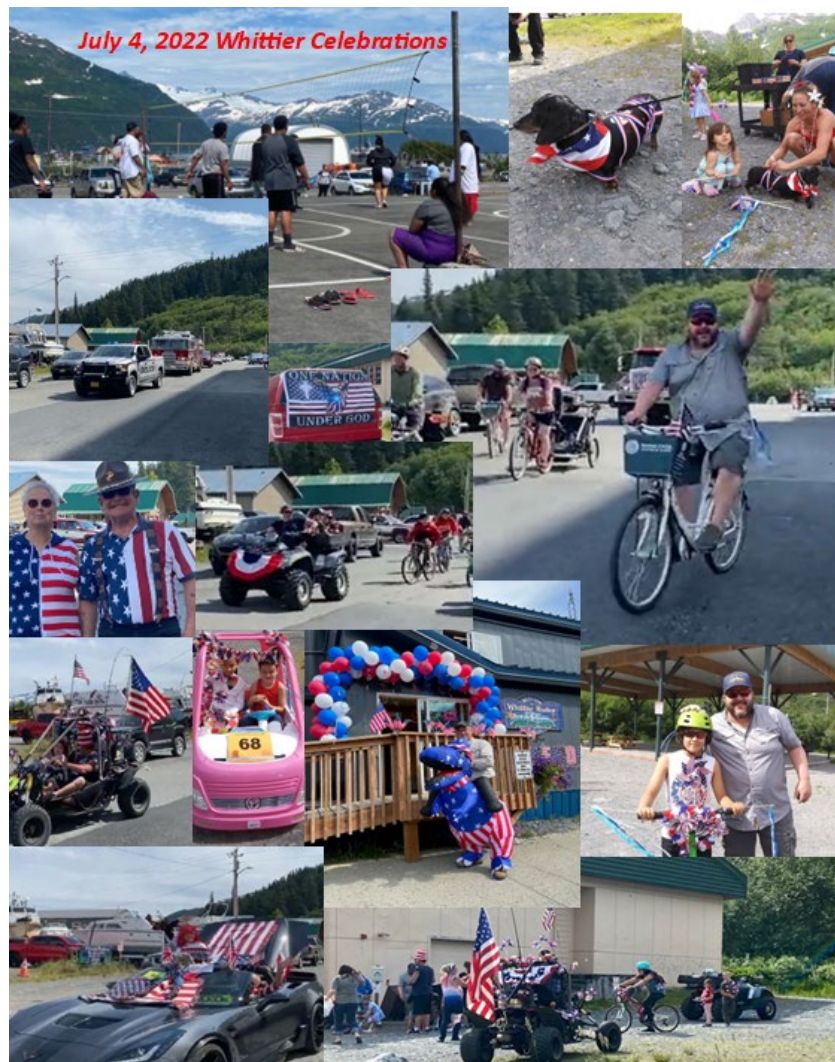


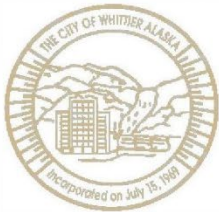


City of Whittier

Regular Council Meeting Packet



July 27, 2022 *(rescheduled from 7/19/2022)*



CITY OF WHITTIER

Gateway to Western Prince William Sound

P.O. Box 608 • Whittier, Alaska 99693 • (907) 472-2327 • Fax (907) 472-2404

July 27, 2022 Rescheduled from July 19, 2022 6:00 p.m.

Council Chambers

Dave Dickason
Mayor
Term Expires 2022

Peter Denmark
Vice Mayor
Term Expires 2023

Victor Shen
Council Member
Term Expires 2024

Tom Wagner
Council Member
Term Expires 2022

Daniel Blair
Council Member
Term Expires 2022

David Pinguoch
Council Member
Term Expires 2023

Cathy McCord
Council Member
Term Expires 2024

James Hunt
City Manager

Jackie C. Wilde
Assistant City
Manager/Acting
City Clerk

Holly Wells
City Attorney

1. CALL TO ORDER

2. OPENING CEREMONY

3. ROLL CALL

4. CITIZEN COMMENTS ON ANY SUBJECT EXCEPT THOSE ITEMS SCHEDULED FOR PUBLIC HEARING *[Those who have signed in will be given the first opportunity to speak. Time is limited to 2 minutes per speaker and 36 minutes total time for this agenda item.]*

5. APPROVAL OF AGENDA AND CONSENT AGENDA *[Approval of Consent Agenda passes all routine items indicated by asterisk (*). Consent Agenda items are not considered separately unless a council member so requests. In the event of such a request, the item is returned to the Regular Agenda]*

6. PRESENTATIONS AND REPORTS

A. Proclamation and Awards

1. *Recognizing Jenessa Lorenz's bravery and heroism*

B. Mayor's Report

C. Vice Mayor's Report

D. Parks and Recreation Committee Report

E. City Manager Report-- *City Manager's includes, among other things, Finance Director report and the*

Water/Wastewater Manager Report.....Pg 3

7. PUBLIC HEARINGS (NON-ORDINANCE)- *[Those who have signed in will be given the first opportunity to speak. Time is limited to 5 minutes per speaker. Anyone wishing to speak a second time may do so only after all other persons have spoken, and then for 1 minute.]*

8. NEW BUSINESS

A. ORDINANCES – None

B. RESOLUTIONS

- * 1. **RESOLUTION 2022-022** - A Resolution of The City Council of the City Of Whittier, Alaska, Adopting The Updated Local Hazard Mitigation Plan..... **Pg 7**
- 2. **RESOLUTION 2022-023** - A Resolution of The City Council Of The City Of Whittier, Alaska, Authorizing The City Manager To Enter Into A Contract With CRW Engineering To Conduct An Engineering Assessment Of Ocean Dock, To Include Structural Analysis, Dock Assessment, Determination Of Load Rating, Engineering And Design To Replace The First Four-Foot Panel, And Determination Of Expected Construction Costs For An Amount Not To Exceed \$19,046 And Appropriating Funds..... **Pg 83**
- 3. **RESOLUTION 2022-024** - A Resolution of The City Council Of The City Of Whittier, Alaska, Authorizing The Purchase Of Eight (8) Benches And Four (4) Bike Racks From Anchorage Custom Powder Coating For An Amount Not To Exceed \$26,185.....**Pg 89**
- 4. **RESOLUTION 2022-025**- A Resolution of The City Council Of The City Of Whittier, Alaska, Declaring The City's Intent To Utilize Up To \$4.5 Million In Existing Harbor Funds, CPV Funds And Revenue Bonds To Construct The Next Phase Of Harbor Improvements Consistent With Master Resolution 36-2016, And Authorizing Submission To The State Of A Municipal Harbor Facility Grant Application For The Whittier Municipal Harbor Improvement Project In An Amount Not To Exceed \$9.0 Million.....**Pg 94**

C. Other New Business Items

- * 1. Approval of the May 24, 2022 Verbatim Regular Rescheduled Meeting Minutes.....**Pg 110**

9. INFORMATIONAL ITEMS AND REPORTS (No Action Required)

- 1. May 2022 Financial Reports for the City of Whittier *Please see City Council packet which contains monthly Financial Statements* **Pg 142**
- 2. Confluence Strategies Interim update July 2022.....**Pg 169**
- 3. Horsetail Falls Trail Closure flyer.....**Pg 180**
- 4. PAS-QuickNotes-Electric Vehicle charging stations.....**Pg 181**
- 5. State Senate for Senate District E Cathy Giessel Community Visit Flyer...**Pg 183**
- 6. Harbor Summer Newsletter.....**Pg 184**

10. COUNCIL COMMENTS

11. CITIZEN COMMENTS *[Those who have signed in will be given the first opportunity to speak. Time is limited to 5 minutes per speaker]*

12. COUNCIL AND ADMINISTRATION RESPONSE TO CITIZEN COMMENTS

13. ADJOURNMENT

To: Whittier City Council
From: City Manager Jim Hunt
Re: City Manager Report for July 2022 Council Meeting

Introduction

The purpose of this report is to provide the Whittier City Council, and the public, a brief summary of the City of Whittier ("City") projects that the City Administration worked on and advanced during June and July 2022, and to provide City Council and the public a brief introduction to the projects the City anticipates tackling in the near future.

Summary of Projects

- The following is a summary of the projects to which I, and City Staff, dedicated significant portions of time this month:
- We are awaiting and preparing for Notice of Funding Opportunities from the Federal Government
- We have continued stakeholder meetings regarding the Head of Bay Economic Development Project.
- Attended AML Zooms covering the Federal funding opportunities, reporting requirements.
- Huna-Totem, the AKDOT, and ARRC continue working on RR track/road design-concept at Head of Bay.
- Attended AML seminars/continuing ed
- Met with Senator Murkoski's Alaska representative to prepare for her visit that occurred July 1.
- Hosted Senator Murkoski's meet and greet. Provided tour of City, current projects, needs, and Congressional Directed Funding opportunities for Whittier
- Mr. Jason Stancil, U.S.F.S., represented Chugack National Forest during Senator Murkowski's visit

Council lobbying and legal reform Priorities

I, along with the staff, worked diligently on several projects identified by City Council as priorities, including:

- We continue D.C. followup activities
- Our Federal and State lobbyists are working well together on common causes
- Our State lobbyist is regularly in contact with us as 2023-2024 legislative moves begin now on our end.
- We continue to work with our firm and Senator Murkowski's office regarding the Tank Farm deed
- Continued communication and meetings with our legal firm

Additional Projects

The following is a brief itemization of other projects completed this month:

- Work continues with our collaboration with USFS on regarding conveyance of lands discussion near Portage Pass Trailhead and opportunities.
- Alaskan Command and JBER representatives are collaborating with us for our training exercise late summer
- Our Local Hazard Mitigation Plan was submitted to FEMA
- Assistant City Manager Wilde is now Acting City Clerk as our former Clerk has resigned

- We continue CRW meetings to explore and exploit grant funding opportunities
- Attended World Trade Center lunch/seminar with AKDEC Commissioner as speaker
- Attended Resource Development Annual Meeting. Senator Murkowski and Gov. Dunleavy presented.

Assistant City Manager Monthly report

- Attended the AEA EV Information Session learning more about EVs, the National Electric Vehicle Infrastructure funding available for Alaska, and how you can get involved and provide comments, as we draft Alaska's EV Infrastructure Deployment Plan.
- Continued work with Municode
- Continued work on Code updates and possible revisions
- Attended the virtual APA learning conference How Community Heart & Soul Enhances Your Comprehensive Plan
- We Hired 2 youth and one program supervisor for ALPAR. If you see them out and about helping with the beautification of Whittier, make sure you honk or wave.
- City Clerk's last day was July 1st. Job is posted with Alaska Clerks association, City webpage, and State of Alaska
- Worked with the Chamber of Commerce and the citizens for July 4th celebrations. Way to go WHITTIER what a great community togetherness event!!



- Working with State Senate District E candidate Cathy Giessel for a community meet and greet August 4th at 1:30 pm at the Public Safety Building.

HARBOR

Administrative

- Second part of preferential and annual moorage collections 80% complete with the deadline 15 July.
- Ongoing efforts to update harbor and city forms online fillable.
- Kylo's last day was 10 July.
- Updating harbor position descriptions, expect to advertise two full-time positions.
- We continue to see reduced use at the launch ramp over the past month.

Operations

- Portable restrooms are in place and operating well with good feedback from local users.



- Cameras and Wi-Fi are 90% complete, awaiting ACS internet access to be connected.
- City Dock crane project is ongoing.
- Fish net pen decommissioned. Special thanks to Captain Trey and Captain Chanda with Seatow for assisting with the towing.

FINANCE DIRECTOR REPORT

FINANCE MONTHLY REPORT

July Finance Monthly Report – with May PRELIMINARY financials

This report reflects an abbreviated look at finance-related activities through the end of June 2022, plus preliminary 2022 financial results through May 31, 2022. The financial results include all 2022 Budgeted interfund transfers and will be updated in August to include all supplemental 2022 appropriations.

2021 Annual Audit

The annual audited financial statements for the City for 2021 were presented to the public in a work session on June 21, followed by a presentation during the regularly scheduled City Council Meeting. The audit expressed a clean opinion on the City's financials and system of internal controls.

ALPAR – The City has begun a new partnership with the Prince William Sound Stewardship Foundation through a program sponsored by the Alaskans for Litter Patrol and Recycling, a non-profit organization with a mission of supporting litter prevention and recycling. Three youth have been performing litter patrol work to keep Whittier clean and pristine. If you see the youth cleaning up the community, please encourage and thank them.

Harbor Portable Restrooms

The two harbor portable restroom facilities have been installed in the Harbor at the top of the ramp and in the Harbor Triangle. The City purchased a new 8-Station Platinum Restroom trailer and a used 10 Station Grand Mariner which are directly tied in to the City's sewer system. Electricity has been installed and the trailers have been plumbed and were operational in time for the Fourth of July festivities. The two new portable restrooms add a total of 18 additional restroom stalls/urinals in the harbor area.

Earthquake Insurance

The City continues to work to obtain all eligible earthquake coverage from our insurance provider, APEI. We are not satisfied with the insurance company's coverage offer and as the City is obliged to obtain all available insurance coverage for earthquake damages from our insurance carrier prior to seeking reimbursement from the State, we are involving the State to understand the significant efforts made by the City to obtain what we believe to be insurance coverage due to the City.

Projects - Buckner Building DEC Grant

The City was not awarded the DEC DBAC grant in the recent grant cycle but in working with our partners, we have obtained feedback on the areas of our application that could be strengthened in the future to assist in qualifying for funding. Staff has other grant applications in the pipeline and continues to work with Cardno to identify potential funding opportunities for demolition and repurposing of the Buckner Building site.

Projects - Harbor Float Replacement

Staff submitted a \$1.5 million grant application through the Denali Commission to assist with the Harbor Phase III Float Replacement Project. We are requesting a special Council meeting in July to consider authorization for a combination of bond funding/local funding to submit an application in early August, for the State Municipal Harbor Matching Grant Program. The City will need to provide up to \$4.5 million in matching funds for a project that could cost up to \$9 million for the replacement of the remaining floats in the harbor, plus replacement of the pilings throughout the harbor, plus a harbor equipment storage building on the floats, and haul-off of all current and prior float debris.

2022 Budget Status

The City has received pandemic revenue replacement funding in the amount of \$447,990.04 which is recorded in the General Fund and was unbudgeted. National Forest Receipts came in at \$28,292 versus the budget of \$21,000. The budgeted interfund transfers have been recorded, including the General Fund transfer of \$25,000 to the Public Works Equipment Fund and \$60,000 to the General Fund Major Repair and Replacement Fund. Commercial Passenger Vessel Tax Proceeds for 2022 came in at \$958,385 which was higher than the \$500,000 conservative budget estimate. We expect to utilize these funds to assist in construction of the replacement floats in Phase III of the Harbor Replacement Project. The Water/Wastewater Fund has transferred \$20,000 from their operating fund to their Major Repair and Replacement Fund in order to build up funding for replacement of existing water and wastewater infrastructure and capital assets, in accordance with the 2022 Budget.

**CITY OF WHITTIER, ALASKA
RESOLUTION 2022-022**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER,
ALASKA, ADOPTING THE UPDATED LOCAL HAZARD MITIGATION PLAN**

WHEREAS, the City of Whittier recognizes the threat that local natural hazards pose to people and property; and

WHEREAS, over past few months, the City has worked with a consultant to assess risks posed by natural disasters and develop strategies to protect life and property in the community from future hazard events.

WHEREAS, Hazards addressed in the plan include climate change, dam failure, earthquake, hazardous materials, severe weather, and tsunami; and

WHEREAS, undertaking hazard mitigation projects before disasters occur will reduce the potential for harm to people and property and save taxpayer dollars; and

WHEREAS, an adopted Local Hazard Mitigation Plan is required as a condition of future grant funding for mitigation projects; and

WHEREAS, the updated Whittier Local Hazards Mitigation Plan has been sent to the Alaska Division of Homeland Security and Emergency Management and the Federal Emergency Management Agency and it has received their approval; and

WHEREAS, the City of Whittier will provide this resolution to the Alaska Division of Homeland Security and Emergency Management and the Federal Emergency Management Agency officials.

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

Section 1. The City Council approves the Whittier All-Hazard Mitigation Plan as attached.

Section 2. This resolution shall take effect immediately upon adoption.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 27th day of July, 2022.

Dave Dickason, Mayor

AYES:

NAYS:

ABSENT:

ABSTAIN:

ATTEST:

Jackie C. Wilde

Assistant City Manager/Acting City Clerk

Council Agenda Statement



Meeting Date: July 19, 2022

To: City Council

Through: Jim Hunt, City Manager

Agenda Item: RESOLUTION 2022-022 - Adopting the Updated Local Hazard Mitigation Plan

BACKGROUND JUSTIFICATION & INTENT:

Administration has been working with a consultant to assess risks posed by natural disasters and develop strategies to protect life and property in the community from future hazard events. Hazards addressed in the plan include climate change, dam failure, earthquake, hazardous materials, severe weather, and tsunamis. The City of Whittier has updated our Local Hazard Mitigation Plan (LHMP). LHMPs are pre-disaster plans that are focused on reducing the impacts of disasters before they occur. In addition, governments that prepare LHMPs are eligible for certain types of FEMA funding. The plan addresses emergencies and mitigation measures for earthquakes, floods, wildfires, tsunamis and severe weather events, avalanches, erosion, and technological and human caused hazards - hazards that pose high risk to the community. The City of Whittier's LHMP is intended to reduce community and individual vulnerability to, as well as the economic and emotional costs of, hazards before they occur.

<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	2020 Comprehensive Plan (<i>document source here</i>): Chapter 10	X		
2.	Whittier Code: Title 8	X		
3.	Other (<i>list</i>):			x

FISCAL NOTE: This policy has no fiscal impact on the City of Whittier

ATTORNEY REVIEW: Yes____ No X

RECOMMENDATION: Approve Resolution 2022-022 adopting the Updated Local Hazard Mitigation Plan

City of Whittier

Local Hazard Mitigation Plan



CITY OF WHITTIER
2022 LOCAL HAZARD MITIGATION PLAN

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APPENDICES

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AECOM	AECOM Technical Services, Inc.
BRIC	Building Resilient Infrastructure and Communities
CFR	Code of Federal Regulations
DMA 2000	Disaster Mitigation Act of 2000
EHS	Extremely Hazardous Substance
FEMA	Federal Emergency Management Agency
GIS	Geographic Information System
HMA	Hazard Mitigation Assistance
HMGP	Hazard Mitigation Grant Program
LHMP	Local Hazard Mitigation Plan
mph	miles per hour
NFIP	National Flood Insurance Program
NIPP	National Infrastructure Protection Plan
PGA	peak ground acceleration
SNAP	Scenarios Network for Alaska + Arctic Planning
U.S.	United States
USGS	United States Geological Survey

1.0 INTRODUCTION

1.1 COMMUNITY OVERVIEW

The city of Whittier is at the head of the Passage Canal in Prince William Sound (Figure 1). The city is in the Chugach Census Area and comprises 19.7 square miles, with 12.5 square miles of land and 7.2 square miles of water. It is on the west side of Prince William Sound, 60 miles southeast of Anchorage. In 1969, the city was incorporated. Whittier's government includes a mayor and six council members.

Passage Canal was once the quickest route from Prince William Sound to Cook Inlet. A port and a railroad terminus were constructed by the United States (U.S.) Army for transporting fuel and other supplies into Alaska during World War II. The railroad spur and two tunnels were completed in 1943, and the Whittier Port became the entrance for troops and dependents of the Alaska Command. The port remained an active army facility until 1960, when the population was 1,200. According to the 2020 U.S. Census, the population of Whittier is currently 272, down from 220 in 2010.

The Anton Anderson Memorial Tunnel is a tunnel through Maynard Mountain that links the Seward Highway with Whittier and is the only land access to the town. The tunnel originated as a rail-only tunnel excavated in 1941-1942 and was upgraded to bimodal use by the Kiewit Construction Company between September 1998 and mid-summer 2000.

1.2 HAZARD MITIGATION PLANNING

As defined in Title 44 of the Code of Federal Regulations (CFR), Subpart M, Section 206.401, hazard mitigation is "any action taken to reduce or eliminate the long-term risk to human life and property from natural hazards." As such, hazard mitigation is any work to minimize the impacts of any type of hazard event before it occurs. Hazard mitigation aims to reduce losses from future disasters. It is a process that identifies and profiles hazards, analyzes the people and facilities at risk, and develops mitigation actions to reduce or eliminate hazard risk. The implementation of the mitigation actions—which include short- and long-term strategies that may involve planning, policy changes, programs, projects, and other activities—is the end result of this process.

Over the past two decades, local hazard mitigation planning has been driven by a federal law, known as the Disaster Mitigation Act of 2000 (DMA 2000). On October 30, 2000, Congress passed the DMA 2000 (Public Law 106-390), which amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Title 42 of the U.S. Code Section 5121 et seq.) by repealing the act's previous mitigation planning section (409) and replacing it with a new mitigation planning section (322). This new section emphasized the need for state, tribal, and local entities to closely coordinate mitigation planning and implementation efforts. This new section also provided the legal basis for the Federal Emergency Management Agency's (FEMA's) mitigation plan requirements for the Hazard Mitigation Assistance (HMA) grant programs.

1.3 2022 LOCAL HAZARD MITIGATION PLAN SYNOPSIS

To meet the requirements of the DMA 2000, the City of Whittier is updating its 2013 Local Hazard Mitigation Plan (LHMP). The goal of this planning process is to assess risks posed by hazards and to develop prioritized action plans to reduce risks in Whittier. The 2022 LHMP is organized to follow FEMA's Local Mitigation Plan Review Tool (Appendix B), which demonstrates how hazard mitigation plans meet the DMA 2000 regulations. As such, specific planning elements of this review tool are in their appropriate plan sections.

The 2022 LHMP structure has been updated to include the following sections:

- **Section 1 Introduction**, which provides an overview of the city of Whittier and information on hazard mitigation planning.
- **Section 2 Planning Process**, which provides an overview of the planning process, starting with a timeline. It identifies planning team members and describes their involvement with the planning process. Stakeholder outreach, public involvement, and continued public involvement are also detailed in this section. It provides an overview of the existing plans and reports, details how those documents were incorporated into the 2022 LHMP, and provides a plan update method and schedule. Supporting planning process documentation is provided in Appendix C.
- **Section 3 Hazard Identification**, which provides a description of each of the six of hazards addressed in this plan. Hazard figures are provided in Appendix A.
- **Section 4 Risk Assessment**, which provides hazard impact tables or descriptions for land area, population centers, and critical facilities. An overall summary of vulnerability for each hazard is also provided.
- **Section 5 Mitigation Strategy**, which provides a description of Whittier’s mitigation goals; potential mitigation actions and projects; and prioritization process. A capability assessment, prioritized action plan, and the process to integrate the 2022 LHMP into other planning mechanisms are also addressed.
- **Section 6 Plan Review**, which provides an overview of development changes that have occurred since the 2013 plan, the progress in local mitigation efforts, and changes in priorities for mitigation actions.
- **Section 7 Plan Adoption**, which provides information about the formal adoption.
- **Section 8 Appendices**, which include Appendix A (Figures), Appendix B (FEMA Documentation), and Appendix C (Planning Process).

2.0 PLANNING PROCESS

This section addresses Element A of the Local Mitigation Plan Regulation Checklist.

Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans	
Element A: Planning Process	
A1. Does the Plan document the planning process, including how it was prepared and who was involved in the process for each jurisdiction? (Requirement §201.6(c)(1))	
A2. Does the Plan document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development as well as other interests to be involved in the planning process? (Requirement §201.6(b)(2))	
A3. Does the Plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))	
A4. Does the Plan describe the review and incorporation of existing plans, studies, reports, and technical information? (Requirement §201.6(b)(3))	
A5. Is there discussion of how the community(ies) will continue public participation in the plan maintenance process? (Requirement §201.6(c)(4)(iii))	
A6. Is there a description of the method and schedule for keeping the plan current (monitoring, evaluating and updating the mitigation plan within a 5-year cycle)? (Requirement §201.6(c)(4)(i))	

2.1 OVERVIEW OF THE 2021 LHMP PLANNING PROCESS

The development of the 2022 LHMP was collaborative effort between the City of Whittier, AECOM Technical Services, Inc. (AECOM), and a planning team. The planning process officially kicked off in January 2022 and ended in June 2022. A timeline of the major planning tasks and milestones by month, including the times the planning team met, is provided in Table 2-1. A list of the planning team members and how they contributed to the development of the plan is provided in Table 2-2.

Table 2-1: LHMP Timeline

Date	Tasks	People Involved
January 2022	First planning team meeting; LHMP kick-off call Initial information collected: hazards to be profiled, critical facility information	LHMP project manager, consultant
January 2022	Initial public outreach and stakeholder involvement Hazard profiles drafted	LHMP project manager, consultant, planning team
February 2022	Hazard figures created, hazard impact assessments drafted	consultant
February 2022	Integration of LHMP into other planning documents determined	LHMP project manager, consultant, planning team
March 2022	Draft mitigation actions developed	consultant
March 2022	Second planning team meeting (hazard maps and draft mitigation actions reviewed)	LHMP project manager, consultant, planning team
March 2022	Prioritization action plan developed	LHMP project manager, consultant, planning team

Table 2-1: LHMP Timeline

Date	Tasks	People Involved
March 2022	Internal Draft LHMP	LHMP project manager, consultant, planning team
April 2022	Public Draft LHMP Follow-up public outreach and stakeholder involvement	LHMP project manager, consultant, public
June 2022	Final Draft LHMP	LHMP project manager, consultant, Alaska Division of Homeland Security and Emergency Management, FEMA Region X
[month, year]	Adoption of Final LHMP	LHMP project manager, City Council

Table 2-2: Planning Team

Name	Department/Agency and Title	Contribution
Jim Hunt	City Manager, City of Whittier, LHMP Project Manager	Served as the LHMP project manager. Led planning team meetings; reviewed and commented on hazard figures, risk assessment tables, mitigation strategies, and the Internal Draft LHMP.
Dave Borg	Harbor Master, City of Whittier	Participated in planning team meetings and/or reviewed planning team documents; reviewed and commented on hazard figures, mitigation strategies, and the Internal Draft LHMP.
Jackie C. Wilde	Assistant City Manager, City of Whittier	Participated in planning team meetings and/or reviewed planning team documents; reviewed and commented on hazard figures, mitigation strategies, and the Internal Draft LHMP.
Scott Korbe	Director of Public Works, City of Whittier	Participated in planning team meetings and/or reviewed planning team documents; reviewed and commented on hazard figures, mitigation strategies, and the Internal Draft LHMP.
Andre Achee	Director of Public Safety, City of Whittier	Participated in planning team meetings and/or reviewed planning team documents; reviewed and commented on hazard figures, mitigation strategies, and the Internal Draft LHMP.
Jessica Evans	Planner, AECOM	Served as the contractor LHMP project manager. Led planning team meetings; developed hazard figures, risk assessment tables, mitigation strategies, and the Internal Draft LHMP.

2.2 OPPORTUNITIES FOR STAKEHOLDERS

On January 31, 2022, the LHMP project manager reached out to stakeholders via email (Appendix C) about the 2022 LHMP and invited them to participate in the planning process. Stakeholders included Alaska Department of Natural Resources, Alaska Department of Transportation and Public Facilities, Alaska Railroad Corporation, Alaska Marine Lines, Begich Towers, Inc., Chugach Alaska Corporation, Chugach Electric, Cliffside Marina, Copper River Seafood, Dojer Services, Alaska Marine Highway, ENSTAR,

Girdwood Parks and Recreation, Whittier Manor, Municipality of Anchorage, Prince William Sound Aquaculture Corporation, Prince William Sound Economic Development District, Chugach National Forest, Whittier Parking and Camping, and Whittier Seafood. A response was received from the Lands Director at Chugach Alaska Corporation stating they would like to be added to the distribution list when the draft plan was released.

The LHMP project manager reached out to the stakeholders again via email on April 18, 2022, inviting them to review and provide comments about the Public Draft LHMP (Appendix C). No stakeholder comments were received on the draft plan.

2.3 PUBLIC INVOLVEMENT

On January 24, 2022, the City of Whittier posted information about the 2022 LHMP kickoff on the City's Facebook page. The Prince William Sound Economic Development District also added information about the 2022 LHMP kickoff to their newsletter.

Also, on April 18, 2022, the City posted information about the Public Draft LHMP and comment period on their Facebook page. No public comments were received on the draft plan. Screenshots of the City's social media outreach are provided in Appendix C.

2.4 REVIEW AND INCORPORATION OF EXISTING PLANS AND REPORTS

A list of the major relevant plans and reports reviewed and incorporated into the 2022 LHMP is provided in Table 2-3.

Table 2-3: Existing Plans and Reports

Plans and Reports	Information to be Incorporated into the 2022 LHMP
City of Whittier 2020, Whittier Comprehensive Plan	Reviewed for consistency.
Alaska State Hazard Mitigation Plan, 2018	Information on statewide trends and the nature for all hazards are incorporated into the hazard profile and risk assessment sections.
Whittier Creek Levee Stabilization Total Project Snapshot Report	Historical information on the levee was incorporated into the hazard profiles.
Dai et al. 2020, Detection and Assessment of a Large and Potentially Tsunamigenic Periglacial Landslide in Barry Arm, Alaska	Information on tsunami risk in Whittier was incorporated into the risk analysis and hazard profiles.
U.S. Geological Survey (USGS) 2021, Preliminary Assessment of the Wave Generating Potential from Landslides at Barry Arm, Prince William Sound, Alaska	Information on tsunami risk in Whittier was incorporated into the risk analysis and hazard profiles.
Alaska Division of Geological and Geophysical Surveys 2011, Tsunami inundation maps of Whittier and Western Passage Canal, Alaska	Information on tsunami risk in Whittier was incorporated into the risk analysis and hazard profiles.

2.5 CONTINUED PUBLIC PARTICIPATION

A copy of the 2022 LHMP will remain available at the City office and the offices and online at the State of Alaska Division of Community and Regional Affairs online community planning library. The LHMP project manager will use the City of Whittier's Facebook site to notify the public of and seek input on any

changes or updates to the 2022 LHMP, including prioritized action plan and the 2027 LHMP kickoff. The public can reach out to the city manager with comments or questions at citymanager@whittieralaska.gov.

2.6 PLAN UPDATE METHOD AND SCHEDULE

The 2022 LHMP will be monitored and evaluated by a subset of the planning team, specifically the LHMP project manager. Should the project manager no longer be involved with the 2022 LHMP, the project manager and/or the current city manager will select a new LHMP project manager to oversee the annual reviews and plan update.

The LHMP project manager will receive input from specific planning team members as needed. The LHMP project manager will complete the Annual Review Tracker every January and after any major disaster to ensure that the 2022 LHMP is relevant and effective in achieving the plan's goals. Annual review will be tracked in a table in this document (Table 2-4). FEMA-funded mitigation projects will continue to be tracked and reviewed using FEMA Mitigation Progress Report forms, and progress summaries will be included in the Annual Review Tracker (Table 2-4) at the beginning of each year.

Four years after the 2022 LHMP's adoption:

- The LHMP project manager will complete the Annual Review Tracker.
- The LHMP project manager will reconvene the planning team and update membership, if necessary.
- The planning team will review Table 2-4, which provides annual summaries of the disasters that have occurred; new permanent information that becomes available; implementation measures; and public outreach and response to determine the hazards to be included in the next LHMP.
- The LHMP project manager will develop a new work plan.
- The LHMP project manager—with support from the planning team—will begin the plan update process, which is expected to take up to 6 months.

Table 2-4: Annual Review Tracker

Year	Disasters that Occurred	Mitigation Actions Implemented	New Relevant Studies/Reports to Include in 2027 LHMP	Public Outreach Conducted	Changes Made to 2022 LHMP
2023					
2024					
2025					
2026					

3.0 HAZARD IDENTIFICATION AND RISK ASSESSMENT

This section addresses Element B of the Local Mitigation Plan Regulation Checklist.

Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans	
Element B: Hazard Identification and Risk Assessment	
B1. Does the Plan include a description of the type, location, and extent of all natural hazards that can affect each jurisdiction(s)? (Requirement § 201.6(c)(2)(ii))	
B2. Does the Plan include information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction? (Requirement § 201.6(c)(2)(i))	

Hazard identification consists of describing the nature of the hazard, disaster history, location, extent/severity, and probability of future events. Hazard identification profiles have been developed for each of the six hazards addressed in Section 3.1 through Section 3.6: climate change, dam failure, earthquake, hazardous materials, severe weather, and tsunamis. The hazards profiled for this LHMP are discussed in alphabetical order and not hazard classification. The order does not signify level of risk.

3.1 CLIMATE CHANGE

Table 3-1: Climate Change

Profile	Description
Nature	<p>Climate is defined as the average statistics of weather, which includes temperature, precipitation, and seasonal patterns in a particular region. Climate change refers to the long-term and irrevocable shift in these weather-related patterns. The Fourth National Climate Assessment Report (2018) states that Earth's climate is now changing at a faster rate than at any time in the history of modern civilization, primarily due to human activities. The disruption in the climate is already impacting the way people live, the food they grow, their health, the wildlife, the availability of water, and much more.</p> <p>The impacts of global climate change are being felt today, from sea level rise and storm surge in coastal areas, increased riverine flooding and stormwater inundation; more frequent and prolonged higher temperatures (leading to heat events, wildfires, and permafrost thaw); and more severe and frequent extreme weather events.</p> <p>Changing climate conditions are more pronounced in the polar regions. Alaska is often identified as being at the forefront of climate change because it is warming faster than any other state and faces multiple issues associated with a changing climate. These climate change impacts include:</p> <ul style="list-style-type: none"> • Retreat of sea ice, which will disrupt marine ecosystems and other animals (such as polar bears and walrus); impact local communities where sea ice is important for subsistence or tourism; and contribute to increased storm surge, coastal flooding, and erosion • Increase of ocean temperature impacting marine ecosystems and Alaska's fisheries • Flooding and erosion of coastal and river areas related to changes in sea ice and increase in storm intensity • Increase in ocean acidification, which will impact marine organisms and thereby disrupting the marine food web • Increase in the size and frequency of wildfires and droughts • Thawing permafrost, melting glaciers, and the associated effects on the state's infrastructure and hydrology • Increase of health threats, such as injuries; smoke inhalation; damage to vital infrastructure; decrease of food and water security; and new infectious diseases

Table 3-1: Climate Change

Profile	Description
Location	The entire area of the city of Whittier is susceptible to climate change. Potential sea level rise, along with increased intensity of storm surge and coastal erosion, could threaten the shoreline.
History	<p>Whittier is in the gulf coast maritime climate zone, which is characterized by a rainy atmosphere; with long, cold winters; and mild summers. The average temperature of Whittier is 36.35 degrees Fahrenheit (°F), which is higher than the state average of 32°F. Whittier also has an above average precipitation of 141.44 inches, compared to the state average of 64.46 inches.</p> <p>According to the 2018 National Climate Assessment, the rate at which Alaska's temperature has been warming is twice as fast as the global average since the middle of the twentieth century. Statewide annual average temperatures from 1925 to the late 1970s were variable with no clear pattern of change. However, over the past 40 years (from late 1970s), statewide annual average temperatures began to increase with an average rate of 0.7°F per decade. The temperature increase was especially strong in the Arctic due to the polar amplification of global warming. In Whittier, the Alaska Climate Research Center has observed a change of annual average temperature from 37.59°F in 1955 to 41.28°F in 2010 (9.8% increase). During this period, the Alaska Climate Research Center also observed an increase of annual precipitation from 173.8 inches to 193.06 inches (11.1% increase).</p> <p>While historical precipitation and temperature changes in Alaska have been well documented over the past several decades, historical information on sea level rise is less known due to lack of tide gauges with extended records. Researchers believe that prior to 1990, sea level rise on a global scale was only 0.04 inches per year; however, for the 1993-2012 reporting period, sea level rise has been 0.12 inches per year.</p>
Extent / Severity	<p>The University of Alaska Fairbanks Scenarios Network for Alaska + Arctic Planning (SNAP) models climate data for mid-range global emissions. SNAP temperature models show that Whittier will experience a temperature increase of 5.4°F by the end of the century. Likewise, precipitation models show that for the same reporting period Whittier will experience an average rainfall increase of 26.1 inches. (Table 3-2)</p> <p>Sea level rise is not modeled for the city of Whittier, but any rise in sea level or storm surge intensity would threaten all land near the shoreline.</p>
Recurrence Probability	<p>Climate change is a significant and lasting change in the statistical distribution of weather patterns over periods, ranging from decades to millions of years. It may be a change in average weather conditions or in the distribution of weather around the average conditions (i.e., more or fewer extreme weather events).</p> <p>According to the National Aeronautics and Space Administration, "the current warming trend is of particular significance because most of it is extremely likely (i.e., greater than 95% probability) to be the result of human activity since the mid-twentieth century and proceeding at a rate that is unprecedented over decades to millennia." The National Aeronautics and Space Administration also states that "scientists have high confidence that global temperatures will continue to rise for decades to come, largely due to greenhouse gases produced by human activities."</p>

Table 3-2: Mean Annual Temperature and Precipitation Predictions

	2010-2019	2050-2059	2090-2099
Mean Annual Temperature	41.2°F	44.1°F	46.6°F
Mean Annual Precipitation	226.3 inches	236.0 inches	252.4 inches

3.2 DAM FAILURE

Table 3-3: Dam Failure

Profile	Description
Nature	Dam failure (also known as a dam breach) is the structural collapse of a dam that releases the water stored in the reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity used in construction, or structural damage caused by an earthquake or flood. When a dam fails, a large quantity of water is suddenly released with a great potential to cause human casualties, economic loss, and environmental damage. This type of disaster is especially dangerous because it can occur suddenly, providing little warning and evacuation time for the people living downstream. The flows resulting from dam failure are generally much larger than the capacity of the downstream channels and therefore lead to extensive flooding. Flood damage occurs as a result of the momentum of the flood caused by the sediment-laden water flooding over the channel banks and impact debris carried by the flow.
Location	In Whittier, there is one levee along Whittier Creek, just south of a campground (Whittier Parking and Campground). Whittier Creek flows downslope (north) on the edge of town and outlets into Passage Canal to the west of the Whittier Inn.
History	<p>The Whittier Creek levee was built in the 1940s to divert the flow of Whittier Creek (a dynamic glacial stream) away from the city of Whittier. The levee helped to curb the wandering nature of the creek but did not contain it completely.</p> <p>In 1994-1995, the creek overflowed and damaged the Alaska Railroad bridge on the only road out of town. High water events in 2009 caused erosion along the levee and larger floods were able to overtop the aging levee, creating significant life and property safety concerns. At that time, the city was granted funds for bank stabilization.</p>
Extent / Severity	The Whittier Creek levee is not listed in the national database of dams managed by FEMA and therefore is not assigned a severity category. However, a channel assessment conducted in 2007 notes that the wandering nature of the creek, bank erosion, decreasing stabilization, and sediment deposition increase the risk of the levee overtopping. The creek carries high sediment loads and can transport large boulders during floods, which exacerbate streambank erosion and sediment deposition, and make it difficult to implement mitigation actions.
Recurrence Probability	<p>Dams and levees fail for a variety of reasons, including sub-standard construction materials/techniques, spillway design error, geological instability, poor maintenance, intense rainfall, and earthquakes; therefore, recurrence probabilities are unknown.</p> <p>In recent years, there has been growing concern around extreme precipitation and flooding events pushing the aging levee beyond what it was designed to handle. Water flowing over the top of a dam or levee is considered among the worst possible failures because it puts pressure on the structure and increases the odds of a complete collapse. Even if kept in good condition, extreme weather events can cause a dam or levee to breach.</p> <p>One way to measure extreme precipitation events that may cause the failure of the Whittier Creek levee is to analyze high precipitation events and high snow runoff return intervals. Whittier has relatively high annual precipitation, which is predicted to increase by the end of the century. A high precipitation event or high snowfall runoff could occur within the next 5 to 10 years.</p>

3.3 EARTHQUAKE

Table 3-4: Earthquake

Profile	Description
Nature	<p>An earthquake is a sudden motion or trembling caused by a release of strain accumulated within or along the edge of Earth's tectonic plates. The effects of an earthquake can be felt far beyond the site of its occurrence. Earthquakes usually occur without warning and can cause massive damage and extensive casualties in a few seconds. Common effects of earthquakes are ground motion and shaking; surface fault ruptures; and ground failure. Ground motion is the vibration or shaking of the ground during an earthquake. When a fault ruptures, seismic waves radiate, causing the ground to vibrate. The severity of the vibration increases with the amount of energy released and decreases with distance from the causative fault or epicenter. Soft soils can amplify ground motions.</p> <p>In addition to ground motion, several secondary hazards can occur from earthquakes, such as the following:</p> <ul style="list-style-type: none"> • Surface Faulting: Surface faulting is the differential movement of two sides of a fault at the Earth's surface. Displacement along faults—in terms of both length and width—varies but can be significant (e.g., up to 20 feet), as can the length of the surface rupture (e.g., up to 200 miles). Surface faulting can cause severe damage to linear structures including railways, highways, pipelines, tunnels, and dams. • Liquefaction: Liquefaction occurs when seismic waves pass through saturated granular soil distorting its granular structure and causing some of the empty spaces between granules to collapse. Pore water pressure may also increase sufficiently to cause the soil to behave like a fluid for a brief period and cause deformations. Liquefaction causes lateral spreads (i.e., horizontal movements, typically 10 to 15 feet, but up to 100 feet), flow failures (i.e., massive flows of soil, typically hundreds of feet, but up to 12 miles), and loss of bearing strength (i.e., soil deformations causing structures to settle or tip). Liquefaction can cause severe damage to property. • Landslides/Debris Flows: Landslides/debris flows occur as a result of horizontal seismic inertia forces induced in the slopes by the ground shaking. The most common earthquake-induced landslides include shallow disrupted landslides such as rock falls, rockslides, and soil slides. Debris flows are created when surface soil on steep slopes becomes totally saturated with water. Once the soil liquefies, it loses the ability to hold together and can flow downhill at very high speeds, taking vegetation and/or structures with it. Slide risks increase after an earthquake during a wet winter. <p>The two most common measures of earthquake intensity used in the U.S. are the Modified Mercalli Intensity scale, which measures felt intensity; and peak ground acceleration (PGA), which measures instrumental intensity by quantifying how hard the earth shakes in a given location. Magnitude is measured by the amplitude of the earthquake waves recorded on a seismograph using a logarithmic scale.</p>
Location	<p>Whittier is in a seismically active zone of Alaska as evidenced by the March 27, 1964 earthquake. Other hazards associated with seismic activity are of concern.</p> <p>The nearest fault line to Whittier is the Patton Bay fault on Montague Island, which is a historic fault (one event per 150 years) approximately 65 miles away.</p>

Table 3-4: Earthquake

Profile	Description
History	<p>As stated in the 2018 State of Alaska Hazard Mitigation Plan, Alaska is one of the most seismically active regions in the world and is at risk of societal and economic losses due to damaging earthquakes. On average, Alaska has one “great” (i.e., magnitude 8 or higher) earthquake every 13 years, one magnitude 7 to 8 earthquake every year, and six magnitude 6 to 7 earthquakes every year. In addition, earthquakes that occur on tectonic plate boundary faults near the coast can generate tsunamis that impact coastal communities, including Whittier.</p> <p>The effects of the March 27, 1964 Great Alaska Earthquake (magnitude 9.2) in the Whittier area were thoroughly documented after the event. Observations included general damage caused by tectonic subsidence of over 8 feet and tsunami waves. Injuries and property damage included 13 people killed; loss of most of the port facilities; destruction of waterfront buildings, the small boat harbor, the railcar barge slip, and several homes; and uncontrolled fire at the fuel storage facilities.</p> <p>Since 2000, there have been 32 earthquakes magnitude 5.5 or greater that occurred within 300 miles of the city of Whittier. Three of those earthquakes were magnitude 7.0 or greater. Seventeen of the 32 earthquakes occurred since the 2013 LHMP, the most recent in December 2021. Two earthquakes of magnitude 7.0 or greater have occurred since the 2013 LHMP, in January 2016 and November 2018.</p>
Extent / Severity	<p>Whittier was recognized as an “area of particular concern” for earthquake hazards in the 2007 Whittier Coastal Management Plan. There are areas in Whittier with submarine sliding, areas subject to damage from submarine-slide generated waves, and potential damage from wave run-up, all of which resulted from the 1964 earthquake. Because the submarine slopes in Passage Canal were not significantly decreased by the land sliding that occurred during the earthquake, more slides and corresponding destructive waves may be expected in the wake of another earthquake of comparable magnitude.</p> <p>The PGA values in Whittier for a 5% probability of exceedance in 50 years are shown on Figure 2. Based on this model, there are 7,974 acres (100% of land area) in the perceived ‘severe’ shaking zone, with moderate to heavy potential damage.</p>
Recurrence Probability	<p>As shown on Figure 2, the seismic PGA for Whittier has a 5% probability of severe shaking in Whittier in the next 50 years. Based on these data, there is a 5% chance of an earthquake occurring in Whittier that will exceed 51.49 PGA in 50 years.</p>

3.4 HAZARDOUS MATERIALS

Table 3-5: Hazardous Materials

Profile	Description
Nature	<p>Hazardous materials are substances that may have negative effects on health or the environment. Exposure to hazardous materials may cause injury, illness, or death. Effects may be felt over seconds, minutes, or hours (i.e., short-term); or not emerge until days, weeks, or even years after exposure (i.e., long-term). In addition, some substances are harmful after single exposures of short duration, while others require long episodes of exposure or repeated exposure over time to create harm.</p> <p>Hazardous materials that pose the greatest risk for causing catastrophic emergencies (as identified by the Environmental Protection Agency) are classified as Extremely Hazardous Substances (EHSs). Releases of EHSs and other hazardous substances can occur at facilities or during transport. Transportation-related releases are generally more troublesome because they can occur anywhere, including close to human populations, critical facilities, or environmentally sensitive areas. Transportation-related EHS releases can also be more difficult to mitigate due to the great area over which any given incident might occur and the potential distance from response resources.</p> <p>In addition to accidental human-caused hazardous material events, natural phenomena may cause the release of hazardous materials and complicate response activities. Earthquakes pose a particular risk because they can damage or destroy facilities containing hazardous substances. The threat of any hazardous material event may be amplified by restricted access; reduced fire suppression and spill containment capability; and even complete cutoff of response personnel and equipment.</p> <p>Hazardous materials events or releases can also cause a multitude of secondary effects depending on the nature and size of the incident. Fuel spills can create fires; incidents on highways or railroads can halt or impede transportation; and releases of EHSs can trigger evacuation and short- or long-term displacement and social disruption.</p>
Location	<p>Whittier is unique because much of the land area is owned by the Alaska Railroad. From an economic and geographic standpoint, Whittier represents the Alaska Railroad's only viable freight interchange point for its barge service connecting Alaska with the lower 48 states and Canada. Whittier is a year-round, ice-free, deep-water port. It is only 50 miles from Anchorage and with track grades for trains and engines. For these reasons, all Alaska Railroad railcars, locomotives, and rail-borne freight must enter and depart via Whittier. Approximately one-third of all goods, freight, and fuel in Alaska come through Whittier.</p> <p>The railroad tracks are a prominent feature in the community of Whittier dividing the water side from the mountain side of town. Any goods transported via rail travel through the entire community. In addition, vehicle travel through the tunnel is stopped when trains are using it.</p>
History	<p>The Pipeline and Hazardous Materials Safety Administration's Office of Hazardous Materials Safety Hazmat Incident Report Search Tool collects information from the Hazardous Materials Incident Report Form 5800.1 on the size, frequency, and impacts of hazardous materials releases during transportation. The tool shows that four known hazardous material incidents occurred in Whittier in 1993, 1999, and most recently in 2000. Three of those incidents involved the Alaska Railroad and one was considered serious.</p> <p>The "serious" event occurred when a railcar was being transferred from a barge. A wheel chock on the deck caught on the bottom hopper door, pulling it open. The spilled product flowed from the railcar into Passage Canal. The railcar was put back on the barge and repaired.</p>

Table 3-5: Hazardous Materials

Profile	Description
Extent / Severity	<p>As noted above, Whittier has experienced at least one serious hazardous material transportation incident. These incidents are defined by the Pipeline and Hazardous Materials Safety Administration Office as including a fatality or injury requiring in-patient hospitalization.</p> <p>Depending on the material, events can cause fire, injury, human health problems, and environmental damage. Many incidents occur during transfers; for this reason, the shoreline and dock/harbor areas are most at risk to failure. Rail transport through the community poses a risk and an event on the rail line could cut off tunnel access. Other risks come from the chemicals used by fish processing plants in Whittier.</p>
Recurrence Probability	Based on previous known events, there is approximately one significant occurrence of a hazardous material event in Whittier every 20 years.

3.5 SEVERE WEATHER

Table 3-6: Severe Weather

Profile	Description
Nature	<p>Severe weather occurs throughout Alaska with extremes that include thunderstorms; lightning; hail; heavy and drifting snow; freezing rain/ice storm; extreme cold; and high winds. Severe weather events can include the following:</p> <ul style="list-style-type: none"> • A winter storm is an event in which the main types of precipitation are snow, sleet, or freezing rain and be accompanied by high winds, cold temperatures, and storm surge. A winter storm can range from a moderate snow over a few hours, to blizzard conditions with blinding wind-driven snow that last several days. Some winter storms may be large enough to affect several states, while others may affect only a single community. In more temperate continental climates these storms are not necessarily restricted to the winter season and may occur in the late autumn and early spring as well. • Heavy snow and rain occur frequently in coastal areas, and snowfall can accumulate 4 inches or more in 12 hours or less. • Freezing rain and ice storms can lead to rain or drizzle freezing on surfaces, which can cause damage to powerlines, pipelines, and other infrastructure. • Extreme cold varies according to normal regional climate. Alaska's extreme cold usually involves temperatures between -20 to -50°F. Excessive cold may accompany winter storms, occur after storms, or can occur without storm activity. • High winds in Alaska can equal hurricane force but are under a different classification because they are not cyclonic nor possess other hurricane characteristics. Strong winds occasionally occur over the interior due to strong pressure differences, especially where influenced by mountainous terrain; however, the windiest places in Alaska are generally along the coastlines. • Storm surge is caused by coastal storms when a low pressure weather system draws water toward the storm's center, which creates a bulge of water that moves with the storm. Flooding occurs when the bulge or storm surge meets up with land and is worse when the timing of its arrival coincides with a high tide. Other factors that influence the amount of flooding experienced are the shape and orientation of the coast relative to the oncoming storm.
Location	<p>The entire Whittier area is vulnerable to the effects of severe weather. Annual precipitation for Whittier can approach 175 inches, with up to 440 inches of snowfall. Snowfall is greatest from December through March, and peak rainfall occurs from September through December. Winter snow accumulation can approach 20 feet deep with rapid changes from snow to rain, and vice versa. Winds in Passage Canal and Whittier are strong and variable with a mean hourly wind speed of 10 to 15 miles per hour (mph). The strongest winds blow east and west along the axis of Passage Canal. Winds of 40 to 60 mph are not uncommon and may generate waves from 4 to 6 feet high in the center of Passage Canal. In the city of Whittier, a southerly wind from the Whittier Glacier can attain a speed of 30 to 50 mph and persist for long periods of time.</p>
History	<p>Notable severe weather events from 2011 through 2021 include:</p> <ul style="list-style-type: none"> • In October 2018, a rapidly intensifying low brought a front onshore in the early afternoon. This increased winds around Prince William Sound above 70 mph. In Whittier, due easterly winds combined with an unusually high tide caused significant erosion and damage along the dock. • In March 2013, a low crossed Portage Pass and entered Prince William Sound. As the low passed over Whittier the pressure gradient rapidly increased bringing in strong westerly winds in addition to the heavy snow that had been falling. The low remained at close to the same strength and was nearly stationary throughout the day.

Table 3-6: Severe Weather

Profile	Description
	<ul style="list-style-type: none"> • In January 2012, a small low in Prince William Sound produced snow and strong wind through Thompson Pass resulting in blizzard conditions. This same low also produced intense channeled wind through Portage Pass and off Whittier Glacier that peaked around 90 mph in Whittier. The strong wind in Whittier damaged several windows in Begich Towers, ripped several boat covers that were in dry dock, and broke one boat window. The mooring lines of several boats moored in the harbor snapped due to the strong winds. • In December 2011, a strong storm moved into the northern Gulf of Alaska producing winds gusting as high as 146 mph in Thompson Pass along with snow, resulting in a blizzard. Wind peaked around 60 mph in Whittier, combined with snow, reducing the visibility to 0.25-mile or less.
Extent / Severity	As noted above, wind, rain and heavy snowfall are common in Whittier throughout the winter season. According to the Alaska Department of Transportation, in Whittier, the average annual precipitation is 196 inches, the average annual snowfall is 241 inches and winds are commonly 40-60 MPH in the area.
Recurrence Probability	Based on historical occurrences, the city of Whittier can expect to experience severe weather conditions about 5 to 6 days each year.

3.6 TSUNAMI

Table 3-7: Tsunami

Profile	Description
Nature	<p>A tsunami is a series of traveling ocean waves of extremely long length, generated by disturbances associated primarily with earthquakes occurring below or near the ocean floor. Subduction zone earthquakes at plate boundaries often cause tsunamis. However, tsunamis can also be generated by submarine landslides, submarine volcanic eruptions, the collapse of volcanic edifices, and—in very rare instances—large meteorite impacts in the ocean.</p> <p>In the deep ocean, a tsunami may have a length from wave crest to wave crest of 100 miles or more, but a wave height of only a few feet or less. Therefore, the wave period can be up to several hours and wavelengths can exceed several hundred miles. Tsunamis are unlike typical wind-generated swells on the ocean, which might have a period of about 10 seconds and a wavelength of up to 300 feet.</p> <p>Tsunamis caused by landslides or underwater slope failures during an earthquake are a serious hazard in glacial fjords such as Passage Canal. Massive slope failures typically generate large waves that are usually observed while the ground is still shaking. A primary reason for submarine landslides is the accumulation of sediments on steep underwater slopes. During an earthquake, seismic activity causes sliding of the unconsolidated sediments. The major factors contributing to the total volume and extent of the slide material are the duration of ground motion, configuration of slopes, and type of sediment forming these slopes (unconsolidated or fine-grained materials).</p> <p>Tsunamis not only affect beaches that are open to the ocean, but also bay mouths, tidal flats, and the shores of large coastal rivers. Tsunami waves can also diffract around land masses. Because tsunamis are not symmetrical, the waves may be much stronger in one direction than another depending on the nature of the source and the surrounding geography. However, tsunamis propagate outward from their source; therefore, coasts in the shadow of affected land masses are safer.</p> <p>Secondary hazards can occur from tsunamis, such as:</p> <ul style="list-style-type: none"> • Erosion or scouring of stream banks, roadway embankments, foundations, footings for bridge piers, and other features • Impact damage to structures, roads, bridges, culverts, and other features from high-velocity flow and from debris carried by floodwaters; debris may also accumulate on bridge piers and in culverts, increasing loads on these features or causing overtopping or backwater effects • Release of sewage and hazardous or toxic materials when wastewater treatment plants are inundated, storage tanks are damaged, and pipelines are severed • Flood waters can pose health risks such as contaminated water and food supplies • Loss of shelter leaves people vulnerable to insect exposure, heat, and other environmental hazards <p>The majority of deaths associated with tsunamis are related to drownings, but traumatic injuries are also a primary concern. Injuries such as broken limbs and head injuries are caused by the physical impact of people being washed into debris such as houses, trees, and other stationary items. As the water recedes, the strong suction of debris being pulled into largely populated areas can cause further injuries and undermine buildings and services.</p>
Location	<p>The tsunami inundation zone for Whittier is shown on Figure 3 and Figure 4. The train tracks and everything north could be inundated to a depth of 6 feet. This includes the road westbound to the tunnel; part of the airstrip; and all port and harbor infrastructure.</p>

Table 3-7: Tsunami

Profile	Description
History	<p>Southcentral and southeastern Alaska have a long recorded history of tsunami waves generated by submarine and subaerial landslides, avalanches, and rockfalls. In the majority of cases, tectonic tsunamis arriving in bays and fjords from the open ocean had relatively small wave height, but a great number of local landslide-generated tsunamis had much larger wave height.</p> <p>The 1964 Great Alaska Earthquake generated the most destructive tsunami in Alaska history and impacted the west coast of the U.S. and Canada. The city of Whittier greatly suffered from local landslide-generated waves. Although a tectonic tsunami was not noticed by local residents and its effect on the port infrastructure remains unknown, the town sustained great damage and 13 people perished in the locally generated tsunamis. Because local landslide-generated tsunamis were responsible for most of the damage in Whittier during the 1964 earthquake, the potential occurrence of similar events is evaluated for comprehensive inundation mapping and for development of tsunami evacuation maps.</p> <p>No tsunamis have occurred in Whittier since the 1964 event.</p>
Extent / Severity	<p>According to modeling, 198.35 acres (2.49%) of Whittier's land area is located in a tsunami inundation zone with an inundation depth of 6 feet.</p>
Recurrence Probability	<p>In October 2020, a study was released by Geophysical Research Letters that detected a large slow-moving landslide in Barry Arm, which is 30 miles from Whittier. Movement of the landslide has increased substantially since 2010. Since the study was released, an interagency science team has been continually monitoring the speed of the landslide movement and using best available data for modeling. As of October 2021, the landslide is predicted to generate a tsunami wave 7 feet high in the community of Whittier, approximately 20 minutes after slide failure. There is no prediction for when the landslide-generated tsunami will occur; however, the State of Alaska and federal science and emergency management teams urge the public to take the threat seriously and are developing tools to provide capability for a reliable early-warning and rapid-detection system for the potential risk from a Barry Arm landslide and tsunami.</p> <p>The likelihood of a tsunami is hard to predict; however, previous events have shown that it is plausible that a landslide-generated or an earthquake-generated tsunami could impact Whittier within the next 20 years.</p>

4.0 RISK ASSESSMENT

This section addresses Element B of the Local Mitigation Plan Regulation Checklist.

Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans	
Element B: Hazard Identification and Risk Assessment	
B3. Is there a description of each identified hazard’s impact on the community as well as an overall summary of the community’s vulnerability for each jurisdiction? (Requirement §201.6(c)(2)(ii))	
B4. Does the Plan address NFIP insured structures within the jurisdiction that have been repetitively damaged by floods? (Requirement §201.6(c)(2)(ii))	

4.1 HAZARD IMPACT

A hazard impact assessment predicts the current or expected impact of a hazard on a community or given area. When available, quantitative data are provided by this analysis that may be used to identify and prioritize potential mitigation measures by allowing communities to focus attention on areas with the greatest risk of damage.

For this 2022 LHMP, a conservative exposure-level analysis was conducted to assess the risks associated with the identified hazards. Due to a combination of a lack of adequate information and methodology, a semi-quantitative hazard impact assessment has only been prepared for the earthquake and tsunami hazards.

For the 2022 LHMP, hazard impact assessments were prepared for the Whittier’s land area, population center, and critical facilities (Table 4-1). A land area of 7,974 acres (12.5 square miles) was determined using Geographic Information System (GIS) data. The population center, which is a region is a geographical point that describes a center point of Whittier’s population, of 186 acres (0.29 square miles) was determined using GIS. Critical facilities (Figure 5) are those that provide services and functions essential to the city of Whittier, especially during and after a disaster. Common types of critical facilities include fire stations; police stations; hospitals; schools; water and wastewater systems; and utilities. Critical facilities may also include places that can be used for sheltering or staging purposes, such as community centers and libraries; or large public gathering spots and places of worship. For the 2022 LHMP, 37 public and private critical facilities critical facilities were identified. Critical facility names and coordinates were then geocoded to a location and the resulting geographic features were used for hazard impact assessment. Facility-specific information was given to the City and will be kept on file.

The overall results of the hazard assessments are provided below. This analysis is a simplified assessment of the potential effects of the hazards on land area (Table 4-2), population center (Table 4-3), and critical facilities (Table 4-4) at risk, without consideration of the probability or level of damage. In addition, elevation data were not available; therefore, additional analysis will need to be conducted to develop a more accurate understanding of hazard vulnerabilities.

Table 4-1: Total Land Area, Population Center and Critical Facilities

Category	Number
Land Area	7,974.73 acres
Population Center	185.54 acres
Critical Facilities	37

Table 4-2: Total Acres of Land in a Hazard Area

Hazard Area	Acres	Percent of Total Acres
Climate Change	7,974.73	100
Dam Failure	No mapping data are available for dam failure. Based on existing reports and the community planning team, less than 1% of the total land area is susceptible to inundation from a levee failure.	
Earthquake		
Weak-Light	0	0
Moderate	0	0
Strong-Severe	7,974.73	100
Hazardous Materials	No mapping data are available for hazardous material events. Based on existing reports and the community planning team, less than 5% of the total land area is susceptible to direct impacts from a hazardous material release.	
Severe Weather	7,974.73	100
Tsunami	198.35	2.49

Table 4-3: Total Number of Acres of Population Center in a Hazard Area

Hazard Area	Acres	Percent of Total Acres
Climate Change	185.54	100
Dam Failure	No mapping data are available for dam failure. Based on existing reports and the community planning team, less than 5% of the population center is susceptible to inundation from a levee failure.	
Earthquake		
Weak-Light	0	0
Moderate	0	0
Strong-Severe	185.54	100
Hazardous Materials	No mapping data are available for hazardous material events. Based on existing reports and the community planning team, approximately 45% of the population center is susceptible to direct impacts from a hazardous material release.	
Severe Weather	185.54	100
Tsunami	108.08	58.25

Table 4-4: Total Number of Critical Facilities in a Hazard Area

Hazard Area	Number	Percent of Total Facilities
Climate Change	31	100
Dam Failure	12	32
Earthquake		
Weak-Light	0	0
Moderate	0	0
Strong-Severe	31	100
Hazardous Materials	17	46
Severe Weather	31	100
Tsunami	25	68

4.2 OVERALL SUMMARY OF VULNERABILITY

A list of the key issues or overall summary of vulnerability, for each hazard profiled in the 2022 LHMP is provided in Table 4-5.

Table 4-5: Overall Summary of Vulnerability

Hazard	Vulnerability
Climate Change	<p>All of Whittier is vulnerable to climate change. Over the next century, weather patterns that are considered extreme today are expected to become normal. The city of Whittier's overall vulnerabilities to climate change include sea level rise, coastal erosion, increased average annual maximum temperature, increased average annual precipitation, severe moisture deficit/drought, and wildfires.</p> <ul style="list-style-type: none"> • Sea level rise: 45% percent of the critical facilities and infrastructure in the city are along the shoreline and could be at risk of inundation. Flooding due to sea level rise will cause destructive erosion; flooding; soil contamination with salt; loss of habit for fish, birds, and plants; disruption and/or delay of transportation; and damages to homes and businesses on a more regular basis. • Temperature and precipitation: SNAP temperature models show that all of Whittier will experience a temperature increase of 5.4°F by the end of the century, while precipitation models show that for the same reporting period, Whittier will see an average rainfall increase of 26.1 inches. In the summer, an increase in temperature can cause fire risk to increase. • Mega storms that are linked to climate change can cause severe flooding. Along the coast, deadly and destructive storm surges may push farther inland than they once did, which means more frequent nuisance flooding.

Table 4-5: Overall Summary of Vulnerability

Hazard	Vulnerability
Dam Failure	<p>In the event of a levee breach, impacts would reach the school, Begich Towers (which house multiple services), a campground, bridges, the Alaska Railyard (where substantial freight transits into and out of Alaska), and the cruise ship dock.</p> <p>For those living in a levee breach inundation area, the potential for loss of life, injuries, and potential damage to homes and critical facilities due to a levee failure depends on a number of variables including depth and velocity of water released; number of people in the inundation area; warning time; and public perception. The Whittier Creek levee is unlikely to cause loss of life if breached but could cause property damage, particularly at Begich Towers and the campground.</p>
Earthquake	<p>All of the city of Whittier is vulnerable to ground shaking from an earthquake and the entire city is in severe perceived ground shaking hazard areas. 100% of Whittier's residents live in and 100% of critical facilities and infrastructure are situated in the severe shaking potential areas.</p> <p>Those that live in severe shaking potential areas can expect earthquake events to produce moderate to heavy damage. According to USGS, this could mean slight damage in specially designed structures; considerable damage in ordinary substantial buildings with partial building collapse; and considerable damage in poorly built or badly designed structures. Those that live in violent shaking potential areas can expect earthquake events to produce the potential for heavy damage. According to USGS, this could mean that well-designed framed structures could be thrown out of plumb and substantial buildings could experience partial collapse.</p>
Hazardous Materials	<p>Whittier is vulnerable to both fixed and transportation-related hazardous material events. Hazardous material releases or events are most likely to occur at the docks, fish processing plants, along the railroad line, along the highway, and at the airport. Hazardous material event impacts include fires; impediment of transportation; evacuation and short- or long-term displacement; social disruption; and human health concerns.</p> <p>Depending on the material, events can cause fire, injury, human health problems, and environmental damage. Many incidents occur during transfers; for this reason, the shoreline and dock/harbor areas are most at risk to failure. Rail transport through the community poses a risk and an event on the rail line could cut off tunnel access. Other risks come from the chemicals used by fish processing plants in Whittier.</p>
Severe Weather	<p>All of the city of Whittier is vulnerable to severe weather. Passage Canal is most vulnerable to high winds during the winter season. Winds may sweep up loose snow and produce blizzards and dangerous wind chills. High winds and high storm surge can cause extensive damage to community facilities and infrastructure, including power lines, roads, and erosion mitigation installments. Whittier has an extensive history of storm damage.</p> <p>In addition, the Seward Highway between Anchorage and Whittier is closed each year in intervals due to an avalanche event or for avalanche control, which can further isolate the community.</p>

Table 4-5: Overall Summary of Vulnerability

Hazard	Vulnerability
Tsunami	<p>The Alaska Earthquake Center and University of Alaska Fairbanks model for tsunami waves and inundation shows a maximum composite tsunami inundation for Whittier. Based on this model, there are 108 acres (58%) of Whittier's population center at risk to tsunami inundation. This inundation level includes 25 (68%) critical assets.</p> <p>As shown on inundation maps, if there is a tsunami wave, anyone in the Begich Towers (where a majority of residents live) or who evacuates to safe zones to the south and east of town could be cut off from tunnel and the airstrip access, essentially isolating them.</p> <p>If a large tsunami occurred when a tourist cruise ship or an Alaska Marine Highway ferry were docked, it could be catastrophic for both human life and infrastructure.</p>

4.3 NATIONAL FLOOD INSURANCE PROGRAM INSURED STRUCTURES

The City of Whittier does not participate in the National Flood Insurance Program (NFIP).

5.0 MITIGATION STRATEGY

This section addresses Element C of the Local Mitigation Plan Regulation Checklist.

Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans
Element C: Mitigation Strategy
C1. Does the Plan document each jurisdiction’s existing authorities, policies, programs and resources and its ability to expand on and improve these existing policies and programs? (Requirement § 201.6(c)(3))
C2. Does the Plan address each jurisdiction’s participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement § 201.6(c)(3)(i))
C3. Does the Plan include goals to reduce/avoid long-term vulnerabilities to the identified hazards? (Requirement §201.6(c)(3)(i))
C4. Does the Plan identify and analyze a comprehensive range of specific mitigation actions and projects for each jurisdiction being considered to reduce the effects of hazards, with emphasis on new and existing buildings and infrastructure? (Requirement §201.6(c)(3)(ii))
C5. Does the Plan contain an action plan that describes how the actions identified will be prioritized (including cost benefit review), implemented, and administered by each jurisdiction? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))
C6. Does the Plan describe a process by which local governments will integrate the requirements of the mitigation plan into other planning mechanisms, such as comprehensive or capital improvement plans, when appropriate? (Requirement §201.6(c)(4)(ii))

5.1 AUTHORITIES, POLICIES, PROGRAMS, AND RESOURCES

The City of Whittier’s existing authorities, policies, programs, and resources available for hazard mitigation are provided in Table 5-1 (human and technical resources), Table 5-2 (financial resources), and Table 5-3 (planning and policy resources). The ways in which Whittier is looking to expand and improve on its hazard mitigation authorities, policies, programs, and resources are provided in Table 5-4.

Table 5-1: Human and Technical Resources for Hazard Mitigation

Staff/Personnel	Department/Agency	Principal Activities Related to Hazard Mitigation
Planner(s) and technical staff with knowledge of land development, land management practices, human-caused hazards, and natural hazards	City of Whittier Planning and Zoning Commission	Anticipates and acts on the need for new plans, policies, and code changes. Applies the approved plans, policies, code provisions, and other regulations to proposed land uses.
Engineer(s), building inspectors / code enforcement officers or other professional(s), and technical staff trained in construction requirements	City of Whittier Planning and Zoning Commission	Oversees the effective, efficient, fair, and safe enforcement of the building codes.
Engineer(s), project manager(s), technical staff, equipment operators, and maintenance and construction staff	City of Whittier Department of Public Works	Maintains and operates of a wide range of local equipment and facilities and assists members of the public. This includes providing sufficient clean fresh water, reliable sewer services, street maintenance, storm drainage systems, street cleaning, streetlights, and traffic signals.
Emergency Medical Services and Fire Coordinator	Whittier Department of Public Safety	Coordinates local response and relief activities in the Emergency Operations Center; works closely with local, state, and federal partners to support planning and training, and to provide information and coordinate assistance.
Procurement Services Manager	City Manager and Administration	Provides a full range of municipal financial services and administers several licensing measures.
Director of Public Safety	City of Whittier Department of Public Safety	Provides fire protection services in the city.
Public Information Officer	City Manager and Administration	Coordinates and facilitates a public information program regarding activities of Whittier and its various departments; actively promotes the services and successes of operating departments and the benefits to residents; proactively establishes and maintains productive relationships between Whittier and any media; and performs related duties as required.
Director of Public Safety	City of Whittier Department of Public Safety	Provides law enforcement services in Whittier.

Table 5-1: Human and Technical Resources for Hazard Mitigation

Staff/Personnel	Department/Agency	Principal Activities Related to Hazard Mitigation
Whittier Harbormaster	City of Whittier Port and Harbor Commission	Supports Whittier's Harbor department by setting policies and procedures that impact the city's cruise ship dock, small boat harbor, launch ramp, commercial loading facilities, fee schedule, and all tidelands and waterfront properties under lease.
Ground Lease and Management Agreement	Alaska Railroad	An estimated 46% of the usable land available in the city core is owned by the Alaska Railroad and is vitally important to the city's future. The agreement recognizes this fact and sets forth conditions by which the city is given the authority to manage these lands and to provide the Alaska Railroad with a percentage of any sublease payments.

Table 5-2: Financial Resources for Hazard Mitigation

Type	Source	Purpose	Amount
City General Fund	City Manager and Administration	Program operations and specific projects.	Variable
Cruise Ship Tax Special Revenue Fund	City Manager and Administration	The Cruise Ship Tax Special Revenue Fund is one fund within the compilation of funds that make up the Governmental Funds as previously described. Revenue for the cruise ship fund comes from the State of Alaska Commercial Passenger Vessel Excise Tax Program per AS 43.52.200. The City receives \$5.00 per cruise ship passenger meeting the eligibility requirements of the statute.	The city receives \$5.00 per cruise ship passenger meeting requirements
Enterprise Funds	City Manager and Administration	An enterprise fund is a self-supporting government fund that sells goods and services to the public for a fee. An enterprise fund uses the same accounting framework followed by entities in the private sector. Whittier uses an enterprise fund for the small boat harbor, water and sewer, and parking.	Variable
Renewable Energy Fund	Alaska Energy Authority	Provides funding for the development of qualifying and competitively selected renewable energy projects in Alaska. The program is designed to produce cost-effective renewable energy for both heat and power. For Fiscal Year 2019, \$11 million has been allocated by the governor to fund the Renewable Energy Fund. This program runs through 2023.	Project-specific
HMA: Hazard Mitigation Grant Program (HMGP)	FEMA	Supports pre- and post-disaster mitigation plans and projects. Available to communities in Alaska after a presidentially declared disaster has occurred in Alaska.	Project-specific

Table 5-2: Financial Resources for Hazard Mitigation

Type	Source	Purpose	Amount
HMA: Building Resilient Infrastructure and Communities (BRIC)	FEMA	Focuses on reducing the nation's risk by funding public infrastructure projects that increase a community's resilience before a disaster affects an area.	Project-specific
HMA: Flood Mitigation Assistance	FEMA	Funds projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the NFIP.	Project-specific
Homeland Security Preparedness Technical Assistance Program	FEMA/Department of Homeland Security	Build and sustain preparedness technical assistance activities in support of the four homeland security mission areas (i.e., prevention, protection, response, recovery) and homeland security program management.	Project-specific
Assistance to Firefighters Grant Program	FEMA/U.S. Fire Administration	Provides equipment, protective gear, emergency vehicles, training, and other resources needed to protect the public and emergency personnel from fire and related hazards. Available to fire departments and nonaffiliated emergency medical services providers.	Project-specific
The National Dam Rehabilitation Program	FEMA	Allow communities to make the preemptive investment into aging infrastructure and in the process make the communities below a dam safer. Eligible projects include dams determined to have high-hazard potential by the State Dam Safety Program, have an Emergency Action Plan approved by the State Dam Safety Program, and fail to meet minimum dam safety standards or pose an unacceptable risk to the public.	Project-specific
Community Action for a Renewed Environment	U.S. Environmental Protection Agency	Through financial and technical assistance, this program offers an innovative way for a community to organize and take action to reduce toxic pollution (e.g., stormwater) in its local environment. Through this program, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize exposure to them.	Project-specific
Community Block Grant Program Entitlement Communities Grants	U.S. Department of Housing and Urban Development	Acquisition of real property; relocation and demolition; rehabilitation of residential and nonresidential structures; construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers; and the conversion of school buildings for eligible purposes.	Project-specific

Table 5-3: Planning and Policy Resources for Hazard Mitigation

Name	Description	Hazards Addressed	Emergency Management
Whittier Comprehensive Plan	Describes hazard areas and lists goals and policies to reduce the potential risk of death, injuries, and economic damage resulting from natural and human-caused hazards.	Earthquake, Hazardous Materials, Tsunami	Mitigation, Preparedness, Response
Emergency Operations Plan	The plan describes Whittier's organizational structures, roles, and responsibilities; protocols for providing emergency response and short-term recovery; the purpose, situation, and assumptions; concept of operations, organization, assignment of responsibilities, and plan development and maintenance; authorities; and references.	Earthquake, Hazardous Materials, Tsunami	Response, Recovery
Land Use Regulations	Promotes public health, safety, and general welfare through laws enforced locally. Building permits are issued and based on the current edition of the building code and local amendments, which encompass building, electrical, mechanical, plumbing, state energy requirements, and state accessibility laws. The City of Whittier can update and revise local amendments, as needed or required.	Climate Change, Earthquake, Hazardous Materials	Mitigation
Public Outreach	The City of Whittier uses a Facebook page to provide outreach to the community on relevant events, activities, and planning processes happening in the city. The city website includes updated information on the Barry Arm landslide and hazard assessment.	All	All Phases

Table 5-4: Ability to Expand Resources

Capability	Type/Description	Expansion
Human and Technical	Mitigation Specialist	Appoint or assign someone with city government to oversee hazard mitigation grant opportunities, including notifying city departments/commissions of upcoming grant cycles and spearheading Notice of Intent applications, grant applications, and grant management requirements.
Financial	HMA funding	Apply for BRIC and HMGP funding as it becomes available. The focus should be on projects that mitigate critical infrastructure, provide protection for disadvantaged areas, and address climate change.
Planning and Policy	Climate Action Plan	Develop a Climate Action Plan to reduce greenhouse emissions through a series of local transportation, land use, building energy, water, waste, and green infrastructure programs and policies.

5.2 NATIONAL FLOOD INSURANCE PROGRAM PARTICIPATION

The City of Whittier is not mapped to a FIRM and therefore does not participate in the NFIP. Localized flood issues are managed by the Department of Public Works.

5.3 MITIGATION GOALS

Mitigation goals are defined as general guidelines that explain what an agency wants to achieve in terms of hazard and loss prevention. Goal statements are typically long-range, policy-oriented statements representing a community-wide vision. FEMA's 2022 BRIC priorities are the basis for the three goals (Table 5-5) for the 2022 LHMP.

Table 5-5: Mitigation Goals

Goal #	Description
1	Enhance climate protection and adaptation efforts
2	Create a healthy and safe community
3	Protect critical facilities and infrastructure against hazards

5.4 RECOMMENDED MITIGATION ACTIONS

Mitigation actions help achieve the goals of the LHMP. The recommended mitigation actions provided in Table 5-6 include: education and awareness; structure and infrastructure projects; preparedness and response; and local plans and regulations. This list addresses every hazard profiled in this plan and is based on the plan's risk assessment as well as lessons learned from recent disasters, it was developed using FEMA success stories and best management practices; FEMA job aids; local and regional plans and reports; and input from planning team members and sustainability practitioners.

Table 5-6: Recommended Mitigation Actions

No.	Project Name	Hazard Mitigated	Project Description	Type of Development
1	Community Planning	All	Maintain a formal role for the hazard mitigation planning team to develop a sustainable process to implement, monitor, review, and evaluate community wide mitigation actions.	New and existing
2	Saltwater Corrosion Monitoring and Mitigation	Climate Change	Monitor for potential adverse corrosion effects of saltwater on steel reinforcement and other system components and mitigate as needed.	Existing
3	Passive Floodproofing measures	Dam Failure	Install passive floodproofing measures in existing critical facilities that cannot be elevated and are in levee breach inundation areas.	Existing
4	National Dam Safety Program	Dam Failure	Continue to apply for grants as needed under the National Dam Safety Program for assistance in training; levee inspection and repairs; and coordination with state emergency preparedness officials.	New and existing
5	Seismic Retrofits	Earthquake	Seismically retrofit existing critical facilities to make them more resistant to earthquakes.	Existing
6	Earthquake-resistant Pipe Replacement	Earthquake	Replace aging critical pipes in areas of extreme or violent shaking hazard and landslide hazard areas to improve seismic reliability and safeguard critical water distribution lines against the potential destructive impacts of large-scale earthquakes.	Existing
7	National Infrastructure Protection Plan's (NIPP) Security and Resilience Challenge	Hazardous Materials	Strengthen the security and resilience of critical infrastructure through state-of-the-art cost-effective technology, tools, processes, and methods as part of the 2017 NIPP Security and Resilience Challenge.	Existing
8	High Wind Reinforcement	Severe Weather	Reinforce critical facilities and homes against high winds.	Existing
9	TsunamiReady Program	Tsunami	Maintain certification in the TsunamiReady program. The main goal of the program is to improve public safety before, during, and after tsunami emergencies. It aims to do this by establishing guidelines for a standard level of capability to mitigate, prepare for, and respond to tsunamis; and working with communities to help them meet the guidelines and ultimately become recognized as TsunamiReady by the National Weather Service.	New and existing

Table 5-6: Recommended Mitigation Actions

No.	Project Name	Hazard Mitigated	Project Description	Type of Development
10	Wet-Proof Facilities	Tsunami	Elevate and reinforce tsunami-resistant critical facilities' foundations to "wet-proof" using National Oceanic and Atmospheric Administration coastal construction guidelines.	New and existing

5.5 PRIORITIZED ACTION PLAN

A prioritized action plan is an itemized list of recommended mitigation actions that a community/agency hopes to put into practice to reduce its risks and vulnerabilities.

For 2022 LHMP, the planning team created a two-tier prioritization process based on the following:

- High-priority mitigation actions are those that address hazards of immediate concern and are also cost effective (positive cost-benefit ratio) and have an identified funding source.
- Medium-priority mitigation actions are those that address hazards that are not of immediate concern and/or those that are of immediate concern but are not cost effective or do not have an identified funding source.

The City of Whittier determined the hazards and threats of immediate concern based on the 2022 LHMP's hazard profiles, risk assessment, and capability assessment as follows: hazardous material events, severe weather, and tsunamis.

The results of the above prioritization process are provided in Table 5-7. For each mitigation action listed, potential funding sources, responsible departments or agencies, and implementation timelines have been identified.

Table 5-7: Prioritized Action Plan

No.	Project Name	Priority	Potential Funding Source	Responsibility	Timing
1	Community Planning	Medium	City of Whittier	City Manager and Administration	0 to 5 years
4	National Dam Safety Program	Medium	FEMA National Dam Safety Program	City of Whittier Department of Public Works	0 to 5 years
5	Seismic Retrofits	Medium	FEMA BRIC/HMGP	City of Whittier Department of Public Works	0 to 5 years
7	NIPP's Security and Resilience Challenge	High	City of Whittier and partners (Alaska Railroad, Copper River Seafood, Dojer Services, Alaska Department of Transportation and Public Facilities, Shoreside Petroleum, Whittier Seafood)	City Manager and Administration	0 to 5 years
8	High Wind Reinforcement	High	FEMA BRIC/HMGP	City of Whittier Department of Public Works	0 to 5 years
9	TsunamiReady Program	High	City of Whittier	City Manager and Administration	0 to 5 years

5.6 PLAN INTEGRATION

Information about how the 2022 LHMP will be integrated into Whittier's relevant plans and programs moving forward is provided in Table 5-8.

Table 5-8: Integration of 2022 LHMP

LHMP Section	Existing Plan/Policy/Program	Process/Timeframe
Section 3—Hazard Identification	Whittier Comprehensive Plan	Update of the Whittier Comprehensive Plan to address hazards in the LHMP that are not currently included. Consider creating a hazard profiles section in the Whittier Comprehensive Plan.
Section 4—Risk Assessment	Planning and Zoning Programs	Incorporate based risk assessment findings into the planning and zoning programs to help identify and ensure critical resources to maintain operations internally and externally.

6.0 PLAN REVIEW, EVALUATION, AND IMPLEMENTATION

This section addresses Element D of the Local Mitigation Plan Regulation Checklist.

Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans	
Element D: Plan Review, Evaluation and Implementation	
D1. Was the plan revised to reflect changes in development? (Requirement § 201.6(d)(3))	
D2. Was the plan revised to reflect progress in local mitigation efforts? (Requirement § 201.6(d)(3))	
D3. Was the plan revised to reflect changes in priorities? (Requirement § 201.6(d)(3))	

6.1 CHANGES IN DEVELOPMENT

The 2022 LHMP was updated to reflect the following changes that affect development:

- The 2022 LHMP includes some critical facilities that were not included in the 2013 LHMP. These include an additional seafood processing plant, well houses, condominium associations, the water reservoir, small boat launches, communications facilities, and the sewage treatment plant. These facilities are within the existing population center and do not increase the vulnerability of the community. Linear features (e.g., roads, sewer lines, and telephone lines) were excluded from this plan.
- The City of Whittier completed Phase IV of the Shotgun Cove Road project in 2018 and is currently working on Phase V. The City intends to encourage Shotgun Cove development that supports a quality environment for year-round and seasonal residents, tourists, and recreational users. Completion of the proposed Shotgun Cove Road is a prerequisite for any full-scale development in the Shotgun Cove and Emerald Cove areas. The area is not mapped for tsunami inundation; however, it is likely that some of the facilities planned for development will be within the inundation area. These could include recreational facilities such as access roads, a kayak launch, parking areas, and a viewpoint.

6.2 PROGRESS IN LOCAL MITIGATION EFFORTS

The City of Whittier reviewed its 2013 LHMP's mitigation strategy and documented progress made toward each local mitigation effort, provided in Table 6-1. Mitigation actions that had not be implemented were considered for the 2022 LHMP (Table 5-6).

Table 6-1: Progress in Local Mitigation Efforts

Action #	Action	Status
FLD-1	Structure elevation and/or relocation.	Ongoing, mitigation action modified and included in the 2022 LHMP.
FLD-2	Whittier flood maps.	Ongoing, ongoing mitigation actions no longer considered as part of the 2022 LHMP due to focus on new and emerging mitigation actions and ideas.
FLD-3	Public education regarding flooding.	Ongoing, mitigation action modified and included in the 2022 LHMP.

Table 6-1: Progress in Local Mitigation Efforts

Action #	Action	Status
FLD-4	Pursue joining the NFIP.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
FLD-5	Whittier Creek Levee project.	Ongoing, mitigation action modified and included in the 2022 LHMP.
FLD-6	Pedestrian tunnel—pumps are needed to remove water build up in the tunnel.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
FLD-7	Railroad/highway bridge damage improvements.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
FLD-8	Retaining wall improvements for Triangle Area.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
SW-1	Research and consider instituting the National Weather Service program of StormReady.	Ongoing, mitigation action modified and included in the 2022 LHMP.
SW-2	Conduct special awareness activities, such as Winter Weather Risk Awareness Week, Flood Awareness Week, etc.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
SW-3	Expand public awareness about National Oceanic and Atmospheric Administration Weather Radio for continuous weather broadcasts and warning tone alert capability.	Ongoing, mitigation action modified and included in the 2022 LHMP.
SW-4	Encourage weather resistant building construction materials and practices.	Ongoing, mitigation action modified and included in the 2022 LHMP.
WF-1	Continue to support the local fire department with adequate firefighting equipment and training.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
WF-2	Promote Firewise building design, siting, and materials construction.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
WF-3	Continue development of building codes and requirements for new construction.	Ongoing, mitigation action modified and included in the 2022 LHMP.
WF-4	Enhance public awareness of life/safety issue potential risk to life and personal property. Encourage mitigation measures in the immediate vicinity of their property.	Ongoing, mitigation action modified and included in the 2022 LHMP.
E-1	If funding is available, perform an engineering assessment of the earthquake vulnerability of each identified critical infrastructure owned by the City of Whittier.	Ongoing, mitigation action modified and included in the 2022 LHMP.

Table 6-1: Progress in Local Mitigation Efforts

Action #	Action	Status
E-2	Identify buildings and facilities that must be able to remain operable during and following an earthquake event.	Ongoing, mitigation action modified and included in the 2022 LHMP.
E-3	Contract a structural engineering firm to assess the identified buildings and facilities.	Ongoing, mitigation action modified and included in the 2022 LHMP.
T/S-1	Participation in the Tsunami Awareness Program.	Ongoing, mitigation action modified and included in the 2022 LHMP.
T/S-2	TsunamiReady community designation.	Ongoing, mitigation action modified and included in the 2022 LHMP.
T/S-3	Inundation mapping.	Complete, tsunami inundation mapping completed by the Alaska Division of Geological and Geophysical Surveys in 2011.
T/S-4	Update Whittier Emergency Operations Plan.	Ongoing, mitigation action modified and included in the 2022 LHMP.
A/L-1	Prohibit new construction avalanche zones.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-2	Use appropriate methods of structural avalanche control.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-3	Enact buyout of homes in avalanche paths.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-4	Prohibit removal of vegetation in areas prone to landslides.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-5	Public disclosure of risk linked to deed or title of property and require owners to notify renters of hazard prior to occupancy.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-6	Install warning signage in mapped landslide zones.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.
A/L-7	Continue to educate public about avalanche and landslide hazards.	Deferred, mitigation action no longer considered relevant and/or a priority and not included in the 2022 LHMP.

In addition, supporting local plans, studies and programs were reviewed to determine additional progress in local mitigation efforts. Relevant ongoing actions are provided in Table 5-6 as well.

6.3 CHANGES IN PRIORITIES

The 2013 LHMP's mitigation strategy was prioritized using a listing of benefits and costs review method as described in the FEMA *How-To-Guide Benefit-Cost Review in Mitigation Planning* (FEMA 386-5).

While this method has been replaced in the 2022 LHMP by a more streamlined prioritization process, the priorities (listed below) have not changed:

- To build a culture and practice of disaster resilience by addressing hazards of immediate concern, a mitigation project must have social support
- To be implemented in a timely manner, a mitigation project must be economically feasible and have an identified funding source

7.0 PLAN ADOPTION

This section addresses Element E of the Local Mitigation Plan Regulation Checklist.

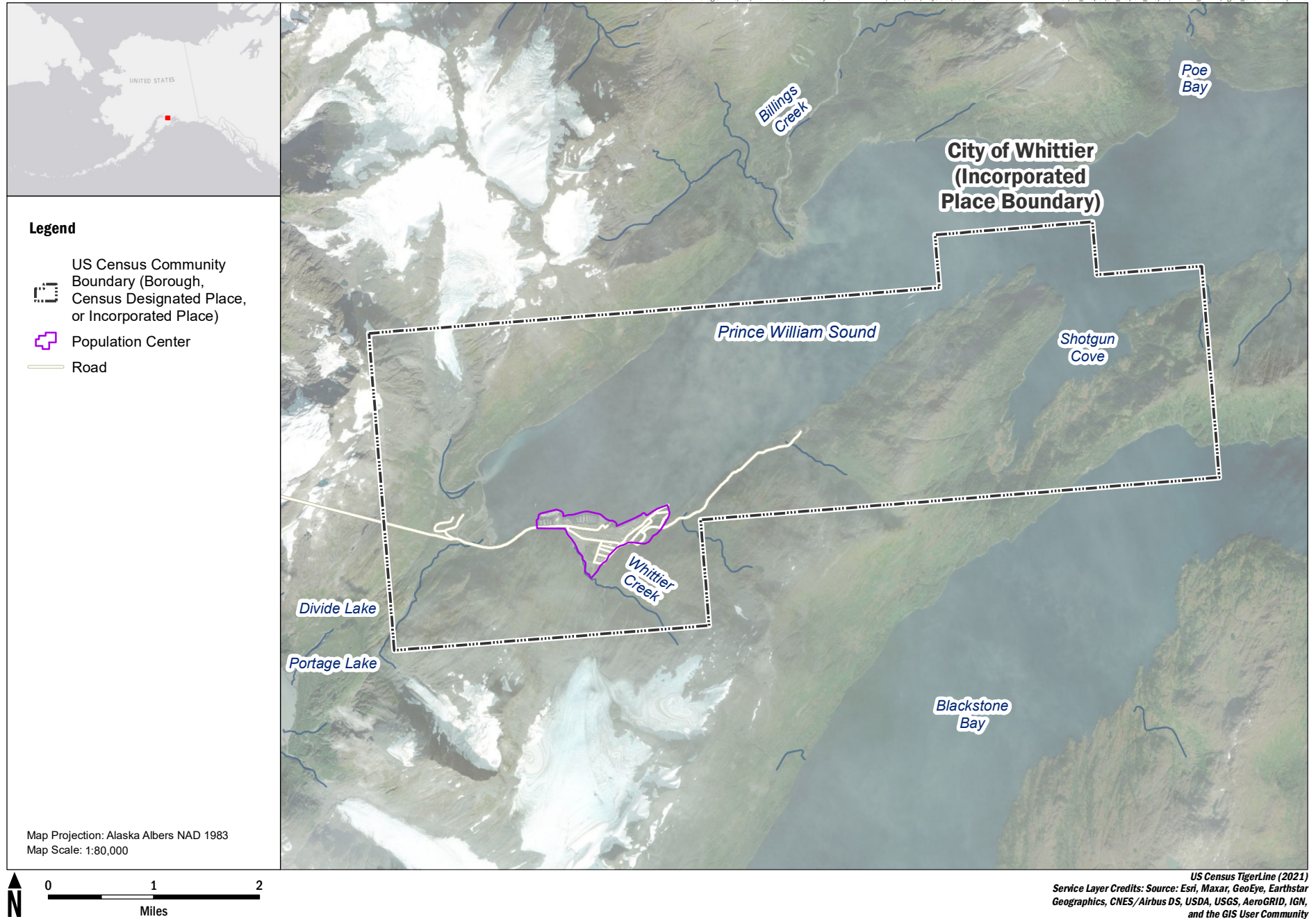
Regulation Checklist – 44 CFR 201.6 Local Mitigation Plans
Element E: Plan Adoption
E1. Does the Plan include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval? (Requirement §201.6(c)(5))
E2. For multi-jurisdictional plans, has each jurisdiction requesting approval of the plan documented formal plan adoption? (Requirement §201.6(c)(5))

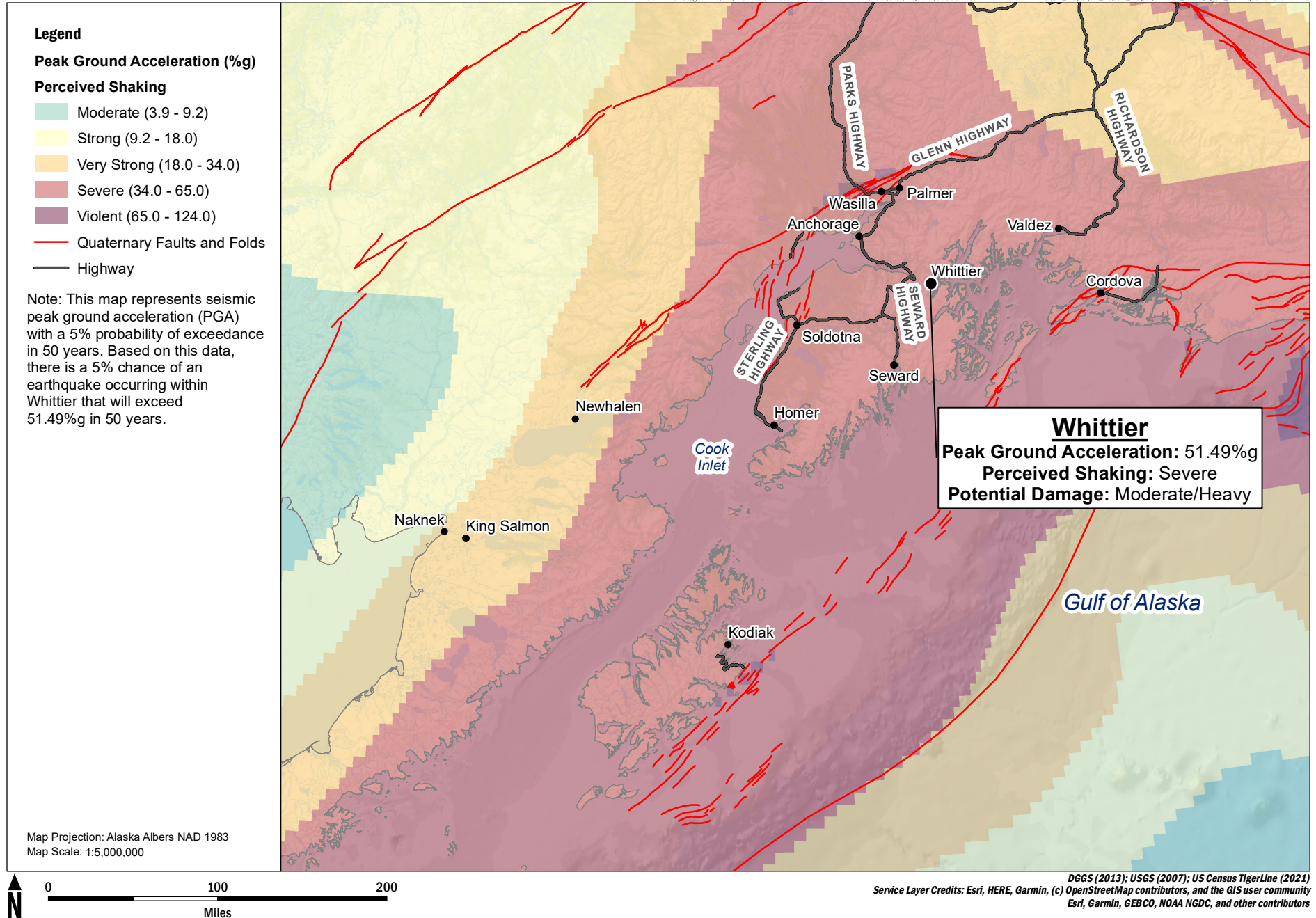
7.1 FORMAL ADOPTION

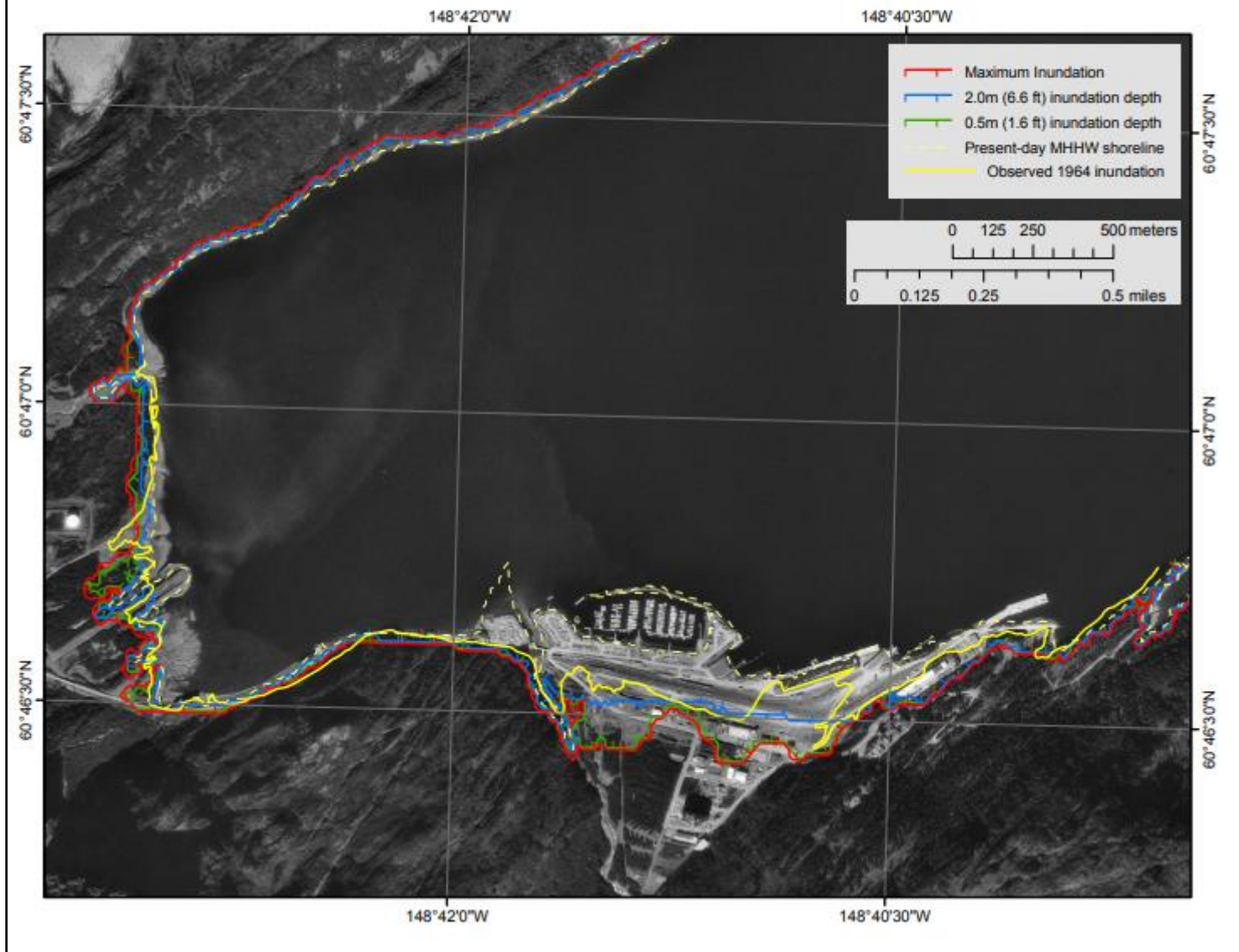
The 2022 LHMP was formally adopted on [date] by the City of Whittier City Council. A copy of the adoption resolution is on file with the community and the Alaska Division of Homeland Security and Emergency Management.

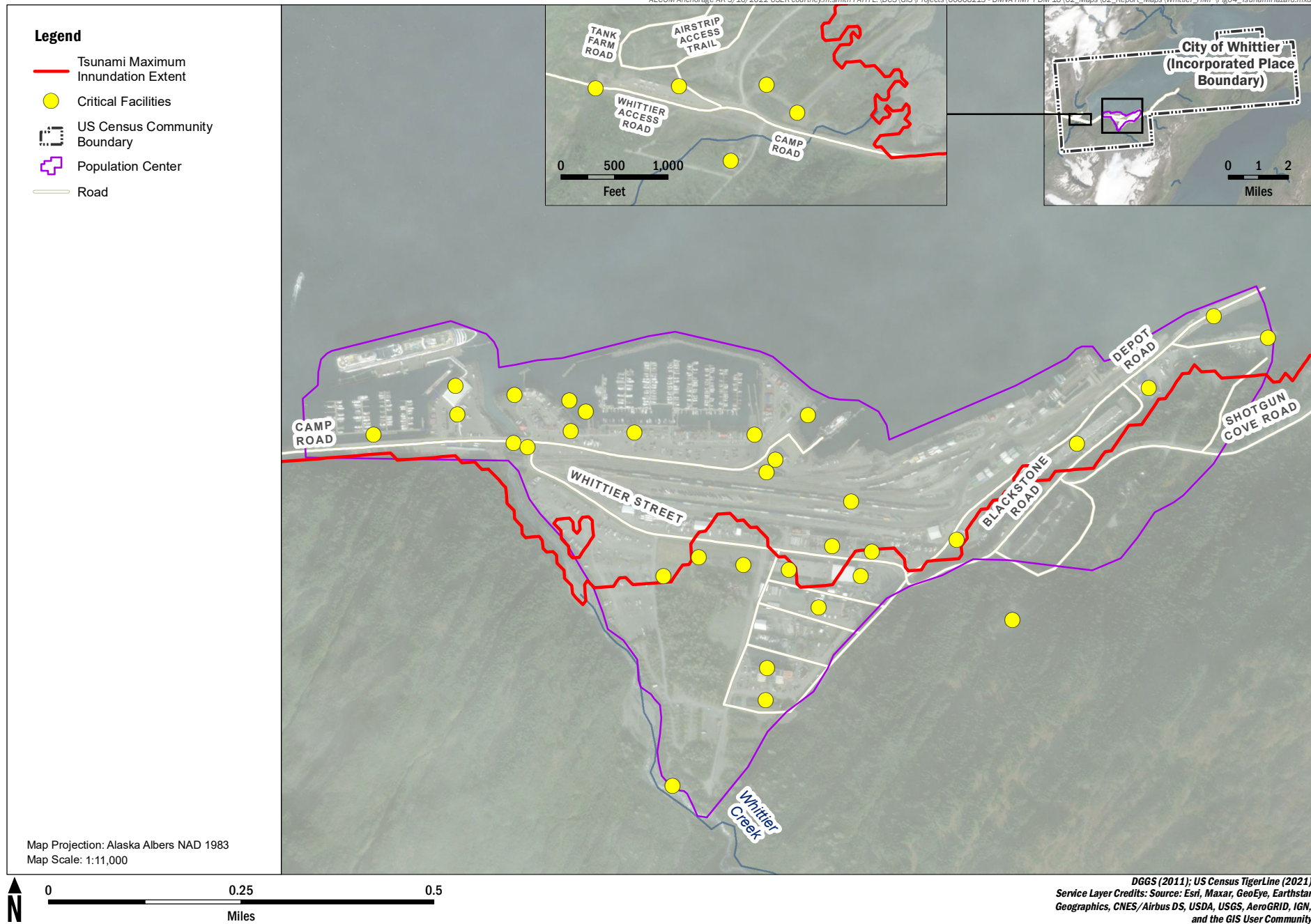
8.0 APPENDICES

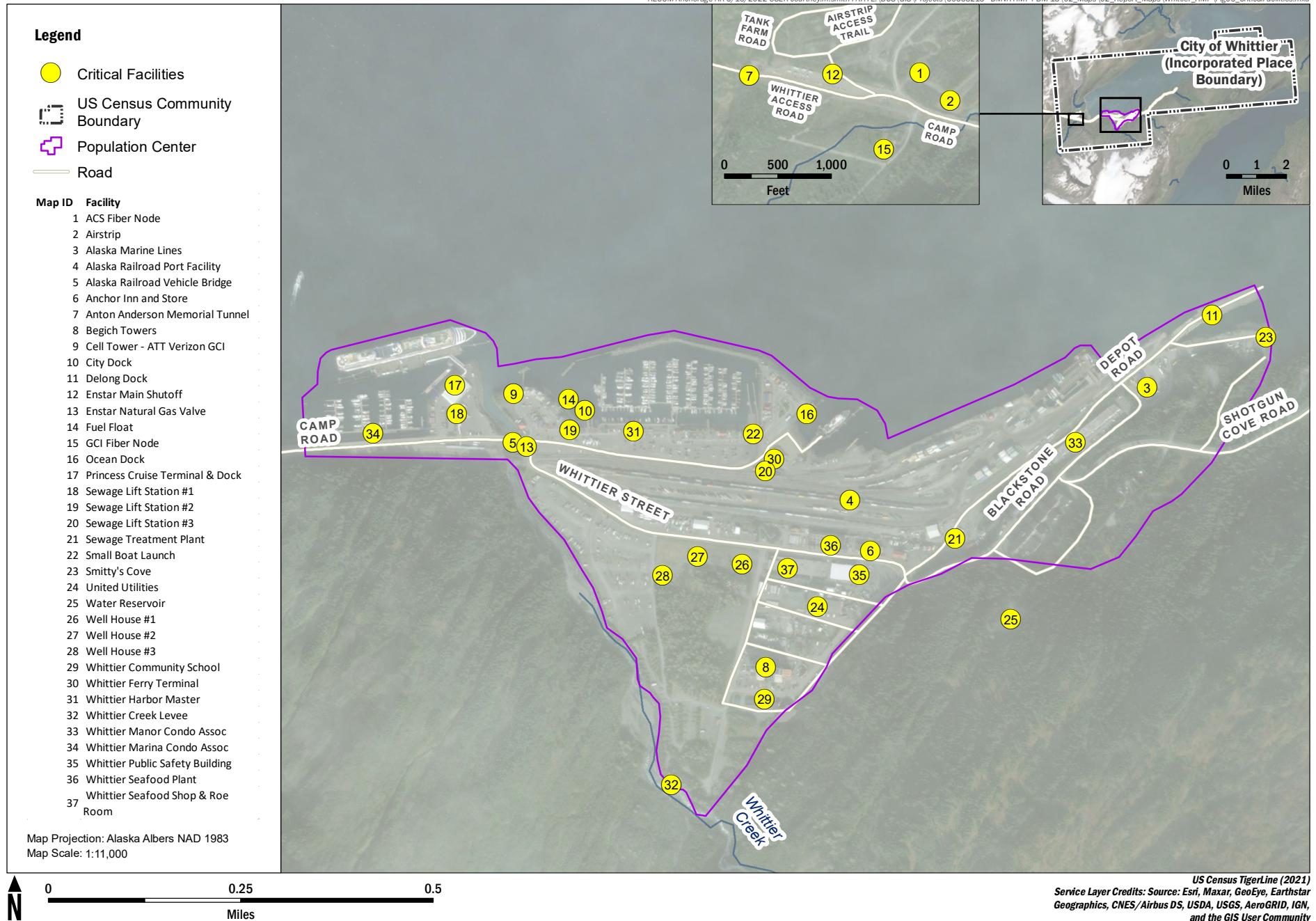
APPENDIX A—FIGURES











CRITICAL FACILITIES

Figure 5

APPENDIX B—FEMA DOCUMENTATION

LOCAL MITIGATION PLAN REVIEW TOOL

The *Local Mitigation Plan Review Tool* demonstrates how the Local Mitigation Plan meets the regulation in 44 CFR §201.6 and offers States and FEMA Mitigation Planners an opportunity to provide feedback to the community.

- The Regulation Checklist provides a summary of FEMA's evaluation of whether the Plan has addressed all requirements.
- The Plan Assessment identifies the plan's strengths as well as documents areas for future improvement.
- The Multi-jurisdiction Summary Sheet is an optional worksheet that can be used to document how each jurisdiction met the requirements of each Element of the Plan (Planning Process; Hazard Identification and Risk Assessment; Mitigation Strategy; Plan Review, Evaluation, and Implementation; and Plan Adoption).

The FEMA Mitigation Planner must reference this *Local Mitigation Plan Review Guide* when completing the *Local Mitigation Plan Review Tool*.

Jurisdiction: City of Whittier	Title of Plan: 2022 City of Whittier Local Hazard Mitigation Plan	Date of Plan: May, 2022
Local Point of Contact: Jim Hunt	Address:	
Title: City Manager		
Agency:		
Phone Number: 907-202-2442	E-Mail: citymanager@whittieralaska.gov	

State Reviewer: Erin M. Leaders	Title: EMS II/Planner	Date: 4/20/2022
--	------------------------------	------------------------

FEMA Reviewer	Olenka Wrobel and John McCandless
Title	Hazard Mitigation Planner
Date:	5/20/2022
Date Received in FEMA Region 10	5/12/2022
Plan Not Approved	6/3/2022
Plan Approvable Pending Adoption	6/13/2022
Plan Approved	

SECTION 1: REGULATION CHECKLIST

INSTRUCTIONS: The Regulation Checklist must be completed by FEMA. The purpose of the Checklist is to identify the location of relevant or applicable content in the Plan by Element/sub-element and to determine if each requirement has been 'Met' or 'Not Met.' The 'Required Revisions' summary at the bottom of each Element must be completed by FEMA to provide a clear explanation of the revisions that are required for plan approval. Required revisions must be explained for each plan sub-element that is 'Not Met.' Sub-elements should be referenced in each summary by using the appropriate numbers (A1, B3, etc.), where applicable. Requirements for each Element and sub-element are described in detail in this *Plan Review Guide* in Section 4, Regulation Checklist.

1. REGULATION CHECKLIST	Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)	Sec 2.0 Planning Process/pp. 2-1 – 2-5 (PDF 8-12)	Met	
ELEMENT A. PLANNING PROCESS			
A1. Does the Plan document the planning process, including how it was prepared and who was involved in the process for each jurisdiction? (Requirement §201.6(c)(1))	Sec 2.1/pp. 2-1 – 2-2 (PDF 8-9); Appendix C	Met	
A2. Does the Plan document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development as well as other interests to be involved in the planning process? (Requirement §201.6(b)(2))	Sec 2.2/pp. 2-2 – 2-3 (PDF 9-10) Appendix C	Met	
A3. Does the Plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))	Sec 2.3/pp. 2-3 (PDF 10); Appendix C	Met	
A4. Does the Plan describe the review and incorporation of existing plans, studies, reports, and technical information? (Requirement §201.6(b)(3))	Sec 2.4/pp. 2-3 (PDF 10)	Met	
A5. Is there discussion of how the community(ies) will continue public participation in the plan maintenance process? (Requirement §201.6(c)(4)(iii))	Sec 2.5/pp. 2-3 – 2-4 (PDF 10-11)	Met	
A6. Is there a description of the method and schedule for keeping the plan current (monitoring, evaluating, and updating the mitigation plan within a five-year cycle)? (Requirement §201.6(c)(4)(i))	Sec 2.6/pp. 2-4 – 2-5 (PDF 11-12)	Met	
ELEMENT A: REQUIRED REVISIONS All requirements have been met.			
ELEMENT B. HAZARD IDENTIFICATION AND RISK ASSESSMENT			
B1. Does the Plan include a description of the type, location, and extent of all natural hazards that can affect each jurisdiction(s)? (Requirement §201.6(c)(2)(i))	Climate Change Sec 3.1 Type (Nature): pp. 3-1 (PDF 13) Location: pp. 3-2 (PDF 14) Extent: pp. 3-2 (PDF 14)	Met	

	<p><u>Dam Failure Sec 3.2</u> Type (Nature): pp. 3-3 (PDF 15) Location: pp. 3-3 (PDF 15) Extent: pp. 3-3 (PDF 15)</p> <p><u>Earthquake Sec 3.3</u> Type (Nature): pp. 3-4 (PDF 16) Location: pp. 3-4 (PDF 16) Extent: pp. 3-5 (PDF 17) Appendix A Figure 2</p> <p><u>Hazardous Materials Sec 3.4</u> Type (Nature): pp. 3-8 (PDF 20) Location: pp. 3-8 (PDF 20) Extent: pp. 3-9 (PDF 21)</p> <p><u>Severe Weather Sec 3.5</u> Type (Nature): pp. 3-11 (PDF 26) Location: pp. 3-11 (PDF 26) Extent: pp. 3-12 (PDF 27)</p> <p><u>Tsunami Sec 3.6</u> Type (Nature): pp. 3-10 (PDF 22) Location: pp. 3-10 (PDF 22) Extent: pp. 3-11 (PDF 23) Appendix A Figures 3 & 4</p>		
B2. Does the Plan include information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))	<p><u>Climate Change Sec 3.1</u> History: pp. 3-2 (PDF 14)</p> <p><u>Dam Failure Sec 3.2</u> History: pp. 3-3 (PDF 15)</p> <p><u>Earthquake Sec 3.3</u> History: pp. 3-5 (PDF 17)</p> <p><u>Hazardous Materials Sec 3.4</u> History: pp. 3-6 (PDF 18)</p> <p><u>Severe Weather Sec 3.5</u> History: pp. 3-8 (PDF 20)</p> <p><u>Tsunami Sec 3.6</u> History: pp. 3-11 (PDF 23)</p>	Met	
B3. Is there a description of each identified hazard's impact on the community as well as an overall summary of the community's vulnerability for each jurisdiction? (Requirement §201.6(c)(2)(ii))	<p>Impact: Sec 4.1/pp. 4-1 – 4-3 (PDF 24-26) Summary: Sec 4.2/pp. 4-3 – 4-5 (PDF 26-28999)</p>	Met	
B4. Does the Plan address (National Flood Insurance Program (NFIP) insured structures within the jurisdiction that have been repetitively damaged by floods? (Requirement §201.6(c)(2)(ii))	Sec 4.3/pp. 4-5 (PDF 28)	Met	
<p><u>ELEMENT B: REQUIRED REVISIONS</u></p> <p>B2 c. The plan does not include recent events for earthquakes or tsunamis. Updated mitigation plans need to include hazard events that have happened since the previous plan was adopted. If there have not been any recent events, the plan can state this to meet the requirement.</p> <p>FEMA Revisions Review: Recent events has been updated for earthquakes and tsunamis.</p>			
ELEMENT C. MITIGATION STRATEGY			
C1. Does the plan document each jurisdiction's existing authorities, policies, programs and resources and its ability to expand on and improve these existing policies and programs? (Requirement §201.6(c)(3))	Sec 5.1/pp. 5-1 – 5-6 (PDF 29-34)	Met	

C2. Does the Plan address each jurisdiction's participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement §201.6(c)(3)(ii))	Sec 5.2/pp. 5.7 (PDF 35)	Met	
C3. Does the Plan include goals to reduce/avoid long-term vulnerabilities to the identified hazards? (Requirement §201.6(c)(3)(i))	Sec 5.3/pp. 5-7 (PDF 35)	Met	
C4. Does the Plan identify and analyze a comprehensive range of specific mitigation actions and projects for each jurisdiction being considered to reduce the effects of hazards, with emphasis on new and existing buildings and infrastructure? (Requirement §201.6(c)(3)(ii))	Sec 5.4/pp. 5-7 – 5-9 (PDF 35-37)	Met	
C5. Does the Plan contain an action plan that describes how the actions identified will be prioritized (including cost benefit review), implemented, and administered by each jurisdiction? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))	Sec 5.5/pp. 5-10 (PDF 38)	Met	
C6. Does the Plan describe a process by which local governments will integrate the requirements of the mitigation plan into other planning mechanisms, such as comprehensive or capital improvement plans, when appropriate? (Requirement §201.6(c)(4)(ii))	Sec 5.6/pp. 5-10 – 5-11 (PDF 38-39)	Met	
ELEMENT C: REQUIRED REVISIONS All requirements have been met.			
ELEMENT D. PLAN REVIEW, EVALUATION, AND IMPLEMENTATION (applicable to plan updates only)			
D1. Was the plan revised to reflect changes in development? (Requirement §201.6(d)(3))	Sec 6.1/pp. 6-1 (PDF 40) Appendix A Figure 5	Met	
D2. Was the plan revised to reflect progress in local mitigation efforts? (Requirement §201.6(d)(3))	Sec 6.2/pp. 6-1 – 6-3 (PDF 40-42)	Met	
D3. Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))	Sec 6.3/pp. 6-3 – 6-4 (PDF 42-43)	Met	
ELEMENT D: REQUIRED REVISIONS All requirements have been met.			
ELEMENT E. PLAN ADOPTION			
E1. Does the Plan include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval? (Requirement §201.6(c)(5))			
E2. For multi-jurisdictional plans, has each jurisdiction requesting approval of the plan documented formal plan adoption? (Requirement §201.6(c)(5))	N/A		
ELEMENT E: REQUIRED REVISIONS			
OPTIONAL: HIGH HAZARD POTENTIAL DAM (HHPD) RISKS			
HHPD1. Did Element A4 (planning process) describe the incorporation of existing plans, studies, reports, and technical information for high hazard potential dams?	N/A		
HHPD2. Did Element B3 (risk assessment) address HHPDs?	N/A		
HHPD3. Did Element C3 (mitigation goals) include mitigation goals to reduce long-term vulnerabilities from high hazard potential dams that pose an unacceptable risk to the public?	N/A		

HHPD4. Did Element C4-C5 (mitigation actions) address HHPDs prioritize mitigation actions to reduce vulnerabilities from high hazard potential dams that pose an unacceptable risk to the public?	N/A		
<u>REQUIRED REVISIONS</u>			
ELEMENT F. ADDITIONAL STATE REQUIREMENTS (OPTIONAL FOR STATE REVIEWERS ONLY; NOT TO BE COMPLETED BY FEMA)			
F1.			
F2.			
<u>ELEMENT F: REQUIRED REVISIONS</u>			

SECTION 2: PLAN ASSESSMENT

INSTRUCTIONS: The purpose of the Plan Assessment is to offer the local community more comprehensive feedback to the community on the quality and utility of the plan in a narrative format. The audience for the Plan Assessment is not only the plan developer/local community planner, but also elected officials, local departments and agencies, and others involved in implementing the Local Mitigation Plan. The Plan Assessment must be completed by FEMA. The Assessment is an opportunity for FEMA to provide feedback and information to the community on: 1) suggested improvements to the Plan; 2) specific sections in the Plan where the community has gone above and beyond minimum requirements; 3) recommendations for plan implementation; and 4) ongoing partnership(s) and information on other FEMA programs, specifically RiskMAP and Hazard Mitigation Assistance programs. The Plan Assessment is divided into two sections:

1. Plan Strengths and Opportunities for Improvement
2. Resources for Implementing Your Approved Plan

Plan Strengths and Opportunities for Improvement is organized according to the plan Elements listed in the Regulation Checklist. Each Element includes a series of italicized bulleted items that are suggested topics for consideration while evaluating plans, but it is not intended to be a comprehensive list. FEMA Mitigation Planners are not required to answer each bullet item and should use them as a guide to paraphrase their own written assessment (2-3 sentences) of each Element.

The Plan Assessment must not reiterate the required revisions from the Regulation Checklist or be regulatory in nature and should be open-ended and should provide the community with suggestions for improvements or recommended revisions. The recommended revisions are suggestions for improvement and are not required to be made for the Plan to meet Federal regulatory requirements. The italicized text should be deleted once FEMA has added comments regarding strengths of the plan and potential improvements for future plan revisions. It is recommended that the Plan Assessment be a short synopsis of the overall strengths and weaknesses of the Plan (no longer than two pages), rather than a complete recap section by section.

Resources for Implementing Your Approved Plan provides a place for FEMA to offer information, data sources and general suggestions on the plan implementation and maintenance process. Information on other possible sources of assistance including, but not limited to, existing publications, grant funding or training opportunities, can be provided. States may add state and local resources, if available.

A. Plan Strengths and Opportunities for Improvement

This section provides a discussion of the strengths of the plan document and identifies areas where these could be improved beyond minimum requirements.

Element A: Planning Process

Strengths:

- Explaining how existing plans were incorporated in the LHMP connects the plans and strengthens the credibility of the data used.
- The Annual Review Tracker is a good way of keeping the plan as a living document over its lifetime.
- Residents heard about the planning process through multiple communication platforms.

Opportunities for Improvement:

- You could use a community survey for more engagement. Talking about the plan at town halls or other regular meetings where residents already participate could help spread awareness about the planning process.

Element B: Hazard Identification and Risk Assessment

Strengths:

- The map showing tsunami extent and critical facilities does a good job of highlighting which critical facilities would be affected by a tsunami hazard.
- The hazard impact section thoroughly explains the limits of the assessment and why you used a simplified assessment.

Opportunities for Improvement:

- Using figures in the hazard identification section would help the reader understand the risk assessment better.
- A stronger assessment or justification for omission on flood hazard risk would give a better understanding of the community's overall hazard risk.

Element C: Mitigation Strategy

Strengths:

- The mitigation strategies are clearly defined and potential funding sources are identified in a table. The table is easy to interpret.

Opportunities for Improvement:

- Including the cost-benefit analysis described in the mitigation action prioritization section would be helpful in strengthening the case for ranking the actions as high- and medium-priority.
- All prioritized actions have a timing of 0-5 years. Some should be identified as happening sooner to create an order for each one to take place.

Element D: Plan Update, Evaluation, and Implementation (*Plan Updates Only*)

Strengths:

- Table 6-1 provides a thorough list of actions that are ongoing or deferred from the last LHMP update.
- Changes in development are explained in detail. They align with the Type of Development column in Table 5-6.

Opportunities for Improvement:

- Include any success stories from the plan. These might be mitigation projects that were implemented or meetings that were held. These stories can show that mitigation is a worthwhile process.
- Table 6-1 provides a good overview of each of the actions from the previous plan. Providing more detail on why deferred projects are not included in the 2022 LHMP would align it better with the change in prioritization section 6.3.

B. Resources for Implementing Your Approved Plan

Ideas may be offered on moving the mitigation plan forward and continuing the relationship with key mitigation stakeholders such as the following:

- *What FEMA assistance (funding) programs are available (for example, Hazard Mitigation Assistance) to the jurisdiction(s) to assist with implementing the mitigation actions?*
- *What other Federal programs NFIP, Community Rating System, Risk MAP, etc.) may provide assistance for mitigation activities?*
- *What publications, technical guidance or other resources are available to the jurisdiction(s) relevant to the identified mitigation actions?*
- *Are there upcoming trainings/workshops (Benefit-Cost Analysis, Hazard Mitigation Assistance, etc.) to assist the jurisdictions(s)?*
- *What mitigation actions can be funded by other Federal agencies (for example, United States Forest Service, National Oceanic and Atmospheric Administration, Environmental Protection Agency Smart Growth, Housing and Urban Development Sustainable Communities, etc.) and/or state and local agencies?*

SECTION 3:
MULTI-JURISDICTION SUMMARY SHEET (OPTIONAL)

INSTRUCTIONS: For multi-jurisdictional plans, a Multi-jurisdiction Summary Spreadsheet may be completed by listing each participating jurisdiction, which required Elements for each jurisdiction were 'Met' or 'Not Met,' and when the adoption resolutions were received. This Summary Sheet does not imply that a mini plan be developed for each jurisdiction; it should be used as an optional worksheet to ensure that each jurisdiction participating in the Plan has been documented and has met the requirements for those Elements (A through E).

	Multi-Jurisdiction		Summary	Sheet	Requirements:						(Met /Not Met)	
Line Number	Jurisdiction Name	Jurisdiction Type (city/borough/township/village, etc.)	Plan Point of Contact	Mailing Address	Email	Phone	A. Planning Process	B. Hazard Identification and Risk Assessment	C. Mitigation Strategy	D. Plan Review, Evaluation, and Implementation	E. Plan Adoption	F. State Requirements
1												
2												
3												
4												
5												
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APPENDIX C—PLANNING PROCESS

Evans, Jessica

From: Evans, Jessica
Sent: Monday, January 31, 2022 4:27 PM
To: Evans, Jessica
Cc: City Manager
Subject: City of Whitter Local Mitigation Plan Update

Good Afternoon,

Sending on behalf of the City of Whitter: The City is kicking off the 2022 City of Whitter Local Hazard Mitigation Plan (LHMP) update process. LHMPs are pre-disaster plans that are focused on reducing the impacts of disasters before they occur. In addition, governments that prepare LHMPs are eligible for certain types of FEMA funding.

The 2022 LHMP update process will take place over the next several months. Hazards addressed in the plan will include: tsunami, earthquake, severe weather, flood, climate change, and hazardous material events.

To learn more about hazard mitigation planning, please visit: <https://www.fema.gov/hazard-mitigation-planning>. If you would like to participate in our plan update process, please contact me or Jim Hunt at citymanager@whittieralaska.gov.

We will send out a follow-up email when our Public Draft is available for review and comment.

Thank you,

Jessica

Jessica Evans
Environmental Scientist/Planner, IAP Practices, Alaska
D +1-907-261-6764
jessica.evans@aecom.com

AECOM
3900 C Street, Suite 403
Anchorage, Alaska, United States
T +1-907-562-3366
aecom.com

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Whittier Alaska



Message



Add Friend

Group posts



Intro



Member of What's what in Whittier since November 1, 2021

Recent Photos



Recent Activity

Group posts



Whittier Alaska shared a link.

19h · 🌐



City of Whittier 2022 Local Hazard Mitigation Plan

Our community is launching an effort known as the City of Whittier 2022 Local Hazard Mitigation Plan. Over the next few months, we will work with a consultant to assess risks posed by natural disasters and develop strategies to protect life and property in Whittier from future hazard events.

Hazards addressed in our plan include the following: earthquake, climate change, earthquake, flood, hazardous material event, severe weath... [See more](#)



WHITTIERALASKA.GOV

Whittier Alaska replied to Friederike Petrasch's comment:
"https://www.youtube.com/channel/UCBg7gv6xdepH-LfbwiDwgfHw"
Whittier Alaska replied to Friederike Petrasch's comment: "Yes. you can watch by using this link
https://www.youtube.com/channel/UCBg7gv6xdepH-LfbwiDwgfHw"

City of Whittier Alaska | City of Whittier

Whittier Social Media Links Head of the Bay project CC



See how the average temperature in your area is changing.

[Explore Climate Science Info](#)



19

3 Comments 3 Shares



Like



Share



Whittier Alaska What's what in Whittier

January 17 at 8:24 PM

City Council Meeting

Tuesday January 18, 2022 @ 7:00PM

Public Safety Building



THE CITY OF WHITTIER

Gateway to Western Prince William Sound

P.O. Box 608 • Whittier, Alaska 99593 • (907) 472-2327 • Fax (907) 472-2404

January 18, 2022 7:00 p.m. Council Chambers

Dore Dickson
Mayor
Term Expires 2022
Peter Denmark
Vice Mayor
Term Expires 2023
Victor Slem
Council Member
Term Expires 2024
Tom Wagner
Council Member
Term Expires 2022
David Blay
Council Member
Term Expires 2022
David Pinyan
Council Member
Term Expires 2023
Cathy McLeod
Council Member
Term Expires 2024
James Hunt
City Manager
Jackie C. Wade
Assistant City Manager

1. CALL TO ORDER
2. OPENING CEREMONY
3. ROLL CALL
4. CITIZEN COMMENTS ON ANY SUBJECT EXCEPT THOSE ITEMS SCHEDULED FOR PUBLIC HEARING (Those who have signed in will be given the first opportunity to speak. Time is limited to 2 minutes per speaker and 30 minutes total time for this agenda item.)
5. APPROVAL OF AGENDA AND CONSENT AGENDA (Approval of Consent Agenda places all executive items scheduled for agenda "C". Consent Agenda items are not considered separately unless a council member so requests. In the event of such a request, the item is returned to the Regular Agenda.)
6. PRESENTATIONS AND REPORTS
 - A. Proclamations and Awards
 - B. Mayor Report
 - C. Vice Mayor Report
 - D. City Manager Report
 - E. City Attorney Report

7. PUBLIC HEARINGS (NON-ORDINANCE) (Those who have signed in will be given the first opportunity to speak. Time is limited to 3 minutes per speaker. Anyone wishing to speak a second time may do so only after all other persons have spoken, and then for 1 minute.)

8. NEW BUSINESS

A. ORDINANCES

1. EMERGENCY ORDINANCE 2021-001 Temporarily authorizing the suspension and/or modification of various sections of the Whittier city code regarding public meetings and participation in order to protect and preserve the health, safety, and welfare of the Whittier community during a statewide high alert and local public health emergency resulting from covid-19. Pg 14

B. RESOLUTIONS

* 1. RESOLUTION 2021-001 Amending the City of Whittier's Calendar Year 2022 State Legislative Priorities Pg 18

* 2. RESOLUTION 2021-002 Amending the City of Whittier's Calendar Year 2022 City Legislative Priorities Pg 20

* 3. RESOLUTION 2021-003 Approving Emergency Repair to the Outlook Snowshed Pg 22

C. Other New Business Items

1. Discuss rescheduling February 15th meeting to February 22nd

9. INFORMATIONAL ITEMS AND REPORTS (No Action Required)

1. November 2021 Financial Reports for the City of Whittier Pg 23

10. COUNCIL COMMENTS

11. CITIZEN COMMENTS (Those who have signed in will be given the first opportunity to speak. Time is limited to 2 minutes per speaker.)

12. COUNCIL AND ADMINISTRATION RESPONSE TO CITIZEN COMMENTS

13. EXECUTIVE SESSION- WCC 2.08.040 B (1 & 2)- Discuss Lease Negotiations with



6

3 Comments



Like



Share



Whittier Alaska What's what in Whittier

January 17 at 4:46 PM

Have you ever wanted to make a difference?

Have you wondered, "Can the City benefit from my experience and knowledge?"

Do you want to have a voice in the City's growth and future?

Do you want to be a part of the body that is responsible for making decisions regarding policy, service and education? ... [See more](#)



CITY OF WHITTIER

Gateway to Western Prince William Sound

P.O. Box 608 • Whittier, Alaska 99693 • (907) 472-2327 • Fax (907) 472-2404

PUBLIC NOTICE

The following commission seats are available

Planning and Zoning Commissioner- Seat E (Term ending 2023)

Port and Harbor Commissioner- Seat B (Term ending 2023)



PWSEDD BOARD TRANSITION, NEW HIRE



We'd like to give a BIG thank you to **Patience Andersen Faulkner** of Cordova and **Dan Blair** of Whittier for their time and service on the PWSEDD Board. Patience, a long-time community volunteer with many organizations, has served on our Board since 2014, and Dan, a Whittier business owner, since 2017. Thanks to their hard work, PWSEDD has seen exciting growth and we will certainly miss working with them. We'd also like to give a warm welcome to our newest board member, **Tommy Sheridan**, and our new Program Manager, **Lindsey Hammer**. Tommy brings a wealth of knowledge and experience with Alaskan fishery resource management through fisheries management and teaching positions he's held throughout the state, as well as a strong passion for service. Lindsey is a local Cordovan who is excited to work towards bettering her community after having graduated from Whitman College. Glad to have you both on board!

VESSEL & COMMERCIAL BUILDING ENERGY EFFICIENCY AUDIT PROGRAM is now open

The Alaska Mariculture Cluster (AMC) has been awarded \$500,000 as a finalist for the U.S. Economic Development Administration Build Back Better Regional Challenge. This project aims to build and strengthen a sustainable mariculture industry in coastal Alaskan communities, including Prince William Sound. If selected for a Phase 2 award, AMC will receive \$25-75 million to put towards creating an integrated hatchery network, providing financing option to mariculture entrepreneurs, coordinating public outreach, and supporting product, market and workforce development. [Read more here](#), and we'll be reporting on the next phase of this application.

CORDOVA COMMUNITY GARDEN



PWSEDD in partnership with the Copper River Watershed Project has been awarded two grants, a U.S. Department of Agriculture (USDA) Farm to School grant and Department of Natural Resources Micro-Grants for Food Security, to help develop a community garden in Cordova! If you're interested in getting involved with the Cordova Community Garden, send us an email below.

[EMAIL US](#)

AROUND THE SOUND



Alaska Marine Highway System: the new Alaska Marine Highway Operations Board will hold its first meeting on February 11, 2022 from 10 a.m. - 4 p.m. [Use the link here](#) to watch a Facebook live stream, or call 1-855-925-2801, meeting code 5612.

In Whittier: FEMA is assisting Whittier with updating its Local Hazard Mitigation Plan (LHMP). LHMPs are pre-disaster plans that are focused on reducing the impacts of disasters before they occur. In addition, governments that prepare LHMPs are eligible for certain types of FEMA funding. The 2022 LHMP update process will take place over the next several months. Hazards addressed in the plan will include: tsunamis, earthquake, severe weather, flood, climate change, and hazardous material events. Look for meeting notices on Facebook or contact the City of Whittier to be added to a mailing list.

In Cordova: *What does the future look like for the Copper River Highway Corridor?* To answer that question, state, local and tribal partners are developing the vision and goals for a 25 year Copper River Highway Master Plan. Begun in late January, the process is being led by the Alaska Department of Transportation, the Native Village of Eyak and the City of Cordova. Ultimately, the plan will document existing conditions, collect data on previous and existing planning efforts, and work with stakeholders and the public to develop a vision statement for the corridor and spell out long-term needs along the CRH.

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Evans, Jessica

From: Evans, Jessica
Sent: Monday, April 18, 2022 3:11 PM
To: Evans, Jessica
Cc: City Manager
Subject: City of Whittier Local Hazard Mitigation Plan: Draft for Review
Attachments: Whittier_LHMP_DRAFT_041822.pdf

Good afternoon,

As you may remember from our last email on January 31, the City of Whittier is updating our Local Hazard Mitigation Plan (LHMP). LHMPs are pre-disaster plans that are focused on reducing the impacts of disasters before they occur. In addition, governments that prepare LHMPs are eligible for certain types of FEMA funding.

We have completed a public draft of the 2022 Whittier Local Hazard Mitigation Plan (LHMP) update. Over past few months, we have worked with a consultant to assess risks posed by natural disasters and develop strategies to protect life and property in the community from future hazard events. Hazards addressed in the plan include: climate change, dam failure, earthquake, hazardous materials, severe weather, and tsunamis.

To learn more about hazard mitigation planning, please visit: <https://www.fema.gov/hazard-mitigation-planning>.

A copy of our plan is attached and available to review until May 2, 2022. If you have questions or comments, please contact Jim Hunt at citymanager@whittieralaska.gov or myself at jessica.evans@aecom.com.

Thank you for your continued interest and participation.

Sent on behalf of the City of Whittier.

Jessica

Jessica Evans

Environmental Scientist/Planner, IAP Practices, Alaska
D +1-907-261-6764
jessica.evans@aecom.com

AECOM

3900 C Street, Suite 403
Anchorage, Alaska, United States
T +1-907-562-3366
aecom.com

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Intro

City of Whittier, Alaska


-  Lives in **Whittier, Alaska**
-  Followed by **20 people**
-  [CityofWhittierAK](#)
-  <https://www.youtube.com/channel/UCBg7gv6xdpH-LfbwiDwgfHw/videos>
-  [WhittierAlaska.gov](#)



+ 2
Collection

Posts

⚙️ Filters

 **Whittier Alaska**
21m · 🌐

2022 City of Whittier Local Hazard Mitigation Plan

Our community has completed a public draft of the 2022 Local Hazard Mitigation Plan. Over past few months, we have worked with a consultant to assess risks posed by natural disasters and develop strategies to protect life and property in Whittier from future hazard events.

Hazards addressed in our plan include the following: climate change, dam failure, earthquake, hazardous materials, severe weather, and tsunامي.

Once our pl... [See more](#)



FEMA





FEMA.GOV
Hazard Mitigation Planning
Hazard mitigation planning reduces loss of life and property by mi...

See how the average temperature in your area is changing.
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Tom Wells

Jacob Langton

Antonio Jesus Dagnino Hernandez

Elishaba Doerksen

Javier Valdez

Manuel Salomon

Jesus Antonio Paredes

Katriona Suli

Melissa Hartwick Jackson

Whittier Alaska
April 5 at 12:29 PM · 🌐

Have you ever wanted to make a difference?
Have you wondered, "Can the City benefit from my experience and knowledge?"
Do you want to have a voice in the City's growth and future?
Do you want to be a part of the body that is responsible for making decisions regarding policy, service and education? ... [See more](#)

CITY OF WHITTIER
Gateway to Western Prince William Sound
P.O. Box 608 • Whittier, Alaska 99693 • (907) 472-2327 • Fax (907) 472-2404

PUBLIC NOTICE

Whittier Planning & Zoning Commission

SEAT AVAILABLE

Seat B: 2 years remaining on a 3 Year Term, expiring 2024

Declarations of Interest forms are available at the City Office.
Forms must be completed and returned to the City Office
no later than April 14, 2022.
Seats will be appointed by the City Council on April 19, 2022.

- POSTED: 04/05/2022
- Anchor Inn
 - BTI
 - City Office/Website
 - Harbor Office
 - Museum
 - Whittier Manor

**CITY OF WHITTIER, ALASKA
RESOLUTION 2022-023**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER, ALASKA, AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH CRW ENGINEERING TO CONDUCT AN ENGINEERING ASSESSMENT OF OCEAN DOCK, TO INCLUDE STRUCTURAL ANALYSIS, DOCK ASSESSMENT, DETERMINATION OF LOAD RATING, ENGINEERING AND DESIGN TO REPLACE THE FIRST FOUR-FOOT PANEL, AND DETERMINATION OF EXPECTED CONSTRUCTION COSTS FOR AN AMOUNT NOT TO EXCEED \$19,046 AND APPROPRIATING FUNDS

WHEREAS, during recent earthquake repairs to the approach portion of the Ocean Dock in April, it was discovered that the first four (4) foot concrete approach deck panel was cracked on the leading edge. This section had previously been supporting a ¾” steel plate as a “quick fix” between the road surface and the dock approach to facilitate vehicle traffic on and off the dock.; and

WHEREAS, the City was concerned about catastrophic failure, City officials asked CRW Engineering for a condition report of the damaged panel. Engineers investigated the damaged concrete plank and recommended a gross vehicle weight not to exceed 24,000 pounds or 12,000 pounds per axel more than six (6) feet apart for safety in its current condition; and

WHEREAS, the Ocean Dock is a valuable piece of infrastructure within the harbor district with multiple users throughout the year. Vehicle access is also an important aspect of the dock for fuel deliveries, fish operations, vessel husbandry and moorage; and

WHEREAS, the City Dock crane is out of order for an undetermined amount of time, users have set up a boom truck on the Ocean Dock to conduct fish operations that are not conducive to being performed at the Delong Dock; and

WHEREAS, continuing to defer maintenance and repair to our harbor infrastructure will degrade our ability to continue to serve our harbor users; and

WHEREAS, Funding for the engineering assessment was not anticipated in the 2022 Budget an appropriation is required.

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

Section 1. The City Manager is hereby authorized to enter into a contract with CRW engineering to conduct an engineering assessment of Ocean Dock to include structural analysis, dock assessment, determination of load rating, engineering, and design to replace the first four-foot panel, and determination of expected construction in the amount of \$19,046.00 in accordance with WMC 3.32.210(B).

Section 2 Funding in the amount of \$19,046.00 is hereby approved and appropriated from the Harbor Reserves for the purpose conducting an engineering assessment of Ocean Dock

Section 3. This resolution shall take effect immediately upon adoption.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 27th day of July, 2022.

Dave Dickason, Mayor

AYES:

NAYS:

ABSENT:

ABSTAIN:

ATTEST:

Jackie C. Wilde
Assistant City Manager/Acting City Clerk

Council Agenda Statement



Meeting Date: July 27, 2022
To: City Council
Through: Jim Hunt, City Manager
From: Harbormaster David Borg

Agenda Item: Resolution 2022-023 Authorizing The City Manager To Enter Into A Contract With CRW Engineering To Conduct An Engineering Assessment Of Ocean Dock, To Include Structural Analysis, Dock Assessment, Determination Of Load Rating, Engineering And Design To Replace The First Four-Foot Panel, And Determination Of Expected Construction Costs For An Amount Not To Exceed \$19,046 And Appropriating Funds

BACKGROUND JUSTIFICATION & INTENT:

During recent earthquake repairs to the approach portion of the Ocean Dock in April, it was discovered that the first four (4) foot concrete approach deck panel was cracked on the leading edge. This section had previously been supporting a ¾" steel plate as a "quick fix" between the road surface and the dock approach to facilitate vehicle traffic on and off the dock. Concerned about catastrophic failure, City officials asked CRW Engineering for a condition report of the damaged panel. Engineers investigated the damaged concrete plank and recommended a gross vehicle weight not to exceed 24,000 pounds or 12,000 pounds per axle more than six (6) feet apart for safety in its current condition. With the City Dock crane out of order for an undetermined amount of time, users have set up a boom truck on the Ocean Dock to conduct fish operations that are not conducive to being performed at the Delong Dock (mostly smaller vessels). The Ocean Dock is a valuable piece of infrastructure within the harbor district with multiple users throughout the year. Vehicle access is also an important aspect of the dock for fuel deliveries, fish operations, vessel husbandry and moorage. Continuing to defer maintenance and repair to our harbor infrastructure will degrade our ability to continue to serve our harbor users.

<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	2020 Comprehensive Plan (<i>document source here</i>):	X		
2.	Whittier Code:	X		
3.	Other (<i>list</i>):	X		

FISCAL NOTE: Funding for this item was not anticipated in the 2022 Budget and an appropriation is required. Staff recommends an appropriation of \$19,046 from the Harbor reserves which has a current balance of approximately \$1.4 million.

ATTORNEY REVIEW: Yes____ No X

RECOMMENDATION: The Administration recommends appropriating funds for the purpose of conducting an engineering assessment of Ocean Dock, to include structural analysis, dock assessment, determination of load rating, engineering/design to replace the first four-foot panel, and determination of expected construction costs.

June 10, 2022

R&M No. (2920.01)

Pete Bellezza, PE
Principal/Civil Engineer
CRW Engineering Group, LLC
3940 Arctic Blvd., Ste. 300
Anchorage, AK 99503

RE: Whittier Ocean Dock Evaluation.

Dear Pete:

In response to your request on May 17th and your follow-up on May 26th, we are pleased to provide the attached fee estimate for the above referenced project.

We understand from the photos and drawings prepared by CRW that this dock is comprised of steel pipe piles and steel beams with pre-stressed hollow-core concrete planks. No topping slab is apparent in the photos.

The scope of work will include the following:

1. Site visit(s) by a senior waterfront / structural engineer with a supporting staff engineer. 2 separate visits are proposed, to coincide with the lowest available tide and a high tide to permit close examination of the underside of the deck and of the steel framing for evaluation of corrosion and metal loss.
2. Structural analysis as required.
3. A letter report of the findings including:
 - a. dock assessment and determination of load rating
 - b. engineering design to replace the first 4-foot panel nearest to the reconstructed dock abutment, and construction cost estimate
 - c. ROM cost to repair deficiencies identified during the assessment, up to and including total dock replacement if required.

Our effort will be calibrated to confirm the feasibility of obtaining a load rating that meets service requirements, versus a rigorous assessment to determine the limiting capacity of every component in the dock system. Certain simplifying assumptions will be made. For example, the in-ground capacity of the piling will be estimated but not tested. And in the absence of the manufacturer's product data for the pre-stressed hollow-core concrete planks, we will attempt to determine the amount and position the strand that is visible at the exposed plank ends, and correlate with published data from the assumed era of construction, if better information is not available from Concrete Technology Corp.

See attached fee estimate. We propose to perform this work on a time and expense basis not to exceed the authorized amount.

We can complete this work within two months after receipt of notice to proceed.

Please let us know if you have any comments or questions.

Sincerely,

R&M CONSULTANTS, INC.



Mark D. Anderson, SE
Group Manager, Structural Engineering

c: Copy Tim Grier, John Daley

[illegible]

Sponsored by: Hunt

**CITY OF WHITTIER, ALASKA
RESOLUTION 2022-024**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER,
ALASKA, AUTHORIZING THE PURCHASE OF EIGHT (8) BENCHES AND FOUR
(4) BIKE RACKS FROM ANCHORAGE CUSTOM POWDER COATING FOR AN
AMOUNT NOT TO EXCEED \$26,185**

WHEREAS, The City's comprehensive plan recognizes that beautification is important; and

WHEREAS, administration has identified the need to update park and trail seating areas for citizens and visitors: and

WHEREAS, the equipment will be installed by the Department of Public Works in various locations like the City Park, Whittier Highway Trail, Emerald Cove Trail, Head of the Bay Campground and Harbor.

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

Section 1. The City Council authorizes the purchase of eight (8) benches and (4) four bike racks from Alaska Custom Powder Coating in the amount not to exceed \$26,185.

Section 2. Funding in the amount of \$26,185 is hereby approved in the Commercial Passenger Vessel Tax 2022 budget.

Section 3. This resolution shall take effect immediately upon adoption.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 27th day of July, 2022.

Dave Dickason, Mayor

AYES:
NAYS:
ABSENT:
ABSTAIN:
ATTEST:

Jackie C. Wilde
Assistant City Manager/Acting City Clerk

Council Agenda Statement



Meeting Date: July 27, 2022

To: City Council

Through: Jim Hunt, City Manager

Agenda Item: RESOLUTION 2022-024 - Authorizing the Purchase of Eight (8) Benches and Four (4) Bike Racks from Anchorage Custom Powder Coating for An Amount Not to Exceed \$26,185

BACKGROUND JUSTIFICATION & INTENT:

The City's comprehensive plan recognizes that beautification is important. The city administration has identified the need to update park and trail seating areas for citizens and visitors purchase of benches and bike racks will help the community move in the direction of a beautification project in the future. The equipment will be installed by the Department of Public Works in various locations like the City Park, Whittier Highway Trail, Emerald Cove Trail, Head of the Bay Campground and Harbor.

<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	2020 Comprehensive Plan (<i>document source here</i>): Chapter 13	X		
2.	Whittier Code:			X
3.	Other (<i>list</i>):			x

FISCAL NOTE: Funding in the amount of \$26,185 using the Commercial Passenger Vessel Tax is a budgeted item.

ATTORNEY REVIEW: Yes ___ No X

RECOMMENDATION: Approve Resolution 2022-024 Authorizing the Purchase Of Eight (8) Benches And Four (4) Bike Racks From Anchorage Custom Powder Coating For An Amount Not To Exceed \$26,185

Anchorage Custom Powder Coating
6151 Burlwood St.
Anchorage, AK 99507 US
+1 9075625635
donny@acpcak.com



Estimate

ADDRESS

City Of Whittier

ESTIMATE # 051022W

DATE 05/10/2022

EXPIRATION DATE 06/10/2022

CONTACT

Jackie

SALESMAN

Donny

QTY	ACTIVITY	DESCRIPTION	RATE	AMOUNT
8	FAB	PARK BENCH , ALL STEEL FRAME , COMPOSITE WOOD DECKING, CUSTOM ARCHES , POWDER COATED 4 WEEK TURN AROUND	2,750.00	22,000.00

TOTAL **\$22,000.00**

Accepted By

Accepted Date

Anchorage Custom Powder Coating
6151 Burlwood St.
Anchorage, AK 99507 US
+1 9075625635
donny@acpcak.com



Estimate

ADDRESS

City Of Whittier

ESTIMATE # 051122W

DATE 05/11/2022

EXPIRATION DATE 06/11/2022

CONTACT

JACKIE

SALESMAN

DONNY

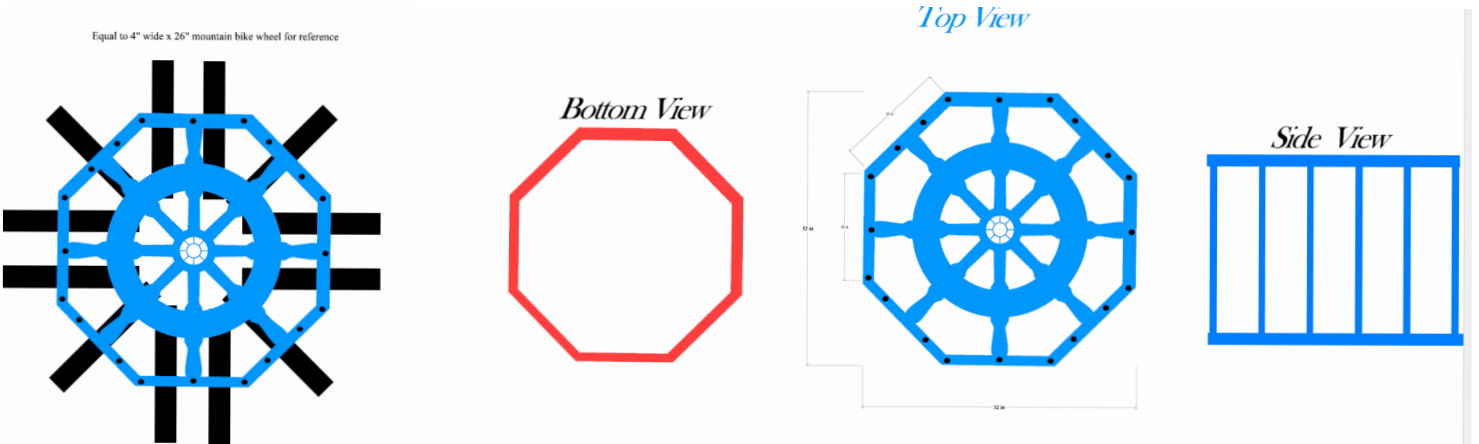
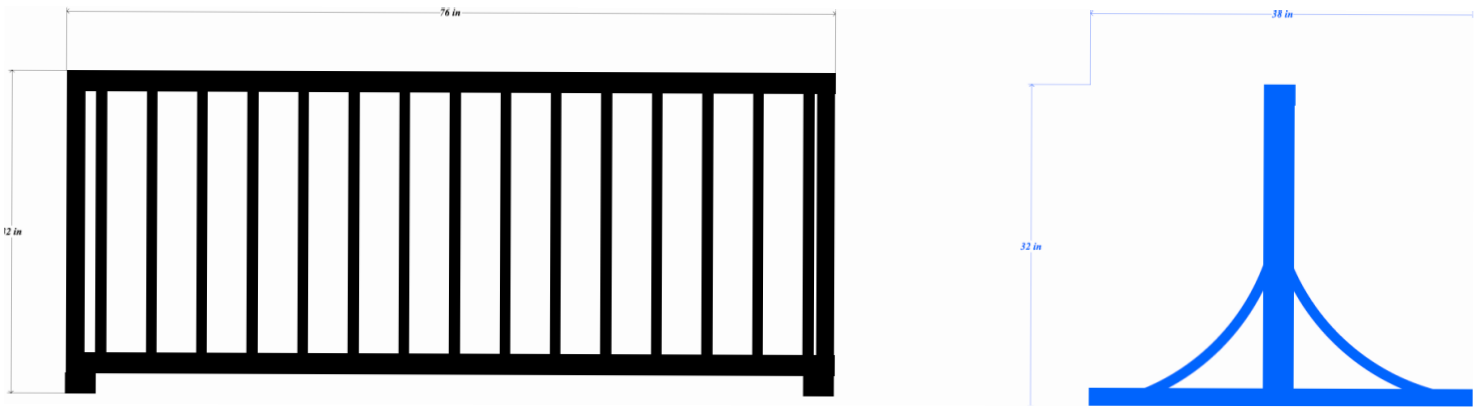
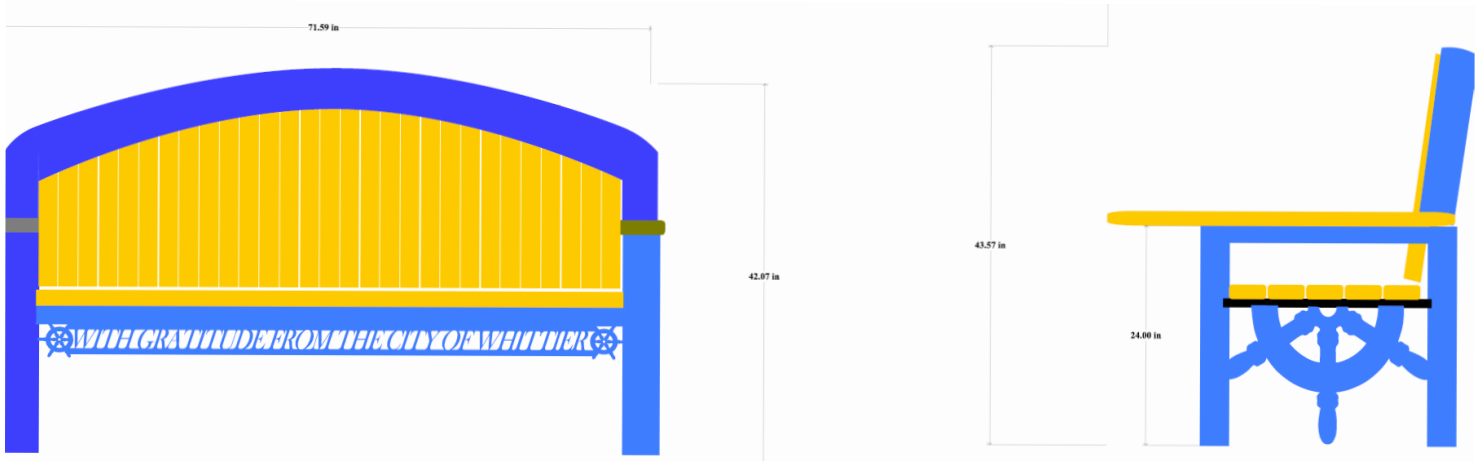
QTY	ACTIVITY	DESCRIPTION	RATE	AMOUNT
1	FAB	OCTO BIKE RACK , CUSTOM , ALL STEEL 2 X 3 " FRAME , 3/4" PIPE UP RIGHTS , POWDER COATED . 8-12 BIKE SPACES , STACKABLE , 52" WIDE X 52" LONG X 32" TALL 4 WEEK LEAD TIME	2,150.00	2,150.00
1	FAB	DOUBLE SIDED BIKE RACK , CUSTOM , ALL STEEL , 2 X 3 FRAME , 1" UP RIGHTS , POWDER COATED, 6 BIKES PER SIDE , 76" LONG X 32" TALL X 38" DEEP , 4 WEEK LEAD TIME	2,035.00	2,035.00

TOTAL

\$4,185.00

Accepted By

Accepted Date



**CITY OF WHITTIER, ALASKA
RESOLUTION 2022-025**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITTIER, ALASKA, DECLARING THE CITY'S INTENT TO UTILIZE UP TO \$4.5 MILLION IN EXISTING HARBOR FUNDS, CPV FUNDS AND REVENUE BONDS TO CONSTRUCT THE NEXT PHASE OF HARBOR IMPROVEMENTS CONSISTENT WITH MASTER RESOLUTION 36-2016, AND AUTHORIZING SUBMISSION TO THE STATE OF A MUNICIPAL HARBOR FACILITY GRANT APPLICATION FOR THE WHITTIER MUNICIPAL HARBOR IMPROVEMENT PROJECT IN AN AMOUNT NOT TO EXCEED \$9.0 MILLION

WHEREAS, subject to annual appropriation by the legislature, the State of Alaska distributes funds from state commercial passenger vessel tax proceeds under AS 43.52.230(b) to the City, which the City shall use for port facilities, harbor infrastructure and other services provided to commercial passenger vessels and the passengers on board those vessels; and

WHEREAS, the City owns and operates a boat harbor as a revenue-producing enterprise of the City and currently has sufficient reserves from the Harbor and CPV Funds to cover 100% of the cost of the City's 50/50 match for the Harbor Expansion Project; and

WHEREAS, AS 29.47.250 provides that an election is not required to authorize the City to issue revenue bonds and if desired, the City Council could determine to utilize bond funding rather than existing reserves to construct the harbor improvements; and

WHEREAS, the estimated cost to replace Floats A, G and H and to replace all wood pilings with steel piles throughout the harbor, and construct a dock storage building is estimated to cost between \$8 and \$9 million, and failure to replace these floats in the near future will necessitate closure of the floats which will displace vessels currently moored on those floats; and

WHEREAS, the Whittier City Council passed Resolution 36-2016 on December 20, 2016, authorizing a Master Resolution "...for the issuance of one or more series of revenue bonds to finance improvements to the Harbor and for any other purpose of the Harbor now or hereafter permitted by law;" and

WHEREAS, the Alaska Municipal Bond Bank approved a Loan Agreement dated April 12, 2017, authorizing a loan in the amount of \$6.5 million to the City for the purpose of Harbor Infrastructure Improvements, with only \$2.0 million of that potential loan having been drawn by the City; and

WHEREAS, if awarded a State Municipal Harbor Matching Grant of up to \$4.5 million, the City is prepared to pay for its share of the required match from a combination of existing reserves and/or the issuance of revenue bonds; and

WHEREAS, the City of Whittier will provide the required local matching funds for construction of the Whittier Small Boat Harbor Improvements Project as required by the Municipal Harbor Grant Program; and

WHEREAS, completion of these repairs is critical to the financial health of the Whittier Small Boat Harbor, and to the businesses and individuals requiring moorage in the harbor.

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

Section 1. The City Manager is hereby authorized to submit to the State of Alaska DOT&PF a harbor municipal matching grant application for a project in an amount not to exceed \$9.0 million, for the purpose of performing repairs, replacements, and improvements to harbor infrastructure.

Section 2. The City Council hereby agrees to commit funding in an amount not to exceed \$4.5 million as its 50% match to complete the project.

Section 3. The City acknowledges that it has the capacity to complete the Whittier Small Boat Harbor Improvements within eighteen (18) months after award of a Harbor Facility Grant.

PASSED AND APPROVED by a duly constituted quorum of the Whittier City Council on this 27th day of July 2022.

Dave Dickason, Mayor

AYES:

NAYS:

ABSENT:

ABSTAIN:

ATTEST:

Jackie C. Wilde

Assistant City Manager/Acting City Clerk

Council Agenda Statement



Meeting Date: July 27, 2022
To: City Council
Through: Jim Hunt, City Manager
From: Finance Director Erchinger

Agenda Item: Resolution 2022-025 Declaring The City's Intent To Utilize Up To \$4.5 Million In Existing Harbor Funds, CPV Funds And Revenue Bonds To Construct The Next Phase Of Harbor Improvements Consistent With Master Resolution 36-2016, And Authorizing Submission To The State Of A Municipal Harbor Facility Grant Application For The Whittier Municipal Harbor Improvement Project In An Amount Not To Exceed \$9.0 Million

BACKGROUND JUSTIFICATION & INTENT:

subject to annual appropriation by the legislature, the State of Alaska distributes funds from state commercial passenger vessel tax proceeds under AS 43.52.230(b) to the City, which the City shall use for port facilities, harbor infrastructure and other services provided to commercial passenger vessels and the passengers on board those vessels. City owns and operates a boat harbor as a revenue-producing enterprise of the City and currently has sufficient reserves from the Harbor and CPV Funds to cover 100% of the cost of the City's 50/50 match for the Harbor Expansion Project. The estimated cost to replace Floats A, G and H and to replace all wood pilings with steel piles throughout the harbor and construct a dock storage building is estimated to cost between \$8 and \$9 million, and failure to replace these floats in the near future will necessitate closure of the floats which will displace vessels currently moored on those floats. If awarded a State Municipal Harbor Matching Grant of up to \$4.5 million, the City is prepared to pay for its share of the required match from a combination of existing reserves and/or the issuance of revenue bonds. Completion of these repairs is critical to the financial health of the Whittier Small Boat Harbor, and to the businesses and individuals requiring moorage in the harbor.

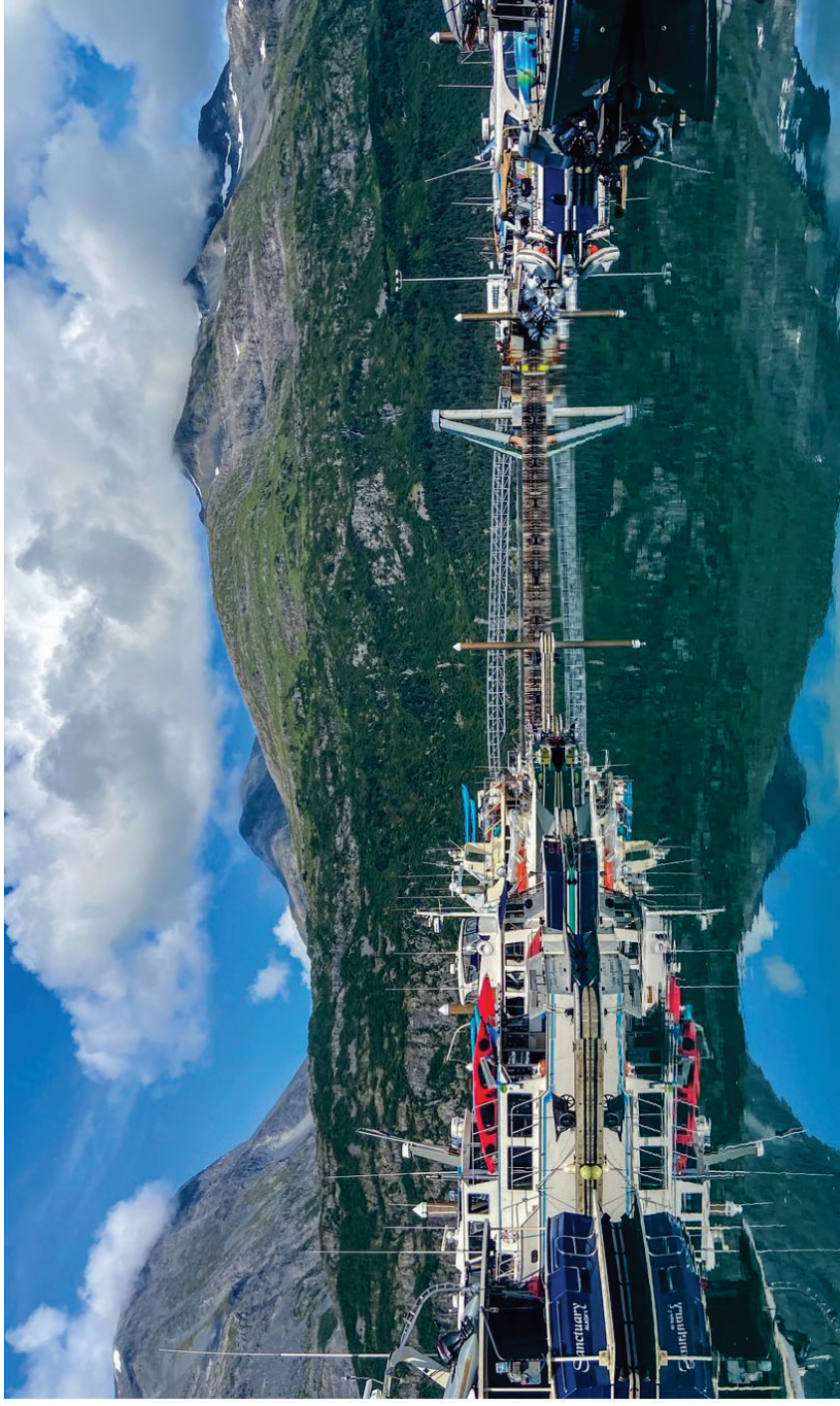
<u>CONSISTENCY CHECKLIST:</u>		Yes	No	N/A
1.	2020 Comprehensive Plan (<i>document source here</i>):	X		
2.	Whittier Code:	X		
3.	Other (<i>list</i>):	X		

FISCAL NOTE: If approved the City commitment would not exceed 4.5 million as its 50% match to complete the project.

ATTORNEY REVIEW: Yes ___ No X

RECOMMENDATION: Approve resolution 2022-025 authorizing the City Manager is to submit to the State of Alaska DOT&PF a harbor municipal matching grant application for a project in an amount not to exceed \$9.0 million, for the purpose of performing repairs, replacements, and improvements to harbor infrastructure.

Whittier Harbor Float Replacement



- ♦ Floats A / G / H
- ♦ Replace wood piles with steel through-out the harbor
- ♦ Dock Storage Building
- ♦ Estimated Cost \$8-9 million

Harbor History

- 2004 – Small Boat Harbor Transfer from State of Alaska w/ \$2.4 million for repairs
- 2008 – \$5 million - Launch Ramp removed. New 3-lane ramp w/mooring dock built (\$2,778,676 from ADF&G).



Harbor History- Phase I Project

- 2010/2011 – \$4.6 million. Installed sheet pile across harbor waterfront, new docks along length and relocation of Harbormaster's office.

Funding from:

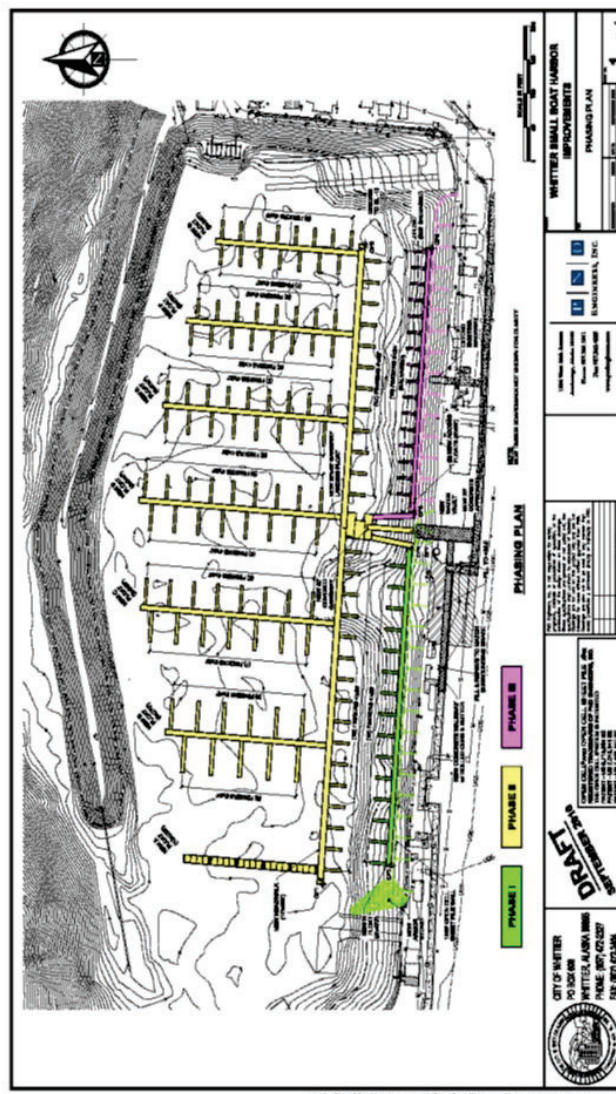
\$2,000,000 – DOTPF - 2014

\$1,188,000 – Denali Commission

\$1,000,000 – SOA DCCED – 2012

\$ 143,550 - DOT USAC

PROPOSED PHASES



2010 Original Plan — Port & Harbor Commission, Sept 18, 2010

COST ESTIMATE

New Floats &
Reconfiguration

\$8,767,000

Rounded up to

\$9,000,000

FUNDING SOURCES

AK-DOT Matching Fund....\$4,500,000

Harbor Depreciation Fund.... \$500,000

Federal Grant(s).....\$1,500,000

Harbor Revenue Bond..... \$2,500,000

TOTAL.....\$9,000,000

PROPOSED FUTURE RATE INCREASES

5% Annually

Or

Anchorage Consumer Price Index (CPI)
First Half of Previous Year

Whichever is Greater

Note: Scaled project back to \$4.6 million

Harbor History – Phase II

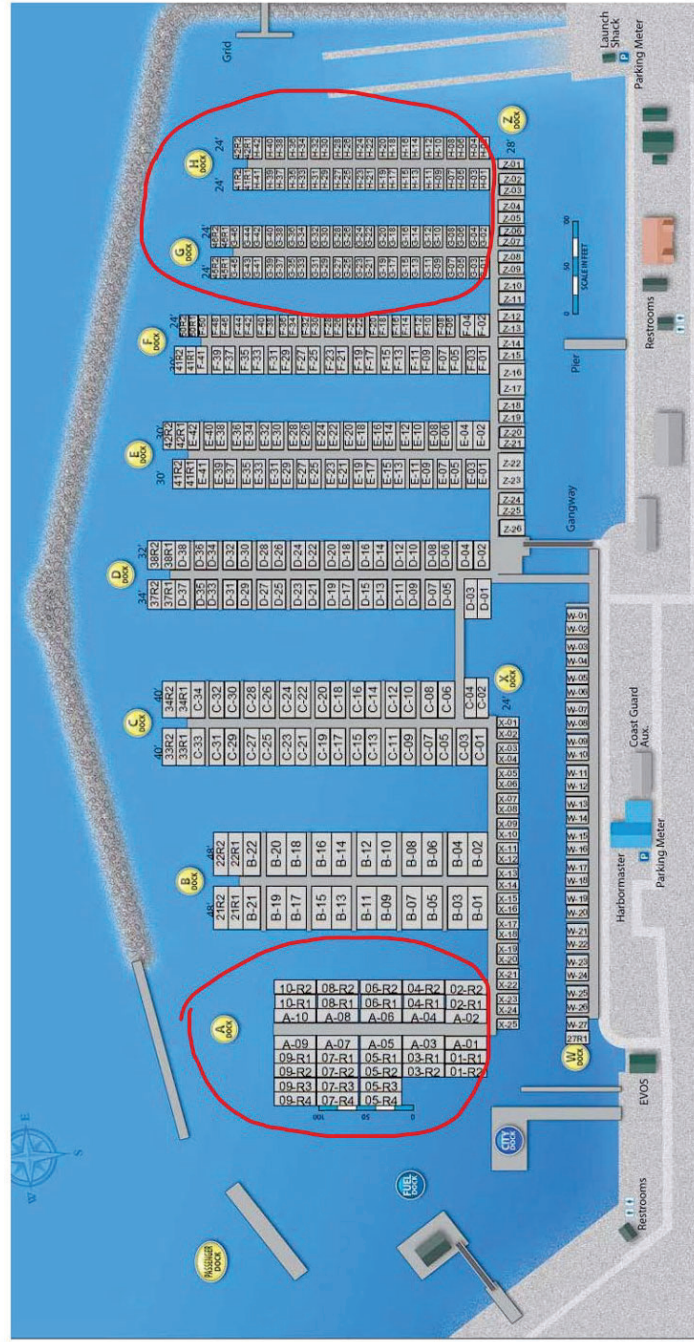
- 2015 – Bellingham Marine construction contract \$4,342,250; DEF Floats and walkway; Z Float and walkway; C-D connector; fingers; 80' gangway; electrical system
 - 2017 – Council authorized up to \$6.5 million revenue bonds* for harbor upgrades; only \$2 million issued so far.
 - \$2 million bonds issued to replace B & C Floats and continue head-walk/walkway
 - 20 years @ 4.00% to 5.00% interest
 - Annual debt service = \$156K
- \$500K DOTPF Phase II.

Future Harbor Phase III Project:

- Estimated cost \$8 - \$9 million
- Replace A, G, H Floats
- Replace all creosote pilings with steel
- Include small dock storage building for sewer pump-out, snow removal equipment
- Include disposal of A, G, H Floats plus previously disposed Floats, out of Whittier

Floats to be replaced: A, G, H

HARBOR BOAT SLIP MAP



A Float



G Float



H Float



H Float



How to Fund?

- 2023 – Estimated cost \$8 - \$9 million
 - Replace A, G, H Floats
 - Replace all creosote pilings with steel
 - Include small dock storage building to store sewer pump-out, tools, snow removal equipment
- Seeking Tier III State Grant* requires 50/50 match. State has not consistently funded this program.
- Applications due August 5, 2022
- Funding not available until after 2023 legislative session; after 7/1/23

* AS 29.60.800 et seq.

Funding Options

- ♦ If State grant awarded, City's 50/50 match is approx. \$4.5 million
- ♦ If State grant not awarded, City's cost could be up to \$9 million
- ♦ Project cannot continue to be delayed
- ♦ Floats must be taken out of service due to safety concerns if not replaced in the next 1-2 years

LIST OF NAMES

DICKASON =Dave Dickason

MATSUMIYA = Naelene Matsumiya

DENMARK = Peter Denmark

SHEN = Victor Shen

WAGNER =Tom Wagner

MCCORD =Cathy McCord

BLAIR =Dan Blair

BENDER= Mike Bender

WILDE = Jackie Wilde

HUNT= Jim Hunt

BORG = Dave Borg

ACHEE = Andre Achee

1 **DICKASON:** I call to order, Whittier City Council Meeting, Regular Meeting, May 24,
2 2022, the time is now 7:02. Please rise for the pledge of allegiance.

3 **ALL:** I pledge allegiance to the flag of the United States of America and to the republic
4 for which it stands, one nation under God indivisible with liberty and justice for all.

5 **DICKASON:** Roll call.

6 **MATSUMIYA:** Roll call: Council Member Denmark?

7 **DENMARK:** Here

8 **MATSUMIYA:** Shen?

9 **SHEN:** Here.

10 **MATSUMIYA:** Wagner?

11 **WAGNER:** Here.

12 **MATSUMIYA:** Pinguoch is absent. McCord?

13 **McCORD:** Here.

14 **MATSUMIYA:** Blair?

15 **BLAIR:** Here.

16 **MATSUMIYA:** And Mayor Dickason.

17 **DICKASON:** Here.

18 **MATSUMIYA:** We have a quorum of 6 tonight.

19 **DICKASON:** Great.

20 **DICKASON:** Citizens' comments on any subject except those items scheduled for
21 public hearing?

22 **MATSUMIYA:** We have, um, right here, for Agenda item number 4, Mike Bender.

23 **DICKASON:** Great. Mike Bender would you like to come to the podium?

24 **BENDER:** *unintelligible* (6:30, YouTube)

25 **DICKASON:** You're it.

26 **BENDER:** Hi, I wanted to talk about, uh, three things that, uh, yeah. Been flying under
27 the radar lately, but, uh, the first being, uh, I brought to the City's attention, the
28 Administration's attention that, uh, fuel. The sales tax for fuel that we purchase from the
29 fuel dock. There was some confusion in a previous meeting about how it's taxed, so I
30 took actually, an invoice that my company pays that was for 100 gallons and it clearly is
31 easily deciphered that we pay a state, uh, (PAUSE) motor fuel tax, we pay less tax, we
32 pay a federal, uh, motors fuels tax, that is totaled up and then on top of that, Whittier adds
33 its 5% sales tax so it's pretty clear that its tax on a tax. Uh, I've, I've brought this up to
34 multiple administrations before, uh, and I'm hoping that someone will answer that
35 question and, and rectify that because we all got to believe that that's not the correct way
36 to do that it's not so significant when you're paying two dollars and sixty cents a gallon,
37 but now we're almost at six dollars a gallon and that's a significant impact to, not only my
38 business, but there are some other big fuel consumers in town that it's thousands and
39 thousands of dollars a month. The second thing is trash. I was surprised to learn that now
40 uh the lots that I uh reside on each, I understand, is charged 275 dollars in the beginning
41 of the season uh for trash and then 75 dollars, up from 40 dollars last year, 75 regardless
42 if there's a building that uh, uh produces uh trash on it or, or not so that's (PAUSE) I don't
43 know why there isn't more uh business owners here uh behind me but I felt compelled to,
44 to uh come and make my views known on that. I don't know, I'll be curious on how the
45 rationale gets that a vacant lot gets charged for uh trash fees. Secondly I hope that it's
46 only during the times that it's open and it's unclear to me my uh investigations that I hope
47 it wouldn't be year round because we, we don't produce anything in the uh October

through uh April uh time frames from, from our shop obviously the people that we transport do uh bring trash, a lot of it's from the Sound, cleaning the Sound but uh, I think their passenger uh fees, the six dollars they pay to come and go uh each, certainly covers the trash fees in the in the winter, so that's uh that's two my two questions for.

DICKASON: Okay. Yeah, anything else?

BENDER: Well, I guess there's gonna be uh, uh something that's on the agenda that I get to comment that I was surprised at, so I guess I'll be back later.

DICKASON: Okay, good.

BENDER: Thanks.

DICKASON: Thanks, Mike. Any response?

WILDE: We'll do responses at the end where the Administration makes comments.

DICKASON: Real good. Okay. Next item. Approval of Agenda and Consent Agenda.

DICKASON: Can I get a motion to approve tonight's agenda.

MATSUMIYA: *unintelligible* (10:09, YouTube)

DENMARK: Discussion?

DICKASON: Yeah, hang on just a second, Peter. What was (PAUSE) The change for what?

MATSUMIYA: *unintelligible* (10:17, YouTube)

DICKASON: Okay. All right, so, yeah, can we get a motion to approve tonight's agenda with one addendum and that is to strike item b under Presentations, item 6b

that that will be (PAUSE) is that postponed or is that just a...

WILDE: So, Mayor, to the Council, it is um, previously, um requested to schedule a work session in June. It's further down in your agenda, so, um, you don't need to, you'll just need to vote on the agenda and the consent agenda, you can just ask to strike that and then, and I believe Mr. Denmark has a discussion also on the agenda.

DICKASON: Okay. Right, Peter you have a...

BLAIR: Let's make a motion first. I make a motion.

DICKASON: Yeah, okay, great, yeah, uh Dan, that's great, we got you as the motion, can I get a second?

WAGNER: I'll second.

DICKASON: Al right, and now discussion. Peter did you want to...

DENMARK: *unintelligible* (11:30, YouTube)

DICKASON: Yeah, Peter, go ahead.

DENMARK: I'd like to, uh, remove Resolution 19 from the consent agenda.

WILDE: If I can just read that into record, uh, Council Member or Vice Mayor Denmark is requesting to remove Resolution 2022-019 um, regarding the caboose lease from the consent agenda.

DICKASON: Got it, and that is item 8, uh, b, item 1. Okay. Right, any other amendments? Any other discussion? Calling for a vote.

MATSUMIYA: Calling for a vote to approve the consent agenda with the amendments, Council Member Blair?

WILDE: It's a rem (PAUSE) approval of the agenda and the consent agenda.

MATSUMIYA: Thank you so much, Assistant City Manager, Wilde. Wagner?

WAGNER: I'm sorry, what are we?

WILDE: To record, so approving agenda and consent agenda with the items resolutions 2022-019 removed from consent and item 6b also removed from the agenda, voting to approve the agenda and consent agenda as stands, Blair?

95 **BLAIR:** Yes.

96 **WILDE:** Wagner?

97 **WAGNER:** Yes.

98 **WILDE:** Shen?

99 **SHEN:** Yes.

100 **WILDE:** Denmark?

101 **DENMARK:** Yes.

102 **WILDE:** McCord?

103 **McCORD:** Yes.

104 **WILDE:** Mayor Dickason.

105 **DICKASON:** Yes.

106 **WILDE:** Your agenda and consent agenda is approved. On tonight's consent agenda is
107 the approval of the Regular Meeting minutes for April 19th, the Special Meeting minutes
108 for April 28th, and the Special Meeting minutes for May 11th.

109 **DICKASON:** Okay, real good.

110 **DICKASON:** Next item is Presentations and Reports. I have a proclamation to read
111 tonight do I need to read it from the podium or uh do I read it from the dais?

112 **WILDE:** You can read it from the dais, Mayor.

113 **DICKASON:** All right I'd like to read this proclamation from the City of Whittier:

114 Whereas the City of Whittier has come out of its winter season and is heading into
115 summer and whereas Whittier's small boat harbor becomes a bustling hub full of patrons
116 and visitors this time of year, whereas the Whittier harbor department has shown great
117 efforts in preparation for the busy summer season and whereas the Whittier harbor
118 department has been working tirelessly to assist boat owners and tourists in mitigating
119 traffic through the harbor and providing the amenities offered whereas in April, during
120 the first shrimp opener, the harbor staff arranged trucks and trailers in the harbor in
121 outstanding organization maintaining a streamlined flow of traffic in the harbor district of
122 the City and whereas the City of Whittier recognizes the harbor department for the work
123 that has been done and all the work that will follow this coming season now therefore I,
124 Dave Dickason, mayor of the City of Whittier, do hereby give tremendous recognition to
125 the employees of the City of Whittier Harbor department. Read the following names:
126 David Borg, Rose Medez, Alexandra Matsumiya, Michaelo Medez, Tami Foster,
127 Bonifacio Rojas-Paz, Nelson Medez, and Aam Tualealo for excellent teamwork,
128 cooperation, and dedication to the City of Whittier Harbor, dated the 24th of May 2022.
129 Thank you very much, you guys we have certificates of appreciation do we want to give
130 these to the Harbormaster?

131 **DICKASON:** Um, for the, uh, City Manager Report, uh, I'd just like to say that uh, we
132 had an excellent trip back to Washington DC last week and uh covered a lot of territory I
133 think we had six to eight meetings back there met with uh and, and Jim are I think he's
134 online I think he'll give us a better report but I, I just want to say that I was very
135 impressed with the way that our lobbyists set up these meetings. We met with high-
136 ranking officials, um everyone was very enthusiastic to meet with us they, I could tell
137 that they were excited about some of the things that we're doing here in Whittier and that
138 they definitely want to help, so I just want to thank the Administration for working
139 together with our lobbyists and getting that set up, I think that was definitely worth our
140 while and we learned a lot of things and Jim will fill us in on that. Peter have you got
141 anything?

DENMARK: I do, Mr. Mayor, thank you. Um...A couple of things, firstly, I want to thank the City for their participation in the Prince William Sound Stewardship Foundation Natural History Symposium, it was a very successful event yesterday, and uh, many thanks to the City for its ongoing report, and uh, as Mike Bender already has indicated, uh, there's been an enthusiastically vocal response to the new uh, Government, uh, trash removal protocols, that I'm sure will come up later in the meeting as well.

Thank you, Mr. Mayor.

DICKASON: Thanks, Peter. All right, City Manager.

HUNT: Thank you, Mr. Mayor. I think what we'll do is hit some of the high points, there were no low points, for our visit. Uh, we met, initially, the first morning of business and we had breakfast business meeting with our lobbyists Sebastian O'Kelly and Brad Gilman, who has been the primary, and now Sebastian's taking over the municipal work there in DC. We met Timothy Hess, the Associate Administrator for Federal Lands including, um, granting authority. We had, and he's also familiar with Whittier because he's been to Whittier, we had a good long chat about the flap grants and, um, future funding opportunities that we're unaware of for Shotgun Cove Project and, he was really enthusiastic about the fact that we're permitted, fully permitted, um, we have, you know, multi stakeholders involved, they're enthusiastic about the project so we have opportunities there, had we not been there, we never would have known. I think the Mayor or, um, Jackie can concur even the lobbyist eyes opened up, so that was worth the visit. And we also met with Patricia Overmeyer, and I just want to point out that um, we were touching the fact that, while we were in these meetings, we were with people who had not seen each other in their department for almost 2 years, and they're seeing it, each other for the first time. So, we met with Patricia Overmeyer she's the Deputy Director of the offices of Brownfield, you know, with EPA, and regarding our grant applications and declinations, this time, first go around for the Buckner Building. So, we're gonna be doing debriefs with her staff and uh, Terry Griffith was online out of Seattle for our region, which is region 10. We met with David Applegate the Director of Designees, he is the **unintelligible* (20:07, YouTube)* of the US Geological Survey with the US Department of Interior that is, I've been doing this quite a while this year and even Brad said this might have been the best City visit meeting with government agency in his 36-year career as a lobbyist. So, we've met with him he's really excited about our project what we have going on very interested and lots of detail that we're talking about Barry Arm and continued funding for monitoring to equipment and however, you know, with Senator Murkowski **unintelligible* (20:42, YouTube)* we're kind of the beta test for the rest of Alaska in the northwest with these issues, you know, with glaciers receding and landslides threats so, they're throwing everything at us, as much funding as they can through our delegation and through the congress to keep an eye out and to keep working, you know, for all of our sakes. We didn't meet with Chris French, Deputy Chief at US Forest Service but we've met with the number two of the US Forest Service and, and her protégés. Um had great chats about Shotgun Cove, opportunities, um I don't know if there's anything that the Mayor or Jackie wants to add about that that conversation.

DICKASON: Just that, uh, you know, it's sounded like, you know, the flap grants that we've been going after are good but there are some other opportunities that we didn't know about before I think the, the national, nationally significant grant that is available that may be as much as 16 million dollars, which would really help out a lot, um yeah, but that's the one thing that that I remembered.

189 **HUNT:** Yeah, we discovered there were programs, loads of funding opportunities, you
190 know, that will be coming out that we're completely unaware of, everybody was, brand
191 new programs and, and our project with, among all of our stakeholders, with Chugach
192 Alaska, with DNR, with the State, with US Forest Service, so we, we did a nice little
193 niche there, you know, for success. We also met with the, uh, lobbyists for Huna Totem,
194 um Andrew Vanderjack and Jonathan Simon. That was a good meeting bringing
195 everybody, you know, up to speed and you know to meet them for the first time and
196 everybody shaking hands. Um, we had a meeting with Senator Sullivan's staff, he was
197 busy on the floor with the vote and we meet with his people, but um, great conversation
198 with, with his staff, they're on the ball, they're all just needing the word of what's going
199 on. In fact, his chief of staff was in icy straight when they opened up the newest dock so
200 he's aware of the potential and, you know, what can be, and we had an outstanding
201 meeting with Senator Lisa Murkowski and her staff. Um, I would like to take the time out
202 to thank Jackie and everybody, we brought, we brought Alaska, Whittier specific swag,
203 and um everything from Prince William Sound Salt to Jackie's, you know, special order
204 of little miniature dark chocolate Xtratuf with truffles with Whittier on the outside of
205 them, and Brad actually acknowledged, our lobbyist, he goes, 'You know Jim, you've
206 always brought stuff out' and he goes, 'I never realized the impact' til he saw the looks
207 on their faces when we gave them everything we brought, you know, at the end of our
208 delegation meetings. Um, I, I honestly, think, I kind of agree with Brad, I've been back
209 there with him about 11 or 12 years and we have never been with, with, hey say, *movers*
210 *and shakers* in DC, the head of federal agencies. So, I think we've made some new
211 friends and relationships which will be nurtured into the future instead of passing us off
212 to mid-level staff. So, we're going to be following up and we're also going to be bringing
213 some more information as we go forward. You know, the, there are going to be
214 opportunities specific to Whittier just because of our trip back there this time.

215 **DICKASON:** Yeah, I agree, I think, uh, I was a pleasure to be a part of that and we laid
216 some great groundwork, too, I think, for uh, future endeavors so, yeah, it was really, uh, I
217 think worthwhile. And I think, those gifts that we dropped off, at least they'll remember
218 us for a little while, that's uh.

219 **HUNT:** *laughs* yes.

220 **DICKASON:** Yeah, that's good, and the follow up, I think, uh, we're expecting some
221 follow-up there from Lisa Murkowski's office,

222 **HUNT:** Regarding the Corps.

223 **DICKASON:** With what's going on up at the head of the bay, yeah, yeah, so, um, that
224 was definitely valuable there, I think she could be real powerful in helping us with that.

225 **HUNT:** I think I can safely say, she was hot, and that could be on the record, she's hot.

226 **DICKASON:** Yeah, and it was good to see how well aware she was of the issue, you
227 know, how thoroughly aware she was of the issue and was looking really hard for getting
228 answers for us to help us out there, so that's great. Jackie have you got anything?

229 **WILDE:** mayor I do I just have a couple things I just want to remind everyone that our
230 community barbecue is happening on the 28th which is this Saturday from five to eight at
231 the head of the bay we'll be roasting hot dogs and having a potluck this is in recognition
232 of Asian Pacific Islander month and just community togetherness, you know it's, I know
233 it's a busy season, it's a busy start so it just gives you another chance to get together as a
234 community and just talk amongst yourselves I will be posting here at the end of this
235 evening our new hire positions we currently have an emergency medical technician

236 which is seasonal we have a gym attendant that's seasonal we have a harbor technician
237 that's seasonal litter patrol supervisor which is seasonal a youth litter patrol which is also
238 seasonal and a public works operator and laborer 3 which is seasonal winter and then we
239 have a full-time police officer position that is still posted, I will try to do that at least once
240 a month so we can get the word out I do want you to know that we have hired a new
241 maintenance mechanic operator for public works his name is Aaron Hillstrand very nice
242 individual I think is a good add to our team for the City of Whittier. I'm currently
243 working on bringing forward some code changes um hopefully a draft forward for
244 Council to review um, I'm working with leases and the additional City leases in general
245 and also all business owners and property owners that are leasing and or own property
246 will most likely receive a letter from the City regarding abatement, abatement issues
247 throughout the City and our goal is to really recognize how title 8 lists abatement issues
248 and how we can help, either help you clean up those issues if you have any but just I want
249 to bring awareness that you know change doesn't happen overnight change is hard for
250 everyone but if we all get on the same page and understand how the, the community
251 wants to see the community look we can work together to make it be less painful for
252 change and then we had a TBMP meeting and the goal with that meeting is, again, to give
253 awareness to the tourism best management practices and our goal over the summer
254 months because they've sort of gone into a little bit of a hiatus but over the summer you'll
255 receive some survey questions that will just give you some brief synopsis of how things
256 are seen in other communities that use this best partisan and just basic questions I want it
257 to be on your mind want you to understand that as citizens as well as business owners
258 that our goal is to not do enforcement but make a volunteer program that works really
259 well for our community and the economy as well as the preservation of the Prince
260 William Sound those will come out probably twice a month and then we'll take the data
261 that we've collected from that and help put a draft program together that hopefully we can
262 hand off later in the later date to another organization to help incorporate that and again
263 just hope that we get to see everybody on the 28th.

264 **DICKASON:** Yeah that's a great kick off to the summer season so I'm looking forward
265 to that. I also want to mention congratulations to the graduates, I think there's, they still
266 might be celebrating right now but today was the Whittier Community School graduation
267 ceremony. Tom actually, uh, attended that here a little while ago too, so congratulations
268 to those to those students. Um, David Borg, uh, do you have a report for us tonight,
269 anything you wat to mention to the public?

270 **BORG:** Good evening, Council so a couple of things I'd like to bring up. We've got the
271 power repaired on f and x-ray floats those were the ones that were damaged by um most
272 likely an otter at least that's what the evidence was that they chewed through those wires
273 um and we it was the repair cost for both floats was about twelve thousand dollars so it
274 was a little better than we thought it was going to be um I was expecting it to be upwards
275 of uh close to 30. but uh that is just the stuff we know about and I'll be working with the
276 electrician to come up with a plan to try to make sure that everything else is safe
277 underwater as well. I Um, I talked to ADF&G, the Clean Vessel Act representative for
278 the state our grant got the nod and wink for approval we are waiting for that CVA grant
279 for state of Alaska to be fully funded by the feds which would mean that uh we'll be
280 getting a sewer pump out for the harbor so we'll be getting a new cart that's not that'll
281 actually operate so looking forward to that unfortunately I can't forward purchase that we
282 have to actually wait till the grant is money is in our hands and then we'll be able to move

forward so we're hoping about mid to late June for that so I know that's been a big question around town about or at least in the harbor so that's good news. Um I also am in receipt today of Mr. uh Bonifacio Rojas he is uh resigning his position with the harbor uh he got a chance to hook up with the Stevedores and uh that's he's gonna be a longshoreman so after 26 years yeah he's changing, changing latitudes and attitudes so I wish him the best, he's been a heck of a hand and uh he's taught me a lot and we're certainly going to miss him so but he also gave me his phone number he said call me if I got a question so and there may be an opportunity where we can hook him up uh in the in the winter time for you know some operations then if we need them so um but I will be flying that position in the coming weeks I've got to kind of look at uh from a top down what our positions are looking for and, and uh how I want to go about filling that position so anybody have any questions?

DICKASON: Yeah, I'm wondering about the Smitty's cove ramp any progress there?

BORG: So, uh we had Alaska Sand and Gravel doing concrete work around here and I talked to Scott introduced me to Ray the owner of that company um I sent him a ton of pictures and uh of what's going on with the ramp of course when he's here he's got very short amount of time to he's got concrete cooking so he's got to get it laid but I did front load him on it and what we might be able to do and he's going to get back to me on that um I also talked to Jeff Clark. Mr. Clark with uh, the general manager from PWSAC and, and I had a nice meeting with him yesterday and we kind of discussed the situation what's going on with it but uh you know at the end of the day when we finally come up with a plan on how we want to move forward we're just we're certainly going to have to figure out a funding stream so um but yeah we have been talking.

DICKASON: Good sounds like a little progress is being made there um other thing is the Port and Harbor Commission is on hiatus right now uh wondering if uh there was some talk about maybe that uh getting back into action is that true?

WILDE: I can answer that question, we do have a meeting on Thursday and they the chairs requested that we bring back the discussion on going into hiatus so that's the only thing on the agenda and as far as I know we do have a quorum for that meeting.

DICKASON: Real good, any other questions?

BORG: I've got one more item.

DICKASON: Oh, go ahead.

BORG: Um the crack sealing in our parking lot was completed it caused a lot of hate and discontent but we got it done they got it done the sealing of the parking lot was supposed to start on the 31st I talked to the contractor today they still have not gotten the sealcoat supply chain issues and everything else so um we are not going to be starting that project on the 31st we were going to do it in a two-phase operation um we were going to do the seal coating and then striping but for right now we're on hold and I don't have an update for you so.

DICKASON: No, understood on the supply chain I'm having same kind of issues uh just tremendous issues it's hurting. Uh, any other questions or?

WILDE: Mayor. Mr. Denmark has his hand up.

DICKASON: Oh, yeah, thank you, yeah, Peter, go ahead.

DENMARK: Yeah, thank you, a couple questions for Harbormaster Borg.

uh just following up um so at this point in time we do not have a pump out unit for the harbor?

BORG: I do, I've got the legacy operation um it's it has to be operated from the City

dock um, but yes, we do have, have that old unit.

DENMARK: Okay, and a tangential question, I believe it was the last meeting we were discussing a portable unit for RV pump outs is that a pending asset that we're discussing?

BORG: I don't recall a portable pump out for RV's, we did discuss the two portable bathrooms for the harbor but I don't recall anything for the RV's and I'm kind of putting that one in Mr. Korbe's hands and I hate to say that but because he's not here to defend himself.

DENMARK: Okay, copy that, and I'll maybe expand on that later in the meeting. And my other question is there's a great deal of confusion on uh from, to my ear on the harbor about parking permits um and could you please review uh what our parking protocols are for seasonal permits?

BORG: Yes, thank you, so several months back when we were approving our harbor fee structure September of last year, the issue came up about parking permits and businesses having paying for one getting up to three for free buying two getting up to six for free and we also had issues with commercial users in the parking lot blocking off up to 14 or 15 parking spots and up to 30 actually and paying only as you know a small amount of money and I couldn't find anything in code where that was written and we were losing a large sum of profits to people that were able to just basically monopolize the parking so I brought to I brought to council we either need to do one of two things codify that parking uh process i.e. buy two get six free um oh and and as and approve the the private business usage of the parking lot being blocked off for their essential use or do away with it and each person that wants a parking permit pays what everybody else does the 250 dollars for the annual parking permit and or the 11 a day for the spot that they occupy on a daily basis thank you.

DENMARK: Follow up if I may?

DICKASON: Yeah, go ahead, Peter.

DENMARK: Okay, so most of this is coming from uh the fishing charter guys so at this time they can buy annual permits at 250 bucks a pop?

BORG: Absolutely.

DENMARK: Okay, uh, I, I'll let them know. I appreciate it. Thank you.

DICKASON: Okay, thanks. Peter, anything else?

DENMARK: Not at tis time, Mr. Mayor, thank you.

DICKASON: Yeah, you bet. All right, uh, Chief Andre? Nope?

Um, everything going okay in Girdwood? Everything, uh starting off all right?

ACHEE: Everything's good.

DICKASON: Okay, good, real good.

DICKASON: Next item up is there anybody else online that I'm not seeing?

WILDE: No one has their hands up.

DICKASON: Okay, great. Anybody signed in for public hearings non-ordinance?

WILDE: Um, no.

DICKASON: Okay.

WILDE: The non-ordinance, I take that back, um you'll need to introduce the ordinances. We do have public hearing comments, but each ordinance has a sign in for that.

DICKASON: Okay, uh, next item non-code ordinance 2022-002 a non-code ordinance Of the City Council of the City of Whittier, Alaska, approving a three-year exemption an

additional two-year deferral of municipal property taxes on commercial development property related to construction of the new cruise ship dock and upland amenities this is the second reading.

WILDE: Yes, it's been introduced this is the second reading, we need a motion to, and a second to entertain

DICKASON: Can I get a motion?

WAGNER: I'll make a motion.

BLAIR: I'll make a motion.

WILDE: Wagner first, Blair second. Mayor, you'll need to open up for public comment. Open the public hearing.

DICKASON: Okay, we've now opened this up for public hearing.

WILDE: Mayor, you do have one person signed in for non-code ordinance 2022-001 and that is, Mike Bender.

MATSUMIYA: 002.

WILDE: Oh, sorry, 002, and that is Mike Bender.

DICKASON: Yep. Mike Bender to the podium, please.

BENDER: Yeah, once again.

WILDE: Mr. Bender, you'll have five minutes to go ahead and discuss.

BENDER: Oh, it won't take me but two, two. Frankly, I'm astounded that this, uh provision wasn't taken care of well before we inked the lease with these folks. Um, as you all know, I just went through a little lease deal at the end of last year and I signed a lease and the lease payments begin on the day that we signed the lease. So, it seems a little uh backwards and unsophisticated now, after four months, three months after we signed the lease, to go back and basically withdraw all the revenue that we could have gotten for potentially up what five years now? So, it's a three-year exemption and a two year deferral? Or two-year deferral and three-year exemption? One or two five years of whatever that lease cost. Yeah, it, uh, we all have to be honest with ourselves, it wasn't handled right. That should have been part of the provisions right up front not, not, uh, an afterthought. I hope it wasn't that by the city administration because that's yeah, it's not good and I'd be willing to wait for the answer.

DICKASON: Yeah, Jackie, you want to respond?

WILDE: um we won't respond to the public hearing portion, once it's closed, we'll go ahead and give our administrative report and I believe his answer will be answered at that time.

BENDER: Yeah, I'd hope some of the councilmen would have uh some, some input on that too, it's very important. Significant amount of money that, uh, seems to be that, uh, collected from the citizens of Whittier, or the business, uh, owners here in Whittier, but this just doesn't sit right, it shouldn't with a lot of people, thank you.

DICKASON: Thanks, Mike. Right, anything else?

WILDE: We have no one else signed in, you can close the public hearing.

DICKASON: Okay, uh, can I get a motion to close public hearing?

WILDE: No motion, you just, uh, you close it as the Mayor.

DICKASON: Okay, then public hearing is now closed.

WILDE: Now you can ask...

DICKASON: Can I get a motion to...

WILDE: No, you don't need a motion, you can just ask for discussion, and I can give you an administrative report.

DICKASON: All right, can we have a discussion? Could we have your administrator report, please?

WILDE: So, a background in justification for the Ordinance 2022-002. On, February 22nd of 2022, the Council met and approved the lease agreement and the essential terms between the City of Whittier, the wholly subsidiary of Huna Totem Corporation by a resolution 2022-004, for construction of a cruise ship dock and upland amenities, which promote economic development for the City's tourism industry. The lease between the City of Whittier and Huna Totem included provisions extending property tax release for a period of up to five years, those years being 2023, 2024, 25, 26, and 27. The City of Whittier has worked with Huna Totem and is willing to authorize the three-year exemption from real property tax for the years of 2023, 24, and 25. The two-year deferral from the real property tax for 26 and 27 for the construction and the cruise ship dock with the developer being required to pay one half of the total amount of property tax, during those years postponing the property tax payments until 2028 and 2029. Along with the required real property taxes in accordance with the recital stated in the ordinance in the con consistent with a Alaska state statute 29.45.050 in order to enable a significant capital investment which will expand the city's tax base and generate future tax revenue. The finance director has stated that the City will exempt real property tax for three years and defer property tax for two there is no adverse financial impact from the deferral other than that the City will not receive payments for 26, and 27 tax years until 2028, and 2029. The three-year initial exemption from the property tax for the years 23, 24, and 2025 will result in lost property tax revenues for the City, but the amount is uncertain because of the base of the construction timeline and the onset berth is not fully expected to be complete until 2023. So, no property tax would be applied in 2023 and the terminal building would, will then be constructed sometime during the period of September 2022 to February of 2024. So likely that 2023 would have an incurred property tax e(PAUSE) would not have occurred property tax either, therefore, the lost revenues of the (PAUSE) to the City are estimated up to \$960,000. The recommendation by the administration is to approve this non-code ordinance, approving the three-year tax exemption and the additional two-year deferral of municipal property taxes on the commercial developed property at the head of the bay

DICKASON: Okay, any discussion by the council any comments?

DENMARK: Question?

DICKASON: Go ahead, Peter.

DENMARK: Yeah, in our lease with Huna Totem, is there a performance clause for the start of construction and a completion date?

HUNT: Mr. Mayor, there is a performance clause and, but we do not, we cannot dictate when they start because that's all, always contingent on, um, permitting which, um, they've already, they've already begun work now, uh, you know, we're prepared to drop the permitting they're already working with Army Corps and, you know, relevant agencies, um, but, you know, it, it, it's more than just Huna Totem because we obviously we also have the, the same clauses also with the Railroad performance classes. And, of course, uh, Norwegian, the financial backer, is, is, you know, is also involved in this. So we have all, I can't tell you the endless hours and nights that everybody in the firm's spent, in addition to our partners and stakeholders, to make sure that everybody is going to perform and everybody's agreed to perform. To be fair-

DENMARK: Follow up?

DICKASON: Yeah, yeah, hang, Peter just a comment from me, uh, to be fair, you know, the fact that they've started the permitting process, you know, in essence means that they are starting, uh, the project. Yeah, go ahead, Peter.

DENMARK: So, so, we do not have a, a hard start date on this so we (PAUSE)
Do we have a completion date as a function of a performance clause?

HUNT: We have that built in, but we have separate leases with different entities, and they are all based on performance and, and timelines for construction and operation, so they are in place.

DICKASON: And right now...

DENMARK: Okay.

DICKASON: They, they'd be working, right now we're waiting for the deed from the Corps of Engineers, so you know, in a s- Corps of Engineers, Corps of Engineers is holding things up right now, not Huna Totem.

HUNT: Well, we, Mayor, Mr. Mayor, just, to, to, to clarify, Phase 1 is not the tank farm. It's part, it's contingent to it.

DICKASON: Okay, thank you, yeah that's right.

HUNT: Yeah, the phase, the phase one is the double berth and the terminal and they're moving ahead just as fast as they can.

DICKASON: Got it okay that's right

HUNT: And believe me, if they wanted, if, in fact, there was a comment about how fast, you know, Turnagain crews construct, and they said, you know, we couldn't build it faster, but it's only money *laughs* But, um, no, we all have, we all have guarantees in place for performance, absolutely.

DENMARK: Okay, so, should economic issues impede in the construction process, is the City protected itself in any way, um, as we wait for this to evolve?

HUNT: Well, we, we're not losing anything outside of our, our time to negotiate leases.

DENMARK: Okay, but...

HUNT: We're not losing anything and if we do have performance guarantees. I don't have the lease (PAUSE) the, the Railroad lease in front of me, um, I, not to throw you under the bus, Vice Mayor, but if I had been asked ahead of time, I would have had the information in front of me, but for the leases, and, and the, the final with Huna, but we all do have guarantees.

DENMARK: Well...

HUNT: We had..We all do have guarantees of performance. Every single one of us.

DENMARK: Well, perhaps we should speak, uh, more often, uh, Mr. Hunt, but the relationship between the leases with the City and the Railroad is about clear as mud at this point, um...

HUNT: Mr. Vice Mayor, with all due respect, it is signed.

DENMARK: I, I, I, I know it's signed.

HUNT: We, we can't, we can't go back to revisit and question that.

DENMARK: I'm not looking to question it, that, all I'm stating is maybe it's just a function of me not being the brightest bulb on the tree, but the relationship between the City of Whittier, the Railroad and Huna, as a function of the property at the head of the bay, I don't understand. Maybe I need a tutor, um, or any other councilor can explain those related relationships to me.

DICKASON: Yeah, we can, uh, maybe, take that, uh, in a separate discussion. Uh, I think the one thing that's happening here though, is that, this ordinance, uh, 2022, is

really in, in reference to the fact that Huna Totem will not be getting any revenue during this initial period and this helps them get their project kicked off without having the added burden of these other payments while they're trying to get established and start generating revenue.

WILDE: You are correct, Mayor and, and the other answer...

HUNT: And the lease is still in place. They're still paying us, you know, if I remember right at the top of my head, \$200,000 a year. For the lease property and we are, we're deferring and abating, you know, um, property taxes that are nothing at this point. That's what this is. Until, you know, the terminal and the dock are completed and then they will address that.

DICKASON: That's right, the property's not worth very much right now, that's right. Victor, go ahead.

SHEN: I got a question on the Council agenda statement, on the second paragraph it says, uh, for 2026 and 2027 for the construction of a cruise ship dock with a developer being required to pay one half of the total amount of property tax deferred during those years and postponing the property tax payments until 2028 and 2029. Oh, maybe it's just written in a way that I can't understand.

WILDE: I can explain that for you, Mr. Shen, so the, the deferral would be, the exemption would be for 2023, 2024, and 2025. With the, the thought process that in 2025 they would have the terminal built and or the, the berth built and they'd be collecting revenues, so then we would defer their half payment, or their, um, one half total property tax so, they could pay in 2028. Because they budget, you know, if you remember back when we were entering into the lease, they talked about how they budget two to three years in advance, so that's why they tied this in the way they did, you know, we wouldn't be able to do the property tax if they don't have the building done but then we could defer it while they're, they're already operating to the following 2028 years

SHEN: So, 23, 24, 25 are, are exempt and for 26 and 27 they're deferred, deferred from half, so they gonna pay like, of the hundred dollars they pay 50 during that year and then the other 50 they pay later on, down, two years later?

WILDE: Absolutely.

SHEN: Okay.

DICKASON: Councilman Blair, you've got a question?

BLAIR: Um. Just, a clarification. If they meet their goals in 2025 of completion and begin operation while they are incurring 50% of the property tax, we will still be able to enjoy all of the restricted cruise ship vessel passenger tax during that time.

WILDE: Yes,

HUNT: Absolutely.

WILDE: Yes, absolutely. This is only a deferral of the property tax, not any of the, um, passenger fees or any of those things.

HUNT: Or the \$200,000 a year for the property lease, correct.

DICKASON: Okay, real good. Cathy, have you got anything?

McCORD: Not at this time.

DICKASON: Okay. Victor, yes?

WILDE: Mic.

SHEN: this might not be the place to ask it maybe Council Discussion would be the best, um, related to like property tax deferral. I guess I'll just put it, I'll just lay it out; so, we offer, um, property tax deferral for these large projects because they take a while to get

off the ground, how about for a smaller entity, um, business entities? Do they?

WILDE: That is always an option for Council to recommend and ask for those to be placed into leases or anything that brings forward to you, I mean you, as a Council, can always ask for those to be added in and we're, and have Administration work with them, that, I mean, that's basically what we did with Huna Totem.

SHEN: Any business size? Small?

WILDE: Mhm.

DICKASON: Yeah, there's no dollar limit, yeah.

SHEN: Okay, thank you yeah

DICKASON: Tom, how about you? Okay, I think we're done with discussion.

WILDE: Voting on Ordinance 2022-002, a non-code ordinance of the City Council of the City of Whittier approving a three-year exemption and two additional two-year deferral of municipal property tax on commercial development property related to construction of new cruise ship dock and upland amenities. Wagner?

WAGNER: Yes.

WILDE: Blair?

BLAIR: Yes.

WILDE: Shen?

SHEN: Yes.

WILDE: Denmark?

DENMARK: Yes.

WILDE: McCord?

McCORD: Yes.

WILDE: Mayor Dickason?

DICKASON: Yes.

WILDE: Ordinance 2022-002 is passed and approved.

DICKASON: Real good. Next item, non-code Ordinance 2022-003, an ordinance of the City Council of the City of Whittier, Alaska, amending the Delong Dock tariff for raw fish wharfage from .04 to 0.02 per pound, consistent with the City's rates charged since 2019. Mr. Mayor, you'll need to open, or we'll need to have a motion and a second and then we'll need to open the public hearing.

DICKASON: Can I get a motion?

BLAIR: I make that motion.

WAGNER: Second.

DICKASON: Dan Blair and Tom Wagner. Okay just to open the ordinance non-code Ordinance 2022-003 for public hearing has anybody signed in?

WILDE: Mr. Mayor, no one has signed in.

DICKASON: Okay, I'd like to close the public hearing for Non-Code Ordinance 2022-003. Council discussion?

WILDE: Would you like us to give an Administrative report?

DICKASON: Please.

WILDE: Background and justification; the current 2022 Whittier fee schedule reflects the Delong Dock wharfage raw fish tariff at \$0.04 per pound, the Harbor is currently charging a \$0.02 per pound which is a historic fee for the commercial fish coming across the City/Ocean dock. The error is due to the price in the Harbor accounting system not being adjusted to increase from \$0.02 to \$0.04 when the Delong Dock was transferred to the City. It is thought that perhaps the rate of \$0.04 was intended to match the Railroad's

then charge of freight over the Delong Dock. After reviewing Seward, Homer, Cordova, and Valdez's raw fish tariff, a \$0.04 per pound fee is considered extreme and cost prohibitive for local business. The administration recommends a Raw Fish tariff at the current \$0.02 per pound, requiring an amendment to the 2022 Whittier Delong Dock Wharfage fee and rescheduling reflect to change from \$0.04 to \$0.02. The fiscal note there, states that there is no fiscal impact from this change because the Harbor has not- has continued charging the \$0.02 per pound despite the tariff rate of \$0.04 since the billing rate has not updated since, in 2019 and it was approved in January of 2019. Recommendation is the council or, recommendation administration is to approve Ordinance 2022-003 to reduce the per pound rate for Delong Dock from \$0.04 to \$0.02 per pound.

DICKASON: Got it. Any discussion? Councilman Blair, your hand's up.

BLAIR: Yeah, I'd like to provide the Council and Administration a historic perspective and the difference between the Delong Dock, and the City Dock, and the other dock. The City Dock was gifted to us by the State, it was also handed a maintenance amount of money to maintain it. The Delong Dock, we had to ransom from the Railroad. We had to trade a million dollars' worth of property to get it. It was in poor repair prior to uh, negotiating with the Railroad. I met with the Copper River Seafood President, I met with Alexi, and I met with uh, Alexi is the owner of Whittier Seafood, um and I did not get a chance to rep- meet with the Kenai uh, Fish uh, Fire, but, um, they all said that they would be willing to pay \$0.04 in order to get out from underneath the Railroad. The Railroad, the very next year, their, their intention was to steal the license. The um, the comparisons of Cordova and Valdez and the other, Seward, we are much closer to south central so it's much easier to access Whittier than any, certainly than Cordova. We need those funds to repair and or I think we're looking at a \$16,000,000 possible grant which we will, as a community, have to come up with a match and I was just wondering if Administration has planned for how we're gonna pay for that if we're not going to get it from wharfage.

WILDE: Mr. Mayor, we wouldn't answer that as it has nothing to do with this ordinance on how we would fund a possible build, but I can say that, you know that ...

BLAIR: *unintelligible* (1:00:30, YouTube)

WILDE: Please don't interrupt me, Mr. Blair. I would like to say that we would look at that in the future, but the whole goal of this ordinance is to make it right to where it was voted as, so if you want to change it, you can vote to amend it or you can vote it down.

BLAIR: So, I have one recommendation to the Council; is that we modify the ordinance so that the, we change it so that it's \$0.02 a pound this summer, but we sunset that price for October 1st of this year and then that'll give us a chance to hear from Administration on how their plan to pay, or how the community is going to maintain and fit a match for repairing and replacing the Delong Dock. We just can't afford to subsidize the commercial fishing industry. I'm a strong advocate for the Commercial Fishing Industry, but the small boat harbor is having to come up with their share of the funds and I think it's only fair that the commercial fishing industry participates and get their skin in the game. That's it.

DICKASON: Councilman Blair, do you want to make an amendment?

BLAIR: Yeah, I would propose that we make an amendment to set the price per pound wharfage fee for to \$0.02 and sunseting that price at October 1st of 2022. That would give (PAUSE) hopefully give the opportunity to hear from the Ports and Harbor

Commission.

WILDE: Mr. Blair, so you're asking to make an amendment to add the price of \$0.02 and sunsetting, leaving the price at \$0.02, sunsetting in October of 2022, is that correct?

BLAIR: Yeah.

WILDE: I need a motion and a second please for that amendment.

DICKASON: Hang on a second, Victor you have your hand up.

WILDE: You can't do that during an amendment, he's offered to do an amendment so you have to wait until the amendment is either voted or not.

DICKASON: Okay. Can I get a motion?

WILDE: I need a motion for the amendment, amending adding a section to sunset the \$0.02 per pound on October 31st of 2022. I need a motion and a second.

BLAIR: I make a motion.

WILDE: Hearing no second, that amendment dies

DENMARK: I'm sorry, I second.

WILDE: So, a motion made by Blair seconded by Denmark, discussion on the amendment and the amendment only.

DENMARK: Go, Dan.

BLAIR: Uh, I think this would give Council an opportunity to hear how we, and the commercial fishing fleet, intends to finance the repair and/or replacement of the Delong Dock.

DICKASON: Yeah, okay, we got that point. Let's see if there's any other discussion. Go ahead, Victor.

SHEN: In the third to last, it says, whereas the error is due to failure to amend the harbor rate in the harbor's billing system after the City's acquisition of the Delong Dock. And so, last year's budget and this year's revenue projection, did we charge them \$0.04 or \$0.02 last year?

WILDE: We charged them \$0.02.

SHEN: We've been charging them \$0.02?

DICKASON: Right.

WILDE: Yes, it was never changed in the system.

SHEN: So even all the fish that went across the Delong Dock got charged \$0.02 even though we posted it at \$0.04?

WILDE: Absolutely.

SHEN: Okay. That's all, thank you. Yeah, so all the budgetary numbers is based on a... I guess based off of previous revenues and stuff, right?

WILDE: Correct, so we need to vote on the amendment, adding a section 4 with a sunset clause of October.

DICKASON: Yep. Anybody else have any discussion on that?

WAGNER: I have a question as to the definition of *sunset*. Does that mean it automatically goes to \$0.04 or it gets re-negotiated? I'm sorry.

WILDE: No, it would sunset and changing it to \$0.04 at the end of October.

WAGNER: Thank you.

DENMARK: Question?

DICKASON: Yeah, go ahead, Peter.

DENMARK: Could you please restate the amendment, please?

WILDE: The amendment is adding a section 4, stating the price per pound of \$0.02 would be in effect, sunsetting October 31st, 2022.

DENMARK: And, I'm sorry, Dan might be able to answer; what's the purpose, Dan?

BLAIR: I'd like to, um, by going back to \$0.04, I'm hoping to encourage the commercial fishing industry to come and participate in public discussion at the Port and Harbor Commission and give us evidence as to why, you know, \$0.04, I would even be happy that they pay \$0.03...

WILDE: You cannot change the total when you're talking, Mr. Blair. Mr. Blair, please don't confuse the narrative by changing numbers. So, the vote is to add a section 4, adding the price per pound to leave it at \$0.02, sunseting on October 31st, 2022 and after that it would go back to the \$0.04 that was originally approved.

DICKASON: The City Manager has a comment, go ahead, Jim.

HUNT: Thank you, Mayor. Um Number one, I don't have a problem with sunseting and revisiting, we cannot price ourselves out of the market when there are processors in our region and close by. Um Number two, our client and partner and stakeholder in this community that utilizes that dock is arguably in the top three revenue generators, we do not want to drive them into a corner or drive them out of business. Um, you know we're also looking at, it also generates you know, with all the activity there, enough to pay for our share of match for a bond contingent on the replacement you know. You know, We can't keep going back to the well and trying to milk it dry. We have to be just like we are, you know, our harbor rates you know, access to Prince William Sound, everything else, we have to be competitive. Everybody else is at \$0.02. We can revisit it but instead of 15,000,000 pounds, they can bring in 7,000,000 pounds. That's what we need to look at for our new project, the multimodal, multistakeholder investment. We're working with some ideas, we worked, back in DC, we're working with the Railroad we're protecting where we are not carrying the burden for the replacement of that dock. I just want to avoid the appearance of *'We're just gonna lean on the fishermen to pay for it'* because it's not just going to be the fishermen and the processors for the good of the order

DICKASON: Okay, thanks, Jim. Victor, go ahead.

SHEN: So, what I see is, if we pass this ordinance, we actually essentially don't lose money...

WILDE: Mr. Shen, we can't talk about that, we need to talk about the amendment and then you guys can talk about the ordinance after you vote on the amendment.

SHEN: So having the price go up to 0.04, or sunseting going up to \$0.04, we'd essentially be doubling the current rate that they've been paying for the past year. That's a 100% increase and while I feel that we need to keep up with inflation and CPI, I think that's a big jump and something we need to look at before we let that, just kinda (PAUSE) let it sunset and jump 100%.

DICKASON: Good. Thanks, Victor. Cathy, what about you?

McCORD: I'm gonna stay out of this one.

DICKASON: Good choice. Understood.

McCORD: I'm gonna stay out of this one.

DICKASON: Okay. Anything else?

WAGNER: Yeah, I just wanted to say that, with the fuel costs going up the way they are, this is just a bad time to even entertain this idea, so... that's it.

DICKASON: Okay. Peter, your hand is still raised? Anything from you?

DENMARK: Yeah, yeah. So, this ordinance this reduction will go into effect for the 2022 season in perpetuity?

WILDE: Mr. Demark, just so you know that, currently this has never been charged when

it was first initiated in 2019. The failure to add it and update it into the harbor system. No one has ever been charged the \$0.04, they've always been charged the \$0.02. So this is just clearing it up to putting you exactly where you were by charging \$0.02 as that is what you have been charging since 2019.

DENMARK: Understand, thank you. So, the opportunity to revisit this is open regardless of a sunset clause or not on an annual basis?

DICKASON: Yes.

WILDE: Absolutely.

DICKASON: When we update the fees, right.

DENMARK: Thank you.

DICKASON: Thank you. Dan your hand's still raised? Did you have anything else?

BLAIR: Um. No, I... No, I'm fine.

DICKASON: All right, I think that's it. Ready for a vote on the amendment.

WILDE: Voting on the amendment to add a section 4, adding—changing the price per pound to \$0.02, sunsetting on October 31st 2022, and then changing it to \$0.04. Blair?

BLAIR: Yes.

WILDE: Denmark?

DENMARK: No.

WILDE: Shen?

SHEN: No.

WILDE: McCord?

McCORD: Abstain.

WILDE: Wagner?

WAGNER: No.

WILDE: Mayor Dickason?

DICKASON: Yes—Yeah, I change that, I meant no.

WILDE: That amendment has failed.

DENMARK: Point of order, if I may?

DICKASON: Go ahead, Peter.

DENMARK: I was once told that it is not in the quiver of councilors to abstain, but they can claim a conflict of interest on any given issue and Jackie, I'm sure you have the answer to that one.

WILDE: Mr. Mayor your code that follows Mason's Rules *does* allow her to abstain.

She can also ask for a recognition of a conflict. I just followed the rules of the Mason's.

DICKASON: As Mayor, I believe that there is a conflict of interest, and so it is--

McCORD: I would like the Council to recognize that there is a conflict of interest. I will not vote on this.

DICKASON: So, it's appropriate to abstain. Correct.

WILDE: Again, that motion has—the motion for that amendment has failed. Moving on to the original—the original motion for Ordinance 2022-003. Do you still need discussion?

DICKASON: Hearing none.

WILDE: Voting on Ordinance 2022-003. Blair?

BLAIR: Yes.

WILDE: Wagner?

WAGNER: Yes.

WILDE: Shen?

SHEN: Yes.

WILDE: Denmark?

DENMARK: Yes.

WILDE: Mayor Dickason?

DICKASON: Yes.

WILDE: Ordinance 2022-003 has been passed and approved.

DICKASON: Next item. Ordinance 2022-004, an ordinance of the City Council of the City of Whittier, Alaska, authorizing the addition of two seats to the Whittier Planning and Zoning Commission to promote productivity performance and diversity of community members to the benefit of the community of the City Council and the City of Whittier. Can I get a motion?

WAGNER: I'll make the motion.

SHEN: Second.

DICKASON: Discussion?

WILDE: We need to open it for public, public hearing, Mayor.

DICKASON: Can I open this up for public hearing? Is anybody signed in?

WILDE: Mayor, no one is signed in for the public hearing.

DICKASON: Okay, I'd like to close public hearing then. Now I'd like to open up for discussion. Do you have a report?

WILDE: I do, um, I will give you a background justification, and then if you so move me, I will give you more information on why this is so important. Uh, Since the creation in 1971 the Whittier Planning and Zoning Commission has been a five person board and has sin(PAUSE) has seen many proactive community members throughout the years to benefit the future planning needs for Whittier. The Administration would like to recommend the Council that the commission be added additional two more seats, making the Planning and Zoning Commission a seven-member commission, allowing more members of the community to hold the position of office, allowing us to have quorums and having more public diverse input. The Planning and Zoning Commission currently reviews city plans, studies, as well as approves various planning, platting, zoning and other duties within the scope of the planning powers. Uh, the recommendation from Administration is to approve 2022-004 ordinance adding two additional seats to the Planning Commission.

DICKASON: Yeah, Victor, go ahead, please.

SHEN: So, what's the, under a five-person commission, what would be the quorum in the under a seven-person commission, what would be the quorum then?

WILDE: So, the quorum currently right now is three members and in order to have a quorum in the seven it would be four members, but it also gives you more of an impact for the community to be able to attend those meetings.

DICKASON: Yeah, I think, it also, uh, it just opens it up for more opportunities for different members of the community, different groups, uh, people from different groups from the community can participate and, um, and I think that's what we need. And I think it's a good, I think the Planning and Zoning Commission is a good first step to get into public service, and, and, uh, and find other opportunities for serving the community, so I think, I think it's a really good idea.

WILDE: You're correct, Mayor, I'm, I always recommend anybody who wants to get into civic, into community government in general, should always join a commission before they join the Council that gives them a little bit more leeway and a little bit more

understanding of their community. My goal is if this is approved, the additional two seats adds the ability for us in a planning world, to look at the future not just with blinders on but moving forward 25, 50 years down the road, being able to help with the zoning and the planning of the community in general.

DICKASON: These members have to be residents?

WILDE: Yes, sir, they have to reside in Whittier.

DICKASON: And is there any other limitations or any other issues there?

WILDE: It's, it's residents within a year, you know, you have to be here at least a year, but you have to be in Whittier, you have to live here and have a physical address.

DICKASON: Uh, any age limitation?

WILDE: I'm, I've always stated that if you're legal enough to vote, you should be legal enough to be on a Planning and Zoning Commission and that's mostly how other communities look at it. I've always also been a firm advocate that every commission and council should have a student seat but that's further down the road.

DICKASON: Okay, so this does not include a student seat? That would be like an auxiliary seat?

WILDE: Yeah.

DICKASON: Okay, good. Uh, any other Council discussion? Go ahead, Cathy.

McCORD: Has there been a current interest by Whittier residents to sit on that the Planning and Zoning?

WILDE: I've had a lot of people reach out to me in the last, you know, six months, um, and with great interest in the community in general and you know, me being new here since September, I, I really feel that there are people that are real, willing and able to give their knowledge. I mean, we just we have a brand new commissioner whose background most people don't realize but she has an amazing parks and, and planning background and I think adding these seats gives that that extra voice to your citizens. So, I, I don't think that we will have a problem filling those two seats at all.

DICKASON: All right, any other questions or comments? Hearing none.

WILDE: Voting on ordinance 2022-004. Wagner?

WAGNER: Yes.

WILDE: Shen?

SHEN: Yes.

WILDE: Demark?

DENMARK: Yes.

WILDE: Blair?

BLAIR: Yes.

WILDE: McCord?

McCORD: Yes.

WILDE: Mayor Dickason.

DICKASON: Yes.

WILDE: Ordinance 2022-004 is passed and approved

DICKASON: Good, yeah, if there's any issues with filling those seats, let's get out and do some good recruiting. We need some more input. Next item, Resolution 2022-019, a resolution of the City Council of the City of Whittier approving the extension of...this was on the, sorry Victor, this was on the, uh consent agenda but now we are bringing it back. Uh, let me begin again. Resolution 2022-019, a resolution of the

City Council of the City of Whittier, approving the extension of the number 1076 caboose license to the United States Coast Guard Auxiliary for their training station to conduct operations and offer general building safety resources for seafarers in Whittier, Alaska. Can I get a motion?

DENMARK: I'll, I'll move to, I'll move.

SHEN: I'll second.

DICKASON: Okay, discussion? Peter, do you want to go ahead?

DENMARK: Yeah, uh, a couple of questions here. So, we are approving the extension of a license versus a lease. What's the difference?

WILDE: *laughs* so I, sorry, Mr. Denmark, I, I'm sitting here looking at the Harbormaster, going guess, guess is good. Um this is it's always been a license, there's never been a lease, and so we're just following up with the current license for that property. It's a timeline thing.

DENMARK: Is that license, uh, uh, is that license accompanied by any fee schedule for those lots?

WILDE: Just a dollar, Mr. Mayor, or Mr. Vice Mayor.

DENMARK: One dollar?

WILDE: Yes, sir.

DENMARK: And what is the term of the one-dollar lease, license?

WILDE: The license would be in effect until December 2024 as it currently sits.

DENMARK: Okay. Is there anybody from the Coast Guard Auxiliary there, other than me?

DICKASON: No.

WILDE: No, just you.

DENMARK: Lovely. Okay...

DICKASON: Jackie, can you, uh, yeah, hang on a second Peter, Jackie there's been some improvements made to the caboose they've invested some, some effort into that caboose. Dave, you've got a little experience with that too. Do you want to give us a little background on what's been invested into that by the Coast Guard Auxiliary?

BORG: Yes, thank you, Mr. Mayor. So, my, my active duty Coast Guard days, uh, 2000, the Auxiliary, was, had a huge presence here in Whittier, over 100 members, and, uh, we were starting a safe boat program, so a search and rescue vessel, that the Coast Guard owned and then the auxiliary operated, I spent a lot of time my, my four summers here that I was active duty, in Whittier just doing search and rescue training up the auxiliary and it was quite a program it's a pilot program for Coast Guard wide.

Ultimately, the safe boat program petered out with lack of involvement from the active duty side unfortunately, but the caboose remained and it's been kind of an icon here in Whittier. Uh, if you do just a quick internet search on the caboose in Whittier, it's, it's got quite of a following in some, some aspects. Um, they put the deck on and that was part of the lease a little about 500 square foot deck, and you know those lumber, the lumber and the time were all, uh, donated, they did an amount, a massive amount of work on the inside. I think covid's really hurt, um, they were really shut down for the last two, two years, um, and they weren't allowed to do any outreach, any public education, so Mark Parmalee, the new commodore for the Whittier flotilla, is really trying to get this stood back up. Um, they are planning to do some vessel safety checks which is paramount for their program, um they've always done boating safety out of there, uh, when I was doing

941 search and rescue, I even slept in there a couple of nights because that's the only place I
942 could find a to, to crash out. But I, I think somewhere along the line we just lost that
943 timing and I think that's part of the problem of just having kind of a um inconsistent
944 administration down there and uh so they're not asking for a five-year lease to start this
945 go round they're asking us to recognize that in 2019, we would have extended it out and
946 they're asking until the 20(PAUSE)2024. Traditionally it's been a dollar, that's what they
947 originally, uh, agreed upon, I think it's a license over a lease because it's just a five-year
948 term instead of a 25 or 35-year term, which I think is reasonable, um, and I think you
949 know the auxiliary is really looking on how they're going to identify in a couple more
950 years. They may just end up going away I, I would hate to see that, but there's always that
951 possibility and I did talk to Mr. Parmalee and Mr. Brubaker and I basically said, you
952 know, let's do this I think I'll make the recommendation that we carry this on, but we
953 have to really look at what's best for the harbor and for the City of Whittier in the coming
954 years and is really the caboose being located there the highest and best use for that
955 property? And maybe the new two Zoning Commission members can have that
956 discussion in the coming years, but, you know, it's my intent to definitely put the
957 discussion on my calendar so we don't end up in 2024 and a half going '*oh man, we never*
958 *talked about this*', so thank you.

959 **DICKASON:** Yeah, I think, uh, I mean, that's valuable property down there and, uh, and
960 it does seem like there could be a, uh, more productive use for that property but we don't
961 have any plans right now and, it, you know, with lack of plans, uh, it seems appropriate to
962 go ahead, especially since this is just extending it out for another year and a half,
963 essentially right, uh, um, to 2024. So, um, I think that, uh, that'll give us some time to do
964 some planning to figure out what we're gonna do down there, how we're gonna organize
965 down there, and, uh, in the meanwhile they'll have the use of it while we're doing that
966 planning. I guess, it makes sense. Victor, go ahead.

967 **SHEN:** I, I just got a question on the land there, it's my understanding that, that, those,
968 that, the land that sits on was created in, um, um, the sheet pile construction phase of the
969 harbor so, is it even platted?

970 **WILDE:** You're talking about the land where the Harbormaster's office sits and the
971 caboose next to it, correct?

972 **SHEN:** Yeah, yeah.

973 **WILDE:** There are some rough drafts of a plat, but not an actual documented plat, um,
974 that is something that Administration, i.e. me, am working on currently to make
975 sure that we have all of our surveys and ducks in a row when it comes to the land in
976 general.

977 **DICKASON:** Any other discussion? Any other comments? Tom, go ahead.

978 **WAGNER:** I'll just say that, um, Mr. Mayor, I did talk to you about this earlier, and I
979 concur that there's probably monetarily a better use for that property, but I will say that if
980 they do good work, the auxiliary, and if they save one life through their actions, uh, it's
981 worth more than any lease could ever pay. Um, it would be nice if we had facilities,
982 maybe to put them somewhere else, but like you said, we don't right now, we, and we
983 don't have a plan for it either so I, uh, I think we should extend all these.

984 **DICKASON:** Yeah, and it's definitely something we could, uh, you know find a place
985 for them. Hopefully maybe at the head of the bay, you know as that gets developed out
986 there, there'll be some, some good land that maybe they could use up there, so, um, I
987 agree. Any other questions or comments? Hearing none.

988 **WILDE:** Voting on Resolution 2022-019, a resolution approving the extension of the
 989 1076 caboose license to the United States Coast Guard Auxiliary for their training station
 990 conduction to conduct operations and offer general boating safety resources for the
 991 seafarers in Whittier, Alaska. Shen?
 992 **SHEN:** Yes.
 993 **WILDE:** Denmark?
 994 **DENMARK:** Yes.
 995 **WILDE:** McCord?
 996 **McCORD:** Yes.
 997 **WILDE:** Blair?
 998 **BLAIR:** Yes.
 999 **WILDE:** Wagner?
 1000 **WAGNER:** Yes.
 1001 **WILDE:** Mayor Dickason?
 1002 **DICKASON:** Yes.
 1003 **WILDE:** Resolution 2022-019 is passed and approved.
 1004 **DICKASON:** Real good. Next item, Other New Business Items. Schedule work session
 1005 for June 21, 2022 with Altman Rogers & Company at six o'clock p.m.
 1006 **WILDE:** Um, we would most likely do that, um, it's the your previous meeting, it's your
 1007 regular scheduled meeting for June. It would be like a committee of the whole, um,
 1008 instead of having the committee of the whole, you would have the work session with our,
 1009 um...
 1010 **MATSUMIYA:** Audit.
 1011 **WILDE:** Audit group *laughs* sorry. It's like our finance officer but, no, you'll have her
 1012 too *laughs*
 1013 **DCKASON:** Okay, so we just need an approval or just a head nod, or what do you think?
 1014 **WILDE:** Just a head nod.
 1015 **DICKASON:** Yeah, sounds good. Item nine, Informational Items and
 1016 Reports, um, the, uh, financial report is in the packet, um, Juneau Tourism Best
 1017 Management Practices, do you want to comment on that?
 1018 **WILDE:** Yeah, we added the 2022 Juneau Tourism Best Management Practices and the
 1019 2019 Wilderness Best Management Practices. As I stated in my city managers report,
 1020 we're working on helping local businesses as well as, hopefully an organization, to do a
 1021 tourism best management and these are really great tools, you know, I'm a firm believer
 1022 we shouldn't recreate the wheel, but we can make it work for, you know, and look at it so
 1023 we can adjust it to work for Whittier, and so we've included those in the packet for just,
 1024 for general use but also for you to, um, review over the next couple months as you get
 1025 those survey questions on whether or not you think something should or should not be
 1026 implemented in Whittier.
 1027 **DICKASON:** How do you picture that happening going forward or will we hire
 1028 somebody first? To manage that, what's the process?
 1029 **WILDE:** Um, the process right now, the take from the last meeting that we had, was to
 1030 just get a general purpose of what people really want to look at and what they don't, and
 1031 then I would suggest that, you know, your Planning and Zoning Commission should
 1032 always review any plan, right you can use them for that, the big thing is, this does, we
 1033 don't want this to be a city practice, we do not want to have the City have to try to enforce
 1034 something when it's a volunteer purpose, so the goal is to, you know, work down the road

to hand it over and it's not, you know, hiring someone, if we were to put out an RFP to do it, you, you know, you as Council could actually ask for that, but the funding and the cost for that is not something that's even been brought up, it's just a general, you'd come out hopefully by, you know, the beginning of 2023, a draft plan that somebody hopefully another organization, would take up. Whether it be the cruise ship companies getting together and saying, yes we're going to stand behind this, and having the hotline you know we're just sort of being your conduit for that as administration right now.

SHEN: Stakeholder driven.

DICKASON: Stakeholder driven, that's right yeah, um. How does Huna Totem participate in this uh do they or do they at all?

WILDE: They, um, I believe they do have, and have looked at this we have had people from Huna Totem attend one of our meetings, I don't know if they were on our last meeting, but it's, um, the Juneau group, they've really been so great. They've worked with us, they've had the meetings, they've sort of ran the narrative for it explaining how the process worked for them and, um, you know, I again, it's like Mr. Shen said, it's a stakeholder thing, we don't want to make it so the City is implementing anything that they would have to enforce, we want to make it so it's the community and the stakeholders' responsibility.

DICKASON: Yeah, Huna Totem doesn't have any assets in Juneau, so they wouldn't necessarily participate there, but I wonder if they have something in, in Huna, uh, from the stakeholders there.

WILDE: If you remember back to our November meeting, it was brought up, you know, tourism best management was brought up by Mickey and, um, they talked about it, generally, you know, how they would participate and I think that you're going to get good participation from those type of organizations, it's just, we have to give them the guidelines, right? And so I think that overworking it over the next couple months will be a good start for you on a planning basis, being able to provide somebody a draft, I would say, put the heavy lifting onto your boards and commissions, let them help you create a draft and then hopefully you could go to RFP to have somebody, either take it over, or have the stakeholders take it over.

DICKASON: So, it'll start with a survey? Is that what you're thinking?

WILDE: Yeah, and just to be honest, our goal is to take what is exactly in the Juneau Tourism Best Management and send out the survey saying do you think these five things work for Whittier, yes or no, here's what you would like, what do you want to see changed? We'll take that data, incorporate it into a draft plan for you.

DICKASON: Sounds good. Any questions or comments there? Okay, next item is the, uh, Whittier's Community Togetherness barbecue next Saturday.

WILDE: This Saturday.

DICKASON: This Saturday, this coming Saturday, that's right, and, uh, be ready to eat some good food. This is going to be held where?

WILDE: We're going to have it at the head of the bay and we'll have a barbecue set up every, we've invited everyone that we recognize during pacific islander month and the entire community. Our goal is to make it bigger and better than what we had at our easter celebration.

DICKASON: Sounds great. Okay, Council comments. Anybody here at the dais, yeah Victor, go ahead.

SHEN: Oh, I got two things. I was just looking at the minutes and we had a adopt a road

1082 program implemented with, uh, Holland America? They have plans to implement, um,
1083 that program throughout the City for other entities to take on the opportunity to? Okay,
1084 cool. Uh, and then the second one was a comp plan update, there's been talk about
1085 comprehensive plan update coming up? I wonder, where, where are we at in that process?
1086 Are we still, like, thinking about, just seeing it on the horizon and then planning for it or
1087 is it something we're going to do this fall?

1088 **WILDE:** I'll answer all of those during administration comments.

1089 **SHEN:** Cool, thank you.

1090 **DICKASON:** Thanks. Peter, have you got comments?

1091 **DENMARK:** Uh, I do, I have two items. I wanted to follow up, uh, with Mike Bender's,
1092 um, disenchantment with the new garbage fee schedule, um, and I'm, of course I'm
1093 getting that from a number of quarters here, but to my eyes so far that the dumpster usage
1094 is putting these fees on the businesses is disequitable because the predominance,
1095 predominant users are not the businesses and I don't see this getting changed this
1096 summer, but going into the next budget cycle, I would ask that the Administration
1097 (PAUSE) Harbor's probably the best place to do it, is to try to pay attention to who is
1098 filling up these dumpsters, and what I'm seeing so far this year, it's coming off the boat
1099 ramp not at the triangle, anyway I don't pay that much attention on the other hand, um,
1100 but there is some heartburn amongst the business community regarding this
1101 and I would ask the Administration to make a note to remind us to revisit this issue when
1102 it comes to budget time this fall. If that's a reasonable request.

1103 **DICKASON:** Yes.

1104 **DENMARK:** Okay, my second item, digging back a number of years, I have
1105 been advocating that the Whittier create a development plan, okay? There's a real estate
1106 development plan, an economic development plan which are hand in hand. We have
1107 gotten nowhere with this. So, where I want to take this is, we have made the decision
1108 to partner with Huna Totem for a cruise ship dock terminal and, uh, uh, related amenities
1109 and when we were going through this process, we defaulted away from the entire
1110 comprehensive head of the bay development plan as presented by Huna and by comment
1111 here is, I don't see anything else coming down the pike. We are not doing anything, they
1112 are bringing us an opportunity to plan out Whittier's future as a function of
1113 comprehensive plan, our comprehensive plan is very vague, but this is the first concrete
1114 or tangible idea for a major development in the city and I would like to see the
1115 Administration and the Council reconsider going for the whole mighty here.
1116 There are issues that need to be discussed and those issues that are economically
1117 oriented are not appropriate for an open Council session and I would like to bring this
1118 idea back to the table, in conjunction with an executive session, to roll over
1119 the economic issues involved and, um, I'll leave it at that.

1120 **DICKASON:** What would that look like?

1121 **DENMARK:** Well, we saw it. Huna Totem, their presentation, we're looking at their
1122 whole conceptual idea, uh, that went from hotels, small business, uh, you know, small
1123 businesses down at the head of the bay.

1124 **DICKASON:** So you want us...

1125 **DENMARK:** The tram idea, *laughs* you know, what, the whole Monty, everything
1126 that they brought us, I think that we defaulted away from it way too quickly, it was just
1127 easy to run home to mama and say yeah we'll take the cruise ships, but we're not ready to
1128 discuss how we want the head of the bay to develop.

1129 **WAGNER:** Wow.
1130 **DENMARK:** Given the fluid relationship real estate relationships that are in play right
1131 now, now is the time, and I'm asking, I think that we should take control of our destiny,
1132 otherwise this is going to be a continued patchwork of developments in town without a
1133 concrete core contiguous idea.
1134 **DICKASON:** Okay.
1135 **HUNT:** Mr. Mayor..
1136 **WILDE:** If I can have everybody answer at the end, during administration so let
1137 comments happen by Council and then Administration will answer comments back,
1138 please.
1139 **DICKASON:** All right. Uh, Councilman Blair, you're next. Dan, are you there? Uh,
1140 you're on mute if you're there.
1141 **BLAIR:** Sorry, um, to add to what Peter was asking for as far as an economic
1142 development plan, um, I think if we were to put something together that looked as good
1143 as potential can be, I think it makes our case much stronger if we go before the State
1144 Legislature, uh, and ask, you know, to be, um, basically asked for the non-essential
1145 Railroad lands, um, my, my other request to Administration in a, in, uh, or, or comment
1146 with the Administration, trying to work with the Administration, uh, is that, um, I, I, I,
1147 think we're both an agreement um Administration's in agreement, I'm in agreement,
1148 uh, the importance of, of, Ports and Harb- a strong Port and Harbor Commission where
1149 I'm, would like to advocate is that, rather than giving Ports and Harbor only 20% of the
1150 projects that are being considered, uh, at the, at the head of the bay and around the
1151 business district, I would like to hear from Administration as what kind of direction you'd
1152 like to see from Council to encourage you to put all of these projects before the Ports and
1153 Harbor Commission. The idea is that if they only look at 20% of the projects then, they
1154 are not going to be, they're not going to have the full context and bring as much
1155 fluent advice to Council and, um, I've seen this over the last, more than a decade, where
1156 we don't use them enough and so they do not have as strong as a concept of what they
1157 would like to see. And I think there's, uh, a big value for Administration, and as well as
1158 Council.
1159 **DICKASON:** Thanks, Dan.
1160 **BLAIR:** And then he last, um, there's a question is, what, I think a citizen brought it up
1161 there, there's been illegal dumping of RV waste, uh, and was that ever cleaned up?
1162 And what is the plan going forward? I think you know trying to catch somebody
1163 dumping RV waste is kind of a waste of our resources. Uh, I'd like to have a more
1164 proactive plan that is, you know, if we can't convince them to go out, out of town to
1165 dump their waste, we need to provide an alternate route. Having, uh, waste, uh,
1166 dangerous waste laying around for, uh, pets and, uh, you know, young children unaware
1167 of how dangerous it is, is, it's, it's, it's a hazard and we can't, ignoring it, it's not gonna
1168 solve this problem.
1169 **DICKASON:** Yeah, I think you're right, I think we'll, uh, we'll get, I think, you're right
1170 that, uh, Public Works Director was going to address that.
1171 **BLAIR:** Okay.
1172 **DICKASON:** Good.
1173 **BLAIR:** I'm, I'm done. Thank you.
1174 **DICKASON:** All right. Thank you. Uh, all right, Tom.
1175 **WANGER:** So I, I'm a hundred percent, uh, behind what Peter said. Um, I'm a little

1176 confused, I feel like I'm in an alternate reality right now. Uh, the reason why we scaled
1177 this all back, I mean, Huna came in did a great presentation, as a matter of fact, they
1178 used a lot of our points from our comprehensive plan, I mean they, they nailed it and then
1179 everybody was like where's all this craziness coming from? And, um, and I will say, it
1180 wasn't, um, just the the, the people that showed up to the meeting, there were four
1181 Council members that were against it. Um, two of them, um, you know opened up their
1182 minds, and, and, and eventually, uh, got on board, but I don't even know if they would
1183 have got on board unless we had way scaled it down, um, two of them never, so that's
1184 why it happened, but I'm glad to hear, uh, Mr. Denmark saying that he's behind, uh, *the*
1185 *full Monty*, it's called *the full Monty*. But anyway, uh, I'm glad to hear that, that's, uh,
1186 that's all I got.

1187 **DICKASON:** Good. Cathy, did you have anything?

1188 **McCORD:** Not at this time, thank you.

1189 **DICKASON:** Okay, thanks.

1190 **McCORD:** I do agree with Tom, however.

1191 **DICKASON:** Okay, thank you, yeah.

1192 **McCORD:** Yeah, when I, sorry I guess I do. When, when I first was aware of the head of
1193 the bay project, um, I also attended those Whittier comprehensive plan meetings. I was
1194 there for those and when I saw the Huna presentation, it's like tick, tick, tick, tick, I mean,
1195 it ticked practically all the boxes, um, it disappointed me that the residents of Whittier
1196 weren't more behind it, um, however when you saw some of the things that were on the
1197 walls, little mixed messages, there were a lot of them that were for it, um, I, myself, I'm
1198 behind it.

1199 **DICKASON:** Yeah, I think that there was just, the way it was presented, uh, was a little
1200 bit confusing. It looked like they were going to develop everything all at one time and it
1201 did seem a little bit too much, but once everybody understood what the program really
1202 was and, um, that they were just saying that they were going to develop something that
1203 wouldn't interfere with our existing plans, um, I think everyone kind of settled down a
1204 little bit and got on board. I think they realize that there's some great potential and it'll
1205 just depend on, as we move forward, well, one step at a time right, we'll just see how
1206 their development looks to begin with and then we'll move on from there. Um, I was
1207 going to ask, we were talking about garbage, Dave, and uh there was there's some talk
1208 about getting some cameras down there at the harbor? Is that still going forward
1209 and can those cameras be trained on the...

1210 **BORG:** They all, yeah, I'll have the entire downtown corridor covered. Everything.

1211 **DICKASON:** Yeah, so yeah, that, that's going to help us identify where that trash is
1212 coming from and once we have some concrete evidence of what's going on it'll help us
1213 decide how to how to move forward. I think that, that's what's necessary it's, it's just hard
1214 because you can't, one person, you know, can't watch the whole harbor front so what's
1215 maybe happening at one end of the harbor might not be happening at the
1216 other end of the harbor. It'd be nice to, to have some, some, uh, video evidence of what's
1217 going on down there, I gotta hope. Um, and, I think, now we're ready for some response.

1218 **WILDE:** You're ready for Citizen Comments. Anybody who would like to do citizen
1219 comments?

1220 **DENMARK:** May I?

1221 **DICKASON:** Oh, Peter, oh yeah, go ahead.

1222 **DENMARK:** Follow up?

1223 **DICKASON:** Yeah, go ahead, Peter.

1224 **DENMARK:** Thank you, uh, to dissuade Councilman Wanger's confusion, uh, my

1225 problem with the initial project was, not so much the project itself, but I was unhappy

1226 with the process, so that should answer that question. And Mr. Mayor, you indicated that

1227 we may decide to have this conversation after the cruise ship dock is completed,

1228 which is a couple three years down the line here, and I think that we should be more

1229 proactive than that going forward with this. There are a number of components, economic

1230 components, that have to be considered and I would request at this time that the

1231 Administration schedule an executive session or a special meeting, um, uh, uh, an

1232 executive session at our next regularly scheduled meeting to discuss the economic issues

1233 involved in engaging Huna Totem with the full scope of their proposed project.

1234 **DICKASON:** Okay, thank you, Peter. Anything else?

1235 **DENMARK:** Um, is that a reasonable thought, or is this going to require some sort of,

1236 uh, do I need a second for that motion?

1237 **WILDE:** This is not the time to add those things, that would have been added under new

1238 business. You can request it after the meeting, Mr. um, Denmark, with a second from

1239 another council member, or the mayor can request a executive session as long as we

1240 follow the rules of the executive session and it falls in those lines.

1241 **DICKASON:** Well, we do that now or we do it...

1242 **WILDE:** It has to be after this meeting.

1243 **DICKASON:** After the meeting, okay. Real good. Uh, Jim, did I see your hand raised?

1244 **WILDE:** Mayor, you need to go to Citizen Comments and then Administration can

1245 answer all Council comments.

1246 **DICKASON:** Thank you. Citizens comments. Seeing none.

1247 **WILDE:** This is the time, that the administration can answer council comments.

1248 **DICKASON:** Jim did you have a response?

1249 **HUNT:** Mr. Mayor, I, uh...

1250 **DICKASON:** Yeah, go ahead.

1251 **HUNT:** Mr. Mayor, uh, I do write everything down, that way I, uh, you know, because

1252 it's kinda difficult to follow everything but *unintelligible* (1:52:14 YouTube) Mr. Vice

1253 Mayor, through the Mayor, um, Mr. Denmark to reassure, we have solid assurances,

1254 basically blood oath, that beyond the terminal and, and the dock, nothing is constructed

1255 without City input, and City's, I mean public input and City Council approval. At that

1256 point, um, I agree that this is an opportunity for us to, uh, shape, you know, what's going

1257 to happen here as we have the momentum and I think an executive session is in order

1258 from that point, uh, moving on to Council members Blair's comments, uh, about the

1259 illegal dumping, um, that occurred on, um, private property, as we know it. Um, I, I didn't

1260 see evidence of it, I'm sure it did happen at some point, you know, either once or twice

1261 over by the campground, but we couldn't find evidence. Mr. Korbe and I, you know,

1262 kind of looked around the campground and we are addressing that issue. And I'm trying

1263 to think what else was there, Mayor.

1264 **WILDE:** I can answer.

1265 **DICKASON:** Um, you know, we talked about trash.

1266 **HUNT:** Oh, sorry, the, the, the, the garbage issues. We do have, um, um, pictures and

1267 video evidence of property owners in town dumping their trash at night, and I just want to

1268 point out that, while, at this point, and I wish Kris was here, she has, she's on a well-

1269 deserved break, but, um we have been subsidizing the garbage in this town, this city

for anywhere from \$100,000 to, I believe it's up to \$140,000 a year restaurant paying, just, you know six, seven cups of coffee worth the fees for, for the dump fees, uh, it's, we can't keep doing it. We can't keep doing it, and, you know, if we have to have a little work session, you know, that are, you know, in between our regular meeting, and I recommend we have that in addition to our executive session at the work session, to discuss that and I think a little public education would be great, because, um, in August, August 6, I'll be going on four years and we're still trying to stop the bleeding for the community. Because, you know, because we keep saying there's 300 businesses in and out of town, 272 residents and we do not have the tax base to pay for everything. I mean, it's going to be kind of share and share of life in some ways, I mean, it's going to, you know, we're going to have to play *unintelligible* (1:54:44, YouTube) because we can't continue to pay for this.

DICKASON: Yeah, we may have to, uh, like we say we'll need some video evidence, i think, of, uh, exactly where that trash is coming from and then try not to put the burden all on one group, try to spread it out

HUNT: No, abso- we don't want to do that.

DICKASON: As equitably.

HUNT: We don't want to do that. And, and we can help. But I would also like to point out that, um, with our 45 cruise ships coming this year, February 2nd, we're going to have a nice, you know, you'll get tax deposit, you know, to our account and, um, you know, we may be better off in, in, in assisting with, or, of creating a new coalition, you know, amongst the businesses, amongst themselves, but, it, it's just something that's not going to go away and it's just not going to go down in cosmic, we, we just can't keep paying for it. And this has been much higher, just in the last three, four years.

DICKASON: No, no, that, that's, not...

HUNT: And now we have the fuel costs and tipping fees and inflation so, yeah. We're all taking a beating and we understand.

DICKASON: Sure, that's understood, yeah.

WILDE: And Mr. Mayor, if I can add to what Mr. Hunt has said, um, in regards to Mr. Denmark's request for an executive session, I just want to point out that, you know, I've been sort of screaming from the rooftops, uh, the whole purpose of you having a Planning and Zoning Commission and a Port and Harbor Commission, and if you remember back we did we did introduce priorities for your Planning and Zoning Commission and your Port and Harbor Commissions. The goal for those are to help, you know, I, I get, I want to hear from the community and you want to hear from the citizens and the commissioners but I just want to, sort of, lay out how that process works and how it looks forward and be able to answer Mr. Denmark as well as Mr. Shen's questions regarding the comp plan, uh, priorities for the Planning and Zoning Commission, um, they're short term and I've, I've really dialed it down to 6 to 24 months, was to review the title 17, come up with long-term strategic planning, do community revitalization and economic development plans, current planning zoning including subdivision of land, explore available funding and possible policies for infrastructure development. Their continuing, um, portions of their priorities were to assist with the action, plan update of the comprehensive plan with the Port and Harbor Commission, to assist with the completion of the parks and rec plan, to look at current and future community needs to identify a wide range of strategic and strategies investment, and gr- support growth and vitality,

to continue to the support of the compliance of the code, and to implement land uses. Um, those things all fall in line, you know, when Huna brought forward the entire comp plan, and they did, they used your entire comp plan, and presented you with what that would look like if you went through and checked all the boxes and then they added to that plan additional other resources. It's, it's always been my hope and knowledge to help the Planning of Zoning Commission build a really good strategic plan that can be presented to help the Council and help the community grow. Um, the other thing that I want to bring up is to answer Mr. Blair's question regarding, um, the, the harbor, and Port and Harbor Commission. Again, there's is another, I tied it down to 6 to 24 months, unfortunately they did go into a hiatus. My hope is that they changed that. I included calendars for both of the commissions so that they would know the direction and how fast it will move to help and do these incentives.

Um, the goal is to provide administration recommendations, provide and review recommend changes to the harbor tariff and the city code, identify need support, infas-, in, um, incentives and measures that support the harbor district and the head of the bay, um, provide review and recommendations for the comprehensive plan and future head of the bay development, we did include that in the priorities, and then to provide recommendations for a harbor district development plan. Those things help you, um, as Council be able to answer to your public. Um, I've always said it let them do the heavy lifting, let them do those public processes, let them get moving in the right direction and wait for them to bring it forward. Um, I like, I said, I have it on a really tight timeline six to 24 months, it's a lot to do, but I think that your commissions can do it and you just have to, have the trust in them. Um, and to answer Mr. Shen's question about the adopt-a-road program; Holland America, um, has agreed to adopt from Glacier Street to the port, to their port, and my goal is to move forward with that with the head of the bay and all other portions of the community as well as, um, incorporate the beautification with memorial benches and community gardens. So, we are working forward on that.

DICKASON: Yeah, I know, just to add to that...

HUNT: Mr. Mayor, can I just jump in and say...

DICKASON: Just, yeah, just a quick comment, I know, uh, Peter, I know that, uh, Alaska Sea Kayakers has, uh, adopted Portage Road and has done a good job with that so, I want to tack onto that. Yeah, go ahead, Jim.

HUNT: I just, I just, I just, sorta, kinda comment on Council member Blair's, um, re, you know, requesting that everything, not everything, but, you know, projects be reviewed by Ports and Harbor, and I, I'm not going to mention that town down the road to the south of us that just lost the cruise ship line, but they have the Ports and Harbor and Commerce Commission. And there's the defining difference, I believe. That our Ports and Harbor is basically Ports and Harbor, and the head of the bay is not a port and it's not a harbor. So, I would, you know, recommend the Council considering, and I don't know, you know, if Assistant Manager, Jackie Wilde concurs, but I think she understands that, how **unintelligible** (2:01:26, *YouTube*) works. It's a much broader scope. And in my experience, in another community and other communities, they, they looked at natural gas, pipelines, everything that affected commerce whereas our Ports and Harbor, by definition, is pretty limited.

DICKASON: Yeah, that's a good point.

WILDE: And Mr. Hunt, you are correct, I have also talked to Mr. Blair about that adding, and the Mayor and, I believe, other council members, um, regarding adding

1363 commerce to the Port and Harbor.

1364 **HUNT:** Particularly, as we're going forward, you know, and, you know,

1365 it'll forward you. I'm all for all eyes on because there are a lot of ideas out there that

1366 they're percolating that make them reveal themselves yet as we go forward and, um, kind

1367 of looking forward to it because we have the power, literally, The Council and the

1368 community has the power as to what happens, how much traffic, limiting growth, and

1369 how we spend our money and these head tax monies are coming in to benefit us also.

1370 **unintelligible* (2:02:30, YouTube) with your taxes.*

1371 **DICKASON:** Yeah, that's right, uh, we still need to address the fuel tax issue that Mike

1372 Bender brought up. Can you, you want to be able to do that?

1373 **WILDE:** Yeah, I was just gonna, I was waiting. Go ahead.

1374 **DICKASON:** Go ahead, Jackie.

1375 **WILDE:** So, um, we brought it forward at the last meeting and it sort of stopped, um. We

1376 are more than happy to look into and bring something forward, um, as possible a work

1377 session. I think that we talked about that, and it sort of died in the water, so if, if...

1378 **HUNT:** No, no, no, no, it didn't die, Jackie! It didn't, Kris has been looking at it and was

1379 surprised as, as anybody and everybody because Mr. Bender knows that, and she, she has

1380 contacted Shoreside to address this and also, you know, with

1381 their captains and their agencies so we do have moves on it but um...

1382 **WILDE:** Mr. Hunt, what I was saying was that it, when it was brought forward to

1383 Council, it was not really pushed to bring forward again and that's why Kris asked for a

1384 work session to bring it possibly forward...

1385 **HUNT:** Correct.

1386 **WILDE:** ... at that time.

1387 **HUNT:** Yes. And I think maybe if we had a special meeting somewhere between now

1388 and the next meeting we could have our executive session, maybe address the garbage

1389 and that subject. So that's 3.

1390 **WILDE:** And so I'm going to take it that your city manager will probably recommend

1391 that executive session tomorrow.

1392 **HUNT:** Yeah.

1393 **DICKASON:** That sounds like a good idea. Yeah, Tom did you have some...

1394 **WAGNER:** Uh, yes, so this is, uh, I, I guess half question half

1395 Statement. Um, uh, Scott's not here tonight, so I'm gonna put you on the spot, I guess,

1396 Dave. A few years ago, um, I had brainstormed with someone who's a little more well-

1397 versed in this, uh, than I am, but they had recommended that we put a dump station in,

1398 uh, down there across from the railroad because basically everything's already there; the

1399 water, the, uh, the sewage, and, and power, and it's also big enough for, um, a turnabout

1400 for, uh, you know, pretty much, uh, any size RV. And I cannot remember, there was an

1401 issue, and I don't remember what that issue was and maybe it tied in with the fact that

1402 we were building a brand new one, is that, is that, what it was, yeah, so

1403 do we have the RV dump thing covered?

1404 **BORG:** So, Scott and I, and I hate to speak for Scott, um, there was some emails

1405 exchanged after the last discussion that we had. My point of view is a dump station on

1406 our waterfront, in our harbor area is not the highest and best use. I think it's a terrible

1407 idea. Um, I think we need to identify an area somewhere other than on our harbor

1408 waterfront for an RV dump station and I don't own that. So, I you know, my two cents is,

1409 just that, and, uh, I think we're, you know, to, to, to establish one, um, I know we've

1410 talked to some of the engineering firms and we don't need any special permits to do that,
1411 um, however you do need to have proper infrastructure. You have to have a concrete dam
1412 you have to have, you know, non-potable water, you have to have a wash down area, you
1413 have to have, you know, kind of a lack of a better term, an idiot-proof situation so people
1414 don't make a mess. Um, and I don't know if we have that identified yet. And that also...
1415 **WAGNER:** Pretty much that, that checks all the boxes...
1416 **BORG:** Right.
1417 **WAGNER:** ...down there and, and it might be a little bit of an encumberment but...
1418 **BORG:** And, like the cofferdam or the, the concrete work and everything else, I think
1419 we're looking anywhere from 20 to 50 grand to get, to get everything done correctly.
1420 That, that's just best guesstimates from rough order magnitude stuff, but we are talking
1421 about it and it's just not something we can snap our fingers and, and make happen. But I
1422 absolutely, positively will fight tooth and nail to not put one in the harbor district. Thank
1423 you.
1424 **DICKASON:** Okay, yeah, any other comments or questions? We've gone a couple hours
1425 here, um.
1426 **WILDE:** Voting for adjournment.
1427 **DICKASON:** Yeah, I think, I think we've kind of come to the end of our agenda. Can I
1428 get a motion to adjourn, please?
1429 **WAGNER:** I'll make that motion.....
1430 **SHEN:** Second.
1431 **DICKASON:** Get a motion a second. Wanna take a, uh...
1432 **WILDE:** Mhm.
1433 **DICKASON:** ...a vote?
1434 **WILDE:** Voting on the adjournment. Wagner?
1435 **WAGNER:** Yes.
1436 **WILDE:** Shen?
1437 **SHEN:** Yes.
1438 **WILDE:** Blair?
1439 **BLAIR:** Yes.
1440 **WILDE:** Denmark?
1441 **DENMARK:** Yes.
1442 **WILDE:** McCord?
1443 **McCORD:** Yes.
1444 **WILDE:** Mayor Dickason.
1445 **DICKASON:** Yes.
1446 **WILDE:** You are adjourned.
1447 **DICKASON:** We're adjourned at 9:04. Thank you everyone
1448
1449

Naelene Matsumiya
City Clerk

Dave Dickson
Mayor

(City Seal)

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>TAXES</u>					
01-310-4005 FISH TAX	.00	22,151.54	50,000.00	27,848.46	44.3
01-310-4006 MOTOR VEHICLE REGISTRATION	694.60	1,542.84	3,500.00	1,957.16	44.1
01-310-4007 LIQUOR TAX	.00	6,550.00	5,000.00	(1,550.00)	131.0
01-310-4009 ELEC & TELE CO-OP TAX	.00	.00	3,500.00	3,500.00	.0
01-310-4200 SALES TAX	416.25	3,372.58	575,000.00	571,627.42	.6
01-310-4201 PROPERTY TAX - REAL	2,271.09	2,271.09	380,000.00	377,728.91	.6
01-310-4202 PROPERTY TAX - PERSONAL	6,215.06	57,453.75	340,000.00	282,546.25	16.9
01-310-4205 BUSINESS TRANSPORTATION TAX	3,579.00	13,056.00	405,000.00	391,944.00	3.2
TOTAL TAXES	13,176.00	106,397.80	1,762,000.00	1,655,602.20	6.0
<u>LICENSES & PERMITS</u>					
01-320-4250 BUSINESS LICENSES	500.00	2,550.00	4,000.00	1,450.00	63.8
01-320-4251 USER FEES & PERMITS	726.25	726.25	1,000.00	273.75	72.6
01-320-4312 AMBULANCE FEES	.00	.00	2,000.00	2,000.00	.0
TOTAL LICENSES & PERMITS	1,226.25	3,276.25	7,000.00	3,723.75	46.8
<u>INTERGOVERNMENTAL REVENUE</u>					
01-330-4002 STATE REVENUE SHARING	.00	.00	50,000.00	50,000.00	.0
01-330-4003 STATE PAY-IN-LIEU OF TAXES	.00	.00	55,000.00	55,000.00	.0
01-330-4006 STATE OF ALASKA GRANT DCCED	.00	447,990.04	.00	(447,990.04)	.0
01-330-4025 NAT'L FOREST SERVICE RECEIPTS	28,292.38	28,292.38	21,000.00	(7,292.38)	134.7
TOTAL INTERGOVERNMENTAL REVENUE	28,292.38	476,282.42	126,000.00	(350,282.42)	378.0
<u>LEASES</u>					
01-345-4512 LEASE INCOME - ARRC AGREEMENT	.00	13,691.45	.00	(13,691.45)	.0
01-345-4513 LEASE CREDITS (CONTRA)	.00	.00	(4,000.00)	(4,000.00)	.0
01-345-4515 LEASE INCOME - CITY LAND	5,589.58	98,627.39	272,751.00	174,123.61	36.2
01-345-4517 LEASES - ARRC LAND	1,176.49	5,882.45	.00	(5,882.45)	.0
01-345-4520 LEASE INCOME - CONDOMINIUMS	.00	2,280.68	12,000.00	9,719.32	19.0
01-345-4525 LAND USE RENT	105.00	12,273.08	12,250.00	(23.08)	100.2
TOTAL LEASES	6,871.07	132,755.05	293,001.00	160,245.95	45.3
<u>FINES & CITATIONS</u>					
01-350-4261 PSD FINES & CITATIONS	50.00	50.00	500.00	450.00	10.0
01-350-4262 PSD PARKING TICKETS CIVIL	730.00	1,250.00	500.00	(750.00)	250.0
TOTAL FINES & CITATIONS	780.00	1,300.00	1,000.00	(300.00)	130.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>MISCELLANEOUS</u>					
01-360-4099 MISCELLANEOUS REVENUE	16,770.37	17,152.47	2,500.00	(14,652.47)	686.1
01-360-4204 INTEREST & PENALTIES	.00	385.33	.00	(385.33)	.0
01-360-4900 INTEREST ON BANK ACCOUNTS	1,534.74	2,551.55	50,000.00	47,448.45	5.1
01-360-4914 TRANSFIELD - TUNNEL CONTRAC	7,518.81	17,288.25	77,825.00	60,536.75	22.2
01-360-4915 GIRDWOOD-POLICE CONTRACT	118,012.50	354,037.50	675,000.00	320,962.50	52.5
TOTAL MISCELLANEOUS	143,836.42	391,415.10	805,325.00	413,909.90	48.6
<u>TRANSFERS & OTHER</u>					
01-390-4990 TRANSFER IN FROM CVP FUND	.00	283,487.00	283,487.00	.00	100.0
01-390-4994 TRANSFER IN FROM HARBOR	13,091.66	65,458.30	157,100.00	91,641.70	41.7
01-390-4995 TRANSFER IN FROM VVWS	2,909.16	14,545.80	34,910.00	20,364.20	41.7
01-390-4996 TRANSFER IN FROM DELONG DOCK	3,241.66	16,208.30	38,900.00	22,691.70	41.7
TOTAL TRANSFERS & OTHER	19,242.48	379,699.40	514,397.00	134,697.60	73.8
TOTAL FUND REVENUE	213,424.60	1,491,126.02	3,508,723.00	2,017,596.98	42.5

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ADMIN</u>					
01-400-6000 SALARIES & WAGES	40,177.57	141,114.22	338,650.00	197,535.78	41.7
01-400-6030 FICA TAXES	575.74	3,842.62	4,829.00	986.38	79.6
01-400-6040 WORKER'S COMP.	.00	(1,455.05)	1,596.00	3,051.05	(91.2)
01-400-6050 ESC TAXES	386.08	1,796.04	3,330.00	1,533.96	53.9
01-400-6060 HEALTH & LIFE INSURANCE	10,266.18	35,459.34	67,906.00	32,446.66	52.2
01-400-6070 PERS RETIREMENT	8,541.34	31,910.92	72,608.00	40,697.08	44.0
01-400-6205 ADVERTISING	.00	735.00	5,000.00	4,265.00	14.7
01-400-6220 BANK SERVICES CHARGES	532.65	1,838.27	7,000.00	5,161.73	26.3
01-400-6240 COMMUNITY SUPPORT-DONATIONS	.00	.00	2,000.00	2,000.00	.0
01-400-6280 DUES & SUBSCRIPTIONS	414.99	2,698.97	5,000.00	2,301.03	54.0
01-400-6410 INSURANCE - LIABILITY	.00	7,937.71	8,750.00	812.29	90.7
01-400-6440 INSURANCE - PROPERTY	.00	173.31	.00	(173.31)	.0
01-400-6540 LICENSES & PERMITS	.00	.00	250.00	250.00	.0
01-400-6541 PENALTIES & FEES	.00	.00	1,200.00	1,200.00	.0
01-400-6565 OUTSIDE CONTRACTORS	3,359.80	3,518.44	15,000.00	11,481.56	23.5
01-400-6570 PHYSICAL EXAMS & BACKGROUND CK	.00	53.00	400.00	347.00	13.3
01-400-6580 POSTAGE	446.02	1,752.06	2,500.00	747.94	70.1
01-400-6600 PROF. FEES - AUDIT	29,867.09	29,867.09	.00	(29,867.09)	.0
01-400-6610 PROF. FEES - ACCOUNTING	.00	4,800.00	25,200.00	20,400.00	19.1
01-400-6620 PROF. FEES - APPRAISAL	4,000.00	12,000.00	12,500.00	500.00	96.0
01-400-6625 PROF. FEES - FINANCIAL SOFTWARE	3,766.00	14,030.00	22,000.00	7,970.00	63.8
01-400-6635 PROF. FEES - COMPUTER SUPPORT	.00	.00	7,500.00	7,500.00	.0
01-400-6636 PROF FEES - WEB SITE SUPPORT	.00	.00	4,800.00	4,800.00	.0
01-400-6640 PROF. FEES-ENGINEERING	.00	.00	30,000.00	30,000.00	.0
01-400-6650 PROF. FEES - LEGAL	12,324.88	14,425.15	62,000.00	47,574.85	23.3
01-400-6700 PUBLICATIONS & SUBSCRIPTIONS	.00	514.99	1,200.00	685.01	42.9
01-400-6735 EQUIPMENT AND FURNISHINGS	3,000.00	3,000.00	.00	(3,000.00)	.0
01-400-6770 TRAVEL, TRAINING & DEV.	6,754.36	15,789.72	10,000.00	(5,789.72)	157.9
01-400-7100 REPAIRS - BUILDING	439.68	439.68	.00	(439.68)	.0
01-400-7351 EQUIPMENT MAINT. AGREEMENTS	.00	.00	2,000.00	2,000.00	.0
01-400-7450 REPAIRS-OFFICE EQUIPMENT	.00	.00	1,000.00	1,000.00	.0
01-400-8150 SUPPLIES - CONSUMABLE	.00	1,238.29	.00	(1,238.29)	.0
01-400-8550 SUPPLIES - OFFICE	251.54	4,761.35	5,000.00	238.65	95.2
01-400-8750 SUPPLIES - PRINTING	1,500.00	1,500.00	500.00	(1,000.00)	300.0
01-400-9000 UTILITIES - INTERNET	1,338.74	7,490.23	14,000.00	6,509.77	53.5
01-400-9070 UTILITIES - TELEPHONE	631.42	3,651.71	9,500.00	5,848.29	38.4
01-400-9100 MISCELLANEOUS EXPENSES	.00	.00	2,000.00	2,000.00	.0
01-400-9520 CAPITAL OUTLAY - EQUIPMENT	5,648.57	5,648.57	13,000.00	7,351.43	43.5
01-400-9530 CAPITAL OUTLAY-COMPUTER EQUIP	.00	.00	5,000.00	5,000.00	.0
TOTAL ADMIN	134,222.65	350,531.63	763,219.00	412,687.37	45.9

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>COUNCIL</u>					
01-401-6240 CITY COUNCIL-COMMUNITY SUPPORT	285.94	3,307.12	4,000.00	692.88	82.7
01-401-6241 WEBSITE - CODE UPDATES	.00	.00	2,500.00	2,500.00	.0
01-401-6280 DUES & SUBSCRIPTIONS	.00	.00	600.00	600.00	.0
01-401-6325 FIREWORKS	.00	.00	12,500.00	12,500.00	.0
01-401-6600 PROF. FEES - AUDIT	.00	.00	42,000.00	42,000.00	.0
01-401-6636 PROF FEES - WEB SITE SUPPORT	.00	350.00	.00 (350.00)	.0
01-401-6650 PROF. FEES - LEGAL	.00	.00	10,000.00	10,000.00	.0
01-401-6710 PUBLIC RELATIONS	62.81	62.81	2,500.00	2,437.19	2.5
01-401-6770 TRAVEL, TRAINING & DEV.	1,666.82	3,206.15	3,000.00 (206.15)	106.9
01-401-6800 COUNCIL CHAMBER IMPROV	.00	.00	1,500.00	1,500.00	.0
01-401-8550 SUPPLIES - OFFICE	.00	.00	800.00	800.00	.0
01-401-9500 LOBBYIST FEES	10,000.00	50,000.00	120,000.00	70,000.00	41.7
TOTAL COUNCIL	12,015.57	56,926.08	199,400.00	142,473.92	28.6
<u>ELECTIONS</u>					
01-420-6100 VOLUNTEER SUPPORT	.00	.00	1,200.00	1,200.00	.0
01-420-6205 ADVERTISING	.00	.00	600.00	600.00	.0
01-420-8150 SUPPLIES - CONSUMABLE	.00	.00	550.00	550.00	.0
TOTAL ELECTIONS	.00	.00	2,350.00	2,350.00	.0

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC SAFETY</u>					
01-510-6000 SALARIES & WAGES	84,097.92	291,590.42	851,273.00	559,682.58	34.3
01-510-6030 FICA TAXES	1,310.25	4,720.41	22,870.00	18,149.59	20.6
01-510-6040 WORKER'S COMP.	.00	9,190.59	41,417.00	32,226.41	22.2
01-510-6050 ESC TAXES	959.78	3,996.71	8,203.00	4,206.29	48.7
01-510-6060 HEALTH & LIFE INSURANCE	16,606.52	39,792.80	106,542.00	66,749.20	37.4
01-510-6070 PERS RETIREMENT	15,770.19	53,276.62	142,041.00	88,764.38	37.5
01-510-6091 UNIFORM ALLOWANCE	360.00	1,000.00	2,000.00	1,000.00	50.0
01-510-6100 VOLUNTEER SUPPORT	.00	.00	1,000.00	1,000.00	.0
01-510-6205 ADVERTISING	.00	.00	250.00	250.00	.0
01-510-6210 B.T.I. CONDO FEES	.00	.00	1,200.00	1,200.00	.0
01-510-6280 DUES & SUBSCRIPTIONS	14.99	59.96	500.00	440.04	12.0
01-510-6410 INSURANCE - LIABILITY	.00	9,955.35	17,500.00	7,544.65	56.9
01-510-6420 INSURANCE - AUTO	.00	3,515.02	9,000.00	5,484.98	39.1
01-510-6540 LICENSES & PERMITS	50.00	50.00	2,000.00	1,950.00	2.5
01-510-6565 OUTSIDE CONTRACTORS	569.02	14,221.30	55,000.00	40,778.70	25.9
01-510-6570 PHYSICAL EXAMS	106.00	106.00	2,000.00	1,894.00	5.3
01-510-6580 POSTAGE	.00	9.45	300.00	290.55	3.2
01-510-6635 PROF. FEES - COMPUTER SUPPORT	.00	.00	1,000.00	1,000.00	.0
01-510-6700 PUBLICATIONS & SUBSCRIPTIONS	.00	.00	500.00	500.00	.0
01-510-6735 EQUIPMENT PURCHASE	.00	.00	6,000.00	6,000.00	.0
01-510-6740 SMALL TOOLS	.00	.00	3,000.00	3,000.00	.0
01-510-6761 TRAINING - EMS SUPVSG MD	.00	.00	2,000.00	2,000.00	.0
01-510-6770 TRAVEL, TRAINING & DEV.	(3,093.24)	(2,575.24)	5,000.00	7,575.24	(51.5)
01-510-7100 BUILDING MAINT.	.00	293.80	1,500.00	1,206.20	19.6
01-510-7150 REPAIRS - COMMUNICATION EQUIPM	.00	.00	2,000.00	2,000.00	.0
01-510-7200 REPAIRS-COMPUTER SYSTEM	.00	.00	1,500.00	1,500.00	.0
01-510-7350 REPAIRS - EQUIPMENT	.00	.00	8,000.00	8,000.00	.0
01-510-7400 REPAIRS - VEHICLES	33.02	33.02	5,000.00	4,966.98	.7
01-510-7750 GAS & OIL - VEHICLES	2,143.78	6,348.35	15,000.00	8,651.65	42.3
01-510-8020 SUPPLIES - AMMUNITION	.00	.00	5,000.00	5,000.00	.0
01-510-8100 SUPPLIES - COMPUTERS	.00	.00	2,500.00	2,500.00	.0
01-510-8150 SUPPLIES - CONSUMABLE	947.15	3,054.45	4,000.00	945.55	76.4
01-510-8550 SUPPLIES - OFFICE	.00	391.49	2,000.00	1,608.51	19.6
01-510-8650 SUPPLIES & DRUGS BILLABLE	169.48	169.48	.00	(169.48)	.0
01-510-8950 SUPPLIES - UNIFORMS	523.67	1,524.55	4,000.00	2,475.45	38.1
01-510-9000 UTILITIES - INTERNET	1,205.85	5,574.06	14,000.00	8,425.94	39.8
01-510-9070 UTILITIES - TELEPHONE	823.40	3,968.06	8,000.00	4,031.94	49.6
01-510-9525 CAPITAL - MOTOR POOL FUNDING	.00	15,000.00	15,000.00	.00	100.0
TOTAL PUBLIC SAFETY	122,597.78	465,266.65	1,368,096.00	902,829.35	34.0

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>FIRE</u>					
01-520-6000 SALARIES & WAGES	1,727.97	6,569.63	14,677.00	8,107.37	44.8
01-520-6030 FICA TAXES	25.05	99.26	1,102.00	1,002.74	9.0
01-520-6040 WORKERS COMP	.00	34.23	874.00	908.23	(3.9)
01-520-6050 ESC TAXES	.00	64.60	144.00	79.40	44.9
01-520-6100 VOLUNTEER SUPPORT	.00	.00	8,000.00	8,000.00	.0
01-520-6410 INSURANCE - LIABILITY	.00	405.89	1,000.00	594.11	40.6
01-520-6420 INSURANCE - AUTO	.00	1,486.10	4,500.00	3,013.90	33.0
01-520-6735 EQUIPMENT PURCHASE	.00	.00	5,000.00	5,000.00	.0
01-520-6750 TESTING	.00	.00	2,500.00	2,500.00	.0
01-520-6770 TRAVEL, TRAINING & DEV.	.00	290.00	1,000.00	710.00	29.0
01-520-7350 REPAIRS - EQUIPMENT	380.68	380.68	2,000.00	1,619.32	19.0
01-520-7400 REPAIRS - VEHICLES	.00	.00	1,500.00	1,500.00	.0
01-520-7750 GAS & OIL - VEHICLES	.00	.00	1,000.00	1,000.00	.0
01-520-8550 SUPPLIES - OFFICE	.00	.00	150.00	150.00	.0
01-520-8950 SUPPLIES - UNIFORMS	.00	1,690.00	2,750.00	1,060.00	61.5
TOTAL FIRE	2,133.70	10,951.93	46,197.00	35,245.07	23.7

EMS

01-530-6000 SALARIES & WAGES	15,789.20	57,486.06	133,996.00	76,509.94	42.9
01-530-6030 FICA TAXES	536.91	2,014.29	5,698.00	3,683.71	35.4
01-530-6040 WORKER'S COMP.	.00	5,354.33	12,378.00	7,023.67	43.3
01-530-6050 ESC TAXES	203.14	826.96	1,324.00	497.04	62.5
01-530-6060 HEALTH & LIFE INSURANCE	2,673.40	6,556.57	15,611.00	9,054.43	42.0
01-530-6070 PERS RETIREMENT	1,814.73	6,772.99	15,981.00	9,208.01	42.4
01-530-6091 UNIFORM ALLOWANCE	80.00	240.00	600.00	360.00	40.0
01-530-6100 EMS VOLUNTEER SUPPORT	.00	.00	6,000.00	6,000.00	.0
01-530-6410 INSURANCE - LIABILITY	.00	2,161.25	8,000.00	5,838.75	27.0
01-530-6420 INSURANCE - AUTO	.00	1,440.03	3,500.00	2,059.97	41.1
01-530-6570 PHYSICAL EXAMS	.00	.00	400.00	400.00	.0
01-530-6735 EQUIPMENT PURCHASE	.00	.00	1,000.00	1,000.00	.0
01-530-6750 TESTING	.00	.00	250.00	250.00	.0
01-530-6761 TRAINING - EMS SUPVSG MD	1,000.00	5,000.00	10,000.00	5,000.00	50.0
01-530-6770 TRAVEL, TRAINING & DEV.	.00	1,175.00	2,000.00	825.00	58.8
01-530-7400 REPAIRS - VEHICLES	.00	218.79	1,500.00	1,281.21	14.6
01-530-7750 GAS & OIL - VEHICLES	164.88	837.63	2,500.00	1,662.37	33.5
01-530-8150 SUPPLIES - CONSUMABLE	.00	236.97	3,000.00	2,763.03	7.9
01-530-8550 SUPPLIES - OFFICE	.00	9.02	250.00	240.98	3.6
01-530-8650 SUPPLIES AND DRUGS BILLABLE	32.92	1,753.74	2,500.00	746.26	70.2
01-530-8950 SUPPLIES - UNIFORMS	.00	.00	2,000.00	2,000.00	.0
01-530-9000 UTILITIES - INTERNET	541.41	2,649.70	6,500.00	3,850.30	40.8
01-530-9070 UTILITIES - TELEPHONE	50.19	251.13	500.00	248.87	50.2
TOTAL EMS	22,886.78	94,984.46	235,488.00	140,503.54	40.3

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>CLINIC</u>					
01-535-6210 B.T.I. CONDO FEE	378.01	1,890.05	6,879.00	4,988.95	27.5
01-535-6440 INSURANCE - PROPERTY	.00	.00	1,200.00	1,200.00	.0
TOTAL CLINIC	378.01	1,890.05	8,079.00	6,188.95	23.4
<u>PUBLIC WORKS</u>					
01-600-6000 SALARIES & WAGES	23,695.84	88,645.88	310,666.00	222,020.12	28.5
01-600-6030 FICA TAXES	343.58	1,348.08	5,498.00	4,149.92	24.5
01-600-6040 WORKER'S COMP.	.00	7,136.90	21,124.00	13,987.10	33.8
01-600-6050 ESC TAXES	362.53	1,352.23	3,063.00	1,710.77	44.2
01-600-6060 HEALTH & LIFE INSURANCE	6,884.38	18,784.35	58,540.00	39,755.65	32.1
01-600-6070 PERS RETIREMENT	5,128.86	19,794.80	64,595.00	44,800.20	30.6
01-600-6410 INSURANCE - LIABILITY	.00	4,602.65	7,750.00	3,147.35	59.4
01-600-6420 INSURANCE - AUTO	.00	1,612.80	4,800.00	3,187.20	33.6
01-600-6430 INSURANCE EQUIPMENT	.00	1,743.79	5,000.00	3,256.21	34.9
01-600-6440 INSURANCE - PROPERTY	.00	202.87	1,000.00	797.13	20.3
01-600-6540 LICENSES & FEES	.00	.00	250.00	250.00	.0
01-600-6565 OUTSIDE CONTRACTORS	.00	111.05	8,000.00	7,888.95	1.4
01-600-6570 PHYSICAL EXAMS	.00	78.00	750.00	672.00	10.4
01-600-6635 PROF. FEES - COMPUTER SUPPORT	.00	.00	2,000.00	2,000.00	.0
01-600-6740 SMALL TOOLS	.00	.00	3,000.00	3,000.00	.0
01-600-6770 TRAVEL, TRAINING & DEV.	.00	127.00	2,000.00	1,873.00	6.4
01-600-7100 REPAIRS	.00	76.44	5,000.00	4,923.56	1.5
01-600-7210 REPAIRS - ROADS	500.00	500.00	7,000.00	6,500.00	7.1
01-600-7350 REPAIR & MAINTENANCE	.00	23,696.26	15,000.00	(8,696.26)	158.0
01-600-7750 GAS & OIL - VEHICLES	.00	9,585.19	25,000.00	15,414.81	38.3
01-600-8150 SUPPLIES - CONSUMABLE	.00	.00	1,000.00	1,000.00	.0
01-600-8550 SUPPLIES - OFFICE	.00	.00	500.00	500.00	.0
01-600-8950 SUPPLIES - UNIFORMS	.00	.00	750.00	750.00	.0
01-600-8970 SUPPLIES - SAFETY	247.40	247.40	5,000.00	4,752.60	5.0
01-600-8995 SUPPLIES & MATERIALS	.00	963.28	15,000.00	14,036.72	6.4
01-600-9000 UTILITIES - INTERNET	807.19	3,979.46	9,500.00	5,520.54	41.9
01-600-9010 UTILITIES - ELECTRICITY	1,079.92	5,529.59	14,000.00	8,470.41	39.5
01-600-9070 UTILITIES - TELEPHONE	208.53	1,068.20	1,750.00	681.80	61.0
01-600-9095 UTILITIES - WATER/SEWER	.00	.00	5,000.00	5,000.00	.0
01-600-9520 CAPITAL OUTLAY - EQUIPMENT	7,180.04	7,180.04	30,000.00	22,819.96	23.9
01-600-9900 INTERDEPARTMENT SUPPORT	.00	(35,000.00)	(35,000.00)	.00	(100.0)
TOTAL PUBLIC WORKS	46,438.27	163,366.26	597,536.00	434,169.74	27.3

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PROPERTY & FACILITIES</u>					
01-700-6210 B.T.I. CONDO FEES	942.32	4,711.60	13,099.00	8,387.40	36.0
01-700-6410 INSURANCE - LIABILITY	.00	1,310.02	1,500.00	189.98	87.3
01-700-6440 INSURANCE - PROPERTY	.00	9,656.13	22,000.00	12,343.87	43.9
01-700-6565 PROP & FAC-CONTRACTED SERVICES	740.00	8,185.05	14,000.00	5,814.95	58.5
01-700-7100 REPAIRS - BUILDINGS	.00	.00	5,000.00	5,000.00	.0
01-700-7350 REPAIRS - EQUIPMENT	.00	355.00	5,000.00	4,645.00	7.1
01-700-8150 SUPPLIES - CONSUMABLE	3,500.42	3,556.10	1,500.00	(2,056.10)	237.1
01-700-8550 JANITORIAL SUPPLIES	99.14	99.14	500.00	400.86	19.8
01-700-8970 SUPPLIES - SAFETY	.00	.00	500.00	500.00	.0
01-700-9010 UTILITIES - ELECTRICITY	2,331.92	13,795.16	35,000.00	21,204.84	39.4
01-700-9040 UTILITIES - HEATING FUEL	1,003.63	10,159.81	22,000.00	11,840.19	46.2
01-700-9050 UTILITIES - SOLID WASTE	73.91	357.11	2,000.00	1,642.89	17.9
01-700-9095 UTILITIES - WATER/SEWER	.00	405.81	2,000.00	1,594.19	20.3
TOTAL PROPERTY & FACILITIES	8,691.34	52,590.93	124,099.00	71,508.07	42.4
<u>PARKS AND RECREATION</u>					
01-800-6000 SALARIES AND WAGES	.00	.00	6,448.00	6,448.00	.0
01-800-6030 FICA TAXES	.00	.00	493.00	493.00	.0
01-800-6040 WORKER'S COMP	.00	.00	31.00	31.00	.0
01-800-6050 ESC TAX	.00	.00	64.00	64.00	.0
01-800-6565 OUTSIDE CONTRACTORS	.00	.00	3,000.00	3,000.00	.0
01-800-7340 PROFESSIONAL SERVICES	.00	.00	8,000.00	8,000.00	.0
01-800-7350 REPAIRS EQUIPMENT	.00	.00	3,000.00	3,000.00	.0
01-800-8950 SUPPLIES AND MATERIALS	1,446.79	2,265.33	5,000.00	2,734.67	45.3
01-800-9510 CAPITAL OUTLAY - EQUIPMENT	.00	.00	5,000.00	5,000.00	.0
TOTAL PARKS AND RECREATION	1,446.79	2,265.33	31,036.00	28,770.67	7.3
<u>TRANSFERS TO OTHER FUNDS</u>					
01-990-9990 TRANSFER OUT	.00	23,341.00	23,341.00	.00	100.0
01-990-9991 TRANSFER TO F 14 EQUIP REP PW	.00	25,000.00	25,000.00	.00	100.0
01-990-9992 CAPITAL EQUIPMENT SET ASIDE	.00	60,000.00	60,000.00	.00	100.0
TOTAL TRANSFERS TO OTHER FUNDS	.00	108,341.00	108,341.00	.00	100.0
TOTAL FUND EXPENDITURES	350,810.89	1,307,114.32	3,483,841.00	2,176,726.68	37.5
NET REVENUE OVER EXPENDITURES	(137,386.29)	184,011.70	24,882.00	(159,129.70)	739.5

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

PUBLIC WORKS EQUIP FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>TRANSFERS FROM OTHER FUNDS</u>					
14-390-4990	TRANSFER FROM GENERAL FUND	.00	25,000.00	25,000.00	.00	100.0
	TOTAL TRANSFERS FROM OTHER FUNDS	.00	25,000.00	25,000.00	.00	100.0
	TOTAL FUND REVENUE	.00	25,000.00	25,000.00	.00	100.0
	NET REVENUE OVER EXPENDITURES	.00	25,000.00	25,000.00	.00	100.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

CRUISE SHIP TAX

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>TAXES - REVENUE</u>					
20-310-4008	CRUISE SHIP TAX	.00	958,385.00	500,000.00	(458,385.00)	191.7
	TOTAL TAXES - REVENUE	.00	958,385.00	500,000.00	(458,385.00)	191.7
	TOTAL FUND REVENUE	.00	958,385.00	500,000.00	(458,385.00)	191.7

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

CRUISE SHIP TAX

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>DONATIONS - SUPPORT</u>					
20-400-6240 MUSEUM SUPPORT - DONATIONS	.00	15,000.00	15,000.00	.00	100.0
20-400-6565 CONTRACTED SERVICES	.00	.00	300,000.00	300,000.00	.0
20-400-6650 PROF. FEES - LEGAL	16,732.29	74,491.05	.00	(74,491.05)	.0
20-400-9520 CAPITAL EQUIPMENT	201,920.00	201,920.00	.00	(201,920.00)	.0
TOTAL DONATIONS - SUPPORT	218,652.29	291,411.05	315,000.00	23,588.95	92.5
<u>TRANSFERS OUT</u>					
20-990-9200 PROJECTS	.00	356,629.79	.00	(356,629.79)	.0
20-990-9990 TRANSFER TO OTHER FUNDS	52.38	283,539.38	283,487.00	(52.38)	100.0
20-990-9992 TRANSFER TO HARBOR FUND #51	.00	155,150.00	155,150.00	.00	100.0
TOTAL TRANSFERS OUT	52.38	795,319.17	438,637.00	(356,682.17)	181.3
TOTAL FUND EXPENDITURES	218,704.67	1,086,730.22	753,637.00	(333,093.22)	144.2
NET REVENUE OVER EXPENDITURES	(218,704.67)	(128,345.22)	(253,637.00)	(125,291.78)	(50.6)

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SHOTGUN COVE

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>FEDERAL GRANT REVENUE WFL</u>					
30-350-4063	WFL DLG GRANT 3303A70007700000	.00	96,125.93	.00	(96,125.93)	.0
30-350-4064	WFL FLAP REVENUE 6905671950011	.00	21,453.20	.00	(21,453.20)	.0
	TOTAL FEDERAL GRANT REVENUE WFL	.00	117,579.13	.00	(117,579.13)	.0
	TOTAL FUND REVENUE	.00	117,579.13	.00	(117,579.13)	.0

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SHOTGUN COVE

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>FEDERAL GRANT EXPENDITURES WFL</u>					
30-850-9543	WFL DLG GRANT DTFH70-03A170077	.00	96,325.80	.00	(96,325.80)	.0
30-850-9544	FLAP 1 SCR DESIGN	.00	21,453.20	.00	(21,453.20)	.0
	TOTAL FEDERAL GRANT EXPENDITURES WF	.00	117,779.00	.00	(117,779.00)	.0
	TOTAL FUND EXPENDITURES	.00	117,779.00	.00	(117,779.00)	.0
	NET REVENUE OVER EXPENDITURES	.00	(199.87)	.00	199.87	.0

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

2019 EARTHQUAKE

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>STATE GRANT EXPENDITURES</u>					
31-820-9200	GRANT EXPENDITURES	517,882.78	561,347.78	.00	(561,347.78)	.0
	TOTAL STATE GRANT EXPENDITURES	517,882.78	561,347.78	.00	(561,347.78)	.0
	TOTAL FUND EXPENDITURES	517,882.78	561,347.78	.00	(561,347.78)	.0
	NET REVENUE OVER EXPENDITURES	(517,882.78)	(561,347.78)	.00	561,347.78	.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

WATER AND WASTEWATER

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>CHARGES FOR SERVICES</u>					
50-340-4300	WATER SERVICE CHARGES	18,778.86	49,933.51	250,000.00	200,066.49	20.0
50-340-4350	WASTE WATER SERVICE CHARGES	8,428.99	31,158.45	80,000.00	48,841.55	39.0
50-340-4500	ENTERPRISE-PERMIT FEES	.00	.00	100.00	100.00	.0
	TOTAL CHARGES FOR SERVICES	27,207.85	81,091.96	330,100.00	249,008.04	24.6
	<u>MISCELLANEOUS</u>					
50-360-4901	INTEREST ON BANK ACCOUNTS	.00	.00	17,500.00	17,500.00	.0
50-360-4910	MISCELLANEOUS INCOME	75.54	887.75	1,500.00	612.25	59.2
	TOTAL MISCELLANEOUS	75.54	887.75	19,000.00	18,112.25	4.7
	<u>PROPERTY & SURPLUS SALES</u>					
50-390-4990	TRANSFERS IN	.00	23,341.00	23,341.00	.00	100.0
	TOTAL PROPERTY & SURPLUS SALES	.00	23,341.00	23,341.00	.00	100.0
	TOTAL FUND REVENUE	27,283.39	105,320.71	372,441.00	267,120.29	28.3

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

WATER AND WASTEWATER

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER & WASTE WATER OPERATING</u>					
50-800-6000 SALARIES & WAGES	15,358.72	54,325.15	140,535.00	86,209.85	38.7
50-800-6030 FICA TAXES	222.02	825.54	2,517.00	1,691.46	32.8
50-800-6040 WORKER'S COMP.	.00	1,723.35	5,724.00	4,000.65	30.1
50-800-6050 ESC TAXES	168.51	747.89	1,383.00	635.11	54.1
50-800-6060 HEALTH & LIFE INSURANCE	3,227.46	8,354.46	19,123.00	10,768.54	43.7
50-800-6070 PERS RETIREMENT	3,239.40	11,649.29	28,020.00	16,370.71	41.6
50-800-6260 BAD DEBT EXPENSE	.00	280.46	.00	(280.46)	.0
50-800-6270 DEPRECIATION	.00	.00	330,898.00	330,898.00	.0
50-800-6280 DUES & SUBSCRIPTIONS	.00	.00	500.00	500.00	.0
50-800-6410 INSURANCE - LIABILITY	.00	2,438.86	3,600.00	1,161.14	67.8
50-800-6430 INSURANCE - EQUIP	.00	.00	250.00	250.00	.0
50-800-6440 INSURANCE - PROPERTY	.00	2,128.50	3,500.00	1,371.50	60.8
50-800-6540 LICENSES & PERMITS	150.00	1,075.00	1,200.00	125.00	89.6
50-800-6565 OUTSIDE CONTRACTORS	.00	.00	10,000.00	10,000.00	.0
50-800-6570 PHYSICAL EXAMS	.00	.00	500.00	500.00	.0
50-800-6580 POSTAGE	.00	.00	1,300.00	1,300.00	.0
50-800-6635 PROF. FEES - COMPUTER SUPPORT	.00	.00	1,200.00	1,200.00	.0
50-800-6740 SMALL TOOLS	.00	.00	4,000.00	4,000.00	.0
50-800-6750 TESTING WATER/SEWER	840.00	2,680.00	9,000.00	6,320.00	29.8
50-800-6770 TRAVEL, TRAINING & DEV.	64.98	125.98	5,500.00	5,374.02	2.3
50-800-7100 REPAIRS - BUILDING	.00	.00	5,000.00	5,000.00	.0
50-800-7350 REPAIRS - EQUIPMENT	.00	350.71	5,000.00	4,649.29	7.0
50-800-7650 REPAIRS - SYSTEM	28,809.78	28,809.78	5,000.00	(23,809.78)	576.2
50-800-7750 GAS & OIL - VEHICLES	620.79	1,657.67	4,000.00	2,342.33	41.4
50-800-8550 SUPPLIES - OFFICE	259.98	259.98	500.00	240.02	52.0
50-800-8950 UNIFORMS	.00	.00	500.00	500.00	.0
50-800-8970 SUPPLIES - SAFETY	123.70	414.67	1,500.00	1,085.33	27.6
50-800-8995 SUPPLIES & MATERIALS	.00	.00	3,500.00	3,500.00	.0
50-800-9000 UTILITIES -INTERNET	541.41	2,649.70	1,500.00	(1,149.70)	176.7
50-800-9010 UTILITIES - ELECTRICITY	1,823.88	9,194.05	30,000.00	20,805.95	30.7
50-800-9040 UTILITIES - HEATING FUEL	199.12	1,152.15	5,000.00	3,847.85	23.0
50-800-9070 UTILITIES - TELEPHONE	99.00	495.46	600.00	104.54	82.6
50-800-9900 TRANSFER OUT TO GF	2,909.16	14,545.80	34,910.00	20,364.20	41.7
50-800-9901 TRANSFERS OUT - OTHER	.00	20,000.00	20,000.00	.00	100.0
TOTAL WATER & WASTE WATER OPERATING	58,657.91	165,884.45	685,760.00	519,875.55	24.2
TOTAL FUND EXPENDITURES	58,657.91	165,884.45	685,760.00	519,875.55	24.2
NET REVENUE OVER EXPENDITURES	(31,374.52)	(60,563.74)	(313,319.00)	(252,755.26)	(19.3)

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SMALL BOAT HARBOR

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>CHARGES FOR SERVICES</u>					
51-340-4399 MOORAGE - TRANSIENT WINTER	.00	1,641.24	20,000.00	18,358.76	8.2
51-340-4401 MOORAGE - PREFERENTIAL	(2,587.76)	489,914.75	545,000.00	55,085.25	89.9
51-340-4402 MOORAGE - TRANSIENT	54,238.58	217,336.57	425,000.00	207,663.43	51.1
51-340-4403 BOAT LIFT FEES	705.50	3,755.75	.00	(3,755.75)	.0
51-340-4404 UTILITY FEES	4,332.67	30,743.79	60,000.00	29,256.21	51.2
51-340-4406 WHARFAGE FEES	665.43	2,567.78	15,000.00	12,432.22	17.1
51-340-4407 VESSEL TOW FEES	.00	.00	1,000.00	1,000.00	.0
51-340-4409 WAITING LIST FEES	50.00	15,850.00	16,000.00	150.00	99.1
51-340-4410 PUMP OUT FEES	.00	75.00	500.00	425.00	15.0
51-340-4411 LAUNCH FEES	35,025.00	47,870.00	150,000.00	102,130.00	31.9
51-340-4412 SHOWERS	199.96	290.40	3,000.00	2,709.60	9.7
51-340-4413 GRID	229.90	447.70	2,000.00	1,552.30	22.4
51-340-4414 VESSEL MAINTENANCE	150.00	150.00	7,000.00	6,850.00	2.1
51-340-4415 DRY STORAGE FEES	.00	1,912.92	5,000.00	3,087.08	38.3
51-340-4416 PARKING - ANNUAL	18,500.00	25,750.00	45,000.00	19,250.00	57.2
51-340-4426 PARKING DAILY	35,002.00	36,828.00	60,000.00	23,172.00	61.4
51-340-4445 MISC. SERVICES	1,404.00	1,668.63	3,000.00	1,331.37	55.6
TOTAL CHARGES FOR SERVICES	147,915.28	876,802.53	1,357,500.00	480,697.47	64.6
<u>LEASES INCOME</u>					
51-345-4512 LEASE - ARRC NET OF RR SHARE	8,841.78	77,542.46	95,000.00	17,457.54	81.6
51-345-4513 LEASE CREDITS (CONTRA)	.00	(54,571.72)	.00	54,571.72	.0
51-345-4515 LEASE - GARBAGE REVENUE	2,775.00	16,325.00	30,000.00	13,675.00	54.4
TOTAL LEASES INCOME	11,616.78	39,295.74	125,000.00	85,704.26	31.4
<u>OTHER REVENUE</u>					
51-360-4416 STORAGE IN LIEU OF LEASE	.00	.00	25,000.00	25,000.00	.0
51-360-4417 FUEL FLOAT INCOME	.00	2,542.94	25,000.00	22,457.06	10.2
51-360-4430 CAMPING	4,180.00	4,180.00	12,000.00	7,820.00	34.8
51-360-4900 INTEREST & LATE FEES ON A/R	.00	50.12	1,500.00	1,449.88	3.3
51-360-4901 INTEREST ON BANK ACCO	.00	.00	10,000.00	10,000.00	.0
51-360-4910 MISCELLANEOUS INCOME	.00	.00	15,000.00	15,000.00	.0
51-360-4957 AMORTIZATION OF BOND PREMIUM	.00	.00	8,843.00	8,843.00	.0
TOTAL OTHER REVENUE	4,180.00	6,773.06	97,343.00	90,569.94	7.0
<u>TRANSFERS IN AND OTHER</u>					
51-390-4991 TRANSFER FROM CPV FUND	.00	155,150.00	155,150.00	.00	100.0
TOTAL TRANSFERS IN AND OTHER	.00	155,150.00	155,150.00	.00	100.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SMALL BOAT HARBOR

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
TOTAL FUND REVENUE	163,712.06	1,078,021.33	1,734,993.00	656,971.67	62.1

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SMALL BOAT HARBOR

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>HARBOR OPERATIONS EXP</u>					
51-800-6000 SALARIES & WAGES	55,720.53	198,682.04	494,503.00	295,820.96	40.2
51-800-6030 FICA TAXES	1,291.33	3,697.36	11,291.00	7,593.64	32.8
51-800-6040 WORKER'S COMP.	.00	7,984.54	20,584.00	12,599.46	38.8
51-800-6050 ESC TAXES	559.48	2,667.29	4,888.00	2,220.71	54.6
51-800-6060 HEALTH & LIFE INSURANCE	14,796.17	40,071.44	103,264.00	63,192.56	38.8
51-800-6070 PERS RETIREMENT	10,375.98	41,213.86	96,561.00	55,347.14	42.7
51-800-6205 ADVERTISING	.00	.00	500.00	500.00	.0
51-800-6220 BANK SERVICE CHARGES	2,753.38	18,474.51	38,000.00	19,525.49	48.6
51-800-6260 BAD DEBT EXPENSE	.00	.00	10,000.00	10,000.00	.0
51-800-6265 BOND INTEREST EXPENSE	.00	41,012.50	80,150.00	39,137.50	51.2
51-800-6270 DEPRECIATION	.00	.00	940,000.00	940,000.00	.0
51-800-6280 DUES & SUBSCRIPTIONS	.00	518.56	500.00	(18.56)	103.7
51-800-6410 INSURANCE - LIABILITY	.00	21,298.22	32,000.00	10,701.78	66.6
51-800-6420 INSURANCE - AUTO	.00	226.74	1,000.00	773.26	22.7
51-800-6430 INSURANCE EQUIPMENT	.00	247.97	600.00	352.03	41.3
51-800-6440 INSURANCE - PROPERTY	.00	21,326.00	40,000.00	18,674.00	53.3
51-800-6490 INSURANCE CLAIMS-DEDU	.00	.00	5,000.00	5,000.00	.0
51-800-6540 ENTERPRISE-LICENSES & PERMITS	.00	.00	125.00	125.00	.0
51-800-6565 OUTSIDE CONTRACTORS	60.20	27,735.56	30,000.00	2,264.44	92.5
51-800-6570 PHYSICAL EXAMS	.00	.00	500.00	500.00	.0
51-800-6580 POSTAGE	500.00	1,000.00	2,500.00	1,500.00	40.0
51-800-6635 PROF. FEES - COMPUTER SUPPORT	869.44	1,219.43	3,000.00	1,780.57	40.7
51-800-6636 PROF FEES - WEB SITE	.00	.00	250.00	250.00	.0
51-800-6650 PROF. FEES - LEGAL	.00	.00	2,000.00	2,000.00	.0
51-800-6700 PUBLICATIONS&SUBS.	.00	.00	350.00	350.00	.0
51-800-6730 EQUIPMENT RENTAL	.00	.00	1,000.00	1,000.00	.0
51-800-6740 SMALL TOOLS	.00	.00	2,500.00	2,500.00	.0
51-800-6770 TRAVEL, TRAINING & DEV.	.00	533.76	3,000.00	2,466.24	17.8
51-800-6780 WASTE DISPOSAL - EVOS	.00	.00	4,000.00	4,000.00	.0
51-800-7100 REPAIRS - BUILDINGS	.00	.00	6,000.00	6,000.00	.0
51-800-7350 REPAIRS - EQUIPMENT	.00	894.24	15,000.00	14,105.76	6.0
51-800-7400 REPAIRS - VEHICLES	.00	399.20	2,000.00	1,600.80	20.0
51-800-7500 PARKING LOT MAINTENANCE	11.00	66.00	1,000.00	934.00	6.6
51-800-7610 REPAIRS - UTILITIES	.00	.00	10,000.00	10,000.00	.0
51-800-7750 GAS & OIL - VEHICLES	608.40	1,607.12	6,000.00	4,392.88	26.8
51-800-7820 REPAIRS - DOCKS	.00	.00	20,000.00	20,000.00	.0
51-800-8150 SUPPLIES - CONSUMABLE	768.09	9,625.49	30,000.00	20,374.51	32.1
51-800-8200 SUPPLIES - PARKING	.00	.00	1,000.00	1,000.00	.0
51-800-8400 SUPPLIES - FIRE SUPPRESSION	.00	.00	3,000.00	3,000.00	.0
51-800-8550 SUPPLIES - OFFICE	34.15	249.89	6,000.00	5,750.11	4.2
51-800-8950 SUPPLIES - UNIFORMS	135.00	429.99	2,500.00	2,070.01	17.2
51-800-8970 SUPPLIES - SAFETY	1,039.08	1,039.08	5,000.00	3,960.92	20.8
51-800-9000 UTILITIES - INTERNET	1,349.12	8,732.28	17,000.00	8,267.72	51.4
51-800-9010 UTILITIES - ELECTRICITY	4,470.56	36,798.05	83,000.00	46,201.95	44.3
51-800-9040 UTILITIES - HEATING FUEL	150.72	1,809.04	7,000.00	5,190.96	25.8
51-800-9050 UTILITIES - SOLID WASTE	3,162.52	16,805.27	108,000.00	91,194.73	15.6
51-800-9070 UTILITIES - TELEPHONE	353.70	1,058.52	2,400.00	1,341.48	44.1
51-800-9095 UTILITIES - WATER/WASTEWATER	.00	2,073.44	35,000.00	32,926.56	5.9
51-800-9213 HARBOR EMERGENCY REPAIR	.00	.00	10,000.00	10,000.00	.0
51-800-9510 SNOW REMOVAL	.00	35,000.00	35,000.00	.00	100.0
51-800-9515 CAPITAL - PARKING METERS	.00	.00	2,000.00	2,000.00	.0
51-800-9900 TRANSFER OUT TO GF	13,091.66	65,458.30	157,100.00	91,641.70	41.7

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

SMALL BOAT HARBOR

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
51-800-9901 TRANSFERS OUT - OTHER	.00	60,000.00	60,000.00	.00	100.0
TOTAL HARBOR OPERATIONS EXP	112,100.51	669,955.69	2,552,066.00	1,882,110.31	26.3
 <u>DEPARTMENT 801</u>					
51-801-7750 GAS & OIL - VEHICLES	.00	399.20	.00	(399.20)	.0
51-801-8150 SUPPLIES - CONSUMABLE	.00	191.29	.00	(191.29)	.0
TOTAL DEPARTMENT 801	.00	590.49	.00	(590.49)	.0
 <u>CAPITAL OUTLAY - FROM RESERVE</u>					
51-900-9510 CAPITAL OUTLAY - BLDG & FACIL	.00	.00	31,000.00	31,000.00	.0
51-900-9520 CAPITAL OUTLAY - EQUIPMENT	.00	32,700.00	2,500.00	(30,200.00)	1308.0
51-900-9530 CAPITOL OUTLAY - COMP	.00	.00	2,000.00	2,000.00	.0
51-900-9575 BOND PRINCIPAL	.00	75,000.00	75,000.00	.00	100.0
TOTAL CAPITAL OUTLAY - FROM RESERVE	.00	107,700.00	110,500.00	2,800.00	97.5
 TOTAL FUND EXPENDITURES	 112,100.51	 778,246.18	 2,662,566.00	 1,884,319.82	 29.2
 NET REVENUE OVER EXPENDITURES	 51,611.55	 299,775.15	 (927,573.00)	 (1,227,348.15)	 32.3

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

DELONG DOCK

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>DELONG DOCK CHARGES FOR SERVIC</u>					
53-341-4251	USER FEES & PERMITS	11,000.00	11,000.00	9,000.00	(2,000.00)	122.2
53-341-4402	MOORAGE - TRANSIENT	943.46	2,592.94	5,000.00	2,407.06	51.9
53-341-4404	UTILITY FEES	916.07	916.07	15,000.00	14,083.93	6.1
53-341-4406	WHARFAGE FEES	.00	.00	360,000.00	360,000.00	.0
	TOTAL DELONG DOCK CHARGES FOR SERVI	12,859.53	14,509.01	389,000.00	374,490.99	3.7
	TOTAL FUND REVENUE	12,859.53	14,509.01	389,000.00	374,490.99	3.7

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

DELONG DOCK

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>DEPARTMENT 801</u>					
53-801-6000 SALARES & WAGES	9,716.73	12,961.65	54,945.00	41,983.35	23.6
53-801-6030 FICA/MEDICARE	194.91	257.36	1,255.00	997.64	20.5
53-801-6040 WORKER'S COMP.	.00	.00	2,287.00	2,287.00	.0
53-801-6050 ESC TAXES	86.74	136.38	543.00	406.62	25.1
53-801-6060 HEALTH & LIFE INSURANCE	2,780.95	2,780.95	11,474.00	8,693.05	24.2
53-801-6070 PERS RETIREMENT	1,945.99	2,605.18	10,729.00	8,123.82	24.3
53-801-6410 INSURANCE - LIABILITY	.00	5,176.92	15,000.00	9,823.08	34.5
53-801-6440 INSURANCE - PROPERTY	.00	5,729.45	10,000.00	4,270.55	57.3
53-801-6565 OUTSIDE CONTRACTORS	.00	.00	20,000.00	20,000.00	.0
53-801-6730 EQUIPMENT RENTAL	.00	.00	2,500.00	2,500.00	.0
53-801-6740 SMALL TOOLS	.00	.00	1,000.00	1,000.00	.0
53-801-7750 GAS & OIL - VEHICLES	.00	.00	500.00	500.00	.0
53-801-7820 REPAIRS - DOCKS	.00	.00	20,000.00	20,000.00	.0
53-801-8150 SUPPLIES - CONSUMABLE	.00	.00	2,500.00	2,500.00	.0
53-801-8400 SUPPLIES - FIRE SUPPRESSION	.00	.00	1,000.00	1,000.00	.0
53-801-8950 SUPPLIES - UNIFORMS	.00	.00	1,000.00	1,000.00	.0
53-801-8970 SUPPLIES - SAFETY	.00	.00	2,000.00	2,000.00	.0
53-801-9010 UTILITIES - ELECTRICITY	1,159.49	2,019.15	19,000.00	16,980.85	10.6
53-801-9050 UTILITIES - SOLID WASTE	.00	.00	1,500.00	1,500.00	.0
53-801-9095 UTILITIES - WATER/WASTEWATER	.00	.00	5,000.00	5,000.00	.0
53-801-9900 TRANSFER OUT TO GF	3,241.66	16,208.30	38,900.00	22,691.70	41.7
TOTAL DEPARTMENT 801	19,126.47	47,875.34	221,133.00	173,257.66	21.7
<u>CAPITAL OUTLAY</u>					
53-900-9504 CAPITAL IMPROVEMENTS	.00	.00	45,000.00	45,000.00	.0
53-900-9540 CAP EXP EMERGENCY REPAIRS	.00	.00	5,000.00	5,000.00	.0
TOTAL CAPITAL OUTLAY	.00	.00	50,000.00	50,000.00	.0
TOTAL FUND EXPENDITURES	19,126.47	47,875.34	271,133.00	223,257.66	17.7
NET REVENUE OVER EXPENDITURES	(6,266.94)	(33,366.33)	117,867.00	151,233.33	(28.3)

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

MOTOR POOL

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>OTHER REVENUE</u>					
60-360-4910	VEHICLE RENT	.00	15,000.00	15,000.00	.00	100.0
	TOTAL OTHER REVENUE	.00	15,000.00	15,000.00	.00	100.0
	TOTAL FUND REVENUE	.00	15,000.00	15,000.00	.00	100.0
	NET REVENUE OVER EXPENDITURES	.00	15,000.00	15,000.00	.00	100.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND MRRF

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>SOURCE 390</u>					
72-390-4990	TRANSFERS-IN	.00	60,000.00	60,000.00	.00	100.0
	TOTAL SOURCE 390	.00	60,000.00	60,000.00	.00	100.0
	TOTAL FUND REVENUE	.00	60,000.00	60,000.00	.00	100.0

CITY OF WHITTIER
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

GENERAL FUND MRRF

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>DEPARTMENT 900</u>					
72-900-9200	CAPITAL EXPENDITURES	.00	.00	180,000.00	180,000.00	.0
	TOTAL DEPARTMENT 900	.00	.00	180,000.00	180,000.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	180,000.00	180,000.00	.0
	NET REVENUE OVER EXPENDITURES	.00	60,000.00	(120,000.00)	(180,000.00)	50.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

HARBOR MRRF

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>TRANSFERS FROM OTHER FUNDS</u>					
73-390-4992	TRANSFER FROM HARBOR FUND	.00	60,000.00	60,000.00	.00	100.0
	TOTAL TRANSFERS FROM OTHER FUNDS	.00	60,000.00	60,000.00	.00	100.0
	TOTAL FUND REVENUE	.00	60,000.00	60,000.00	.00	100.0
	NET REVENUE OVER EXPENDITURES	.00	60,000.00	60,000.00	.00	100.0

CITY OF WHITTIER
REVENUES WITH COMPARISON TO BUDGET
FOR THE 5 MONTHS ENDING MAY 31, 2022

WATER/WASTEWATER MRRF

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	<u>TRANSFERS FROM OTHER FUNDS</u>					
75-390-4992	TRANSFERS-IN OTHER	.00	20,000.00	20,000.00	.00	100.0
	TOTAL TRANSFERS FROM OTHER FUNDS	.00	20,000.00	20,000.00	.00	100.0
	TOTAL FUND REVENUE	.00	20,000.00	20,000.00	.00	100.0
	NET REVENUE OVER EXPENDITURES	.00	20,000.00	20,000.00	.00	100.0



Confluence Strategies

City of Whittier

State of Alaska

Interim Update

July 10, 2022

Administration

Governor's Office:

Governor's Press Releases ~

Another Victory for Alaska's Statehood Defense

July 8, 2022

Governor Mike Dunleavy celebrates another victory for Alaska's Statehood Defense initiative as the Federal Government is ending their claim to approximately 91 miles of the North Fork and Middle Fork of the Fortymile River.

"This is a significant moment for Alaska," said Governor Mike Dunleavy. "The Supreme Court has already declared that navigable waters in the State of Alaska belong to Alaskans, and we believe that we should retain control of our waterways. Our commitment to our residents is that we will continue to fight for Alaskans to manage ourselves and our resources."

Under federal law, the State of Alaska received title to all submerged lands underneath navigable waters statewide at the date of statehood except in rare instances. Ownership of these submerged lands also conveys the authority to manage and control the waters flowing over them. Since statehood, federal authorities have resisted state claims of ownership, management, and control – and have in numerous instances placed clouds on state title that require federal litigation to remove. Along with numerous other Alaska rivers and lakes, the Middle and North Forks of the Fortymile River are examples of wrongful determinations by federal authorities that have required Alaska to go through the court system to redress unlawful federal overreach and unfounded claims of ownership. This victory adds yet another chapter in state wins that include the Stikine River, Knik River, and Mosquito Fork River, and further builds upon the remarkable unanimous United States Supreme Court opinions in the case brought by John Sturgeon.

<https://gov.alaska.gov/newsroom/2022/07/08/another-victory-for-alaskas-statehood-defense/>

Governor Dunleavy Signs HB 127, Major Milestone for ARRC Seward Dock Update

July 5, 2022

2022 (Seward, AK) – Alaska Governor Mike Dunleavy signed [House Bill 127 \(HB 127\)](#) into law, marking a milestone for the proposed Alaska Railroad Corporation (ARRC) Seward cruise ship passenger dock project. HB 127 expands the authority of the Alaska Municipal Bond Bank Authority's bonding capacity to the University of Alaska and regional health organizations, and authorizes the Alaska Railroad Corporation to issue bonds to finance the replacement of the Seward passenger dock. The bill signing ceremony was held today in Seward at the cruise ship terminal.

"I am pleased to sign this bill which will help to expand several elements of Alaskan infrastructure in a meaningful and significant way. The planned passenger dock and terminal facility updates in Seward will be a value add to tourism, to the Railroad, to Southcentral Alaska, and to the state as a whole," **said Governor Dunleavy**. "I applaud Representative LeBon and those in the Legislature for bringing this smart, streamlined bill across the finish line."

<https://gov.alaska.gov/newsroom/2022/07/05/governor-dunleavy-signs-hb-127-major-milestone-for-arrc-seward-dock-update/>

Governor Dunleavy Appoints Kim Kovel Acting Commissioner for the Department of Family and Community Services

June 29, 2022

Governor Mike Dunleavy has appointed Kim Kovel as acting commissioner of the new Alaska Department of Family and Community Services. The new department will commence operations on Friday, July 1, 2022. Governor Dunleavy's [Executive Order 121](#) divided the Alaska Department of Health and Social Services into two new departments, the Alaska Department of Health (DOH) and the Alaska Department of Family and Community Services (DFCS).

"I selected Ms. Kovel to serve as the first commissioner of the new department because of her dedication and commitment to assisting Alaskan families," **said Governor Dunleavy**. "She successfully launched my administration's People First Initiative which integrates services and collaboration between public safety, violent crime prevention and stronger support services for youth in foster care."

<https://gov.alaska.gov/newsroom/2022/06/29/governor-dunleavy-appoints-kim-kovel-acting-commissioner-for-the-department-of-family-and-community-services/>

Governor Dunleavy Announces Appointments to Alaska Boards and Commissions

July 5, 2022

(Anchorage, AK) – Alaska Governor Mike Dunleavy today announced the appointment and nomination of Alaskans to various State and Federal boards and commissions.

<https://gov.alaska.gov/newsroom/2022/07/05/governor-dunleavy-announces-appointments-to-alaska-boards-and-commissions-2/>

Governor Dunleavy Signs FY23 State Budget Investments in public safety, education, rural Alaska and infrastructure while saving \$1.6 billion

June 30, 2022

(Anchorage, AK) – Today, Alaska Governor Mike Dunleavy signed the FY23 state operating and capital budgets into law. The spending plan moves Alaska into a new direction with prudent and fiscally responsible investments in public safety, public education, the University of Alaska, and infrastructure projects that create jobs and economic development. It accomplishes all that while saving \$1.6 billion dollars of the budget surplus to shield the economy when oil prices eventually

decline. In addition, the budget includes a historical 2022 Permanent Fund Dividend for every eligible Alaskan.

"This budget is more than a spending plan; it's a blueprint for Alaska's future," said Governor Mike Dunleavy. "Budgets should reflect the values and ambitions of the people they are designed for, and I believe this legislation accomplishes that. It strikes the right balance by continuing my administration's commitment to rebuilding state services like public safety while holding spending in check, adding to our savings, and pointing the economy in the right direction."

<https://gov.alaska.gov/newsroom/2022/06/30/governor-dunleavy-signs-fy23-state-budget-investments-in-public-safety-education-rural-alaska-and-infrastructure-while-saving-1-6-billion/>

Agencies Announcements~

Press Releases/Reports/Public Notices:

DHSS becomes DOH and DFCS on July 1

June 30, 2022, ANCHORAGE – This Friday, July 1, Governor Mike Dunleavy's Executive Order 121 will take effect and the Department of Health and Social Services (DHSS) will reorganize into the Department of Health (DOH) and Department of Family and Community Services (DFCS).

"We've been planning and preparing for this historic day both internally and in meetings with stakeholders for many months," said DHSS Commissioner Adam Crum, "The work of creating two smaller, more nimble departments will continue for months to come, but we're excited to be at this point in the process and for the path ahead."

Governor Dunleavy has named DHSS Commissioner Adam Crum as the commissioner for DOH and Kim Kovol as the acting commissioner for DFCS.

Both departments will continue to serve Alaskans as they have before, but each department has different focus areas and missions:

DOH's mission statement: *Promoting the health, well-being and self-sufficiency of Alaskans. DOH aligns divisions that focus on payments, processes and programs. This alignment will facilitate future innovations within Medicaid and public health, improving health outcomes for all Alaskans. Oversight includes program eligibility, public health and the Medicaid program. The Division of Public Health, Division of Public Assistance, Division of Behavioral Health, Division of Health Care Services and Division of Senior and Disabilities Services are the DHSS divisions forming DOH.*

DFCS' mission statement: *To provide support, safety and personal well-being for vulnerable Alaskans.*

DFCS will oversee and improve our child welfare system and 24/7 facilities providing direct services to Alaskans. DHSS divisions transitioning to DCFS are the Division of Juvenile Justice, Alaska Psychiatric Institute, Alaska Pioneer Homes and the Office of Children's Services.

"This is an exciting time for the State of Alaska, and we realize there will be many concerns and questions as each department becomes independent," Crum added. "DOH and DFCS are committed to providing services with no disruptions to Alaskans. This will be each department's highest priority."

Alaska Administrative Code - Emergency Regulations - Title 6 - Division of Elections
Emergency Regulation re: adopting new precinct boundaries and maps

Filing notification attached.

Title 6 - Division of Elections Emergency Regulation re: adopting new precinct boundaries and maps

6 AAC 300 - 6 AAC 340.330, 6 AAC 400.010 - 6 AAC 400.020

EMERGENCY REGULATIONS

Filed: 7/1/2022

Effective: 7/1/2022

Expires: October 28, 2022 unless made permanent by the adopting agency

Published in Register: [243, October 2022](#)

<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=207244>

⇒ **Link to OMB detail reports regarding Governor's veto action on FY23 Budget [FY2023 Enacted](#)**

⇒ **Oil Prices and Production**

Oil and Gas Prices for [7/7/2022](#) (\$/barrel)

ANS West Coast	\$107.66 \$4.14 ↑
West Texas	\$102.73 \$4.20 ↑
Intermediate	
Brent	\$104.65 \$3.96 ↑
Henry Hub (mmBTU)	\$6.30 \$0.79 ↑
	(BBLs)
ANS Production	460,433 7/6/2022

Legislature

Majority press releases & announcements:

House Majority

[Representative LeBon's HB 127 signed into law to expand access to Alaska Municipal Bond Bank](#)

SEWARD – Alaska Governor Mike Dunleavy signed [House Bill 127](#) into law on Sunday, updating bonding statutes regarding the University of Alaska and regional health organizations. The bill also grants the Alaska Railroad Corporation authorization to bond for a new passenger terminal facility in Seward.

Sponsored by Representative LeBon, HB 127 allows regional health organizations and the University of Alaska broader access to the Alaska Municipal Bond Bank (AMBB) by raising project caps, removing limits on AMBB participation, and removing project scope limitations.

"I'm proud that my second bill signed into law this year will help lower the costs of borrowing for the University of Alaska and regional health organizations, and in turn provide cost savings to the state," said Rep. Bart LeBon (R-Fairbanks). "Providing these groups greater access to the Alaska Municipal Bond Bank is a win-win."

The Senate Finance Committee amended the bill to authorize the Alaska Railroad Corporation authority to issue bonds of no more than \$60 million to fund the construction of a new passenger terminal facility in Seward, Alaska.

"I am proud to have worked with Representative LeBon on House Bill 127. By reducing the costs of borrowing for the University of Alaska and regional health organizations, we reduce cost burdens to the state. This bill is smart governance and good for Alaska," said Senator Shelley Hughes (R-Wasilla), who cross-sponsored the bill and carried it on the Senate Floor.

Minority press releases & announcements:

House Minority

ALASKA HOUSE REPUBLICANS RESPOND TO GOVERNOR'S VETO PACKAGE; FY23 BUDGET

(ANCHORAGE) – The Alaska House Republican Caucus issued the following statement regarding the FY23 budget and Governor's Dunleavy's veto package released earlier today:

"We applaud the Governor's leadership on this budget. Not only its introduction but the vetoes he announced today. It is clear the Dunleavy administration has consistently focused on downward pressure to state spending.

We are fortunate to have a brighter revenue forecast because of near record oil prices and the various monies provided to Alaska by the federal government.

The FY23 budget funds critical priorities like K-12 education, public safety and school bond debt reimbursement. In addition, there is funding for robust capital projects for much needed infrastructure improvements. Perhaps, most importantly, is the record high dividend provided to Alaskans to offset soaring energy prices and inflation resulting from poor decisions from the federal government that has crippled our state.

As it relates to the PFD, we share in the Governor's commitment to 'follow the law' unless Alaskans are allowed to be part of the decision to change it.

At a preliminary review the FY23 budget has something in it for every Alaskan. More importantly, this was done with no new taxes and a significant amount of funds put into our savings accounts."

Senate Minority

Senator Tom Begich Comments on Governor Dunleavy's FY 2023 Vetoes

*Anchorage – Today, Governor Mike Dunleavy announced his Fiscal Year 2023 budget vetoes. Major accepted budget items include full funding of public education, one-time \$57 million Base Student Allocation increase, \$2.5 million in additional pre-Kindergarten grants for a total of \$5.7 million, and full funding of School Bond Debt Reimbursement and the REAA fund back to 2017. Vetoed projects and services that were priorities of the Alaska Senate Democrats include portions of the Alaska Long Trail, public broadcasting, \$27 million in deferred maintenance for the University of Alaska, and Sealaska Heritage Institute's workforce development program. **Senator Tom Begich** (D-Anchorage) issued the following statement in response:*

"Working with 61 other lawmakers to craft a reasonable budget for the state is no easy task. The process the legislature took at the beginning of the year was one of inclusion with robust discussions. In the end, this budget included a significant number of the priorities of the Senate Democrats and Alaskans.

"After Governor Dunleavy's vetoes today, I am happy about the retention of forward-funding for public education, full funding of school bond debt reimbursement and the REAA fund, \$3,200 Permanent Fund Dividend to help Alaskans with high energy costs, expansion of food bank infrastructure, and long-needed teacher public health and public safety housing in rural Alaska. These were critical components of the budget.

"It is unfortunate that not all priorities were funded. Projects like fully funding the Alaska Long Trail and services like public broadcasting did not survive the Governor's red pen. These are widely popular projects and services that Alaskans have come to rely on.

"No one gets everything they want in a budgeting process, but the negotiation process was fair. I want to thank the Governor, legislative leadership, and the co-chairs of the Finance committees for including me and the caucus in this process. Alaska can move forward with this budget."

Senate Democrats Request the Dunleavy Administration Disperse Permanent Fund Dividends Early

An Early Dividend Will Help Alaskans Through Unprecedented High Energy Costs

ANCHORAGE – Today, the [Alaska Senate Democrats wrote to Governor Mike Dunleavy](#) requesting this year's \$3,200 Permanent Fund Dividend and energy relief check be issued immediately to help Alaskans with high energy costs. Traditionally, the Permanent Fund Dividend is paid in October. In 2020, due to the economic impact of the COVID-19 pandemic, the Governor issued that year's Dividend on July 1.

*"Alaskans are preparing for the hunting and fishing seasons now. With gas prices at nearly \$6 per gallon in urban areas, Alaskans need relief now to help access these vital resources – whether for sport fishing or subsistence," said **Senator Bill Wielechowski** (D-Anchorage). "The precedent is there to issue the dividend early, and we should provide Alaskans with the means sooner so they can take advantage of Alaska's resources."*

During the 2022 legislative session, the legislature approved approximately a \$2,550 Dividend with an additional \$650 for every eligible Alaskan to mitigate high energy costs. The legislature found it wise to issue energy relief due to Russia's ongoing illegal invasion of Ukraine, which has caused energy prices to rise globally.

*"We see inflation skyrocketing and energy costs rising faster than we've seen in a long time. Every aspect of our lives is becoming increasingly expensive, much of which is due to global events. These factors outside of Alaskan's daily lives are impacting them where it hurts the most – their wallets," said **Senator Scott Kawasaki** (D-Fairbanks). "We have the ability to provide needed relief now, and Alaskans deserve it."*

In May of 2022, the [Anchorage Daily News reported](#) that the village of Noatak in Northwest Alaska has the highest gas prices in the state – around \$16 per gallon of gas. It was also reported that stove oil was equally as high for the village of Noatak.

"We all know that rural Alaska has the highest energy costs in this state, but a majority of Alaskans haven't experienced that level of cost," said **Senator Donny Olson** (D-Golovin). "Couple that with the high costs of motor fuels, this limits rural Alaskans' ability to access subsistence hunting grounds and fisheries. This winter was hard to get through for many rural Alaskans. We need to provide them relief now to ease this financial burden."

⇒ **Legislative Finance Division detail reports on Governor's post-veto budget bill:**

07.01.2022 [Enacted Operating Budget Reports](#)

07.01.2022 [Enacted Capital Budget Reports](#)

07.01.2022 [Enacted Supplemental Budget Reports](#)

Major News Articles / Political Items of Interest

Fishing

A troubled business

The size of the letters in the handwriting on the wall for the Alaska commercial salmon industry just keep getting bigger. Only days after the [Bristol Bay sockeye harvest began with processors offering \\$1 per pound for some of Alaska's best salmon](#), Atlantic Sapphire announced it had raised another \$100 million-plus in capital to expand its land-based salmon farm in Homestead, Fla.
<https://craigmedred.news/2022/07/03/a-troubled-business/>

Salmon nose deep into Alaska ecosystems as they swim, and die, across the state

During a good year in Bristol Bay, a surge of more than 100 million pounds of sockeye salmon fights its way upstream, spawns, and dies. In Bristol Bay and elsewhere in Alaska, this incredible pulse of salmon carcasses enriches streams and rivers and makes young salmon hardier.
<https://www.adn.com/alaska-news/science/2022/07/02/salmon-nose-deep-into-alaska-ecosystems-as-they-swim-through-the-state/>

PWS harvest soars above 9M fish

Commercial harvesters in the Prince William Sound region delivered upwards of 371,340 salmon through Tuesday, June 28, while the statewide preliminary harvest exceeded 16 million fish, including deliveries in Bristol Bay, Cook Inlet, Kodiak and the Alaska Peninsula.

Amid lowest chinook run ever, no end in sight for Yukon River subsistence closures

Subsistence fishing for Yukon River chinook and summer chum salmon will likely remain closed through the end of the season. It's a possibility that fishery managers had warned could happen since before the salmon arrived.

<https://www.ktoo.org/2022/07/07/amid-lowest-chinook-run-ever-no-end-in-sight-for-yukon-river-subsistence-closures/>

Kelp farming takes off in Prince William Sound

Kelp farmer Cale Herschleb has one of the more unique commutes in the U.S. After leaving his mooring in the harbor in Cordova, the Celtic Lady — Herschleb's 45-foot fishing boat — tows along a small skiff while battling powerful wind gusts and currents for two hours before reaching his kelp farm out on Prince William Sound.

Health

[Alaska COVID hospitalizations increased 53% over the past week](#)

No new resident deaths have been reported since early May.

OPINION: COVID-19 is different in 2022. Here's how we move forward.

In early 2020, at the beginning of the pandemic, we knew almost nothing about COVID-19. How did it spread? Who would get sick? How could we protect ourselves and each other?

<https://www.adn.com/opinions/2022/07/01/opinion-covid-19-is-different-in-2022-heres-how-we-move-forward/>

Business/Economy

Supreme Court limits EPA power to curb greenhouse gas emissions from power plants

By a 6-3 vote, with conservatives in the majority, the court said that the Clean Air Act does not give the Environmental Protection Agency broad authority to regulate greenhouse gas emissions from power plants that contribute to global warming.

<https://www.adn.com/nation-world/2022/06/30/supreme-court-limits-epa-power-to-curb-greenhouse-gas-emissions-from-power-plants/>

Interior Alaska electric cooperative moves to shutter troubled coal plant and pursue construction of large wind farm

On Monday, the board of the Golden Valley Electric Association — the main Interior electric cooperative that serves 100,000 residents in communities from Healy to Fairbanks and Delta Junction — voted to develop a plan to close one of its two coal plants located in Healy by the end of 2024.

<https://www.adn.com/alaska-news/fairbanks/2022/06/30/interior-alaska-electric-cooperative-moves-to-shutter-troubled-coal-plant-and-pursue-construction-of-large-wind-farm/>

[Rental prices for homes and apartments rise in Alaska, led by a sharp spike in Anchorage](#)

The median price for an Anchorage rental, usually a 2-bedroom apartment, increased to \$1,339 a month.

Rising inflation rates hit Alaskans on gas, transportation and food

Alaska's inflation rate continues to soar as it reached 7.2% in December of 2021, according to [a report from the Department of Labor](#) issued this month. Gasoline prices in urban Alaska have risen 52.2% from April 2021 to 2022, according to the Department of Labor. Over that same time, transportation costs rose 23% and food costs saw an uptick of 11.3% hike.

<https://www.alaskasnewsresource.com/2022/07/07/rising-inflation-rates-hit-alaskans-gas-transportation-food/>

State Budget

Little sign of big change for DHSS

No commissioner at new department, other Dept. of Health and Social Services changes may take months

There's nary a sign on the building about the Alaska Department of Health and Social Services splitting into two agencies on Friday and, for people worrying about the impacts, there seems to be little sign of immediate change inside the walls as well.

<https://www.juneauempire.com/news/little-sign-of-big-change-for-dhss/>

Gov. Dunleavy signs budget with \$3,200 cash check, \$400 million in vetoes

Gov. Mike Dunleavy has signed the budget for the fiscal year that starts on Friday, announcing over \$400 million in vetoes to a spending plan that is partly predicated on the continuation of high oil prices. "We think this a great budget for the state of Alaska," Dunleavy said during a press conference in which he was surrounded by dignitaries and leading Alaska figures.

<https://www.alaskasnewssource.com/2022/06/29/gov-dunleavy-signs-budget-with-3200-cash-check-400-million-vetoes/>

New state department gets new commissioner

Kim Kovol, a longtime social services worker, will head the Dept. of Family and Community Services
Kim Kovol, a longtime advocate for homeless people and other social services, will be the acting commissioner for the new Alaska Department of Family and Community Services which debuts Friday, Gov. Mike Dunleavy announced Wednesday afternoon.

<https://www.juneauempire.com/news/new-state-department-gets-new-commissioner/>

Alaska budget to pay \$300M for old school construction costs

[Fifteen Alaska local governments](#) are set to share around \$300 million to pay for old school construction costs as part of the budget passed by the Alaska Legislature last month that was signed into law by Gov. Mike Dunleavy on Tuesday.

<https://www.alaskasnewssource.com/2022/06/30/alaska-budget-pay-300m-old-school-construction-costs/>

Governor's chief of staff on leave for family/health reason

Randy Ruaro, chief of staff to Gov. Mike Dunleavy, is taking a leave of absence to manage health-related family issues out of state, *Must Read Alaska* has learned. In his place, Tyson Gallagher will serve as acting chief of staff. Gallagher, the deputy chief of staff, has been on leave and working on the Dunleavy reelection campaign as the campaign co-manager.

<https://mustreadalaska.com/governors-chief-of-staff-on-leave-for-family-health-reason/>

[Alaska Gov. Dunleavy temporarily replaces chief of staff](#)

Tyson Gallagher will serve as acting chief of staff in the absence of Randy Ruaro, who is out of the office due to family health issues, a Dunleavy spokesman said.

Politics/Policy Calls

OPINION: Recent history reminds us why Dunleavy's incompetence is so harmful

By Vince Beltrami

It's been a long and strange few years, crazy enough that it's easy to forget some of the many lost lawsuits, devastating budget cuts, and general incompetence that defines Mike Dunleavy's term as governor.

<https://www.adn.com/opinions/2022/06/27/opinion-recent-history-reminds-us-why-dunleavys-incompetence-is-so-harmful/>

[Alaska's U.S. House race enters a new phase with a narrowed field](#)

At candidate forums this week, candidates in Alaska's U.S. House special election stood apart not just in what they said but in how they said it.

Former Alaska Sen. Dennis Egan passes away in Oregon

Juneau, Alaska (KINY) - Alaska has lost a giant. Former Alaska State Senator and KINY radio host Dennis Egan has passed away.

Dunleavy, Palin and Tshibaka accept Trump's lies in pursuit of power

By courting Trump's support and flattering the former president, thinking it will help their chances at the polls, Dunleavy, Palin and Tshibaka are willing to put their personal pursuit of power above all else, spreading dangerous lies that put our nation at risk.

[Read More](#)

Peltola's superpower: US House nominee disarms with niceness

One of the nominees in the special U.S. House is famous worldwide. Another bears the name of a former Alaska congressman and has a former U.S. senator for an uncle. Then there's Democrat Mary Peltola.

<https://www.ktoo.org/2022/06/30/peltolas-superpower-us-house-nominee-disarms-with-niceness/>

Lindsey Kavanaugh, director of Alaska Democratic Party, sent to jail after being stopped for DUI near Soldotna

The executive director of the Alaska Democratic Party was taken to jail early Saturday morning after being pulled over for driving while under the influence, becoming unruly and unplugging Alaska State Trooper breathalyzer equipment.

<https://mustreadalaska.com/lindsey-kavanaugh-director-of-alaska-democratic-party-sent-to-jail-after-being-stopped-for-dui-near-soldotna/>

Poll analyst FiveThirtyEight forecasts Gov. Mike Dunleavy has strongest path for November victory

The FiveThirtyEight website ran simulations on the Alaska election for governor and found that a Republican is favored to win 71 times in every 100 simulations. A Democrat is favored to win in just 12 times of every 100 simulations.

<https://mustreadalaska.com/poll-analyst-fivethirtyeight-forecasts-gov-mike-dunleavy-has-strongest-path-for-november-victory/>

Begich continues to duck any question about Trump's election lies, while Palin accepts all of Trump's falsehoods

It's no surprise that Sarah Palin swallows Donald Trump's lies about who won the 2020 election, while Democrat Mary Peltola does not.

Palin's technique is to never stop to pause as the words tumble out of her mouth, which makes it almost impossible for interviewers to correct false statements without talking over her. But interviewers have to do that to get at the truth and slow down the litany.

<https://www.dermotcole.com/reportingfromalaska/2022/7/7/begich-ducks-questions-about-trumps-election-lies-while-palin-falls-in-line>

Dunleavy, Begich, Murkowski remain favorites in new poll

Ranked-choice voting could shake up U.S. House race, as Peltola has slim edge against Palin

Kiehl urges "no" vote on holding constitutional convention

Juneau, Alaska (KINY) - Juneau Senator Jesse Kiehl is urging Alaskans to vote no on the upcoming ballot question put to voters every ten years: shall a constitutional convention be held?

Murkowski reflects on Supreme Court votes, with abortion a key issue in Alaska's U.S. Senate race

Lisa Murkowski sets herself apart in the U.S. Senate as one of few Republicans openly supporting abortion access — and she is the only one facing reelection this year.

Thousands gather in Anchorage for Trump rally

Former President Donald Trump spoke for 90 minutes at a rally in Anchorage on Saturday to support Republican U.S. House candidate Sarah Palin and U.S. Senate candidate Kelly Tshibaka.

<https://www.adn.com/politics/2022/07/09/thousands-gather-in-anchorage-for-trump-rally/>

OPINION: In turbulent times, Alaska needs a leader as governor

Nothing good happens without leadership. As Alaska navigates historic changes and unprecedented political division, it is more critical than ever that our most senior state executive — the governor — is a proven leader, ready to solve the many difficult issues that lie ahead over the next four years.

<https://www.adn.com/opinions/2022/07/09/opinion-in-turbulent-times-alaska-needs-a-leader-as-governor/>

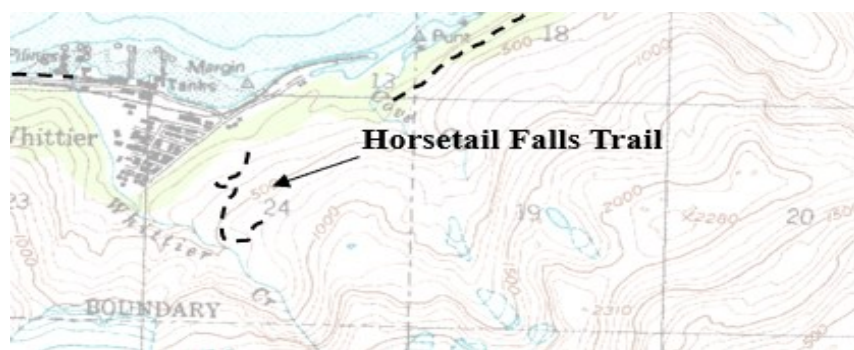


Horsetail Falls Trail will be

CLOSED

for Trail Maintenance

08/22 through 09/02



Thank you for your cooperation Whittier Parks and Recreation

PAS QUICKNOTES

Electric Vehicle Charging Stations

After years of false starts, the time of electric vehicles (EVs) has finally arrived. Advancements in battery storage and vehicle range, lower prices, and federal investments and incentives are helping to pave the way for the mainstreaming of EVs. The rapid deployment of EV charging infrastructure is essential to maintaining this momentum.

To help realize the wider benefits of EV adoption, especially the promised reductions in greenhouse gas emissions and other harmful forms of pollution associated with fossil fuels, it is essential for planners to understand the evolving state of EV charging stations and how to maximize their benefits at the local level.

BACKGROUND

While battery-powered cars are nearly as old as cars themselves, widespread adoption of EVs has been elusive. EVs depend on the availability of widespread charging infrastructure, just like gas-powered vehicles depend on the availability of gas stations. But without a critical mass of EVs already on the road, there is little incentive to build charging stations. "Range anxiety," a driver's concern that their EV may run out of power, has long been a limiting factor in wider-scale EV adoption. A few notable shifts, however, may be spelling an end to this dynamic.

Though the cost of an EV is still high compared to traditional cars, falling prices combined with federal and state incentives have helped to grow market share considerably. The [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#), established under President Biden's Infrastructure Investment and Jobs Act, has [committed \\$5 billion](#) for states to build out charging infrastructure along the interstate highway system and in disadvantaged communities. These developments, coupled with significant technological advancements in battery storage and charging speed as well as multibillion-dollar carmaker commitments and investments in EVs, all point to a future in which charging stations are ubiquitous across the country. Planners can play a role in helping to grow this network in ways that benefit their communities.

CHARGING STATION TYPES

[EV charging infrastructure](#) comes in three types: Level One, Level Two, and Level Three. Level One charging, by far the most common type, requires nothing more than standard 120-volt power. This enables EVs to be charged at home, though the process is slow; it can take more than 24 hours to fully charge a depleted battery. However, topping up the battery overnight is more than enough for the roughly 39-mile-per-day average driven by most Americans.

Limited electrical upgrades at home allow for Level Two charging, which uses 240-volt power. Its specialized equipment adds to overall cost but can cut charging time by 50 percent or more, improving convenience. This is the most common charging station encountered in parking garages, parking lots, workplaces, and other [public locations](#). Both Level One and Level Two charging can be built or retrofitted into existing public or private space, which makes them well suited for incidental charging while parked at a store or restaurant, at work, or while sleeping at home.

Level Three charging can fill an empty battery in about 30 minutes. It is far more expensive to install and operate than Levels One and Two and is more likely to be built as dedicated infrastructure, similar to a traditional gas station.

This PAS QuickNotes was prepared by Joe DeAngelis, AICP, Research Manager at the American Planning Association.



EV charging station on a college campus in San Luis Obispo, California. Credit: Swalls/iStock/Gettyimages.com.



American Planning Association
Planning Advisory Service

Creating Great Communities for All

Planners should consider how to best implement these charging stations in the local built environment. What are the zoning or siting implications for at-home or public charging infrastructure? How might the longer time to charge an EV lead to potential issues of site access for publicly accessible charging stations? Given the growth in EVs, there may soon be far more demand for charging stations in convenient places. How can planners balance this increasing demand fairly and equitably with the needs of others?

DISTRIBUTION AND EQUITY

Ensuring the equitable distribution of charging stations while mitigating any potential issues of siting and design are two of the most critical challenges as EVs hit the mainstream. Currently, adoption rates for EVs and the availability of Level Two or Three charging stations are [far lower in rural areas than in urban and suburban locations](#), and the distribution and accessibility of charging stations are important considerations. People who don't live in single-family homes or lack a driveway or garage likely won't have the opportunity to charge at home and may have to rely on public or workplace charging stations, which tend to be located in or near affluent and primarily white neighborhoods. This dynamic can lead to "[charging deserts](#)," particularly in Black and Latino communities. For residents of these areas, this will add additional barriers to EV adoption as well as increasingly disproportionate exposure to air pollution from gasoline-powered vehicles.

With significant federal funding recently dedicated to expanding charging station infrastructure in both rural and urban areas, planners should play a major role at the local level in working to ensure charging stations are equitably distributed and accessible to all.

TECHNOLOGICAL CHANGE AND DISRUPTION

As an emerging market, the technology of EVs and charging stations is changing rapidly. Given the significant technological advancements happening in battery storage, charging speeds, and vehicle range, there is potential for on-the-ground investments in charging infrastructure to become quickly outdated. The increasingly strident role played by a few large players in the EV field, particularly Tesla, may also lead to significant local challenges. Gas stations tend to be independently franchised and serve all kinds of gasoline-powered vehicles. Tesla charging stations, by contrast, are exclusive to owners of Tesla vehicles (unless other users purchase an adapter). Such proprietary charging technology, while initially helping to grow the industry as a whole, has led to questions regarding the role of the private sector in the public realm. Given the growth potential for EVs, there are also major implications for the future of gas stations in communities across the United States. What might happen to these sites, and the people who work there, is an open question.

Planners should stay engaged in the mainstreaming of EVs generally, and the development of charging stations specifically. Planners are particularly well positioned to observe trends related to charging station deployment and EV adoption at the local level, particularly as new technology comes on the market, which can inform the development of local plans and codes.

CONCLUSION

While the deployment of charging infrastructure will have its challenges, the benefits of widespread EV adoption to climate and environmental outcomes are clear. Planners should work to ensure that charging stations are deployed fairly and equitably across communities now and into the future.

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FURTHER READING

Published by the American Planning Association

APA Learn. 2021. "[Come Down to Electric Avenue](#)."

Vock, Daniel. 2021. "[Electric Vehicles Are on the Rise. Is Your Community Ready?](#)" *Planning*, July 1.

Other Resources

California Governor's Office of Business and Economic Development. 2019. [Electric Vehicle Charging Station Permitting Guidebook](#). July.

New Jersey Dept of Environment Protection. 2022. [Charge Up Your Town: Best Management Practices to Ensure Your Town is EV Ready](#). February.

New York State Energy Research and Development Authority. 2022. [Charge NY: Charge Electric Best Practice Guides and Cases](#).

U.S. Department of Transportation. 2022. [National Electric Vehicle Infrastructure Formula Program—Minimum Standards for EV Charging Station Projects](#) (23 CFR Part 680).

Whittier Welcomes State Senate for Senate District E Candidate

CATHY GIESSEL



*The City of Whittier
will host a Meet and
Greet for State Senate
Senate District E
Candidate*

Thursday August 4, 2022 @ 1:30 P M

P u b l i c S a f e t y B u i l d i n g 3 r d F l o o r

*She will tour our community to see current and future projects, and
listen to the voices of her constituents*

HARBOR HAPPENINGS

Whittier Harbormaster Newsletter • 2022 Summer Edition

1 HARBOR ROAD • P.O. BOX 639 • WHITTIER, AK 99693 • MAIN: (907) 472-2327 EXT. 7 • FAX: (907) 472-2472

GREETINGS From Whittier Small Boat Harbor!

I have been way overdue getting everyone updated on our 2022 harbor happenings. There is much to report on so let's dive right in.

THE GOOD STUFF!!!

Cameras and Wi-Fi: We have been installing video cameras and Wi-Fi in the harbor district over the past few weeks. We had hoped to go live by the 1st of July however there have been some unexpected supply issues. When it's up and running we will have 13 cameras covering the harbor, launch ramp and parking lot. The camera system will be available online for you to view real time and will be recorded locally in the harbormasters office. The Wi-Fi will consist of 2.4g and 5g capabilities and was designed with cruise ships in mind and the increased usage they may cause. The Wi-Fi will be available for a fee which we still need to determine, I am anticipating a daily and monthly usage fee. The Wi-Fi will allow users to place cameras such as a Ring or Blink on their vessels to observe movement. The camera and Wi-Fi were paid for utilizing Commercial Passenger Vessel head tax (CPV) monies.

Portable Restrooms: July 1st marked our ribbon cutting on our newly purchased portable restrooms. We have placed one in front of the old middle restroom east of the Harbor Store and the other alongside the old restroom in the Triangle. They will be open from 8:00 a.m. to 8:00 p.m. The legacy restrooms will remain open 24/7. We utilized CPV monies for the purchase and installation and photos are below.

Shower Automation: This past winter we upgraded our showers to a token system that allows them to be operated 24/7! No more coming in during business hours to take a shower. The token machine takes \$1.00 bills ONLY, and a token is \$5 for 7 minutes of hot water. You can also purchase a token during normal business hours at the office.

Sewage Pump Out Cart: I was informed this week that we have been awarded a grant to offset the cost of purchasing a new sewage pump out cart. I am looking at two options that we can utilize dockside. Of course, portability and being able to go up and down the ramp are

important factors. The grant monies are made available by the federal Clean Vessel Act (CVA) which are distributed to State programs. For the State of Alaska, it is managed by Jacob Cunha ADF&G Division of Sport Fish. The grant requires a 25% match which I budgeted for while developing our 2022 budget. I will be ordering the cart in the coming days and will keep you all updated when it arrives.

THE CHALLENGES...

City Dock Crane: The City Dock crane suffered a major casualty when the hydraulic ram that controls its ability to move left and right blew apart. The crane has to be removed in its entirety and shipped to Anchorage. There is will need to be machined to receive a newly fashioned ram cover. Estimated time of repair is unknown at this time.

Replacement of A/G/H Floats: Our Finance Director in concert with CRW Engineering have been putting a Harbor Municipal Grant package together for the 2023 grant cycle that closes on August 5, 2022. The rough order of magnitude (ROM) for the replacement of the floats and wood piles over to steel is estimated to be 5-7 million, perhaps a bit more with the inflation rate being what it is. The Harbor Municipal Grant program requires a 50/50 matching funds, we are confident that between our Major Repair and Replacement Fund (MRRF) and the ability to bond the remaining funds we have a good chance of being awarded grant funding pending the governor's 2023/2024 budget.

Wishing you all a fantastic and prosperous Alaskan Summer!

David Borg
Harbormaster
City of Whittier
(907) 472-2327 X7
harbor@whittieralaska.gov
www.whittieralaska.gov/whittier-harbor/



**OUR OFFICE USES
VHF CHANNEL 68 AS
A WORKING CHANNEL AND ALSO MONITORS CHANNEL 16 DURING THE WORK DAY**



FINAL REMINDER

Preferential and Annual Holders, the 2nd half of your moorage is due. Deadline was July 15th. Harbor staff are making contact to those who haven't turned in. Please contact the office to finalize your payment if you have not already paid.

Barry Arm Landslide and Tsunami Hazard

Information Statement: Updated July 1, 2022

Executive Summary from U.S. Geological Survey, Alaska Division of Geological & Geophysical Surveys, National Tsunami Warning Center, Alaska Earthquake Center

- Satellite analysis from the last month revealed up to 11 cm (4.3 in) of movement on a one-half square mile area of the Barry Arm landslide immediately above the terminus of the Barry Glacier.
- The depth of the movement is currently unknown. We do not know if this type of movement is common as this is the first motion detected since direct monitoring began.
- It is unknown if this motion will continue.
- The interagency team will continue to monitor the landslide area and the water beneath it with existing instrumentation and satellite data. Tsunami warning capability is being tested, but not yet available.

These observations do not warrant a change in alert status. The potential landslide and tsunami threat remain. The full interagency information statement is also available here.

This page will be updated on August 5, 2022, or earlier if the threat level changes.

FRIENDLY REMINDERS FROM YOUR HARBOR CREW

HARBOR FORMS UPDATE!

Did we request an update from you? Did you sell your boat? Did you move? Want to file a float plan? Do you want to see the transient slip map? Want to schedule the grid? The following "fillable" forms can now be found at www.whittieralaska.gov/document-center/. Simply save to your phone, open, and fill out, and save before you send.

For your ease, you are now able to fill out forms directly from your phone and email back to the Harbor!

- Transient Moorage Form
- Transient Slip Map
- Alaska Boating/Accident Form
- Waitlist Application
- Float Plan
- Grid Use Agreement
- Harbor Parking Map and Staging Area

DID YOU SELL YOUR BOAT ? PURCHASING A BOAT IN THE HARBOR?

The Harbormaster requires the following documents if you are involved in a boat sale that currently has a berth slip.

- 1) *Bill of Sale*
- 2) *Updated Moorage Agreement from the new owner*
- 3) *An email stating you want to give up your current stall.*
- 4) *PLEASE let your buyer know that the stall is **NOT included** in your sale.*

You are still responsible for the balance due per your moorage agreement. You will continue to get charged until we receive these items.

Please send to:

harbor@whittieralaska.gov

City of Whittier Small Boat Harbor is sad to announce the retirement of our dear friend and beloved employee, Bonifacio "Boni" Rojas Pas from City of Whittier Harbor. Boni has been an integral part of our organization for the last 22 years. His contributions and knowledge will always be valued and we will remember him for his hard work, commitment, and dedication. On behalf of everyone at City of Whittier, I would like to wish Boni the very best of luck.



EMPLOYMENT ANNOUNCEMENT

City of Whittier is currently recruiting for **Harbor Officer III**. This is a full time position with excellent benefits. Position provides harbor patrols for security; be responsible for maintenance, repair, and safe usage of all harbor facilities. This is considered a supervisory position.

Keep checking the website for the **Harbor Officer I** opening soon.

Online application can be found at :

www.whittieralaska.gov/employment/

Remember transient stalls are assigned on a **first come, first served basis only**.

There is no holding or reserving stalls.

It's best to call the office prior to arriving the harbor for a slip assignment

(907) 472-2327 X7

Or Ch. 68/16



Please feel free to contact us if you have moorage or billing questions

(907) 472-2317 Ext. 7

**City of Whittier
Harbormaster's Office
P.O. Box 639
Whittier, Alaska 99693**

www.whittieralaska.gov/whittier-harbor/

Monday—Sunday