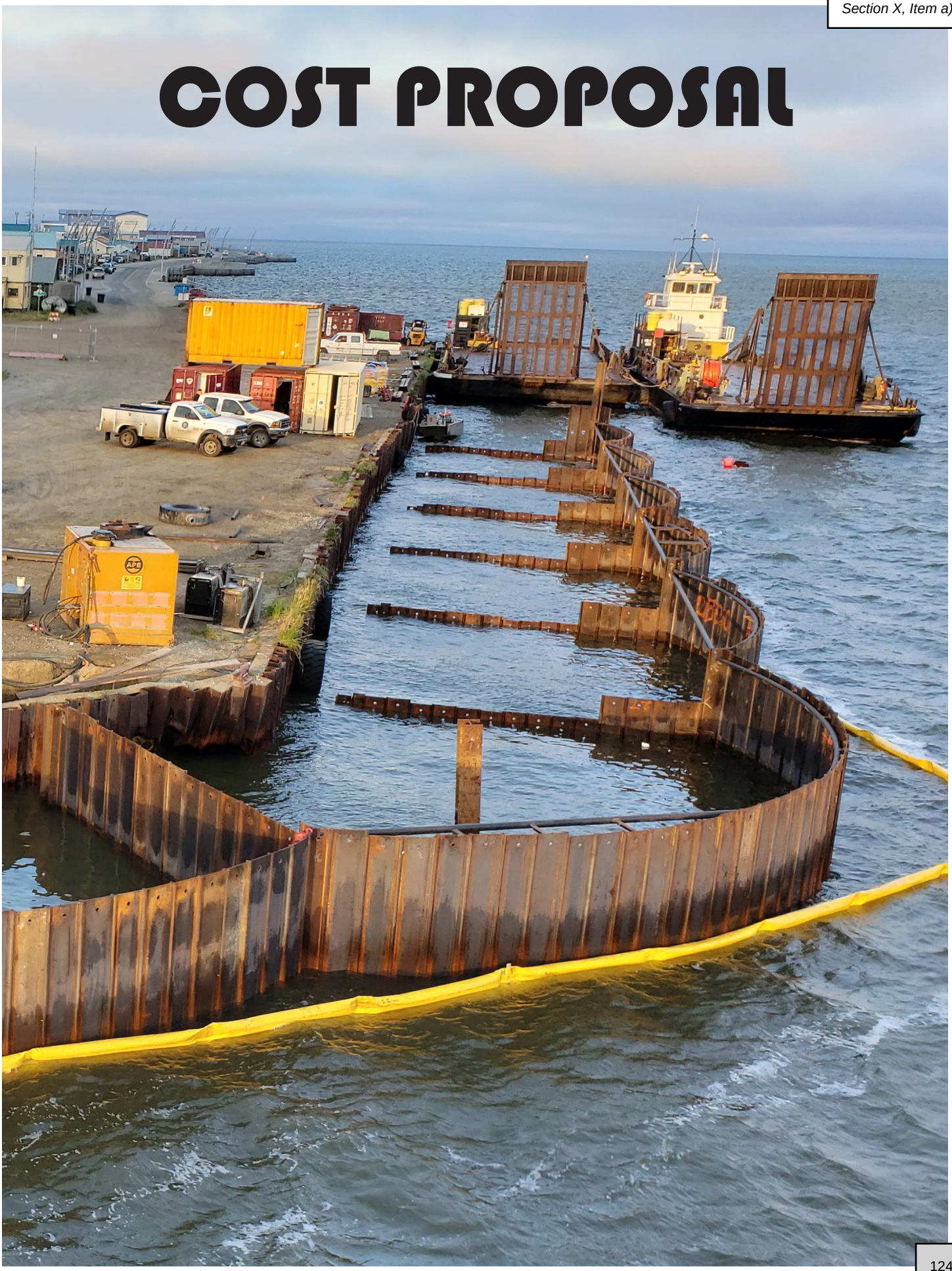


Remaining Level of Effort — Remaining Work — Milestone
Actual Work — Critical Remaining Work — Summary

Page 2 of 2

TASK filter: All Activities

COST PROPOSAL



PND and our team of subconsultants have prepared the following detailed cost proposal for our proposed Phase I services. As the scope of Phase II services will be highly dependent on work and project scoping performed in Phase I, we do not feel we can provide an accurate fee proposal for Phase II services at this time. We have provided an anticipated range of cost for these services based on our current understanding of the project. If selected, PND proposes to negotiate Phase II services with the City of Kotzebue based on the defined project scope.

PHASE I: Preliminary Concept Development	$591,466
» Task 1: Data Collection, Scoping, & Criteria Development	» $99,214
» Task 2: Criteria Development & Desktop Site Evaluation	» $140,287
» Task 3: Concept Development & Alternatives Analysis	» $191,951
» Task 4: Public Involvement	» $160,014

PHASE II: Field Studies, Preliminary Analysis, & Preferred Alternative Design (ROM)	$1,340,000-1,670,000
» Task 5: Preliminary Design & PER	» $450,000-$550,000
» Task 6: Site Survey	» $55,000-$65,000
» Task 7: Metocean Field Study	» $70,000-$85,000
» Task 8: Geotechnical Investigation	» $500,000-$650,000
» Task 9: Dredge Characterization & Environmental Sampling	» $185,000-$225,000
» Task 10: Tidelands Conveyance	» $25,000-$30,000
» Task 11: Public Involvement	» $55,000-$65,000

"PND provided consulting, engineering/design, and execution support for the repair and reconstruction of Crowley's dock in Kotzebue over two phases and a three-year period. The primary team I interfaced with at PND was Dempsey Thieman and Chip Courtright, who were assisted by several others within the company to carry out the various tasks required. From the start, the company's services and support were excellent, timely, and responsive. PND helped facilitate the decision-making process with timely answers to our technical questions, revising drawings, and providing cost-benefit analyses as needed. Throughout, they presented their professional opinions with clear understanding of the logisitical and environmental challenges of the project location, without undue biases, and with respect for the complexities of making business decisions in a remote native community with high stakeholder interest and involvement. The work required civil, structural, geotechnical, and environmental engineering skillsets, with particular knowledge of the federal permitting processes. Their combined depth of knowledge and in-house construction management talent resulted in the successful construction of the new dock facility within the expected cost and timeline, and with no injuries or lost time. I would gladly work with the PND team again and recommend them without reservation."
~Jed Dixon, Project Manager, Crowley Maritime Corporation

KOTZEBUE CAPE BLOSSOM PORT PLANNING
ENGINEERING FEE PROPOSAL REV0
PND ENGINEERS, INC.

	Senior Eng. VII	Senior Eng. IV	Senior Eng. III	Senior Eng. II	Senior Eng. I	Senior Land Surv. II	Technician VI	CAD Designer VI				Markup	
PND Standard Rates	**$251.00**	**$214.00**	**$184.00**	**$173.00**	**$163.00**	**$150.00**	**$165.00**	**$144.00**	**Labor**	**Subs**	**Expenses**	**10%**	
Phase 1 - Preliminary Concept Development													**$591,466**
Task 1- Data Collection, Scoping and Criteria Development													
Admin, Management, Coordination and Meetings	16	24							$9,152			$0	$9,152
Kickoff Meeting	2	2		2					$1,276			$0	$1,276
Background Data Collection - USACE and ADOT	4	6		16		8			$6,256			$0	$6,256
Background Data Review and Evaluation	8	16		20					$8,892			$0	$8,892
Base Drawing Development	2	4		14		16		30	$10,500			$0	$10,500
Data Gap Memorandum	2	4		16		6			$5,026			$0	$5,026
Stakeholder Outreach	4	12		20					$7,032			$0	$7,032
Sub - Mechanical	2								$502	$7,320		$732	$8,554
Sub - Electrical	2								$502	$7,980		$798	$9,280
Sub - Coastal	2								$502	$18,980		$1,898	$21,380
Sub - Public Involvement (Corvus)	2								$502	$8,640		$864	$10,006
Internal QC Reviews	4	4							$1,860			$0	$1,860
Subtotal Hrs	***50***	***72***	***0***	***88***	***0***	***30***	***0***	***30***	***$52,002***	***$42,920***	***$0***	***$4,292***	***$99,214***
Task 2 - Criteria Development and Desktop Site Evaluation													
Admin, Management, Coordination and Meetings	4	8	2		2				$3,410			$0	$3,410
Preliminary Design Criteria Assessment and Draft Basis of Designs	6	12	28		60			6	$19,870			$0	$19,870
Wind, Wave and Storm Surge Analysis		6	10	20			20		$9,884			$0	$9,884
MIKE21 Spectral Model		2		20			40		$10,488			$0	$10,488
MIKE21 BW Wave Model		2		20			60		$13,788			$0	$13,788
Hydrodynamic Analysis				20			4		$4,120			$0	$4,120
Preliminary MetOcean Report	4	8		30			30		$12,856			$0	$12,856
Sedimentation Analysis	2	2		20					$4,390			$0	$4,390
Sub - Electrical	2								$502	$8,700		$870	$10,072
Sub - Mechanical	2								$502	$6,740		$674	$7,916
Sub - Coastal	2								$502	$32,430		$3,243	$36,175
Sub - Public Involvement (Corvus)	2								$502	$2,460		$246	$3,208
Internal QC Reviews	6	6					8		$4,110			$0	$4,110
Subtotal Hrs	***30***	***46***	***40***	***130***	***62***	***0***	***162***	***6***	***$84,924***	***$50,330***	***$0***	***$5,033***	***$140,287***
Task 3 - Concept Development and Alternatives Analysis													
Admin, Management, Coordination and Meetings	16	30							$10,436			$0	$10,436
Concept Plan Development - 4 Sites	20	40		80				120	$44,700			$0	$44,700
Concept Level Geotechnical /Pile Analysis	4			18	24				$8,030			$0	$8,030
Concept Level Metocean and Hydrodynamic Anlysis		6		12			30		$8,310			$0	$8,310
Concept Level Structural Analysis		8		30					$6,902			$0	$6,902
Concept Level Mooring and Berthing Analysis	2	3		24					$5,296			$0	$5,296
Concept Level Site Civil Design	2	6	40						$9,146			$0	$9,146
Cost Estimates	6	12	60						$15,114			$0	$15,114
Alternatives Analysis Report	4			60					$11,384			$0	$11,384
Sub - Mechanical	2								$502	$18,900		$1,890	$21,292
Sub - Electrical	2								$502	$16,500		$1,650	$18,652
Sub - Coastal	2								$502	$11,940		$1,194	$13,636
Sub - Public Involvement (Corvus)	2								$502	$10,870		$1,087	$12,459
Internal QC Reviews	6	6		12				12	$6,594			$0	$6,594
Subtotal Hrs	***68***	***111***	***100***	***236***	***24***	***0***	***30***	***132***	***$127,920***	***$58,210***	***$0***	***$5,821***	***$191,951***
Task 4 - Public Involvement													
Admin and Management	4	8							$2,716			$0	$2,716
Public Involvement Plan Development	4	6	12						$4,496	$14,270		$1,427	$20,193
Stakeholder Outreach	8	8	8						$5,192	$6,850		$685	$12,727
Meeting 1	24	24							$11,160	$19,120	$4,008	$2,313	$36,601
Planning Report	6	8	16						$6,162	$5,160		$516	$11,838
Meeting 2	24	24							$11,160	$8,920	$4,008	$1,293	$25,381
Draft Master Plan Report	6	8	16						$6,162	$19,920		$1,992	$28,074
Meeting 3	6	6							$2,790	$5,120		$512	$8,422
Final Master Plan Report	20								$5,020	$8,220		$822	$14,062
Subtotal Hrs	***102***	***92***	***52***	***0***	***0***	***0***	***0***	***0***	***$54,858***	***$87,580***	***$8,016***	***$9,560***	***$160,014***

Total Hours	**250**	**321**	**192**	**454**	**86**	**30**	**192**	**168**					**1693**
Total $	**$62,750**	**$68,694**	**$35,328**	**$78,542**	**$14,018**	**$4,500**	**$31,680**	**$24,192**	**$319,704**	**$239,040**	**$8,016**	**$24,706**	**$591,466**

PND Direct Labor	$319,704
Subconsultants	$239,040
Expenses	$8,016
Markup on Subs and Exp.	$24,706
Total Cost	**$591,466**

PND Standard Rate Sheet:

PRINCIPAL & SENIOR ENGINEERS

VII	$235
VI	$220
V	$200
IV	$185
III	$175
II	$165
I	$155

STAFF ENGINEERS

VI	$160
V	$142.50
IV	$137.50
III	$130
II	$120
I	$105

ENVIRONMENTAL SCIENTISTS

VI	$190
V	$180
IV	$160
III	$145
II	$130
I	$110

LAND SURVEYORS

III	$142.50
II	$130
I	$120

TECHNICIANS

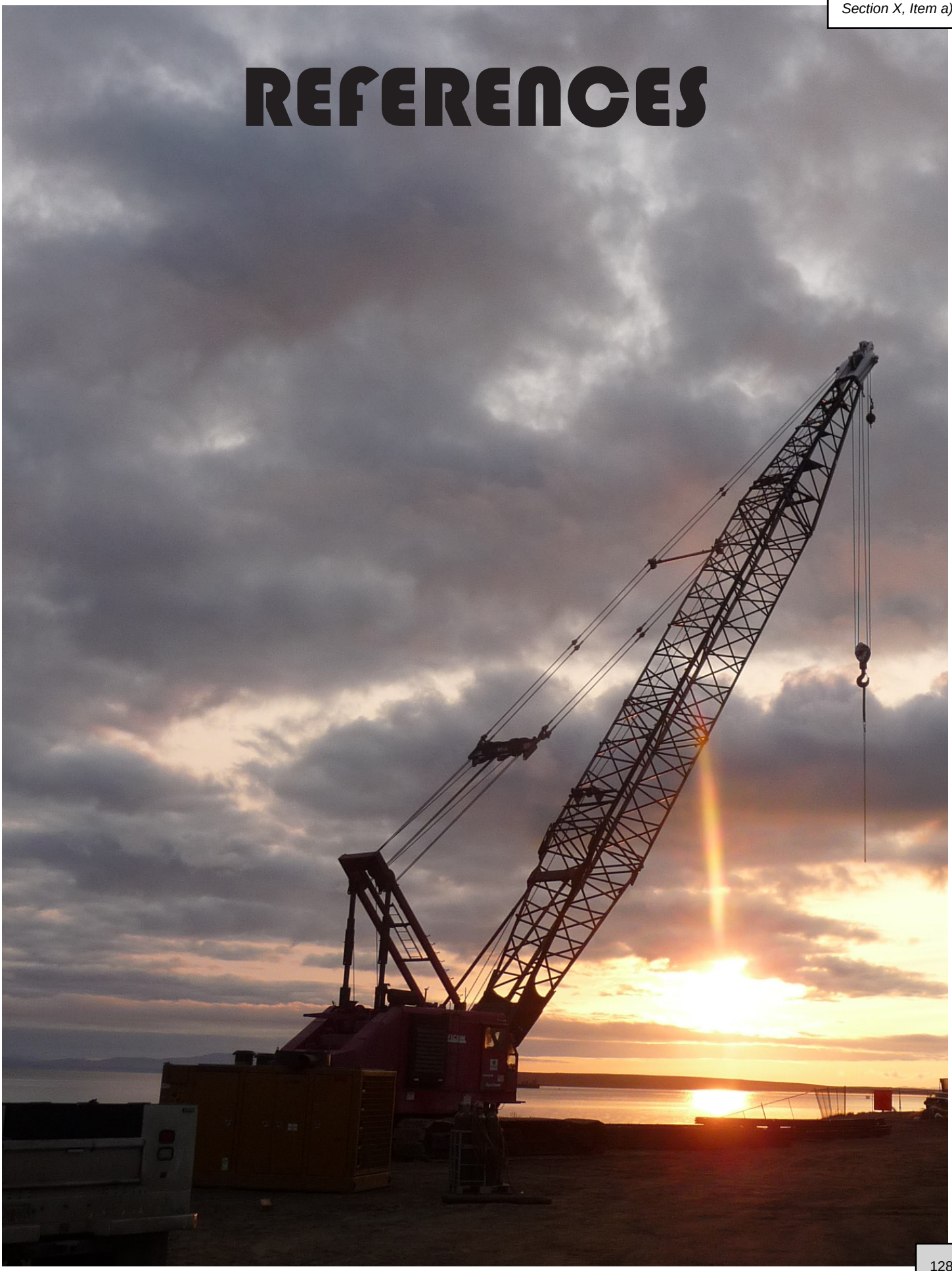
VI	$157.50
V	$137.50
IV	$110
III	$100
II	$90
I	$62.50

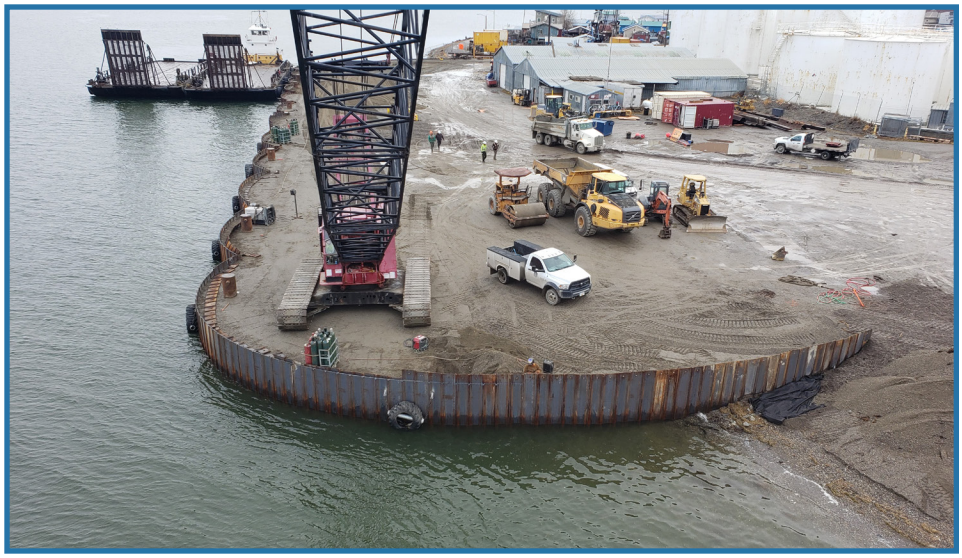
CAD DESIGNERS

VI	$137.50
V	$125
IV	$105
III	$90

- **Contract Manager:**
  Dempsey Thieman, PE, SE
  Principal Engineer VII ($235)
- **Project Manager:**
  Chip Courtright, PE, SE
  Principal Engineer VII ($235)
- **QA/QC Manager:**
  Bryan Hudson, PE, SE
  Principal Engineer VII ($235)
- **Civil Engineer:**
  Josh Gray, PE
  Senior Engineer IV ($185)
- **Structural Engineer:**
  Corey Roche, PE, SE
  Principal Engineer VI ($220)
- **Geotechnical Engineer:**
  Torsten Mayrberger, PE, PhD
  Principal Engineer VI ($220)
- **Coastal Engineer:**
  Michael Ulmgren, PE
  Senior Engineer III ($175)
- **Metocean Scientist:**
  Alexander Khokhlov
  Senior Scientist IV ($160)
- **Environmental Scientist:**
  Brenna Hughes
  Senior Scientist V ($180)
- **Land Surveyor:**
  Iain Brown, PLS
  Senior Surveyor III ($142.50)

REFERENCES





1.

Jed Dixon

Project Manager
Crowley Maritime Corporation
907.777.5598

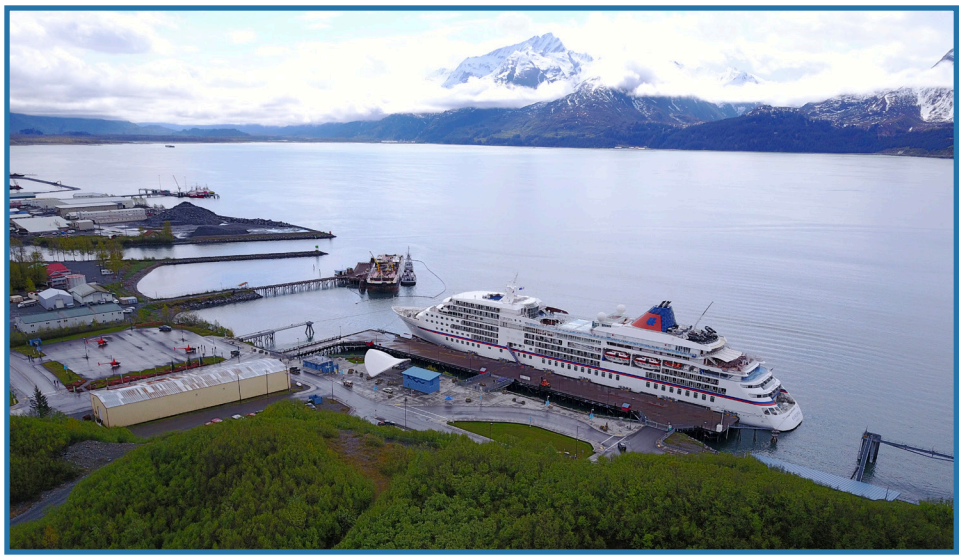
» **Crowley Dock Repairs & Replacement Project**

2.

Joy Baker

Port Director
City of Nome
907.304.1905

» **Port of Nome Modification Project**
» **Port of Nome Strategic Development Plan**



3.

Jeremy Talbott

Ports & Harbors Director
City of Valdez
907.835.4564

» **Valdez Waterfront Comprehensive Master Plan**

CITY OF KOTZEBUE
RESOLUTION NO. 24-65

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH JOSEPH W. EVANS FOR CITY ATTORNEY LEGAL SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027.

WHEREAS, the City of Kotzebue has the need for continuing legal services;

WHEREAS, the City of Kotzebue desires a City Attorney on a contract basis;

WHEREAS, the Kotzebue Municipal Code provides:

3.16.090 Professional and unique service contracts.

A. A contract for engineering, architectural, legal, medical or other professional services shall not be binding and effective until it has been approved by either the city council or the city manager acting within the purview of this chapter. Any such contract awarded by the council or the city manager acting within the purview of this chapter is deemed approved.

B. Contracts for services and other contractual services which are in their nature unique and not subject to competition exceeding fifty thousand dollars shall be awarded by the council. Such contracts that do not exceed fifty thousand dollars shall be approved and awarded by the city manager after receiving a recommendation from the appropriate department head. Such contracts shall be forwarded to the city council as a matter of record.

(Ord. 07-3 § 4 (part), 2007).

WHEREAS, the City Manager published an RFP for a contract City Attorney for the three-year period CY2025 through and including CY2027 and the City Council reviewed the two Responses to that RFP at its SCCM on October 7th and by unanimous motion duly passed selected Joseph W. Evans to provide such legal services for the three-year period CY2025 through and including CY2027; and,

WHEREAS, the current City Attorney has served in that position since 1999 and since his contract expired on June 30, 2024, the City Council *nunc pro tunc* extended his contract for six months for the period July 1, 2024 to December 31, 2024, in Resolution 24-45, passed and approved at the August 1, 2024 RCCM.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue authorizes the City Manager or her designee to finalize and execute a contract for City Attorney services with Joseph W. Evans for the three-year period CY2025 through CY2027 in the same format and on the same terms as used for his previous contracts.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

CITY OF KOTZEBUE
RESOLUTION NO. 24-66

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH DRUE PEARCE OF HOLLAND & HART FOR FEDERAL LOBBYING SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027.

WHEREAS, the City of Kotzebue has a continuing need for Federal lobbying services for the period CY2025 through CY2027;

WHEREAS, the City of Kotzebue uses separate lobbyists for its needs – one for lobbying services within the State of Alaska and one for Federal lobbying efforts in Washington, D.C.;

WHEREAS, the Kotzebue Municipal Code provides:

3.16.090 Professional and unique service contracts.

A. A contract for engineering, architectural, legal, medical or other professional services shall not be binding and effective until it has been approved by either the city council or the city manager acting within the purview of this chapter. Any such contract awarded by the council or the city manager acting within the purview of this chapter is deemed approved.

B. Contracts for services and other contractual services which are in their nature unique and not subject to competition exceeding fifty thousand dollars shall be awarded by the council. Such contracts that do not exceed fifty thousand dollars shall be approved and awarded by the city manager after receiving a recommendation from the appropriate department head. Such contracts shall be forwarded to the city council as a matter of record.

(Ord. 07-3 § 4 (part), 2007); and,

WHEREAS, the City Manager published an RFP for Federal lobbying services for the three-year period CY2025 through and including CY2027 and the City Council reviewed the responses to that RFP at a SCCM on October 7, 2024 and by a motion duly passed unanimously selected Drue Pearce with Holland & Hart to provide Federal lobbying services for the period CY2025 through CY2027.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue authorizes the City Manager or her designee to finalize and execute a contract with Drue Pearce with Holland & Hart for Federal lobbying services for the period CY2025 through CY2027 in the form and format as previously used with Holland & Hart after consultation with the City Attorney.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

CITY OF KOTZEBUE
RESOLUTION NO. 24-67

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO FINALIZE AND EXECUTE A CONTRACT WITH ELDON MULDER, THE MULDER COMPANY, AND BEN MOHR, THE MOHR COMPANY, FOR STATE LOBBYING SERVICES FOR THE THREE-YEAR PERIOD OF CY2025, CY2026 AND CY2027.

WHEREAS, the City of Kotzebue has a continuing need for State lobbying services for the period CY2025 through CY2027;

WHEREAS, the City of Kotzebue uses separate lobbyists for its needs – one for lobbying services within the State of Alaska and one for Federal lobbying efforts in Washington, D.C.;

WHEREAS, the Kotzebue Municipal Code provides:

3.16.090 Professional and unique service contracts.

A. A contract for engineering, architectural, legal, medical or other professional services shall not be binding and effective until it has been approved by either the city council or the city manager acting within the purview of this chapter. Any such contract awarded by the council or the city manager acting within the purview of this chapter is deemed approved.

B. Contracts for services and other contractual services which are in their nature unique and not subject to competition exceeding fifty thousand dollars shall be awarded by the council. Such contracts that do not exceed fifty thousand dollars shall be approved and awarded by the city manager after receiving a recommendation from the appropriate department head. Such contracts shall be forwarded to the city council as a matter of record.

(Ord. 07-3 § 4 (part), 2007); and,

WHEREAS, the City Manager published an RFP for State lobbying services for the three-year period CY2025 through and including CY2027 and received one response to this RFP from Eldon Mulder, The Mulder Company, and Ben Mohr, The Mohr Company, and has submitted a proposed, executed contract as set forth in Exhibit "**A**" attached hereto and incorporated by reference herein, for the period CY2025 through CY2027.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue authorizes the City Manager or her designee to execute a contract with Eldon Mulder, The Mulder Company, and Ben Mohr, The Mohr Company for State lobbying services for the period CY2025 through CY2027 in the form and format as set out in Exhibit "A" attached hereto.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

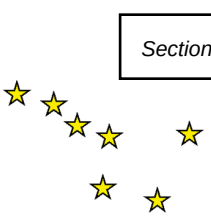
[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

Attachment: Exhibit "**A**" – Contract for State Lobbying Services for CY2025-CY2027 [3 pages]

THE MULDER COMPANY
P.O. BOX 140711; ANCHORAGE, AK 99514
EMULDER@GCI.NET



CONTRACTUAL AGREEMENT

between

The City of Kotzebue

and

Eldon Mulder/The Mulder Company

and

Ben Mohr/The Mohr Company

for

State Lobbying Services

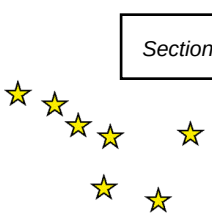
This Agreement made the 1st day of January, 2025 by and between the City of Kotzebue and Eldon Mulder, dba the Mulder Company and Ben Mohr, dba the Mohr Company (hereinafter referred to as "Contractor") for the provision of state governmental lobbying and consulting services. The Contractor agrees to provide professional services on behalf of the City of Kotzebue in the performance of the Duties of Contractor under this Agreement.

ARTICLE I DUTIES OF CONTRACTOR

The Mohr and Mulder Companies agree to provide state lobbying services to the City of Kotzebue and to represent the City before the Alaska State Legislature and the Dunleavy Administration in all areas of interest to the City of Kotzebue. The contractor will assist the City with projects and strategic planning as identified and assigned. Specifically, the Contractor will pursue:

A. Completion of the Cape Blossom Road and funding for the development of a Port;
B. Funding for other transportation infrastructure (road paving) as identified by the City Council;
C. Funding for water and sewer infrastructure;
D. Operational and capital funding for public safety infrastructure (City Jail);
E. Funding for environmental sustainability, specifically a biomass-fired energy plant;
F. Funding for other City projects and priorities as identified by the Council; and
G. Meetings with members of the Alaska Legislature and the Dunleavy Administration as appropriate;

THE MULDER COMPANY
P.O. BOX 140711; ANCHORAGE, AK 99514
EMULDER@GCI.NET



ARTICLE II PERIOD OF PERFORMANCE

The performance of this Agreement will commence on January 1st, 2025 and will continue until December 31st, 2027.

ARTICLE III COMPENSATION

In consideration of the performance of services described in this Agreement, the City of Kotzebue will pay the Contractor Fifty Thousand Dollars ($50,000) a year, paid monthly at four thousand dollars ($4,000), except for January and December wherein the Contractor will be paid five thousand dollars ($5,000.) The Contractor shall submit monthly invoices electronically to the City Manager once the contract is signed.

In addition, the City of Kotzebue agrees to pay or to reimburse expenses directly related to the conduct and performance of this Agreement, including registration fees with the Alaska Public Offices Commission, subject to prior approval by the City Manager. Contractor agrees to comply with the City of Kotzebue's travel and expense reimbursement policies and to furnish adequate documentation in support of each claim.

ARTICLE IV TERMINATION OF AGREEMENT

This Agreement shall remain in full force and effect for the term herein specified, unless terminated or annulled by either party with 30 days written notification. If the City of Kotzebue terminates the contract after August 1st of a calendar year, however, the remaining portion of the annual contract ($50,000) shall be made to the Contractor within 30 days of final billing.

ARTICLE V NON-ASSIGNABILITY

This Agreement is solely with the Contractor and, accordingly, Contractor shall have no right to assign, transfer, pledge or otherwise affect the Agreement, nor any interest there under, unless mutually agreed to by the parties.

ARTICLE VI REPORTING REQUIREMENTS

For purposes of this agreement, the City Manager will act as the contract supervisor and the Contractor agrees to consult with the City Manager and provide verbal and email reports as

THE MULDER COMPANY
P.O. BOX 140711; ANCHORAGE, AK 99514
EMULDER@GCI.NET

appropriate. Contractor also agrees to register with the Alaska Public Offices Commission (APOC) as required and reflect the amounts paid for lobbying services.

ARTICLE VII INDEPENDENT CONTRACTOR

Neither this Agreement, nor anything contained herein, shall be construed to extend to the Contractor the right to powers for the City of Kotzebue. Contractor shall remain throughout the performance of the agreement an independent contractor. Contractor is solely liable for any and all taxes owed by the Contractor for work performed through this Agreement and accepts no other tax liability beyond his own.

ARTICLE VIII CONFIDENTIALITY

All information provided by the City of Kotzebue to the Contractor is confidential and proprietary to the City and shall not be provided to any third party without prior written consent of the City Manager.

ARTICLE IX CONFLICTS OF INTEREST

The Contractor represents that there is no and will be no conflicts of interest between his performance under this agreement and his engagement as an independent contractor by others. In the event that the Contractor believes that there may be a conflict of interest, the Contractor will notify the City Manager immediately.

Signed this _____day of _____, 2024.

The City of Kotzebue	ELDON MULDER	BEN MOHR
		
City Manager City of Kotzebue PO Box 46 Kotzebue, Alaska 99752	Eldon Mulder The Mulder Company PO Box 140711 Anchorage, AK 995114 (907) 223-3262	Ben Mohr The Mohr Company PO Box 1087 Soldotna, AK 99669 (907) 223-7635

CITY OF KOTZEBUE
RESOLUTION NO. 24-68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE *NUNC PRO TUNC* AUTHORIZING THE CITY MANAGER TO ISSUE AN RFP FOR THE WATER TREATMENT PLANT FILTRATION SYSTEM UPGRADE.

WHEREAS, the City of Kotzebue's new water treatment plant has experienced filtration problems, in particular, the removal of manganese during the Spring months;

WHEREAS, the City of Kotzebue ("City") has received notice that a $2,000,000 forgivable loan from the State of Alaska Revolving Fund ("SRF") has been awarded to the City and the City is in the process of completing the requirements for finalizing the award of that forgivable loan;

WHEREAS, the SRF has encouraged the City to start the required procurement process for design/build contractor(s) while the process of completing the requirements for finalizing the award of that forgivable loan are on-going so as to not unduly delay the start and completion of this most important project; and,

WHEREAS, the City Manager to that end has published an RFP for design/build contractor(s) this past week as set forth in Exhibit "A" attached hereto and incorporated by reference herein after consultation with the City Attorney, Planning Director and Public Works Director because time is of the essence in completing this much needed public health and safety improvement to the new water treatment plant.

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NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue *nunc pro tunc* authorizes and confirms the City Manager's issuance of an RFP for design/build contractor(s) this past week as set forth in Exhibit "A" attached hereto and incorporated by reference herein.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

Attachment: Exhibit "**A**" – RFP for Design/Build Contractor(s) for WTP Filtration System Upgrade [4 pages]

City of Kotzebue
Request for Proposal (RFP) – Water Treatment Plant Filtration System Upgrade During the Winter/Spring 2024-2025

RFP Number: 2024-05
Date Issued: October 30, 2024
Proposal Due Date: December 2, 2024

I. PURPOSE

The City of Kotzebue is soliciting proposals from qualified Design-Build contractors and firms for the winter/spring 2024-2025 design, procurement, and installation of an upgraded filtration system for the city's new water treatment plant. The intent of this project is to enhance water quality, ensure compliance with current regulatory standards, and optimize operational efficiency.

II. BACKGROUND

The City of Kotzebue relies on a new water treatment plant constructed in 2023 to deliver potable water to residential and commercial users. The existing filtration system has challenges adequately removing, among other things, high levels of manganese, leading to inefficiencies and a need for improvement. An updated filtration system installed during the winter/spring 2024-2025 is essential to meet state and federal water quality regulations and support the city's commitment to public health and safety.

III. SCOPE OF WORK

The selected contractor will provide a full solution for upgrading the water treatment plant filtration system **during the winter/spring 2024-2025**. The scope of work includes:

1. **Design Phase:**
    - Assessment of the current system's performance.
    - Development of a detailed design for the new filtration system that mitigates deficiencies.
    - Compliance with EPA, state, and local water quality standards.
    - Submission of design documents for city review and approval.
2. **Procurement of Equipment:**
    - Provision of all necessary materials and equipment, including filtration media, tanks, pumps, and control systems.
    - Emphasis on energy-efficient equipment compatible with existing infrastructure.
3. **Installation and Construction:**

- Removal and disposal of the existing filtration system as required.
- Installation of the new system, including mechanical, electrical, and control components.
- Coordination with city staff to minimize disruptions to water service.
- Startup, testing, and commissioning of the system for optimal operation.

4. **Training and Documentation:**
   - Training for city staff on system operation and maintenance.
   - Delivery of manuals, maintenance schedules, and as-built drawings upon project completion.

IV. PROJECT REQUIREMENTS

1. **Compliance:** All work must meet Alaska Department of Environmental Conservation (ADEC) standards, EPA regulations, and City of Kotzebue ordinances.
2. **Timeline:** The City requires immediate action. Anticipated Substantial Completion is April, 2025
3. **Budget:** The budget for this project is up to the approved amount by the State Revolving Fund Loan and inclusive of all costs associated with design, procurement, installation, and commissioning.
4. **Warranty:** A minimum one-year warranty on equipment and workmanship is required, with extended warranties where available.

V. PROPOSAL REQUIREMENTS

Interested contractors should include the following in their proposal:

1. **Company Information:**
   - Name, address, and primary contact information.
   - Overview of the company's history and relevant experience of work in the Arctic and Subarctic and in water treatment systems in the Arctic and Subarctic.
2. **Technical Proposal:**
   - Detailed description of the approach to the project, including design and installation.
   - Information on the proposed filtration technology, including technical specifications.
3. **Project Timeline:**
   - Detailed timeline for the winter/spring 2024-2025 covering key project phases, including design, procurement, installation, and commissioning by the end of spring 2025.

4. **Cost Proposal:**
    - Provide rates that will be used for both design and construction. Rates should include a full list of personnel, supplier and sub-contractor fees.
5. **References:**
    - At least three references from similar projects completed in the last five years.
6. **Proof of Insurance and Bonding:**
    - Proof of liability insurance, worker's compensation, and bonding coverage.

VI. EVALUATION CRITERIA

Proposals will be evaluated on the following:

1. **Technical Approach** – Quality of proposed filtration system and design approach. **[10 points]**
2. **Experience and Qualifications** – Relevant experience and qualifications of the **Design-Build** team and experience in Northwest Alaska. **[20 points]**
3. **Equipment Mobilization**- Design build team has **the necessary** equipment to mobilize a team in Kotzebue **during the winter/spring 2024-2025**. **[25 points]**
4. **Cost** – Alignment with budgetary expectations and overall cost competitiveness. **[20 points]**
5. **Project Timeline** – Feasibility and efficiency of the proposed timeline for the winter/spring 2024-2025**. [15 points]**
6. **References** – Positive feedback and successful project outcomes from prior clients. **[10 points]**

VII. SUBMISSION INSTRUCTIONS

Proposals must be submitted no later than December 2, 2024 at 5PM to:

City of Kotzebue
ATTN: Russ Ferguson, Public Works Director
P.O. Box 46, Kotzebue, AK 99752
Email: customerservice@kotzebue.org and rferguson@kotzebue.org
Phone: 907-442-3401 Cell 907-412-3656

Proposals should be submitted in both electronic and hard copy formats.

VIII. QUESTIONS AND ADDENDA

All questions regarding this RFP must be submitted in writing to customerservice@kotzebue.org by November 15, 2024. Responses to questions will be issued to all bidders in an addendum format within 5 business days.

IX. TERMS AND CONDITIONS

The City of Kotzebue reserves the right to reject any or all proposals, waive informality in the RFP process, and award the contract based on the best interests of the City.

We look forward to reviewing proposals and collaborating to enhance the quality and reliability of Kotzebue's water supply.

Issued by:
Tessa Baldwin
City Manager
City of Kotzebue

CITY OF KOTZEBUE
RESOLUTION NO. 24-69

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE *NUNC PRO TUNC* AUTHORIZING THE CITY MANAGER TO ISSUE A PURCHASE ORDER FOR PREPARATION OF A PRELIMINARY ENGINEERING REPORT ("PER") FOR REPLACEMENT OF THE SWAN LAKE LOOP AND LAGOON LOOP WATER MAINS AND PLANNING PHASE.

WHEREAS, the City of Kotzebue ("City") suffered a sudden, catastrophic failure of the decades-old Swan Lake Loop Water Main this past winter and it must be replaced as soon as possible;

WHEREAS, the Lagoon Loop Water Main is also decades-old and must be replaced as soon as possible;

WHEREAS, the City has received notice from the State of Alaska, Department of Environmental Conservation, Division of Water, that the City of Kotzebue is eligible for State Revolving Fund ("SRF") monies for the Preliminary Engineering Report ("PER") for replacement of the Swan Lake and Lagoon Water Loops;

WHEREAS, the City issued an RFP for this PER and DOWL was selected and a Notice of Award was issued to DOWL as set forth in Exhibit "**A**" attached hereto; and,

WHEREAS, these types of awards are traditionally effectuated by a Purchase Order as set forth in Exhibit "**B**" attached hereto and after consultation with the Public Works Director and the City Attorney it had to be done in an expeditious fashion in order to get this much needed project underway without further delay.

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NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue *nunc pro tunc* authorizes and confirms the City Manager's issuance of a Purchase Order for the PER for the Swan Lake Loop and Lagoon Loop Water replacement project and planning phase as set forth in Exhibit "**B**" attached hereto and incorporated by reference herein.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk

Attachment: Exhibit "**A**" – Award Letter [1 page]
Exhibit "**B**" – Purchase Order [33 pages]

P.O. Box 46
Kotzebue, Alaska 99752

City Hall
(907) 442-3401

Police Dept.
(907) 442-3351

Fire Dept.
(907) 442-3404

Public Works
(907) 442-3401

October 17th, 2024

Brent Farr and Chase Nelson

DOWL Engineering Services

5015 Business Park Blvd Suite 4000

Anchorage, AK 99503

Dear Mr. Farr and Mr. Chase,

Subject: Award Notification for Swan Lake Loop and Lagoon Loop Water Mains Replacement Project

We are pleased to inform you that your proposal for the Replacement of Swan Lake Loop and Lagoon Loop Water Mains Preliminary Engineering Report (PER) and Planning Phase has been selected for award by the City of Kotzebue.

Your firm demonstrated a strong understanding of the project requirements and outlined a comprehensive approach to assessing the existing water circulation loops, prioritizing necessary repairs, and developing a detailed engineering report. Your experience with similar projects and commitment to adhering to the required standards were particularly noteworthy.

We would like to schedule a kickoff meeting to discuss project timelines, milestones, and communication protocols. Please let us know your availability for this meeting.

We are excited to collaborate with you on this essential project that will enhance the water service for the residents of

Kotzebue. Thank you for your commitment to improving our community's infrastructure.

Sincerely,

Russell Ferguson

Russ Ferguson
Acting City Manager
City of Kotzebue
P.O. Box 46

Kotzebue, Alaska 99752
Phone: (907) 412-3656

PURCHASE ORDER

City of Kotzebue
(907) 442-3401

TO	SHIP TO
DOWL 5015 Business Park Blvd, Ste 4000 Anchorage, AK 99503 907-562-2000	City of Kotzebue P.O. Box 46 Kotzebue, AK 99752 ATTN: Public Works

VENDOR #	PURCHASE ORDER #	REQUISITION BY:	P.O. DATE	SHIP FREIGHT COLLECT VIA	TERMS
	CP24-005		10/28/2024	Included	

PART #	DESCRIPTION	ORDERED	RECEIVED	UNIT PRICE	AMOUNT
	Replacement of Swan Lake Loop and Lagoon Loop Water Mains Preliminary Engineering Report (PER) and Planning Phase consistent with September 30, 2024, proposal. Lump sum Not to Exceed $723,525.	1		$723,525.00	723,525.00
					-
				TOTAL	$ 723,525.00

ACCOUNT NUMBER	AMOUNT
484-00-54160 Design	$ 723,525.00

Disbursement of monies by the City of Kotzebue hereunder Shall be subject to the COK Code of ordinances.

INSTRUCTIONS TO VENDORS

1. Purchase order number must appear on invoice and shipping labels.
2. An individual invoice must be rendered for each purchase order. No consolidated statement will be paid.
3. Invoices cannot be process without purchase order.
4. Terms: 30 days after receipt of completed order unless otherwise specified.

AURTHORIZED SIGNITURE: _____

FINANCE APPROVAL: _____

OVER $5,000 APPROVAL - CITY MANAGER: _____

VENDOR ACCOUNTING/FINANCE CITY DEPARTMENT PURCHASING/RECEIVING

Tessa Baldwin

From: Russ Ferguson
Sent: Tuesday, October 29, 2024 10:52 AM
To: Tessa Baldwin; Neil McMahon; Samuel Camp; Gem Belamour
Cc: Joe Evans; Chase Nelson
Subject: RE: [EXT] FW: Account Code
Attachments: 20241029151449111.pdf

This is great. Here is the PO with my signature.

Respectfully,
Russell Ferguson
Public Works Director
City of Kotzebue
Work Cell: 907-412-3656
State of Ak DEC Water & WasteWater Operator

From: Tessa Baldwin <TBaldwin@Kotzebue.org>
Sent: Tuesday, October 29, 2024 10:46 AM
To: Neil McMahon <nemcmahon@dowl.com>; Russ Ferguson <RFerguson@Kotzebue.org>; Samuel Camp <SCamp@Kotzebue.org>; Gem Belamour <GBelamour@Kotzebue.org>
Cc: Joe Evans <joe@jwevanslaw.com>; Chase Nelson <cnelson@dowl.com>
Subject: RE: [EXT] FW: Account Code

Hi Team,

Great! I was just adding this project to my list of items. Joe/Chase/Russ and I discussed this yesterday and we will be placing this on the agenda for November 7th nunc pro tunc, that way I can sign now and start the work.

Joe, do you have time to review and let me know with signatures. Attached to Neil's email are the items we will need for the resolution November 7th.

Thank you all!

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752
Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

From: Neil McMahon <nemcmahon@dowl.com>
Sent: Tuesday, October 29, 2024 10:42 AM
To: Tessa Baldwin <TBaldwin@Kotzebue.org>; Russ Ferguson <RFerguson@Kotzebue.org>; Samuel Camp <SCamp@Kotzebue.org>; Gem Belamour <GBelamour@Kotzebue.org>
Cc: Joe Evans <joe@jwevanslaw.com>; Chase Nelson <cnelson@dowl.com>
Subject: RE: [EXT] FW: Account Code

Hi Tessa,

Thank you very much for taking care of this.

I have attached two documents for signature.

- The first is the City's PO for this project.
- The second is our standard contract we use for our services.

Please review the PO and contract, and sign if you don't have any concerns or questions.

Thanks!

Neil McMahon
Project Manager

DOWL

(907) 562-2000 | office
(907) 865-1231 | direct
dowl.com

From: Tessa Baldwin <TBaldwin@Kotzebue.org>
Sent: Tuesday, October 29, 2024 8:46 AM
To: Neil McMahon <nemcmahon@dowl.com>; Chase Nelson <cnelson@dowl.com>; Russ Ferguson <RFerguson@Kotzebue.org>; Samuel Camp <SCamp@Kotzebue.org>; Gem Belamour <GBelamour@Kotzebue.org>
Subject: [EXT] FW: Account Code

Hi Team,

Please see the account codes below for Swan Lake Loop Replacement!

Thank you,

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752
Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

From: Mike Wetzel <mikew@altrogco.com>
Sent: Tuesday, October 29, 2024 8:42 AM
To: Tessa Baldwin <TBaldwin@Kotzebue.org>
Subject: Re: Account Code

Good morning Tessa!

Great!!

Swan Lake Loop Replacement
484-00-12750 State Grant Rec
484-00-21200 Vouchers Payable
484-00-54160 Design
484-00-54303 Construction
484-00-54614 Equipment

Look good?

Mike Wetzel
Senior Advisory Consultant

Altman, Rogers & Company, CPA's
Direct Phone: (504) 875-8137

From: Tessa Baldwin <TBaldwin@Kotzebue.org>
Sent: Monday, October 28, 2024 4:03 PM
To: Mike Wetzel <mikew@altrogco.com>
Subject: Account Code

HI Mike,

Good news! We hired a finance director that will start November 13th!!!!!
Secondly, we would like to start a project for the Swan Lake Loop Replacement project that is a reimbursable loan program through the state at $2.5M. Is there a way we can set up an account code for that?

Attaching the award letter and other documents.

Thank you,

Tessa Baldwin
City Manager
City of Kotzebue
258A Third Avenue
PO Box 46, Kotzebue, AK 99752
Work: 907-442-5101
Cell: 907-412-3571
Fax: 907-442-3742

DOWL

DOWL Project No.: 1163.64007.01

STANDARD AGREEMENT FOR PROFESSIONAL SERVICES

THIS IS AN AGREEMENT effective as of 10/22/204 and shall expire October 31, 2025 between ***City of Kotzebue, PO Box 46, Kotzebue, AK 99752*** **(Client)** and **DOWL, *5015 Business Park Blvd, Anchorage, AK 99503*** **(DOWL).** Client and DOWL agree that DOWL will perform the professional services identified in Exhibit A associated with:

Developing a preliminary engineering report (PER) and design for the replacement of the Swan lake Loop and Lagoon Loop water mains.
(brief project description)

Representatives: **CLIENT:** Tessa Baldwin, City Manager

DOWL: Chase Nelson, Senior Civil Engineer

SCOPE OF SERVICES:

See EXHIBIT A - SCOPE OF SERVICES

COMPENSATION by CLIENT to DOWL:

Reimbursement shall be on a *Fixed Price Lump Sum* **Basis,** with a not-to-exceed total of $723,525.

The following are hereby made a part of this AGREEMENT by attachment:

Terms and Conditions (3 pages)
Exhibit A - Scope of Services

Services covered by this Agreement will be performed in accordance with the attached Terms and Conditions and any Exhibits, Attachments, and/or Special Conditions. This Agreement supersedes all prior agreements and understandings and may only be changed by written amendment executed by both parties.

IN WITNESS WHEREOF: Persons authorized to commit the resources of the Parties have executed this Agreement: and this agreement may be signed in any number of counterparts, each of which is an original, and all of which taken together constitute one single document:

Accepted for **Client:**

By: TessaKBM
Title: City Manager, TessaB.
Date: October 29, 2024

Accepted for **DOWL:**

By: _____
Title: _____
Date: _____
Tax ID No or SSN: 92-0166301

DOWL

DOWL STANDARD CONTRACT TERMS AND CONDITIONS

SECTION 1 - SERVICES OF DOWL

A. *Basic Services*
DOWL shall provide Client the services as described in this Agreement within the periods stipulated herein. Services will be paid for by Client as indicated herein.

B. *Schedule*
DOWL's services and compensation under this Agreement have been agreed to in anticipation of the orderly and continuous progress of the Project through completion. Unless specific periods of time are specified in this Agreement, DOWL's obligation to render services hereunder will be for a period that may reasonably be required for the completion of said services.

C. *Authorization to Proceed*
Execution of this Agreement by Client will be authorization for DOWL to proceed with the Work as scheduled, unless otherwise provided for in this Agreement.

D. *Delay*
If in this Agreement, specific periods of time for rendering services are set forth, or specific dates by which services are to be completed, are provided, and if such periods of time or dates are changed through no fault of DOWL, the rates and amounts of compensation and time for completion provided herein shall be subject to equitable adjustment

E. *Changes/Additional Services*
The Scope of Services set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by the Client. For some projects, the scope may not be fully definable during the initial stages and/or the Client may at any time during the term of this Agreement make changes within the general scope of the Agreement. If such facts discovered as the Project progresses, or changes that are requested by the Client, change the cost of, or time for, performing the services hereunder, DOWL will promptly provide Client with an amendment to this Agreement to recognize such changes.

SECTION 2 - TERMS OF PAYMENT

A. *Invoicing*
DOWL will submit invoices to Client for services rendered and reimbursable expenses incurred each month. Invoices will be prepared in accordance with DOWL's standard invoicing practices. Such invoices will represent the value of the completed Work and will be in accordance with the terms for payment in this Agreement.

B. *Progress Payments*
Invoices are due and payable within 30 calendar days of the date of the invoice. If Client fails to pay undisputed invoices when due, the amounts due will be increased at the rate of 1.0% per month from said 30th day. In addition, DOWL may at any time, without waiving any other claim against the Client, and without thereby incurring any liability to the Client, suspend or terminate performing work hereunder in accordance with Section 5.C of this Agreement. Payments will be credited first to interest and then to principal. In the event of a disputed or contested invoice, only that portion so contested may be withheld from payment, and the undisputed portion will be paid.

SECTION 3 - OBLIGATIONS OF CLIENT

A. *Furnish Data*
Client shall provide all criteria and full information as to Client's requirements for the Project and furnish all available information pertinent to the Project, including reports and data relative to previous designs or investigations at or adjacent to the site. Client shall provide such legal, independent cost estimating, and insurance counseling services as may be required for the Project.

B. *Representative*
Client will designate a person to act with authority on Client's behalf in respect of all aspects of the Project.

C. *Timely Review*
Client will examine DOWL's studies, reports, drawings and other project-related work products and render decisions required in a timely manner.

D. *Prompt Notice*
Client will give prompt written notice to DOWL whenever Client observes or otherwise becomes aware of hazardous environmental conditions or of any development that affects the scope or timing of DOWL's Scope of Services or any defect in the Services of DOWL or the work of any Contractor.

E. *Site Access*
Client will arrange for safe access to and make provisions for DOWL and DOWL's sub consultants to enter upon public or private property as required for DOWL to perform the Services under this Agreement.

SECTION 4 - OBLIGATIONS OF DOWL

A. *Independent Contractor*
DOWL is an independent contractor and will maintain complete control of and responsibility for its employees, subcontractors and sub consultants. DOWL shall also be solely responsible for the means and methods for carrying out the Scope of Services and for the safety of its employees.

B. *Performance*
DOWL will perform its Services using that degree of care and skill ordinarily exercised under the same conditions by Design Professionals practicing in the same field at the same time in the same or similar locality. Professional services are not subject to, and DOWL cannot provide any warranty or guarantee, express or implied, including warranties or guarantees contained in any uniform commercial code. Any such warranty or guarantee contained in any purchase order, requisition or notice to proceed issued by the Client are specifically objected to.

C. *Publicity*
DOWL will not disclose the nature of its Scope of Services on the Project or engage in any publicity or public media disclosures with respect to this Project without the prior written consent of Client.

D. *Insurance*
DOWL will maintain the liability insurance coverages listed below for Professional, Commercial General, Automobile, as well as, Worker's Compensation and Employer's Liability.

1. Workers' Compensation Insurance for all employees of DOWL engaged in work under this contract as required

DOWL

by the laws of the state where the work is to be performed. This coverage will include statutory coverage and employer's liability protection of $1,000,000 per person, $1,000,000 per occurrence.

2. Commercial General Liability Insurance with limits of $1,000,000 per occurrence and $2,000,000 aggregate. This policy shall include the Client as an additional insured, with respect to the work done by or on behalf of DOWL and arising out of the Scope of Services under this agreement.
3. Automobile Liability Insurance with limits of $1,000,000 per occurrence and combined single limit. This policy shall include the Client as and additional insured, with respect to the work done by or on behalf of DOWL and arising out of the Scope of Services under this agreement.
4. Professional Liability Insurance with limits of $1,000,000 per claim and $1,000,000 aggregate, written on claims made basis.

Certificates evidencing such coverage will be provided, upon request, to Client upon request once the contract is fully executed.

E. ***Compliance with Laws***

DOWL will use reasonable care in accordance with 4.B to comply with applicable laws in effect at the time the Services are performed hereunder, which to the best of its knowledge information and belief, apply to its obligations under this Agreement.

F. ***No responsibility for Contractor Performance***

DOWL will not be responsible for the quality of work for any person or entity (not including DOWL, its employees, representatives, and Consultants) performing or supporting construction activities relating to the Project (Contractor), or for any Contractor's failure to furnish or perform its work in accordance with the contract documents.

G. ***No responsibility for Site Safety***

Construction Contractors shall be solely responsible for the supervision, directions and control of their work; means, methods, techniques, sequences and procedures of construction; safety precautions and programs; and compliance with applicable laws and regulations

H. ***Equal Opportunity Employment***

DOWL is committed to the principles of equal opportunity and affirmative action in employment and procurement. DOWL does not discriminate against applicants, employees, or suppliers on the basis of factors protected by federal or applicable state laws.

I. ***Services Not Included:***

DOWL's services and Additional Services do not include:

1. Serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission;
2. Advising Client, or any municipal entity or other person or entity, regarding municipal financial products or issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances;
3. Providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or bonding requirements; or
4. Providing legal advice or representation.

SECTION 5 - GENERAL CONSIDERATIONS

A. ***Reuse of Documents***

1. All documents are instruments of service in respect to this Project, and DOWL shall retain an ownership and property interest therein (including the right of reuse at the discretion of DOWL) whether or not the Project is completed. Client may make and retain copies for information and reference in connection with the use and occupancy of the Project. Such documents are not intended or represented to be suitable for reuse by Client or others on extensions of the Project or on any other project. Any reuse without written verification of DOWL will be at Client's sole risk. Client shall indemnify and hold harmless DOWL and DOWL's Consultants from all claims, damages, losses, and expenses, including attorney fees arising out of or resulting therefore.
2. Copies of documents that may be relied upon by Client are limited to the original printed copies (also known as hard copies) that are signed or sealed by DOWL.
3. Because data stored in electronic media format can deteriorate or be modified, inadvertently or otherwise, without authorization of DOWL, the party receiving the electronic files agrees to perform acceptance tests or procedures within 60 days, after which the receiving party shall have deemed to have accepted the data thus transferred. Any errors detected within the 60-day acceptance period will be corrected by DOWL. DOWL will not be responsible to maintain documents stored in electronic media format after acceptance by Client.
4. DOWL makes no representations as to long term compatibility, usability, or readability of documents resulting from use of software application packages, operating system, or computer hardware differing from those used by DOWL at the beginning of this Project.

B. ***Indemnification***

1. DOWL agrees, to the fullest extent allowed by law, to indemnify and hold harmless Client from and against any liability, damages and costs (including reimbursement of reasonable attorney's fees and costs of defense) arising out of the death or bodily injury to any person or the destruction or damage to any property, arising during the performance of professional services under this Agreement, but only to the extent caused by the negligent act, or omission of DOWL or anyone for whom DOWL is legally responsible. DOWL's defense obligations under this indemnity paragraph means only the reimbursement of reasonable defense costs to the proportionate extent of DOWL's actual liability obligation hereunder.
2. Client agrees to indemnify and hold harmless DOWL from any liability, damages and costs, (including reasonable attorney's fees and costs of defense) but only to the extent caused by the negligent acts, errors, and

omissions of the Client, Clients contractors, consultants, and anyone for whom Client is legally responsible.

3. A party's total liability to the other party and anyone claiming by, through or under the other party for any claim, cost, loss or damage (including reasonable attorney fees and cost of defense) caused in part by the negligence of the party and in part by the negligence of the other party or any other negligent entity or individual, shall not exceed the percentage share the party's actual negligence bears to the total of all negligence of Client, DOWL and all other negligent entities and individuals.

C. *Termination / Suspension*

1. Client may terminate this Agreement for convenience. In such event, DOWL will be entitled to compensation for Services performed up to the date of termination, including profit related thereto, plus any expenses of termination.
2. The obligation to provide further Services under this Agreement may be suspended by either party upon 7 days written notice or terminated by either party upon thirty (30) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof (including Client's obligation to make payments required hereunder) through no fault of the suspending or terminating party, and defaulting party does not commence correction of such nonperformance within five (5) days of written notice and diligently completes the correction thereafter.

D. *Mutual Waiver*

To the fullest extent permitted by Laws and Regulations, DOWL and Client waive against each other, and the other's employees, officers, directors, members, agents, insurers, partners, and consultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement or the Project, from any cause or causes.

E. *Limits of Agreement*

This instrument contains the entire Agreement between the parties, and no statement, promise or inducements made by either party that are not contained in this written Agreement shall be valid or binding. This Agreement upon execution by both parties hereto, can only be amended by written instrument signed by both parties.

F. *Severability and Survival*

The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity of unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.

G. *Waiver*

No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate any other section of this Agreement or operate as a waiver of any future default, whether like or different in character.

H. *Choice of Law and Venue*

The parties agree that any action at law or judicial proceeding for the enforcement of this Agreement or any provision thereof shall be instituted only in the courts of the State of Alaska, and it is mutually agreed that this Agreement shall be governed by the laws of the State of Alaska both as to interpretation and performance.

I. *Material Adverse Effect*

This Agreement may be amended if an event, change or effect creates a material adverse effect upon the operation of DOWL. Such material adverse effect may be created by, or be the effects of Acts of God (including fire, flood, earthquake, storm, or other natural disaster), war (whether declared or not declared), terrorist activities, labor dispute, strike, lockout or interruption or failure of electricity or telephone service which materially impairs DOWL's ability to operate business in accordance with the provisions of this Agreement.

J. *No Third-Party Beneficiaries*

Nothing contained in this Agreement nor the performance of the parties hereunder, is intended to benefit, nor shall inure to the benefit of, any third party, including Client's contractors, if any.

K. *Successor, Assigns, and Beneficiaries*

Neither Client nor DOWL may assign, sublet, or transfer any rights under or interest (including but without limitation, moneys that are due or may become due during or post-contract performance) in this Agreement without the written consent of the other, except as mandated or restricted by law. No assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

L. *Statutes of Limitation*

To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Project completion.

M. *Authority*

The person signing this Agreement warrants that they have the authority to sign as, or on behalf of, the party for whom they are signing.

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DOWL

DOWL Project No.: .: 1163.64007.01

Exhibit A to Standard Agreement for Professional Services
Scope of Services

DOWL

September 20, 2024

City of Kotzebue
258A Third Avenue
PO Box 46
Kotzebue, Alaska 99752

Subject: Replacement of Swan Lake Loop and Lagoon Loop Water Mains
Preliminary Engineering Report (PER) and Planning Phase

Dear Members of the Selection Committee:

The Swan Lake Loop and Lagoon Loop circulating water mains are well past their useful life and require frequent repairs and maintenance. The failure of Swan Lake Loop in Winter 2023-2024 left numerous Kotzebue residents without running water and resulted in local and state emergency declarations. Admirably, the City of Kotzebue (City) has made replacement of these aged utilities a priority and seeks consultant services to assess the City's needs and design a more efficient and reliable system.

DOWL is eager to help the City solve this issue. Proposed Project Manager Chase Nelson, PE has worked for the City for 14 years under two term contracts and various standalone projects. His familiarity and understanding of the City's water needs, challenges, and this specific system will allow the team to communicate effectively with residents and stakeholders regarding necessity and options, and quickly design a system that can support the community without interruption.

As you review our proposal, we hope the following stand out as reasons to select the DOWL team for this contract:

- **Successful Project Management Team.** Chase has consistently delivered quality work for the City, both under our term contract and on various standalone projects. Chase and proposed Assistant Project Manager Neil McMahon have built relationships with City staff and developed an understanding of the City's needs and expectations, which will enable the team to support you efficiently.
- **Understanding of the Project.** The DOWL team has already been involved in designing portions of Swan Lake Loop and has specific understanding of this project and the system's condition. From our previous work, we have a hydraulic model of all the City's circulation loops, which will be a helpful design tool and give us a head start on designing this project.
- **Familiarity with the Community.** Previous project work in Kotzebue has given our team the opportunity to build rapport with local and other contractors who work in Kotzebue, and the residents and stakeholders who will be impacted by this project. These established relationships will support efficient communications that will help resolve issues in the field to keep the project moving with minimal disruption to City staff.

We love the work we do, but it is the positive outcome of improving the quality of life for Alaskans and future generations that motivates us. We are excited to bring our team's dedication and expertise to improve the health and livelihoods of the residents of Kotzebue.

I am authorized to bind the firm to this contract. Chase will be the primary point of contact should you choose to select DOWL's team for this important project. We look forward to working with you!

Sincerely,
DOWL

Brent Farr, PE
Water and Environmental Services Practice Area Lead
907.562.2000
bfarr@dowl.com

Chase Nelson, PE
Project Manager
907.562.2000
cnelson@dowl.com

1. QUALIFICATIONS AND EXPERIENCE

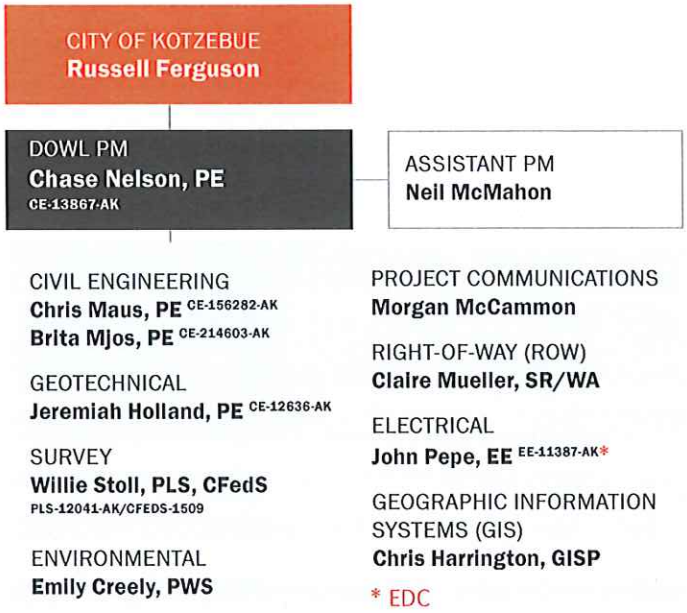
DOWL has been providing services to communities across Alaska for 62 years. Our company was started in a garage in Anchorage and has since grown to comprise more than 530 employees across seven western U.S. states, including 131 employees in our three Alaska offices. Our Anchorage office remains the firm's largest, and we have many long-term employees who will be committed to this project.

The DOWL team brings extensive experience to the City of Kotzebue (City) through our ongoing term contract, the Alaska Native Tribal Health Consortium (ANTHC) term contract, and multiple other City projects. Through our experience working with City leaders, staff, and residents, we have gained a strong understanding of your processes and expectations as well as the specific conditions, challenges, and nuances of the community. This experience has allowed us to continuously improve the way we conduct our work to accommodate your needs. We have also had the pleasure of working for many Tribal Health Organizations (THO), including Maniilaq Association (Maniilaq), Norton Sound Health Corporation (NSHC), and the Southeast Alaska Regional Health Consortium (SEARHC).

EDC, Inc. (EDC) will provide any electrial and controls services needed on this project. EDC has been involved with water and wastewater system design projects for more than 28 years. Their staff is familiar with and has participated in the design of facilities throughout Alaska's urban and rural communities, working closely with engineering, operations, and maintenance staff to help them define their needs and system requirements. EDC has a wide range of experience with the design and construction of commercial/industrial power distribution, instrumentation and controls, and supervisory control and data acquisition (SCADA) systems in numerous facilities throughout Alaska. The firm has provided services on multiple municipal water and wastewater treatment plant, rural/remote sanitation, and commercial and industrial facilities.

The following pages provide a brief introduction to our proposed team, illustrated in ***Figure 1*** below. Resumes detailing the specific, relevant project experience of key personnel are included as Attachment 1.

Figure 1: Organizational Chart



STAFF | ROLE	QUALIFICATIONS	EXPERIENCE
 **Chase Nelson, PE** ***Project Manager/ Primary Point of Contact***	Chase has focused most of his career on remote communities in Western Alaska. Most of his professional credentials are for water and sewer design, but he has also become a strong program management and owner's representative leader for the City, City of Bethel, and ANTHC projects. Chase is organized, prioritizes client needs and expectations, and emphasizes responsiveness and communication. He has overseen and provided guidance, as needed, to DOWL and subconsultant team members completing work through the Kotzebue term contract and verifies the team is accountable for thoroughly and accurately completing work assigned.	Chase has led most of DOWL's projects in Kotzebue and has developed strong working relationships with City leaders and the community. He will bring his familiarity with the City's conditions and needs, as well as his ability to connect with rural Alaska residents, to deliver this project seamlessly. Chase had major roles in the following relevant projects: • Kotzebue Engineering Term Contract, Kotzebue, AK • Front Loop Expansion (to eliminate Southern Loop), Kotzebue, AK • Sanitation Utilities Master Plan, Kotzebue, AK • Kotzebue Lift Stations 1, 5, 6, 7, and 8, Kotzebue, AK • Bethel Institutional Corridor, Bethel, AK • Bethel Avenues Piped Water and Sewer, Bethel, AK • Bethel Heights Water and Sewer, Bethel, AK

STAFF | ROLE	QUALIFICATIONS	EXPERIENCE
 **Neil McMahon** ***Assistant Project Manager/Secondary Point of Contact***	Neil brings 14 years of experience providing project management for a wide range of projects. Over the past three years, Neil has managed more than 10 diverse projects for the City from GIS projects to the legislative brochure to the Cape Blossom Economic Study.	Over the past few years, Neil has led the day-to-day management of the City's engineering term contract, working closely with City staff and DOWL's professionals to execute the City's vision. Neil has also managed more than 20 water and sewer projects for ANTHC from preliminary engineering reports (PER) to construction administration (CA).
 **Chris Maus, PE** ***Project Engineer***	Chris brings more than 11 years of experience in rural water and wastewater, including the planning, analysis, and design of public, private, and tribal water/sewer systems. He specializes in water/sewer conveyance systems. He has experience in projects spanning the entire water and sewer lifecycle, including intakes, treatment plants, storage facilities and distribution, collection, treatment, and discharge. In addition to design work, he has authored PERs, technical memoranda, master plan documents, technical specifications, engineer estimates, contract documents for various project delivery methods, and spent months in the field as an inspector, surveyor assistant, and owner's representative.	Chris was the lead project engineer on the ANTHC Kotzebue Lift Stations 1 & 7 Replacement project and was a technical reference for multiple recent ANTHC First Service water/sewer PERs. He performed a quality control review on the Kotzebue Caribou and Turf Water Main Project (which is a portion of Swan Lake Loop). He is currently the lead project engineer on the Tanacross Sewer System Improvements and Tyonek Indian Creek Water System Replacement projects. Chris will bring his understanding of Kotzebue climate, culture, and local construction challenges along with his good standing relationship with the public works department to the project team.
 **Brita Mjos, PE** ***Lead Designer***	Brita's experience includes designing water distribution and sewer collection systems, modeling infrastructure capacity and buildouts, meeting one-on-one with project stakeholders, and construction inspection and administration on projects across Alaska. Brita has been involved with several piped water and sewer projects in Kotzebue and the Arctic. Her passion for community- and climate-appropriate solutions and familiarity with Northwest Alaska make her a strong addition to DOWL's team.	Brita has extensive experience in Kotzebue and other rural Alaska community water and sewer projects. She was DOWL's resident inspector on the Caribou and Turf Street Water Improvements (which is a portion of Swan Lake Loop), and has also worked on the Kotzebue Sanitation Utilities Master Plan, Kotzebue Sewer Collection Improvements, and the Bethel water distribution projects described in the References and Past Performance section of this proposal.
 **Jeremiah Holland, PE** ***Geotechnical Engineer***	Jeremiah brings 25 years of experience performing geotechnical engineering and extensive experience leading projects related to infrastructure, transportation, land development, mining, and oil and gas. Jeremiah has expertise in geotechnical engineering; arctic ground conditions; rock and soil mechanics; engineering geology; frozen ground engineering; software modeling; construction quality assurance; and construction materials field and laboratory testing.	Jeremiah has worked extensively across rural Alaska, including on water and sewer projects in Kotzebue. Jeremiah was the task order leader for the Vortac Dam Safety Inspection projects, and was the lead geotechnical engineer on the Water Plant Foundation and Passive Subsurface Cooling System.

STAFF | ROLE	QUALIFICATIONS	EXPERIENCE
 **Willie Stoll, PLS, CFedS** *Survey Lead*	Willie is a versatile and highly experienced surveyor who has traveled throughout Alaska performing surveys for municipal governments, local entities, and state agencies. He has led DOWL's land survey market sector for nearly a decade and has more than 25 years of experience conducting and managing a wide range of survey projects.	Willie's extensive experience working in rural Alaska, and specifically in Kotzebue, will provide cost savings and efficiencies for this project. He was the surveyor of record for the previous sewer lift station projects and is currently working numerous projects in Kotzebue for housing, landfill management, shore protection, and civil development.
 **Emily Creely** *Environmental Specialist*	Emily's experience includes National Environmental Policy Act (NEPA) documentation, permitting, and impact analysis for transportation, utility, and other infrastructure projects. She has led projects for various federal agencies, worked for state and federal resource agencies, and has an in-depth knowledge of the regulatory culture. Emily's technical specialties are related to wetlands and water resources, but she is well versed in hazardous waste management (Phase 1 ESAs), groundwater, and other resource assessments. Emily has obtained USACE Section 404 permits for more than 30 projects in Alaska. She is familiar with the unique challenges of infrastructure development in rural communities.	Emily is deeply familiar with linear water/wastewater projects as she has provided permitting and NEPA support to three water/wastewater projects in Bethel. Emily recently supported another project in Kotzebue by documenting flooding conditions along roads and assessing the site conditions of wetlands and other features within town limits; this will assist with expediting permitting.
 **Morgan McCammon** *Project Communications*	Morgan is a public relations professional with a decade of experience providing communications and policy analysis. Morgan's strengths include consensus building within diverse partnerships, crafting strategic communications plans, and coordinating collaborative advocacy activities. With meticulous attention to detail, Morgan is skilled at copy editing, project administration, and event management logistics. Her professional experience has encompassed projects and teams throughout Alaska.	Morgan is skilled at meeting stakeholders where they are when it comes to methods of communication and responding to questions and comments. She has worked extensively in rural Alaska, including on water and sewer projects, providing support both in person and virtually. Morgan led public involvement meetings for the Kotzebue Long Range Transportation Plan in 2022.
 **Claire Mueller SR/WA** *ROW Lead*	Claire has years of experience in the managerial and ROW fields, allowing her to efficiently and effectively manage the varied complicated tasks of typical ROW projects. She is versed in the requirements and procedures set forth in multiple ROW manuals, Code of Federal Regulations, and permitting processes for various agencies and state governments. When negotiations are required, Claire's superb communication skills and commitment to professionalism lead to efficient transactions providing a high level of service to clients and property owners.	Claire has provided services on several Kotzebue water and sewer projects and was heavily involved in the Bethel Avenues Piped Water and Sewer project. She has acquired permits, rights of entry, easements, deeds, and other interests of commercial and residential properties for multiple municipalities, boroughs, Native villages, and other public and private entities.

STAFF | ROLE	QUALIFICATIONS	EXPERIENCE
 John Pepe, EE *Electrical Engineer*	John is an electrical and control systems engineer and a principal and Designer of Record for EDC. His focus has been Alaska facility electrical power, lighting, process control, and instrumentation systems. John has many years' experience developing cost effective and sustainable design solutions related to water and wastewater treatment facilities for rural communities. He is currently working on similar projects for the City of Bethel and ANTHC.	John brings his familiarity with the City's conditions, having worked on a number of projects in Kotzebue, including the Kotzebue SCADA Upgrade at Vortac Lake and Devil's Lake and Kotzebue Lift Stations.

2. APPROACH AND METHODOLOGY

DOWL understands the City's goal of getting to construction as soon as possible without sacrificing quality. Completing this project in a timely manner is absolutely critical to avoiding massive loop failures similar to what the City experienced in Winter 2023-2024. We are also very aware of major Maniilaq Staff Housing developments along Lagoon Loop that will create a system capacity challenge with the existing Lagoon Loop configuration. Lagoon Loop needs to be upgraded to continue serving the residents on this loop as Maniilaq builds these housing projects. Some of the challenges we are best suited to navigate are described in the following sections.

PER Process and Multi-Agency Review Committee Review

The PER has a number of required processes that can sometimes be lengthy. In particular, the Multi-Agency Review Committee (MARC), with representatives from Alaska Department of Environmental Conservation (DEC), Environmental Protection Agency (EPA), US Department of Agriculture (USDA), and Indian Health Services (IHS), can sometimes take months to review. DOWL has strategies to minimize the potential delays due to these reviews, including:

- Leveraging the work DOWL has already performed for the City (Sanitation Utilities Master Plan, PERs for Kotzebue, geotechnical exploration, Geographic Information Systems [GIS]) to quickly move to develop the Alternatives Memo (AM) concurrently with the Initial Investigation.
- Beginning work on the PER immediately after the AM is submitted and not wait for the MARC comments. In addition to working with the City during biweekly meetings, DOWL will work with Maniilaq early to expedite their review. The DOWL team will consult with Maniilaq, the regional THO, during the MARC review period, and ask for an endorsement of the alternatives. No firm is better prepared to do this, given our current work with Maniilaq on their staff housing projects.
- Starting on some of the design tasks while working on the PER, including:
  - Topographic Survey - DOWL has already surveyed much of the project area, so survey work will be limited to areas along the water loop alignments
  - Quality Level C Subsurface Utilities Survey
  - Title Records Research
  - Geotechnical Investigation

Staff Resources

The entire water and wastewater industry, engineers included, are staff-resource limited. DOWL's long-term relationship with the City means our team is particularly motivated to deliver this project. Our staff enjoy working with the City, and we will prioritize our work with you. Many of our staff are familiar with the City staff, so communication misteps will be minimal. No other firm will have the advantage of this head start.

The DOWL team worked with the City in 2019 to replace a portion of Swan Lake Loop on time.

Environmental Permitting

The project will likely require federal agency approval and funding during the course of the project, necessitating compliance with Section 106 of the National Historic Preservation Act. Our Desktop survey will aid in the identification of historic properties and help the City meet their obligations and reduce potential impacts to historic properties through design considerations, thus maintaining the project schedule.

Procurement Lead Time

While the procurement pinches that occurred during the pandemic have generally eased, DOWL understands the logistical challenges the City faces. DOWL will work with DEC to determine when or if early procurement of the arctic pipe can be completed under the reimbursable loan. It will be particularly important to minimize design and PER costs to maximize the amount of pipe that is procured. Our hydraulic modeling indicates that both loops will be replaced with 8-inch SDR11 high-density polyethylene (HDPE) arctic pipe. We are confident that we can begin pursuing pipe procurement as soon as allowed.

DOWL understands the City's big picture—we have worked closely over the years to understand your long-term goals. We have supported the City to overcome many emergencies and collaborated on the long-term capital projects and grant applications. We will use this knowledge to further the City's progress on getting projects built in the community. For instance, we will confirm the City's GIS is updated with all the information that is gathered and developed through this project.

DOWL will work closely with City staff to implement the following design goals:

- **Cost effectiveness:** As construction is expected to be paid for with limited and phased funding, DOWL will plan for the cost-effective approach to replacing the water mains. For example, DOWL was involved with the replacement of 800 linear feet (LF) of Swan Lake Loop in 2019—water main and services that will not need to be replaced. We will also reduce loop lengths where possible.
- **Ease of maintenance:** DOWL will work with City staff to confirm all valves, hydrants, and services are consistent with utility standards.
- **Resiliency:** The City cannot have a repeat of the Swan Lake Loop failure in Winter 2023-2024. The proposed system must be designed to maximize freeze prevention.
- **Balance pipe lengths:** Lagoon Loop's length makes it difficult to balance flows through the water treatment plant (WTP). DOWL proposes to improve the system's hydraulics through balancing the loop lengths by moving part of Lagoon Loop to Front Loop.
- **Reduce pumping costs:** The utility's circulating mains require significant pumping costs. DOWL aims to reduce these costs by reducing the loop lengths and increasing pipe diameters.
- **Plan for future development:** DOWL is aware of new loads, including Maniilaq's employee and patient housing building, both proposed on Lagoon Loop.

TASK 1: PER for Swan Lake and Lagoon Circulation Loops

DOWL has completed dozens of PERs for various clients around Alaska, including ANTHC and the City of Bethel. This PER is straightforward but is a necessary step for accessing additional design and construction funding, which will be required. The primary alternatives may appear to be *No Build* or *Replacement*. However, given our existing hydraulic modeling, we are keenly aware that there is at least one more alternative that should be considered: Lagoon Loop's length is excessive and supports many of the community's largest water users (the hospital and school district teacher housing).

An alternative for *Loop Reconfiguration* should be assessed. This Loop Reconfiguration Alternative will consist of transitioning a portion of Lagoon Loop on to Front Loop to provide some greater balance between the loops. We have also considered a reconfiguration of Swan Lake Loop that could eliminate more than 700 LF of circulating water main. The *Loop Reconfiguration* specifics are shown in ***Figure 2*** below, and an assessment of the number of homes that would be transitioned from Lagoon Loop to Front Loop, and anticipated hydraulic differences are in ***Table 1*** on the following page.

Figure 2: Existing and Proposed Water Loops

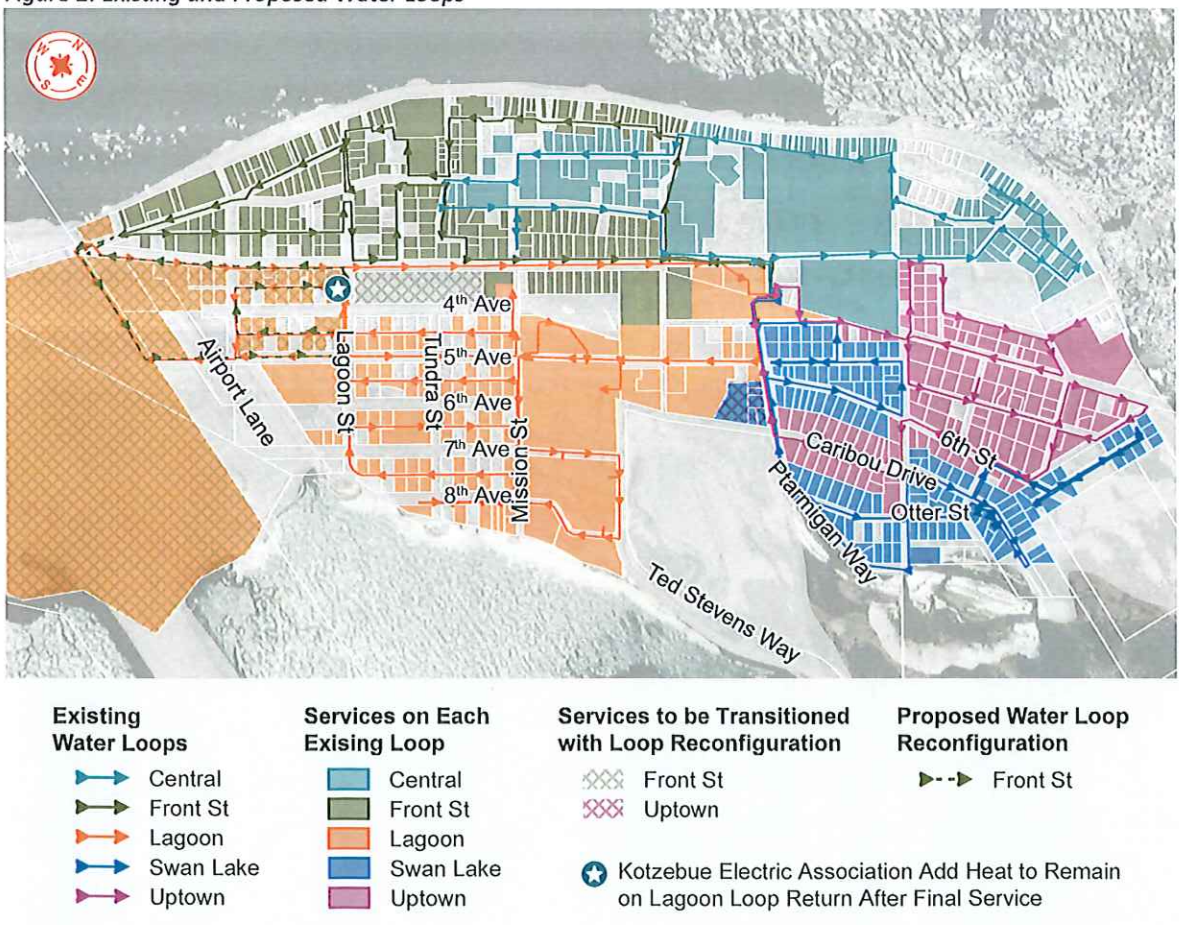


Table 1: Potential Transitions and Hydraulic Differences

	LAGOON		FRONT		SWAN	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Length (ft)	24,184	17,502	12,849	19,042	13,386	12,682
Services	161	107	246	300	134	128*
Headloss (ft)	99	31	15	23	55	16

**Six services would be transitioned to Uptown*

This is a relatively straightforward PER, but we recommend the City fully examine the *Loop Reconfiguration* alternative through the PER process. The process will consist of the following tasks:

PROECT KICKOFF AND INITIAL INVESTIGATION: DOWL will conduct a project kick-off meeting with City representatives and other stakeholders chosen by the City. Prior to the meeting, we will do background research on the project area and identified deficiencies. Chase will be prepared to lead the meeting. During the meeting, we will work collaboratively to clarify the project scope and schedule; establish the alternatives, review existing documents and the applicable standards, codes, and requirements; and evaluate critical path items. This meeting will be conducted via teleconference and DOWL will provide a written meeting memo. DOWL will work with City staff to capture data associated with areas of excess maintenance and water loss. DOWL will use City SCADA data to estimate water loss on the loops. Maintenance will be captured in the City's ArcGIS map, which the DOWL team developed.

ALTERNATIVES MEMORANDUM: The AM is intended to get buy-in from funding agencies on the direction of the PER. It is important to get consensus as soon as possible. Because there are limited alternatives for the replacement of the loops, DOWL expects to propose a risk-based asset management framework for the AM, similar to the approach with the Infiltration and Inflow PER DOWL is working on for the City through ANTHC.

Given DOWL's knowledge of Kotzebue and the loops involved, we can start the AM immediately. The initial investigation will strengthen the recommendations in the AM, but it does not need to be held up by initial investigation.

PRELIMINARY ENGINEERING REPORT: In accordance with USDA Rural Development Bulletin 1780-2, DOWL will develop a 65% Draft PER, organized into the following sections:

- Project Planning
- Existing Facilities
- Need for Project
- Alternatives Considered

The sustainability discussion of the alternatives will include:

- Potential climate change issues, including permafrost presence and degradation
- Operations and Maintenance (O&M) needs, including simplified modeling of the water distribution lines to determine annual energy consumption of the proposed facilities
- Non-monetary factors such as utility resiliency, operator training requirements, operational simplicity, greenhouse gas emission reductions, wetland relocation, community objections, and permit issues
- Third-party construction cost estimate

The PER will be published for City and agency review at a 65% level. We will be ready to present the 65% PER Alternatives in person or virtually, and defend the alternatives. The PER will also be published at the 95% level and again as a finalized stamped product. We will address City and agency comments along the way as we advance to the next submittal level. It will be important to get through the PER process as quickly as possible to move on to design and construction. The MARC will require a resolution from City Council supporting the preferred alternative at the 95% PER level. We will be ready to present virtually, or in person, at this meeting.

TASK 2: Development of Construction Documents

DOWL has completed dozens of water distribution and wastewater collection projects. We have many of the City's standard details developed in CAD from our previous design work on Front Loop, where we proposed and successfully implemented a massive loop reconfiguration to eliminate Southern Loop. We also have design details from the 2019 Swan Lake Loop (Caribou and Turf) project, where DOWL designed and administered construction of approximately 800 LF of the existing Swan Lake Loop, that will apply to this project. The DOWL team's previous work on this system will benefit the City:

- We have topographic survey of the project area, and LiDAR of the entire community. With what we already have available, less time will be needed for survey.
- We understand geotechnical conditions in the project area sufficiently to eliminate the need for full on-site investigations. We will be able to proceed confidently, referencing other geotechnical explorations and only a desktop assessment will be necessary.
- DOWL developed a hydraulic model in 2011 when we proposed eliminating Southern Loop by combining it into Front Loop. This model was used in the design of the new WTP and has been used periodically to estimate the impact from new users being added to the system (including the new AC store). This hydraulic model will be a powerful design tool.
- Our work on the City's GIS database provides a framework for which residences are on each loop. We also already have information on much of the City's land ownership.

All of these are clear advantages when it comes to quickly executing a design. We are also aware that we will likely need to propose a phasing plan to allow for funding installments and based on what can realistically be completed in a summer construction season. DOWL staff have extensive experience managing the bid process and administering construction contracts. We will be ready to provide these services when the project is ready to go out to bid. Each design package will consist of the elements illustrated in ***Figure 3*** on the next page.

Figure 3: Design Package Elements

65% Design	95% Design	IFC Design
► Topographic Survey, combining existing DOWL surveys and additional survey ► Title Record/Land Ownership Mapping ► Desktop Geotechnical Recommendations/Report ► Design Drawings ► Technical Specifications ► Construction Contract Documents	► Design Drawings ► Technical Specifications ► Construction Contract Documents ► DEC Approval to Construct Application ► Draft Easements	► Design Drawings ► Technical Specifications ► Construction Contract Documents ► DEC Approval to Construct ► Negotiated and Executed Easements

3. SCHEDULE/MEETING DEADLINES

The DOWL team will meet with the City bi-weekly to discuss project progress and adherence to the schedule. ***Figure 4*** below outlines the schedule for completing this project, including several proposed efficiencies. The schedule is very important, and the following are potential time savers.

ADVANCE LIMITED SURVEY: We know that survey will be required, regardless of the selected alternative, and survey can be difficult to schedule and seasonally dependent. DOWL will patch together existing surveys and available LIDAR survey to create a map of just the areas that require additional survey, and our survey work could proceed as soon as allowed.

ADVANCE PROCUREMENT OF ARCTIC PIPE: We are confident enough in our hydraulic modeling to order pipe tomorrow if permitted. We will help facilitate an advance procurement of as much SDR 11 8-inch HDPE arctic pipe as possible. We have previously been successful assisting the City and other clients with advance procurement. For the City of Bethel institutional corridor piped water system, we were able to procure the pipe when the design was at a 35% level, which greatly helped the overall project schedule, reduced inflationary costs, and very likely eliminated contractor mark-ups.

Figure 4: Project Schedule

1. **Schedule and Cost Saving Idea #1**
   Do not wait until design phase to begin survey. This will be required regardless of the preferred alternative. Begin survey concurrently to the PER.
2. **Schedule and Cost Saving Idea #2**
   As soon as the City has a finalized cost for design, use whatever available funds for advance procurement of 8-inch HDPE main. DOWL's hydraulic model indicates this will be the selected pipe type.
3. **Schedule and Cost Saving Idea #3**
   Reduce geotechnical services. We believe fieldwork is not necessary because we understand depth to groundwater and permafrost depth. A desktop recommendation is sufficient.

Team Members

- CN Chase Nelson, *PM*
- NM Neil McMahon, *APM*
- CH Chris Maus, *Project Engineer*
- BM Brita Mjos, *Lead Designer*
- WS Willie Stoll, *Survey*
- EC Emily Creely, *Environmental Permitting*
- MM Morgan McCammon, *Project Communications*
- CM Claire Mueller, *ROW*
- JH Jeremiah Holland, *Geotechnical Report*
- JP John Pepe, *Electrical*

4. COST PROPOSAL AND VALUE

DOWL's cost proposal is included separately as Appendix 1.

5. REFERENCES/PAST PERFORMANCE

DOWL has extensive experience across Alaska. Our most relevant projects, including some of our Kotzebue projects shown in ***Figure 5***, are described below, and our statewide experience is illustrated in ***Figure 6*** on page 10.

DOWL has held term contracts with the City twice (2010-2015 and 2021-present), and also served the City on a project-by-project basis in between term contracts. DOWL serves as an extension of the City's staff. Our years of working with the City illustrate how DOWL excels in working closely with our clients—being a trusted advisor, project manager, engineer, and whatever else is needed to serve your best interests.

Front Loop Replacement and Southern Loop Water Main Elimination

Reference: Jason Jessup, former City of Kotzebue, 907.412.1695
Description: This project was the last major water loop replacement in Kotzebue, and DOWL provided planning, design, and CA. This project consisted of the reconstruction of 6,600 LF of 8-inch HDPE extending from the WTP, down Friend's Way, Second Avenue, Kotzebue Way, and back to the water treatment plant. DOWL worked with the City on combining two of the existing water distribution loops. When DOWL came on board, the City operated seven circulation loops. Using WaterCAD and working with the City, the DOWL team developed a way to eliminate one of the loops (Southern Loop) altogether. The elimination of Southern Loop was a big deal and eliminated two distribution pumps inside the existing treatment plant and resulted in major water savings. The loop combination and reconfiguration is a similar exercise to the loop reconfiguration we are proposing as part of the Swan Lake and Lagoon Loop project. Using existing DOWL water models, we are in the best position possible to assess loop reconfigurations. This project completed in 2012, but many of the staff proposed were involved with this project. Chase was intimately involved with all phases as the designer and construction inspector.

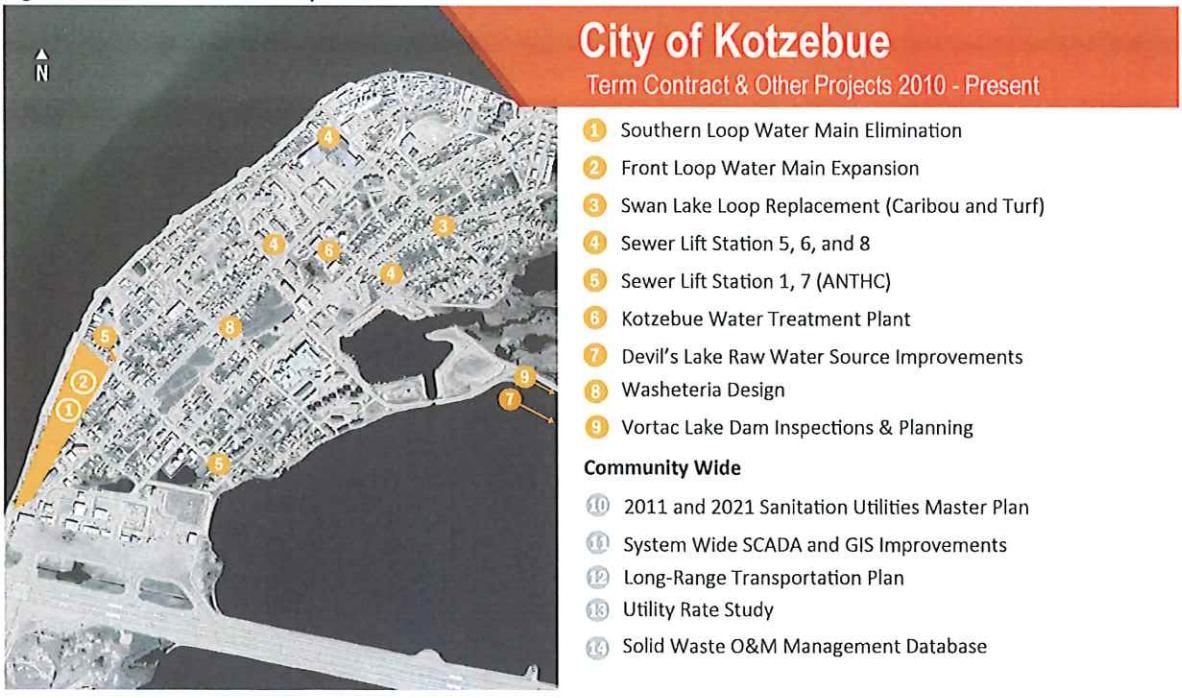
Swan Lake Loop Replacement (Caribou and Turf)

Reference: Russ Ferguson, City of Kotzebue, 907.412.1780
Description: In 2020, DOWL worked with the City to design 800 LF of Swan Lake Loop. This was one of the worst sections of the existing Swan Lake Loop beween Otter and Caribou Streets, serving approximately eight facilities. This section of Swan Lake Loop will not need replacement as it is already upgraded to 8-inch HDPE. Many of the design details developed for this section of Swan Lake Loop will be re-used for the design of the rest of Swan Lake Loop, another clear advantage to DOWL's involvement. Chase was the Engineer of Record and Brita Mjos was the resident inspector.

Sanitation Utilities Master Plan

Reference: Russ Ferguson, City of Kotzebue, 907.412.1780
Description: DOWL has worked with the City twice on its sanitation utilities master plan; first in 2012 and then in 2022. These master plan activities are critical in understanding the big picture of upcoming utilities needs. The initial master plan identified the water treatment plant as a major need which helped lead to the funding of the project. In the 2022 master plan, the replacement of both Swan Lake and Lagoon loops were identified as high priority. Our work on these master plans clearly provides invaluable insight and a baseline understanding of the project needs. The City has successfully used this master plan to apply for funding.

Figure 5: DOWL's Kotzebue Experience



Bethel Water Distribution Projects

Reference: Bill Arnold, City of Bethel, 907.545.0111

Description: DOWL has worked with the City of Bethel on nearly 50 projects over the last 10 years. The following are some of the most relevant:

- ***Institutional Corridor:*** DOWL was contracted by the City of Bethel to develop and design a piped water delivery system that extends water services from the City Subdivision WTP to the institutional and commercial users located along the Chief Eddie Hoffman Highway. DOWL provided geotechnical, survey, permitting, design, and procurement services for 8,000 LF of above-ground circulating water main. The team modeled the existing distribution system to find ways to combine loops to save thousands of feet of new main. Services include planning, design, and CA. Our team also prepared hydraulic modeling for the entire piped water and sewer network, which is being used for system capacity analyses on future projects. For the Institutional Corridor Piped Water System, we obtained roughly 20 permanent easements. For this project, we procured pipe at the 35% design level which led to big project time savings. This circulating water main has been in operation since 2018 and similar to Lagoon Loop, serves the regional hospital (and other major institutional users).
- ***Avenues Piped Water and Sewer:*** This piped water and sewer design project was completed in 2022. The project provides piped water and sewer to approximately 100 residential properties in Bethel. As part of the design process, we met with these 100 homeowners one-on-one to develop project-specific plans for individual water and sewer services. A similar effort may be needed for Swan Lake Loop and Lagoon Loop, because all of the buildings will need to have their existing water service transitioned from the old main to the new main as it is constructed, which will likely require work on the residential properties.
- ***Heights Water and Sewer Project:*** DOWL prepared a PER and Environmental Assessment for piped water and sewer for The Heights neighborhood in the City of Bethel. This PER led to roughly $23 million in grant funding from EPA. DOWL has moved on to a phased design approach to build this project, with the first project (work at the WTP) under construction right now. The water and sewer mains will be constructed in summer 2025 and 2026. This project also includes alterations and reconfigurations to Bethel's existing pipe network. Lessons learned on this project are highly relevant to work on Swan Lake Loop and Lagoon Loop.

"DOWL has been a pleasure to work with. Their personnel are receptive and very helpful. They always respond quickly, usually on the same day. Their doors are always open. I recommend they should be considered for any project you might ask of them."

- Peter Williams, Former City Manager, City of Bethel

Figure 6: In addition to our Kotzebue and Bethel experience, DOWL has worked across Alaska, including on State Revolving Fund and federally funded projects.

ATTACHMENT 1:

Resumes

DOWL

Chase Nelson, PE

Project Manager

Education

Bachelor of Science
Civil Engineering
Michigan Technology University

Licenses

Alaska #13867-CE 2013/Professional Engineer

Certified Erosion and Sediment Control Lead Alaska #AGC-14-0395

State of Alaska Sanitary Surveyor-#180

Years of Experience

18

Professional Experience

Chase regularly works in rural and arctic areas around Alaska. He understands the unique needs and challenges associated with projects in remote and disconnected parts of rural Alaska and his expertise and talent is focused on water, stormwater, and sewer engineering. Chase has led term contracts in the Alaska hub communities of Kotzebue and Bethel for years and has been the project engineer or manager on multiple utility projects throughout Alaska. Chase has considerable experience working cross culturally and enjoys being a liaison between technical leaders and community leaders.

Project Experience

City of Kotzebue Capital Projects Manager, Kotzebue, Alaska. The City uses DOWL for the management of all their capital projects through the engineering services term contract. A large portion of this work includes water and sewer projects, including water and sewer planning, repair projects, and a washeteria design, but also erosion protection projects, transportation projects, land-use planning projects, and more. Through DOWL's contracts with the City, dating back to 2010, Chase has been a lead designer and/or project manager on dozens of projects including the Front Loop Replacement project (which eliminated Southern Loop) and the most recent Swan Lake Loop project, which replaced about 800 LF of the existing Swan Lake Loop.

City of Kotzebue WTP, Kotzebue, Alaska. DOWL is currently working on the City's new WTP in two capacities. The first role has been management of the lead designer and the construction contractor. The second role has been as the civil designer where Chase led the design of the circulation systems, which includes 20 pumps for circulating the water in Kotzebue's six loops. The plant is built on a concrete at-grade slab on a passively cooled foundation. DOWL's geotechnical investigations and recommendations led to this product. Chase's roles have included helping the City navigate many challenges associated with the treatment process design and he is actively involved with coming up with solutions for the current water plant issues, and assisting the City with applying for funding.

ANTHC General Services Term Contract, Various Locations, Alaska. Chase is a task manager for the current DOWL ANTHC term contract. Over the past several years, he has taken an increasingly larger role in management of the whole contract because of his familiarity with all delivery orders (DO). Chase has led many of the DOs and often coordinates with community members, technical service leaders, and subconsultants that bring unique expertise to a given project. Through this term contract and other rural Alaska term contracts, Chase has been to and worked in more than 60 rural Alaska communities. Because of his work in rural Alaska, he has developed an appreciation and understanding of the cultural, logistical, and extreme nature of work there. His value on this contract, and ANTHC's Environmentally Threatened Communities contract, is understanding how to complete successful projects under the unique challenges of working in rural Alaska.

NSHC Health Clinics, Various Locations, Alaska. Chase has led several of DOWL's recent efforts on health clinics in the Norton Sound region. He led site selection

studies for the clinics in Shaktoolik, St. Michaels, Shishmaref, and Wales. Chase also works with NSHC to complete regional sanitary surveys of all the public water systems. Through this work, Chase has become familiar with regional logistics and local businesses and contractors and understands how to work through the construction challenges with this region. This contract has given Chase further insight into the unique challenges found in rural Alaska design and construction because many of these clinics are built on foundations designed to protect against permafrost degradation.

City of Bethel Contracted City Engineer, Bethel, Alaska. Chase currently serves the City of Bethel as their contracted City engineer. He leads and manages many task orders, including subdivision agreement and preliminary plat review; design of City of Bethel facilities, such as communication towers and building heating systems; manages major water and sewer projects; and oversees transportation plans. Chase represents the City of Bethel at Planning Commission meetings and City Council. His technical expertise is water and wastewater work, but his work with the City of Bethel includes managing a large team of in-house expertise and external subconsultants to provide seamless professional services to this important client. Chase has been responsible for the design and project management of many facility projects for the City of Bethel.

Alaska Water Sewer Challenge, Fairbanks, Alaska. DOWL was a finalist in an industry-wide design competition to provide water and sewer treatment to Alaska's remaining underserved village communities on a house-by-house basis. DOWL experimented with approximately nine different treatment technologies in a lab-style environment at Cold Climate Housing Research Center. DOWL's prototype household water and sewer treatment system has been running for nine months under varying supply and demand conditions. Chase was DOWL's lead, managing subconsultants, organizing team logistics, and interfacing with rural Alaska residents. DOWL has worked very hard to engage end users in the process and incorporate their feedback.

DOWL

Neil McMahon

Assistant Project Manager

Education

Bachelor of Science
Engineering
University of Alaska, Anchorage
2009

Master of Science
Energy, Environmental Technology, and Economics
City University of London
2012

Master of Arts
Secondary Education
University of Alaska, Anchorage
1999

Bachelor of Arts
Physics
Whitman College
1997

Licenses

Alaska 2010/Engineer In Training

Years of Experience

13

Professional Experience

Neil brings strong program and project management, data analysis, and planning skills to the team from his 15 years of experience in planning, consulting, and project management. He is practiced in identifying and implementing creative solutions to complex problems. Neil's approach is team-oriented with an eye on larger, longer-term objectives. He is best known for his objectivity, intellectual curiosity, high-output productivity, and a nimbleness across subject areas that allows him to successfully manage a broad and diverse project portfolio.

Project Experience

Kotzebue Engineering and Planning Term, Kotzebue, Alaska. DOWL has worked with the City on more than 10 projects in the past three years, along with dozens of tasks as DOWL acts as an extension of the City's staff. To address extreme arctic utility inflation, the DOWL team reaches out to contractors to value engineer design concepts. We communicate with community members and City staff members on projects in a host of ways. Neil acts as the primary point of contact and project manager for most Kotzebue projects. Current projects include the design and construction of a washeteria, an operations and maintenance process for the City landfill, and a rate study for the City's utilities.

ANTHC General Services Term Contract, Various Locations, Alaska. DOWL has held this term contract since 2018. ANTHC has used it to perform a host of projects, including well and septic design for individual homes, cost estimating, lift station design, and WTP design. We have become familiar with ANTHC design standards and contract mechanisms and have built relationships with ANTHC project managers and design staff. Communities we have worked in through this contract include Kotzebue, Diomede, Kivalina, and Savoonga. Neil maintains overall program management of the 2018 architectural/engineering (A/E) term contract and manages individual projects. Neil is responsible for tracking requisitions and DOs, monthly reporting, and other programmatic requirements.

ANTHC First Service Water and Sewer Term Contract, Various Locations, Alaska. Similar to the A/E term contract, Neil maintains overall program management of the 2018 A/E term contract and manages individual projects in Napakiak, Deering, Stevens Village, and Kwigillingok. Neil is responsible for tracking requisitions and DOs, monthly reporting, and other programmatic requirements.

DOWL

Christopher Maus, PE

Project Engineer

Education

Bachelor of Science
Civil Engineering
Montana State University
2013

Licenses

Alaska #CE-156282
2020/Professional
Engineer

Montana #PEL-PE-LIC-
51155 2017/Professional
Engineer

Years of Experience

11

Training

Confined Space

Professional Experience

Chris brings 11 years of experience in water and wastewater, which includes the planning, analysis, and design of public, private, and tribal water and sewer systems. Chris's focus is water distribution and wastewater collection systems, including water and sewer mains, lift and booster stations, service lines, and the many details of rural Alaska utilities. In addition to design work, he has authored PERs, technical memoranda, master plan documents, technical specifications, estimates, and many contract document packages. Since joining DOWL, he has worked with the water and wastewater utilities group extensively on rural Alaska community water and sewer systems.

Project Experience

Kotzebue WTP, Kotzebue, Alaska. Chris performed peer review and quality control review of the project plans and specifications for the underground piping.

Kotzebue Lift Station Design, Kotzebue, Alaska. Chris was the lead project engineer for the Kotzebue Lift Stations 1 and 7 replacement project in coordination with ANTHC and the City. Chris was responsible for the planning and sizing of the stations, the civil and process design, and the coordination of architecture, structural, mechanical, electrical, and controls disciplines. These terminal lift stations serve the entire town of Kotzebue and share a single force main, complicating the hydraulics. Chris evaluated the system hydraulics and developed the most energy efficient solution for the City with the existing infrastructure available and set design parameters.

Bethel Heights Water PER Update, Bethel, Alaska. The pipe system in Bethel Heights is near the end of its useful life. Chris is performing the alternatives evaluation and authoring the PER with support from local staff in Anchorage and Fairbanks.

Bethel Heights Sewer PER, Bethel, Alaska. DOWL prepared a PER and Environmental Assessment for piped water and sewer for The Heights neighborhood in the City of Bethel. The pipe system in Bethel Heights is near the end of its useful life. Chris is performing the alternatives evaluation and authoring the PER with support from local staff in Anchorage and Fairbanks.

Tanacross Sewer System Improvements, Tanacross, Alaska. Chris is currently the lead project engineer for the ongoing Tanacross Sewer System Improvements project under the ANTHC Term Contract. Chris is serving as the lead civil and process engineer for the utilities and lift station rehabilitation and is coordinating with electrical, mechanical, structural, and architectural subconsultants. This key project will replace the Village of Tanacross community septic system, single wastewater lift station, rehabilitate the existing gravity sewer, and construct a new force main. This project is important to Tanacross because the current system becomes inundated with high groundwater and essentially fails its purpose on an annual basis.

DOWL

Brita Mjos, PE

Lead Designer

Education

Master of Engineering
Environmental Engineering
North Carolina State University
2017

Licenses

Alaska #214603
2024/Professional Environmental Engineer

Alaska #25163
2022/Certified Water Treatment Operator

Alaska #25164
2022/Certified Water Distribution Operator

Alaska 2022/Sanitary Survey Inspector

Years of Experience

6

Professional Experience

Brita's experience includes designing water distribution and sewer collection systems, modeling infrastructure capacity and buildouts, meeting one-on-one with project stakeholders, visiting remote project sites, and construction inspection and administration on projects across Alaska.

Project Experience

Caribou and Turf Water Improvements, Kotzebue, Alaska. Brita provided construction inspection and administration during construction of the new water main and service lines along Caribou and Turf streets. She also inspected the construction of the insulated pad and thermosyphons for the new WTP.

Tanacross Sewer Systems Improvements, Tanacross, Alaska. DOWL provided ANTHC with design services for the Tanacross, Alaska, sewer systems improvement project. Brita designed the community-scale septic system in coordination with the sewer system designers and community and ANTHC feedback.

Deering First Service PER, Deering, Alaska. DOWL assisted ANTHC with development of a PER to evaluate a piped water and sewer system in Deering, Alaska. Brita participated in community meetings, met one-on-one with residents to discuss the project and conduct residential customer surveys, evaluated alternatives and associated capital and O&M costs, and prepared the PER. Brita incorporated input from the community, DEC, and ANTHC into the alternatives, and coordinated with other engineering companies, the Northwest Arctic Borough (NWAB), and DOT&PF on concurrent projects in Deering.

Kiana Taylor Road PER and Technical Memorandum, Kiana, Alaska. DOWL prepared a PER to address 14 homes along Taylor Road in Kiana, Alaska, that have no piped water delivery or wastewater collection service. After meeting with stakeholders and evaluating alternatives and eligibility, Brita completed a technical memorandum summarizing the information gathered and recommendations for improving the service to the eligible houses.

ANTHC Scattered Sites, Fairbanks, Alaska. DOWL designed piped water services, wells, and septic systems for seven residences in the Fairbanks area. Brita assisted with septic system design and coordinated with DEC for plan review and approval.

Saxman Infiltration and Inflow Study and Work Plan, Saxman, Alaska. Brita assisted with camera inspection, condition assessment, and engineering services to develop a work plan to address the Infiltration and Inflow in Saxman, Alaska. Brita coordinated with subcontractors and public works department crews.

Bethel Avenues Piped Water and Sewer, Bethel, Alaska. DOWL designed a new piped water distribution and sewage collection network for 115 parcels. Brita assisted with the design, met one-on-one with each property owner to discuss and obtain service agreements, and coordinated with agencies to confirm the project met health, safety, and design standards.

DOWL

Jeremiah Holland, PE

Senior Geotechnical Engineer

Education

Bachelor of Science
Geological Engineering
Colorado School of Mines
1999

Master of Engineering
Geotechnics
Missouri University of Science and Technology
2014

Licenses

Alaska #12636/
Professional Engineer

Years of Experience

24

Professional Experience

Jeremiah is a registered professional engineer with extensive experience leading projects related to transportation, infrastructure, land development, and natural resources. Jeremiah has expertise in geotechnical engineering; geological hazards, including seismic, debris flows, landslides, and rock fall; arctic ground conditions; rock and soil mechanics; engineering geology; software modeling, including the GeoStudio suite, SLIDE, Settle3D, and Rocscience kinematic analysis suite; construction quality assurance; construction materials field and laboratory testing; and project management. He has extensive experience working in rural Alaska providing geotechnical engineering recommendations for its unique challenges, such as thermopile foundations, at-grade refrigerated pad foundations, roads and pipelines on permafrost and discontinuous permafrost conditions, high seismic zones, revetment design, evaluating armor stone material sites, and rockfall and debris flow mitigation.

Project Experience

Kotzebue WTP, Kotzebue, Alaska. DOWL helped design Kotzebue's WTP, biomass boiler system, and building to sustainably heat the plant. Jeremiah provided geotechnical engineering data collection and engineering recommendations for shallow foundation design for this project.

Kotzebue Water Lake Dam (Vortac Lake) Safety Inspections, Kotzebue, Alaska. DOWL provided engineering services for periodic safety inspections of the Kotzebue Water Dam, including review of historical documents and construction, maintenance, inspection, and repair procedure compliance. Jeremiah was approved as a qualified engineer by the State of Alaska's Dam Safety. He conducted the Periodic Safety Inspection (PSI) of the dam and prepared the draft and final PSI reports. Vortac Lake Dam is constructed on permafrost and has a frozen core.

Institutional Corridor Piped Water Delivery System, Bethel, Alaska. DOWL was contracted by the City of Bethel to develop and design a piped water delivery system that extends water services from the City Subdivision WTP to the institutional and commercial users located along the Chief Eddie Hoffman Highway. Jeremiah provided geotechnical engineering recommendations for the pipeline foundation, including driven and helical piles. He also provided design support during construction.

Nome Operations Warehouse, Nome, Alaska. The warehouse is located in Nome on warm permafrost. Jeremiah provided geotechnical engineering recommendations for a refrigerated gravel pad and shallow foundations, parking areas, earthwork, and construction considerations.

Kawerak Childhood Center, Nome, Alaska. The school site is located in Nome with warm permafrost conditions. Jeremiah provided geotechnical engineering recommendations for a proposed school addition. Recommendations included pile foundation design, seismic parameters, frozen ground engineering, and construction considerations.

DOWL

Willie Stoll, PLS, CFedS

Survey Lead

Education

Bachelor of Science
Civil Engineering
University of Alaska Anchorage
2004

Licenses

Certified Federal Surveyor
#1509

Alaska Professional Land
Surveyor #12041

Unmanned Aircraft Pilot License
#4243132

Years of Experience

25

Professional Experience

Willie is DOWL's land survey and mapping lead. In his role, he directs our QC programs, manages staffing, and both performs as well as manages our survey projects. Since joining the DOWL team in 2000, he attained his bachelor's degree in civil engineering, his Professional Land Surveyor (PLS) registration in multiple states, and his certification as a federal surveyor (CFedS). He routinely travels throughout Alaska performing surveys for municipal governments, local entities, and state agencies, and has worked on numerous contracts with the National Park Service, U.S. Army Corps of Engineers (USACE), State of Alaska Department of Transportation and Public Facilities (DOT&PF), and other clients. He enjoys working in rural Alaska and has considerable experience in Manokotak working on their Clinic, FEMA/National Oceanic and Atmospheric Administration (NOAA) mapping and Telecom improvements. He also routinely performs legal description and parcel maps for easements and ROW takes. Willie is a versatile and highly experienced surveyor.

Project Experience

Kotzebue Sewer Improvements, Kotzebue, Alaska. This is a phased project that includes lift station replacements and sewer line improvements. Willie performed a design survey including boundary and ROW retracement, topographic survey, easement acquisition, and survey control for construction.

Bethel Avenues Piped Water and Sewer, Bethel, Alaska. This project provided piped water and sewer to approximately 100 residential properties in Bethel. Willie was the licensed surveyor in charge of the survey needs for this project.

Wrangell WTP Improvements, Wrangell, Alaska. For the Wrangell WTP improvements, Willie performed design survey, UAV-based aerial mapping, boundary survey, easement acquisition, and scanning of the water treatment facility. His design survey basemap included UAV-based lidar, incorporated with terrestrial-based design survey overlayed on the retracement of the parcel boundary. This survey was completed in 2023.

Anchorage Regional Landfill (ARL) Maintenance Administration Building, Eagle River, Alaska. DOWL provided design, permitting, limited topographic survey, and geotechnical investigation services related to the redesign and reconstruction of the ARL Maintenance Administration Building for Solid Waste Services that was damaged during the 2018 earthquake. DOWL led the design to provide a new water service line and septic system upgrades. The site design included grading and drainage design to meet current MOA drainage requirements, which included design and on-site infiltration system. Willie was the PLS in responsible charge of the survey and drafting needs for this project.

DOWL

Emily Creely, PWS

Environmental Specialist

Education

Bachelor of Arts
Journalism
Humboldt State University
1993

Master of Science
Environmental Science
Alaska Pacific University
2000

Licenses

Alaska #2606
2015/Professional
Wetland Scientist

Alaska #12KRJI
2018/First Aid CPR AED

Alaska 2008/MSHA

Years of Experience

22

Training

USACE Wetland
Delineation Training

Professional Experience

Emily's 20+ years of professional environmental experience, primarily in Alaska, is focused on conducting environmental analysis and compliance-related tasks for utility, transportation, and other infrastructure projects in rural Alaska. Emily's technical specialties are related to wetlands and water resources, which has allowed her to efficiently assess a variety of projects. Emily has worked in all regions of the state and is familiar with the unique challenges of infrastructure development in rural communities. She has worked for state and federal resource agencies and has an in-depth knowledge of the regulatory culture, which is critical to effective project management. Emily is familiar with the unique challenges of infrastructure development in rural communities. This experience has made her adept at understanding when local information, desktop analysis, and experience rather than site visits can suffice for environmental requirements to save the client time and money.

Project Experience

Bethel Avenues Piped Water and Sewer, Bethel, Alaska. DOWL was contracted by the City of Bethel to develop and design a piped water and sewer system and PER and Environmental Assessment to the Avenues Neighborhood. Emily provided NEPA-compliant documents and conducted all required agency coordination/consultation in support of the project.

Bethel Heights Water Distribution and Sewer Collection System, Bethel, Alaska. DOWL was contracted by the City of Bethel to develop and design a piped water and sewer system and PER and Environmental Assessment to the Heights Neighborhood in the City of Bethel. Emily provided NEPA-compliant documents and conducted all required agency coordination/ consultation in support of the project.

Bethel Water Main Extension and Truck Station, Bethel, Alaska. DOWL is contracted to develop water and sewer models of the piped water network for the City of Bethel. Emily developed an Environmental Assessment and conducted required agency coordination/consultation in support of the project.

USDA Environmental Reports for Landfill Development, Sleetmute and Noatak, Alaska. Emily provided NEPA-compliant documents and conducted all required agency coordination/consultation in support of a landfill project in Sleetmute and for a sewage lagoon in Noatak Alaska, concurrent with the projects' PER.

USDA Environmental Report for Wastewater and Sewage Projects, Yakutat, Alaska. Emily assisted with completing a NEPA-compliant document in support of a water and wastewater development plan for Yakutat concurrent with the projects' PER.

DOWL

Morgan McCammon

Project Communications Specialist

Education

Bachelor of Business Administration
Marketing
University of Alaska
2001

Bachelor of Business Administration
Management
University of Alaska
2001

Years of Experience

16

Professional Experience

Morgan is a public relations professional with more than a decade of experience supporting highly specialized industry with communications and policy analysis. Morgan's strengths include consensus building within diverse partnerships, crafting communications plans, and coordinating collaborative advocacy activities. With meticulous attention to detail, Morgan is also skilled at copy editing, project administration, and event management logistics. Her professional experience has encompassed projects and teams throughout Alaska, Colorado, Utah, Wyoming, Montana, and North Dakota.

Project Experience

Kotzebue Long Range Transportation Plan, Kotzebue, Alaska. This project worked with the community to identify transportation needs in the community and goals to meet those needs. Morgan led public involvement on this project, coordinating a stakeholder working group and public meetings, developing and regularly updating a website, creating printed materials to inform the community on the project and ways they could influence the outcomes.

Bethel Avenues Piped Water and Sewer, Bethel, Alaska. This project provided piped water and sewer to approximately 100 residential properties in Bethel. As part of the design process, we met with these 100 homeowners one-on-one to develop project-specific plans for individual water and sewer services. Morgan provided public involvement support by assisting with post card mailers and website updates to inform the community of progress.

ANTHC General Services Term Contract, Various Locations, Alaska. ANTHC has contracted DOWL to perform a host of projects, including well and septic design for communities. Morgan has assisted with public involvement for various projects by developing and reviewing website content and printed materials for clarity and understanding by the public and developed online surveys.

AU-Aleutian Permitting, Kodiak, Alaska. Morgan's role is the coordination for the federally required legal notice advertisements between the project manager, the DOWL graphics team, and the local newspapers, confirming all mandatory advertisements are timely published and affidavits of publication are received.

Valdez Pavement Rehab IV-VI, Valdez, Alaska. Morgan leads public involvement on this project, coordinating public meetings and associated advertising, creating materials to inform the public about this project, such as the project fact sheet, and developing content for the project website.

DOWL

Claire Mueller, SR/WA

ROW Lead

Education

Bachelor of Science
Biological Sciences
University of Alaska - Fairbanks
2001

Licenses

Alaska #211117004
2013/Notary Public

#6956 2019/Senior Right of Way Agent

Alaska #RECS18739
2014/Real Estate Broker

Years of Experience

25

Training

IRWA Courses: 100, 103, 104, 105, 200, 205, 218, 303, 400, 403, 501, 502, 504, 505, 506, 603, 604, 606, 800, 801, 802, 900, 901, 902

Professional Experience

Claire has over 30 years of experience in the managerial and ROW fields combined, allowing her to efficiently and effectively manage the varied complicated tasks of typical ROW projects. She has acquired permits, rights of entry, easements, deeds, and other interests of commercial and residential properties for multiple state departments of transportation, municipalities, boroughs, Native villages, and other public and private entities. She is versed in the requirements and procedures set forth in multiple ROW manuals, Code of Federal Regulations (CFRs), and permitting processes for a variety of agencies and state governments. When negotiations are required, Claire's superb communication skills, charismatic personality, and commitment to professionalism lead to efficient transactions providing a high level of service to clients and property owners.

Project Experience

Bethel Avenues Piped Water and Sewer, Bethel, Alaska. DOWL is contracted to provide design study and verification services for the extension of the Bethel piped water and sewer system into the Avenues Neighborhood between 3rd and 7th Avenues and between Main Street and Ridgecrest Drive in Bethel, Alaska. These services include identifying the design criteria, establishing the limits of required topographic survey, identifying encroachments, easement necessities, and temporary easement needs. Upon completion of these initial activities, the City of Bethel expanded the scope to finalize design and add acquisition services to obtain the easements, temporary construction easements and permits, and the service agreements for the project. Claire is providing project management oversight of the acquisitions portion of the project.

Bethel Institutional Corridor Piped Water System, Bethel, Alaska. DOWL was contracted by the City of Bethel to develop and design a piped water delivery system that extended water services from the City Subdivision WTP to the institutional and commercial users located along the Chief Eddie Hoffman Highway. DOWL's Real Estate Services team completed all manner of ROW services, including ROW impacts assessments and route identification; encroachment identification and assisted in encroachment notifications; DOWL contracted for all title reports, reviewed said title reports to identify ownership concerns; compiled waiver valuations to establish just compensation; and completed all documents for offer packages and negotiated the acquisitions. As part of the close-out procedures DOWL assisted the City by drafting necessary ordinances for City use and completed all recordation activities.

NANA Community Multipurpose Buildings, Northern Region, Alaska. DOWL worked with NANA to prepare permits for the construction of two community multipurpose buildings - one for Kobuk and one for Deering. Section 404 permits were obtained from the USACE and Title 9 permits from the NWAB to construct these buildings. Claire coordinated with the NWAB to prepare and obtain the Title 9 permits.

EDC, INC.
Experience · Teamwork · Integrity

JOHN PEPE, P.E.

LEAD ELECTRICAL ENGINEER
PRINCIPAL-IN-CHARGE

SPECIALIZED EXPERIENCE

- Rural Water and Sewer Facilities
- SCADA systems
- Telecommunications and data networks

EDUCATION

- BSEE, 1994, Electrical Engineering, Oregon State University

PROFESSIONAL LICENSE

- Registered Professional Electrical Engineer, State of Alaska (AELE-11387)
- Registered Professional Controls Engineer, State of Alaska (AELO-14325)

PROFESSIONAL QUALIFICATIONS

John Pepe, P.E. of EDC, Inc., is a principal at EDC and the engineer of record for electrical projects designed by the firm. He has more than 28 years of experience in the design of electrical power, SCADA control, and alternative energy systems for federal, state, municipal, commercial, industrial, and educational facilities. He has worked on projects throughout the state of Alaska and has extensive experience in rural communities.

John's work history has included projects for agencies including the City of Kotzebue, City of Bethel, ANTHC, Village Safe Water (VSW), Yukon-Kuskokwim Health Corporation (YKHC), Alaska Industrial Development and Export Authority (AIDEA), Alaska Village Electric Cooperative (AVEC), North Slope Borough (NSB), Anchorage Water and Wastewater Utility (AWWU), and many other rural cities and local municipalities throughout the State.

John has related project experience in the following communities:

- **Water Treatment Plants** in Bethel, Nenana, Kongiganak, Buckland, McGrath, Shaktoolik, Pelican, Chuathbaluk, Beaver, Mekoryuk, King Cove, Marshall, Stebbins, and Thorne Bay.
- **Wastewater Treatment Plants (WWTP)** Unalaska, Thorne Bay, Deadhorse SA10 and Eagle River.
- **Washeterias** in Chistochina, Quinhagak, Lime Village, Kongiganak, Tanana, and Deering.
- **Lift stations** in Marshall, Pilot Station, Gambell, Aniak, Kongiginak, Nome, Kotzebue, Bethel, Buckland, Nulato, Unalakleet, and Pelican.
- **Piped Water and Sewer Distribution Systems** in Bethel, Lime Village, Selawik, Deering, Tanana, Crooked Creek, and Togiak.
- **Well Houses** in Kotzebue, Mountain Village, Teller, Wales, Seward, Valdez, Wasilla, and Nulato.

John's work with power distribution systems includes integration of alternative energy systems (wind turbines, solar arrays), standby generators in a variety of power distribution systems. He has also worked with power utility providers on medium voltage distribution projects and power line extensions.

He has worked on numerous process control systems and control panel designs. This work includes Process and Instrumentation Diagrams (P&IDs), programmable logic controller (PLC) interfaces, I/O & programs, and community-wide SCADA systems.

CITY OF KOTZEBUE
RESOLUTION NO. 24-70

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE *NUNC PRO TUNC* DECLARING A DISASTER AS A RESULT OF THE 2024 OCTOBER WEST COAST STORM.

WHEREAS, the City of Kotzebue ("City") and its residents suffered a severe, sudden and catastrophic 2024 October West Coast Storm that, among other things, flooded the City, destroyed the City's Small Boat Harbor, destroyed the City's North Tent City Subsistence Camping Area, seriously damaged and destroyed many roads in the City, closed the City's airport for several days, destroyed a portion of the City's sewage lagoons and overwhelmed the City's sewage system;

WHEREAS, the same 2024 October West Coast Storm also, among other things, destroyed homes, flooded homes, damaged sewer and water lines to/from homes, destroyed vehicles, and caused residents to evacuate their homes and go to improvised emergency shelters in the community provided by Maniilaq, NANA, KEA and the Northwest Arctic Borough School District;

WHEREAS, the City Manager provided under her authority two disaster declaration letters to the Northwest Arctic Borough Mayor, copies of which are attached hereto as Exhibits "**A**" and "**B**" respectively;

WHEREAS, the Northwest Arctic Borough declared a disaster as a result of the 2024 October West Coast Storm as set forth in Exhibit "**C**" attached hereto and entered into a MOA with the City regarding disaster responsibilities as set forth in Exhibit "**D**"; and,

WHEREAS, the Governor issued a Disaster Declaration as set forth in Exhibit "**E**" attached hereto.

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NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue *nunc pro tunc* confirms the City Manager's earlier Disaster Declarations and acknowledges the immediate assistance of our local and regional partners, the State of Alaska, the Alaska National Guard and many local residents for their collective and individual responses to this severe, sudden and catastrophic 2024 October West Coast Storm.

PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

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Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

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Paeton Schaeffer, City Clerk

Attachment: Exhibit "**A**" – First City Manager's Disaster Declaration (with photos) [3 pages]
Exhibit "**B**" – Second City Manager's Disaster Declaration (with photos) [6 pages]
Exhibit "**C**" – NWAB Disaster Declaration [pages]
Exhibit "**D**" – City and NWAB MOA [2 pages]
Exhibit "**E**" – Governor's Disaster Declaration [pages]

Tessa Baldwin, City Manager
P.O. Box 46
Kotzebue, Alaska 99752
(907) 442-3401 [City Hall]
(907) 442-3742 [City Hall-fax]
tbaldwin@kotzebue.org

October 22, 2024

Mayor Dickie Moto
Northwest Arctic Borough
P.O. Box 1110
Kotzebue, Alaska 99752-1110

Re: Disaster Declaration and Request for Disaster Relief from the City of Kotzebue re: flooding

Dear Mayor Moto:

As you know, the City of Kotzebue has experienced sudden, catastrophic flooding in the last several days due to high winds and water surges. See, photos attached to this letter. This unprecedented flooding has created a public health emergency resulting in, among other things, evacuations of residents from the impacted areas. The City of Kotzebue and the Kotzebue IRA have jointly declared an emergency situation. See, Joint Emergency Declaration attached to this letter.

Pursuant to Northwest Arctic Borough Code 10.04.030 [Duties of the Department of Public Services] and Northwest Arctic Borough Code Chapter 12.16 [Office of Emergency Management] and Alaska Statute 26.23.140 [Local disaster emergencies], the City of Kotzebue would respectfully request that you declare a Disaster Emergency for Kotzebue because of the sudden, catastrophic flooding in the last several days. This would allow the City to start the process of securing funds in excess of its current financial resources to remediate the serious consequences of this sudden, catastrophic flooding in the last several days. Such remediation will undoubtedly be in the six-figure-plus range, but any meaningful estimate is impossible at this time due to the sudden nature of this disaster.

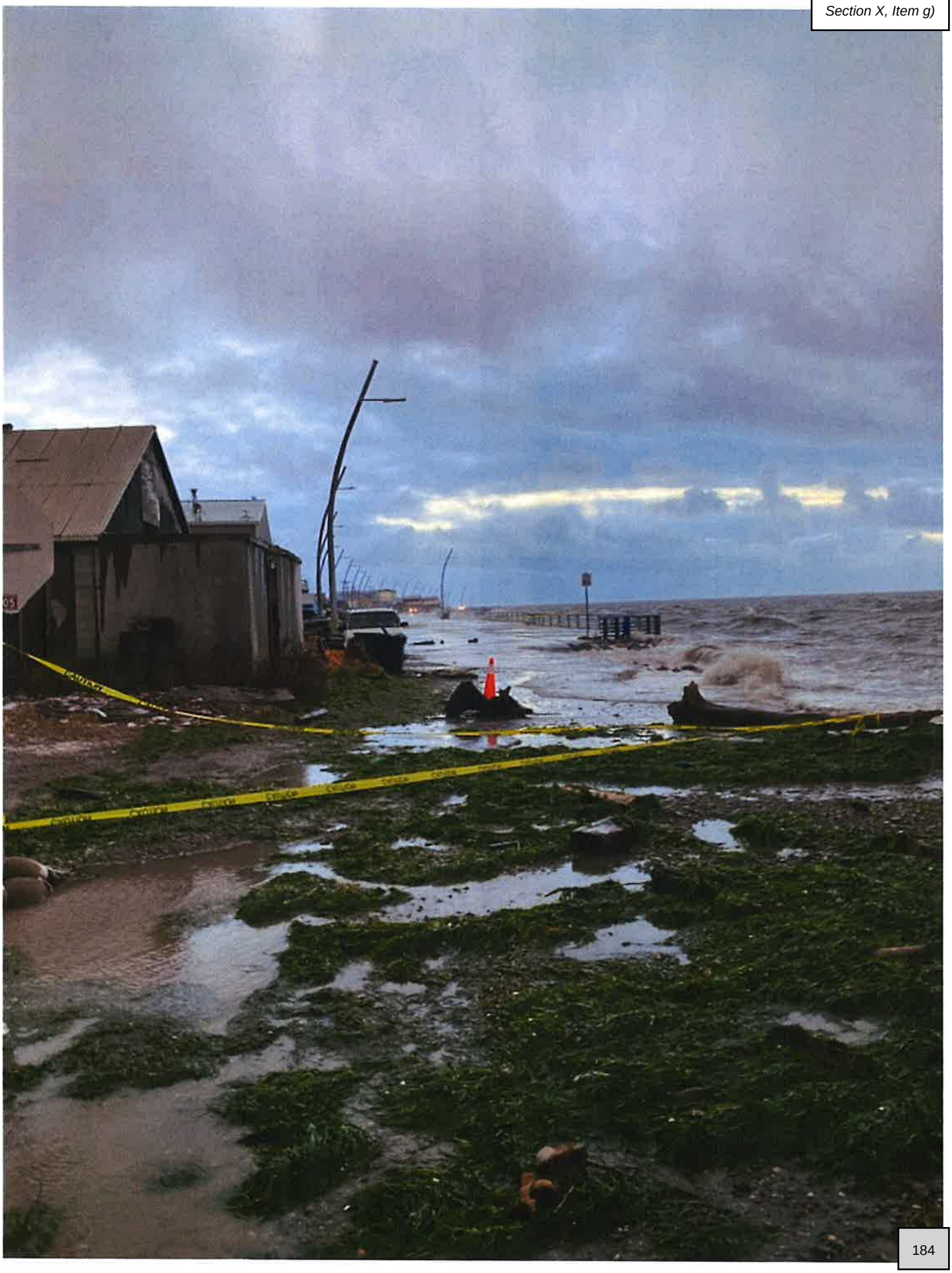
As the person responsible for the City's Disaster Emergency Services, pursuant to the Kotzebue Municipal Code 2.41.010, I will also present a Disaster Declaration Resolution to the City Council at our next RCCM on November 7th and forward that fully executed Resolution to your attention.

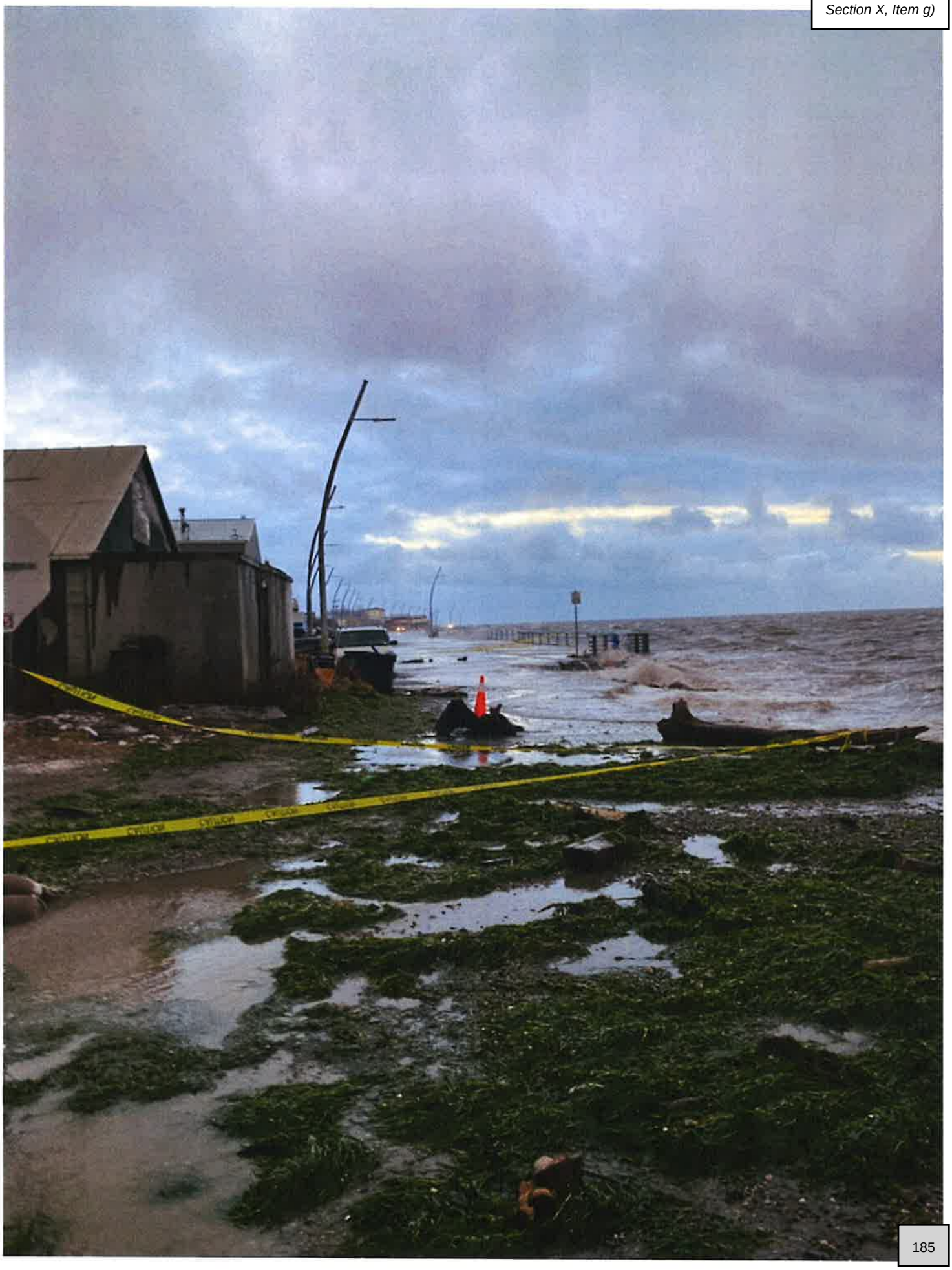
Sincerely,
CITY OF KOTZEBUE
Tessa K Bn.

Tessa Baldwin
City Manager

Attachments: photos and Joint Emergency Declaration

cc: Mayor and City Council Members





Tessa Baldwin, City Manager
P.O. Box 46
Kotzebue, Alaska 99752
(907) 442-3401 [City Hall]
(907) 442-3742 [City Hall-fax]
tbaldwin@kotzebue.org

October 22, 2024
[at 8:00pm AKDT]

Mayor Dickie Moto
Northwest Arctic Borough
P.O. Box 1110
Kotzebue, Alaska 99752-1110

Re: Disaster Declaration and Request for Disaster Relief from the City of Kotzebue re: flooding
[Supplemental letter and photos]

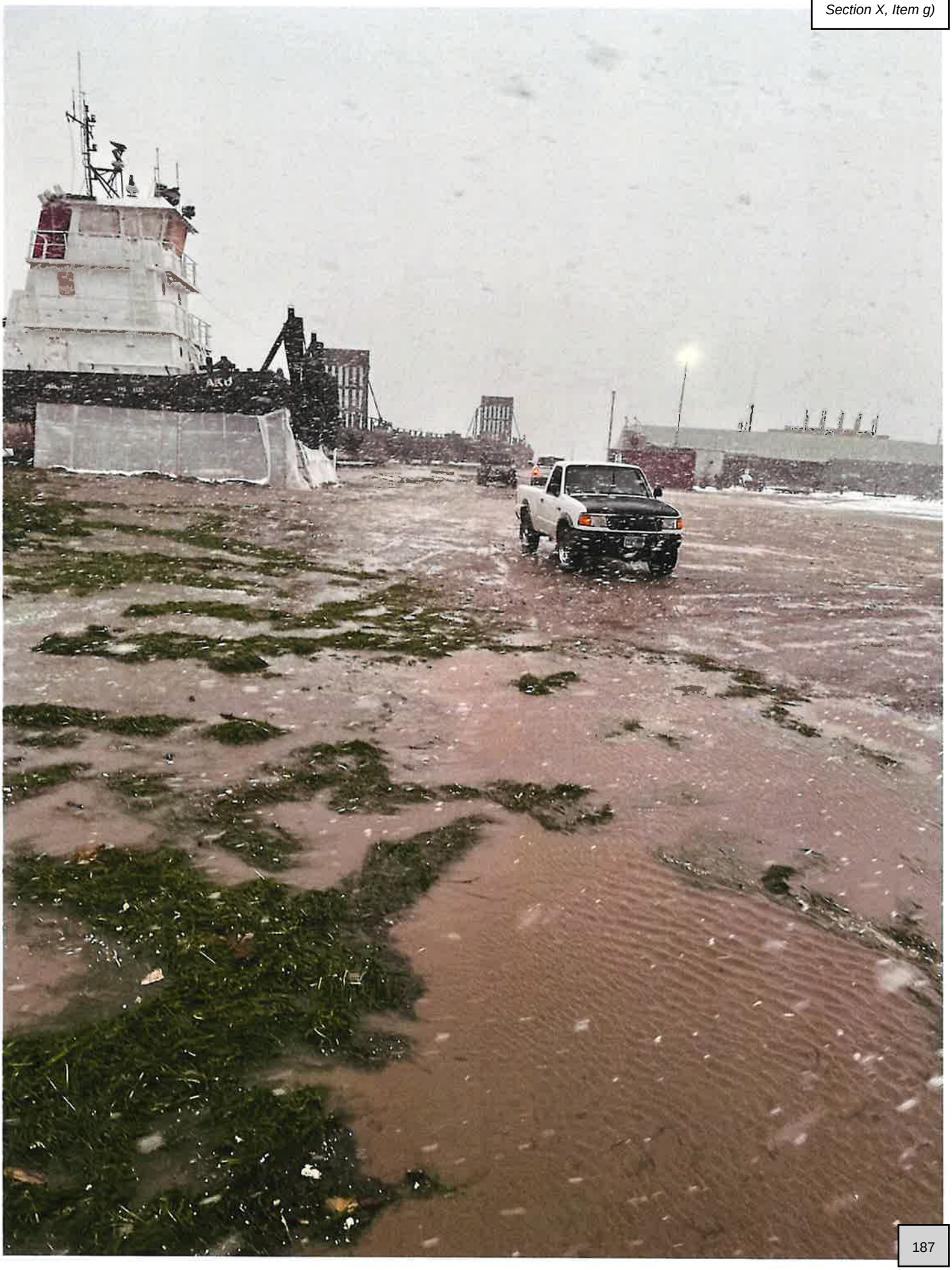
Dear Mayor Moto:

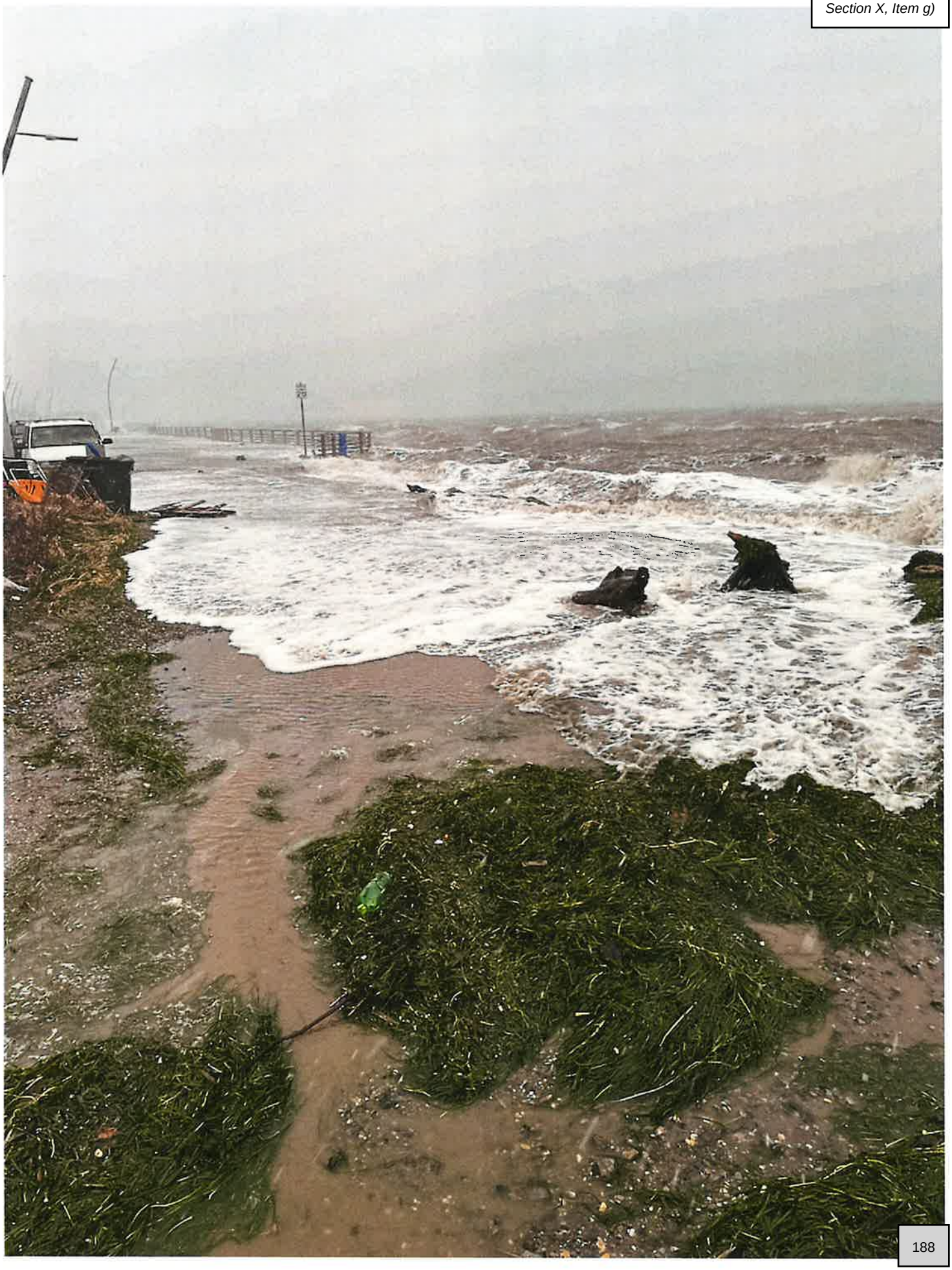
As I prepare this letter at 8:00pm AKDT this date, we are experiencing an additional storm surge and high winds with even more significant flooding, yet more evacuations and major damage to roadways and other infrastructure in Kotzebue. See additional photos attached to this letter. Please add this letter and these photos to my earlier letter this date.

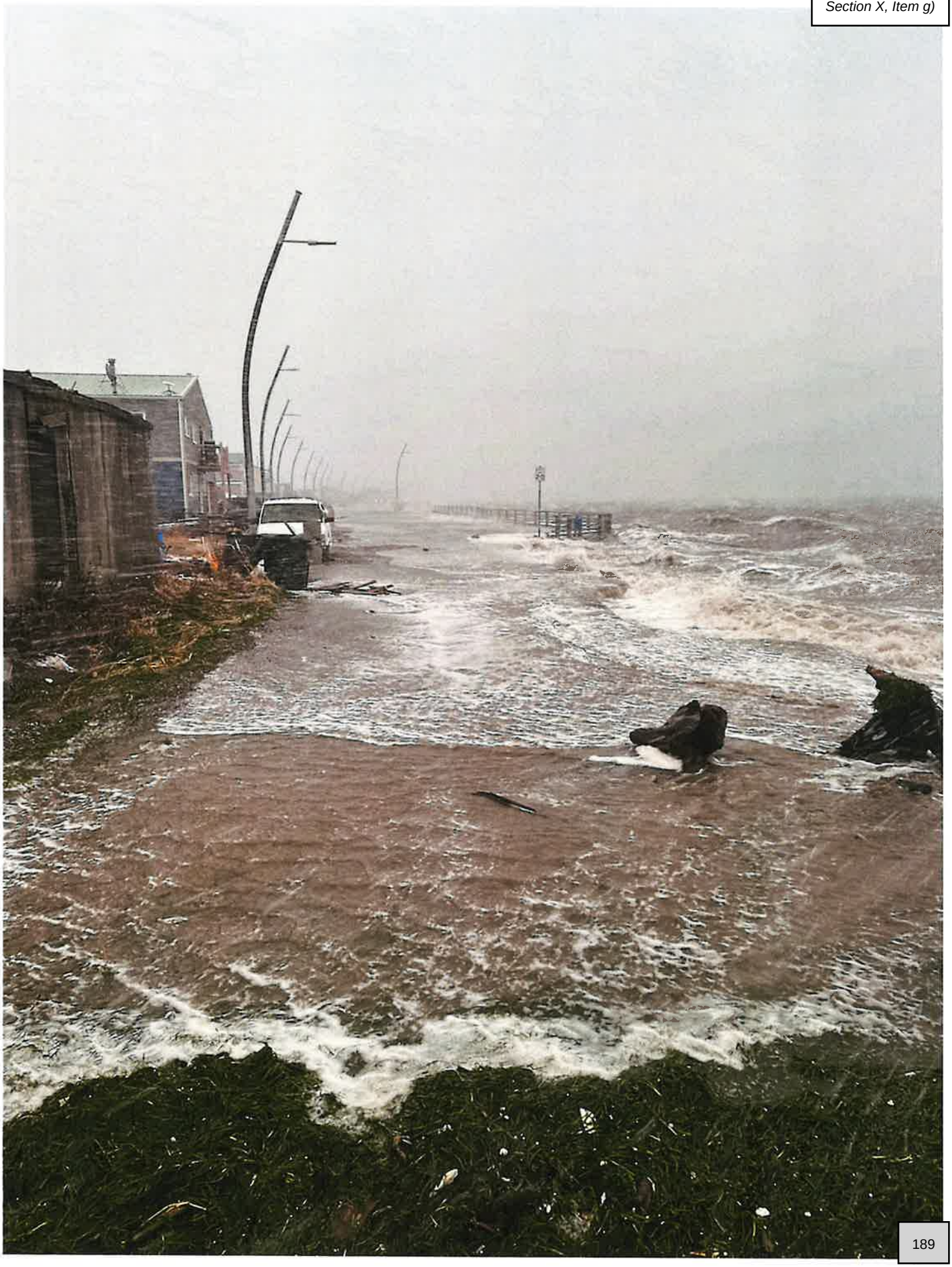
Sincerely,
CITY OF KOTZEBUE
Tessa Baldwin
Tessa Baldwin
City Manager

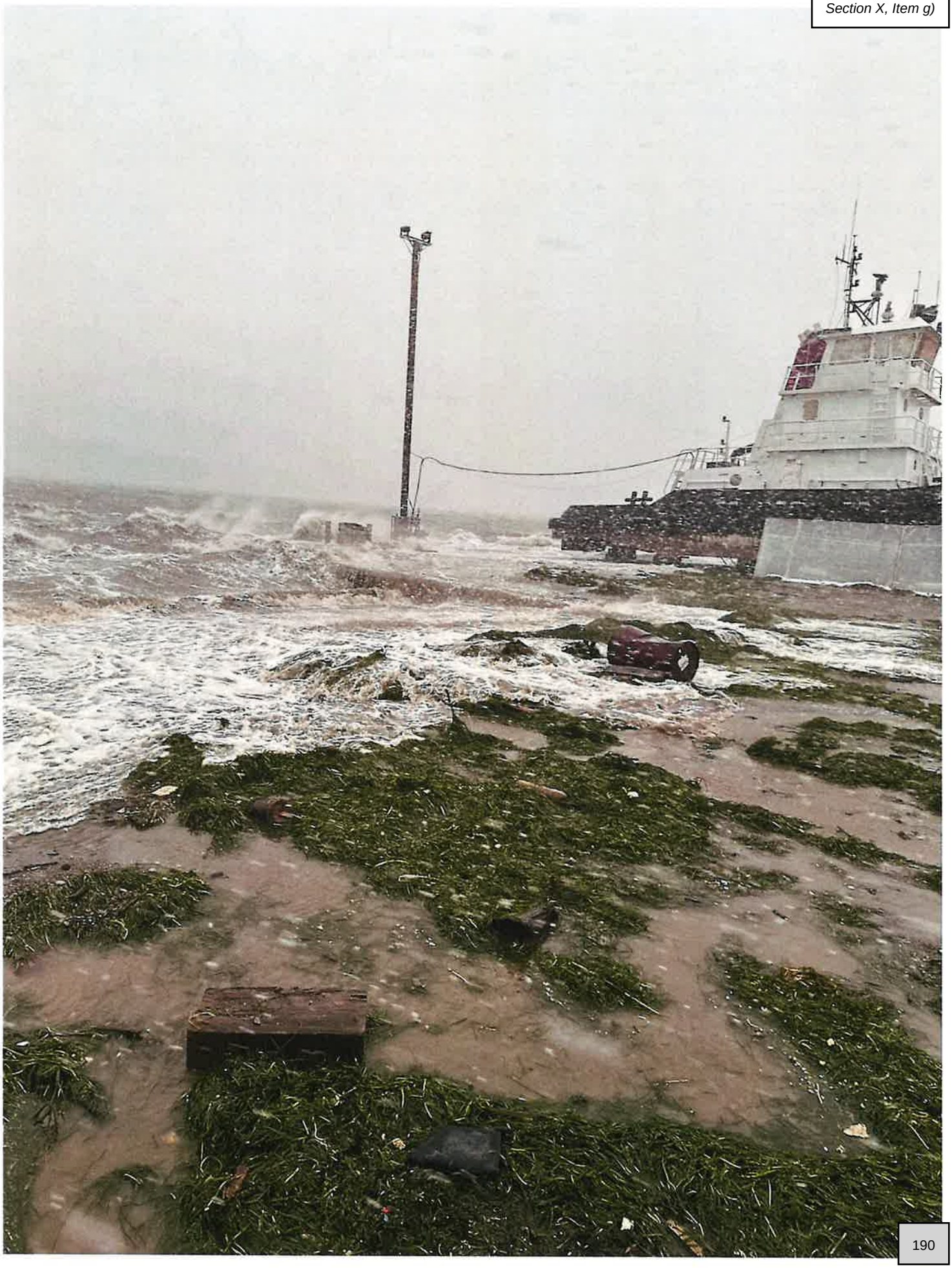
Attachments: additional photos

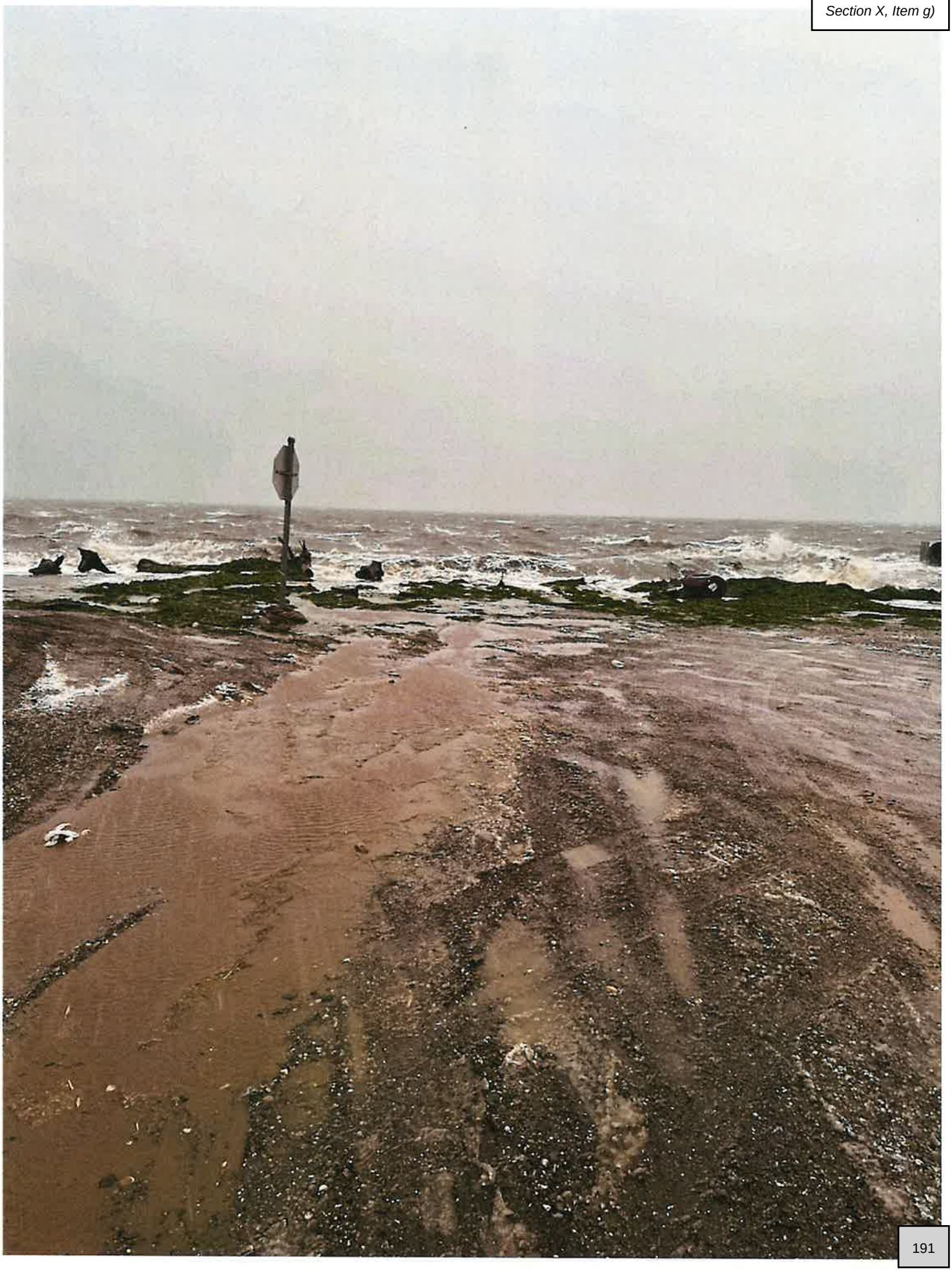
cc: Mayor and City Council Members











SEVERE FLOODING CAUSES MAJOR IMPACTS IN KOTZEBUE

FOR IMMEDIATE RELEASE

Contact: Rachel Belamour, Public Relations, City of Kotzebue (907) 442-3401
customerservice@kotzebue.org

Kotzebue, Alaska (October 23, 2024, 11:59 AM) — The City of Kotzebue and the Northwest Arctic Borough are actively responding to the recent storm that caused significant flooding. Some areas of town saw upwards to 5 feet of water. Many homes were evacuated, and infrastructure was severely impacted by the flood.

A total of 80 individuals were evacuated due to storm impacts. Of these, 60 evacuees have been sheltered at the Kotzebue gymnasium, with an additional 10 housed at the Kotzebue Electric Association and 10 at Maniilaq Health Center housing. All evacuees are receiving food, bedding, and other essential supplies thanks to the combined efforts of local businesses and organizations.

Confirmed infrastructure damage includes:

- One confirmed home occupied by individuals collapsed into Kotzebue Sound.
- The City of Kotzebue boat harbor has been destroyed and is no longer present.
- The north tent city has collapsed.
- Several roads have been washed away, including those near the Crowley Dock and the first and second bridges.
- The Kotzebue airport remains closed as both runways are underwater due to severe flooding. Flights have not been in or out of Kotzebue for 48 hours.

The City of Kotzebue and Northwest Arctic Borough (NWAB) have declared a disaster in response to the storm. Governor Mike Dunleavy has also declared a disaster at the state level. The NWAB has been instrumental in facilitating the displaced evacuees camp, providing shelter and supplies to 60 people.

Local businesses and organizations have stepped up to assist in the response. Little Louie's generously donated 10 pizzas, and NANA along with NWABSD contributed bedding. Evacuees are receiving meals and essential supplies during their stay.

The City of Kotzebue has begun assessing the damage to streets and infrastructure, and several lift stations were placed on manual operation due to overcapacity. Four additional laborers are being hired to assist with the cleanup of streets and public spaces. Meanwhile, the Planning Department is documenting the events and conducting a survey to assess the needs of the evacuees.

The Kotzebue IRA (Tribe) is coordinating all donations and meeting the immediate needs of individuals impacted by the storm. Any donations or inquiries related to support can be directed to Paulette Schuerch at paulette.schuerch@qira.org.

Local Organization Contributions:

- Maniilaq Association: Sheltered 10 individuals, mostly elders, and has expressed a willingness to assist in any capacity.
- NANA Regional Corporation: Provided bedding and maintained their facilities near the shoreline, offering support where needed.
- Kotzebue Electric Association (KEA): Reported no power outages and housed 10 evacuees in their facility.
- Little Louies: Delivered Pizza to evacuated individuals at the High School gym.

The City of Kotzebue, in coordination with several partners, is actively assessing all damages caused by the storm. We are asking all residents to shelter in place and avoid unnecessary travel until further notice. Mayor Derek Haviland Lie emphasized, "We are currently asking residents to shelter in place and travel only when necessary. The safety and well-being of our residents is most important." Please limit movement and stay indoors to ensure everyone's safety as response teams work to address the damage and restore essential services.

Next Steps:

Evacuees will be surveyed to determine their immediate needs and to identify both short-term and long-term requirements for support. Elders and infants will be relocated to the Brice Construction Camp. The Red Cross will arrive in Kotzebue tomorrow to assist with further relief efforts.

The City of Kotzebue, the Northwest Arctic Borough and the Kotzebue IRA are committed to ensuring the safety and well-being of all residents. We extend our gratitude to the many organizations and individuals who have come together to support those affected by the storm.

Contacts for Support and Information:

- **City of Kotzebue Point of Contact:**
  Tessa Baldwin, City Manager – tbaldwin@kotzebue.org
  Rachel Belamour, Public Information Officer – rbelamour@kotzebue.org
- **Survey of Evacuees and Damage Assessment:**
  Sam Camp, Planning Director – satkinson@kotzebue.org
- **Shelter-Related Issues:**
  Chris Hatch – chatch@nwabor.org
- **Donations:**
  Paulette Schuerch – paulette.schuerch@qira.org

CITY OF KOTZEBUE
RESOLUTION NO. 24-71

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KOTZEBUE EXTENDING DOWL ENGINEERING CONTRACT UNTIL JANUARY 15, 2025 AND AUTHORIZING THE CITY MANAGER OR HER DESIGNEE TO ISSUE AN RFP FOR ENGINEERING AND CAPITAL PROJECT MANAGEMENT.

WHEREAS, DOWL's current contract for general engineering and capital project management services needs to be extended through January 15, 2025, to avoid a break in its services to the City;

WHEREAS, the City Council has directed that all professional services contracts be periodically put out for RFP; and,

WHEREAS, an RFP for general engineering and capital project management services should be issued for the three-year period CY2025, CY2026 and CY2027.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Kotzebue extends the current contract with DOWL for general engineering and capital project management services through January 15, 2025 and authorizes the City Manager or her designee, in consultation with the City Attorney, Public Works Director and City Planning Director, to issue an RFP for general engineering and capital project management services for the three-year period CY2025, CY2026 and CY2027.

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PASSED AND APPROVED by a duly constituted quorum of the City Council of the City of Kotzebue, Alaska, this 7th day of November, 2024.

CITY OF KOTZEBUE

_____
Derek Haviland-Lie, Mayor

[SEAL]

ATTEST:

_____
Paeton Schaeffer, City Clerk