


Haines Borough
Borough Assembly Meeting #324
AGENDA

October 11, 2016 - 6:30 p.m.

Location: Assembly Chambers, Public Safety Bldg.

Jan Hill,
Mayor

Margaret Friedenauer,
Assembly Member

Diana Lapham,
Assembly Member

Mike Case
Assembly Member

Tresham Gregg,
Assembly Member

George Campbell,
Assembly Member

Ron Jackson,
Assembly Member

Bill Seward
Borough Manager

Julie Cozzi, MMC
Borough Clerk

Alekka Fullerton
Deputy Clerk

1. CALL TO ORDER/PLEDGE TO THE FLAG/ROLL CALL

2. APPROVAL OF AGENDA & CONSENT AGENDA

[The following Consent Agenda items are indicated by an asterisk () and will be enacted by the motion to approve the agenda. There will be no separate discussion of these items unless an assembly member or other person so requests, in which event the asterisk will be removed and that item will be considered by the assembly on the regular agenda.]*

Consent Agenda:

3 – Approve Assembly Meeting Minutes

9A – Accept Parks & Rec Committee Minutes and Meeting Summary

11A1 – Adopt Resolution 16-10-689

*** 3. APPROVAL OF MINUTES – 9/27/16 Regular**

4. 2016 BOROUGH ELECTION CANVASS

During the canvass, all absentee-by-fax ballots and any absentee-by-mail ballots postmarked no later than Election Day and received by October 11th will be considered, along with any questioned or other uncounted ballots found to be qualified. The borough clerk will submit an election report to the assembly.

5. PUBLIC COMMENTS - Sign-up is NOT required

[This is for any topics not scheduled for public hearing.]

Note: during this section of the agenda, the assembly will listen and take notes. No official action will be taken at this time. Instead, comments and requests may be referred for further consideration to the administration, a committee, or a future assembly agenda.

6. ASSEMBLY COMMENTS AND MAYOR'S COMMENTS

A. Special Award

7. PUBLIC HEARINGS

A. Ordinance 16-09-443 – Second Hearing

An Ordinance of the Haines Borough amending minor typographical errors and omissions in the previously adopted Minor Offense Ordinance.

*This ordinance is recommended by the borough manager and was introduced on 9/13/16. The first hearing was on 9/27. **Motion:** Adopt Ordinance 16-09-443.*

B. Ordinance 16-09-444 – First Hearing

An Ordinance of the Haines Borough determining whether recently foreclosed properties deeded to the borough shall be retained for a public purpose or sold.

This ordinance was introduced on 9/27/16. The assembly already scheduled the second hearing for 10/25/16. No motion is needed now unless the second hearing date needs to change or some other action is desired such as amendments.

8. STAFF/FACILITY REPORTS

A. Borough Manager – 10/11/16 Report

9. COMMITTEE/COMMISSION/BOARD REPORTS & APPROVED MINUTES

*** A. Parks & Recreation Advisory Committee – 8/30/16 Minutes & 9/21/16 Meeting Summary**

B. Assembly Board Liaison Reports

C. Assembly Standing Committee Reports

1. Finance Committee – Report of 9/29/16 Meeting

10. UNFINISHED BUSINESS

11. NEW BUSINESS

A. Resolutions

*** 1. Resolution 16-10-689**

A Resolution of the Haines Borough Assembly authorizing the Borough Manager to execute a contract with R&M Consultants, Inc. for the Lutak Dock Design and Development Concepts project for an amount not to exceed \$129,530.

*This resolution is recommended by the borough manager and director of public facilities. **Motion:** Adopt Resolution 16-10-689.*

B. Ordinances for Introduction - None

C. Other New Business

1. Board Appointment

*Appointment applications were received for an open seat on the Parks & Recreation Advisory Committee (PRAC). The PRAC considered the applications and has provided a recommendation to the mayor. She plans to make that recommended appointment and seeks assembly confirmation. **Motion:** Confirm the mayor's appointment of Lori Lapeyri Smith to the Parks & Recreation Advisory Committee for a term ending 11/30/17.*

2. Juneau Access Road – Discussion Item

Assembly Member Friedenauer requested this agenda item. Mayor Hill met with Governor Walker very recently while in Anchorage. Additionally, the Governor plans to be in Haines on October 14 to meet with the assembly (as a committee of the whole) to discuss the Juneau Access Road and the State's fiscal situation.

12. CORRESPONDENCE/REQUESTS

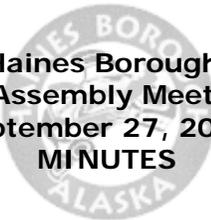
A. Kudos for Haines Emergency Response – T.Mead

13. SET MEETING DATES

14. PUBLIC COMMENTS

15. ANNOUNCEMENTS/ASSEMBLY COMMENTS

16. ADJOURNMENT



Haines Borough
Borough Assembly Meeting #323
September 27, 2016
MINUTES **Draft**

1. **CALL TO ORDER/PLEDGE TO THE FLAG**: Mayor **HILL** called the meeting to order at 6:30 p.m. in the Assembly Chambers and led the pledge to the flag.

2. **ROLL CALL**

Present: Mayor Jan **HILL**, and Assembly Members Diana **LAPHAM**, Tresham **GREGG**, Ron **JACKSON**, Margaret **FRIEDENAUER**, Mike **CASE**, and George **CAMPBELL** (via telephone).

Staff Present: Julie **COZZI**/Borough Clerk, Jila **STUART**/Finance Director, and Helen **ALTEN**/Museum Director.

Visitors Present: John **STANG**/CVN, Emily **FILES**/KHNS, Debra **SCHNABEL**, Don **TURNER** Jr., Sean **GAFFNEY**, Mike **DENKER**, Paul **NELSON**, Leonard **DUBBER**, Kyle **GRAY**, Tom **MORPHET**, Fred **EINSPRUCH**, Dave **KAMMERER**, Carol **TUYNMAN**, Robert **VENABLES**, Evelyn **VIGNOLA**, and others.

3. **APPROVAL OF AGENDA & CONSENT AGENDA**

The following items were on the published consent agenda indicated by an asterisk (*):

- 4 – Approve Assembly Meeting Minutes
- 8B – Accept Finance Director Report
- 8C – Accept Chilkat Center Report
- 9A – Accept Planning Commission Minutes and Meeting Summary
- 11B1 – Introduce Ordinance 16-09-444 and Schedule Public Hearings

Motion: **LAPHAM** moved to “approve the agenda/consent agenda,” and the motion carried unanimously.

*4. **APPROVAL OF MINUTES** – 9/13/16

The motion adopted by approval of the consent agenda: “approve minutes of the 9/13/16 borough assembly meeting.”

5. **PUBLIC COMMENTS**

EINSPRUCH – Said the harbor project is not well-defined and there is general public discontent. It should be reengineered.

NELSON – Asked the assembly to put his request for a hearing on the agenda as soon as possible to avoid litigation.

VIGNOLA – Believes the government stifled the public process by cancelling the joint meeting regarding the harbor uplands. She likes the harbor plan submitted by Jack Wenner in the packet.

DUBBER – Asked the assembly to deal with the Paul Nelson issues without further litigation. He believes the assembly is in grave error.

VENABLES – 1) Spoke in support of the harbor project, and 2) congratulated the mayor on being elected first vice-president of Southeast Conference.

6. **MAYOR’S COMMENTS/REPORT**

HILL reported on her recent attendance at Southeast Conference in Petersburg. While there, she connected with the Juneau and Skagway mayors, and the three of them agreed to get together on a regular basis. The mayor, Robert Venables, and Bart Henderson met with the Chamber of Commerce to discuss the ferry system and Juneau Access. **FRIEDENAUER** requested the Juneau Access resolution from two years ago be provided to the Governor.

7. **PUBLIC HEARINGS**

A. **Ordinance 16-08-442** – Second Hearing

An Ordinance of the Haines Borough amending Haines Borough Code Title 2 to add an additional assembly comment period to the order of business for borough assembly meetings.

Mayor **HILL** opened and closed the public hearing at 6:50 pm; there were no public comments.

Motion: **LAPHAM** moved to “adopt Ordinance 16-08-441,” and the motion carried unanimously in a roll call vote (5-0; prior to Mr. Campbell joining the meeting).

At 6:52 pm, **CAMPBELL** joined the meeting by phone.

**B. Ordinance 16-09-443 – First Hearing
An Ordinance of the Haines Borough amending minor typographical errors and omissions in the previously adopted Minor Offense Ordinance.**

Mayor HILL opened and closed the public hearing at 6:52 pm; there were no public comments.

Note: Since the assembly already scheduled the second hearing for 10/11/16, no motion was needed now unless the second hearing date needed to change or some other action was desired.

8. STAFF/FACILITY REPORTS

A. Borough Manager – 9/27/16 Report

The manager was not present. He was attending the ICMA conference in Kansas City.

- ***B. Finance Director – Report of Permanent Fund Principal & Earnings Reserve**
- ***C. Chilkat Center – Facility Report of August 2016**

9. COMMITTEE/COMMISSION/BOARD REPORTS & APPROVED MINUTES

- ***A. Planning Commission – Minutes of 8/11/16 & Summary of 9/8/16 Meeting**
- B. Assembly Board Liaison Reports**
- C. Assembly Standing Committee Reports**

- 1. **Finance Committee – LAPHAM** asked for clarification regarding the timing and criteria for nonprofit funding applications.

Motion: FRIEDENAUER moved to “direct the borough manager to utilize the same application process as last year for the nonprofit funding grants,” and the motion carried unanimously.

The mayor will appoint the application review committee, and any interested assembly members should contact her.

- 2. **Commerce Committee – FRIEDENAUER** highlighted the committee report in the packet of the 9/15/16 meeting that covered two issues: Number of permits in the Chilkoot River Corridor and creating a solid waste working group.

Motion: FRIEDENAUER: moved to “create a working group to address the issue of solid waste management in the borough,” and the motion carried unanimously.

There was no objection to the group submitting recommendations to the Commerce Committee by March 1, 2017. The group’s makeup is yet to be determined but should include those organizations that specifically deal with waste, as well as some members of the public.

10. UNFINISHED BUSINESS - None

11. NEW BUSINESS

A. Resolutions - None

B. Ordinances for Introduction

- *1. **Ordinance 16-09-444**
An Ordinance of the Haines Borough determining whether recently foreclosed properties deeded to the borough shall be retained for a public purpose or sold.

The motion adopted by approval of the consent agenda: “Introduce Ordinance 16-09-444 and schedule a first public hearing for 10/11/16 and a second hearing for 10/25/16.”

C. Other New Business

- 1. **Confirm Appointments to the Code Review Commission**

Note: Mayor Hill received 12 applications for appointment to the newly-created Code Review Commission. After thorough consideration, and in an effort to appoint a board with a diverse membership, she selected seven individuals.

Motion: LAPHAM moved to “confirm the mayor’s appointments to the Code Review Commission, as follows:

Seat	Name	Initial Term Length	End Date
A	Mike Denker	Three Years	11/30/19
B	Carolann Wooton	One Year	11/30/17
C	Don Turner Jr.	Two Years	11/30/18
D	Daniel Humphrey	Three Years	11/30/19

E	Jerry Lapp	One Year	11/30/17
F	Deborah Vogt	Two Years	11/30/18
G	Cynthia "CJ" Jones	Three Years	11/30/19

The motion carried unanimously.

The mayor wants to appoint an assembly liaison and asked interested members to contact her.

2. Sales Tax Exemption Request – Boy Scout Troop 173 (Elim Church)

Note: This 501(c)3 organization applied for exemption status as allowed by HBC 3.80.050(13).

Motion: LAPHAM moved to "approve the request from Boy Scout Troop 173 (Elim Church) for sales tax exemption status, and authorize the borough clerk to issue an exemption certificate," and the motion carried unanimously in a roll call vote.

12. CORRESPONDENCE/REQUESTS

A. Harbor Project Support – Haines Chamber of Commerce

Note: a response from the mayor and manager was included in the packet.

13. SET MEETING DATES - No meetings were scheduled.

Regarding the assembly seat on Heliskiing Map Amendment Committee, the mayor asked interested members to contact her.

14. PUBLIC COMMENTS

DENKER – Said code does contain some limited sales tax exemption criteria. He cautioned the assembly to be careful not to discriminate against out of town organizations.

15. ANNOUNCEMENTS/ASSEMBLY COMMENTS

Mayor **HILL** – Thanked all applicants for the Code Review Commission and hopes each person will participate, as much as possible, whether or not appointed.

LAPHAM – Said she is pleased with the makeup of the Code Review Commission. She stands by her support of the harbor project and will continue to work hard to move it forward.

CASE – Said during the campaigning there were allegations that assembly members are difficult to contact or are putting up roadblocks. Please contact him via phone, text, or email. He believes he is speaking for the other members that the assembly sincerely wants to hear from the public.

FRIEDENAUER – 1) Thanked the Chamber of Commerce for the harbor support letter in the packet and 2) *[in response to Dubber's public comments earlier in the meeting]* said Mr. Nelson's issues have been addressed in several letters from the manager and mayor, and there is nothing to settle. The borough is responding with him well and with the whole community in mind.

16. ADJOURNMENT – 7:38 p.m.

Motion: LAPHAM moved to "adjourn the meeting," and the motion carried unanimously.

ATTEST:

Janice Hill, Mayor

Julie Cozzi, MMC, Borough Clerk



Agenda Bill No.: 16-681
 Assembly Meeting Date: 10/11/16

Business Item Description:	Attachments:
Subject: Amend Minor Typos and Omissions in the Previously-Adopted Minor Offense Ordinance	1. Ordinance 16-09-443 2. Email String Explaining Reason for the Ordinance
Originator: Borough Clerk	
Originating Department: Administration	
Date Submitted: 8/11/16	

Full Title/Motion:
 Motion: Adopt Ordinance 16-09-443.

Administrative Recommendation:

Fiscal Impact:

Expenditure Required	Amount Budgeted	Appropriation Required	Projected Impact to Future Operating Budgets
\$ n/a	\$ n/a	\$ n/a	n/a

Comprehensive Plan Consistency Review:
 Comp Plan Goals/Objectives: _____
 Consistent: Yes No

Summary Statement:
 In the process of codifying Ordinance 15-06-413 (Minor Offenses), Code Publishing discovered several minor typos and omissions. The borough's attorney put together this short "errata" type ordinance to correct the minor typos. Those corrections have already been made to the borough's online code so the public has the most correct version, however, it is important for the record to have the assembly adopt this "housekeeping" ordinance.
 An email string explaining it is attached to this agenda bill.

Referral:
 Referred to: _____ Referral Date: _____
 Recommendation: _____ Meeting Date: _____

Assembly Action:
 Meeting Date(s): 9/13, 9/27, 10/11/16
 Public Hearing Date(s): 9/27, 10/11/16
 Postponed to Date: _____

An Ordinance of the Haines Borough amending minor typographical errors and omissions in the previously adopted Minor Offense Ordinance.

BE IT ENACTED BY THE HAINES BOROUGH ASSEMBLY:

Section 1. Classification. This ordinance is of a general and permanent nature and the adopted amendment shall become a part of the Haines Borough Code.

Section 2. Severability. If any provision of this ordinance or any application thereof to any person or circumstance is held to be invalid, the remainder of this ordinance and the application to other persons or circumstances shall not be affected thereby.

Section 3. Effective Date. This ordinance shall become effective immediately following adoption.

Section 4. Amendment of Section 1.24.040. The Fine Schedule set forth in Section 1.24.040 of the Haines Borough Code is hereby amended as follows:

NOTE: **Bolded/UNDERLINED** ITEMS ARE TO BE ADDED
~~STRIKETHROUGH~~ ITEMS ARE DELETED

Code Section	Offense Description	Fine Amount
15.12.020(D)	Failure to file required report by a person handling consumer <u>commodities</u> quantities of hazardous material or chemical	300

Section 5. Amendment of Section 5.04.140. Section 5.04.140 of the Haines Borough Code is hereby amended as follows:

NOTE: **Bolded/UNDERLINED** ITEMS ARE TO BE ADDED
~~STRIKETHROUGH~~ ITEMS ARE DELETED

5.04.140 Penalties.

A. Operation of any commercial tour or business enterprise for which a permit is required under this title without a permit, or the failure to follow any permit condition, shall constitute a minor offense punishable by a fine of \$500 for each offense, unless a different amount is specified in HBC 1.24.040, plus any surcharge required to be imposed by AS 12.55.039.

B. The securing of a permit through deceit, fraud, or intentional misrepresentation shall constitute an offense punishable by a fine **of** \$500, plus any surcharge required to be imposed by AS 12.55.039. The permit may also be revoked through administrative proceedings.

C. The commission by a permittee of an act of fraud, misrepresentation, or cheating that would constitute an unlawful act or practice under AS 45.50.471, either through the

permittee's own act or through the acts of the permittee's employee, agent, or representative, in relation to an activity authorized under a permit, is punishable by a fine of \$500 for each violation plus any surcharge required to be imposed by AS 12.55.039.

D. The borough may institute a civil action against a person who violates this chapter. An action to enjoin a violation may be brought notwithstanding the availability of any other remedy. On application for injunctive relief and a finding of a violation or a threatened violation, the superior court shall grant the injunction.

Section 6. Amendment of Section 6.08.130(A). Section 6.08.130(A) of the Haines Borough Code is hereby amended as follows:

NOTE: **Bolded/UNDERLINED** ITEMS ARE TO BE ADDED
STRIKETHROUGH ITEMS ARE DELETED

6.08.130 Penalties for violations.

A. Any person accused of violating HBC 6.08.030 concerning dangerous dogs or HBC 6.08.040 or 6.08.050 concerning rabies, shall appear in court and **be** fined up to \$500 if the court determines the person committed the offense.

B. Any person violating the provisions of, or failing to comply with, any other section of this chapter commits a minor offense and, unless otherwise specifically provided, shall be fined in the amount set forth in HBC 1.24.040, or if no fine is there established, a fine of not more than \$500.

Section 7. Amendment of Section 10.06.030. The Fine Schedule set forth in Section 10.060.030 of the Haines Borough Code is hereby amended as follows:

NOTE: **Bolded/UNDERLINED** ITEMS ARE TO BE ADDED
STRIKETHROUGH ITEMS ARE DELETED

Code Section	Offense Description	Fine Amount
10.09.050	Dragging objects prohibited	150
10.09.0 <u>560</u>	Projecting load on passenger vehicles	20
10.09.0 <u>670</u>	Carrying animals on outside of vehicles	125

Section 8. Re-adoption of Chapter 10.34. Chapter 10.34 of the Haines Borough Code as it existed on June 13, 2016 is hereby re-adopted in full. It is the intent of the Borough Assembly that this ordinance correct the inadvertent repeal of Chapter 10.34 that was included in Section 26 of Ordinance No. 15-06-413, adopted on June 14, 2016.

Haines Borough
Ordinance No. 16-09-443
Page 3 of 3

ADOPTED BY A DULY CONSTITUTED QUORUM OF THE HAINES BOROUGH ASSEMBLY THIS
_____ DAY OF _____, 2016.

Janice Hill, Mayor

ATTEST:

Julie Cozzi, MMC, Borough Clerk

Date Introduced:	09/13/16
Date of First Public Hearing:	09/27/16
Date of Second Public Hearing:	10/11/16

From: Patrick Munson [mailto:PMunson@bcfaklaw.com]
Sent: Thursday, August 11, 2016 11:44 AM
To: Joni Eriksen <JoniE@codepublishing.com>; Julie Cozzi <jcozzi@haines.ak.us>
Subject: RE: code update questions

Thanks for the follow up. We'd prefer if you just post it in corrected form, which would be the language this ordinance will implement "officially". It will take at least a month to pass the errata follow up ordinance and possibly two so we'd rather the updates be made ASAP so the correct intent is visible to the public at all times.

We don't have any preference as to the reviser's notes, so whatever is customary or best from your perspective is fine.

Thanks again

Patrick

From: Joni Eriksen [mailto:JoniE@codepublishing.com]
Sent: Thursday, August 11, 2016 11:38 AM
To: Patrick Munson; Julie Cozzi (jcozzi@haines.ak.us)
Subject: RE: code update questions

It does look like the ordinance covers what I'd asked about.

But I wanted to find out, if you're passing a new ordinance with these items soon, do you want us to hold off until the new ordinance is passed to post this update online? We'd planned originally to post the update online incorporating your responses to the questions and retaining Ch. 10.34 (basically treating its inclusion in that list as a typo). We can still do that today, or we can hold off; just let me know.

If we should proceed today, let me know if we should include code reviser's notes at those code sections affected, explaining what was changed; these would be removed upon passage of the new ordinance. We hadn't planned to include them originally, but we can.

Thanks once again,

Joni Eriksen, Editor
Code Publishing Company

From: Patrick Munson [mailto:PMunson@bcfaklaw.com]
Sent: Thursday, August 11, 2016 11:42 AM
To: Julie Cozzi (jcozzi@haines.ak.us) <jcozzi@haines.ak.us>
Cc: Joni Eriksen <JoniE@codepublishing.com>
Subject: FW: code update questions

Julie – Please see a proposed "errata" type ordinance correcting the typos and errors I'm currently aware of in the Minor Offense Ordinance. I'd propose this be added to the agenda whenever its convenient. I've copied Joni in case she wants to double check that these corrections would solve the issues she asked about.

Many thanks to you both

Patrick

From: Patrick Munson
Sent: Thursday, August 11, 2016 10:26 AM
To: 'JoniE@codepublishing.com'
Cc: 'Julie Cozzi'
Subject: RE: code update questions

Good morning Joni –

I'm sorry for the delay. I was out of town when I received Julie's forward and then never got back to it. Haines responses are below. I will be putting together a short "errata" type ordinance to correct the minor typos you and we have found in the Minor Offense Ordinance, but until that is passed, hopefully the responses below are good enough.

Thank you very much for your help – I know these large ordinances are no fun for anyone!

Patrick Munson

From: Joni Eriksen [<mailto:JoniE@codepublishing.com>]
Sent: Tuesday, July 26, 2016 2:15 PM
To: Julie Cozzi <jcozzi@haines.ak.us>
Subject: code update questions

Hello Julie,

A couple of questions came up while we were proofing Ord. 15-06-413:

1. Section 5: HBC 1.24.040. The Offense/Fine table includes a row for 15.12.020(D), which refers to "consumer quantities." Should this be "consumer commodities" (as appears in 15.12.020)? We've left this as is for now; please let us know if it needs to change.

This should read "consumer commodities".

2. Section 10: 5.04.140(B) refers to "an offense punishable by a fine [of] \$500.00..." We've added the word "of," as shown, as appears in the other subsections of this section; but please let us know if this is incorrect.

Please add "of" as noted.

3. Section 14: 6.08.130(A) reads, in part, "Any person...shall appear in court and [be] fined up to \$500.00..." We've added the word "be," as shown, but please let us know if this is incorrect.

Please add "be" as noted.

4. Section 25: 10.06.030. The Offense/Fine Table includes a row for 10.09.050, Dragging objects prohibited. There seem to be no provisions regarding dragging objects in Title 10. Should this row be deleted? Also, the next two rows (which appear as 10.09.060 and 10.09.070 in the ordinance) have incorrect section numbers; we've changed these to 10.09.050 and 10.09.060, respectively, but please let us know if this is incorrect.

Yes that line should be deleted and the numbers changed as indicated.

Thank you very much for your help. I appreciate it!

Have a good day, and best regards,

Joni Eriksen, Editor
Code Publishing Company



**Haines Borough
Assembly Agenda Bill**

Agenda Bill No.: 16-682

Assembly Meeting Date: 10/11/16

Business Item Description:	Attachments:
Subject: Foreclosed Properties Recently Deeded to the Borough - Classify for Sale	1. Ordinance 16-09-444 - Draft 2. Planning Commission Recommendation 3. Maps Showing Property Location 4. Court Deed 5. HBC 3.74.220 and HBC 14.20.040
Originator: Borough Clerk/Deputy Lands Manager	
Originating Department: Administration & Lands-Assessment	
Date Submitted: 9/9/16	

Full Title/Motion:

The assembly already scheduled the second hearing on this ordinance for 10/25/16. No motion is needed now unless the second hearing date needs to change or some other action is desired such as amendments.

Administrative Recommendation:

Fiscal Impact:

Expenditure Required	Amount Budgeted	Appropriation Required	Projected Impact to Future Operating Budgets
\$ Cost of Advertising	\$ n/a	\$ n/a	Properties Back on the Tax Roll

Comprehensive Plan Consistency Review:

Comp Plan Goals/Objectives: Page 60; Goal 5 Page 199	Consistent: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Summary Statement:

Two properties recently went through the foreclosure process and the court has conveyed all rights, titles, and interest to the Haines Borough. HBC 3.74.220 requires the borough assembly to determine by ordinance whether foreclosed property deeded to the borough should be retained for a public purpose or sold. HBC 14.20.040 says the assembly may classify lands for sale with the advice of the planning commission. During a public meeting on 9/8/16, the planning commission considered the properties and made the decision to recommend they be sold.

In addition, the planning commission recommends that if the properties are classified for sale they be converted to one single larger parcel by vacating the lot lines prior to being put on the market. This may make these very remote properties more desirable to potential buyers.

Referral:

Referred to:	Referral Date:
Recommendation:	Meeting Date:

Assembly Action:

Meeting Date(s): 9/27, 10/11/16	Public Hearing Date(s): 10/11, 10/25/16
	Postponed to Date:

An Ordinance of the Haines Borough determining whether recently foreclosed properties deeded to the borough shall be retained for a public purpose or sold.

WHEREAS, delinquent property tax liens resulted in foreclosure of the following parcels within the Haines Borough (First Judicial District, State of Alaska):

B-CKA-OB-3500 - Chilkat Acres (USS 1390), Block B, Lot 35, Juneau Recording District (0.09 Acres) (Ray March, last owner of record); and

B-CKA-OB-3600 - Chilkat Acres (USS 1390), Block B, Lots 36 & 37, Juneau Recording District (0.1872 Acres) (Peyton March Estate, c/o Ray March, last owner of Record); and

WHEREAS, on August 18, 2016, the Court of the State of Alaska issued a judgment finalizing the foreclosure and conveying all rights, titles, and interest in the real property by "clerk's deed" to the Haines Borough; and

WHEREAS, the parcels are now Haines Borough property, and HBC 14.20.040 provides that borough lands may be classified for sale by the assembly with the advice of the planning commission to discuss any such classification and designation before making any recommendations to the assembly; and

WHEREAS, following discussion of the parcels during a public meeting on September 8, 2016, the planning commission decided to recommend the parcels be sold; and

WHEREAS, HBC 3.74.220 requires the borough assembly determine by ordinance whether foreclosed property deeded to the borough shall be retained for a public purpose; and

WHEREAS, foreclosed properties conveyed to the borough and not required for a public purpose may be sold provided the borough assembly, by ordinance, determines that a public need for the properties does not exist,

NOW, THEREFORE BE IT RESOLVED the Haines Borough Assembly determines the aforementioned parcels are not required for a public purpose and may be sold according to HBC 14.20.

Section 1. Classification. This ordinance is a non-code ordinance.

Section 2. Severability. If any provision of this ordinance or any application thereof to any person or circumstance is held to be invalid, the remainder of this ordinance and the application to other persons or circumstances shall not be affected thereby.

Section 3. Effective Date. This ordinance shall become effective immediately upon adoption.

Section 4. Purpose. To determine whether foreclosed properties deeded to the borough shall be retained for a public purpose.

Adopted by a duly-constituted quorum of the Haines Borough Assembly on this ____ day of _____, 2016.

Attest:

Janice Hill, Mayor

Julie Cozzi, MMC, Borough Clerk

Date Introduced: 09/27/16
Date of First Public Hearing: 10/11/16
Date of Second Public Hearing: 10/25/16



Haines Borough
**BOROUGH ASSEMBLY
ACTION REQUEST**

DATE: 9/8/2016

TO: Borough Assembly

FROM: Planning Commission

COMMISSION ACTION:

A motion was made to "Classify Chilkat Acres Lots 35, 36 and 37 for sale as one lot, vacating the lot lines to create one larger parcel." The motion passed 6-0.

RATIONALE:

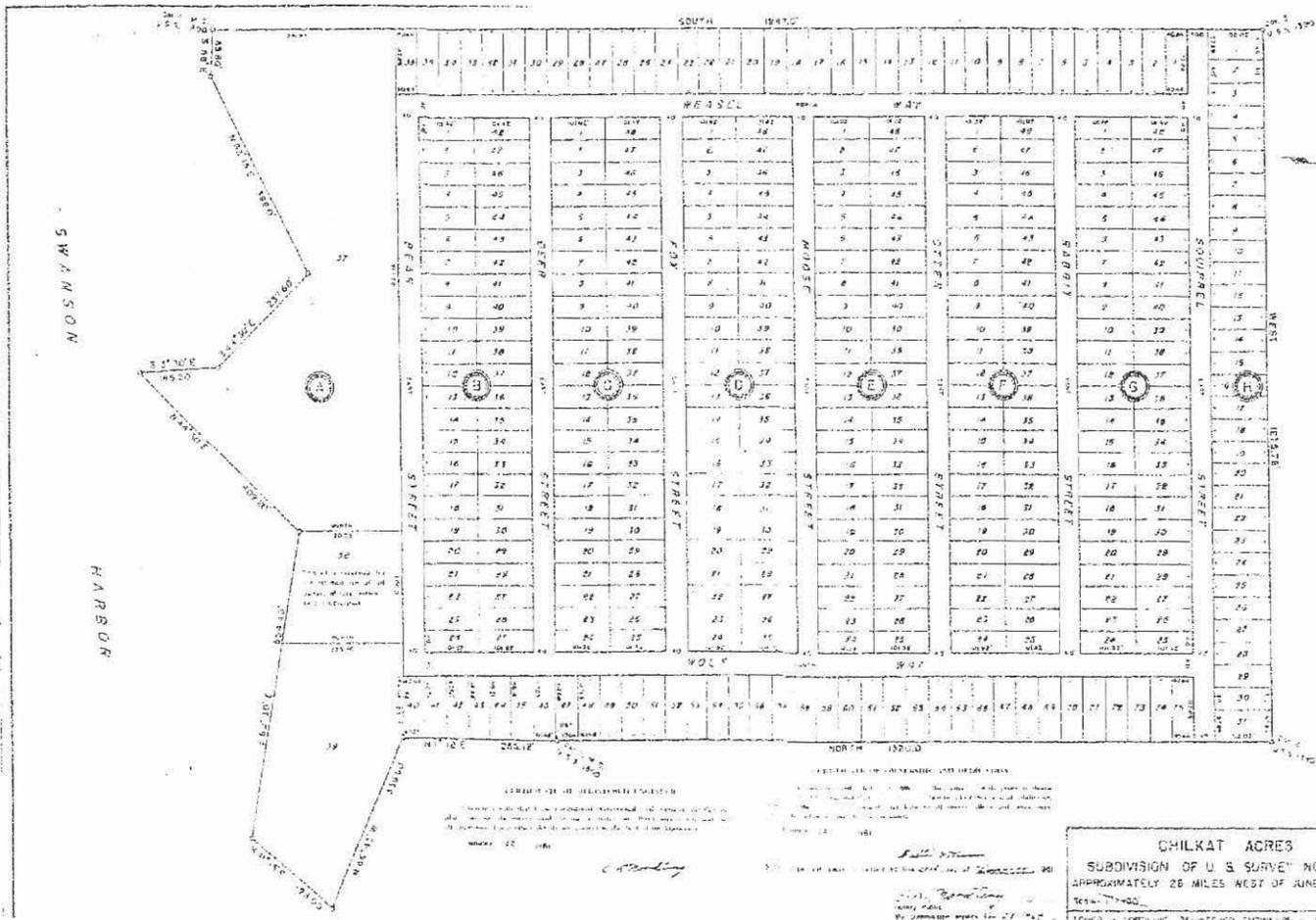
These lots, located on the southern end of Excursion Inlet near Homestead Creek, were foreclosed in August. Due to the strange layout of parcels in this remote area, the Planning Commission recognized that sale might be easier if the lots were sold as one parcel.

COMMISSION REQUEST:

The planning commission recognizes it is the borough assembly that classifies borough properties for sale with the advice of the commission. It is recommended the assembly classify these particular properties for sale. However, before they are actually put on the market, the commission recommends converting them into one single parcel by vacating the lot lines in order to make a more desirable property.

SUBMITTED BY 

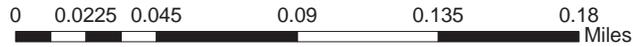
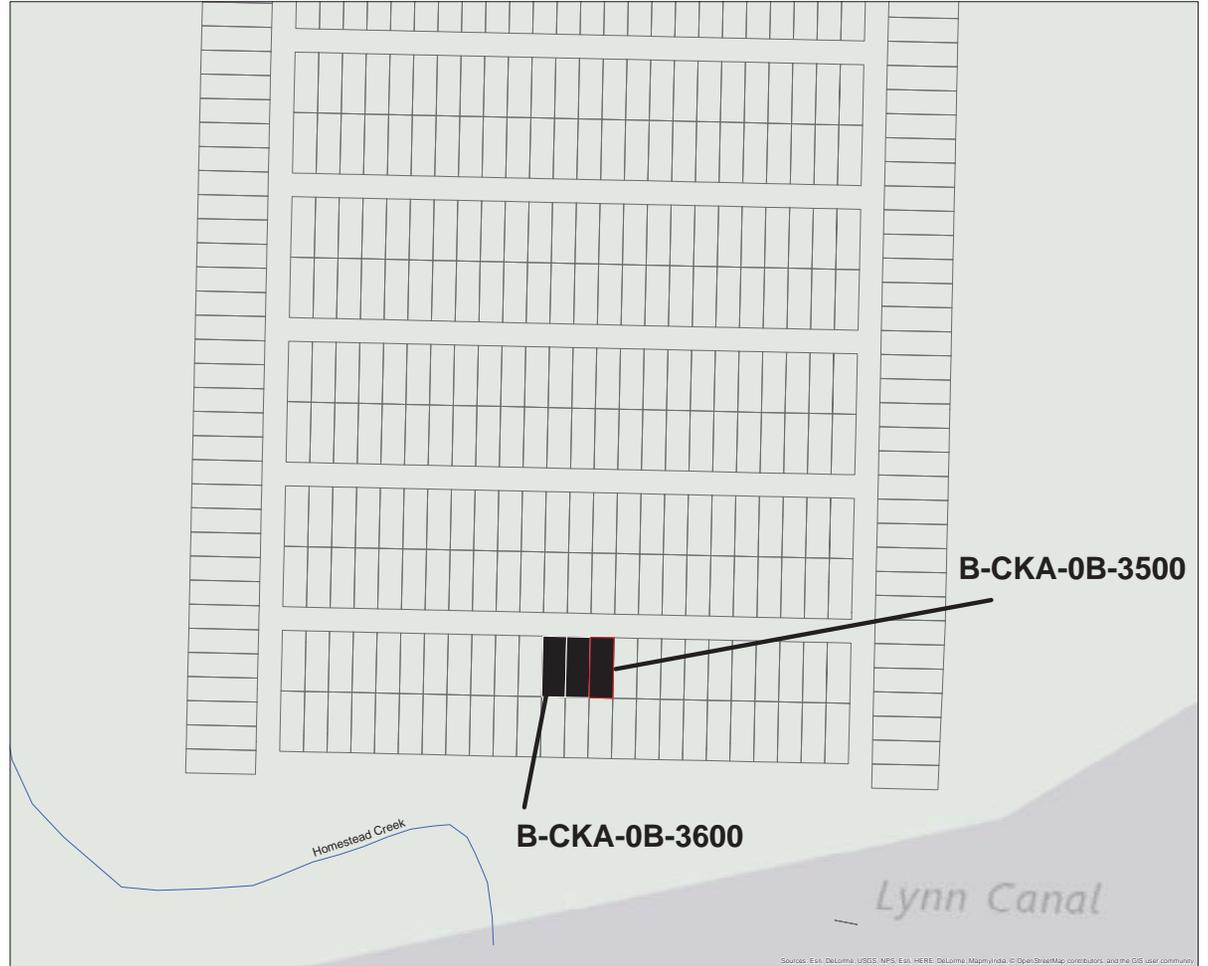
Holly Smith, Borough Planner



CHILKAT ACRES
 SUBDIVISION OF U. S. SURVEY NO. 1390
 APPROXIMATELY 26 MILES WEST OF JUNEAU, ALASKA
 SCALE: 1" = 100'
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]



Overview



Property 1: **B-CKA-0B-3500**
BLOCK B, LOT 35
4,077 SQ FT (PLAT #277-JUNO)

Property 2: **B-CKA-0B-3600**
BLOCK B, LOTS 36 & 37
8,154 SQ FT (PLAT #277-JUNO)



Coordinate System: NAD 1983 StatePlane Alaska 1 FIPS 5001 Feet
 Projection: Hotine Oblique Mercator Azimuth Natural Origin
 Datum: North American 1983
 false easting: 16,404,166.6667
 false northing: -16,404,166.6667
 scale factor: 0.9999
 azimuth: -36.8699
 longitude of center: -133.6667
 latitude of center: 57.0000
 Units: Foot US

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2016 – 004092 – 0

Recording District 101 Juneau

08/23/2016 10:01 AM

Page 1 of 2



JUNEAU RECORDING DISTRICT

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA

FIRST JUDICIAL DISTRICT AT JUNEAU

In the Matter of 2011 through)
2012 Delinquent Real Property)
Taxes Owed to the Haines Borough)
_____)

Case No. 1JU-15-00638 CI

THIS COVER SHEET HAS BEEN ADDED TO THE DOCUMENT TO PROVIDE SPACE FOR THE RECORDING DATA. THIS COVER SHEET APPEARS AS THE FIRST PAGE OF THE DOCUMENT IN THE OFFICIAL PUBLIC RECORD.

DO NOT DETACH

AFTER RECORDING RETURN TO:

**Boyd, Chandler & Falconer, LLP
911 W. 8th Avenue, Suite 302
Anchorage, AK 99501**

Charles Cacciola
AK Bar No. 1306045
BOYD, CHANDLER & FALCONER, LLP
911 W. 8th Avenue, Suite 302
Anchorage, AK 99501
ccacciola@bcfaklaw.com
(907) 272-8401

Attorneys for Haines Borough

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA
FIRST JUDICIAL DISTRICT AT JUNEAU

In the Matter of 2011 through)
2012 Delinquent Real Property)
Taxes Owed to the Haines Borough) Case No. 1JU-15-00638 CI

CLERK'S DEED

Upon this Court's Judgment and Decree of Foreclosure of Real Property Tax
Liens entered in Case No. 1JU-15-00638 CI,

IT IS HEREBY ORDERED that all rights, title, and interest of the former owner
of the below-listed property is hereby conveyed, to the Haines Borough, Alaska, P.O. Box
1209, Haines, Alaska 99827:

Block B, Lots 35, 36, and 37 of Chikat Acres (USS 1390),
recorded as Plat No. 277 in the records of the Juneau
Recording District, First Judicial District, Alaska.

Dated this 01 day of August, 2016.

By: Sharon Herdendorf
Clerk of Court



CLERK'S DEED
ITMO 2011-2012 Delinquent Real Property Taxes, 1JU-15-00638 CI
Page 1 of 1



Page 2 of 2
2016-004092-0

I certify that this is a full,
true and correct copy of an
original document on file in
the Alaska Trial Courts at
Juneau.
Witness my hand and
the seal of this court:

8/12/16 Eric W. Guss
Date Magistrate/Clerk

BOYD, CHANDLER & FALCONER, LLP
ATTORNEYS AT LAW
911 WEST EIGHTH AVENUE, SUITE 302
ANCHORAGE, ALASKA 99501
TELEPHONE: (907) 272-8401
FACSIMILE: (907) 274-3688

LOGGED 7/20 BY PS INITIALS
DATE

HBC 3.74.220 Disposition and sale of foreclosed property.

A. The borough shall determine by ordinance whether foreclosed property deeded to the borough shall be retained for a public purpose. The ordinance shall contain the legal description of the property, the address or a general description of the property sufficient to provide the public with notice of its location, and the name of the last record owner of the property as the name appears on the assessment rolls.

B. Tax-foreclosed property conveyed to the borough by tax foreclosure and not required for a public purpose may be sold. Before the sale of tax-foreclosed property held for a public purpose, the borough, by ordinance, shall determine that a public need does not exist. The ordinance shall contain the information required under subsection (A) of this section.

C. The assessor shall send a copy of the published notice of hearing of an ordinance to consider a determination required under subsections (A) or (B) of this section by certified mail to the former record owner of the property that is the subject of the ordinance. The notice shall be mailed within five days after its first publication and shall be sufficient if mailed to the last record owner of the property as the name appears on the assessment rolls.

D. The provisions of subsection (C) of this section do not apply with respect to property that has been held by the borough for a period of more than 10 years after the close of the redemption period.

3.74.230 Repurchase by record owner.

A. The record owner at the time of tax foreclosure of property acquired by the borough, or the assigns of that record owner, may, within 10 years and before the sale or contract of sale of the tax-foreclosed property by the borough, repurchase the property. The borough shall sell the property to the record owner or assigns for the full amount applicable to the property under the judgment and decree, plus:

1. Interest at the rate established in HBC [3.74.040\(A\)](#), from the date of entry of the judgment of foreclosure to the date of repurchase;
2. Delinquent taxes assessed and levied as though it had continued in private ownership; and
3. Costs of foreclosure and sale.

B. After adoption of an ordinance providing for the retention of tax-foreclosed property by the borough for a public purpose, the right of the former record owner under subsection (A) of this section to repurchase the property ceases.

3.74.240 Proceeds of tax sale.

A. If foreclosed property lies within the townsite service area, on the sale of such property, the borough shall divide the proceeds less cost of collection between the borough general fund and

the townsite service area fund having unpaid taxes against the property. The division shall be in proportion to the respective municipal taxes against the property at the time of foreclosure.

B. If tax-foreclosed property that has been held by the borough for less than 10 years after the close of the redemption period and never designated for a public purpose is sold at a tax-foreclosure sale, the former record owner is entitled to the portion of the proceeds of the sale that exceeds the amount of unpaid taxes, penalties, interest, and costs to the borough of foreclosing and selling the property, and the amount equal to taxes that would have been assessed and levied after foreclosure if the property had continued in private ownership. If the proceeds of the sale of tax-foreclosed property exceed the total of unpaid and delinquent taxes, penalty, interest, and costs, the borough shall provide the former owner of the property written notice advising of the amount of the excess and the manner in which a claim for the balance of the proceeds may be submitted. Notice is sufficient under this subsection if mailed to the former record owner at the last address of record of the former record owner. On presentation of a proper claim, the borough shall remit the excess to the former record owner. A claim for the excess filed after six months of the date of sale is forever barred.

14.20.040 Classification of lands for sale.

A. Borough lands may be classified for sale by the assembly with the advice of the planning commission.

B. No land which the borough owns or has an interest in shall be sold until it has first been classified for sale and a use designated.

C. The assembly may require that there be no use of any land, or interest in land, other than permitted by its designation, unless the written approval of the assembly is obtained.

D. Public meetings shall be held by the planning commission to discuss any such classification and designation before making any recommendation to the assembly. All adjacent property owners of the parcel to be classified shall be notified, in writing, of the public meetings.

E. Designation of a use of any land shall not conflict with any existing valid zoning regulations and shall be in keeping with the borough comprehensive plan.

F. The borough does not warrant by its classification, designation or sale of land that the land is suited for the use authorized under said classification, designation or sale and no guaranty is given or implied that it shall be profitable to employ the land to said use.



Report

from the
Borough Manager

Date: 10/6/2016

To: Mayor and Borough Assembly

From: William E. Seward, Borough Manager

Re: **Manager's Report**

FACILITIES/PUBLIC WORKS

- Hazardous materials removed from the Mosquito Lake Community Center.
- Repaired the library window in the Mosquito Lake Community Center.
- New toilet installed in the women's restroom in the Mosquito Lake Community Center.
- Repaired swimming pool air handlers.
- Loaded the 12 ton pellet hopper at the Senior Center.
- Received approval for a new heat exchanger for the swimming pool which will be paid for by the AEA biomass grant.
- Completed pick up and draining fluids for the initial junk car removal program. The initial effort will result in the removal of the 15 community members vehicles and the vehicles currently at the impound lot at the waste water treatment plant.
- Kyle Klinger successfully passed his CDL driving test.
- The CAT dealer's authorized trainer is training the public works crew on the new loader.
- Completed moving the stone carvings for the Sheldon Museum

HARBOR

- Completed Annual Moorage Bills.
- Starting to collect winter moorage.
- Continuing to power wash the floats while water is on.
- Harbor office and fuel dock are now closed on Saturdays and Sundays.

POOL

- Swim team continues to go strong and we have three new life guards to help with increased staffing needs.

WATER/SEWER

- Water main extension for Bear Trails lane was accepted by DEC and is moving through the process.
- Continue to work on the Beach Rd. sewer main issues and applied for a right-of-way permit to repair the line in the spring of 2017.

POLICE

- We will begin marketing Nixle, an Emergency Notification and Community Engagement tool, to solicit members of the community to sign up for wireless updates. Additionally, Nixle has advised us that they can take a partial information update for residential contact information.
- Uniform Crime Report Data complete for 2015.
 - Working on UCR at a glance for 2016.
 - In an effort to support better data collection and review the following policy will go into effect immediately; all [Uniform Crime Report \(UCR\)](#) data Part I Index Crimes (serious crimes) and Part II Index Crimes (petty crime) offenses will require a primary report be completed and signed by myself or an Acting Official.
- HBPD has begun a formal review of all policy, staff review is underway currently – we will be submitting policy in groups of 5 to 10 for legal sufficiency.
- Mayor, Borough Manager, and Police Chief are tentatively scheduled to visit Skagway on Monday Oct. 24.
- The Honorable Mary Kay Germain, Haines Magistrate, will be introduced to the Assembly on Tuesday, Nov. 29 2016.
- Computer Aided Dispatch (CAD) stats from May to Sept 2016 are complete.
- Experienced a surge in overtime due to an increase during a 72-hour period (Sept 27-29) due to four incarcerations.
- Partnered with CFO to formulate FY18 Dept of Correction (DOC) budget request; due DOC no later than Oct. 31, 2016.

Years	No. of Prisoners	Days Held
2014	51	181
2015	47	141
2016	56 – YTD (Oct, Nov, Dec. left)	149

Community Jails Funding

FY09	113,266
FY10	113,266
FY11	113,266
FY12	335,187
FY13	349,513
FY14	383,440
FY15	392,643
FY16	215,954

**So far 2016 YTD number of prisoner is up 25% form 2014 at this same time.*

FIRE and EMS

- FD has begun to implement the new training protocols developed to provide high level training to our department with outside professionals from our community, region and state. Two excellent training sessions were provided in the month of September by Acting Police Chief Klinkhart and also Ms. Kelly Williamson, local Professionals. Additional plans for high level outside training include Rural Fire Fighter training currently schedule for spring 2017. This training is based in professional series Fire Fighter 1 skills specifically directed to small volunteer departments to improve abilities while building an effective response team.
- We have received our Public Protection Classification Report provided by the Insurance Services Office in Mt. Laurel New Jersey. This report is completed periodically to rate our Emergency response capabilities related to Fire Prevention and Suppression in our response area and our review took place this July. This rating is generated to supply insurance companies a third party review of customers thus establishing our costs for local "Fire Insurance" related to developed properties in our response area. The HVFD has remained consistent over our last several reviews and our rating has been maintained during this review, and slightly improved due to water supply upgrades since the previous report period. Overall, the report indicates that the HVFD, a volunteer department in regard to the review process, rates above average in our

services provided to the Borough based on the size of our department and its functional capability.

LANDS

Assessing

- Manager is researching options for property tax relief on Chilkoot Estates Subdivision single family residential real property accounts that were determined taxable by legal.
- Assessments are being updated on building permits & construction declarations progress during the 2016 building season.
- Sales data is being analyzed for use with land valuation model for 2017 Tax Roll.
- New hire (property data collector) position is vacant as employee also applied for Admin. Asst. opening and was selected.
- Continuing with assessment cycle updates on Haines Highway when possible.

Planning & Zoning

- Processed three land use permits, one site visit.
- Compiled addresses for deployment of Nixle.
- Prepping for three planning workshops and Planning Commission meeting Oct. 13, which includes:
 - Public notifications of appeals and workshops.
 - Agenda and presentation to Aesthetics Subcommittee on Waterfront Design
 - Finalizing draft minutes PC Meeting 9/8/2016
 - Draft agenda, which includes: Finalizing Comp. Plan Action Plan Schedule of Revisions (strategic planning), Ord. 16.01.429, Coastal Management revision recommendations, report on Bear Tracts / FAA ROW, three appeals, and proposed change to height restrictions.
- Revisions to approved Heli-ski map.
- Draft RFP for Broadband.
- GIS Needs Assessment (Parcel Viewer Update, addressing, utilities, parcel edits).
- Property descriptions for Facilities & Borough wireless project.
- Completed map for Sheldon Cultural Museum – children’s exhibit.

Tourism

- The Tourism Dept has been busy with tying up the end of the season:
 - last cruise ships
 - Closing down facilities
- Leslie Ross has been in travel mode for the past three weeks taking part in the Adventure Travel World Summit and Alaska Travel Industry annual conference.
- ATWS is a worldwide gathering of adventure destinations, tour operators and travel planners. It was an amazing conference to be held in Alaska and sponsored by Anchorage as it travels the globe. Ross assisted Travel Juneau welcoming delegates pre-summit to Juneau and brought a handful to Haines. This summit was incredible showcasing Alaska as an adventure destination. For Haines, media attention and connection to travel planners were the highlights.
- ATIA is going on currently and the mayor is in attendance as well. We have had meetings with media, cruise line industry, and tour planners.
- Plans for the 2017 travel planner are underway.
- Anna Jacobson is finishing a strategic plan and social media calendar for us to implement this winter.


 REGULAR MEETING

 Parks and Recreation
Advisory Committee
(PRAC)

 SPECIAL MEETING

COMMITTEE MEETING SUMMARY AND MINUTES

Meeting date: 8/30/2016

Time: 5:00 pm

Location: Library

Committee members present:

Chair person: Richard Chapell

Members present: Burl Sheldon, George Figdor, Meredith Pochardt, Richard Chapell

Members absent: Thom Ely, Patricia Peters

Guests: Carol Tuynman (Art on Main St), Margaret Friedenauer (BA Member), Jillian Rogers (KHNS)

Person filling out form: Richard Chapell

Action items:

- Approved unanimously minutes from 6/22/2016 meeting.
- Motion approved unanimously that Figdor will convey PRAC recommendations on harbor planning to Holly Smith, Borough Planner.
- Motion approved unanimously to ask Lori Smith for her specific interest in PRAC membership, either by attending the next meeting or by email.

Topics of discussion:

- NEA "Our Town" waterfront planning project: Guest Speaker Carol Tuynman, Art on Main Street. PRAC is listed as a stakeholder. Carol is working with Borough Planner Holly Smith and Manager Bill Seward on the grant application.
- Harbor expansion update: Facilities Director hosted a 2nd town hall mtg. Aug 25. Harbor construction 95% design is out to bid. Before RFP for waterfront trail/Lookout Park planning process goes out, Borough legal is making sure CLIA will not sue if cruise ship passenger head tax money is used.
- Filling 7th PRAC seat: Lori Smith submitted application in June. PRAC members found the application was generic for 3 different Borough boards and lacked any specific reference to parks or recreation issues. Chapell will request more info from Smith.
- Developing Parks ordinances in Borough code: PRAC reviewed and commented on Sheldon's draft language. Sheldon, as a member of PC/PRAC subcommittee (Sheldon, Heather Lende, Rob

Goldberg) will refine and finalize code. Planning Commission will approve code and forward to the Assembly.

- Borough lot at 3rd & Main: PRAC will make this a prominent topic on the agenda later in fall 2016 and will seek public comment.
- Public comment: Meg Friedenauer- the picnic site on the Chilkat River Beaches ADNR parcel is getting trashy and the fire pit needs to be shoveled out.
- Next meeting: Sept 21 at the Library, Guest Speaker- Park Ranger Travis Russell



REGULAR MEETING

Parks and Recreation
Advisory Committee
(PRAC)

SPECIAL MEETING

COMMITTEE MEETING SUMMARY AND MINUTES

Meeting date: 9/21/2016

Time: 5:00 pm

Location: Library

Committee members present: George Figdor, Meredith Pochardt,
Patty Peters, Burl Sheldon (telephone)

Chair person: Richard Chapell

Members absent: Thom Ely

Guests: Carol Tuynman (Art on Main St), Margaret Friedenauer (BA Member), Pam Randles, Lori Smith, Jeremy Stephens

Person filling out form: Richard Chapell

Action items:

- Approved minutes from 8/30/2016 meeting - unanimous.
- Approved agenda – unanimous.
- Approved recommending Lori Smith to fill the last vacant seat on PRAC - unanimous.

Topics of discussion:

- Presentation by Pam Randles on a proposed trail network in the townsite area that links properties owned Takshanuk Watershed Council (TWC), SE AK State Fair (SEASF), Port Chilkoot Co., Chilkoot Indian Association, Haines Borough, and 2 private parties. Private non-profits (TWC, SEASF) will approach landowners to request easements and to develop a Memorandum of Understanding. Haines Borough Assembly would be approached as a signer.
- Filling the 7th PRAC seat: Lori Smith described her experience developing an exercise walk for Wounded Warriors, providing youth recreation services in the military, and her Haines area recreation project ideas: road bike trails, senior citizen accessible exercise trail, harbor uplands park development. From his application, John Brower is also qualified and interested in PRAC membership. PRAC members decided to give weight to Smith's earlier application (June 2016) and recommend her to fill the seat. John Brower's application should be kept on file for a future vacancy.
- Planning Commission and PRAC subcommittee on parks ordinance language is scheduled for 5 pm on October 6. Subcommittee members are Sheldon, Lende, and Goldberg.

- The Borough RFP for a Portage Cove trail and Lookout Park planning process is set to close Oct. 5, and the planning process is scheduled to conclude in Feb. 2017. There is not enough time to meet the 2016 Recreational Trails Program grant cycle dates: Oct. 1 public notice, and agency consultation and landowner agreements before the November 1 application deadline.
- Public Comment: Jeremy Stephens encouraged PRAC to stay engaged in the Portage Cove trail and Lookout Park planning process. Steps are reviewing Proposals, recommending contractor selection, and providing input during the process.
- Developing Parks ordinances in Borough code: PRAC reviewed and commented on Sheldon's draft language. Sheldon, as a member of PC/PRAC subcommittee (Sheldon, Heather Lende, Rob Goldberg) will refine and finalize code. Planning Commission will approve code and forward to the Assembly.
- Next PRAC events:
 - Sept. 29, 6:30 at Assembly Chambers: Joint PRAC, PC, Waterfront Aesthetics meeting.
 - October 7, 12:30 pm, PRAC work session at Carr's Cove Borough property, meet there.
 - October 19, 5 pm, PRAC regular meeting at the library. Guest Speaker Travis Russell.

**Haines Borough
Assembly Standing Committee REPORT**

Committee: FINANCE

Meeting Date: 9/29/16 **Time:** 5:00PM Adjourned 6:14pm

Meeting Location: Assembly Chambers

Meeting Chaired by: Diana Lapham

Report Prepared by: Diana Lapham

Ron Jackson, Tresham Gregg

Committee Members Attending:

Borough Staff Attending: Jila Stuart-CFO

Others Attending: Mike Denker, Sean Gaffney, John Stang/CVN

Report Date: Sept 29,2016

AGENDA ITEM #1: Sales Tax Exemption Criteria- Non Profits
<p>Action Taken, if any: The committee believes this to be an Administrative duty. There maybe a report given to the Assembly every month or as necessary as to how many non profits have applied.</p> <p>Rationale and Recommendation to the Assembly: Diana M/ Ron S.....recommend to the Assembly to direct the Manager to have staff investigate the criteria for an Administrative Process for non-profit sales tax exemption.</p> <p>Vote 3-0</p> <p>Next meeting for this item, if necessary:</p>
AGENDA ITEM #2:
Action Taken , if any:



**Haines Borough
Assembly Agenda Bill**

Agenda Bill No.: 16-685
Assembly Meeting Date: 10/11/16

Business Item Description:	Attachments:
Subject: Contract with R&M Consultants for the Lutak Dock Design & Development Concepts project	1) Resolution 16-10-689 2) R&M fee proposal 3) RFP public notice 4) Request for Proposals 5) R&M proposal
Originator: Director of Public Facilities	
Originating Department: Public Facilities	
Date Submitted: 9/30/16	

Full Title/Motion:
Motion: Adopt Resolution 16-10-689.

Administrative Recommendation:
The Borough Manager recommends adoption of this resolution.

Fiscal Impact:

Expenditure Required	Amount Budgeted	Appropriation Required	Projected Impact to Future Operating Budgets
\$ 129,530	\$ 150K	\$ 0	

Comprehensive Plan Consistency Review:
Comp Plan Goals/Objectives: _____
Consistent: Yes No

Summary Statement:
The Lutak Dock Design and Development Concepts request for proposals sought licensed design firms to provide conceptual options for replacing or refurbishing the Lutak Dock. The borough received six responsive proposals, from 1) AECOM; 2) KPFF Consulting Engineers; 3) Moffatt & Nichol; 4) PND Engineers; 5) proHNS; and 6) R&M Consultants, Inc.

The proposals were scored by a committee, and R&M received the highest score. That proposal is included as an attachment to this agenda bill. All other proposals can be viewed at:
<http://www.hainesalaska.gov/ports/lutak-dock-design-and-development-concepts>.

Referral:
Referred to: _____ Referral Date: _____
Recommendation: _____ Meeting Date: _____

Assembly Action:
Meeting Date(s): 10/11/16 Public Hearing Date(s): _____
Postponed to Date: _____

A Resolution of the Haines Borough Assembly authorizing the Borough Manager to execute a contract with R&M Consultants, Inc. for the Lutak Dock Design and Development Concepts project for an amount not to exceed \$129,530.

WHEREAS, the Lutak Dock Design and Development Concepts request for proposals sought licensed design firms to provide conceptual options for replacing or refurbishing the Lutak Dock; and

WHEREAS, the concepts were to include research, analysis, cost estimating, and community outreach; and

WHEREAS, the Borough obtained six responsive proposals, from 1) AECOM; 2) KPFF Consulting Engineers; 3) Moffatt & Nichol; 4) PND Engineers; 5) proHNS; and 6) R&M Consultants, Inc.; and

WHEREAS, responses to the RFP were evaluated and ranked by a Lutak Review Committee; and

WHEREAS, R&M Consultants, Inc. received the highest average score after each member of the committee independently scored the proposals; and

WHEREAS, upon notification of its top ranking among the proposers, R&M Consultants, Inc. submitted a fee proposal at the Borough's request; and

WHEREAS, the Director of Public Facilities has reviewed the fee proposal and recommends contract award; and

WHEREAS, budgeted funds are sufficient for this work,

NOW, THEREFORE, BE IT RESOLVED that the Haines Borough Assembly authorizes the Borough Manager to execute a contract with R&M Consultants, Inc. for the Lutak Dock Design and Development Concepts project for an amount not to exceed \$129,530.

Adopted by a duly-constituted quorum of the Haines Borough Assembly on this ____ day of _____, 2016.

Janice Hill, Mayor

Attest:

Julie Cozzi, MMC, Borough Clerk



R&M CONSULTANTS, INC.

9101 Vanguard Drive
Anchorage, Alaska 99507

phone: 907.522.1707

fax: 907.522.3403

September 27, 2016

R&M No. 0016.52

Brad Ryan
Director of Public Facilities
Haines Borough
P.O. Box 1209
Haines, Alaska 99827

RE: Haines Lutak Dock Design and Development Concepts Project.

Dear Mr. Ryan:

R&M Consultants, Inc. (R&M) is pleased to submit the attached fee proposal for providing professional services for the above referenced project. The scope of the project was outlined in the RFP and our proposal. It generally includes:

1. Preliminary design and cost estimates for 3 dock alternatives including 1.) Encapsulate the existing dock with a new sheet pile combi wall, 2.) Replace the existing dock with a similar sheet pile dock, and 3.) Provide a new pipe pile supported platform dock with sheet pile bulkhead.
2. Provide 3 public meetings on site in Haines including 1.) An initial meeting to introduce the project and solicit input, 2.) A public meeting to outline concepts and cost estimates, and 3.) A final public meeting to present the findings of the study.
3. A report that includes an executive summary, narrative description of the alternatives including engineering parameters pros and cons for each alternative, graphics to include drawings of each alternative, and cost estimates.

Schedule

We are available to begin working on this project immediately. Below is a draft schedule predicated on a mid-October NTP.

- October 11, 2016 Assembly approval
- October 12, 2016 NTP
- Management team kick off meeting October 18, 2016
- Initial public meeting November 2, 2016
- Second public meeting December 7, 2016
- Final public meeting January 12, 2017
- Final report January 25, 2017

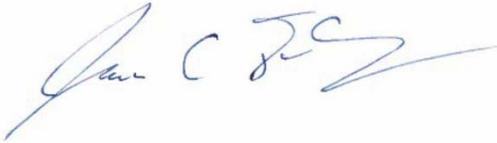
Brad Ryan
September 27, 2016
Page 2

Please find attached our fee estimate for the project. It includes the services of our sub-consultants. Their fee and scope letters are included as an appendix to this document.

Please contact me with any questions or comments.

Sincerely,

R&M CONSULTANTS, INC

A handwritten signature in blue ink, appearing to read "John C. Daley".

John C. Daley, PE
Project Engineer

Attachment: fee estimate

COST ESTIMATE PER TASK

FIRM: R&M Consultants, Inc.			PROJECT TITLE: Haines Lutak Dock								
TASK NO:		TASK DESCRIPTION:								DATE: 9/26/2016	
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION									
		Principal /Sr. Structural Engineer	Sr. Waterfront Engineer / QC Manager	Project Manager/Sr. Waterfront Engr.	Structural PE	Staff Civil Engineer/ Drafting	Project Civil, PE	Geotechnical Engineer	Planning / Public Involvement	Planning / Public Involvement	Admin
		Anderson	Nielsen	Daley	Crowe	Pugatch/Hewlett	Lewis	Pintner	Van Le	Oleson	
a	Kick off meeting with management team (teleconference)			2					2		
	Bi Weekly Coordination Meetings			12					12		
b	Data gathering and design criteria			2	4			32			
c	Initial public meeting in Haines (solicit input)										
	Management team meeting			4					4		
	Industry stakeholders meeting			4					6	6	
	Public meeting (coordinating, notifications, attending, reporting)			16					24	15	
	PI tools (website/updates, comments, handouts)								6	30	
	Presentation Development			4					4	10	
	Stakeholder coord/interviews			8					15	10	
d	Design Development										
	Combi wall encapsulation	1		12	8	24	8	24			
	Replace in kind	1		12	8	24	8	24			
	Platform dock with bulkhead abutment	1		12	8	24	8	24			
	Electrical and lighting			2							
	Fenders and amenities	1		8							
	Cost estimates	1		8			8				
	Review with management team		4	4				2	2		
e	Second public meeting in Haines (present concept designs)										
	Public meeting (coordinating, notifications, attending, reporting)			16					30	15	
f	Design refinement										
	Review with management team	1	2	4				2	2		
g	Final public meeting in Haines (present study results)										
	Public meeting (coordinating, notifications, attending, reporting)			16					30	15	
h	Final study document										
	Executive summary			8							
	Report			16				8	2		
	Graphics			12		24					
	Cost estimates			8			8				
TOTAL LABOR HOURS		6	6	214	44	120	56	140	139	101	0
* LABOR RATES (\$/HR)		\$204.40	\$190.40	\$173.60	\$105.00	\$89.60	\$141.40	\$168.00	\$134.40	\$81.20	\$88.20
LABOR COSTS (\$)		\$1,226	\$1,142	\$37,150	\$4,620	\$10,752	\$7,918	\$23,520	\$18,682	\$8,201	\$0
COMMENTS:											
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE							
c,e,g	RT airfare to Juneau	6	\$500.00	\$3,000.00							
c,e,g	RT airfare to Haines	6	\$130.00	\$780.00							
c,e,g	car rental	6	\$150.00	\$900.00							
c,e,g	hotel	12	\$150.00	\$1,800.00							
c,e,g	meals	12	\$65.00	\$780.00							
c	Website domain purchase/set up	1	\$200.00	\$200.00							
c, e, g	PI Supplies (meeting supplies, refreshments)	3	\$75.00	\$225.00							
				TOTAL EXPENSES:	\$7,685	FIRM'S LABOR:					\$113,211
						FIRM'S TOTAL EXPENSES Plus 5% Mark-Up:					\$8,069
						TOTAL SUBCONTRACTOR Plus 10% Mark-Up:					\$8,250
SUB-CONTRACTORS: Firm Initials and Price Per Task											
FIRM:	Haight and Associates					TOTAL SUB					
AMOUNT:	\$7,500					\$7,500	TOTAL*:				\$129,530



CONSULTING
ELECTRICAL
ENGINEERS

MEMORANDUM

To: John Daley

Date: 27th Sept 2016

From: Nimmy Philips

H&A Job#: 278-11

Regarding: Haines Lutak Dock – Concept Electrical Design Fee

Attached is a proposed fee for concept Electrical Design for Haines Lutak Dock.

- Lutak Dock's utility Service,
- Ore loader
- area lighting for new dock
- security for fenced yard
- 3 phase power
- power pedestal for refrigeration

Let us know if you have any questions. We look forward to working with you.

526 Main Street
Juneau, Alaska
99801

Telephone
(907) 586-9788
Fax
(907) 586-5774



526 Main Street
Juneau, Alaska
99801

Telephone
(907) 586-9788
Fax
(907) 586-5774

FEE ESTIMATE

PROJECT NAME: Haines Lutak Dock

CLIENT: R&M Consultants

PROJECT NO.: 278-11

DATE: 27th Sept 2016

STAFF	PRELIMINARY DESIGN: (HOURS)	DESIGN DEVELOPMENT: (HOURS)	CONTRACT DOCUMENTS: (HOURS)	TOTAL (HOURS)	RATE (\$/HR)	TOTAL (\$)
Principal Engineer	9	2	0	11	170	1,870
Project Engineer	10	13	0	23	150	3,450
Staff Engineer	0	7	0	7	135	945
CAD/Designer	0	0	0	0	95	0
CAD/Technician	0	8	0	8	80	640
Clerical	0	0	0	0	65	0
Administrative	1	0	0	1	85	85
TOTAL (Time)	20	30	0	50		
TOTALS (\$)	\$3,115	\$3,875	\$0			\$6,990
Total (Sales Tax - CBJ @ 5%)	\$0	\$0	\$0			\$0
TOTAL (Reimbursable Expenses)	\$813	\$0	\$0			\$510
PROJECT TOTAL	\$3,928	\$3,875	\$0			\$7,500
INVOICE PARAMETER:	LS	LS	LS			

LS = Lump Sum or Fixed Fee

T&E = Time & Expense

NA = Not Applied at this time

Request for Proposals

Lutak Dock Design and Development Concepts



This Haines Borough request for proposals (RFP) seeks licensed design firms to provide conceptual options for replacing or refurbishing the Lutak Dock in Haines, Alaska. The concepts shall include research, analysis, cost estimating, and community outreach. The range of available funding for this work is \$100,000 to \$130,000.

This RFP does not commit the Haines Borough (hereinafter "Borough") to enter into a contract, nor does it obligate the Borough to pay for any costs incurred in the preparation and submission of a proposal or negotiations for or in anticipation of any contract. The Borough reserves the right at its sole discretion: to make selections, to reject any or all submissions, to issue subsequent RFPs, to remedy technical errors in the RFP process, and to enter into a contract with one or more consultants for the provision of any, all, or some of the services described herein. **The full RFP can be viewed at <http://www.hainesalaska.gov/rfps>.**

Questions

All communication relative to proposals shall be directed to:
Haines Borough, P.O. Box 1209, Haines, Alaska 99827
Attention: Brad Ryan, Director of Public Facilities
Telephone: (907) 314-0648
Fax: (907) 766-2716
Email: bryan@haines.ak.us

No oral interpretation concerning this RFP will be made. Requests for interpretation must be made in writing and mailed, emailed, or faxed at least four (4) business days prior to the submittal deadline.

Submission of Proposals

Deadline for proposals is **5:00 pm, Friday, September 2, 2016**. Six copies of proposals must be submitted and received in sealed envelopes by the deadline. Submissions received after the deadline will not be considered. Proposals should not exceed 15 pages (8.5 x 11), exclusive of appendix, cover page, letter of transmittal and table of contents. Bulky bindings such as three-ring binders are discouraged.

Proposals may be hand-delivered, mailed, or express delivered. Submissions must be clearly marked "Lutak Dock Design and Development Proposal" and submitted to:

Mailing Address:

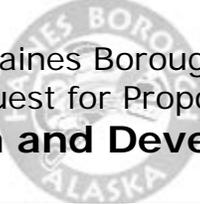
Attn: Office of the Borough Clerk
Haines Borough
P.O. Box 1209
Haines, AK 99827

Physical Address:

Haines Borough
Borough Clerk's Office
103 Third Ave. S
Haines, AK 99827

The Borough reserves the right to reject any and all submittals, to waive any informalities or technicalities, and to negotiate with any responder to this RFP it deems to be the best qualified.

Posted 8/8/16



Haines Borough
Request for Proposals
Lutak Dock Design and Development Concepts

Introduction

This Haines Borough request for proposals (RFP) seeks licensed design firms to provide conceptual options for replacing or refurbishing the Lutak Dock in Haines, Alaska. The concepts shall include research, analysis, cost estimating, and community outreach. The range of available funding for this work is \$100,000 to \$130,000.

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Proposals may be hand-delivered, mailed, or express delivered. Submissions must be clearly marked "Lutak Dock Design and Development Proposal" and submitted to:

Mailing Address:

Attn: Office of the Borough Clerk
Haines Borough
P.O. Box 1209
Haines, AK 99827

Physical Address:

Haines Borough
Borough Clerk's Office
103 Third Ave. S
Haines, AK 99827

The Borough reserves the right to reject any and all submittals, to waive any informalities or technicalities, and to negotiate with any responder to this RFP it deems to be the best qualified.

Background

Lutak Dock is a deep water port located in Haines, Alaska. The dock is 1,100 feet long and includes 15 cellular structures, closure arcs, and a concrete cap. The United States Army Corps of Engineers (USACE) designed Lutak Dock and completed its construction in 1953. The Borough currently owns the 11 cells on the west end of the dock. The remaining four cellular structures are owned by the State of Alaska.

The cellular structures are closed cells constructed with interlocking sheet pile. Closure arcs, also constructed with interlocking sheet pile, are used to fill the void between each cell. A concrete cap runs the length of the dock along the top of the cells and closure arcs. Modifications were made to the Borough's portion of the dock in 2003. These modifications included replacing the upper portion of the closure arcs with straight closure walls. The concrete cap was also removed at these locations to allow access to the closure arcs and install H-pile to support the new closure walls and reconstructed concrete cap.

In April of 2015 the State of Alaska began replacing its portion of Lutak Dock with a riprap slope. Due to the condition of the dock, the Borough agreed to allow the State of Alaska to remove cell 5 and part of cell 6, the Borough's eastern-most cells.

Condition reports for the Lutak Dock can be accessed on the Haines Borough website. <http://www.hainesalaska.gov/ports>.

Services to be Provided

- 1) The selected Consultant will provide the Haines Borough with three conceptual designs (35%).
 - a. Design Option 1:
 - i. Provide (35%) design plans encapsulating existing dock structure with walls, pilings, and/or fill, keeping the existing dock size and functionality the same.
 - b. Design Option 2:
 - i. Provide (35%) design plans for demolishing the existing dock and replacing with like size and capability.
 - c. Design Option 3:
 - i. Provide (35%) design plans with Consultant design recommendations.

All Designs should address the following priorities:

- Securing the integrity of the existing facility.
- Maintaining the existing working area and functionality, including the roll-on, roll-off ramp.
- Providing a design that allows for expansion of the facility in the event of future demand.
- Maximum life expectancy.
- A construction model that wouldn't interfere with Alaska Marine Highway System, Alaska Marine Lines or Delta Western operations.
- Considerations for new business.

- Options may include demolition of current cells or constructing a new wall outside of the dock.
- 2) Designs should be developed and vetted through a series of no fewer than three public meetings hosted by the selected firm in Haines.
 - 3) Designs should include cost estimates sufficient for decision making and pursuing outside funding.
 - 4) A final conceptual design should be presented to the Borough at an additional public meeting in Haines that incorporates public and Borough feedback.

Required Proposal Contents

1. Letter of Transmittal.
2. Description of how the consultant(s) will evaluate community and Borough needs and tailor conceptual designs to meet these needs.
3. Description of the engineering team and its ability to meet the above needs.
4. Process for background research and data analysis to inform the conceptual designs.
5. Overall timeline and completion date for conceptual designs.
6. Qualification Statement (see below).

Qualification Statement Contents

Qualification statements must contain responses corresponding to each numbered item identified in the below list at a minimum.

- 1) Consultant name (or names if joint effort) and applicable licenses.
- 2) The number of years the consultant has been in business and a brief history of the firm.
- 3) Experience with similar projects, including ability to deliver cost-effective solutions.
- 4) Past record of performance on similar contracts including quality of work, timeliness and cost control. Provide names and telephone numbers of five other client contacts for reference purposes.
- 5) Description of consultant's experience working with communities similar in size and character to the Haines Borough.

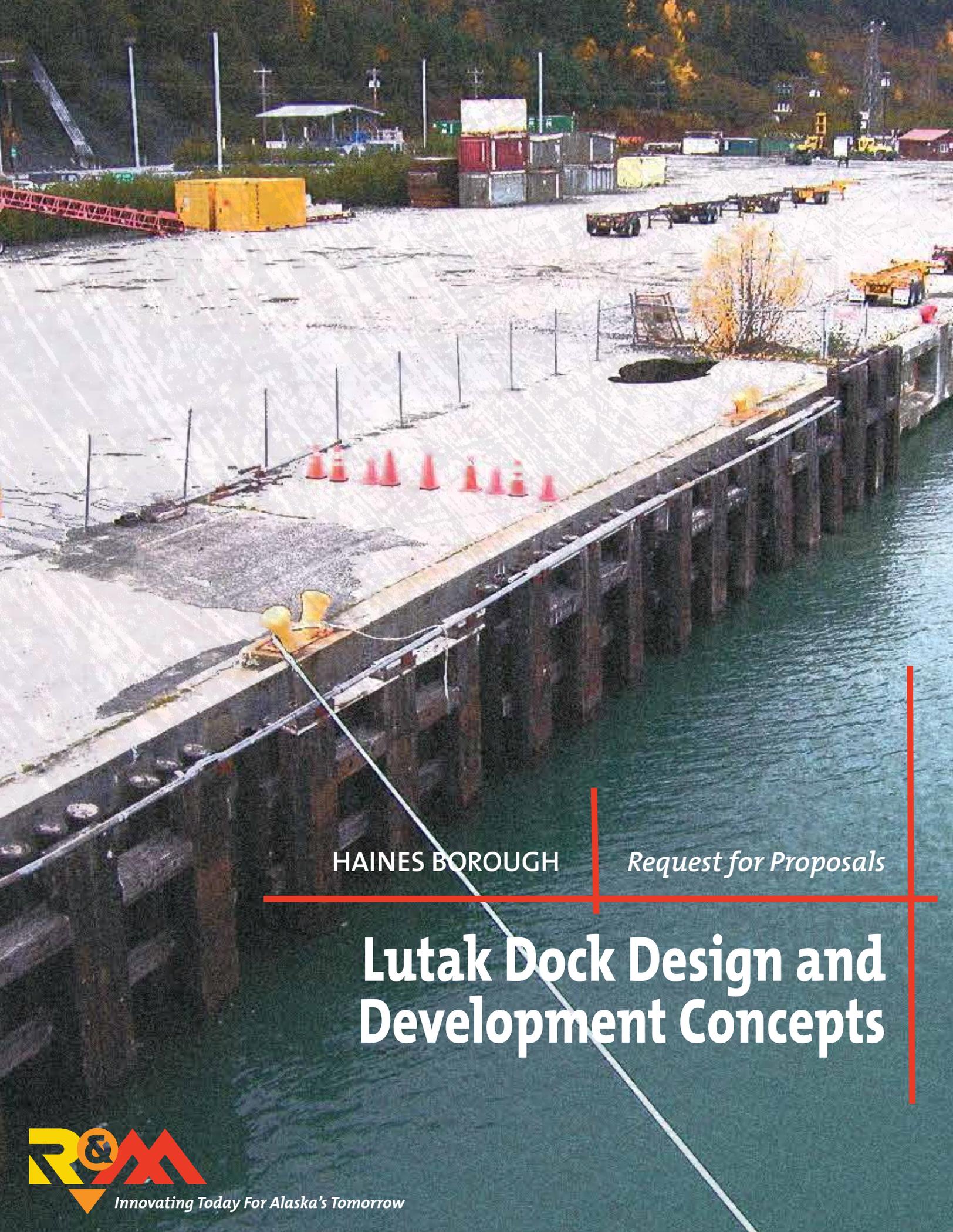
Evaluation and Selection Process

Responses to the RFP will be evaluated and ranked by a Lutak Review Committee. Each member of the committee will independently score the proposals. Based off the score given, each proposer will be ranked. The highest score shall be given a ranking of "1", next highest "2", and so on. Once all proposals have been given a ranking, the committee will come together and discuss results. If the committee has a clear leader, it may declare a successful proposer and forward the recommendation to the Borough Manager. If a winning proposer is not immediately identified, the committee reserves the right to perform oral interviews. If required, oral interviews would be scheduled within two weeks after the due date of the proposals. Final selection of a proposer would then be made after oral interviews

of the top applicant(s) and an agreed upon schedule of fees and timeline. Please note cost will not be part of the initial selection process. However, submitted proposals should be developed with the range of available funds outlined at the beginning of this RFP. If a design firm is selected and negotiations reveal it needs more funding than is available, the selection committee will terminate negotiation and move on to another design firm. A Haines Business License is required prior to contract award.

Scoring for the selection process will be based on the following criteria (100 points total):

- 1) Firm's Overall Qualifications and Experience (20 points)
 - The experience and qualifications of the consultant and the personnel to be assigned to this project.
- 2) Past Performance (15 points)
 - The consultant's performance on past Haines Borough projects, performance with similar communities and projects, and/or performance with private industry. Performance will be evaluated according to the applicant's past ability to meet project deadlines, budget restrictions, quality of job completed, and overall customer satisfaction.
- 3) Draft Scope of Work (30 points)
 - Methodology to complete and present three conceptual design options, culminating to a final conceptual design.
- 4) Capacity of the Firm (10 points)
 - The proposer's ability to perform the desired services based on current workload, number and type of employees, and outside contractors proposed to complete needed tasks.
- 5) Firm's Experience with Public Meetings and User Groups (10 points)
 - Firm's ability to coordinate between multiple parties and provide clear and concise explanations for the direction of the project.
- 6) Quality of Proposal (8 points)
 - Proposal should be clear and include all required information outlined in this RFP. Proposal should be responsive to the needs of the project and be well informed.
- 7) Local Bidder Points (7 points)
 - Firms with offices that reside in the Borough will be awarded an additional 7 points. The proposal will either be awarded all or none of the local bidder points, based on whether this qualification is met.



HAINES BOROUGH

Request for Proposals

Lutak Dock Design and Development Concepts



Innovating Today For Alaska's Tomorrow

proposal submitted by:

R&M CONSULTANTS, INC.

9101 Vanguard Drive
Anchorage, AK 99507

P: 907.522.1707

F: 907.522.3403

John Daley, PE
Project Manager
jdaley@rmconsult.com

September 2, 2016 | 5:00 pm



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APPENDIX A: Resumes



September 2, 2016

R&M No. 0001.00 (16-52)

Haines Borough
Attn: Office of the Borough Clerk
PO Box 1209
Haines, AK 99827

RE: Luktak Dock Design and Development Concepts

Dear Selection Committee Members:

This Haines Borough is seeking a design firm to provide conceptual options for replacing or refurbishing the Lutak Dock in Haines. The original Lutak Dock was constructed in about 1953 and has had minimal repairs since that time. The Borough wishes to replace the dock and bring it up-to-date and address potential expansion needs of the dock, as well as accommodate the needs of other users and stakeholders.

To successfully develop design concepts for the Lutak Dock that meet the needs of the Borough, **R&M CONSULTANTS INC.** (R&M) has compiled an integrated team of waterfront, structural and geotechnical engineers, and public involvement specialists. To complement our talented in-house resources, R&M has enlisted the services of Haight and Associates, Inc. (H&A), who will perform electrical engineering.

R&M has provided planning, design and construction administration services related to waterfront projects in Alaska for 47 years. Our key project team members have a breadth of experience providing port and harbor engineering services across the state, including commercial ports, harbor float systems, ramps, docks, bulkhead wharfs, barge facilities, breakwaters and other coastal protection, and master planning projects. Our successful project history has earned the firm a reputation for quality, reliability and professional excellence. This is demonstrated by our repeat business with clients such as DOT&PF, Port of Anchorage, Alaska Railroad Corporation and numerous municipalities. R&M has held an engineering services term agreement with the Port of Anchorage continuously since 1989. In addition, R&M has a three-year term agreement with the City of Homer for port and harbor engineering services and we are currently working on significant port and harbor projects in Seward and Valdez.

R&M is confident that after reviewing this proposal, the Borough will agree we are the right team for this project. Please consider the following:

- **Experienced Project Manager. John Daley, PE** has significant experience designing waterfront facilities in Alaska. His experience includes various types of docks and wharves (sheetpile bulkheads, pile supported docks, fender systems, floating docks), breakwaters, harbors, float systems, bridges, flood control projects, erosion control projects, and bridge, dock and harbor inspections. He has participated in or managed waterfront engineering for dock design and renovation projects located throughout Alaska and has worked with other small communities, such as Seward, Kodiak, Sitka, Skagway and Old Harbor, to replace and upgrade aging port and harbor facilities. This includes the Homer Deep Water Dock Feasibility Study, which, in addition to evaluating existing conditions at the dock and identifying potential opportunities/user needs, included conceptual designs, and associated cost and economic benefits.
- **Experienced in waterfront facility design. John Daley, PE** - our Senior Waterfront Engineer - and **Kim Nielsen, PE** - our Project Manager and Group Manager of Waterfront Engineering - have worked together for more than a decade on dozens of port and harbor development projects across the state. Together they, along with **Duane Anderson, PE**, our Senior Structural Engineer, bring nearly 100 years of combined waterfront facility design experience to the project. We are familiar with multiple types and styles of dock and jetty construction and are not tied to any one design style project delivery method. We take the time to evaluate site-specific needs and options, and provide our clients with detailed cost estimates to help them make decisions that are best for their community.
- **Experience at the Lutak Dock and in Haines.** R&M has previous experience at the Lutak Dock. We performed diving inspection and underwater steel sampling services for assessing structural integrity of the dock, as well as recently evaluated alternatives for the DOT&PF portion of the recent Haines Ferry Terminal project. R&M also provided structural and geotechnical review for an independent review of a complex retaining wall design at the Haines Ferry Terminal. In addition, H&A has previously evaluated the electrical systems at the Lutak Dock as part of an overall condition survey in 2012.



R&M CONSULTANTS, INC.

9101 Vanguard Drive
Anchorage, Alaska 99507

phone: 907.522.1707

fax: 907.522.3403

- **Quality and Integrity.** R&M has built its reputation on sound engineering practice, affordable and sustainable solutions, and honesty in communications with our clients to aid them in making well-informed decisions.
- **Alaskan-Owned and Readily Available.** Unlike many of our competitors with offices in the Lower 48, R&M is truly 100% committed to Alaska, with our entire staff located in-state. With many projects funded with State and local money, this helps our State economy by keeping these dollars local. Over the past 47 years, R&M has grown from a sole proprietorship focused on geotechnical engineering to a multi-discipline firm of more than 120 staff members. R&M provides quality professional services focused on improving the infrastructure that makes a real difference in the lives of Alaskans – roads, water and wastewater systems, ports and harbors, airports and schools.

The R&M team has a clear understanding of the project's goals. We are committed to providing high quality professional services for the Lutak Dock Design and Development Concepts project on time and within budget. If you have questions with regard to R&M's experience or qualifications, as R&M's Principal Engineer, I am fully authorized to make representations on behalf of the firm. I can be reached at the address and telephone numbers on this letterhead or by e-mail at danderson@rmconsult.com.

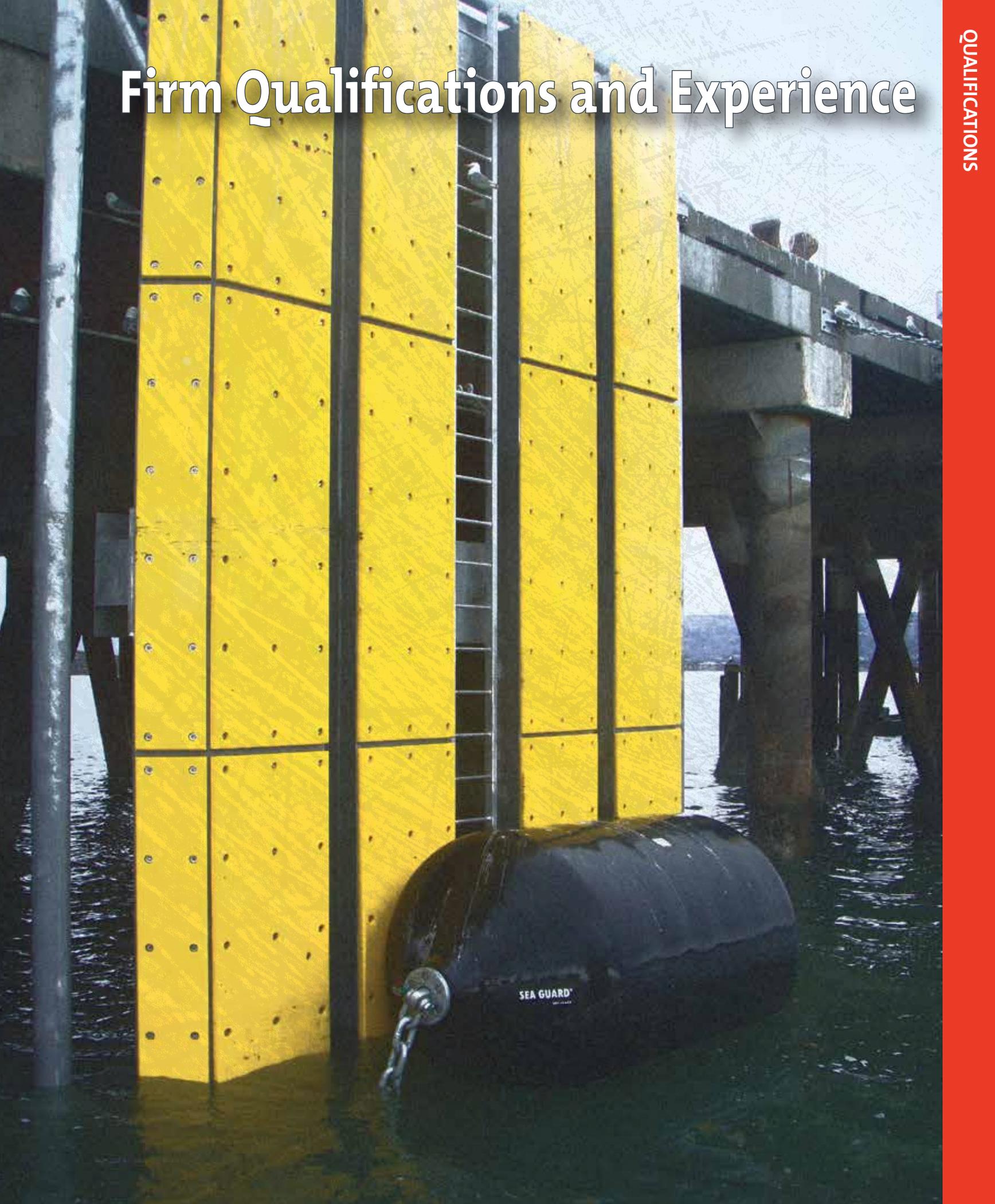
Sincerely,

R&M CONSULTANTS, INC.



Duane H. Anderson, PE
Group Manager, Structural Engineering
DHA: caw

Firm Qualifications and Experience



1. FIRM QUALIFICATIONS AND EXPERIENCE

Consultant Experience and Qualifications

R&M CONSULTANTS, INC. (R&M) is an Alaskan consulting firm with a long and successful history on a variety of projects throughout the state. Founded in 1969, on the cusp of our young state's infrastructure boom, R&M has been involved in some of Alaska's most significant projects. The firm possesses an Alaska Business License and Professional Registration Certificate, shown to the right.

Unlike many of our competitors with offices in the Lower 48, R&M is truly 100% committed to Alaska, with our entire staff located in the state. Over the past 47 years, R&M has grown from a sole proprietorship focused on geotechnical engineering to a multi-discipline firm of more than 120 staff members. R&M provides quality professional services focused on improving the infrastructure that makes a real difference in the day-to-day lives of Alaskans – roads, water and wastewater systems, health care facilities, airports, schools, and ports and harbors.

From offices in Anchorage and Fairbanks, R&M provides:

- Waterfront Engineering
- Civil Engineering
- Structural Engineering
- Environmental Services
- Geotechnical Engineering
- Geology
- Hydrology
- Surveying and Mapping
- Right of Way Services
- GIS Services
- Community Planning
- Transportation Planning
- Land Use Planning
- Public Involvement
- Construction Administration
- Special Inspections
- Materials Testing

R&M has provided planning, design, permitting and construction administration services related to waterfront facilities for ports and harbors for more than 43 years and covering every region of Alaska. Ports and harbor facilities in Alaska are unique in that designs must consider the often remote locations, unique geologic and seismic conditions, and cold, harsh climate. Such considerations may include robust, low maintenance facilities and easy-to-repair components, as well as design considerations for snow and ice loads; icing within port and harbor facilities; and related problems with slipping hazards, bonding ice interfaces, etc.; consideration of snow loads and removal activities; and cold temperature effects on utility design and seasonal versus all-season services to waterfront facilities. R&M is experienced with designing for these challenges, as is exemplified by our staff's wide range of waterfront engineering project experience.



R&M's experience encompasses all of the following marine project types:

- Docks/Wharfs/Bulkheads/Piers
- Harbor Moorage Float Systems
- Breakwater Design
- Waterfront Facilities Maintenance and Master Plan
- Boat Launch Ramps
- Fender Systems
- Condition Assessments
- Shoreline Erosion Protection
- Port and Harbor Master Plans

To complement R&M's in-house services, we have teamed with Juneau-based **Haight & Associates, Inc. (H&A)** for electrical engineering. H&A has a long history of involvement with docks and harbor projects. These projects include large and small docks/wharfs for large vessel moorage, marinas for small vessel moorage, fueling facilities and upland terminals. The electrical engineering services provided by the firm have involved voltage power distribution, shore power pedestals, lighting, communications, fuel pumps and controls, cranes, sewage pump stations and security cameras. H&A has experience with the electrical systems on many of the docks, wharfs, freight yards and bulk fuel facilities constructed in Southeast Alaska over the past 30 years. These facilities have included electrical engineering support for lighting systems, 480 and 208 volt power distribution, bulk fuel pumps and dispensers, and refrigerated van power pedestals.



Personnel Experience and Qualifications

To successfully design feasible concepts for replacing or refurbishing the Lutak Dock that meet the Borough’s needs for the facility, R&M has compiled an integrated team of waterfront, structural and geotechnical engineers, all of whom have extensive dock design experience. The chart to the right illustrates the organization of our team and lists the personnel R&M will assign to work on this project.

Our key project team members have a breadth of experience providing port and harbor engineering services across the state, including commercial ports, harbor float systems, ramps, docks, bulkhead wharfs, barge facilities, breakwaters and other coastal protection, and master planning projects. Their experience and qualifications are highlighted in the following paragraphs. More detailed Resumes can be found in *Appendix A: Resumes*.



PROJECT MANAGER

John Daley, PE (CE9579; SE14151) | R&M

John will be the Project Manager and day-to-day contact for this project. He will oversee and direct all project tasks. John is a Senior Waterfront and Structural Engineer with 23 years of engineering experience, including a broad range of project management and waterfront, coastal and civil engineering experience. His design experience includes various types of docks and wharves (sheetpile bulkheads, pile supported docks, fender systems, floating docks), breakwaters, harbors, float systems, bridges, flood control projects, erosion control projects, and bridge, dock and harbor inspections. John is an experienced corrosion engineer and has designed cathodic protection systems for underground and submerged structures. He is currently involved in two (American Society of Civil Engineers (ASCE) committees (Coasts, Oceans, Ports and Rivers Institute: 1) for the development of seismic design standards for piers and wharves, and 2) for developing waterfront infrastructure inspection standards).

John has significant experience in dock design and renovation and specific experience with the Lutak Dock in Haines. He was the Project Manager for the Haines Ferry Terminal Improvements project where he was responsible for independent review of a complex retaining wall design. John is also the Project Manger for the Homer Deep Water Dock (DWD) Expansion Feasibility and Planning Study, which evaluated existing conditions at the dock and identified potential opportunities/user needs for expansion of the dock. R&M also provided alternative engineering solutions, including conceptual designs, and associated cost and economic benefits.

John’s other experience designing waterfront facilities include the Kodiak Ferry Terminal Pier 1 Replacement, Cold Bay Dock Renovation, Biorka Island (Sitka) Dock Replacement, Homer Ferry Terminal Improvements, McMurdo Station Pier Study, Seward Travelift Dock and Seward I&T Dock

HAINES BOROUGH

Contract Manager

Duane Anderson, PE | CE4774, SE14155 | R&M

Project Manager

John Daley, PE | CE9579, SE14151 | R&M

Design Team

Waterfront Engineer/QC

Kim Nielsen, PE | CE11142 | R&M*

Structural Engineer

Duane Anderson, PE | CE4774, SE14155 | R&M

Waterfront Engineer

Steven Lewis, PE | CE12814 | R&M

Geotechnical Engineer

Bob Pinter, PE | CE8525 | R&M

Electrical Engineer

Ben Haight, PE | EE4800 | H&A

Public Involvement

Van Le, AICP | R&M

Rehabilitation. He has also provided design for a new fender system for the TESORO KPL Petroleum Dock in Nikiski; design and CA for the renovation of a timber dock in Tatitlek; inspection, design and construction support for renovations to the Cordova City Dock; and load rating and upgrade analysis for the existing City Dock and Travelift dock for Valdez. John’s experience in Southeast Alaska includes projects at the Skagway, Hydaburg and Wrangell Harbors.



CONTRACT MANAGER/STRUCTURAL ENGINEER

Duane Anderson, PE (CE4774; SE14155) | R&M

Duane will manage the administrative aspects of the project, and ensure qualified and adequate resources are provided. He will also provide structural engineering support. Duane is R&M’s Principal Structural Engineer and has 40 years of Alaskan structural/marine engineering experience. He is responsible for developing civil/structural designs for buildings, foundations and marine facilities, including bridges, sheet pile bulkhead wharves and seawalls, and pile supported docks in many areas of Alaska. Duane has extensive experience performing projects in Southeast Alaska, and fully understands remote locale and arctic climate design considerations. He was responsible for the Kotzebue sheetpile bulkhead design, which consisted of more than 3000 lf of sheet pile wall along Shore Avenue.

Duane has been responsible for the planning/design of individual facilities valued in excess of \$75 million and has completed numerous significant marine design projects for clients such as the U.S. Navy, U.S. Army Corps of Engineers



(USACE), Alaska Department of Transportation & Public Facilities (DOT&PF) and municipalities throughout Alaska. He has been the Project Manager and participated directly in most work tasks under R&M's Annual Engineering Term Agreement with the Port of Anchorage since 1989 (competitively renewed through RFP process every three years). R&M's scope at the Port is limited to operational and maintenance aspects of existing Port facilities. **R&M has NOT been involved in the troubled and highly publicized Port Expansion effort.** His experience in Southeast Alaska includes the Biorka Island Dock Replacement in Sitka, Skagway Ore Terminal Feasibility Study and several projects at the Ketchikan Shipyard

Duane's experience also includes numerous recent dock design projects, including the Kodiak Ferry Terminal Pier 1 Replacement, Homer Ferry Terminal Improvements, ARRC Seward Marine Terminal Expansion, Valdez Drive Down Float, Homer DWD Fender Replacement, SMIC Breakwater and Port Expansion, and Palmer Station Pier Replacement.



SENIOR WATERFRONT ENGINEER/QC

Kim Nielsen, PE (CE11142) | R&M

Kim is a Senior Engineer and R&M's Group Manager for Waterfront Engineering. She is responsible for overseeing and developing designs for port and harbor facilities and upland support facilities. Kim has a B.S. in Ocean Engineering and 23 years of engineering experience, including significant roles on waterfront engineering projects throughout Alaska, including projects at Anchorage, Barrow, Big Delta, Chenega Bay, Cold Bay, Cordova, False Pass, Golovin, Homer, Juneau/Douglas, Kenai/Nikiski, Kaktovik, Ketchikan, King Cove, Kodiak, Nome, Sand Point, Seward, Sitka, Skagway, Tatitlek, Old Harbor, Unalaska/Dutch Harbor, Valdez, Whittier, Wrangell and Yakutat

Kim specializes in the design considerations particular to coastal Alaska, such as wind, waves, currents, ice, vessel berthing and loading/unloading requirements, shoreline erosion, cold climate, material availability and remote site work. She also has significant experience with environmental permitting for waterfront projects ranging from offshore fill, dredging, rock blasting/removal, offshore material disposal and noise impacts to protected marine wildlife species associated with various pile installation methods.

Kim has significant experience designing waterfront facilities. She is the Project Manager for the Palmer Station Pier Replacement, which includes preliminary design and development of basis of design documents for a design-build contract to replace the pier, and the City of Valdez New Harbor Development, where R&M is designing port and harbor facilities for a new harbor being constructed by the USACE. Kim is also the Project Manager for the SMIC Breakwater and Harbor Development and ARRC's Seward Marine Terminal Expansion project. Her other experience includes serving as project

manager for replacement of the Kodiak Ferry Terminal Pier 1, and serving as the QC Manager and Pier reviewer for the Biorka Island Dock Replacement and McMurdo Station Pier Study in Antarctica.



WATERFRONT ENGINEER

Steven Lewis, PE (CE12814) | R&M

Steven has more than 10 years of experience in civil and waterfront engineering. He has worked on port and coastal design projects throughout Alaska, including projects in Seward, Homer, Ouzinkie, Kodiak, Port Lions, Ketchikan, Valdez, Yakutat, Chignik and Cordova. He is experienced in planning, designing, assessing and overseeing construction, and maintenance of port and coastal structures and facilities. He has extensive experience in the design of waterfront structures, including bulkheads, sheet pile docks, pile docks, earthwork and breakwaters. He is also a committee member with the ASCE/COPRI Seismic Design of Bulkheads Committee, which is working on developing a new standard.

Steven was the Project Engineer for the Homer Ferry Terminal Improvements. This project consisted of upgrading the fender system at the State Ferry Terminal berth in Homer and also included a new covered pedestrian walkway and renovations to mooring bollards. Steven also provided civil engineering for the Valdez New Harbor Design. He designed upland facilities, as well as vessel mooring floats and launch ramp. Other projects Steven has been involved in include the Palmer Station Pier Replacement, ARRC Seward Freight Dock Widening, SMIC Harbor Improvements, Cold Bay Dock Improvements, Biorka Island Dock Replacement, and Homer DWD Expansion Feasibility and Planning Study.

In addition, Steven has provided sheet pile design for various marine facilities. He was involved in the design and construction administration of Ouzinkie Municipal Dock replacement, which included design of a 335 foot-long modified diaphragm (aka open cell) sheet pile bulkhead for ferry and fuel barge service; the Port Lions Ferry Terminal, which included design of a 210 foot-long modified diaphragm sheet pile bulkhead; and the Pebble Limited Partnership Port Design, which included design of a 700 foot-long sheet pile bulkhead with a combination of modified diaphragm and circular cells for supply barges and bulk carrier ships; and the construction of the Chignik Public Dock, which includes 282 foot-long modified diaphragm sheet pile bulkhead, for ferry service.



GEOTECHNICAL ENGINEER

Bob Pintner, PE (CE8525) | R&M

Bob will provide geotechnical engineering for the facility design. He has 26 years of experience in geotechnical engineering, environmental engineering and engineering geology.



His responsibilities have included field, laboratory and office aspects of geotechnical investigations. Bob's experience includes analysis of deep and shallow foundation systems, including analysis of lateral loading using various computer programs, evaluation of slope stability and assessment of earthquake hazard.

Bob has previous experience at the Lutak Dock. He was the project geotechnical engineer for the peer-review of the retaining wall design for the support of an aging cellular cofferdam structure at the ferry terminal in Haines. The review included the analysis of lateral earth pressures for tied-back and cantilever walls. His other experience in Southeast Alaska includes the Biorka Island Dock Replacement, Haines Highway Rock Slope Evaluation, Ketchikan Mill-Mission, Stedman Streets Reconstruction, Gustavus Rink Creek Bridge Replacement and Gustavus Falls Creek Hydroelectric Project.

In addition, Bob was responsible for supplemental geotechnical studies for the Valdez New Harbor Development, which included a new USACE breakwater, floating docks, boat ramp and parking areas on-shore. He was also the project geotechnical engineer responsible for geotechnical studies for a major expansion of the harbor at the SMIC, including a breakwater, dredging, docks and floats. Geologic hazards and considerations included seismically induced settlement and slope instability for the breakwater, design criteria for sheet pile bulkheads, and pile supported dock structures. Other projects include geotechnical engineering services for the Homer DWD expansion Feasibility Study, Homer Ferry Terminal and ARRC Seward Marine Terminal Expansion.



PUBLIC INVOLVEMENT

Van Le, AICP | R&M

Van will be responsible for public involvement. She has 13 years of experience managing public involvement and planning campaigns, permitting and project development processes in Alaska. She is a certified senior level planner specializing in multi-modal transportation, land use compatibility and community development.

Van is also a certified public involvement specialist with experience in effective and open communication-style workshops and open houses. She has proven leadership for guiding public outreach campaigns and communicating project objectives, capital improvement funding realities and project milestones to residents, agencies, business stakeholders, community groups, municipal staff and elected officials. She understands how to schedule public involvement activities around the unique Alaskan sport and subsistence hunting/fishing/gathering traditions, and around seasons and school calendars. Van's strength is using her communication training to work with area stakeholders, tailoring messages that respond to issues important to them. She is adept at creating and using electronic communication materials such as

Constant Contact and graphic project websites with instant feedback features. However, she also recognizes the value of one-on-one stakeholder conversations. She has experience in forming/facilitating community advisory groups and crafting graphic communication strategies for elected officials and other project champions. Van has provided support for the public involvement effort for the Valdez Harbor Development Planning project and the Homer DWD Feasibility Study. Her experience in Southeast Alaska includes the Gustavus Rink Creek Bridge Replacement, Ketchikan Water Street Viaduct, Southeast Alaska Sea Trails Plan and the Petersburg Trumpeter Swan Observatory Project.



ELECTRICAL ENGINEER

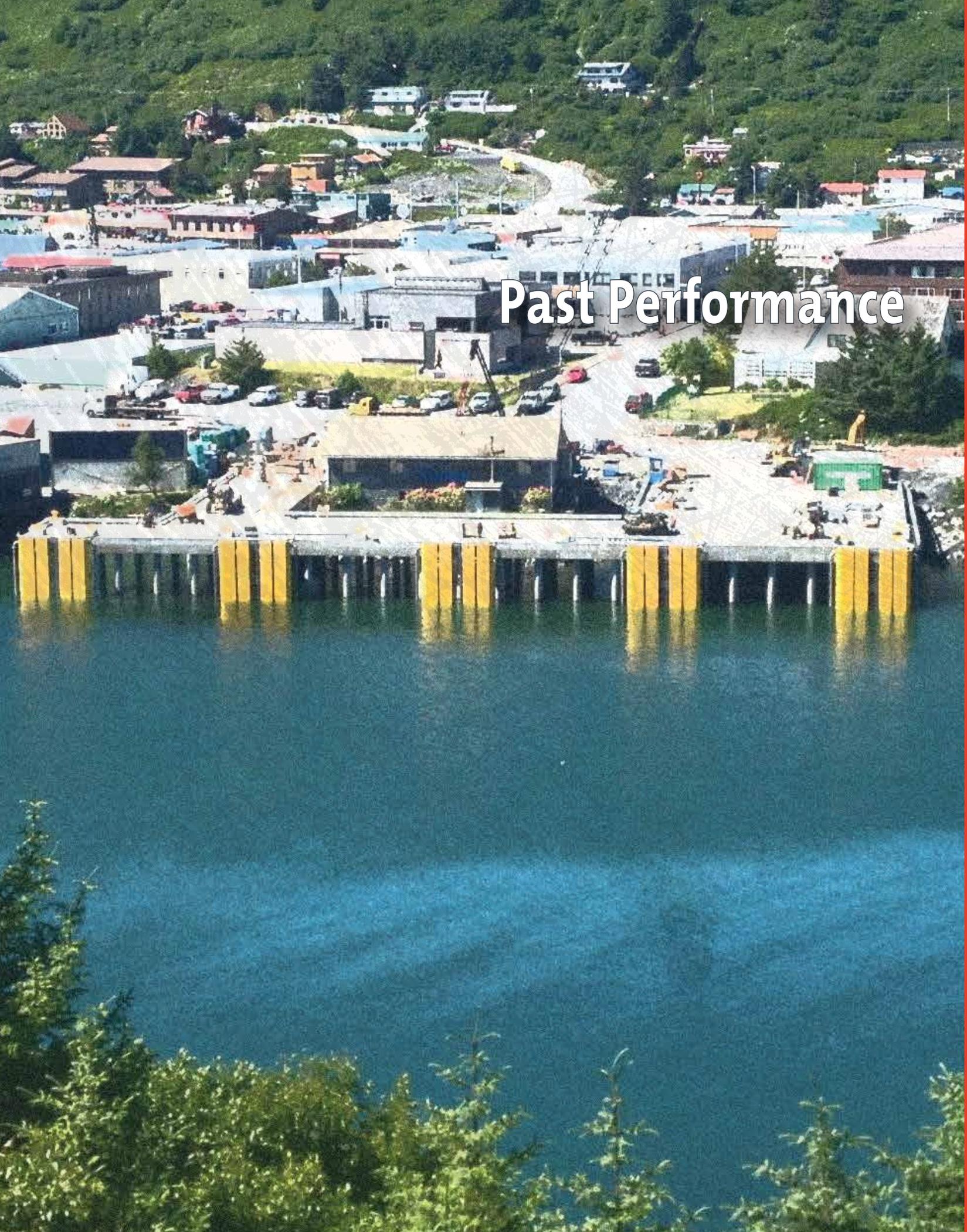
Ben Haight, PE (EE4800) | H&A

Ben will provide electrical design. He has more than 43 years of electrical engineering experience, and has been practicing in Alaska since 1975. He participates in the design and construction of electrical systems for marine facilities, including docks, industrial boat yards, marinas, freight handling facilities, ferry terminals, fuel facilities, seafood processing plants and hatcheries. The systems with these projects have involved lighting, power distribution, security cameras, metering, grounding and various shore power configurations.

Ben has previous experience at the Lutak Dock. He evaluated the electrical systems as part of an overall survey of the dock in 2012. The survey included review of the conditions, performance, and usefulness of the lighting, electrical service and power distribution. Ben was also the electrical engineer for the Port Chilkoot Dock Renovations. He designed new electrical systems for the dock, including LED lighting, power distribution, shore power for the small charter boat float and power for miscellaneous equipment.

Ben's relevant experience also includes the Homer Ferry Terminal Improvements, which included lighting for a new covered walkway from the purser's station to near the face of the dock, as well as lighting for the adjacent drive lane; and electrical improvements for the Kodiak Ferry Terminal Pier 1 Improvements, including power distribution, lighting and communications. His other experience includes designing electrical systems for Ketchikan Berth III and the Trucano Bulk Fuel Plant. He is currently working with R&M on the Palmer Station Pier Replacement





Past Performance

PAST PERFORMANCE

2. PAST PERFORMANCE

Performance on Past Haines Borough Projects

R&M has not completed any projects specifically for the Haines Borough, but we have worked on numerous projects within the Borough and have specific experience at the Lutak Dock. We previously performed diving inspection and underwater steel sampling services for assessing structural integrity of the dock, as well as recently evaluated alternatives for the DOT&PF portion of the recent Haines Ferry Terminal project. R&M also provided structural and geotechnical review for an independent review of a complex retaining wall design at the Haines Ferry Terminal, including computer modeling of the retaining wall. H&A evaluated the electrical systems as part of an overall condition survey in 2012, as well.

In addition, R&M drilled and sampled more than 200 borings along the Haines Highway between Milepost 24 and the U.S./Canada Border. We have also provide materials testing and special inspection services on several projects in Haines under our DOT&PF Inspection, Sampling, Testing and Engineering Services Term Agreement. These include Haines Ferry-Union; Haines Highway, Front Street - Union Street; Haines 2nd Avenue; Haines Beach Road Widening and Front Street intersection Improvements; Old Haines Highway Sidewalk construction; Old Haines Highway Sidewalk 3rd Avenue to Allen and Haines Ferry Terminal Improvements.

Performance with Similar Communities/Projects

SEWARD MARINE INDUSTRIAL CENTER HARBOR IMPROVEMENTS | *Seward* | *Norm Regis, City of Seward*
907.224.4352

R&M provided surveying, inspection, geotechnical analysis, coastal/waves modeling, public involvement and permitting for harbor improvements. Planning initially included developing several alternatives focused on breakwater layout, which were modeled using coastal software to optimize wave protection at the site. Then, alternative inner harbor improvements, including docks, berthing dolphins and support facilities, were included in the planning effort. This project employed a public involvement approach similar to what we propose for the Lutak Dock. R&M completed design and is assisting with construction of Phase 1, which includes a breakwater, turning dolphin and channel dredging. Phase 2 will include cargo docks, berthing dolphins and support facilities.

Deadlines/Timeliness: This project was completed on schedule. Phase 1 is predicted to be completed six months ahead of schedule. | **Budget Restrictions/Cost Control:** Design was completed within budget. Construction support is tracking under-budget, despite several contractor schedule delays. | **Quality/Customer Satisfaction:** In 2013, during design, the City completed a questionnaire that R&M sent to our clients to gauge our performance. They ranked R&M's 4-5 out of 5 on every category, including responsiveness, communications, technical ability, value for fees, quality of service, project management and ability to meet deadlines.

HOMER DWD FEASIBILITY STUDY | *Homer* | *Carey Meyer, Public Works Director* 907.235.3124

R&M provided professional engineering services, including evaluating existing conditions and identifying potential opportunities/user needs associated with DWD expansion. The work included an economics and marketing study, and quantified benefits related to existing and new infrastructure. R&M also provided alternative engineering solutions, including conceptual designs, and associated cost and economic benefits. Phase 1 included:

- Preliminary economics and marketing, including existing conditions and survey of market sectors.
- Geotechnical investigation, including field work.
- Survey, including bathymetry.
- Environmental scoping.
- Condition evaluation of existing dock, including underwater inspection, load rating, condition inspection and a tidal current study.

Phase 2 outlines alternatives for expansion, along with associated costs and economic benefits. Public involvement included public meetings and stakeholder interviews (ie. barge companies, oil, gas and mining) to gauge potential dock expansion needs. The result is a complete study of the economic feasibility and cost effective alternatives for dock expansion, presentation of advantages and disadvantages, environmental considerations and public involvement. Concept design and Evaluation of Alternatives included a No-Build Alternative, Correction of Deficiencies in the Existing Dock, Roll-On/Roll-Off Barge Berth Alternatives, Major Dock Expansion Alternatives and Uplands Expansion Alternatives.

Deadlines/Timeliness: On schedule. | **Budget Restrictions/Cost Control:** Design was completed well under budget. R&M worked with the City to maximize use of the funding in a manner that provided the most benefit to the City in the long term and stayed within the funding scope limitations. | **Quality/Customer Satisfaction:** The budget allowed for multiple reviews and regular client input as the concepts were progressed and revised until a well-flushed out, high quality product was achieved.

PALMER STATION PIER DESIGN | *Antarctica* | *Nathan Hoople, Lockheed Martin* 720-568-2368

R&M is performing an alternatives analysis, preliminary design and development of basis of design documents for a design-build contract to replace the Palmer Station Pier. Initial work includes evaluating three alternatives for the pier replacement, including a cellular diaphragm sheetpile bulkhead, a straight sheet tied-back wall, a pile supported dock, and a combination sheet pile bulkhead in the shallow area and a pile supported portion in the deeper areas. The piling will be socketed and anchored into bedrock and the pier will include concrete and gravel surfacing and energy absorbing fender systems, and dolphin mooring structures as needed to serve the two primary ice-class vessels that service the facility, namely the 230' Laurence M Gould and 308' Nathan-



iel B Palmer. The existing facility, a steel sheetpile cofferdam bulkhead backfilled with gravel and cobble, will be demolished and materials re-used as much as practicable in the new facility. Access will be improved to facilitate movement of containerized cargo. Services provided to the pier will include fuel (Antarctic Diesel), potable water, seawater, shore-power and lighting. Design challenges include the remote location and environmental conditions at Antarctica, shallow bedrock (no overburden), sheet ice, and strict environmental restrictions and costs associated with imported material and potential for introduction of invasive species to this sensitive habitat. Bi-weekly stakeholder meetings ensure the concept meets user needs. After the 15% design of Alternatives/Analysis, the owner will select an alternative to progress to 35% design and 100% design/build.

Deadlines/Timeliness: 15% design, alternatives analysis and costs are due September 6th, 2016 and is on schedule. | **Budget Restrictions/Cost Control:** The construction budget is limited due to the high cost of mobilizing equipment to this site. The alternatives analysis will consider potential impediments related to this, which will weigh heavily on selection of the preferred alternative. R&M's total estimated fee was \$420,000 and expenditures are currently tracking at \$65,000 under the estimated budget. | **Quality/Customer Satisfaction:** The client has been satisfied with R&M's performance as is demonstrated by selecting R&M for the McMurdo project (below).

MCMURDO STATION PIER STUDY | *Antarctica* | *Kellie McHugh, Lockheed Martin 720.568.2426*

R&M was recently awarded this contract to LM to provide engineering services for the McMurdo Station Pier Replacement project. R&M was selected for our expertise in remote, cold-climate pier design and is currently working on a study of alternatives to replace the existing ice pier. Each year McMurdo station is resupplied by cargo and fuel vessels in the austral summer months. The original wharf at McMurdo was an ice wall at the face of natural landfast. In the last six years changes in ice formation has required a new ice pier to be constructed four times. The study will examine the existing operations and outline concepts for improvements or replacement. Pier options include continued use of the ice pier, a floating causeway, a floating barge, a permanent pier and subcontractor proposed options. We will evaluate each pier option based on estimated capital costs, maintenance costs, anticipated life span, level of service, constructability and environmental impacts. This will allow stakeholders to make an informed decision on how to proceed with the pier facility.

Deadlines/Timeliness: N/A (project recently started). | **Budget Restrictions/Cost Control:** R&M worked with the owner to develop a project and scope of work that meets the Owner's priorities and budget of \$175,000. | **Quality/Customer Satisfaction:** N/A (project recently started).

ARRC SEWARD MARINE TERMINAL EXPANSION | *Seward* | *Jeanette Greenbaum, ARRC 907.265.2440*

R&M provided engineering, surveying, condition inspection and geotechnical investigation. This was the first phase of master planning for this facility, which will include dredging to create a new barge berth basin, widening and extending the existing freight dock by approximately 400', and replacing and extending the existing sediment containment rock groin structure, as well as replacing and extending the existing cruise ship dock. The project included an above- and below-water condition assessment of the cruise ship dock. Initial tasks included an analysis of alternatives for the dock expansion, including preliminary design and analysis of a pile supported concrete deck, a cellular sheetpile fill structure, a combination sheetpile wall bulkhead, and a combination fill and pile supported structure. We evaluated and compared the four dock expansion options for aspects associated with environmental impacts, constructability, maintenance and cost. The selected alternative, the combination fill and pile supported structure, was selected primarily based on cost.

Deadlines/Timeliness: Task were completed on time or ahead of schedule. | **Budget Restrictions/Cost Control:** R&M completed the scope of work under budget (originally \$398,000) and was given additional tasks to utilize the budget and assist with FEMA permitting, design of an upland storage pad and assistance with a TIGER grant application (which was successful). | **Quality/Customer Satisfaction:** Customer satisfaction is exemplified by the subsequent award of the ARRC's Term Contract for Marine Engineering.

ARRC FREIGHT DOCK WIDENING | *Seward* | *Paul Farnsworth, ARRC 907.265.2540*

As part of R&M's Marine Engineering Term Agreement with ARRC, R&M is working on final design of the Seward Freight Dock Widening. This is a follow-on project to the Seward Marine Terminal Expansion and involved Phase 1 of the expansion, which will widen the dock to 320' using gravel fill protected by armor stone.

Deadlines/Timeliness: 95% deadline was in August and delivered on time. | **Budget Restrictions/Cost Control:** The ARRC has a limited construction budget; therefore, R&M planned the construction in phases, which would utilize the volume of fill typically received by the ARRC each year as surplus dredge material and from flood events. Cells of rock protected fill will be constructed each year for three years to complete the dock widening project. | **Quality/Customer Satisfaction:** N/A (not yet complete).

VALDEZ MUNICIPAL HARBOR PLANNING AND DESIGN | *Valdez* | *Jeremy Talbott, City of Valdez 907.835.4981*

The USACE is constructing a new harbor in Valdez. R&M worked with the City to develop a long-term plan for system wide waterfront development that includes optimizing the old and new harbor facilities to meet current needs and long-term development opportunities. This initially involved public meetings and user group surveys to solicit input as to



the needs and priorities of the community related to waterfront improvements. R&M used this information to develop four concept plan alternatives that maximized the high-priority elements and associated cost estimates and economic analysis. These were presented to the Port and Harbor Commission and at a public meeting. This was followed up by City work sessions and several iterations of the preferred alternative, which ultimately determined the layout for the new harbor's facilities. Subsequent work has focused on design of the new harbor facilities, including a 138-slip large vessel moorage float system, a boat launch ramp, fish cleaning station, a 90' by 90' drive-down float, offshore fill/upland parking, water, sewer pumpout, shore power, high mast and dock lighting, restrooms, new harbor office/warehouse, vessel wash down pads, bilge water collection and treatment system, boardwalk and picnic areas, landscaping and other upland amenities.

Deadlines/Timeliness: This project required an accelerated schedule and flexibility with deadlines of various elements to ensure USACE project needs and deadlines were met. | **Budget Restrictions/Cost Control:** R&M completed value engineering during design to help control construction costs. Because underwater rock was found to be greater than anticipated, and the removal of this rock is very expensive, R&M evaluated ways to reduce this cost. This included reduced excavation area using rock rippers and hammers, blasting from a temporary fill pad, and noise modeling to increase the size of the blast/hole spacing while still maintaining environmental protections. | **Quality/Customer Satisfaction:** The quality of work is exemplified by the client's award of several change orders to add additional scope for the design and permitting of additional facilities/packages as the project progressed. What started out as a planning project has developed into a multi-year, multi-phase project, including design, permitting, geotechnical investigation and construction administration.

KOTZEBUE SHORE AVENUE RECONSTRUCTION | *Kotzebue* | *Ryan Anderson, DOT&PF 907.451.5129*



R&M was responsible for the design of reconstruction of a full-width roadway, cellular sheet pile bulkhead and armor rock erosion protection along the shoreline of Kotzebue. This project included hydrodynamic modules, survey/bathymetry and design of the roadway, sheetpile bulkhead, erosion protection, parking lanes, pedestrian walkways, landscape features and lighting.

The 3,400' long sheet pile seawall and 1,000' of armor stone revetment protects road and seawalk improvements from erosion. Pedestrian and local boat access to the beach was provided by including boat ramps.

Deadlines/Timeliness: The project was completed on-schedule. | **Budget Restrictions/Cost Control:** R&M's fee for this work was \$2,016,000. R&M completed all work under budget and on schedule. The final constructed value of this project was \$40 million. | **Quality/Customer Satisfaction:** This project's goal was primarily to rebuild and protect Kotzebue's coastal roadway, but the seawalk area has become a gathering place and focal point for the community, as is exemplified by President Obama's tour of the project when he visited Kotzebue earlier this year.

KODIAK FERRY TERMINAL AND DOCK IMPROVEMENTS | *Kodiak* | *David Lowell, DOT&PF 907.465.4812*



R&M provided geotechnical investigation, condition assessment, design, and bid and construction support for a replacement of the Pier 1 dock and uplands facilities used by the City of Kodiak for fuel and freight barge landings, as well as the State Ferry Tustumena. The R&M team designed the new dock using vertical steel piles and a combination of pre-fabricated, pre-cast concrete pile caps, channel beams and haunched deck panels. The structure will meet ASCE's newly drafted "Seismic Standards for Piers and Wharves". This was the first application of these standards in Alaska and a professional paper on the topic was presented at the Engineering Research Institute (EERI)'s National Conference on Earthquake Engineering Earthquake in July 2014 and the ASCE Ports conference in June 2016.

Deadlines/Timeliness: To meet funding deadlines, R&M completed the work on an accelerated schedule by re-dedicating staff resources and remaining flexible to provide multiple interim submittals to allow DOT&PF's internal review process to occur concurrently with design. | **Budget Restrictions/Cost Control:** R&M's budget for this work was \$1.7 million. The construction cost was \$12 million. All work tasks to date are under budget. | **Quality/Customer Satisfaction:** This project has been applauded for the design approach, which meets seismic standards and is a simple cost-effective construction method in remote locations due to the use of prefabricated pile caps and deck panels, thereby minimizing onsite construction time. We will evaluate a similar approach as part of the combination sheetpile bulkhead and pile supported dock alternative for the Haines Lutak Dock.



BIORKA ISLAND DOCK REPLACEMENT | *Biorka Island*
| Pat Anteau, Federal Aviation Administration (FAA)
907.271.1304

R&M is providing design and permitting for the replacement of a 1950s era dock owned by the FAA on Biorka Island, near Sitka. The work included conceptual planning and alternatives analysis; wind/wave analyses; upland and bathymetric surveys; geotechnical explorations; structural, mechanical and electrical design; and environmental permitting.

Due to remoteness of site and lack of construction resources, the pier will be a steel pile-supported structure with precast concrete deck elements. A floating dock and 80' long access gangway will be provided for personnel access via small craft. A fuel header, utility building and eight-ton pedestal crane will also be provided.

Deadlines/Timeliness: Recently submitted 95% design on time. | **Budget Restrictions/Cost Control:** The project is currently tracking under budget at 65% spent and 85% complete. | **Quality/Customer Satisfaction:** This project has undergone several reviews at 35% and 65% and received no substantial comments related to quality of work.

HYDABURG SMALL BOAT HARBOR FLOAT REPLACEMENT | *Hydaburg*

John Daley (*under former employment*) was the design engineer for a harbor renovation and float replacement project in Hydaburg. The project involved replacement of old timber floats with new modern floats. It also involved replacement and upgrade of the gangway, electrical and lighting, water and sewer utilities. Responsibilities included project management, a site inspection and condition assessment, concept design and layout of new harbor floats to ASCE standards, permitting, project management of a site survey, project management of a bedrock probe and mapping program, and design of the new pile foundation including a lateral wind load analysis. The design included a covered fish cleaning area to support the local subsistence fishing and the design of a breakwater float that doubles as a haul out float for skiffs.

SKAGWAY SMALL BOAT HARBOR SEAWALL REPLACEMENT | *Skagway* | Matt O'Boyle, City of Skagway, 907.983.2628

Kim Nielsen and John Daley (*both under former employment*) prepared design plans and specifications, bid documents, and construction administration associated with replacing an old timber seawall at the small boat harbor with a new sheet pile seawall, access trestle and gangway landing, and associated utilities work. The new wall was placed seaward of the old wall, creating about one acre of additional uplands for parking and a landscaped seawalk area. Kim managed the permitting process which included sediment sampling and analysis required by the USACE for dredging that was to be included in the project.

HAINES FERRY TERMINAL RETAINING WALL REVIEW | *Haines* | Kirk Miller, DOT&PF 907465.6950

The DOT&PF and the Haines Borough share a common property boundary which encompasses a cellular steel sheet pile bulkhead on both sides of the property. The State's project included replacing their portion of the dock with dolphin mooring structures. The original plan included reinforcing the end cells of the Borough's portion of the dock to retain as much as possible. Under contract to DOT&PF, R&M provided structural and geotechnical peer review for a complex and innovative retaining wall design DOT&PF was considering. Work included computer modeling of the retaining wall to evaluate earth forces deflections stresses and factors of safety for one of the proposed solutions. A written summary of the findings was provided to DOT&PF. Later it was determined the State's plan to retain Sheet pile Cell 5 was in conflict with Borough's plan to remove or replace the dock. As a result, DOT&PF revised their plan to include removal of the cells, and embank the remaining end cell with rock protection, as shown in *Figure 3*.

Deadlines/Timeliness: on schedule | **Budget Restrictions/Cost Control:** within budget | **Quality/Customer Satisfaction:** DOT&PF has indicated they were satisfied with R&M's analysis, although they ultimately decided against the innovative approach due to the conflict with the Borough's plans to remove the dock.

Performance with Private Industry

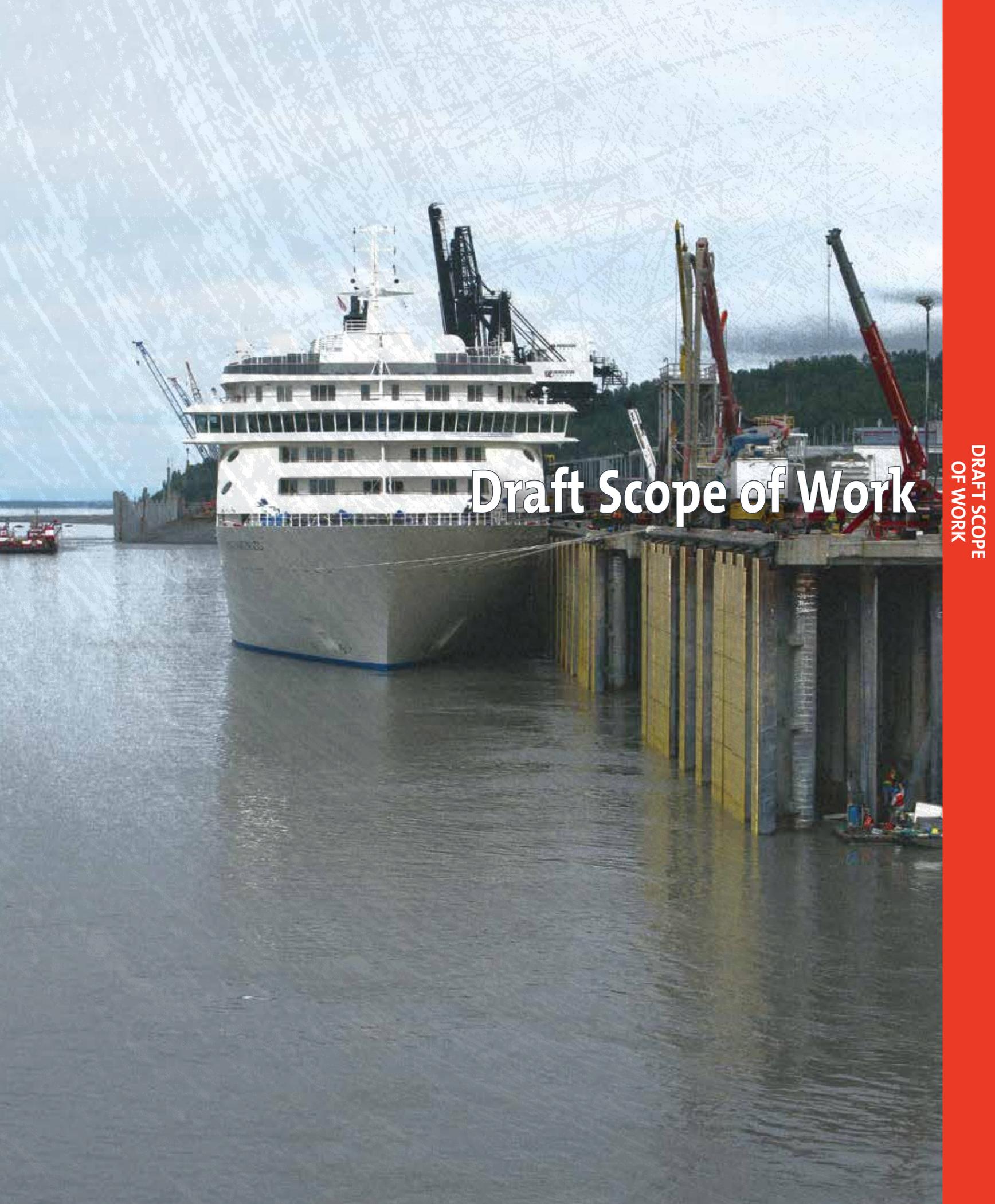
R&M often coordinates with user groups such as the Alaska Marine Highway System (AMHS), Alaska Marine Lines (AML), Delta Western, Crowley, other barge and mining companies, fishing industry groups and economic development groups to ensure their specific needs will be met when designing a new facility for their use. Examples of projects with private industry as our client on waterfront projects include Tesoro, Chevron, North Pacific Rim Housing Authority, AMLJIA, Delta Western, Major Marine Tours, American Marine and others.

References

R&M client contacts for the specific projects listed above are included with the project descriptions. Additional references include the following:

- **Sharen Walsh 907.343.6203**
Deputy Port Director, Port of Anchorage
- **Jon Erickson 907.784.3323 x103**
City and Borough Manager, City and Borough of Yakutat
- **Harvey Smith**
Statewide Coastal and Harbor Engineer, DOT&PF
907.269.6239
- **Ron Long 907.224.4049**
Assistant City Manager City of Seward
907.224.4049
- **Jason Davis 907.261.8960**
Turnagain Marine Construction



A large white and grey ship is docked at a construction site. The ship has multiple decks and a prominent superstructure. To the right of the ship, there is a construction structure with yellow sheet piling and several cranes. The scene is set in a body of water under a cloudy sky. The text "Draft Scope of Work" is overlaid in the center of the image.

Draft Scope of Work

3. DRAFT SCOPE OF WORK

Lutak Dock is located in Lutak Inlet near the northern end of Chilkoot Inlet, which is in turn near the northern end of Lynn Canal. The original Lutak Dock was constructed in about 1953 by the USACE. It consists of 15 full circle sheet pile cells connected to each other by interconnecting sheet pile arcs. An L-shaped concrete cap, about 9' high sits on top of the front face of the cells. The depth along the dock is generally about -35' (as shown in Figure 1). There are timber fender pilings along the face. The DOT&PF AMHS previously owned four of the cells (Cell #1-4) on the east end of this dock, which is used for the Ferry Terminal. The City and Borough of Haines owns the remaining cells and the ramp to the west. The Borough's dock is currently used by AML and Delta Western for freight and fuel loading/unloading operations.

Inspections of the dock have revealed corrosion, including complete wall penetration of the thinner wall sections on the interconnecting arcs. In 2003, the Borough completed a retrofit of their portion of the dock that included installing new Z sheet piling to shore up the heavily corroded interconnecting arcs.

In October 2004, a sinkhole appeared in the pavement above Cell 4. Observations by ferry terminal personnel revealed the front of the sheet pile cell had split open and the earth fill had begun to spill into the inlet. The State took measures to stabilize the cell with additional piling and braces. DOT&PF then contracted Western Marine Construction to renovate and stabilize their end of the wharf. This project included removing all four DOT&PF-owned cells, as well as the Borough-owned Cell #5 and partially removing Cells #6 and 7. These damaged cells were replaced with a riprap slope. Also considered for this project was the encapsulation of Cell 5 with a new tied-back combi-wall installed very close to the face of the cell wall in an attempt to stabilize and retain the Borough's portion of the Dock. The recent DOT&PF improvements are shown in Figure 3.

Methodology

R&M developed a methodology work breakdown and schedule of events designed to take the project from Notice-to-Proceed (NTP) through public meetings, development of options and alternatives, selection of a preferred alternative and delivery of the final report.

KICK-OFF MEETING

R&M will begin the project with a kick-off meeting with the management team from the Borough. The purpose of the meeting will be to establish lines of communication and discuss the scope and schedule for the

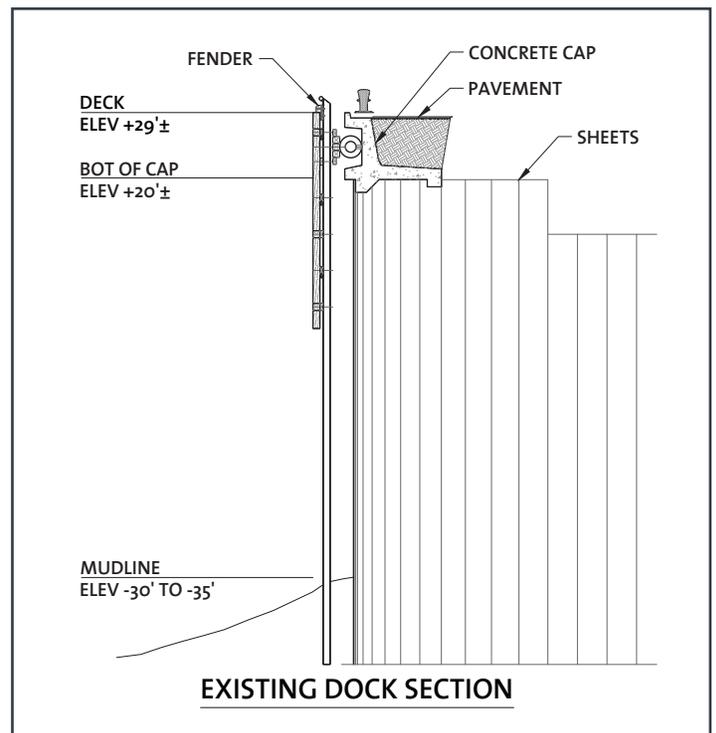


FIGURE 1: Existing Dock Section



FIGURE 2: Lutak Dock prior to recent renovations by DOT&PF.

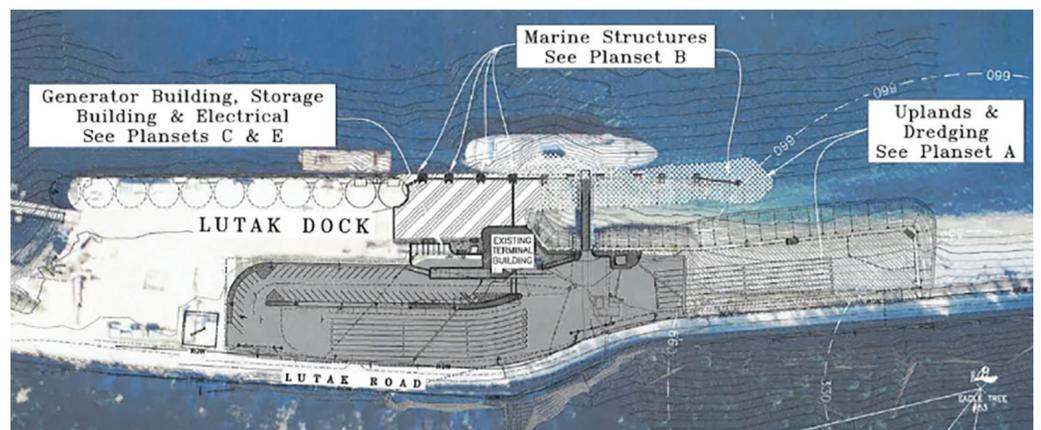


FIGURE 3: Current DOT&PF modifications occurring at the Ferry Terminal portion of the Lutak Dock and easternmost cells of the Borough's portion of the dock.



project. At this time, we will also request a list of contacts for user groups and other stakeholders who might be interested in providing input for the project. R&M will suggest bi-weekly meetings with the management team. These meetings can be brief but will help to maintain continuity. Some meetings may also include key stakeholders as needed, depending on the topics being discussed.

ESTABLISH DESIGN CRITERIA

R&M will establish design criteria for the evaluation of alternatives. The design criteria will include structural, seismic performance, loading, design vessels, operational requirements, upland usage requirements, service life and cathodic protection. We are experienced in the planning of waterfront facilities, familiar with current industry standards and have much of this information in-house.

The evaluation of alternatives will include a fair amount of geotechnical engineering. This includes items such as soil properties, including density, friction angles, susceptibility to liquefaction, etc. It also includes identifying active and passive soil pressures, evaluating slope stability and outlining seismic design parameters.

R&M's staff has direct experience at Lutak Dock. We have data from 1984, 2002, 2003, 2005 and 2007 that we will review and apply to the project. This will reduce or eliminate the need for geotechnical field investigations. These include Haines Borough and DOT&PF reports, including a Geology Data Report, test drilling data and laboratory analysis, pile logs, dynamic testing results, dredge material sampling and testing.

In addition, R&M's Waterfront and Structural Engineering Groups are experienced in designing all manner of docks and bulkheads. We are familiar with the most recent and current design standards. In fact, several members of our group are currently active in American Society of Civil Engineer (ASCE) committees tasked with creating national design standards for the seismic design of piers and wharves, as well as earth filled bulkheads. For this project, we will rely on standards such as:

- ASCE 7-05 Minimum Design Loads for Buildings and Other Structures
- UFC 4-159-03 Design: Moorings
- PIANC Guidelines for the Design of Fender Systems
- ASCE 61-14 Seismic Design of Piers and Wharves
- AISC Steel Construction Manual
- ACI 318 Building Code Requirements for Structural Concrete
- NFPA 303 Fire Protection Standards for Marinas and Boatyards
- EM 1110-2-2503 Design of Sheet Pile Cellular Structures Cofferdams

R&M will also work with the Haines Borough to establish design criteria for the operation of the facility in terms of industrial usage of the fleet and future expansion. We understand the project is primarily based on replacing the existing dock in place. That said, if one were to start with a blank sheet, the size and layout of the dock would be set to match the fleet and intended use of the uplands. This could have a dramatic effect on the size and type of facility, as well as the cost. For example, if the primary use of the dock will be to export minerals, then the dock would be sized to match the bulk cargo ships and the uplands would be configured for stockpile and mineral handling. In the absence of a specific market analysis, we recommend the dock be configured for multi-purpose uses, including general cargo, fuel and mineral export. We will identify the types of loads these usages could put on the dock, as well as the types of vessels involved. We will size the developed alternatives to accommodate the appropriate loading conditions.

R&M will establish corrosion protection criteria to foster a long service life. This will be achieved through a combination of materials selection, coatings and sacrificial anodes. For example, the use of HDPE, rubber and UHMW will be beneficial as these are naturally corrosion resistant. Concrete design will include sufficient cover over reinforcing steel to provide protection from chloride ion intrusion. We will consider certain admixtures and additives, such as silica fume, to provide a durable low permeability mix. Reinforcing steel will be galvanized or epoxy coated in most applications. Coatings may include various epoxy paints, spray metalizing or hot dip galvanizing. We anticipate that all steel piling and steel fabrications will be hot dip galvanized.

We will install sacrificial aluminum alloy and zinc anodes on components below the waterline. All steel piling will be galvanized and have a sacrificial anode systems designed for a 30-year service life. Galvanizing typically has a 20-year service life in the submerged zone. The combination of anodes and hot dip galvanizing brings the design life to 50 years. We anticipate that no significant base metal section loss will occur in this time frame. We recommended new sacrificial anodes be installed after 30 years, which will extend the service life.

INITIAL PUBLIC MEETING TO SOLICIT INPUT

The first public meeting will focus on identifying community and user needs. We will include key persons from AML, Delta Western and other stakeholders, as well as the public, and present the project scope schedule and outline the design concepts in a preliminary fashion. During the meeting we will solicit input on the following items:

- The need and scope of future expandability.
- A construction model that wouldn't interfere with AMHS, AML or Delta Western operations.
- Maintaining and expanding storage and working area at the Dock.



- Considerations for new business (potential mineral exports, large-scale construction support, etc.) and identification of associated design vessels, depths, etc.

We will hold follow-up meetings with the Borough and key stakeholders to discuss meeting results.

DOCK DEVELOPMENT CONCEPTS

R&M will then proceed with the preliminary design of at least three options as outlined in the Request for Proposals (RFP). This will be done in enough detail to validate the adequacy of the concept in terms of design criteria, fully describe the concept in terms of quantities and features, and establish a realistic cost estimate. These options may be modified depending on the results of public input.

Design Option 1

Design Option 1 includes providing a new sheet pile wall outside of the existing cells. R&M has direct experience with this. We recently provided independent review and support to DOT&PF on this concept for their portion of the Lutak Dock. For this project, the R&M team will evaluate a sheet pile “combi-wall” with narrow fill between the new wall and existing sheets as shown in *Figure 4*. The combi wall includes both soldier piling and infill sheets. The soldier piling can be heavy H pile sections or pipe piles. Typically Z sheets are used as infill between the soldier piling. Various combinations of soldier piling and Z sheets can be used in a manner that tailors the wall to the specific requirements of the project. Large pipe or H piles can be combined with heavy Z sheets to create very high load capacity structural sections. The existing concrete cap along the top of the existing cells would be removed. It is possible the combi-wall would need to be tied back to new dead men in the uplands. If this is required, the tie rods could be placed in the area above the top of the existing sheets in the space the cap now occupies. The analysis of the combi-wall option will include several scenarios, including if it were in place with no cellular structure behind it and with the cellular structure in place. We will consider the use of light-weight fill materials, such as expanded polystyrene blocks and controlled low strength material, to reduce the lateral pressures on the combi-wall.

One obvious advantage to this system is that it leaves the existing dock in place and eliminates the need for extensive earthwork and demolition. Therefore, it is possible this could be a cost-effective option

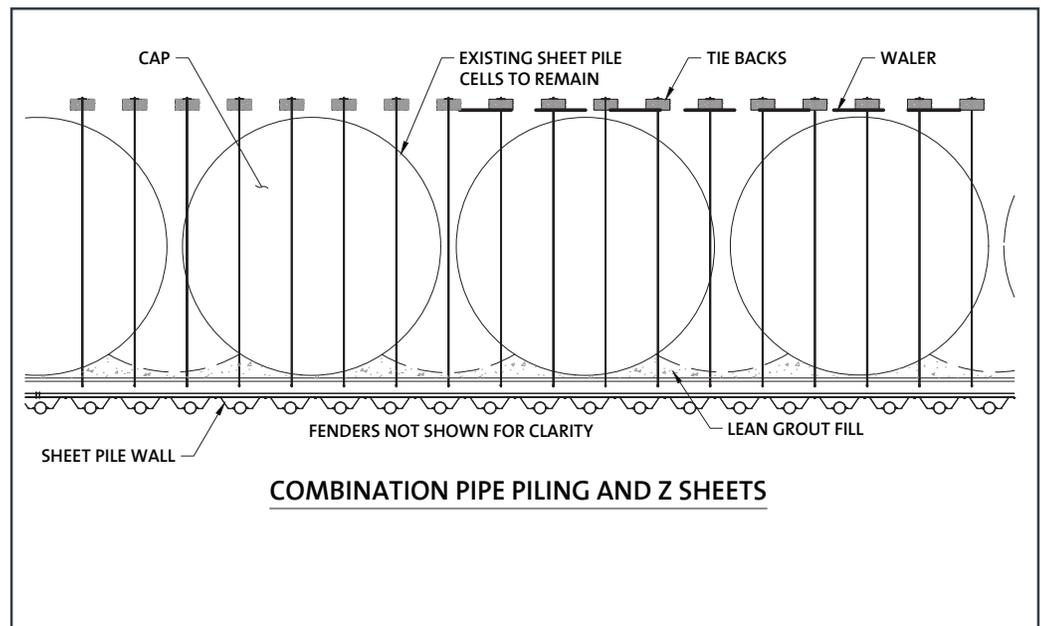


FIGURE 4: Design Option 1, Plan View

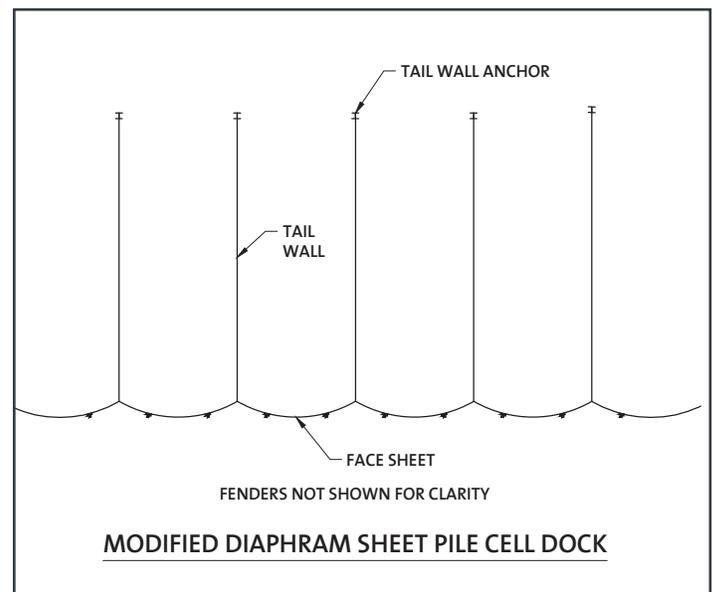


FIGURE 5: Design Option 2, Plan View

Design Option 2

Design Option 2 includes replacing the existing dock in like and kind. We will consider at least two types of cellular docks, a full circle cellular cofferdam similar to the existing dock and a U-shaped modified diaphragm dock.

A 2010 memo from DOT&PF about options at the site states: “From a geotechnical perspective, a sheet pile cellular bulkhead is an ideal structure for this site.” This is from a team of well qualified and experienced engineers. Based on this and on a preliminary examination of the site, a new sheet pile cellular structure would appear to be feasible and provide a high level of service. Obviously, we would design any new dock to current standards and include the most current

advances in technology and design, which is likely to a higher standard than the existing dock.

Note the original construction did not require driving the sheets through 40' to 60' of soil. They were probably driven into 10' to 20' of beach soils and then back-filled. We believe it would be very difficult to reconstruct the existing sheet pile structure in place due to the thickness of the soil that would need to be penetrated and the presence of cobbles and boulders in the fill material. Our investigation and the maintenance work on Cell 4 indicate that cobbles and boulders were incorporated into the cell back-fill. So any concept for a cellular structure will likely require significant demolition and excavation of the existing cells and backfill. This for extensive demolition and excavation will be an important cost consideration for this design option.

Also note the overall height of the face of the dock/wall is fairly significant, -35' at the face to more than 29' at the deck or 64' free standing. While technically possible, this is near the upper end of what is typically considered for an earth filled structure. It is our experience that achieving high levels of seismic performance can be challenging with very high earth filled structures.

Design Option 3

Design Option 3 includes consultant recommendations. For this option, R&M may outline a combined sheet pile bulkhead and pipe pile supported platform dock alternative. The concept includes driving a new sheet pile abutment wall behind the existing sheets approximately 70' back from the face of the existing dock. This would likely be a combi-wall as described in Design Option 1. The existing cells and associated fill would then be removed. An engineered and armored 2 horizontal to 1 vertical slope would be constructed from the abutment to the face of the new dock. The slope would start at about elevation 0.0 at the abutment and go to -35' at the face of the dock. A pipe pile supported platform dock would then be constructed over this engineered slope. The platform dock would include several rows of steel pipe piling, precast concrete pile caps and a high load capacity precast concrete deck.

An advantage to this system is that it provides 100% new structures while limiting the height of the earth-filled retaining structure. This could allow us to achieve a higher level of seismic performance.

R&M will outline each of the above options along with cost estimates and a discussion of pros and cons. We will also summarize the level of service that each provides, along with any limitations. We will provide clear drawings of each option, along with pertinent details.

PUBLIC INVOLVEMENT

Project Specific Public Involvement Program

Most public projects benefit from public input and collaboration. For projects such as this (affecting smaller waterfront communities), local input is vital. This project has the potential to

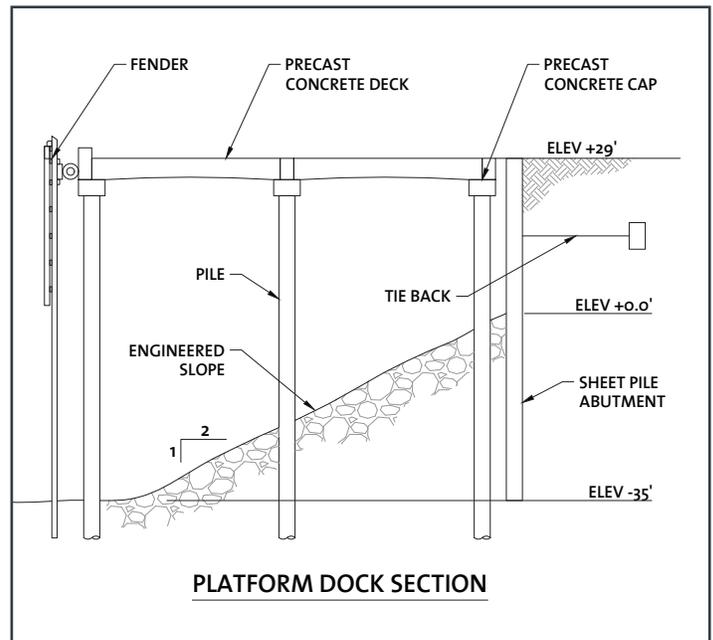


FIGURE 6: Design Option 3, Section View

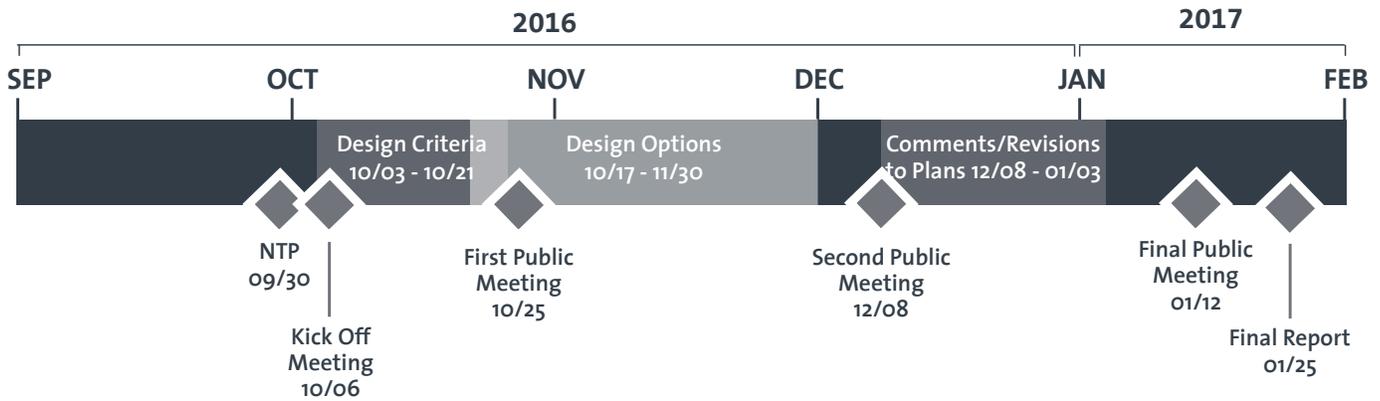
have high public interest. While we expect the public to generally support the idea of replacing the dock, the scope of the design as it pertains to the future use of the dock may be controversial (i.e., size, load capacities, etc.). We expect organized groups, such as the local Port and Harbor Advisory Committee, as well as individual businesses (AML, Delta Western, etc.) and community members, to have concerns about the nature and scope of improvements to the Lutak Dock.

Our approach to public involvement will focus on collaborating with stakeholders early during project development, working together to identify issues and implement improvements that fit with the overall project goals.

We will be up-front and honest about project parameters and how the public's input will be used to affect project decisions. This approach rightfully builds trust, genuine rapport and support among project partners, and increases the likelihood the community will support the recommendations.

The leadership of R&M's public involvement program will be a joint effort between Project Manager John Daley, PE and Public Involvement Lead Van Le, AICP. John and Van have complementary skills that will allow them to effectively develop a public involvement program that will facilitate gaining informed consent for this project. John brings excellent technical and local knowledge to the project, while Van, a Certified Community Planner and Community Outreach Facilitator, as a non-design team member brings a neutral view without the influence of the "designer's preferences". The intent of this arrangement is to ensure the design side is aware of feedback and community desires on a first-hand basis, without feedback having been filtered through a distant and possibly non-technical public involvement team.





Timeline for Lutak Dock Design and Development Concepts

How R&M will Evaluate Community and Borough Needs

R&M will evaluate community and borough needs via the kick-off meeting and public involvement program. In addition, we will conduct stakeholder meetings periodically throughout the project to ensure stakeholder/user groups are involved throughout the conceptual design and analysis process. Our goal will be to come up with a baseline dock facility that would be flexible to all of the identified future uses, possibly requiring future expansion or phases. However, if this process results in highly conflicting and controversial opposing opinions that cannot be accommodated with a reasonable-cost solution, we may later recommend and add a market analysis to this scope of work. In the past, we have worked with Northern Economics and Mercator International for this, both of whom would be qualified for this project. Such an analysis would help to quantify realistic potential markets and uses for the Lutak facility.

Overall Timeline and Completion Date

We anticipate receiving NTP on September 20, 2016 and submitting the final report on January 25, 2017. Our timeline for this project is show in the graphic above.

Process for Background Research and Data Analysis

R&M’s process for background research and data analysis to inform the conceptual designs will rely primarily on the readily available existing information, which is available on the Borough’s website, as well as as-builts, property boundaries, permits and other information available from the Borough or other public sources, as well as AML, Delta Western and others who may have historical information and/or maintenance records. Initial data gathering has already begun as part of preparation of this proposal and we will present a list of desired information at the initial kick-off meeting for the Borough and other stakeholder input. Additionally, R&M has in-house resources for geotechnical engineering, surveying, right of way and utilities that can be used as needed to support the project data analysis and verify adequacy of existing data.



Capacity of the Firm

4. CAPACITY OF THE FIRM

Current Workload

R&M has ample time and resources available to accomplish the required work within the project timeframe. Our team’s current and potential time commitments and overall firm workload are illustrated in the table to the right.

Number and Type of Employees

R&M offers one of the largest and best qualified groups of professionals in Alaska. The firm’s most important resource is our excellent depth of staff and overlapping experience among team members. R&M has more than 120 Alaska-based employees – a number that includes 47 civil engineers (30 PEs, 17 EITs) – giving R&M one of the deepest teams in Alaska (see *Available Staff Resources* table on this page). The well balanced configuration of our talented staff allows the firm to accommodate multiple projects simultaneously, on either normal or accelerated schedules.

Our resources also include two planners/public involvement professionals, a graphic designer and a very deep construction services team that can easily accommodate any construction administration and inspection needs, if the Borough desires these services.

R&M provides our personnel with state-of-the-art equipment to increase work efficiency and the quality of our deliverables. We integrated AutoCAD Civil 3D into our design software library in 2007, and are currently using the 2016 version. R&M’s commitment to staying current on the latest software releases and updates results in better products for the Borough through improved design efficiencies, product quality and data sharing.

Outside Contractors

To complement R&M’s in-house experience, we have included H&A on our team to provide electrical engineering expertise.

H&A is located in Juneau and has been serving Alaskan communities for the past 35 years with design and construction services. They currently employ a full-time staff of six, including one professional engineer, two staff engineers, two drafter/designers and administrative staff.

Team Member Role	% of Time Committed	
	09/16 - 12/16	01/17 - 06/17
R&M	65%	50%
John Daley <i>Project Manager</i>	35%	25%
Duane Anderson <i>Contract Manager/Structural Engineer</i>	40%	30%
Kim Nielsen <i>Waterfront Engineer/QC</i>	40%	25%
Steven Lewis <i>Waterfront Engineer</i>	40%	25%
Bob Pintner <i>Geotechnical Engineer</i>	40%	25%
Van Le <i>Public Involvement</i>	60%	50%
H&A	40%	25%
Ben Haight <i>Electrical Engineer</i>	45%	25%

 AVAILABLE STAFF RESOURCES	
<i>Administrative Support</i>	12
<i>CADD Support</i>	2
<i>GIS</i>	3
<i>Special Inspections</i>	4
<i>Materials Testing</i>	10
<i>Construction Administration</i>	15
<i>Transportation and Land Use Planning/ Public Involvement</i>	2
<i>Hydrology</i>	3
<i>Survey and Mapping</i>	20
<i>ROW Services</i>	4
<i>Geology</i>	5
<i>Geotechnical Engineering</i>	3
<i>Environmental</i>	5
<i>Waterfront Engineering</i>	5
<i>Structural Engineering</i>	4
<i>Civil Engineering</i>	48





FIRM'S EXPERIENCE WITH PUBLIC MEETINGS AND USER GROUPS

5. FIRM'S EXPERIENCE WITH PUBLIC MEETINGS AND USER GROUPS

Meaningful public involvement is an important part of nearly every project designed by R&M. The specialized experience of our team is a compilation of many years of similar projects, including 27 continuous years on projects at the Port of Anchorage and 20 years in the City of Seward, which gives our team an excellent perspective to the types of issues typically encountered with port and harbor projects.

As an example, R&M has been working on the SMIC project, which initially included a similar public involvement methodology as proposed for this project, including public meetings and meetings with specific users of SMIC, including the shipyard, Petromarine, Coastal Villages Fishing CDQ and barge operators. This streamlined approach to public involvement has proven successful for projects where community support for the project development in general (i.e., replacing the dock) is non-controversial, which allows the public involvement to focus on public input to the design specifics of the alternatives.

R&M is also working with the City of Valdez on development of their new harbor, which is currently under construction. This initially included development of a city-wide waterfront development plan which reviewed the condition of existing facilities, and solicited input from the public as to the needs and priorities of improvements needed/desired within the community. Public input was solicited at an initial meeting and via a public survey mailout and web-based user survey. Then, R&M worked with the local Port and Harbor Commission to develop several concept alternatives and these were presented at a public meeting. Comments on the alternatives were collected and used to ultimately come up with a Preferred Alternative. The Port and Harbor Commission later worked with R&M to refine the preferred alternative to the one that is currently being used to develop the new harbor. Informational mail outs continue to occur regularly to update the public as to the project progress, along with project updates at the regular City Council meetings.

Other recent experience with public meetings and user groups includes:

- R&M interviewed barge operators, oil and gas developers, and ferry operators to understand potential future uses of the Homer DWD dock if it was expanded.
- R&M coordinated with the public and user groups during the environmental review, permitting, design and construction of a new water main crossing a major salmon stream in Girdwood. The process involved public meetings, comments and distribution of project updates.
- R&M held open houses, compiled hundreds of comments, and completed the design and permitting of the controversial, but successful C Street Extension project in Anchorage.



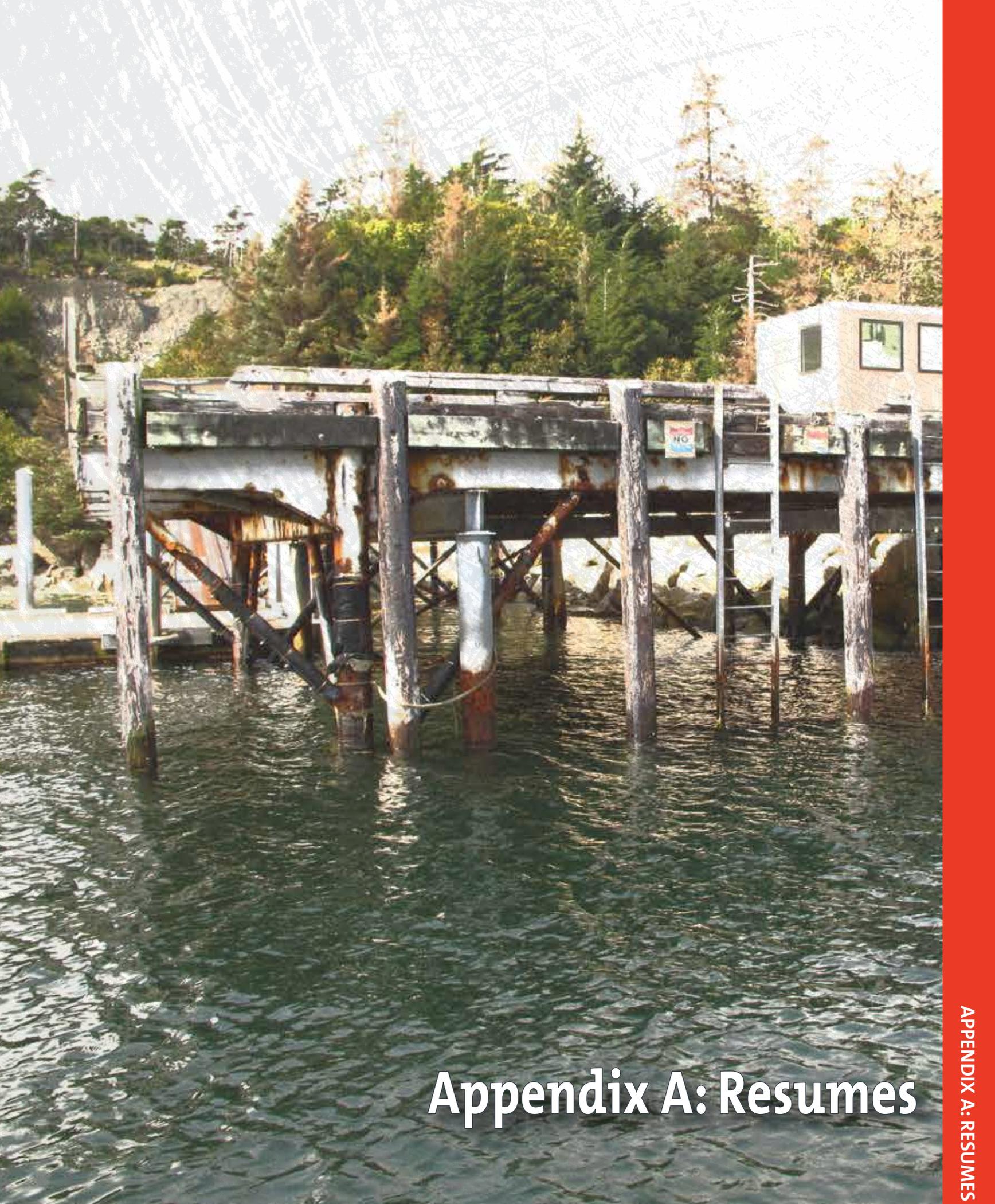
Valdez Harbor and Downtown Revitalization Plan Charrette Facilitation with Business Stakeholders, Planning Commission and City Manager's Office.



Community members and stakeholders participating in a Planning Charrette for the Muldoon Town Square Park Master Plan project.

- R&M led the development of the historically-eligible Eklutna River Bridge Replacement through the Context Sensitive Solutions in less than two years from project beginning to construction completion in 2016. R&M facilitated a robust public and agency program that reached consensus between the Native Village of Eklutna, SHPO, State of Alaska, the community and permitting agencies to advance the project.
- R&M facilitated the controversial roundabout project in West Anchorage, moving property owners, the local community council and residents from "we don't want the project" to "we can live with this" through the Systematic Development of Informed Consent (SDIC) method of Public Outreach.
- R&M recently completed a plan, design and build project for the redevelopment of a new 30-acre park on the east side of Anchorage in less than one year by facilitating a Citizen's Advisory Group, design Charrette workshops and coordinating with State legislators. The new park received unanimous approval through the local Parks Commission, Planning and Zoning Commission and Urban Design Commission to advance to construction in July 2016.





Appendix A: Resumes



John C. Daley, PE Project Manager

Mr. Daley has a wide range of engineering design, construction, inspection and project management experience. He has managed and participated in a variety of civil and waterfront projects, including roadways, water and wastewater pipelines, docks, harbors, and breakwaters. John has been involved in the inspection of many marine structures, often in remote locations. He has completed the structural design of docks, trestles, retaining walls and pile foundations, and is familiar with the design features, construction methods, common problems and materials used in these various structures. John is also a certified Corrosion Technologist. He has inspected and designed a number of cathodic protection systems for waterfront facilities, and has recently been involved in a number of condition assessment projects of marine facilities, some of which include diving inspections.

Related Project Experience

ARRC Seward Marine Terminal Expansion | Seward

John is the Project Engineer for expansion of the ARRC Seward Marine Terminal. The project includes relocating and extending the existing sediment containment rock groin structure to minimize sediment buildup in the barge berth basin and extending the existing freight dock by approximately 400'. Initial tasks include conducting a sediment transport study to identify the ideal type and alignment of the new jetty structure, as well as an analysis of alternatives for the dock expansion. The project also includes an above and below water field investigation, condition assessment and structural evaluation of the passenger dock.

Valdez Municipal Harbor Planning and Feasibility | Valdez

John is a Senior Project Engineer for this project which began initially with a very aggressive schedule to initially provide the information USACE needs to proceed with their harbor design. This included developing four concept plan alternatives, associated cost estimates and economic analysis. Subsequent work has focused on the planning effort for the new inner harbor facilities.

Kodiak Ferry Terminal and Dock Improvements | Kodiak

John was the Project Engineer for bearing and abutment design of the replacement of Pier 1 Ferry Dock for DOT&PF. R&M provided engineering design development, preparation of plans, specifications, estimates, assistance during bidding and construction. John has also published professional papers on this project.

Hydaburg Small Boat Harbor Float Replacement | Hydaburg

John was the Project Design Engineer for this project involving the replacement of old timber floats with new modern floats. His responsibilities included project management, a site inspection and condition assessment, concept design and layout of new harbor floats to ASCE standards, permitting, project management of a site survey, and the design of the new pile foundation.

Haines Ferry Terminal Retaining Wall Review | Haines

John was the Project Manager for the independent review of a complex retaining wall design. R&M provided structural and geotechnical review including computer modeling of the retaining wall. The model included earth forces deflections stresses and factors of safety. A written summary of the findings was provided to DOT&PF.

Seward Marine Industrial Center (SMIC) Corrosion Investigation | Seward

John was the Project Engineer for the corrosion assessment of the shipyard facility at the SMIC. The project included a site investigation, cathodic protection 1/2 cell readings and ultrasonic thickness readings of the sheeppile bulkhead. John inspected and evaluated the existing impressed current cathodic protection system for performance. He provided a report of the findings, and served as an expert witness for arbitration between the City and the operator of the facility.

U.S. Coast Guard Dock | Sitka

John was the Project Engineer for the inspection of the timber Coast Guard dock in Sitka, Alaska. The project involved a complete inspection of the existing wharf including both

Education

2002 M.S. Civil Engineering - Coastal and Marine, University of Alaska Anchorage

1993 B.S. Civil Engineering, University of Alaska Anchorage

Professional Registration

2014 Professional Structural Engineer, Alaska #SE14151

1995 Professional Civil Engineer, Alaska #CE9579

2008 Professional Civil Engineer, Washington #C41973

Certifications

NACE Corrosion Technologist #4872

2003 Safety Inspection of In-Service Bridges, NHI #130055A

2012 Bridge Inspection Refresher Training, NHI Course #130053

Professional Affiliations

- ★ ASCE Coasts, Oceans, Ports and Rivers Institute
- ★ ASCE COPRI Committee for Seismic Design Standards for Piers and Wharves
- ★ ASCE COPRI Committee for Waterfront Facilities Inspection Standards
- ★ National Association of Corrosion Engineers



the superstructure and the substructure. The substructure inspection included a diving inspection that was carried out using surface supplied diving equipment. Inspection also included taking cathodic protection 1/2 cell readings, and ultrasonic thickness readings at the steel dolphin piling. In-situ ultrasonic testing of the timber piling was also conducted.

Valdez Small Boat Harbor Cathodic Protection Project |

Valdez

John was the Project Manager for the design of a sacrificial aluminum anode system to NACE standards for the small boat harbor. The cathodic protection system provides protection to the floating docks and sheet pile docks. Sacrificial aluminum anodes were designed to provide a 20-year service life and to NACE standards. The project included final design cost estimates and contract documents.

Homer Ferry Terminal Improvements |

Homer

John is the Project Manager for the inspection, condition assessment and subsequent design of renovations to the Homer Ferry Terminal. The project includes the addition of three new primary dock fenders, a new high capacity corner fender, renovations to the existing mooring dolphins, a new covered pedestrian walkway, and other work. R&M is providing project management, field investigation, design of improvements, permit support, bid support and construction support.

Homer Deep Water Dock Expansion Feasibility Study |

Homer
John is the Project Manager responsible for a feasibility study of the market-based, economically sound, expansion of the DWD to support increased cargo operations, cruise ships and industrial deep water moorage. R&M is examining the economics, market demands and local infrastructure, and outlining upgrades and development to the DWD as required to meet the long-term needs of the City, Kenai Peninsula Borough and port users. John's responsibilities have included project coordination, management, site visits and an above water and underwater dock inspection, condition assessment, environmental scoping, concept alternatives analysis, geotechnical engineering, surveying, current and wave studies, and preliminary design.

ARRC Seward Passenger Dock Inspection |

Seward
John is the Project Engineer for this project to provide a detailed structural inspection of the Cruise Ship Passenger Dock in Seward. John was responsible for an above- and below-water inspection of structural and electrical components. This project also includes non-destructive testing, corrosion loss assessment and condition rating of the major components of the facility. In addition, he will define recommended repairs and upgrades and provide associated cost estimates he will define. John will prioritize repair projects to assist planners in budgeting for the work system-wide.

Seward Small Boat Harbor Travel Lift Dock Bulkhead and Timber Dock Renovation |

Seward

John was the Project Manager for this project that included a new 75-ton Travelift unit and sheet pile bulkhead and pre-cast concrete girder runway. The project included a sheet pile "combination wall" consisting of H pile soldier piling with Z sheet infill. The bulkhead design included significant attention to seismic design and cathodic protection for a long service life. The project also included a high capacity pre-cast concrete box girder for one of the Travelift runways. This was found to be a highly cost-effective way to support the Travelift. Also included was the renovation of two existing timber docks. The renovation consists of new decking, fender piling, bullrails, electrical service, lighting and other features.

FAA Biorka Island Dock Replacement |

Sitka

John is the Project Manager for replacement of a 1950s era dock, including conceptual planning/alternatives analysis, wind/wave analyses, upland and bathymetric surveys, geotechnical explorations, structural, mechanical and electrical design, and environmental permitting. Due to remoteness of site and lack of construction resources, pier will be a steel pile-supported structure with precast concrete deck elements. A floating dock and 80' long access gangway will be provided for personnel access via small craft. A fuel header, utility building and eight-ton pedestal crane will also be provided.

Sand Point Small Boat Harbor Renovation Project |

Sand Point

John was the Project Manager for the replacement of old concrete floats with new modern timber floats specifically designed for commercial fishing vessels at the Robert E. Galovin Small Boat Harbor in Sand Point. The new heavy duty timber floating docks are designed to resist high wind loads on the large sail area of the commercial fishing vessels and have industrial tie down features and three phase power for the fleet. The pilings for this project are designed to be drilled and socketed into shallow bedrock. The project also included the replacement and upgrading of the existing grid, new gangways, electrical and lighting and fire suppression systems. John's responsibilities included project management, float and utility design, the design of the new pile foundation, including a lateral wind load analysis, and providing bid support.

Seward Z Float |

Seward

John was the Project Engineer for the design of a new heavy duty floating dock for the Seward small boat harbor. The project included a detailed wind load analysis and a mooring load analysis. The dock included a heavy duty steel tie down rail and a heavy duty plywood diaphragm system to resist loads of 200 foot long vessels under long-term moorage conditions.



Duane H. Anderson, PE Contract Manager/Structural Engineer

Mr. Anderson is R&M's Group Manager of Structural Engineering and offers more than 41 years of Alaskan structural engineering experience. His experience is varied and diverse, allowing him to look at project challenges from various perspectives and develop cost effective solutions. His professional experience includes original and remedial designs involving wharves and docks, fender systems, buildings and foundations. Duane is highly knowledgeable of the port and harbor design and construction standards, administrative and operational requirements, governmental contract requirements and procedures.

Related Project Experience

Seward Marine Industrial Center (SMIC) Expansion | Seward

Duane supported R&M's Waterfront Engineering Group in a preliminary condition inspection preparatory to planning harbor improvements for planned expansion. The project has moved into the Phase 1 design, requiring limited support for design of basic harbor structures, including a turning dolphin for the existing marine lift. A future Phase 2 will involve the design of new harbor amenities, including both fixed docks and floating berths.

Palmer Pier Replacement | Antarctica

Duane is the Contract Manager and Lead Structural Engineer to provide coastal, waterfront, structural, corrosion and geotechnical engineering services to replace the pier at Palmer Station, Antarctica. R&M was selected for our expertise in remote, cold-climate pier design and is currently working on a 35% Design and Basis of Design document for a design-build RFP to construct a replacement pier and associated fender system and water, wastewater, fuel delivery, and power/lighting for the facility. R&M will provide support throughout the design and construction phases of the work.

ARRC Seward Marine Terminal Expansion | Seward

Duane is the Structural Engineer for expansion of the ARRC Seward Marine Terminal. Tasks include a sediment transport study to identify the ideal type and alignment of the new jetty structure, an above and below water field investigation, condition assessment, and structural evaluation of the passenger dock, as well as an analysis of alternatives for the dock expansion.

Kotzebue Shore Avenue Shoreline Protection | Kotzebue

Duane was responsible for design of more than 3000 lf of sheet pile wall shoreline protection constructed to protect road improvements as part of R&M's overall road improvements project for DOT&PF on Shore Avenue.

Kodiak Ferry Terminal Dock Improvements | Kodiak

Duane was lead structural engineer for design of a replacement ferry terminal dock in Kodiak. The design of the 130' x 230' concrete deck steel pile structure is based on the new ASCE Design Standard "Seismic Design of Pile Supported Piers and Wharfs" requiring an inelastic pushover analysis. This analysis is similar to that required of significant bridges per the AASHTO Guide Specification. Due to shallow bedrock at the site, piles are drilled/ socketed into bedrock.

Whittier Boat Harbor Breakwater Investigation | Whittier

Duane was the Project Engineer for evaluation of the sheet pile and floating concrete breakwater sections. He completed interim design for repairs.

Dillingham Harbor Bulkhead Extension and Floating Dock Modifications | Dillingham

Duane was responsible for design of an extension to the Small Boat Harbor fisherman's dock (sheet pile bulkhead) and modifying struts on small boat harbor floats to extend them to deeper water within the harbor.

ARRC Delong Dock Engineering Evaluation and Analysis | Whittier

Duane is the Structural Engineer on this project to provide a condition inspection of the ARRC's Delong Dock near Whittier. He is responsible for the structural analysis of the dock. The dock was built in about 1952 and includes sections of a war surplus floating pier that was secured in place with steel piling as well as a pile supported approach section that connects the dock to the uplands.



Education

1993 Masters of Business Administration, University of Alaska Anchorage

1975 B.S. Civil Engineering, University of Alaska Fairbanks

Professional Registration

2014 Professional Structural Engineer, Alaska #SE14155

1979 Professional Civil Engineer, Alaska #CE4774

Professional Affiliations

- ✦ American Institute of Steel Construction
- ✦ American Society of Civil Engineers
- ✦ Structural Engineers Association of Alaska



POA Ship Creek Boat Launch Repair | Anchorage

Duane prepared a set of construction documents for repair of deteriorated conditions on the articulated concrete mat surface. R&M proposed two repair methodologies. One approach involved salvaging the loose articulated concrete blocks for replacement. Another approach disposed of the displaced ACB and used a concrete mat to protect the surface. The repairs went well and the repair approach still appears to be in excellent condition.

POA POL Terminal No. 2 Fender Damage Repair | Anchorage

Duane was responsible for a damage assessment and repair plan for the POL Terminal No. 2 fender system, damaged during a vessel berthing. A contractor with necessary experience was selected to complete the repairs, and the POL pier was fully useable eight months after the incident.

Port of Anchorage Civil/Structural Projects (1989 to Present)

| Alaska

Duane is the Project Manager and Lead Structural Engineer responsible for performing a large variety of tasks, including the Port's annual pile enhancement projects, building structural and roof evaluations, terminal facilities, POL storage and distribution systems, and plan reviews. A representative list of projects, some of which are described more fully in following paragraphs, includes:

- ✦ Pile Enhancement Projects 2000,2004, 2007-2014
- ✦ Port Security Command and Control Building Design
- ✦ Security Checkpoint No. 1 Design
- ✦ Heavy Crane Lift Evaluations
- ✦ Trestle No. 2 Pile Renovation
- ✦ Deck Delamination Repairs Terminal 1, 2 and 3
- ✦ Fender System Design Review
- ✦ POL 1 Fender System Replacement
- ✦ POL Terminal No. 2 Structural Rehabilitation Design Review
- ✦ POL No. 1 Line Replacement
- ✦ Cement Silo Relocation Study

Seward Multi-Use Dock Facility | Seward

Duane was the Project Structural Engineer responsible for developing a plan and design for a new deepwater dock facility at the Port of Seward to accommodate increased cruise ship traffic, vessels belonging to the Alaska Marine Ferry Highway System, and vessels used by the University of Alaska's Institute of Marine Sciences.

Homer Deep Water Dock Expansion Feasibility Study | Homer

Duane is the Contract Manager and Structural Engineer responsible for a feasibility study of the market based, economically sound, expansion of the DWD to support increased cargo operations, cruise ships and industrial deep

water moorage. R&M is examining the economics, market demands and local infrastructure, and outlining upgrades and development to the DWD as required to meet the long-term needs of the City, Kenai Peninsula Borough and port users. Duane's responsibilities have included contract management, site visits and above water and underwater dock inspections.

Homer DWD Fender Replacement | Homer

Duane was responsible for design of a new fender system capable of berthing vessels ranging from Alaska Ferries to 400' ocean going barges, to Cruise Ships. The system developed is a hybrid system consisting of a more typical Alaska fender system in which floating foam-filled camel fenders are deployed for cruise ships. The project was bid and installed within a narrow environmental window and was constructed within budget.

Bethel Small Boat Harbor Improvements | Bethel

Duane was the Project Engineer responsible for designing access roads, bank stabilization and transmission lines for a small boat harbor. He also provided construction inspection and administration.

U.S. Navy Amchitka Heavy Cargo Dock Replacement |

Amchitka Island

Duane was the Project Structural Engineer responsible for designing a heavy cargo dock to replace an existing facility currently used by the U.S. Navy on Amchitka Island. The scope of work included replacing the entire structure (pilings, dolphins, cat walks and deck) and designing dock for crane loads. Civil design included all site utilities (water, power and fuel) and road access.

U.S. Navy Pier and Moorage Facility | Ketchikan

Duane was the Project Structural Engineer responsible for design of a 294' pier (precast, prestressed concrete and steel) for barge moorage with hinged gangway and access to a 30' floating dock. The design included an energy absorbing fender system precast concrete panel boat ramp, three dock cranes with up to 40-ton capacity, anchored moorage buoys, and riprap for shore protection. The floating dock was designed to be lifted out of the water during storm periods.



Kimberly A. Nielsen, PE Quality Control

Ms. Nielsen is a Senior Waterfront Engineer with more than 23 years of waterfront and environmental engineering experience in Alaska. She joined the R&M team in 2011 to manage our Waterfront Engineering Group. In this role, Kim is responsible for overseeing and developing designs for port and harbor facilities and upland support facilities. She specializes in the design considerations particular to coastal Alaska, such as wind, waves, currents, ice, shoreline erosion and sediment transport, cold climates, materials availability, and remote site work.

Related Project Experience

Seward Marine Industrial Center (SMIC) Harbor Improvements | Seward

Kim is the Project Manager for this project that includes a condition assessment and recommended repairs and upgrades to existing facilities, plus coastal wave analysis, alternatives analysis, engineering design, cost estimating, geotechnical investigation, dredge material sampling, permitting for dredging a new breakwater, two dock facilities and fender system at the SMIC. The first phase of the project will provide a 900' long rock breakwater designed to provide protection from long period swell that currently enters the site from the Gulf of Alaska and an 8' storm wave.

Palmer Pier Replacement | Antarctica

Kim is the Project Manager under this contract to provide coastal, waterfront, structural, corrosion and geotechnical engineering services for replacement of the pier at Palmer Station, Antarctica. R&M was selected for our expertise in remote, cold-climate pier design and is currently working on a 35% Design and Basis of Design document for a design-build RFP to construct a replacement pier and associated fender system and water, wastewater, fuel delivery, and power/lighting for the facility. R&M will provide support throughout the design and construction phases of the work.

ARRC Seward Marine Terminal Expansion | Seward

Kim is the Project Manager for expansion of the ARRC Seward Marine Terminal. Tasks include preliminary design, concept design and alternatives analysis in support of initial permitting efforts; topographic and bathymetric surveying; preliminary Sediment Transport Study; Freight Dock extension and barge berth; sediment containment groin; Passenger Dock condition assessment; Freight Dock widening design; Parcels 1-3 Storage Pads design; and TIGER grant assistance.

ARRC Freight Dock Widening | Seward

Kim is responsible for project oversight and quality control for revising and finalizing the Seward Marine Terminal Freight Dock Widening design plans, and developing a phasing plan to complete the work over a 5-year period. A phasing plan will be developed to complete the work over a 5-year period, and based on the current 95% design, approximately five phases is needed to complete the dock widening development. R&M is preparing a 100% design package, including revised drawings, note specifications and quantities for the phased development.

Valdez Municipal Harbor Planning and Design | Valdez

The USACE has completed design and is beginning construction of a new harbor in Valdez. As Project Manager, Kim worked with the City to evaluate feasibility and develop a long-term plan for system-wide waterfront development that includes optimizing the old and new harbor facilities to meet current needs and long-term development opportunities. This included initially conducting interviews and public involvement, surveys to identify needs and priorities, followed by development of 10 concept plan alternatives, associated cost estimates and economic analysis, which were presented to the Port and Harbor Commission and at public meetings. Once federal funding for the new harbor was announced by USACE, the project switched gears and focused on fast-track design and permitting of the new harbor facilities. The R&M team has completed design of Phase I Uplands, which created uplands to support the new harbor by excavating a hill and creating offshore fill and utilities main extensions to the new harbor area. Ongoing phases include the inner harbor moorage floats, boat launch ramp, drive down float and upland support facilities, including a harbor office/warehouse,



Education

1993 B.S. Ocean Engineering,
Florida Institute of Technology

Professional Registration

2004 Professional Civil Engineer,
Alaska #CE11142

Professional Affiliations

- ✦ American Society of Civil Engineers
- ✦ Engineers Without Borders
- ✦ Alaska Association of Harbormasters and Port Administrators
- ✦ National Association of Corrosion Engineers
- ✦ ASCE Coasts, Oceans, Ports and Rivers Institute



restrooms, bilge treatment facilities, and associated pedestrian and vehicle improvements.

Kodiak Ferry Terminal and Dock Improvements | *Kodiak*

Kim was the Project Manager for this project that provided a geotechnical investigation, condition assessment, design, bid support and construction administration for replacement of the Pier 1 dock and uplands facilities that are used by the City of Kodiak for fuel and freight barge landings. The project included providing erosion protection in the form of geotextile, filter rock and rip rap to minimize existing erosion problems adjacent to the dock that are caused by boat wakes. Follow up work included securing an incidental harassment authorization for sea lions that was required to allow pile driving. This project was the first application of the new ASCE Seismic Guidelines for Piers and Wharves in Alaska.

Skagway Small Boat Harbor Seawall Replacement | *Skagway*

As Assistant Project Manager, Kim prepared design plans, specifications, bid documents and construction administration associated with replacing an old timber seawall at the small boat harbor with a new sheet pile seawall, access trestle, gangway landing and associated utilities work. The new wall was placed seaward of the old wall, creating about one acre of additional uplands for parking and a landscaped seawalk area.

Unalaska Marine Facilities Corrosion Protection Upgrades | *Unalaska*

An underwater condition assessment found several marine facilities in Dutch Harbor/Unalaska were found to be actively corroding and with a lack of adequate corrosion protection. As Project Manager, Kim was responsible for the design and contract documents to provide sacrificial anodes on marine facilities throughout the port.

Alaska Statewide Barge Landing System Assessment and Design | *Alaska*

Kim was the Project Manager responsible for executing this Denali Commission/USACE, DOT&PF-funded project. The project involved conducting an assessment of barge mooring and fuel/freight transfer needs at more than 200 of Alaska's coastal and river communities throughout the State. The project identified infrastructure improvements needed at each community and preparation of preliminary designs for landing site improvements, including multi-use ramps that could be used for both small local vessels as well as the barges.

Southwest Small Boat Harbor Condition Assessment |

Seward

Kim was the Project Manager for the above-water condition assessment of Floats A, B, C, D and S and the launch ramps in the southwest portion of the City of Seward Small Boat Harbor. The condition assessment documented the

condition of the existing float system, concrete ramps, gangways, access trestles, piling, water, sewer, power and lighting infrastructure. The report identified deficiencies, rated the facilities, recommended options and costs for repairing versus replacing the facilities, and prioritized the improvements based on safety and code issues and other factors.

Seward D Float Replacement | *Seward*

Kim was the Project Manager for replacement of D Float in the southwest (oldest) portion of the harbor, consisting of 13,000 SF of 1960s-era State of Alaska timber float system, 50' gangway, and timber approach trestle with a new 80' gangway and float system that will accommodate 56 40' long vessels.

Homer Deep Water Dock Fender System Replacement |

Homer

Kim was Project Manager for this project which consisted of a condition assessment and design of an upgraded fender system at the existing Deep Water Dock. Vessels utilizing this facility included cruise ships larger than originally conceived by the dock design. The City received \$2M in cruise ship head tax funds to provide upgrades. To ensure the budget was met, the design included a base bid for replacing six fenders, providing four new foam-filled floating camels, and providing upgrades to remaining three existing fenders and an additive alternate to replace rather than upgrade the three additional fenders. The full project was bid in just under the budget and was constructed in spring 2013. R&M also provided bid support and construction administration and inspection services. Kim is now leading the Deep Water Dock Uplands planning effort.

Harbor Float System and Boat Launch Facility | *Old Harbor*

Kim was the Project Manager responsible for design and construction oversight for replacing and expanding the inner harbor facilities at the small boat harbor in Old Harbor. Prior to this work, Kim worked with the Old Harbor Native Corporation to assist the City of Old Harbor in securing grant funding from federal and state sources to cover the cost of design and construction of these facilities. The design included upland and offshore surveying, geotechnical field investigation, and the design and permitting of a new harbor vessel mooring float system and a boat launch ramp and boarding float. The design was completed on an accelerated schedule in order to meet grant funding deadlines.



Steven E. Lewis, PE, CESCL Waterfront Engineer

Mr. Lewis has more than 10 years of experience in civil and waterfront engineering. He has worked on port and coastal projects throughout Alaska, including projects in Seward, Uzinkie, Kodiak, Port Lions, Ketchikan, Valdez and Cordova. Steven is experienced in planning, designing, assessing, and overseeing construction and maintenance of port and coastal structures and facilities.

Related Project Experience

Seward Marine Industrial Center (SMIC) Harbor Improvements | Seward

Steven provided coastal engineering studies for the proposed expansion of dock facilities and mooring basins. He performed Short-Term FATE (STFATE) dredged material disposal computer simulations modeled for open ocean disposal to estimate water quality impacts from disposal operations. He evaluated rock quarry production rates for design of armor rock breakwater and the design to reflect production yield for minimization of waste rock.

Palmer Pier Replacement | Antarctica

Steven is the Waterfront/Coastal Engineer under this contract to provide coastal, waterfront, structural, corrosion and geotechnical engineering services for replacement of the pier at Palmer Station, Antarctica. R&M was selected for our expertise in remote, cold-climate pier design and is currently working on a 35% Design and Basis of Design document for a design-build RFP to construct a replacement pier and associated fender system and water, wastewater, fuel delivery, and power/lighting for the facility. R&M will provide support throughout the design and construction phases of the work.

ARRC Seward Marine Terminal Expansion | Seward

Steven provided coastal engineering studies for the proposed expansion of dock facilities and mooring basins. He performed STFATE dredged material disposal computer simulations modeled for open ocean disposal to estimate water quality impacts from disposal operations. He calculated the potential for wave runup and overtopping as part of floodplain development permitting in accordance with FEMA Conditional Letter of Map Revision (CLOMR) requirements. He performed a desktop study evaluating sediment transport by waves and/or currents. The intent of the study was to determine possible changes in sediment transport due to the proposed development.

ARRC Freight Dock Widening | Seward

Steven is a Project Engineer responsible for revising and finalizing the Seward Marine Terminal Freight Dock Widening design plans, and developing a phasing plan to complete the work over a five year period. Based on the current 95% design, approximately five phases is needed to complete the dock widening development. R&M is preparing a 100% design package, including revised drawings, note specifications and quantities for the phased development.

Valdez Municipal Harbor Facilities Planning and Design | Valdez

Steven provided civil design engineering for phased development for a new commercial harbor facility. The facility is a coordinated effort with USACE. The USACE provided design and construction for dredging and offshore breakwaters, while Steven designed upland facilities, and is working on the design of vessel mooring floats and launch ramp. Design elements included a timber boardwalk, parking facilities, pedestrian pathways and utility main extensions. Work on this project also included bid package preparation and cost estimating.

Seward Passenger Dock Pile Repair | Seward

Steven assisted on this project to provide a detailed structural inspection of the Cruise Ship Passenger Dock in Seward. The project includes a detailed underwater and above-water inspection of structural and electrical components, non-destructive testing, corrosion loss assessment and condition rating of the major components of the facility. In addition, he will define recommended repairs and upgrades and provide associated cost estimates provided. Repair projects will also be prioritized to assist planners in budgeting for the work system-wide.



Education

2015 Masters of Civil Engineering,
University of Alaska Anchorage

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

Professional Registration

2010 Professional Civil Engineer,
Alaska #CE12814

Certifications

Alaska Certified Erosion & Sediment
Control Lead, #AGC-13- 0069

Professional Affiliations

- † American Society of Civil Engineers
- † Coasts, Oceans, Ports and Rivers Institute



Delong Dock Engineering Evaluation and Analysis | Whittier

Steven was the civil engineer for the condition inspection and structural analysis of the Delong Dock near Whittier. The dock was built around 1952 and includes sections of a war surplus floating pier that was secured in place with steel pilings, as well as a pile supported approach section that connects the dock to the uplands. The project included above- and below-water field investigations.

4th Avenue Dock Assessment | Seward

Steven completed a structural conditions assessment and performed a Level II inspection of the above-water portion of the existing 4th Avenue Dock as part of a proposed shoreline boardwalk project for the Alaska SeaLife Center. The dock structure consisted of a concrete wharf, timber fender piles and sheet pile bulkhead. Findings from the inspection determined the structure would not support the proposed development without major reconstruction or replacement.

Valdez Old City Dock | Valdez

Steven inspected and evaluated an existing timber pile supported dock and developed a repair plan. The repair plan consisted of design drawings and specifications for a bid package.

Ouzinkie Municipal Dock | Ouzinkie

Steven was the Project Manager and Project Engineer responsible for design engineering services for this phased development of a multi-purpose dock project to replace an existing timber dock. He arranged and administered several public involvement meetings throughout the design process and corresponded with State ferry service personnel and other users. The planned development users included future state ferry service, fuel barges and the local fishing fleet. Design elements included a 335' long sheet pile bulkhead, fuel systems and sewer outfall modifications, a 1,000' long armor rock revetment, moment frame dolphins, fender systems and design of a public boat launch.

Port Lions Ferry Terminal | Port Lions

Steven was the civil engineer responsible for providing design engineering services for phased development of a multi-purpose dock project to replace an existing timber dock. Under a design-build agreement, two schematic designs, cost estimates and design study reports were completed. The replacement dock is for State ferry service, fuel barges and the local fishing fleet. Throughout the design, State ferry service captains and other users were consulted. Design elements included a 210' long sheet pile bulkhead, fuel system modification, and a 623' long armor rock revetment.

Lowell Point Storm Surge Damage Assessment | Seward

Steven completed a condition assessment and evaluation of three miles of shoreline damaged from a storm surge event. Facilities and structures damaged by the storm event included a public campground, multipurpose pathway, parking areas, and two-miles of armor rock revetment protecting the City's sewer main and access road to an isolated neighboring community. The completed evaluation was coordinated with the City of Seward and the Department of Military and Veteran Affairs Division of Homeland Security and Emergency Management staff. Additional scope included bid package preparation, bid support and construction administration in compliance with Federal Emergency Management Agency guidelines and documentation requirements.

Lake and Peninsula Borough Community Barge Landings | Alaska

Steven was the Project Engineer and provided conceptual designs and cost estimates for several potential community barge landing sites on Lake Iliamna. Consultant services provided included concept designs, site visits, community meetings, topographic and bathymetric surveys, design-build bid packages and permitting.

Wainwright Barge Dock | Wainwright

Steven was a civil engineer responsible for completing a pre-feasibility design study and cost estimate for a bulkhead dock. The intended use of this facility is for future barge service for oilfield exploration. This project utilized a sunken steel barge for the bulkhead structure. Four alternative designs were evaluated and presented in the design study report.

Pebble Limited Partnership Port Design | Iliamna Bay

Steven was the Civil Engineer who provided several pre-feasibility designs, detailed bottoms-up cost estimates, construction schedules and design study reports for the development of a future copper and gold mine. The capital cost for the marine portion of the development ranged between \$100 and \$200 million. Design elements included a 700' long sheet pile bulkhead for supply barges, deep draft concentrate load-out dock, quadrant rail ship loader, barge lightering alternative, fendering system, mooring systems, Ro/Ro ramp and conveyor support structures. The proposed port facilities were located in lower Cook Inlet and on Iliamna Lake. The design was coordinated with several international design teams to insure all elements of the facility were incorporated in designs.



Robert M. Pintner, PE Geotechnical Engineer

Mr. Pintner has more than 29 years of experience in geotechnical engineering, environmental engineering and engineering geology. His responsibilities include field, laboratory and office aspects of environmental and geotechnical investigations. Bob's experience includes analysis of deep and shallow foundation systems, including analysis of lateral loading using various computer programs, evaluation of slope stability, assessment of earthquake hazard, UST removals, site remediation and Phase I environmental site assessments.

Related Project Experience

Seward Marine Industrial Center Harbor Improvements | *Seward*

Bob was the Project Geotechnical Engineer responsible for geotechnical studies for a major expansion of the harbor at the SMIC. The improvements generally included partially enclosing the harbor with a new breakwater on the west side, extending both the existing North Dock and East Dock, and adding moorage floats, gangways, utilities and associated amenities. The geotechnical investigation included drilling several borings up to 130' offshore from a landing craft, and an extensive borehole drilling program in the upland area of the project. Sampling and testing for both geotechnical soil properties and environmental parameters were performed. Geologic hazards and considerations included seismically induced settlement and slope instability, design criteria for sheet pile cofferdams, and pile supported dock structures.

ARRC Seward Marine Terminal Expansion | *Seward*

Bob was the Geotechnical Engineer for this project that includes extending the existing freight dock by approximately 400'. Initial tasks include conducting a sediment transport study to enhance the type and alignment of the new jetty structure and an analysis of alternatives for the dock expansion. Bob was responsible for the geotechnical investigation, soil characterization and analysis.

Valdez Municipal Harbor Facilities Planning and Design | *Valdez*

Bob was the Project Geotechnical Engineer responsible for supplemental geotechnical studies for the planning and design of a new small boat harbor in Valdez. The improvements included a new breakwater, floating docks, boat ramp and parking areas on-shore. The geotechnical investigation included drilling several borings up to 75' deep offshore from a barge to supplement the previous investigation performed by others. Sampling and testing for both geotechnical soil properties was performed. Bob has also been involved during construction, analyzing rock cut slopes and other features identified during construction.

Kotzebue Shore Avenue Reconstruction | *Kotzebue*

Bob was the Geotechnical/Environmental Engineer providing services for improvements to Shore Avenue for DOT&PF. This project included design of more than 3500 lineal feet of sheet pile wall for erosion protection. Most of the wall was a tie-back sheet pile wall with up to 17' height. Three vistas extending further into Kotzebue Sound were of filled cellular construction. Another 1000' of roadway was protected by armor stone. R&M was responsible for road and shoreline protection design, surveys, geotechnical analyses and permitting support. The project was constructed in 2010, with completion in 2011.

Haines Ferry Terminal Retaining Wall Review | *Haines*

Bob was the Project Geotechnical Engineer for the peer-review of the retaining wall design for the support of an aging cellular cofferdam structure at the ferry terminal in Haines. The review included analysis of lateral earth pressures for tied-back and cantilever walls. Arching theory was used for the analysis of the narrow backfill between the existing sheetpile cofferdam and the new wall.

Biorka Island Dock Replacement Project | *Biorka Island, Sitka*

Bob was the Project Geotechnical Engineer responsible for planning and supervision of the geotechnical investigation for the replacement of the dock on Biorka Island, near Sitka. Geotechnical services included the drilling of three boreholes at the dock site with a Geoprobe drilling rig using an under-reaming system to advance through boulder rich soils and rotary coring methods to sample in bedrock. The geotechnical investigation

Education

1986 M.S. Geotechnical Engineering, Oregon State University

1984 B.S. Geology, Earlham College

Professional Registration

1993 Professional Civil Engineer, Alaska #CE8525



also included evaluation of the suitability of the existing material site at the island for production of rip-rap and classified fill for the project.

AMHS Ward Cove Marine Facility Feasibility Plan | Ward Cove

Bob was the Project Geotechnical Engineer and Project Manager for the geotechnical investigation and dredge sediment sampling for the proposed Alaska Marine Highway Ferry Terminal at Ward Cove. The project involved drilling and sampling deep boreholes in the offshore areas of the project to characterize the soil and bedrock for the design on a pile supported dock. Environmental sampling was also conducted to assess the potential for contamination in the soils to be dredged.

Seward Cruise Ship Dock Facility | Seward

Bob was the Geotechnical Engineer responsible for a field investigation, including drilling from a landing craft. Other responsibilities included stability analysis of submarine slopes and pile capacity analysis.

Harbor Expansion | St. George

Bob was the Geotechnical Engineer responsible for design of an expansion of the Zapadni Bay Harbor on St. George Island to provide a berth with breasting dolphin array for floating crab and fish processors and a service dock. Scope included rock excavation, grading, utility relocation, marine structure installation and final dredging of 200' by 400' harbor basin extension.

Ketchikan Shipyard | Ketchikan

Bob was responsible for a geotechnical investigation for the expansion of the ship yard in Ketchikan. The scope of the project included planning and carrying out a field which included drilling several deep boreholes through over 100 feet of fill material and alluvial soils to bedrock. Analysis included liquefaction potential, settlement, axial and lateral load capacity of driven pile foundations and bearing capacity of spread footings.

Port of Anchorage Annual Engineering Services Term Agreement | Anchorage

Bob was the Geotechnical/Environmental Engineer providing services for a number of projects. He was responsible for providing assistance to the Port in preparing and maintaining compliance with an NPDES Stormwater Permit. Duties include planning, devising and implementing a sampling program to meet EPA monitoring requirements, assimilation of rainfall data, calculation of loading factors, and planning and documenting worker stormwater education training.

Seward Highway MP 54.8-59.3 Canyon Creek Bridge Replacement | Seward Highway

Bob was the Geotechnical Engineer responsible for developing geotechnical design criteria for the Canyon Creek Bridge. His responsibilities included interpretation of rock cores, liquefaction analysis, foundation analysis and report preparation. During the field investigation, Bob was responsible for logging rock core borings at bridge foundation locations.

DOT&PF Geotechnical Engineering Services Term Agreement | Alaska

Bob was the Geotechnical Engineer on several projects under this term contract to provide geotechnical services for DOT&PF throughout the state. Projects included a site investigation for a new veteran's cemetery in Fairbanks, investigation for a port facility in the village of Mertarvik in western Alaska, and the development of an exploration plan to investigate the slope stability at the south abutment of the Yukon River Bridge on the Dalton Highway.

DOT&PF Statewide Hazardous Waste and Environmental Services Term Agreement | Alaska

Bob is the Project Manager for a term agreement with DOT&PF Statewide Public Facilities. R&M has held this term agreement since 2008 to provide professional services in the area of hazardous waste assessment, investigation and clean-up. These services include, but are not limited to: environmental site assessments (ESA), spill site cleanup, disposal of contaminated materials, contamination remediation, building demolition and hazardous building materials (HBM) abatement, risk assessment and regulatory agency coordination. Since 2008, our team has been awarded 28 projects.

Van T. Le, AICP Public Involvement



Mrs. Le specializes in comprehensive and site specific land use planning and permitting, policy research and analysis. As a former Municipality of Anchorage Land Use Planner with more than 12 years of experience, she offers a range of planning experience in all aspects of local and regional planning including site selection land use studies, site plan and conditional use applications for public facilities, and area development plans. Van is also a public involvement specialist with experience in effective and open communication style workshops and open houses to address issues including neighborhood compatibility, traffic impacts, right-of-way, parking, environmental concerns, drainage and vehicular and non-motorized safety. She is a regular presenter on capital projects to agencies, Community Councils, community stakeholder groups and the Anchorage Planning and Zoning Commission.

Related Project Experience

Valdez Harbor Waterfront Development Master Plan | Valdez

Van provided public involvement for the Valdez Municipal Harbor Facilities Planning and Feasibility project. She developed surveys that were distributed to user groups, including harbor slip holders, vessel owners, people on the waiting list, harbor business owners, seafood processing and fuel vendors in the harbor, and others to solicit information on needs and priorities for the existing and the new harbor development. She also provided review, assessment, edits and recommendations for the small harbor master plan update and small boat harbor plan update.

Houston Community Impact Assessment and Comprehensive Plan Revision | Houston

Van is the Lead Planner working on updating the City of Houston's Comprehensive Plan, which will include an economic, physical and social impacts assessment of several transportation infrastructure projects. As part of the Public Involvement Program for the Plan Revision, Van is facilitating a Steering Committee that includes City Council, Planning Commission members and residents. In addition, the Public Involvement Program will include a Visioning and Futures Workshop and GIS-based scenario planning charrette.

Eklutna River Bridge Replacement Project | Eklutna

Van was the Planner and Public Involvement lead working on this joint DOT&PF and MOA project to reconnect residents, visitors and emergency responders on this critical transportation project. Van designed and implemented the public involvement plan that has galvanized stakeholders, including Native Village of Eklutna and state legislators, on the need and purpose of the preferred alternative for the project.

Muldoon Town Square Park Master Plan | Anchorage

Van is the Lead Planning and Public Involvement Coordinator for the Muldoon Town Square Park Master Plan, which will provide a 20-year vision for the new park. The project is working to identify current and future needs, establish an implementable framework for future development, management and maintenance of the park. Her responsibilities include leading stakeholder and agency coordination, public workshops, site planning and master plan approval.

Turnagain Arm Area Comprehensive Plan 2010 | Anchorage

Van was the Project Planner and Public Involvement Lead updating this community comprehensive plan for a small community within the Municipality of Anchorage. Her work included working with the community of 300 to craft policies and strategies for guiding future growth and development, including future needs for housing, roads, schools, parks and commercial services. Van led the public involvement and successfully implemented community visioning workshops and a comprehensive community survey to guide the plan's goals, objectives, policies and strategies.

West Dimond Boulevard Upgrade: Jodhpur Road to Sand Lake Road | Anchorage

Van is the Lead Planner and Public Involvement Coordinator for this MOA collector roadway upgrade located within the Sand Lake Community Council area. She is responsible for keeping design deliverables on schedule to meet permitting requirements of the Municipality's CSS project development process, while balancing

Education

2003 M.S. Environmental Science,
Alaska Pacific University

1997 B.A. Urban Geography,
University of British Columbia

Certifications

AICP, American Institute of
Certified Planners

Public Participation, International
Association for Public Participation

Adobe InDesign Graphic Design
Level II

TransCAD Transportation Planning
Software

Systematic Development of
Informed Consent (Bleiker
Method), Institute for
Participatory Management and
Planning

Professional Affiliations

- ✦ American Planning Association
- ✦ Institute of Transportation Engineers
- ✦ International Association for Public Participation
- ✦ Women in Transportation Seminar



divergent public interests, legislative directives and budget restrictions. Van worked closely with state and local elected officials, Sand Lake Community Council, and residents to successfully plan and facilitate a public open house for this controversial project.

AMATS Household Travel Survey | Anchorage

Van is the Planning and Public Involvement Lead for the AMATS Regional Household Travel Survey (HTS), which collects information on how people travel daily for work, recreation and shopping to show a complete picture of how the roads, trails, highways and other transportation facilities are used daily to help to identify existing and future deficiencies in the transportation system. The HTS will update the AMATS regional database of household travel behavior, including regional trip activities (e.g. Mat-Su to Anchorage), which will be used to estimate, model and forecast future travel.

Chugiak-Eagle River Comprehensive Plan Update 2006 | Chugiak-Eagle River

Van was the Project Planner working on this Community Comprehensive Plan Update. She worked with the community to craft policies and strategies for guiding future growth and development, including future needs for housing, roads, schools, parks and commercial services. Van led the planning and public involvement and successfully implemented the community's vision through an updated land use plan that graphically depicts the plan's goals, objectives, policies and strategies.

Girdwood Area Comprehensive Plan Update | Girdwood

Van was the Project Planner and Public Involvement Lead for including detailed analysis of future land use, housing needs, parks, roads, economic development and facilitating a CAC.

Anchorage Title 21 Land Use Code Rewrite | Anchorage

Van was the lead Public Involvement Planner working with stakeholders to update the Municipality's land use code. Van coordinated and facilitated open houses, presentations and all meeting logistics to inform stakeholders of changes to the land use code. Van provided parking demand analysis for parking requirements for Title 21 Update and was involved in the Chugiak-Eagle River Chapter 10 of Title 21's land use code rewrite.

AWWU Site Plan for an Expansion of a Public Facility |

Anchorage

Van is the Senior Planner in charge of site planning and permitting services for an expansion of an utility facility for the Anchorage Water and Wastewater Utility. She coordinated the site, drainage and landscaping plans required for an administrative site plan approval under the Municipality's Title 21 Public Lands and Institutes (PLI) Zoning district (New Code). She also authored the Non-Conforming Determination Application that was required for a front-yard setback for this project which received approval.

Official Streets and Highways Plan 2011 | Anchorage and Chugiak-Eagle River

Van was the Project Manager for this functional classification plan update to implement the Long Range Transportation Plan for AMATS Transportation Planning. Van facilitated a CAC that included representatives from Anchorage area community councils. Van was responsible for coordinating and facilitating public involvement, plan writing and coordinating with the MOA's current and future CIP-listed projects.

CSS Transportation Projects | Anchorage

Prior to joining R&M, Van was the Planning and Public Involvement Lead on the development of six CSS-based Concept Reports, Design Study Reports and permitting applications for Municipally-owned roadway projects, to implement adopted plans and policies at the project level. She worked extensively with area stakeholders on improvements to neighborhood collector roadways and multi-use trails throughout Anchorage and Chugiak-Eagle River through workshops and open houses to address community input.

Benjamin C. Haight, PE

Electrical Engineer



Education

1972 B.S. Electrical Engineering,
Washington State University

Professional Registration

1979 Professional Electrical
Engineer, Alaska #EE4800

Professional Affiliations

- ✦ National Society of Professional Engineers
- ✦ Association of Energy Engineers
- ✦ Institute of Electrical Electronic Engineers
- ✦ Illuminating Engineers Society
- ✦ National Fire Protection Association
- ✦ National Society of Architectural Engineers
- ✦ U.S. Green Building Council
- ✦ Alaska Association of Harbormasters & Port Administrators



Mr. Haight has been providing electrical engineering services throughout Alaska for more than 43 years. Currently the Principal at his firm, he maintains the responsibility for technical direction, quality assurance, contract document standards, and project scheduling. Ben has been designing electrical systems for marinas, harbors, docks and floats for the majority of his career. Project experience includes lighting, power distribution, metering, grounding, and various shore power configurations. Most recently, he has been involved with the development and implementation of standards and procedures addressing the recent National Electrical Code modifications to require Ground Current Protection. Part of his participation includes technical and educational presentations to the public and harbor staff.

Related Project Experience

Lutak Dock | Haines

Ben was the Lead Electrical Engineer responsible for evaluation of the electrical systems as part of an overall survey of the dock in 2012. The survey included review of the conditions, performance, and usefulness of the lighting, electrical service, and power distribution.

Port Chilkoot Dock | Haines

Ben was the Lead Electrical Engineer for this recently renovated dock project that provided new electrical systems. The systems include LED lighting, power distribution, shore power for the small charter boat float, and power for miscellaneous equipment.

South Franklin Cruise Ship Dock Shore-Power | Juneau

Ben was the Lead Electrical Engineer for several projects at this facility, which include the original construction of the dock with electrical service, distribution, lighting and capstans. Subsequently, the dock was upgraded with bus parking area lighting; and cruise ship shore power. The lighting incorporated flood lights using marine grade fixtures and high pressure sodium lamps. The shore power system involved a festooning system with several hard usages, 15 KV cables supplying power to the ships, as well as the utility service to and on the dock. Ben was instrumental in the design; and provided construction services for all of the projects.

Ketchikan Berth III | Ketchikan

Ben was the Lead Electrical Engineer for construction of electrical services, power distribution and lighting. The facilities include renovation of the current Berth II dock for better access and security, installation of the Berth III floating dock, installation of Transient floating dock, replacement of the Casey Moran Harbor to facilitate the new floating docks, the construction of a pedestrian promenade around the Casey Moran Harbor, and the construction of a visitor center with public restrooms & passenger shelter. The electrical systems included new service and distribution of 480 and 208 volt power, large vessel shore-tie power on the Berth III dock, vessel shore-tie power in the Casey Moran Harbor, lighting throughout, and building systems.

Trucano Bulk Fuel Plant | Juneau

Ben led the electrical design for this facility that includes electrical service, distribution and lighting for a tank farm, pumps, fire protection pumps, truck loading and marine vessel fueling. The design incorporated NEC compliance in hazardous area.

Aurora Harbor, Phase 1 | Juneau

Ben is the Lead Electrical Engineer for Phase 1 of this project that will replace floats A, B, C and D, as well as the headwalk and two approaches. The electrical systems will include new shore-tie pedestals, pole mounted lighting, feeders, and distribution equipment. The shore-tie facilities will include some 100 ampere, 208 volt, and three phase power. The new electrical systems will include relays and devices for Ground Fault Protection.

Thank you for considering R&M's proposal.



Innovating Today For Alaska's Tomorrow

Mayoral Appointment 10/11/16

Parks & Recreation Advisory Committee

Lori Lapeyri Smith – term ends 11/2017

Two applications were received: Ms. Smith and John Brower. The commission recommends the mayor appoint Ms. Smith (see 9/21/16 meeting summary in the 10/11/16 assembly packet under Item 9A)).

The mayor wishes to follow the recommendation and seeks assembly confirmation of Ms. Smith's appointment to this advisory committee.



Haines Borough Application for Board Appointment

- Appointment** (I am not currently on the board)
- Reappointment** (I am currently a member of the board)

Check the board, commission, or committee for which you are applying :

<input type="checkbox"/>	Planning Commission	<input type="checkbox"/>	Port and Harbor Advisory Committee
<input checked="" type="checkbox"/>	Tourism Advisory Board	<input type="checkbox"/>	Fire Service Area Board #3 (Klehini)
<input type="checkbox"/>	Chilkat Center Advisory Board	<input type="checkbox"/>	Letnikof Estates Road Maintenance Service Area Board
<input checked="" type="checkbox"/>	Parks and Recreation Advisory Committee	<input type="checkbox"/>	Riverview Road Maintenance Service Area Board
<input type="checkbox"/>	Museum Board of Trustees	<input type="checkbox"/>	Historic Dalton Trail Road Maintenance Service Area Board
<input type="checkbox"/>	Library Advisory Board	<input type="checkbox"/>	Four Winds Road Maintenance Service Area Board
<input type="checkbox"/>	Public Safety Commission	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	Temporary (Ad-hoc) Board/Committee <u>Mobile Businesses</u>		

Name: Lori Ann Lapeyri Smith
 Residence Address: 87 Haven Court Haines AK
 Mailing Address: P.O. Box 729
 Business Phone: _____ Home Phone: 256-658-0931 (cell)
 Fax: _____ Email: lorismithrdh@aol.com

I declare that I am willing to serve as a member of the designated board, commission, or committee. Please enter my name for consideration of appointment by the mayor, subject to confirmation by the assembly. I am a registered voter of the State of Alaska and have resided within the Haines Borough for at least thirty (30) days preceding this date or the date of appointment.*

Lori A. Lapeyri Smith
 Signature of Applicant

26 June 2010
 Date

PLEASE BRIEFLY DESCRIBE YOUR QUALIFICATIONS (You may attach a resume):

See Attached

* HBC 2.60.020 - A member of a committee, board or commission shall be a resident of the borough as defined below...a person qualifying as a borough resident shall: A) Continue to maintain the person's principal place of residence within the corporate boundaries of the borough and have done so for at least 30 days immediately preceding the date of the person's appointment by the mayor; and B) Physically occupy said residence for at least 30 days immediately preceding the date of the person's appointment by the mayor.

Lori Lapeyri Smith
PO Box 729
Haines, Alaska 99827
256-658-0931
lorismithrdh@aol.com

Career Objective:

Seeking a position as a community volunteer on one of Haines Borough community boards, commissions or committees. Have lived in both military and civilian communities stateside and abroad. Having recently relocated back to Haines. Would like to contribute to the Chilkat Valley Community.

Personal Summary:

More the 25 years of experience as a community volunteer.
Recognized for excellent organizational and problem-solving skills
Excellent management and leadership skills
Ability to work well independently.
Ability to work well within a team.
Fund raising skills

Volunteer Experience:

American Legion -Haines Ak
Vice President Womens Auxiliary 2016-

Semper Fi Community Task Force, Wounded Warrior Committee -Huntsville Al
General Board, Warrior's Week Planning and Spouses Event Coordinator 2008-2014

Huntsville Botanical Gardens Womens Guild- Huntsville Al
Volunteer, annual plant sale 2008-2012

American Red Cross General Board, Huntsville Al
Liaison for Redstone Arsenal Military Post 2007-2012

Redstone Arsenal Officers and Civilian Women's Club, Huntsville Al
President 2007-2009

Redstone Arsenal Leadership Advisory Board, Huntsville Al
Hospital Advocate 2007-2011

Professional Experience:

Veteran US Army
Registered Dental Hygienist 30+ Years

Haines Borough Application for Board Appointment

RECEIVED
SEP 09 2016
HAINES BOROUGH

- Appointment** (I am not currently on the board)
- Reappointment** (I am currently a member of the board)

Check the board, commission, or committee for which you are applying :

<input type="checkbox"/>	Planning Commission	<input type="checkbox"/>	Port and Harbor Advisory Committee
<input type="checkbox"/>	Tourism Advisory Board	<input type="checkbox"/>	Code Review Commission
<input type="checkbox"/>	Chilkat Center Advisory Board	<input type="checkbox"/>	Fire Service Area Board #3 (Klehini)
<input checked="" type="checkbox"/>	Parks and Recreation Advisory Committee	<input type="checkbox"/>	Letnikof Estates Road Maintenance Service Area Board
<input type="checkbox"/>	Museum Board of Trustees	<input type="checkbox"/>	Riverview Drive Road Maintenance Service Area Board
<input type="checkbox"/>	Library Advisory Board	<input type="checkbox"/>	Historic Dalton Trail Road Maintenance Service Area Board
<input type="checkbox"/>	Public Safety Commission	<input type="checkbox"/>	Four Winds Road Maintenance Service Area Board
<input type="checkbox"/>	Temporary (Ad-hoc) Board/Committee _____		

Name: John Brower
 Residence Address: 507 Mud Bay Rd
 Mailing Address: Box 1491
 Business Phone: 907 766 2717 Home Phone: 907 766 2717
 Fax: _____ Email: John and Kathy @ aptalaska.net

I declare that I am willing to serve as a member of the designated board, commission, or committee. Please enter my name for consideration of appointment by the mayor, subject to confirmation by the assembly. I am a registered voter of the State of Alaska and have resided within the Haines Borough for at least thirty (30) days preceding this date or the date of appointment.*

John Brower
Signature of Applicant

09/09/16
Date

PLEASE BRIEFLY DESCRIBE YOUR QUALIFICATIONS (You may attach a resume):

BA degree in Environmental Studies, emphasis AK Public Lands + Planning;
BS degree in Business Administration, PAST Chairman of Borough Planning
Commission, Asst Lands Mgr, Personal interest in outdoor recreational
opportunities, Public Admin experience - see RESUME.

* HBC 2.60.020 - A member of a committee, board or commission shall be a resident of the borough as defined below...a person qualifying as a borough resident shall: A) continue to maintain the person's principal place of residence within the corporate boundaries of the borough and have done so for at least 30 days immediately preceding the date of the person's appointment by the mayor; and B) physically occupy said residence for at least 30 days immediately preceding the date of the person's appointment by the mayor.

JOHN BROWER

507 Mud Bay Road

P. O. Box 1491

Haines, AK 99827

(907) 766-2717

johnandkathy@aptalaska.net (home)

ADMINISTRATIVE, MANAGEMENT & PLANNING EXPERIENCE:

- * Tribal Administrator, Chilkat Indian Village
- * Development of Haines Borough 2000 Solid Waste Management Plan
- * Acting Lands Manager/Assessor, Haines Borough
- * Program Manager/Environmental Planner, Chilkoot Indian Association
- * Chairman, Haines Borough Solid Waste Action Management Planning Board
- * Assistant Land Manager/Planner, Haines Borough
- * Produced 1999 Haines Borough Comprehensive Plan
- * Chairman/Coordinator, Haines Borough Community Action Planning Team
- * Coordinator and Facilitator of 1999 Haines Solid Waste Management Conference
- * Housing Manager, Haines Senior Village
- * Federal/State/Municipal Land Conveyance Process
- * Tribal Trust Services and Natural Resources Management
 - Program Development & Administration:
 - Realty (Native Trust Lands)
 - Natural Resources
 - Geographic Information Systems
 - Forest Resources
 - Cultural Resources
 - Environmental Management/Planning
 - Historic Preservation
 - Computer Information Systems
- * Program Fiscal Management and Funding Proposal (Grant) Development
- * Tribal Self Governance Program Administration
- * US Dept. of Interior Policy, Systems, and Budgeting
- * Personnel Supervision
- * Established new policies & procedures for SE AK Tribes in the management of Native Trust & Restricted Lands.
- * Co-Coordinator: 1st Alaska Inter-Tribal Youth Practicum: Natural Resources Management
- * Co-Facilitator: 1st AITC Environmental Management Conference
- * National Trust Lands Evaluation Committee Member: US Dept. of Interior
- * Haines Borough Planning Commission (member and Chairman)
- * Lynn Canal Medical Board
- * Legal Assistant/Paralegal
- * Panelist/Speaker: Executive Leadership of Political and Social Forces in Tribal Natural Resources Management
- * Glacier Bay Ecosystem Partnership Initiative, National Biological Service

EMPLOYMENT HISTORY:

June 2013 – July 2016: Administrative Consultant, Chilkat Indian Village, Klukwan, AK

* November 2000 – May 2013: Tribal Administrator, Chilkat Indian Village, Klukwan, AK
* April 2000 - October 2000: Acting Lands Manager/Assessor, Haines Borough, AK
* March 1999 - March 2000: Program Manager/Environmental Planner, Chilkoot Indian Assn., Haines, AK
* August 1997 – April 2000: Assistant Lands Manager/Planner, Haines Borough, AK
* November 1996 - July 2001: Manager, Haines Senior Village, Haines, AK
* March 1997 - October 1998: Haines Community Liaison, Central Council of Tlingit and Haida Indian Tribes of Alaska, Haines, AK
* February 1996 - October 1997: Independent Rural Postal Transportation Services Contractor, Haines, AK
* 1995 - 1998: Professional Consultant; d/b/a: A Northern View, Haines, AK
* December 1995 - February 1996: Manager; Southeast Alaska State Fair, Haines, AK
* January 1992 - July 1995: Trust Services and Natural Resources Manager; Central Council of Tlingit and Haida Indian Tribes of Alaska, Juneau, AK
* September 1987 - December 1991: Realty Officer; Central Council of Tlingit and Haida Indian Tribes of Alaska, Juneau, AK
* August 1984 - August 1987: Native Land Law Paralegal; Alaska Legal Services Corporation, Anchorage, AK
* October 1983 - August 1984: Alaska Native Allotment and Townsite Title Researcher and Administrative Assistant; Martell & Associates, Anchorage, AK

EDUCATION:

B. A. - June 1983 - University of California - Santa Cruz
Major: Environmental Studies; Emphasis: Alaska Public Land Policy and Planning
Minor: Political Theory and Sociology

B. S. - December 1972 - Monmouth University, New Jersey
Major: Business Administration; Emphasis: Economics and Management

Graduate Study: University of Alaska Southeast; 1993 – 94, Public Administration

PROFESSIONAL TRAINING:

ADMINISTRATIVE/MANAGEMENT/PLANNING: Personnel Law, Effective Project Management, Introduction to Supervision, Grantsmanship & Proposal Writing, Freedom of Information & Privacy Acts, Computer Information Systems, UAS Management Institute, Leadership skills for middle Management, American Planning Association 1999 National Planning Conference, Geographic Information Systems (GIS) Analysis, Environmental Management & Planning Workshops/Seminars/Training, AK Property Assessment, Grant Program Management, QuickBooks software training, Payroll Tax training, Tribal & FHWA Roads program management, Indirect Cost Rate Strategies, BIA 638 Contract Administration, NAHASDA Program Implementation, Sustainable Community Development.

PERSONAL INTERESTS:

Hiking, camping, and backpacking; Traveling, writing, reading, music and sports; Family life and parenting; Environmental education; Wilderness preservation and resource conservation; Community and Environmental planning; Sustainable economic and community development.

REFERENCES AVAILABLE UPON REQUEST



**Haines Borough
Assembly Agenda Bill**

Agenda Bill No.: 16-684
Assembly Meeting Date: 10/11/16

Business Item Description:	Attachments:
Subject: Juneau Access Road and Ferry System	1. Resolution 15-10-647, adopted 10/27/15 2. Resolution 11-11-316, adopted 11/15/11 3. Resolution 07-11-116, adopted 11/20/07 4. Resolution 06-20-083, adopted 2/21/06 5. Resolution 04-04-042, adopted 4/7/04 6. Former Third Class Borough Resolution #436, adopted 11/18/97 7. Chamber of Commerce Letter, 2/7/16 8. Borough Letter, 3/5/14
Originator: Assembly Member Friedenauer	
Originating Department: Assembly	
Date Submitted: 10/3/16	

Full Title/Motion:
This is a discussion item that may lead to some type of action.

Administrative Recommendation:

Fiscal Impact:		
Expenditure Required	Amount Budgeted	Appropriation Required
\$	\$	\$

Comprehensive Plan Consistency Review:
Comp Plan Policy Nos.: _____ Consistent: Yes No

Summary Statement:
Assembly Member Friedenauer requested this agenda item. Mayor Hill met with Governor Walker very recently while in Anchorage and will provide an update of that meeting. Additionally, the Governor plans to be in Haines on October 14 to meet with the assembly (as a committee of the whole) to discuss the Juneau Access Road and the State's fiscal situation.

This is a discussion item.

Referral:
Sent to: _____ Date: _____
Recommendation: _____ Refer to: _____ Meeting Date: _____

Assembly Action:
Workshop Date(s): _____ Public Hearing Date(s): _____
Meeting Date(s): 10/11/16 Tabled to Date: _____

HAINES BOROUGH, ALASKA
RESOLUTION No. 15-10-647

Adopted

A resolution of the Haines Borough Assembly urging the state to maintain a viable marine highway system while deploying ferries to maximize economic benefit to the state and traveling public.

WHEREAS, the Haines Borough has repeatedly expressed its support for the Alaska Marine Highway System (AMHS) in the upper Lynn Canal; and

WHEREAS, the Haines Borough recognizes the extreme fiscal constraints and challenges that the AMHS must adapt to; and

WHEREAS, the Alaska Marine Highway System was created as a public transportation network, serving all Alaskans, supported in part by public funds; and

WHEREAS, the Alaska Marine Highway System serves as Southeast Alaska's road system, effectively providing ferry service to connect the remote communities of Southeast Alaska and promote economic development within the region for over fifty years; and

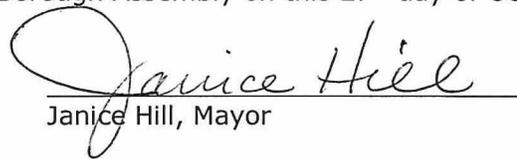
WHEREAS, the State and Haines economy is largely dependent upon the transportation link AMHS provides between Southeast and interior Alaska, Yukon, and Lower 48; and

WHEREAS, the State must achieve a balance of budget cuts and increased or new revenue to address the many needs of the Marine Highway System; and

WHEREAS, the draft 2016 summer schedule does not meet the needs of the known traffic in the highest revenue-generating routes,

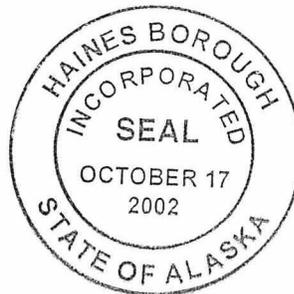
NOW, THEREFORE, BE IT RESOLVED by the Haines Borough Assembly: That the Haines Borough Assembly calls on Governor Walker, the Alaska State Legislature and the Department of Transportation to take a different approach than that proposed in the 2016 draft summer schedule and deploy ferries on a schedule that will maximize revenue opportunities for the State while providing transportation services to the greatest number of the travelling public thus protecting the viability of the ferry system.

Adopted by a duly-constituted quorum of the Haines Borough Assembly on this 27th day of October, 2015.


Janice Hill, Mayor

ATTEST:


Julie Cozzi, MMC, Borough Clerk
Deputy Clerk for
J. Cozzi



A RESOLUTION OF THE HAINES BOROUGH ASSEMBLY REAFFIRMING ITS SUPPORT OF RESOLUTIONS 04-04-042 AND 07-11-116, AND ITS CONTINUED PREFERENCE FOR IMPROVED FERRY SERVICE RATHER THAN AN EAST LYNN CANAL HIGHWAY.

WHEREAS, the Alaska Department of Transportation and Public Facilities has requested public input on the Southeast Alaska Transportation Plan *2011 Update Scoping Report*; and

WHEREAS, the *2011 Update Scoping Report* includes an alternative that would build an East Lynn Canal Highway; and

WHEREAS, through Resolutions 04-04-042 and 07-11-116 the Haines Borough has expressed and reaffirmed its preference for improved Alaska Marine Highway service in the Lynn Canal and opposed development of an East Lynn Canal Highway; and

WHEREAS, Appendix C of the Juneau Access Draft Environmental Impact Statement states a majority of residents surveyed in Juneau, Haines and Skagway prefer improved ferry service rather than road access to Juneau; and

WHEREAS, the Record of Decision of the Juneau Access Final Environmental Impact Statement determined an East Lynn Canal Highway would be twice as expensive to operate and maintain as existing ferry service; and

WHEREAS, the Golder Associates Geotechnical Investigation found 112 geological hazards that, in addition to 36 active avalanche paths, would endanger public safety and close an East Lynn Canal Highway frequently, thereby decreasing Juneau access; and

WHEREAS, the Juneau Access Final Environmental Impact Statement determined there would likely be 600 non-fatal and 8 fatal accidents over a 40 year period on an East Lynn Canal Highway; and

WHEREAS, the Alaska Marine Highway has an excellent safety record; and

WHEREAS, the Marine Transportation Advisory Board advocates investments in new ferries,

NOW, THEREFORE, BE IT RESOLVED that the Haines Borough Assembly:

Section 1: Reaffirms its support of Resolutions 04-04-042 and 07-11-116 and its continued preference for improved ferry service rather than an East Lynn Canal Highway;

Section 2: Recommends that the state focus planning and funding strategies for transportation improvements in Southeast Alaska on enhancing marine transportation options recommended by the Marine Transportation Advisory Board with special emphasis on the deployment of Alaska Class ferries and that consideration of a Berner's Bay ferry terminal include an inherent public transportation component to support walk-on ferry passengers;

HAINES BOROUGH
Resolution No. 11-11-316
Page 2

Section 3: Shall submit copies of this resolution to Andy Hughes, Planning Chief for the Southeast Alaska Transportation Plan, Governor Sean Parnell, Senator Albert Kookesh, and Representative Bill Thomas.

ADOPTED BY A DULY CONSTITUTED QUORUM OF THE HAINES BOROUGH ASSEMBLY THIS 15th DAY OF NOVEMBER 2011.

ATTEST:


Julie Cozzi, MMC, Borough Clerk


Stephanie Scott, Mayor



HAINES BOROUGH
RESOLUTION 07-11-116

Adopted

A RESOLUTION OF THE HAINES BOROUGH ASSEMBLY REAFFIRMING ITS SUPPORT OF RESOLUTION 04-04-042 AND ITS PREFERENCE FOR IMPROVED FERRY SERVICE RATHER THAN AN EAST LYNN CANAL HIGHWAY.

Whereas, on October 29, 2007 Governor Sarah Palin's office issued a statement urging people to contact their legislators to support an East Lynn Canal Highway; and,

Whereas, the Haines Borough has repeatedly expressed its preference for improved Alaska Marine Highway service in the upper Lynn Canal and opposed the development of an East Lynn Canal Highway; and,

Whereas, the Haines Borough Assembly adopted resolution 04-04-042 on April 7, 2004, which states:

"WHEREAS, the Alaska Marine Highway System was created as a public transportation network, serving all Alaskans, supported in part by public funds; and,

WHEREAS, the Alaska Marine Highway System serves as Southeast Alaska's road system, effectively providing ferry service to connect the remote communities of Southeast Alaska and promote economic development within the region for over forty years; and,

WHEREAS, the construction of new roads would offer minimal enhancements to SE Alaska's transportation system due to the geographic challenges unique to this region; and,

WHEREAS, Alaska Marine Highway System is currently in need of investments to ensure continued and improved ferry service in the future; and

WHEREAS, the Haines economy is largely dependent upon being a transportation link between Southeast and interior Alaska, the Yukon, and Lower 48; and,

WHEREAS, a majority of Haines residents and businesses support improved marine access over a Juneau Road;

THEREFORE BE IT RESOLVED that the Haines Borough Assembly requests that state and federal governments focus planning and funding strategies for transportation improvements in Southeast Alaska on enhancing marine transportation within the region."; and,

Whereas, the estimated funds needed for the proposed East Lynn Canal Highway have recently been increased to \$350 million, and this amount would significantly address the many needs of the Marine Highway System,

NOW, THEREFORE, BE IT RESOLVED by the Haines Borough Assembly:

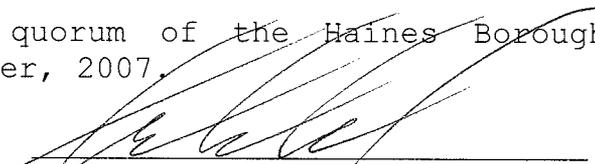
Section 1: That the Haines Borough Assembly reaffirms its support of Resolution 04-04-042 and preference for improved ferry service rather than an East Lynn Canal Highway;

Section 2: That the Haines Borough Assembly requests the Governor establish a segregated fund for the purpose of replacing the aging fleet and construction of needed ferry terminal modifications;

Section 3: That the Haines Borough pledges its full support and cooperation to develop the Haines Ferry Terminal into a regional hub that will support daily service to the ports of Juneau and Skagway; and

Section 4: That copies of this resolution will be sent to Senator Albert Kookesh, Representative Bill Thomas, and Governor Sarah Palin.

ADOPTED by a duly constituted quorum of the Haines Borough Assembly on the 20th day of November, 2007.


Fred Shields, Mayor

ATTEST:


Julie Cozzi, Borough Clerk



HAINES BOROUGH

RESOLUTION NO. 06-02-083

Adopted

A resolution urging the Department of Transportation to efficiently utilize the Alaska Marine Highway System fast ferries by deploying them in the northern panhandle and Prince William Sound beginning in summer 2006, and to regularly provide data to the affected communities to enable them to effectively evaluate the service.

WHEREAS, the Southeast Alaska region is coastal in nature and the economies have evolved around and depend upon reliable and predictable patterns of marine transportation; and

WHEREAS, state ferries deliver people, food, health care, supplies, and equipment to coastal communities throughout the state, with economic impacts far beyond the area in which they operate; and

WHEREAS, failure to establish baseline schedules and publish them at least two years in advance for all Alaska Marine Highway System (AMHS) routes reduces ridership and complicates connections within the system and with other modes of transportation; and

WHEREAS, inconsistent planning and sudden changes to schedules have caused negative economic impacts to communities and their businesses; and

WHEREAS, fast vehicle ferries were designed and deployed to upgrade the aging AMHS fleet and to supplement the level of service by providing fast, efficient, and reliable transportation on point to point service runs to better meet local demand; and

WHEREAS, local communities best understand their transportation needs and have a vested interest in developing local control over long-range strategies.

THEREFORE BE IT RESOLVED that the Haines Borough Assembly urges the Department of Transportation to:

1. Commit, on a year-round basis, a fast vehicle ferry to the Northern Lynn Canal servicing Juneau, Haines and Skagway; and
2. Return a fast vehicle ferry to Prince William Sound servicing Cordova, Valdez and Whittier; and
3. Effective October 2006, develop a schedule for these vessels that remains unchanged for two years, in order to determine the true demand and economic feasibility of the fast ferries in their respective regions; and

4. Provide mayors of the affected communities with relevant data on a quarterly basis to assist the communities with evaluation of the following:

- Optimum scheduling and route selection,
- Revenue maximization and operating costs,
- Passenger satisfaction,
- Overall profitability and efficiency of moving people and goods, and
- Feasibility of development of local ferry authorities.

**ADOPTED BY A DULY CONSTITUTED QUORUM OF THE HAINES BOROUGH ASSEMBLY
THIS 21st DAY OF FEBRUARY, 2006.**

ATTEST:

Fred Shields, Mayor

Julie Cozzi, Borough Clerk

HAINES BOROUGH

RESOLUTION 04-04-042

A RESOLUTION OF THE BOROUGH ASSEMBLY OF THE HAINES BOROUGH, ALASKA, SUPPORTING MARINE TRANSPORTATION.

WHEREAS, the Alaska Marine Highway System was created as a public transportation network, serving all Alaskans, supported in part by public funds; and,

WHEREAS, the Alaska Marine Highway System serves as Southeast Alaska's road system, effectively providing ferry service to connect the remote communities of Southeast Alaska and promote economic development within the region for over forty years; and,

WHEREAS, the construction of new roads would offer minimal enhancements to Southeast Alaska's transportation system due to the geographic challenges unique to this region; and,

WHEREAS, Alaska Marine Highway System is currently in need of investments to ensure continued and improved ferry service in the future; and

WHEREAS, the Haines economy is largely dependent upon being a ~~transportation link between Southeast and interior Alaska, the Yukon, and Lower 48;~~ and,

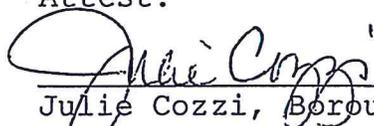
WHEREAS, a majority of Haines residents and businesses support improved marine access over a Juneau Road;

THEREFORE BE IT RESOLVED that the Haines Borough Assembly requests that state and federal governments focus planning and funding strategies for transportation improvements in Southeast Alaska on enhancing marine transportation within the region.

Adopted by a duly constituted quorum of the Haines Borough Assembly on this 7th day of April, 2004.

Attest:


Mike Case, Borough Mayor


Julie Cozzi, Borough Clerk
S E A L:



HAINES BOROUGH
RESOLUTION #436

A RESOLUTION OF THE HAINES BOROUGH OPPOSING CONSTRUCTION OF ROAD OPTIONS OF THE JUNEAU ACCESS PROJECT AND SUPPORTING IMPROVED FERRY SERVICE.

WHEREAS, the Department of Transportation and Public Facilities is currently taking public comment on proposed access improvements to Juneau; and

WHEREAS, the Juneau Access Project has identified the East Lynn Canal road as the preferred alternative; and

WHEREAS, the East Lynn Canal Road will cross designated wilderness lands (LUD-2) and will negatively impact wildlife habitat for bald eagles, sea lions and salmon; and

WHEREAS, the East Lynn Canal Road could negatively impact the Lynn Canal Commercial fishery due to construction and an increase in sports fishing activity as a result of improved access to the Lynn Canal; and

WHEREAS, the East Lynn Canal Road will traverse fifty-eight avalanche chutes and will have the highest avalanche hazard rating of any highway in North America, with the resulting increase in project and maintenance costs due to avalanche mitigation and clearing; and

WHEREAS, avalanches will result in the loss of any surface access due to road closures, will result in high maintenance costs and will create the potential for the loss of life to maintenance workers and users of the road; and

WHEREAS, increased maintenance costs due to the East Lynn Canal Road will further impact maintenance of existing State transportation facilities such as highways, airports, terminals and marine vessels, which are presently maintained at sub-standard levels; and

WHEREAS, according to Appendix C of the Juneau Access Draft Environmental Impact Statement a majority of residents surveyed in Juneau, Haines and Skagway prefer improved ferry service rather than road access to Juneau.

NOW THEREFORE BE IT RESOLVED, that the Haines Borough opposes construction of the East Lynn Canal Road and other road options as currently proposed by the State of Alaska Department of Transportation and Public Facilities and favors improved ferry service to the communities of Haines, Skagway and Juneau.

ADOPTED: 11-18-97

ATTEST:

Jacki Martin
Jacki Martin, Clerk/Treasurer

Jerry L. Lapp
Jerry L. Lapp, Mayor





Haines Chamber of Commerce

“Working Together to Build Business & Community”

219 Main Street, Suite 14
PO Box 1449 · Haines, AK 99827
907-766-2202 · 907-766-2271 (Fax)
chamber@haineschamber.org · www.haineschamber.org

February 7, 2016

Honorable Alaska Legislators
gov.alllegislators@alaska.gov

Re: Juneau Access Improvement Project EIS Preferred Alternative

After considering the referenced project alternatives, we believe that improved ferry service connecting Auke Bay, Skagway and Haines - Marine Alternative 4C – best addresses Alaska’s need for dependable, efficient and safe linkages in our overall transportation system. Southeast Alaska is a segment of a linked economy, and the Lynn Canal is a strategic link in the state’s overall transportation plan; it is imperative that our infrastructure address identified, prioritized needs.

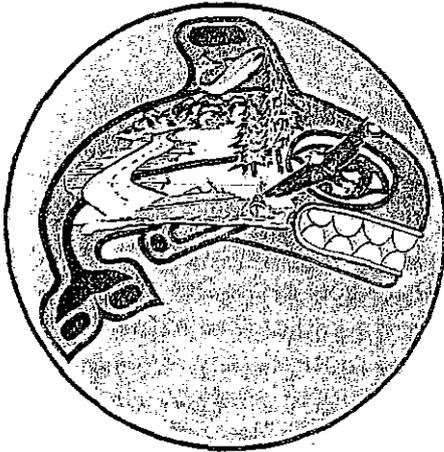
The most illustrative argument for Marine Alternative 4C is return on investment. The recent McDowell Group study of the economic benefits of the Alaska Marine Ferry System report a total return of \$273 on the state’s 2014 operating investment of \$117 million. Marine Alternative 4C maximizes the use of the Alaska Class Ferry day boats purchased for \$102 million. Employment of the day boats will increase flexibility, scheduling and marketability in the Lynn Canal. The ongoing investment of \$15 million in renovation of the Haines Terminal will result in end-berthing; this increases efficiency.

Marine Alternative 4C preserves and enhances traditional modes of transport while offering opportunity for systemic improvements that increase marketability and efficiencies that translate into lower costs and lower fares. Independent travelers, with and without automobiles, and commercial freight haulers will be better served by a marine system that is reliable, dependable and safe.

We thank you for your consideration of our position when you look at alternatives for Juneau Access. We believe this legislative session is strategic to the future economic health of our state. Marine Alternative 4C preserves resources and maximizes return on investment.

Sincerely,

Kyle Gray, President
Haines Chamber of Commerce



HAINES BOROUGH, ALASKA

P.O. BOX 1209 • HAINES, ALASKA 99827
Administration 907.766.2231 • (fax) 907.766.2716
Tourism 907.766.2234 • (fax) 907.766.3155
Police Dept. 907.766.2121 • (fax) 907.766.2128
Fire Dept. 907.766.2155 • (fax) 907.766.3373

March 5, 2014

Senator Dennis Egan, Chair, Senate Transportation Committee
Representative Peggy Wilson, Chair, House Transportation Committee

Dear Senator Egan and Representative Wilson,

As you know, the Haines Borough prefers improved ferry service over a hard link as the method for achieving the connection of Juneau to interior and western Alaska. Our reasoning is simple: the Alaska Marine Transportation System uses the existing highway that ties together the communities in the archipelago: Lynn Canal and the Inside Passage. Juneau is but one of the communities in that group. When considering the massive investment of state funds that would be required to build the East Side Road up Lynn Canal (some say more than half a billion dollars for the link from Juneau to Katazhin), there might be a greater benefit to a greater number of people to provide for regular, reliable ferry service between already established ports - forestalling the necessity to build the two new ports required by the current plan for the East Side Road.

The Haines Borough has been criticized for lobbying against this linkage on the basis that the project is about Juneau, not Haines. We beg to differ. Most of the proposed road travels through the Haines Borough. If the proposal were simply to extend the Eagan Highway, say to Kensington Mine, the Haines Borough would remain silent, if not actively in support. But that is not the stated objective. The stated objective is to drive a hard link from Juneau (overlooking the fact that a ferry will be required nonetheless) to the Haines Highway or the Klondike Highway.

Given that a hard link is the objective, we have repeatedly asked DOT/PF to reconsider the West Side linkage. Now we ask you to request a serious, numbers-based, presentation of this West Side road. We understand that some of the members of the Senate and House Transportation Committees are unfamiliar with the West Side option. This option travels up the very flat terrain of the west side of Lynn Canal.

The advantages of the West Side route are many. Though none of us on the Borough Assembly are civil engineers, we are told that the West Side route is less challenging

to construct and would be less problematic to maintain given that it is free of the many slide and avalanche zones that characterize the East Side route. Like the East Side route, it would provide land access to land that is already in various stages of development - commercial and residential; but unlike the East Side Route, in the future, the West Side link could connect the additional settled communities of Excursion Inlet and Gustavus. We understand that the larger goal of the Department of Transportation and Public Facilities is exactly that: to link communities with a road system. We think these advantages make the West Side route worthy of your consideration. We respectfully request that you request DOT/PF to brief you on the West Side Route; its advantages and disadvantages compared to the East Side Route, so that you can make an informed decision about the best way to improve Juneau Access and enhance our statewide transportation system.

Sincerely,



Stephanie Scott
Mayor, Haines Borough

Cc:

Senate Transportation Committee members: Sen. Fred Dyson, Vice-Chair; Sen. Anna Fairclough, Sen. Hollis French, Sen. Click Bishop.

House Transportation Committee members: Rep. Doug Isaccson, Vice-Chair, Rep. Kreiss-Tompkins, Rep. Bob Lynn, Rep. Craig Johnson, Re. Lynn Gattis, Rep. Eric Feige

Senator Bert Stedman

Members, Haines Borough Assembly
Julie Cozzi, Interim Haines Borough Manager
Michelle Webb, Interim Haines Borough Clerk

From: Travis Mead [<mailto:Travis.Mead@juneau.org>]

Sent: Tuesday, October 04, 2016 10:28 AM

To: Jan Hill <jhill@haines.ak.us>

Cc: Margaret Friedenauer <mfriedenauer@haines.ak.us>; Tresham Gregg <tgregg@haines.ak.us>; George Campbell <gcampbell@haines.ak.us>; Diana Lapham <dlapham@haines.ak.us>; Mike Case <mcase@haines.ak.us>; Ron Jackson <rjackson@haines.ak.us>; Julie Cozzi <jcozzi@haines.ak.us>

Subject: Haines emergency response.

Dear Mayor Hill and Haines Borough Assembly Members:

My name is Travis Mead and I'm a captain with Capital City Fire and Rescue in Juneau, AK. I've been a firefighter with the City and Borough of Juneau for 17.5 years: 16 years as an employee and prior to that, spent 1.5 years as a volunteer.

On September 16, 2016, at about 10:30 a.m., on our way back home from a hunting trip in Tok, a close friend of mine and his children were involved in a rollover accident at about 24 mile Haines Hwy. My son and I were about 10 minutes ahead of him so we did not witness the accident. After seeing multiple emergency vehicles passing me, and with no sign of my friend, I decided to wait at a pullout to give him time to catch up. When he didn't, I turned around to look for his truck.

During the 12 minute drive back to the accident scene I had a lot of different scenarios running through my head about why my childhood friend and his two kids were running late. When we finally arrived on scene, his truck was almost unrecognizable. Judging by how slow everyone was working around it, I started preparing myself for the possibility of a fatality. I pulled past the scene and told my son to stay in the truck and to not look at the accident. As I walked towards the scene I interacted with a couple of volunteers directing traffic. I was taken aback by how calm and professional everyone was being and again I assumed this was due to the severity of the accident. After speaking to Trooper Neason and a volunteer firefighter, I was very relieved to hear that all the people in the vehicle appeared to be ok (though quite bruised up). I was directed to a nearby home where the ambulance crew was assessing the kids and getting them ready for transport to the Haines clinic for further evaluation. I went to the ambulance and spoke with both care providers about the condition of the kids and again I was amazed at how clam and professional everyone was being. I recognized Jenn Walsh as one of the attendants on the ambulance and I was very grateful to have her there. I've known Jenn for about 4 years and she has always impressed me but this is the first time I saw her perform on an emergency scene. She did a great job!

About 15 minutes later, the ambulance left and I went back to the scene to pick up any personal valuables I could find. To my surprise, the volunteers had already cleaned up the scene and retrieved all personal valuables in and around the truck and were taking them back to the fire station for safe keeping. Again, I was taken aback by how professional and helpful these volunteers were..

Due to my work experience with a "combination" fire department in Juneau and the challenges working with multiple agencies on an emergency scene, I have a deep understanding of what it takes to achieve that level of excellence I witnessed on that day. I want to express to you just how extraordinary the level of teamwork and customer service was at that scene. I have a new level of respect for the Haines Volunteer Fire Department and all other emergency responders of Haines.

Please feel free to contact me if you have any questions.

Thank you,

Travis Mead
907-209-7018