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Attorneys for City of Valdez

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA

THIRD JUDICIAL DISTRICT AT ANCHORAGE

In the Matter of the	)	
	)	
2021 Redistricting Plan.	)	Case No. 3AN-21-08869 CI
	)	(Consolidated)
	)	

Case No. 3VA-21-00080 CI

AFFIDAVIT OF NATHAN DUVAL

STATE OF ALASKA)
) ss.
THIRD JUDICIAL DISTRICT)

NATHAN DUVAL, being first duly sworn, deposes and states:

1. I am over the age 18, a resident of the State of Alaska, and have personal knowledge of the facts stated herein.

2. At the time the Complaint in the above-referenced case was filed and at all times to date, I have been a qualified, registered voter in the State of Alaska residing in the City of Valdez, Alaska ("Valdez" or "City").

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3. My date of birth is November 22, 1985, and I was born in Fairbanks, Alaska.

4. I graduated from Lathrop Highschool in Fairbanks, Alaska, and obtained a Bachelor of Science degree in Construction Management from Brigham Young University.

5. My job history includes the following:

a. From 2002-2007, I worked as a Carpenter for Birkholz Construction in Fairbanks, and completed projects in Fairbanks, North Pole, and Salcha.

b. From 2011-2013, I worked as a field engineer for Osborne Construction in Fairbanks and completed projects in Fairbanks and Eielson Air Force Base

c. From 2013-2017, I worked as a Project Engineer for Houston Contracting, a subsidiary of ASRC under contract for Alyeska in Valdez and worked solely on projects related to the Trans Alaska Pipeline System ("TAPS").

6. I am presently the Director of Capital Facilities and Building Maintenance for the City of Valdez, and I began working in my position as Director in 2017.

7. I also serve as an Assistant City Manager for the City of Valdez overseeing the Ports and Harbor Department and Public Works Department.

8. I lived in Fairbanks, Alaska, for 25 years from 1985-2005 and from 2007-2013.

9. I have lived in Valdez, Alaska, since May of 2013.

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10. I have first-hand knowledge regarding the socioeconomic ties among Valdez and other Richardson Highway communities including Fairbanks by virtue of my personal experience as a resident of these communities, my work experience, and my role as a Director and Assistant City Manager with the City of Valdez. Similarly, I have first-hand knowledge of socioeconomic relationships or lack thereof among Valdez and other communities in Alaska.

11. I participated in the public comment process for redistricting by offering public comment both orally and in writing on September 30, 2021.[1]

12. I understand the constitutional criteria under Article VI, Section 6, of the Alaska Constitution as:

> Each house district shall be formed of contiguous and compact territory containing as nearly as practicable a relatively integrated socio-economic area. Each shall contain a population as near as practicable to the quotient obtained by dividing the population of the state by forty. Each senate district shall be composed as near as practicable of two contiguous house districts. Consideration may be given to local government boundaries. Drainage and other geographic features shall be used in describing boundaries wherever possible.

13. I also understand that I am entitled to '"fair and effective representation'—the right to group effectiveness or an equally powerful vote."[2]

14. The Final Plan fails to reflect the public comments that I am aware of from Matanuska Susitna Borough ("Mat-Su Borough") and Valdez residents, which made clear

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[1] Exhibit A (Nathan Duval Public Comment).

[2] *Hickel v. S.E. Conf.*, 846 P.2d 38, 47 (Alaska 1992), *as modified on reh'g* (Mar. 12, 1993) (quoting *Kenai Peninsula Borough v. State*, 743 P.2d 1352, 1363 (Alaska 1987)).

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that the residents of these communities do not believe the Mat-Su Borough and Valdez should be combined in a house district.

15. District 29, as set forth in the Alaska Redistricting Board's ("Board") Final Plan ("Final Plan), separates Valdez from the communities it is socioeconomically integrated with. Not a single Richardson Highway or Prince William Sound community is included in District 29. The District is drawn to separate Valdez from its neighbors and instead pair Valdez with Wasilla and Palmer suburbs.

I. FAIR REPRESENTATION

16. As I noted in my public comments, in recent years, Valdez has received more support on critical issues from legislators in Fairbanks than from those who actually represent Valdez.[3]

17. Under the 2013 Plan, which places Valdez in a district with some Richardson Highway communities, Valdez is not receiving fair representation of its interests in the legislature. Under the 2021 Final Plan, this issue is exacerbated because Valdez is separated from all Richardson Highway and Prince William Sound communities and paired almost exclusively with communities on the outskirts of Wasilla and Palmer. District 29 dilutes the power of my vote as a Valdez citizen and ensures that elections within District 29 will be controlled by Wasilla and Palmer area residents.

18. Because Valdez is paired with the West Mat-Su Borough to create a Senate District, the likelihood of receiving fair representation in the Senate is even worse.

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[3] Exhibit A.

19. District 29 and District 30, which Valdez is paired with, are dominated by residents that do not share common interests with Valdez.

II. VALDEZ IS NOT SOCIOECONOMICALLY INTEGRATED WITH THE MAT-SU BOROUGH

20. Valdez has no meaningful socioeconomic integration with the Mat-Su Borough communities in general. In particular, Valdez is not socioeconomically integrated with Wasilla and Palmer suburbs where the vast majority of citizens in District 29 reside.

21. Having been born and raised in Fairbanks, the commonalities between the Fairbanks North Star Borough ("FNSB") and Richardson Highway communities including Valdez were apparent to me from a young age.

22. The Richardson Highway is the transportation corridor that connects me and other Valdez residents with their neighbors for sports, recreation, work, visiting friends and family, and church affiliations.

23. The delegates to the Constitutional Convention defined socioeconomic integration as "where people live together and work together and earn their living together . . . they should be logically grouped that way."[4] District 29 does the exact opposite of this. It separates Valdez residents from the people they live with, work with, recreate with, and interact with.

A. Transportation.

24. Valdez does not share transportation facilities or corridors with the Mat-Su Borough. The Richardson and Glenn Highways connect these communities, but the drive

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[4] *Hickel*, 846 P.2d at 46 (quoting 3 PACC 1836 (Jan. 11, 1956)).

to reach the suburbs of Wasilla and Palmer that dominate District 29 is approximately 260 miles.[5] Driving from Valdez to these communities takes around four-and-a-half or five hours with good road conditions and is a major undertaking.

25. Even though there is a road connection between Valdez and the Palmer and Wasilla suburbs where most of the District 29 residents reside, this connection does not reflect socioeconomic integration because a Valdez citizen would almost always drive right through the Mat-Su Borough communities included in District 29 without stopping.

26. In the rare instances that I drive from Valdez along the Richardson and Glenn Highways, my destination is usually Anchorage, not Palmer or Wasilla. I generally have no reason to stop in the Palmer and Wasilla area.

27. I drive to Fairbanks using the Richardson Highway approximately six times a year, while I only drive to Anchorage around three times a year. The Mat-Su Borough communities included in District 29 are not destinations for me.

28. Under District 29, when making my drives to Fairbanks, I would leave my house district approximately 45 miles from Valdez's city center and drive through District 36 for approximately 300 miles before reaching the FNSB boundary. When making a drive to Anchorage, I would leave District 29 and have to drive approximately 120 road miles on the Richardson and Glenn Highways through District 36 before re-entering District 29 near Glacier View.[6]

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[5] Exhibit B at 1 (Road Maps).

[6] Exhibit B at 2.

29. District 29 almost entirely separates the Richardson Highway from Valdez. Only about 12% of the Richardson Highway is included in District 29.

30. The Richardson Highway to FNSB is the transportation corridor that connects Valdez to its neighboring communities, yet District 29 carves all but about 45 miles of the highway and separates Valdez from all communities along it including Tonsina, Kenny Lake, Willow Creek, Copper Center, Copperville, Tazlina, Silver Springs Glennallen, Paxson, Gulkana, Gakona, Deltana, Delta Junction, Fort Greely, Big Delta, Salcha, Eielson Air Force Base, and Other FNSB communities. These are the primary communities that Valdez is socioeconomically integrated with

31. Valdez Pioneer Field includes a 6,500-foot runway and an airport terminal building that includes city offices and private businesses. My office is at the airport and see these flights arrive and depart on a daily basis. The Ports and Harbor Department, which I oversee as Assistant City Manager manages the airport. While there is commercial flight service between Valdez and Anchorage offered by Ravn Air, there is no commercial flight service between Valdez and any Mat-Su Borough communities and Ravn does not offer any flights to the Mat-Su Borough. I am not aware of any commercial flight service operating in the Mat-Su Borough. A Mat-Su Borough resident would have to travel to Anchorage to catch a flight to Valdez. Valdez has no air transportation connection to the Mat-Su Borough.

32. Valdez is located in the Northern Region for the Department of Transportation and Public Facilities ("DOT"). The Mat-Su Borough communities that

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make up the vast majority of District 29 live in the Central Region for DOT. District 29 largely separates Valdez from other communities in the Northern Region.[7]

33. Valdez coordinates with Northern Region DOT staff on projects to enhance and maintain Pioneer Field and on projects related to the maintenance and improvement of the Richardson Highway. The Northern Region of DOT manages Pioneer Field and Valdez leases the land upon which the terminal is built.

34. Valdez and other Richardson Highway communities including FNSB have a direct interest in the maintenance and improvement of the Richardson Highway. Mat-Su Borough communities do not share this interest. There is no portion of the Richardson Highway that passes through the Mat-Su Borough.

35. When flying out of state I usually utilize the Fairbanks International Airport rather than Anchorage. I never fly out of the Palmer or Wasilla areas.

36. The Mat- Su Borough is heavy reliant on the railroad for the transportation of goods, while Valdez has no connection to the railroad.

37. While Valdez and Alaska Marine Highway System ("AMHS") terminal is located in Valdez, the Mat-Su Borough communities included in District 29 have no marine transportation connection to Valdez because they have no coastline, harbor, or port.

B. Commerce.

38. The major economic drivers for Valdez are TAPS and the Valdez Marine Terminal ("VMT"), commercial fishing and fish processing, transportation of goods

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[7] Exhibit C (DOT Region Maps).

through the Valdez Port up the Richardson Highway, and tourism. Valdez and the Mat-Su Borough do not share any common major economic activity.

1. <u>Oil and Gas</u>

39. I worked in the oil and gas sector in Valdez from 2013-2017 for a subcontractor who completed projects for Alyeska Pipeline Service Company ("APSC") related to TAPS. The Mat-Su borough is not dependent on TAPS or the oil and gas industry as a driver for its economy and has no real association with TAPS.

40. The oil and gas sector is a critical source of employment for Valdez residents as well as residents in other Richardson Highway and FNSB communities. In my experience, the crews working on TAPS-related projects are associated with the Richardson Highway communities and FNSB, not with Mat-Su Borough communities. APSC maintains offices in both Fairbanks and Valdez.

41. Petro Star operates refineries in North Pole and Valdez.[8]

42. TAPS consists of an 800-mile, 48-inch pipeline that transports Alaska North Slope ("ANS") crude oil from Pump Station 1 on the North Slope of Alaska to the VMT on the southern shore of the Port of Valdez.[9] TAPS cost over $8 billion to build in the 1970s and it remains to this day an engineering marvel.[10] It crosses three major mountain ranges and roughly 500 streams and rivers traversing Alaska.[11] TAPS runs through the

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[8] Exhibit D (Petro Star Refineries Fact Sheet).

[9] Exhibit E at 2 (Alyeska Fact Book March 2021 Excerpt).

[10] *Id.* at 3.

[11] *Id.* at 2.

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back yards of the residents of Valdez, FNSB, and Richardson Highway communities. To date, over 18 billion barrels of ANS crude oil have been transported through TAPS.[12]

43. The VMT occupies approximately 1,000 acres within the City of Valdez on the southern shore of Port Valdez.[13] The VMT currently has two tanker loading berths with 14 storage tanks, having a working inventory capacity of 6.6 million barrels of ANS crude oil, used for the loading crude oil tankers for shipment to refineries throughout the West Coast and Pacific Rim.[14]

44. TAPS and the VMT are an integral part of life in Valdez, and Valdez citizens identify themselves with the pipeline and the VMT. TAPS does not traverse the Mat-Su Borough.

45. The oil and gas industry accounts for 12% of total jobs and 28% of total earnings for the citizens of Valdez.[15] Unlike most oil and gas workers who work on the North Slope away from their home communities, nearly all Valdez residents who work in the oil and gas industry work along TAPS or at the VMT.

46. In addition to the good-paying local jobs associated with the oil and gas industry, the City of Valdez funds local government operations and provides public facilities and services largely with tax revenue from TAPS property. Valdez's 2022 budget reflects that about 80% of the City's tax revenue is derived from property taxes from oil

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[12] *Id.* at 18

[13] *Id.* at 4.

[14] *Id.*

[15] Exhibit F at 8 (Valdez Comprehensive Plan).

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and gas properties. The Mat-Su Borough generates around .006% of its total revenue from property taxes on oil and gas property.[16]

2. <u>Small Boat Harbor</u>

47. In 2019, Valdez completed construction of a new small boat harbor, adding an additional 144 slips and numerous other amenities which are used extensively for commercial fishing purposes, charter services, and recreational boating. Valdez invested over $61 million dollars in City funds on the project and received a grant from the United States Corp of Engineers for an additional $21,227,761.[17]

48. A tremendous amount of time and effort on the part of City employees was dedicated to completion of the Project.

49. The City is also undertaking improvements to the existing small boat harbor, including reconstruction of a portion of the float system to provide additional slips, replacing the tour dock, improvements to utilities, and replacing the launch ramp.

50. Between the new harbor and the adjacent preexisting harbor, Valdez currently has 511 slips.

51. The harbor is an essential economic development resource for Valdez and supports tourism, commercial fishing, and other maritime industries. In addition, the harbor generated an estimated $1,985,586 in revenue for the City in 2021.

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[16] Calculation derived using adopted Mat-Su Borough 2021 Mill rate of 10.322, 2020 Alaska Taxable oil and gas property valuation, and Mat-Su Borough total revenue for 2021. (($7,903,480 in oil and gas property x .010322) / ($131,376,756 in total revenue) = .0006%)).

[17] Exhibit G (Valdez Small Boat Harbor Construction Report).

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52. Approximately 38% of the of the boat slips within the Valdez Small Boat Harbor are leased by residents from communities north of Valdez, including Fairbanks, North Pole, Eielson, Salcha, Delta Junction, Tok, and Glennallen. Residents from these communities lease more small boat harbor slips than Valdez residents do themselves.

53. Only about 7% of Valdez Small Boat Harbor slips are rented by those listing Wasilla, Palmer, or Sutton as their address.

54. Mat-Su Borough residents, and particularly those in the suburbs of Wasilla and Palmer, do not generally use Valdez's Small Boat Harbor facilities to access Prince William Sound. This makes sense because it would be far faster for a resident from the Wasilla or Palmer suburbs included in District 29 to drive to Whittier, which is a two-hour drive as opposed to Valdez, which is a five-hour drive.[18]

55. The Valdez Small Boat Harbor is the regional access point to Prince William Sound for FNSB and Richardson Highway communities and socioeconomically connects Valdez with the residents that regularly utilize the harbor.

3. <u>Port Activities.</u>

56. Valdez has invested over $50 million to construct and maintain a floating container dock, the Valdez Container Terminal ("VCT"), to deliver freight destined for Interior Alaska, including Richardson Highway communities and FNSB, and ship freight, primarily seafood, to market. Valdez is actively engaged in maintenance and improvement projects for the VCT transfer ramp and causeway and recently completed electrical

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[18] Exhibit B at 3.

upgrades, lighting upgrades, security camera installation, and underwater repairs. Together these projects represent over $6 million in investment for the VCT from 2019 to present.

57. Valdez is the regional port and harbor for Richardson Highway communities, including FNSB, and is commonly referred to as the "gateway to the interior."

58. Most of the shipments through the port are destined for locations north along the Richardson Highway, including FNSB and the military bases located in the FNSB area. A substantial amount of equipment is shipped from the VCT north along the Richardson highway to support construction, oil and gas, and mining activities.

59. In 201, the Port of Valdez moved 66,570,556 pounds of seafood: 14,909,299 in miscellaneous freight, 8,177,650 pounds of construction materials, 6,302,176 in mining materials, 7,814,168 in miscellaneous freight, 5,866,340 pounds oil and gas support equipment, 3,440,200 in military munitions, and 760,423 pounds of household goods.[19] Little if any of this freight was destined for the Mat-Su Borough or arrived from the Mat-Su Borough for export. Instead, it was destined for communities north along the Richardson Highway including FNSB.

60. The Port provides good-paying jobs for Valdez citizens, and in 2021 is estimated to have generated $1,216,833 million in gross revenue for the City.

61. The VCT socioeconomically ties Valdez to Richardson Highway communities and FNSB rather than Mat-Su Borough communities, which generally do not utilize the VCT for shipping freight.

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[19] Exhibit H (Valdez Cargo Tracker).

4. Commercial Fishing

62. In the summer, Valdez is a bustling commercial fishing town that dozens of commercial fishing vessels operate out of. The Small Boat Harbor fills with commercial fishing vessels in the spring and summer preparing to harvest Prince William Sound. Valdez is also home to fish processors including Peter Pan Seafoods and Silver Bay Seafoods, which are substantial seasonal employers.

63. Valdez collects annual raw fish tax and shred fisheries business taxes associated with the commercial fishing, and the commercial fishing industry plays a large role in driving demand at local businesses and restaurants.

64. The seafood industry accounts for 12% of total jobs in Valdez.[20] I am not aware of any seafood industry operating in the portions of the Mat-Su Borough included in District 29.

5. Tourism.

65. A significant portion of Valdez's economy is related to both in-state and out-of-state tourism.

66. Valdez is a tourist destination for both Alaska residents and people from around the world. Residents from FNSB and Richardson highway communities occupy the majority of camp sites and RV parks in Valdez during the summer months.

67. Out-of-state tourists arrive by plane, bus, motorhome, car, and increasingly (prior to the COVID-19 pandemic) by cruise ship.

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[20] Exhibit F at 8 (Valdez Comp Plan Excerpt).

68. Valdez is a port of call for cruise ships and is actively engaged in increasing cruise ship landings at the Kelsey Dock in Valdez. The City has made substantial improvements to the Kelsey Dock over the last few years to provide services for cruise liners and cruise ship passengers including deck replacement, upland improvements, and the construction of an information and interpretive center. Valdez had 3 cruise-ship landings in 2018, 13 landings in 2019, 25 landing requests and 25 cancelations in 2020 and 2021 due to COVID-19. Presently, the City has 16 landing requests for 2022. In addition to cruise ships, a smaller 250-passenger transport vessel normally makes 8-10 landings in the process of transporting clients from Whittier to Valdez and then by bus to the Princess Lodge in Copper Center.

69. The Mat-Su Borough has no cruise ship tourism that I am aware of, and the Wasilla and Palmer suburbs that dominate District 29 are not popular tourist destinations.

70. Valdez's tourism-related economy creates socioeconomic ties with Prince William Sound communities to the south as well as Richardson Highway and FNSB communities to the north.

C. Recreation.

71. Valdez is an outdoor recreation paradise. Fishing, hunting, camping, boating, kayaking, whitewater rafting, ice climbing, skiing, and snow machining opportunities are both plentiful and world-class in quality.

72. Citizens from FNSB and other Richardson Highway communities use Valdez as their regional playground. Mat-Su Borough residents generally do not. While Valdez and Richardson Highway community residents are likely to snow machine or ski in

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Thompson Pass, Wasilla and Palmer suburb residents are far more likely to utilize Hatcher Pass, which is included in District 29 and is where the new Skeetawk Ski Area is located.

73. Citizens from Valdez, FNSB, and Richardson Highway communities also share common campgrounds, hunting areas, and fishing areas.

74. The subsistence dipnet and sport fishery at Chitina is used extensively by both Valdez citizens and citizens that live north along the Richardson Highway. The Wasilla and Palmer suburb residents that make up the bulk of District 29 have many other subsistence and sport fishing opportunities in closer proximity to them.

75. Valdez residents camp in areas along the Richardson Highway, including Paxson, Summit Lake, Squirrel Creek, Pippen Lake and numerous other areas. These same areas are often visited by FNSB residents and residents of other Richardson Highway communities.

76. I do not travel to Palmer and Wasilla suburbs that dominate District 29 to camp, fish, hunt, or for any other recreational reason.

77. With 38% of the boat slips at the small boat harbor leased by Richardson Highway community residents, the socioeconomic integration of those communities with Valdez for recreational boating purposes is readily apparent.

78. The communities north of Valdez to FNSB also travel to Valdez for events such as Valdez's Fourth of July celebration, Gold Rush Days celebration, and annual military appreciation day.

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79. There are numerous recreational ties between Valdez and communities to the north along the Richardson Highway including FNSB communities. No such significant

recreational ties exist between Valdez and the Mat-Su Borough communities where the vast majority of District 29's population resides.

D. Education

80. The Mat-Su Borough communities that are included in District 29 and Valdez are not integrated by virtue of education. Students in Valdez and Mat-Su attend different school districts and, for the most part, do not play sports against one another.

81. Valdez is located in the Aurora conference for interscholastic sports, which includes FNSB and Richardson Highway schools: Monroe Catholic, Hutchison, Eielson, Delta, and Galena.

82. There are also no ties between Prince William Sound College, which is located in Valdez with a satellite location in Glennallen, and the Mat-Su Borough communities in District 29.

83. The only school located in District 29 aside from Valdez School District Schools is Glacier View School and Sutton Elementary School.

84. There simply are no commonalities with regard to education between Valdez and the Mat-Su Borough communities included in District 29.

E. Management of State Lands

85. Valdez and the suburbs of Wasilla and Palmer, where about 75% of the population in District 29 lives, do not share a common interest in the management of State lands. Valdez is a pipeline community with a direct interest in the management of lands along the pipeline corridor and environmentally safe operation of TAPS, over 20 miles of which runs through Valdez. Similarly, Valdez is a Prince William Sounds Community that

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relies on the prudent management of Prince William Sound fisheries and protection of Prince William Sound from environmental harm. Valdez has a direct interest in protecting Prince William Sound from potential spills at the VMT and from oil tankers transiting the sound. Mat-Su Borough residents share none of these interests.

III. CONTIGUITY

86. District 29 is drawn in a manner that a Valdez citizen driving north from Valdez to Anchorage would leave District 29 approximately 45 miles from Valdez in Thompson Pass, and drive approximately 120 road miles on the Richardson and Glenn Highways before re-entering District 29 near Glacier View.[21]

87. While District 29 may appear contiguous, it is not contiguous in the sense that much of the Highway used to reach the population centers in the Wasilla and Palmer areas and Valdez are not included in the District.

88. District 29 combines the geographically small population centers of Valdez and the Wasilla and Palmer suburbs, which are separated by immense geographical features. These two communities constitute over 95% of the population in District 29.

IV. PROCESS

89. The Board appears to have entirely ignored the public comment it received when it paired Valdez with the Mat-Su Borough despite the fact that nearly all public testimony regarding this pairing was against it.[22]

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[21] Exhibit B at 2.

[22] Exhibit I (Audio files from Public Meeting in Valdez).

90. It is also concerning that the Board appears to have ignored socioeconomic factors in favor of protecting the interests of Doyon and Ahtna.

91. I reserve the right to supplement this testimony following further discovery and depositions in this matter.

UNDER PENALTY OF PURGERY, I declare the statements herein are true and correct to the best of my knowledge and belief.

Nathan Duval

SUBSCRIBED AND SWORN to before me this 5th day of January, 2022.

Notary Public in and for Alaska
My Commission Expires: 04-17-2025

WENDY R. ROBERTSON
Commission #210417003
NOTARY PUBLIC
My Commission Expires 04-17-2025
STATE OF ALASKA

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Certificate of Service

The undersigned hereby certifies that a copy of the foregoing document was e-mailed to the following attorneys/parties of record this 5th day of January, 2022:

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//s//Mary G. Hodsdon
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Alaska Redistricting Board
Community Public Hearing
Verbal Testimony Summary

Valdez 9/30 Verbal Testimony Summary Date: October 15, 2021

Name: **Nathan Duval**

Mr. Duval noted that the history of Valdez is rich with the Richardson Highway and the affiliation with these communities is more realistic for socio-economic purposes. Growing up in Fairbanks, Mr. Duval played sports coming down the Richardson Highway. Mr. Duval has also on the Transalaska Pipeline where there were crews and connections to people going north toward Fairbanks; there was little connection with the Mat-Su Borough to the west. Recently, Valdez has received more support from legislators from the Fairbanks area while receiving silence from their representative from these same issues.

From: Nathan Duval <automated@akredistrict.org>
Sent: Thursday, September 30, 2021 5:59 PM
To: TJ Presley; Jessica Tonseth; Testimony
Subject: ++ Map Comment Response

A website response from the Map Comment form as been received with the following submission details.

Date: September 30, 2021, 5:59 pm

First Name: **Nathan**

Last Name: **Duval**

Group Affiliation, if applicable:

Email or Phone Contact: **Duvalns@gmail.com**

Your ZIP Code: **99686**

Issue of Concern (Please provide map name if applicable): **Proposed version 3**

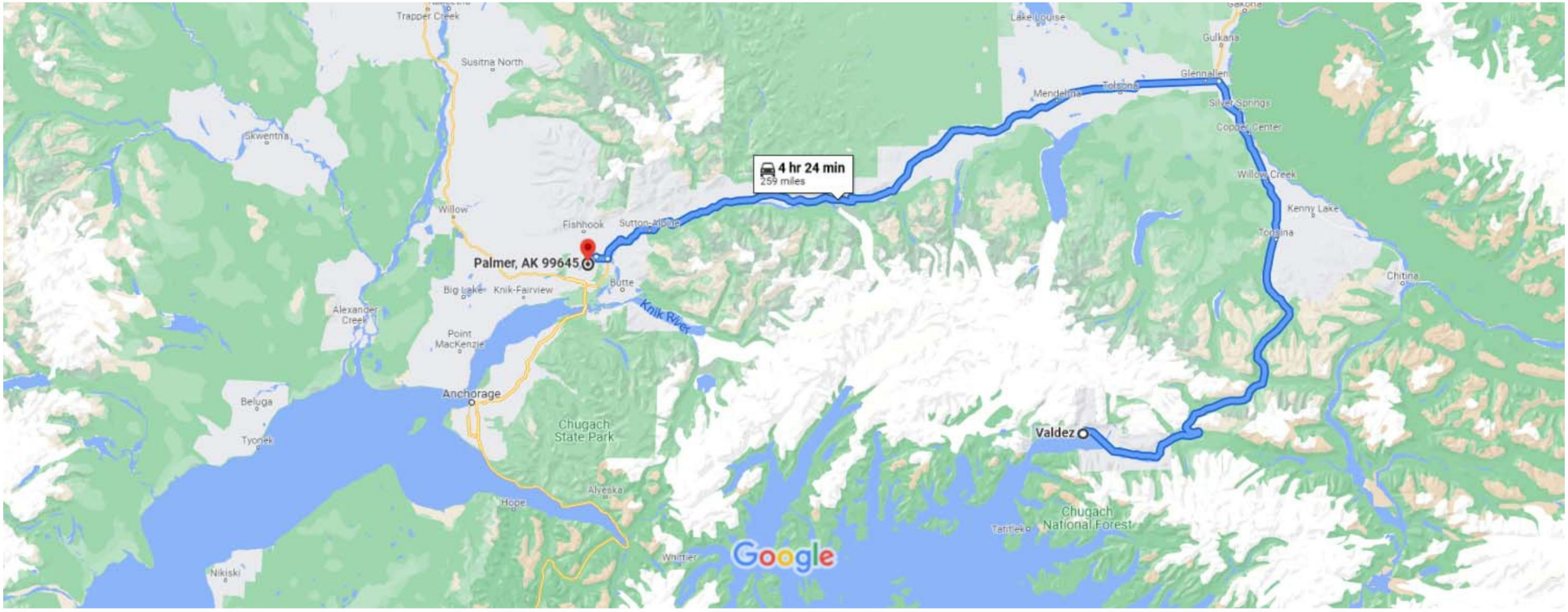
Public Comment: **Valdez has strong historical connections to the Richardson highway corridor as the gold rush gateway to the interior. Additional ties between Valdez and the interior include the connection to the pipeline and corresponding labor force. Additionally, the Valdez Port serves to supply the military and mining supplies and resources to the interior.**

There is very little socioeconomic tie to the matsu and our representation from that area has been poor in the past.

I am from Fairbanks and my travel, recreation, and hunting and fishing all are connected to the Richardson highway headed North.

Any district that can include the communities north of Valdez on the Richardson highway and Cordova would would be the best mix of fishing and waterfront and pipeline interests for our community. Of the maps presented the board proposal 3 would be the best. The AFFR proposal wouldnâ€™t be bad either. However a new map with Cordova, Valdez, and communities north not in the Matsu would be great for historical, socioeconomic, and recreational reasons.

Google Maps Valdez, Alaska to Gateway, Palmer, AK 99645 Drive 259 miles, 4 hr 24 min



Map data ©2021 Google 20 mi

via AK-4 N and AK-1 S 4 hr 24 min

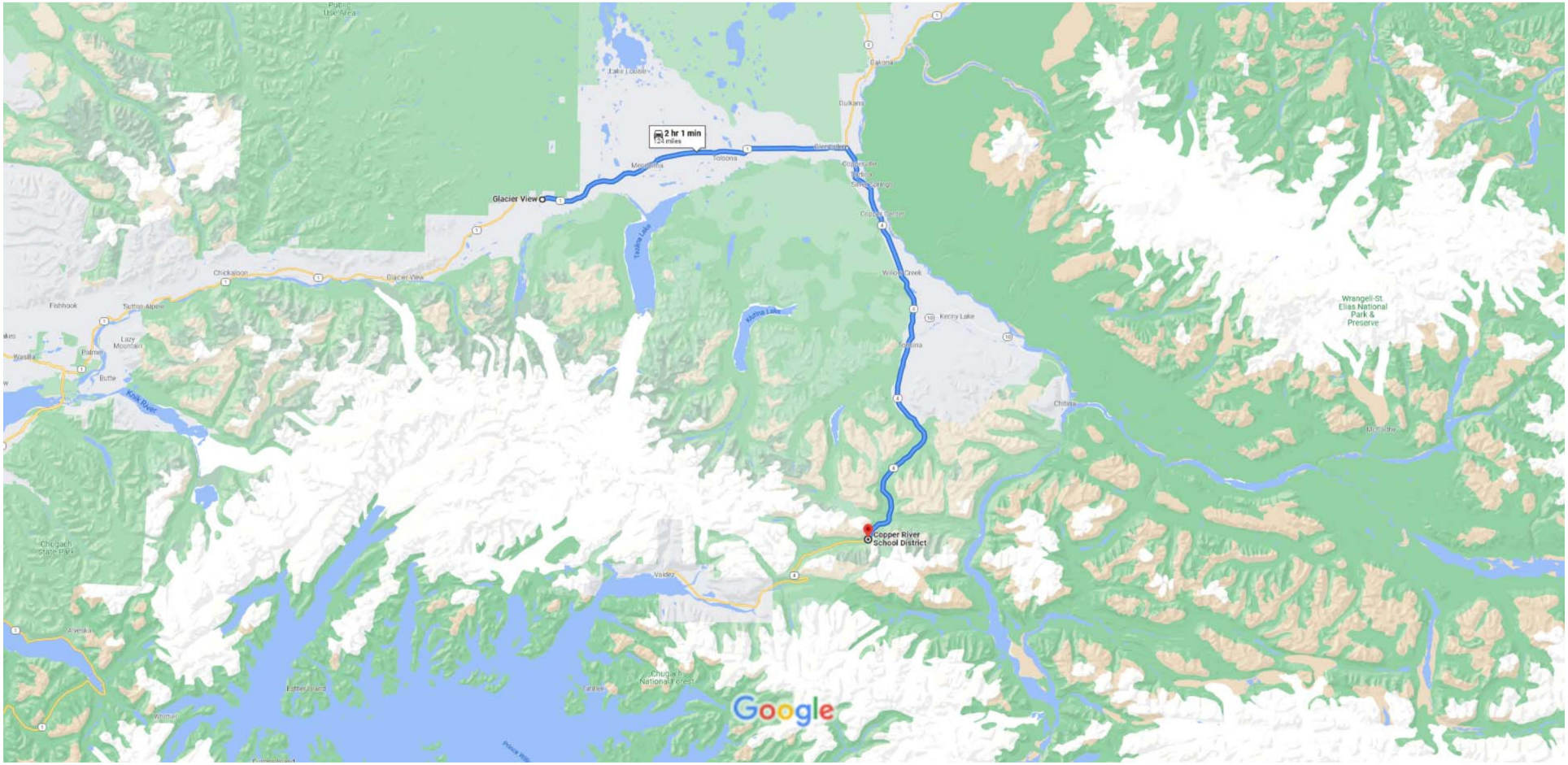
Fastest route 259 miles

Explore Gateway

Restaurants Hotels Gas stations Parking Lots More

Exhibit B
Page 1 of 3

Google Maps Glacier View, Alaska to Copper River School District, Alaska Drive 124 miles, 2 hr 1 min



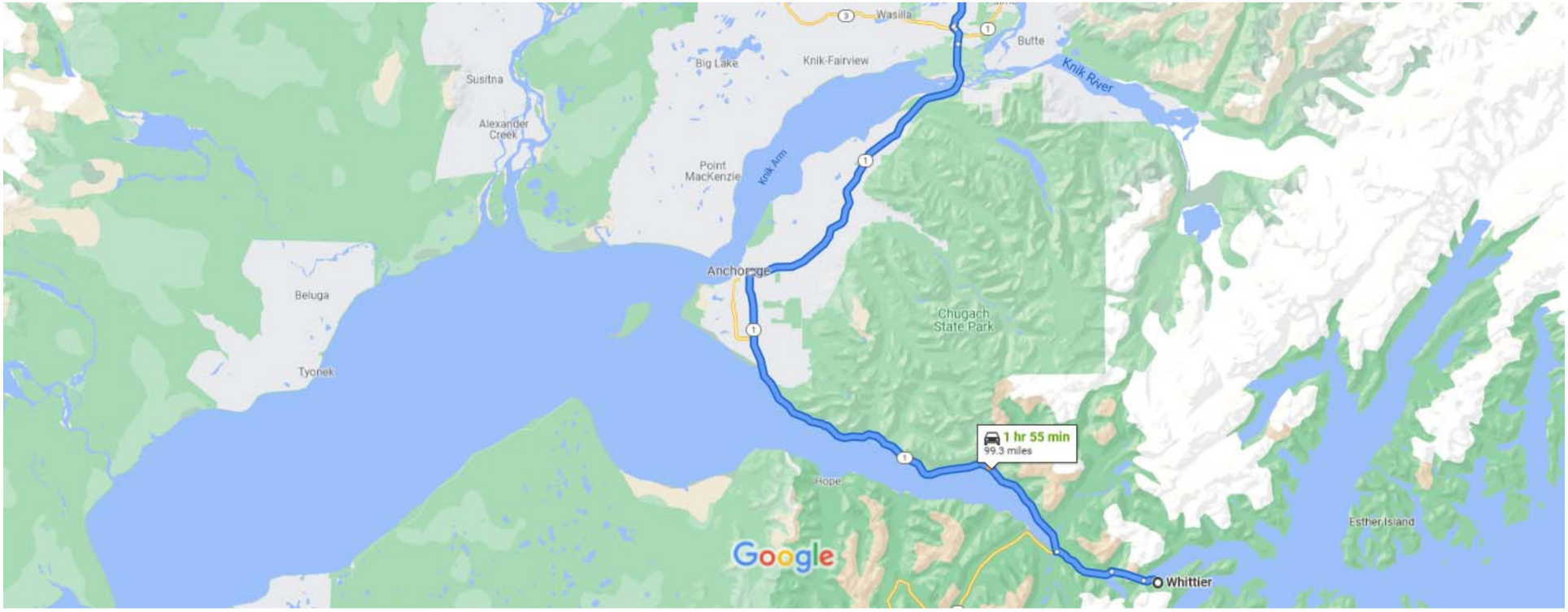
Map data ©2021 Google 10 mi

via AK-1 N and AK-4 N	2 hr 1 min
Fastest route	124 miles

Explore Copper River School District

Exhibit B
Page 2 of 3

Google Maps Whittier, Alaska 99693 to Gateway, Palmer, AK 99645 Drive 99.3 miles, 1 hr 55 min



Map data ©2021 Google 10 mi

via AK-1 N 1 hr 55 min

Fastest route, the usual traffic 99.3 miles

This route has tolls.

Explore Gateway

Restaurants Hotels Gas stations Parking Lots More

Exhibit B
Page 3 of 3

DOT&PF Regions

Central Region	Northern Region	Southcoast Region

Refining

The Only Alaskan Owned Refinery

Refining is where it all started. Petro Star Inc. built its North Pole Refinery in 1985 to serve the needs of Interior Alaska – where severe arctic conditions make dependable, high-quality product imperative.

The refinery's efficient operations, uncompromising quality and dedicated Alaska personnel became the foundation of the company's ongoing success. Today the company operates refineries in North Pole and Valdez, serving the needs of customers throughout the state.

Our northern refinery is a 22,000-barrel-per-day facility, producing heating fuel, kerosene, diesel, jet fuels, and asphalt base oil. Residential, commercial, industrial and military customers can all count on a consistent, dependable, high-quality product. We test our fuels in a state-of-the-art laboratory for their cloud and pour points, gravity and flash level. Additional tests are performed on jet fuels to ensure a safe and high-quality product.

Click to View Contact Information For North Pole

Completed in 1993, the 60,000 barrel-per-day Petro Star Valdez refinery produces jet fuel, JP-8, JP-5, marine diesel, heating fuel, and turbine fuel. It also has a 12,000-barrel/day distillate hydrotreater and associated process units. It is one of only two in-state refineries that can produce ultra-low sulfur diesel (ULSD). It is also the only refinery that simultaneously produces both #1 arctic grade and #2 marine/highway ULSD year-round.

Click to View Contact Information For Valdez

Address:
Petro Star Inc.
3900 C Street Suite 802
Anchorage, Alaska 99503-5966

Phone: 907-339-6600
Fax: 907-339-6653

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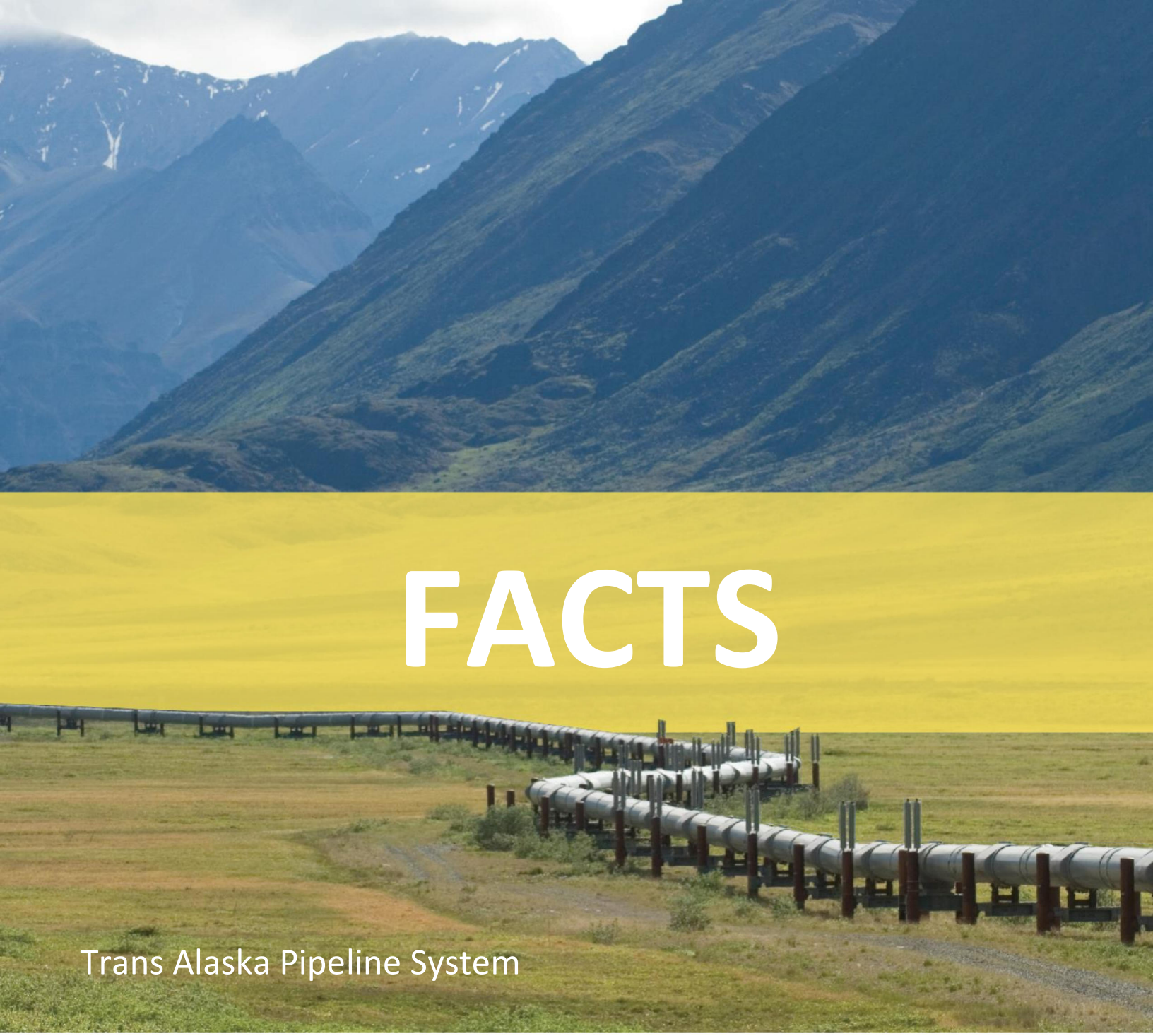


FACTS

Trans Alaska Pipeline System

A collection of facts compiled over the duration of the operation of the Trans Alaska Pipeline System, by Alyeska Pipeline Service Company.

Updated March 2021

PIPELINE FAST FACTS

Air Temperature Range Along Route: -80 degrees Fahrenheit to 95 degrees Fahrenheit.

Diameter of Pipe: 48 inches.

Elevations, Highest:

- Atigun Pass: 4,739 feet (crest, pipeline MP 166.6).
- Isabel Pass: 3,420 feet.
- Thompson Pass: 2,812 feet.

Grade, Maximum: 145 percent (55 degrees) at Thompson Pass.

Length of Line: 800 miles (1,288 kilometers); includes 407 feet added in MP 200 reroute, April 22, 1985.

Linefill Volume: 9,059,057 barrels. This number differs with the "Linefill" (9,059,622 barrels). **Mountain Ranges Crossed, North to South (three):** Brooks Range, Alaska Range, Chugach Range. **Number of Gallons in a Barrel:** 42.

Right-of-Way Widths:

- Federal land: 54 feet (buried pipe); 64 feet (elevated pipe).
- State land: 100 feet.
- Private land: 54 feet to 300 feet

River and Stream Crossings: 34 major, nearly 500 others.

Valves: 178.

Vertical Support Members (VSMs): 78,000.

Work Pad, Length: 790 miles.

Years Built: 1974 to 1977.

C

CARIBOU: TAPS crosses the ranges of the Central Arctic Herd on the North Slope and the Nelchina Herd in the Copper River Basin.

COLUMBIA GLACIER: Tidewater glacier in the northeast corner of Prince William Sound, at the head of Columbia Bay.

- Impact on tankers: When the captain of the port determines hazardous ice conditions exist in Valdez Arm, the Valdez Narrows ice routing measures are placed into effect in accordance with the Prince William Sound Vessel Escort Response Plan.

COMMUNICATIONS SYSTEM: The communications system comprises both microwave and fiber.

COMMUNICATIONS SYSTEM, Control: Control data systems provide for supervisory control and telemetry, seismic monitoring, maintenance monitoring and control of pipeline operations.

COMMUNICATIONS SYSTEM, Enterprise Data Services: Voice, data, video, and internet are provided for business systems.

CONCRETE WEIGHTS:

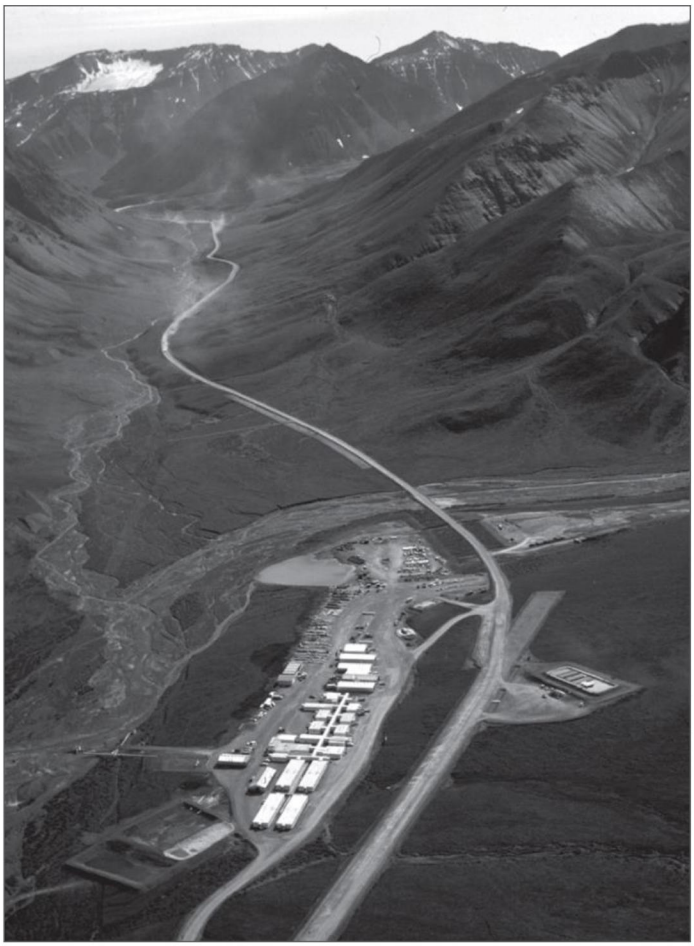
- Pipe coating: Used at river crossings; weight 75,000 pounds per 40-foot section.
- Saddles: Used in floodplains; weight 18,500 pounds each.

CONSTRUCTION, Airfields:

- Seven, 2,500 to 3,000 feet long.
- Seven, 5,000 feet long (Galbraith Lake and Prospect continue to be used by TAPS).

CONSTRUCTION, Camps:

- Largest camp: Valdez Marine Terminal, 3,480 beds.
- Largest pipeline camp: Isabel Pass, 1,652 beds.
- Number, 1974 to 1977: 29 total
- Smallest pipeline camp: Sourdough, 112 beds.



Atigun Construction Camp was one of 30 camps operating during pipeline construction. The buildings were removed and the site was revegetated in 1978.

CONSTRUCTION, Contractors and Subcontractors: 2,000, approximately.

CONSTRUCTION, Cost: Approximately $8 billion for entire system, including Valdez Marine Terminal and pump stations, at conclusion of initial construction period in 1977. Does not include interest on capital investment or capital construction after 1977.

V

VALDEZ MARINE TERMINAL (TERMINAL): The Terminal, the southern terminus of the trans-Alaska pipeline, is located on ice-free Port Valdez at the northeastern end of Prince William Sound. The Terminal occupies approximately 1,000 acres on the southern shore of Port Valdez. The facility was designed to load tankers and to provide the storage capacity in TAPS to allow production on the North Slope to operate without impact-related delays from the marine transportation system. The Terminaltoday operates with two tanker loading berths, with 14 storage tanks with a working inventory capacity of 6.6 million barrels of crude oil.

VALDEZ MARINE TERMINAL, Cost to Build: $1.4 billion.

VALDEZ MARINE TERMINAL, Elevation: Sea level to 660 feet. All facilities except berths are 15 feet or higher.

VALDEZ MARINE TERMINAL, Emergency Shutoff Valves: Crude oil loading onto a tanker can be shut down in less than 10 seconds at loading rates up to 100,000 barrels/hour.

VALDEZ MARINE TERMINAL, Firefighting: Alyeska Pipeline's award-winning Fire/Rescue Brigade trains annually to provide on-scene fire, technical rescue and medical response to the Terminal. The fire brigade's capabilities and equipment include:

- Fire boats: Six (tugs equipped with firefighting equipment).
- Three industrial fire engines; one Squad (rescue truck/ fire engine pumper); one foam tanker, one ambulance, four mobile fire response trailers.
- Personnel training: All Terminal technicians trained to incipient level; advanced training for exterior and interior level fire brigade members; annual refresher for all three levels.
- Systems: Portable extinguishers, water and foam systems, Halon, NOVEC.
- The brigade performs rescue standby for over 2,000 confined space entries annually.
- The brigade is part of the Source Control team that provides emergency response to the pipeline.

Valdez Marine Terminal (VMT)

VALDEZ MARINE TERMINAL, Fuel Requirements: All Terminal and SERVS operations (fuel oil equivalent) 500 barrels/day, average.

VALDEZ MARINE TERMINAL, Holding Tanks (Crude):

- Capacity: 510,000 barrels each; 9.18 million barrels total volume.
- Dimensions: Height 63.3 feet, diameter 250 feet.
- Floor thickness: 1/4-inch steel plate (on concrete ring wall).
- In service: 14.
- Number: 18 constructed; 14 in service.
- Roof: Fixed, conical.
- Roof supports: 61 columns, 24 inches in diameter.
- Slosh zone: 3 feet, 9 inches.
- Space enclosed: 1.2 acres each, approximately.
- Wall thickness: Graduated from 1-1/8 inch steel bottom ring, to 1/2 inch top ring.

VALDEZ MARINE TERMINAL, Holding Tanks (Crude) Containment Dikes:

- Capacity: 110 percent capacity of both tanks, which accounts for water and snow accumulation.
- Number of tanks in each: Two.
- Reinforcing steel: 52 miles in each, diameter, 1/2 to 3/8 inch.

VALDEZ MARINE TERMINAL, Stack Heights: Boiler, 300 feet; incinerators (four) 108 feet.

VALDEZ MARINE TERMINAL, Tanker Vapor Control System: See TANKER VAPOR CONTROL SYSTEM.

VALDEZ MARINE TERMINAL, Vapor Recovery: Five rotary compressors each rate at 13,500 standard cubic feet/minute. Two compressors are dedicated to recovering vapors from storage tanks, two compressors dedicated to recovering vapors from tanker berths and one swing compressor that can provide either function.

VALDEZ NARROWS, Clearance: 1,000 yards: Middle Rock to southeast shore.

VALVE, Block: When closed, the valve can block oil flow in either direction. Block valves include manual gate valves, remote gate valves and station block valves (suction valves and discharge valves).

- Manual gate valve: Block valve that is operated manually; placed in check valve segments periodically to provide more positive isolation than can be provided by check valves during pipeline maintenance.
- Remote gate valve (RGV): A remotely controlled block valve for the primary purpose of isolating segments of the line in the event of a catastrophic pipeline break. Valve operating times are either four or eight minutes to fully open or fully close.
- Station block valve: A gate valve installed at the inlet (suction) side and the outlet (discharge) side of the pump station or Terminal to isolate the facility from the pipeline in the event of an emergency.

VALVE, Check: A valve that operates one-way and prevents the reverse flow of oil. Check valves are designed to be held open by flowing oil and to drop closed automatically when oil flow stops or is reversed. To increase operating efficiency, some check valves are held fully open mechanically, thus lifting valve clappers entirely free of the oil stream, reducing turbulence. Actuators fitted to these valves receive signals from flow or pressure sensors to drop the valve clappers free. Once the clappers have been released, the actuated check valve functions as a normal check valve to stop flow reversal.

Approximately one-half of the mainline check valves are fitted with hydraulic actuators. The remainder have manual actuators only.

VALVE, Pipeline:

- Check: 83.
- Remotely Operated Gate Valve: 63.
- Manually Operated Gate Valve: Nine.
- Block Gate Valve: There is a BL1 and BL2 at each pump station, except Pump Station 1; there is only BL1 there. Block Valves at Pump Station 2 were removed. Total number: 21.
- Total: 176.

VALVE, Pressure Relief: A valve designed to open automatically to relieve pressure and keep it below a designated level.

VALVE REPAIR PROGRAM: The program's goal is to evaluate the conditions of TAPS valves, actuators and operators as appropriate and to implement a comprehensive maintenance program to ensure long- term system integrity.

VALVES, Pump Stations and Terminal:

- Size: Two to 48 inches.
- Design pressure: Varies to meet process conditions. (Class 150# through Class 2500#.)
- Type: Gate, ball, check, plug, etc.

VAPOR RECOVERY: See VALDEZ MARINE TERMINAL, Vapor Recovery.

VERTICAL SUPPORT MEMBERS (VSM): Pipe embedded in the ground to support the aboveground pipe in areas of thaw-unstable permafrost. Some VSMs contain heat pipes to remove heat and keep the ground frozen.

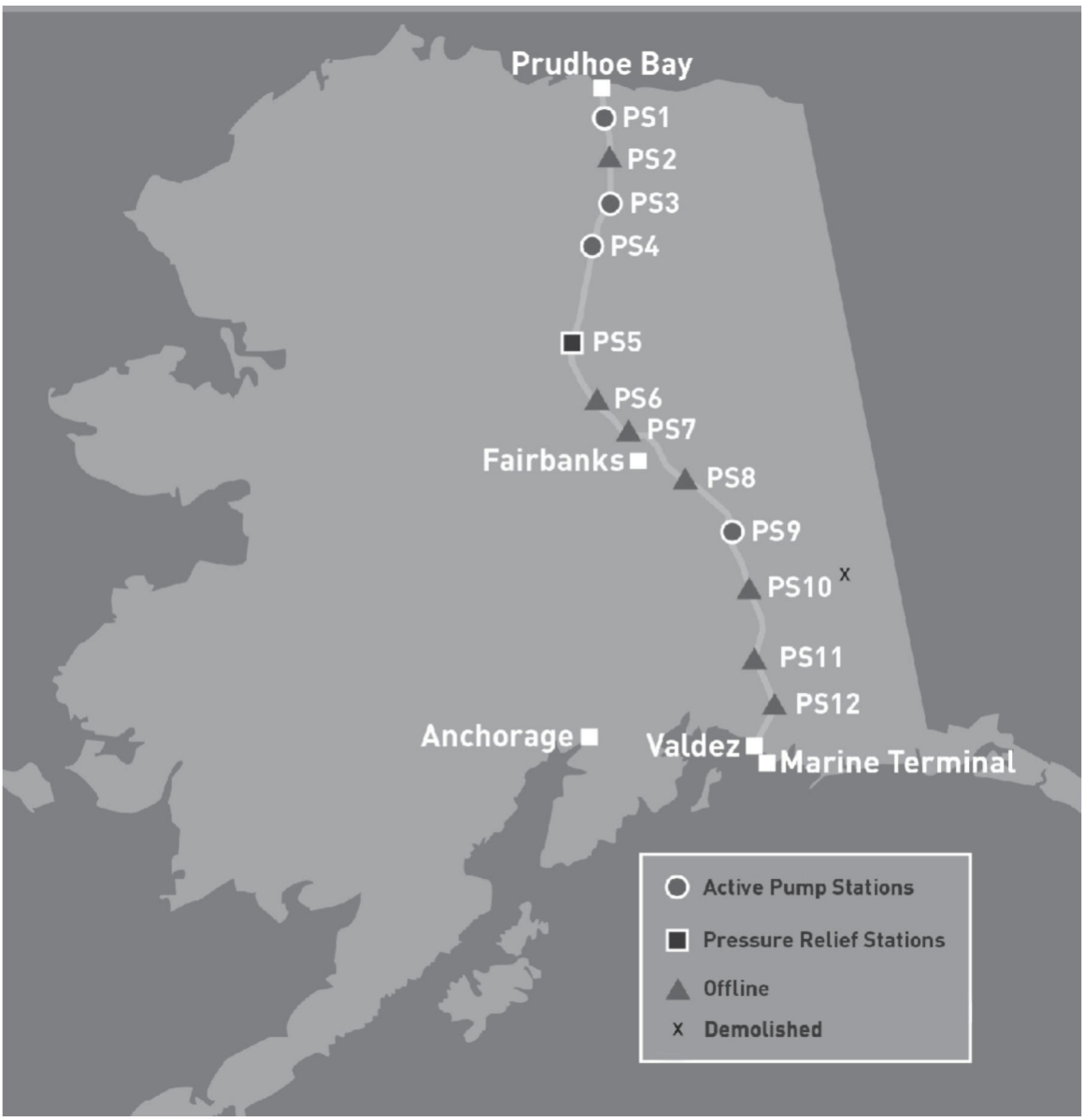
- Number: 78,000.
- Depth embedded: 15 to 70 feet.
- Distance between: Anchor supports, 800 to 1,800 feet; standard supports, 60 feet, approximately.
- Number fitted with heat pipes: 61,000 (122,000 individual heat pipes, two per VSM where fitted).

VESSEL OF OPPORTUNITY PROGRAM: Alyeska Pipeline, through the Ship Escort/Response Vessel System (SERVS), contracts with more than 400 vessels around Prince William Sound to provide oil spill response support. The Vessel of Opportunity program was started in 1990, to employ local residents in oil spill response, especially those working in the fishing industry. Today, the boats and their crews are an integral part of Alyeska's response readiness. Every year, vessels of opportunity participate in rigorous training that lasts several days. Crews spend time in the classroom learning
oil spill and emergency response basics. Then they head on water for hands-on experience. They work with SERVS personnel on response barges to load up their own boats with equipment, and then practice
deploying boom, setting up skimmers and rehearsing other recovery tactics. Additionally, many vessels participate in drills and exercises to ensure they are prepared to respond in case of an actual incident.
Vessel Administrators have offices in Cordova, Whittier, Kodiak, Homer, Seward and Valdez.

VISUAL IMPACT STIPULATIONS:

- Access roads: 12 degree maximum allowable grade.
- Buffer strips (undisturbed land):
  - 300-foot width of undisturbed land along streams.
  - 500-foot width required between state highways and material sites.
  - Half mile required between work pads and parks, refuges, etc.
- Right-of-way visibility: Maximum straight length permitted visible from highway: 600 feet.

MAP, TAPS



Trans Alaska Pipeline System

HISTORY, TAPS

The following is a chronology of significant events during operations of the Trans Alaska Pipeline System.

1968

March 13 Atlantic Richfield Company (ARCO) and Humble Oil and Refining Company (now Exxon Company, U.S.A.) announce Prudhoe Bay discovery well.

June 25 Confirmation well announced by ARCO and Humble Oil.

July 29 Pipeline field studyteam arrives in Alaska under authority of a transportation subcommittee of an ARCO-Humble North Slope Coordinating Committee.

Oct. 28 Atlantic Pipeline Company (a subsidiary of Atlantic Richfield), Humble Oil Pipeline Company (a subsidiary of Humble Oil and Refining Company) and BP Exploration U.S.A., Inc. (a subsidiary of British Petroleum Company, Ltd.) enter into an agreement for a planning study and for engineering design and construction of the Trans Alaska Pipeline Project.

1969

Feb. 7 Atlantic Pipeline, Humble Oil Pipeline and BP Oil Corporation (formerly BP Exploration U.S.A., Inc.) approve an amendment to their original agreement, electing to proceed with design and construction, and changing the name of the project to Trans Alaska Pipeline System.

The acronym TAPS is coined.

Feb. 10 Atlantic Pipeline, Humble Oil Pipeline and BP Pipeline Corporation (a subsidiary of BP Oil Corporation) announce plans to build an 800-mile trans-Alaska pipeline.

June 6 TAPS files for federal right-of-way permits over public lands.

Sept. 13 First 48-inch pipe arrives in Valdez from Japan.

Oct. 22 Humble Oil Pipeline, Atlantic Pipeline and BP Pipeline are joined by Amerada Hess Corporation, Home Pipeline Company, Mobil Pipeline Company, Phillips Petroleum Company and Union Oil Company of California in joint venture.

December Road from Livengood to the Yukon River was built (winter of 1969-1970).

1970

April Lawsuits are filed by environmental groups and others to block pipeline construction.

Aug. 27 Trans Alaska Pipeline System Agreement made and signed by Atlantic Pipeline Company, BP Pipeline Corporation, Humble Oil Pipeline Company, Amerada Hess Corporation, Home Pipeline Company, Mobil Pipeline Company, Phillips Petroleum Company and Union Oil Company of California, all referred to as TAPS owners.

Aug. 27 TAPS owners form Alyeska Pipeline Service Company, a separate corporation.

Aug. 27	Agreement made to design and construct the Trans Alaska Pipeline. Alyeska Pipeline Service Company appointed as contractor and agent for the construction project.

1971

Jan. 1	Atlantic Pipeline Company (TAPS owner) stock reissued to ARCO Pipeline Company.

1973

Nov. 16	Trans Alaska Pipeline Authorization Act (TAPAA) becomes law.

1974

January	Home Pipeline Company (TAPS owner) stock reissued to six other oil pipeline companies.
Jan. 3	Federal right-of-way grant issued.
April 29	Construction of road from Prudhoe Bay to Yukon River begins.
May 3	State right-of-way lease issued.
Sept. 29	Road from Prudhoe Bay to Yukon River completed.
Dec. 19	Humble Oil Pipeline Company (TAPS owner) stock reissued to Exxon Pipeline Company.

1975

March 27	First pipe laid at Tonsina River.
Oct. 11	Yukon River Bridge completed.
Oct. 26	Pipeline project 50 percent complete.

1977

May 20	Operating agreement established between Alyeska Pipeline Service Company (as agent) to operate and maintain TAPS on behalf of TAPS owners.
May 31	Final pipeline weld near PS 3.
June 20	First oil flows from PS 1 (10:26 a.m. Alaska Standard Time, pig in trap; 10:27 a.m. Alaska Standard, pig depart signal).
June 24	Oil front at PS 3 (12:56 p.m.).
June 25	Oil front at PS 4 (7:50 a.m.).
June 28	Oil front at PS 5 (6:23 a.m.).
July 1	Oil front at PS 6 (6:30 p.m.).
July 4	Nitrogen leak detected ahead of oil front, MP 489.12 (near PS 8 north block valve). Oil flow stopped.
July 7	Pipe repair, MP 489.12. Pipe and elbow cracked from injection of super-cooled nitrogen. Pipe replaced.
July 7	Oil front at PS 8 (9:24 p.m.).
July 8	PS 8 pump building destroyed by explosion and fire; one fatality; oil loss, 300 barrels.
July 19	Oil leak (heavy equipment accident) at CV 7, 1,800 barrels.
July 20	Oil front at PS 9 (10:37 a.m.).
July 22	Oil front at PS 10 (4:46 a.m.).
July 26	Oil front at PS 12 (3:48 a.m.).
July 28	Oil reaches the Terminal (11:02 p.m.).
Aug. 1	ARCO M/V Juneau departs Valdez with first oil.

1978

Feb. 15	Oil spill caused by sabotage at Steele Creek, MP 457.53, 16,000 barrels.
Feb. 16	Pipe repair MP 457.53.
March 7	PS 8 recommissioned (11:05 a.m.).

1979

June 10	Oil leak caused by pipe settlement at MP 166.43, Atigun Pass, 1,500 bbl.
June 13	ARCO M/V Heritage, 1,000th tanker to load.
June 15	Oil leak caused by pipe settlement at MP 734.16, 4,000 barrels.
June 19	Pipe repair, MP 734.16.
July 1	First commercial injection of DRA into pipeline at PS 1.
Aug. 18	Curvature pig (super pig) stuck in line at CV 29.
Sept. 25	CV 29 opened; stopple and bypass installed; curvature pig removed.
Oct. 2	PS 2 commissioned. October Yukon River Bridge opened.

1980

Jan. 22	One billionth barrel arrives at the Terminal.
Feb. 11	Oil leak from leaking valve at the Terminal east tank farm, 3,200 barrels.
May 12	Oil leak from relief tank valve, 238 barrels.
Sept. 20	Monument to pipeline construction workers dedicated at the Terminal.
Dec. 1	PS 7 commissioned.
Dec. 29	M/V Thompson Pass, 2,000th tanker to load.

1981

Jan. 1	Oil leak from drain connection failure at CV 23, 1,500 barrels.
Nov. 10	Two billionth barrel arrives at the Terminal.
Dec. 15	First Kuparuk field oil delivered to PS 1.

1982

June 7	RGV 121A, un-commanded closure.
June 19	M/V Philadelphia, 3,000th tanker to load.
June 20	Fifth anniversary of TAPS operations.

1983

July 21	Three billionth barrel arrives at the Terminal.
Nov. 8	M/V Tonsina, 4,000th tanker to load.

1984

March 20	Removal of stuck scraper pig at CV 4 and relocation of pig trap from PS 5 to PS 4.
Nov. 1	Removal of stuck pig at PS 10.

1985

Jan. 11	M/V Overseas Boston, 5,000th tanker to load.
March 11	Four billionth barrel arrives at the Terminal.
April 22	MP 200 final tie-in of 48-inch permanent reroute (404.7 feet added to total pipeline length); reroute due to pipe settlement.
Nov. 2	Milne Point field start-up.
Nov. 9	Two primary generators damaged by fire in generator room at PS 1.

1986

March 5	ARCO M/V Sag River, 6,000th tanker to load.
April 18	Union Oil Pipeline Company (TAPS owner) becomes Unocal Pipeline Company.
Sept. 15	Five billionth barrel arrives at the Terminal.
Nov. 18	Tee damaged by scraper pig at PS 10. Tee replaced.
Dec. 15	Lisburne field start-up.
Dec. 24	Sohio Pipeline Company (TAPS Owner) becomes Sohio Alaska Pipeline Company.

1987

April 1	First high-definition corrosion pig run.
April 19	M/V Atigun Pass, 7,000th tanker to load.
June 20	10th anniversary of TAPS operations.
Sept. 29	Buckled pipe replaced, Atigun Pass, MP 166.4.
Oct. 3	Endicott field start-up.

1988

Jan. 1	BP Pipelines, Inc. (TAPS owner) merged into Sohio Alaska Pipeline Company (TAPS owner).
Jan. 14	Highest daily throughput of 2,145,297 barrels.
Feb. 16	Six billionth barrel arrives at the Terminal.
May 2	Chevron M/V Mississippi, 8,000th tanker to load.
September	PS 2 pump manifold pipe replacement project complete.
October	Atigun Pass releveling project, MP 167; pipe settled due to erosion of ground below.

1989

Jan. 3	Oil spill, M/V Thompson Pass, 1,700 barrels; crack in vessel's hull.
March 1	Sohio Alaska Pipeline Company (TAPS Owner) becomes BP Pipeline (Alaska), Inc.
March 24	Oil spill, M/V Exxon Valdez, 250,000 barrels; vessel runs aground at Bligh Reef.
May 27	Texaco M/V Florida, 9,000th tanker to load.
June 1	First ultrasonic corrosion pig run.
June 30	Seven billionth barrel arrives at the Terminal.
July 10	Ship Escort/Response Vessel System (SERVS) established for oil spill prevention and response in Prince William Sound.
August	Feasibility study for Atigun floodplain pipe replacement project done to replace 8.5 miles of mainline pipe between MP 157 and 165.5.

1990

Feb. 8	Alyeska and Regional Citizens' Advisory Council (RCAC) signed contract.
June	Construction complete on the Terminal incinerator repair project.
June 12	Dead-leg repair/replacement, PS 1.
July 31	Exxon M/V New Orleans, 10,000th tanker to load.
Aug. 25	1,000th SERVS escort.
September	PS 3 corrosion repair; station temporarily bypassed.

September	Construction begins on 8.5-mile Atigun Floodplain Pipe Replacement Project.
Sept. 15	Project to inspect, recoat and reinsulate 1,600 feet of insulated buried mainline pipe between MP 167.3 and 167.5 complete.
December	First shipment of pipe for Atigun Floodplain Pipe Replacement Project arrives in Valdez.

1991

Jan. 1	Eight billionth barrel arrives at the Terminal.
Feb. 28	ARCO Pipeline Company (TAPS owner) becomes ARCO Transportation Alaska, Inc.
March	Concrete biological treatment tanks (BTT) placed in service at the Terminal.
September	Atigun Floodplain Pipe Replacement Project completed (MP 157-165.5).
Oct. 2	M/V Overseas Boston, 11,000th tanker to load.
Oct. 14	2,000th SERVS escort.

1992

January	Floor of crude oil storage Tank 5 at the Terminal replaced and cathodic protection installed.
April-May	Corrosion repairs to 2.5-mile section of pipe in the Chandalar Shelf.
June	First run of inertial pipeline pig.
June 20	15th anniversary of TAPS operations.
July 7	Nine billionth barrel arrives at the Terminal.
July 30	Full-scale aerial dispersant test in Prince William Sound.
Aug. 7	RGV 73 un-commanded closure, overpressuring the pipeline.
September	Tank 111 at PS 1 returned to service after bottom replacement project complete.
October	Recoating of superstructure for Berths 3 and 4 at the Terminal completed.
December	Completion of new roof for 40,000-square-foot dissolved air flotation (DAF) building at the Terminal.
Dec. 10	Fuel gas line (north of the Brooks Range) re-leveling project complete.
Dec. 28	ARCO M/V California, 12,000th tanker to load.

1993

Jan. 1	3,000th SERVS escort.
Jan. 20	Petro Star Refinery online in Valdez.
March	Construction of new tug dock at the Terminal complete.
June	PS 10, desalter for pretreating topping unit crude feed put in service.
June	PS 9, mainline pump No. 3 converted to half-head operation.
September	Recoating of the Terminal Berth 5 superstructure complete.
October	Completion of inspection, repair and recoating of last of 10 storage tanks at the Terminal. This completes the initial inspection of all major storage tanks at the Terminal.
Dec. 10	Fuel gas line pig launcher installed at MP 34.

1994

March	Tank 209 at PS 10 leaks 3,500 gallons of residual oil in tank farm.
March 5	10 billionth barrel arrives at the Terminal.
May 13	ARCO M/V Texas, 13,000th tanker to load.
June 18	4,000th SERVS escort.
July 5	Alyeska selects method of tanker vapor control at the Terminal.

1995

March 9	Valdez Emergency Operations Center/Escort Response Base opened.
March 30	Alyeska employees work 1 million consecutive hours without a lost-time accident.
April	Alyeska completes major electrical improvement project (ANSC) line-wide.
May 24	PS 8 topping unit shut down.
Oct. 20	Alyeska and U.S. Department of Interior sign new Alaska Native Utilization Agreement.
Oct. 26	PS 7 idled for maintenance, three months.
December	Alyeska completed construction on new otter rehabilitation facility.
Dec. 12	11 billionth barrel arrives at the Terminal.
Dec. 31	ARCO M/V Juneau, 14,000th tanker to load.

1996

January	5,000th SERVS escort.
April 20	Oil leak at CV 92 discovered, 800 barrels released.
April 25	CV 92 leak repair begins.
June 30	PS 8 placed in ramped-down status.
July 1	PS 10 topping unit placed in ramped-down status.
August	Pressure pulsations felt in Thompson Pass created by slackline condition.
Sept. 17	Alyeska investigates pipe vibrations near pipeline MP 776.
Nov. 27	Alyeska responds to evidence of hydrocarbons detected by soil probes near MP 776; no spill found.

1997

January	Exxon Pipeline Company (TAPS owner) becomes ExxonMobil Pipeline Company.
January	Temporary back-pressure system installed at the Terminal to stop pressure pulsations in Thompson Pass.
Jan. 1	Phillips Alaska Pipeline Corporation (TAPS owner) stock reissued to Phillips Transportation Alaska, Inc.
June 20	20th anniversary of TAPS operations.
July 1	PS 2 placed in ramped-down status.
Aug. 5	6,000th SERVS escort.
Aug. 8	PS 6 topping unit placed in ramped-down status.
Aug. 12	M/V Overseas Juneau, 15,000th tanker to load.
Oct. 2	Permanent back-pressure control system operational.
Dec. 1	12 billionth barrel arrives at the Terminal.

1998

March 19	Tanker vapor control system brought into full operation at the Terminal.
Sept. 25-26	Pipeline shut down for 28 hours, 40 minutes to repair CV 122 and replace RGV 80.
Oct. 15	Alyeska and U.S. Department of Interior renew Alaska Native Utilization Agreement.

1999

Jan. 27	Nanuq, enhanced tractor tug, arrives at Valdez to join SERVS' fleet.
May 21	7,000th SERVS escort.
May 22	Tan'erliq, enhanced tractor tug, arrives at Valdez to join SERVS fleet.
June 26	ARCO M/V Spirit, 16,000th tanker to load.
July 10	10th anniversary of SERVS.
Sept. 11	Pipeline shut down for 25 hours, 49 minutes to replace RGV 60.

2000

February	M/V Alert, prevention/response tug, arrives at Valdez to join SERVS' fleet.
April	Pipeline movement at MP 170.
April 27	13 billionth barrel arrives at the Terminal.
May	M/V Attentive, prevention/response tug, arrives at Valdez to join SERVS fleet.
June	Scraper pig removed seat ring from CV 74.
June 30	Mobil Alaska Pipeline Company (TAPS owner) stock reissued to Williams Alaska Pipeline Company, LLC.
July	M/V Aware, prevention/response tug, arrives at Valdez to join SERVS' fleet.
Aug. 1	ARCO Transportation Pipeline Company (TAPS owner) stock reissued to Phillips Transportation Alaska, Inc.
Summer	Extensive rebuilding of Berth 4 at the Terminal.
Sept. 16	Pipeline shut down to replace CV 74 and the M-2 valve at PS 9.
Oct. 7	Shutdown to test remaining valves needed to complete the five-year test program for all mainline valves.

2001

July 11	M/V Polar Endeavor, first Millennium class double-hull tanker, arrives at the Terminal.
July 19	8,000th SERVS escort.
Summer	Extensive renewal of Berth 5 at the Terminal.
Aug. 21	SERVS receives Distinguished Achievement award in recognition of outstanding third-party oil spill response to the grounding of the F/V Windy Bay in Prince William Sound.
Sept. 22	M/V Marine Columbia, 17,000th tanker to load.
Sept. 22	Pipeline shut down for mainline valve maintenance and integrity test and performance evaluation of two 48-inch mainline RGVs.
Oct. 4	Bullet hole at MP 400 leaks 258,000 gallons of oil. More than 178,000 gallons recovered and reinjected into the pipeline.
Oct. 25	Alyeska and U.S. Department of Interior renew Alaska Native Utilization Agreement.

November	Terminal Tank 94 raised 2 feet (ballast water tank, 250-foot diameter).
Nov. 2	First oil from Northstar field received at PS 1.
Nov. 9	Chevron M/V Mississippi, final tanker load after 30 years of service and 1,002 sailings, all ports (432 from the Terminal).

2002

June 20	25th anniversary of TAPS operations.
July 25	Pipeline shut down to replace RGV 39.
Aug. 1	Valdez Marine Terminal office building dedication.
October	Phillips Transportation Alaska, Inc. (TAPS owner) becomes ConocoPhillips Transportation Alaska, Inc.
Oct. 10	Laden tanker Kenai assisted by escort vessels when mechanical problems developed at Hinchinbrook Entrance.
Oct. 30	Main firewater distribution line at the Terminal relined.
November	Terminal tank 93 raised 2 feet (ballast water tank, 250-foot diameter).
Nov. 3	MP 588 experiences 7.9 magnitude earthquake; damaged shoes and VSM crossbeams repaired and replaced. No oil spilled.
Nov. 26	State of Alaska renews pipeline right of way for 30 years.

2003

Jan. 20	14 billionth barrel arrives at the Terminal.
April	Alyeska Pipeline receives the American Petroleum Institute's 2002 Environmental Large Operator Award and recognition for improved safety performance (29 percent reduction in OSHA recordables over a three-year period).
July 23	9,000th SERVS escort.
Oct. 10	M/V Marine Columbia, 18,000th tanker to load.

2004

March 31	Williams Alaska Pipeline Company, LLC (TAPS Owner) stock reissued to Koch Alaska Pipeline Company, LLC.
April	Alyeska Pipeline receives the American Petroleum Institute's 2003 Environmental Large Operator Award and recognition for improved safety performance (47 percent reduction in OSHA recordables over a three-year period).

2005

April	Alyeska Pipeline receives the American Petroleum Institute's 2004 Environmental Large Operator Award (no Pipeline Performance Tracking System (PPTS) releases).
Dec. 14	10,000th SERVS escort.
Dec. 21	15 billionth barrel arrives at the Terminal.

2006

April — Alyeska wins the American Petroleum Institute's Distinguished Environmental and Safety Award, API's highest recognition for a pipeline operator. Alyeska also received the 2005 Environmental Large Operator Award (zero releases).

April 11 — M/V Kodiak, 19,000th tanker to load.

August — Smart pig run from PS 1 to PS 4, successful.

September — Smart pig run from PS 4 to the Terminal, not successful due to wax buildup. Rerun scheduled for March 2007.

Dec. 22 — Scraper pig 67 came apart in line at PS 7.

2007

Jan. 9 — Pipeline restarted after leak on bypass piping stopped.

Feb. 9 — Alyeska starts up new pumps at PS 9, the first station to receive upgraded equipment.

March — Smart pig launches at PS 4.

March 22 — Smart pig completes review of TAPS.

May 14 — Project work at PS 3 stabilizes pipeline.

June 20 — 30th anniversary of TAPS operations.

Nov. 1 — TAPS crews wrap up repairs to storm damage to right of way.

Dec. 17 — New pumps started at PS 3; second station to receive upgraded equipment.

2008

Jan. 23 — Operations Control Center begins 24/7 operations in Anchorage.

Feb. 7 — BWT successfully connects to vapor recovery system, substantially reducing the risk of fire and explosion associated with flammable vapors in the tanks, and also eliminating a major source of emissions at the Terminal.

April 3 — Alyeska installs pressure-containing sleeve to repair areas of external corrosion near PS 1.

June 28-29 — Pipeline shut down to replace RGV 72.

Aug. 13 — Alyeska wraps up cathodic protection project near Valdez.

Aug. 16-17 — Pipeline shut down for routine maintenance, including pig trap replacement at the Terminal.

Aug. 19 — SERVS assists F/V Northern Mariner that went aground on northeast side of Fleming Island.

Nov. 5 — Federal Transportation Worker Identification Credential (TWIC) program implemented at the Terminal.

2009

Jan. 28 — 11,000th SERVS tanker escort.

April — Alyeska receives 2008 American Petroleum Institute's Distinguished Operator Award (Large Operator), among the oil industry's top honors and reserved for pipeline operators that demonstrate excellence in safety, environment and integrity.
Alyeska also won API's Distinguished Environment and Safety award for the fifth consecutive year.

May 21 New pumps started at PS4: Third station to receive upgraded equipment.

July 10 SERVS marks 20th anniversary.

2010

April Alyeska is awarded the 2009 American Petroleum Institute's award for top environmental performance in 2009.

2011

May 12 Alyeska Pipeline Service Company employees and contractors reach a major safety milestone: 10 million hours without a Day Away From Work Case (DAFWC).

July 2011 An Alyeska team completes the Low Flow Impact Study, a $10 million project designed to study and evaluate operational risks related to declining throughput.

Sept. 21 TAPS receives the 2011 Outstanding Environmental Engineering Geologic Project Award from the Association of the Environmental and Engineering Geologists.

2012

Jan. 9 Alyeska Pipeline Service Company receives a legislative citation for its response to the January 2011 booster pump piping leak at Pump Station 1.

March 16 Alyeska Pipeline wins a World's Most Ethical Companies Award from the Ethisphere Institute.

April The Alaska Legislature honors Alyeska Pipeline with a legislative citation for its Alyeska's World's Most Ethical Company award.

May Alyeska receives the Most Improved Projects Process Award for small projects (between $2 and $10 million) from Independent Project Analysis.

June 6 SERVS celebrates 12,000 tanker escorts.

June 20 Alyeska reaches its 35th anniversary of operations.

Aug. 2 The 35th anniversary of first tanker leaving Valdez.

2013

March 5 Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the second year in a row.

July Koch withdraws as TAPS owner.

2014

March 20 Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the third year in a row.

Aug. 13 17 billionth barrel arrives at Valdez Marine Terminal.

2015

February Vessel of Opportunity Program, managed by Alyeska's SERVS team, wins the Ocean Leadership Award from the Alaska SeaLife Center.

March At Governor's Health & Safety Conference, Alyeska wins a Governor's Safety Award of Excellence.

March 9 Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the fourth year in a row.

December — Alyeska finishes year with best safety performance on record, with Alyeska employees and contractors working a combined 5,827,988 hours with just four recordable injuries.

2016

March 7 — Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the fifth year in a row.

May 7 — SERVS escorts 13,000th outbound laden tanker, the Polar Endeavor.

Dec. 31 — In 2016, the pipeline moved 189,539,817 barrels and averaged 517,868 barrels a day, the first calendar year-over-year throughput increase since 2002.

2017

March — Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the sixth year in a row.

June 20 — Alyeska marks its 40th anniversary of pipeline operations. Activities throughout the year include public receptions and events and employee celebrations. The hashtag #40more launches.

Oct. 24 — The Valdez Marine Terminal Operations Control Center, or XOCC, was officially disconnected from TAPS.

Dec. 31 — In 2017, TAPS moved 192,472,797 barrels, a year-over-year total increase of 1.5 percent over 2016.

2018

February — Alyeska wins a World's Most Ethical Companies Award from the Ethisphere Institute for the seventh year in a row.

Feb. 25 — First Edison Chouest vessels arrive in Valdez: escort tug Commander, general purpose tug Elrington and the OSRB-1 barge.

April 20 — 17 billionth barrel loaded onto tanker Alaskan Navigator.

July 1 — The marine services contract transitions from Crowley Marine Corporation to Edison Chouest Offshore/Alaska Ventures.

2019

April — Alyeska introduced an improved and modernized version of its Earthquake Management System, the system's fourth update since TAPS start-up.

July 31 — A team led by the University of Alaska Fairbanks completes the country's first FAA-approved true beyond-visual-line-of-sight domestic flight of an unmanned aircraft system under the small UAS rule, flying along 3.87 miles of TAPS near the Chatanika River on the Elliott Highway.

Aug. 27 — BP announces sale of its Alaska operations and interests, including Prudhoe Bay and the Trans Alaska Pipeline System, to Hilcorp Alaska.

Sept. 27 — Major abatement and facility removal of Pump Station 10 is complete, marking first demolition of a legacy pump station.

December — 18 billionth barrel departed Pump Station 1.

2020

May	Alyeska receives a gold-level William A. Benkert Award for Environmental Excellence from the United States Coast Guard.
Nov. 10	Alyeska passes significant safety milestone: 30 million consecutive hours worked without a Days Away from Work Case (DAFWC).
Dec. 21	BP Pipelines (Alaska), Inc. finalizes sale of ownership in TAPS to Harvest Alaska, LLC., an affiliate of Harvest Midstream Company.

PLANVALDEZ

OLDTOWN | NEWTOWN | YOURTOWN

VALDEZ COMPREHENSIVE PLAN REVISION

OCTOBER 2021

CITY OF VALDEZ, ALASKA • OPPORTUNITIES IN EVERY SEASON •

ACKNOWLEDGMENTS

We respectfully acknowledge that we live, work, learn, and operate on the traditional ancestral lands of the Alutiiq/Sugpiaq people.

These lands have been stewarded for thousands of years since time immemorial by the Alutiiq/Sugpiaq people. The traditional name of this area in Sugt'stun is Saucit which may come the Alutiiq word for person or people, suk.

Valdez was not traditionally occupied year-round, but was a traditional trading ground between the Alutiiq/Sugpiaq and Ahtna people since time immemorial, and we respect that this land served an important purpose for this region. We acknowledge the past history of colonization, its impacts, and the resilience of the Alutiiq/Sugpiaq people who still live here today. Valdez is a unique community in that the Valdez Native Tribe serves all local indigenous residents, and is not specific to the Alutiiq/Sugpiaq people. We acknowledge the ancestral, and current Indigenous stewards of this land who reside here today.

VALDEZ CITY COUNCIL

Sharon Scheidt, Mayor
Jimmy Devens
Dennis Fleming
Susan Love
Dawson Moore
Alan Sorum
Tom Wegner

VALDEZ CITY STAFF OVERSIGHT

Mark Detter, City Manager
Roxanne Murphy, Assistant City Manager
Kate Huber, Planning Director

COMPREHENSIVE PLANNING ADVISORY COMMITTEE

Colleen Stephens, Chair
Kathy Nielsen, Vice Chair
Angela Alfaro
Anna Bateman
Cherise Beatus
John Engles
John Fannin
Jesse Passin
Donna Schantz
Rhonda Wade
Mike Wells

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Rain Coast Data
SALT
PND Engineers
ECI
Gordon Smith
Corvus Culture

THANK YOU

The planning team would like to thank the community of Valdez, City Council (current and past), Comprehensive Planning Advisory Committee, Planning and Zoning Commission and other City Boards and Commissions, Focus Group participants, Planning Department and other City Departments, and all who provided input in the development of this plan.

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YOUR PLAN

The Valdez Comprehensive Plan Revision - ***Plan Valdez*** is a collective vision developed by the community to shape Valdez over the next 20 years. It offers a foundation for determining effective public policy and land use decisions now and into the future. The plan is broken down into themes, goals, and actions that create a framework for informed, directed development and decision making. ***Plan Valdez*** outlines short- and long-term planning actions that will continue to safeguard the City's history and sense of place. Overall, the plan:

- Establishes a blueprint for future land use and infrastructure to effectively and efficiently guide private and public investments;
- Seeks to balance competing demands on land to the greatest benefit for citizens and the community as a whole;
- Identifies areas that will benefit from public infrastructure to promote well-planned, phased development patterns;
- Facilitates the development of work plans, budgets, capital improvements, and recommended amendments to zoning and land use ordinances to achieve desired goals and responsible stewardship of public resources; and,
- Implements a consistent framework for addressing land use issues that will establish a degree of predictably for property owners, businesses, and residents.

Plan Valdez builds on the region's rich history and community values, integrates previous and upcoming plans and projects, and recognizes the contributions of City leaders and community members. It reflects these continuances and changes, as well as the contemporary values and issues of concern within the community. It embodies what Valdez will be for future generations and acknowledges that change is gradual and requires a long-term commitment.

Plan Valdez *was drafted during the health pandemic, COVID-19, and at a time when the nation is actively addressing racial equity. Both of these historic events make planning for the future less certain but also exemplify the need to proactively plan for a healthy and inclusive future.*

WHO USES A COMPREHENSIVE PLAN

A Comprehensive Plan means little if it is not implemented. To be successful, the plan strategies must be implemented through the shared responsibility of all stakeholders including residents, private developers, civic groups, businesses, City Staff, Boards and Commissions, local government, and elected officials through capital improvements. The following outlines who and how they would use ***Plan Valdez.***

THE ROLE OF A COMPREHENSIVE PLAN

A Comprehensive Plan serves many functions, and is used in a variety of ways.

BASIS FOR COMMUNITY PROGRAMS AND DECISION MAKING The goals and policies guide the Planning and Zoning Commission and City Council in their deliberations on zoning, subdivisions, capital improvements, and other matters relating to land use and development. This provides a stable, long-term basis for decision-making.

BASIS FOR REGULATORY ACTION
Forms the groundwork for a statutory basis upon which zoning and land use decisions are made.

LONG-TERM GUIDE Assists in the long-term evaluation of public and private proposals that affect the community's physical, social, economic, and environmental characteristics.

COMMUNITY MEMBERS

(Residents, business owners, developers)
When submitting a development application or reviewing one, use the plan to document which goals, objectives and actions the proposed project implements.

CITY STAFF

(Planning & Development Services)
Use the plan to conduct analysis of proposed actions for consistency with the plan and local ordinances to make land use and zoning recommendations to the Planning and Zoning Commission.

PLANNING & ZONING COMMISSION

(Community members appointed by City Council)
Use the plan to provide policy recommendations to the City Council. Base decision-making and findings of fact on consistency with the plan, local ordinances, and regulations.

CITY COUNCIL

(Elected by community members)
Base decision-making and findings of fact on consistency with the plan. Use the plan to guide policy decisions to facilitate plan goals, objectives, and actions.

PLAN ORGANIZATION

The plan is organized to ensure that City leaders, elected officials, staff, and the community can effectively use the document as a guide for important policies and decisions. To create a framework for the priorities within the plan, seven themes were developed each with specific goals supported by the community's vision with short- and long-term actions to achieve the goals. Through public outreach and input, the themes were chosen to encapsulate ***Plan Valdez.***

Implicit in the themes, goals, and actions is the overarching need to respond to community needs and priorities while respecting the values, character, and opportunities that are unique to Valdez. In turn, there is a desire to respond to and promote Valdez's social, economic, physical, cultural, environmental, and historic characteristics that make up the community's fabric.

PLANNING THEMES

KEEPING THE PLAN UP TO DATE

Plan Valdez is intended to be a living document. Full updates to the plan should be undertaken every 5 years. The plan may also require amendments between updates. A major amendment would result in a substantial alteration of the City's land use mixture or boundary or a rezone of existing parcels and require approval of the Planning and Zoning Commission and City Council. Major amendments to ***Plan Valdez*** should be done when:

- The extension of facilities and services (road, water, sewer) has changed the optimum intensity of development appropriate for the area.
- The pattern of growth in an area no longer reflects the type of growth expected in the current designation.
- There are new community or neighborhood plans and/or specific planned developments, which may either replace existing designations or which may have policies, elements, or standards which modify, replace, or supersede the plan.
- There is substantial support from residents and property owners for the proposed change.

HISTORY OF VALDEZ

Located on the Chugach Alutiiq/Sugpiaq people's ancestral homeland, the Valdez area has the traditional place name of Saucit, and may have the meaning '*the people from the place that rises into view'.* It has been a gathering place since time immemorial for Alaska Native people to meet, hunt, fish, and trade. Seasonal villages existed in the area; however, they were not permanently inhabited before the town's founding by white settlers. Captain Cook was the first non-native visitor to Prince William Sound in 1778. Spanish cartographer Salvador Fidalgo sailed to Alaska in 1790 to reestablish the Spanish claim to the area and named it the Bay of Valdes after Admiral Antonio Valdes.

In the winter of 1897, 4,000 prospectors traveled to the Valdez area as part of the Klondike Gold Rush. Valdez was falsely advertised as the All-American Route to the goldfields of the Interior; however, there was no town or established trail upon their arrival. The prospectors established a tent city that eventually grew into Valdez. The following year, a formal trail was established through Thompson Pass to the Interior. Realizing Valdez as a strategic location, the Army built Fort Liscum at the present day Alyeska Trans-Alaska Pipeline terminal.

The trail provided the only American inland route to Fairbanks and was upgraded to become the Richardson Highway in 1919, with Valdez serving as the primary shipping port in and out of the Interior. During this time, the primary industries included local mining, shipping, fox farming, fishing, and tourism. In 1924, the Alaska Railroad connected the port community of Seward to Anchorage and Fairbanks, and Valdez was no longer the only entry to the Interior. The community entered its first bust period, with the population falling to 500 residents. At the onset of the bust, Fort Liscum closed. Valdez continued as a fisheries, shipping, and local mining community, but at a smaller scale. Over time, the community served a greater role in the shipping of military freight to the Interior.

On Good Friday, March 27, 1964, a magnitude 9.2 earthquake rocked the Valdez area. The earthquake triggered an underwater landslide resulting in several tsunami waves that destroyed the Valdez waterfront, killing 35 people. The townsite (now called Old Town) was condemned and relocated four miles to the west at its present site. In 1973, Federal Government plans approved the Trans-Alaska Pipeline construction with the terminus at Valdez, setting off a growth boom with 8,000 residents. In 1989, the population dropped to 3,500 and has remained near 4,000. Today, Valdez's primary industries are the oil sector, fisheries, transportation and shipping, local government, and recreation-based tourism.

IN THE BEGINNING
Ancestral homeland to the Chugach Sugpiaq/Alutiiq people.
Source for fishing, hunting, and trading.

1741 TO 1867
Russian and European explorers arrived.

1867
U.S. purchase Alaska from Russia.

1897 TO 1898
Gold-seekers come to Valdez to follow the "All-American Route" over the Valdez Glacier into the Interior.
Route advertised as a pre-existing trail but miners arrive to find no town or trail and a tent city springs up forming Valdez.

1898
Military trail from Port Valdez to Eagle is established.

1901
The City of Valdez is incorporated with a population of 300-400 people.
Valdez-Eagle Trail constructed.

"The town was here before the pipeline and it will be here after. Don't plan for the kids you have now, plan for future generations."

Valdez Resident

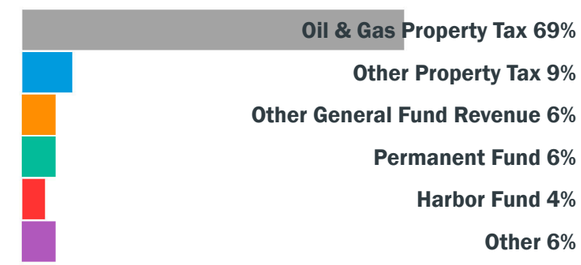
LOCAL GOVERNMENT

Valdez is a home-rule city. The Home Rule Charter states that the Charter "shall be liberally construed to the end that the City may have all powers necessary or convenient for the conduct of its municipal affairs, including all powers that cities may assume pursuant to the provisions of the state constitution." The city manager serves as the chief administrative officer for the City and is appointed by, and serves at the pleasure of, the City Council. The city manager is responsible for the overall supervision and coordination of City operations and the City budget. City of Valdez departments include:

- Administration
- Capital Facilities
- City Clerk
- Economic Development
- Finance
- Fire
- Human Resources
- Information Technology
- Parks, Recreation & Cultural Services
- Planning
- Police
- Ports and Harbors
- Public Works

VALDEZ BUDGET SOURCES

The City operates on an annual budget that represents a calendar year fiscal year, beginning on January 1st and ending on December 31st. The annual budget report highlights the financial needs and resources of the City's upcoming fiscal year. These items include capital expenditures, capital improvements, City expenditures, and City revenue. Over the past 6 years from 2016 to 2021, the City budget has ranged from $50M to $73M with an average annual budget of approximately $61M. Property tax revenues have averaged approximately $44.5M.



"My parents and grandparents, they talk about the cycles. It's been a boom and bust town since the beginning."

Valdez Resident

1902
Army builds Fort Liscum and installs a telegraph line connecting Seattle, WA, to Eagle, AK (bypassing Canada for the first time – WA-AK Military Cable and Telegraph System).
Keystone Canyon Trail is further developed.

1900 TO 1920
Valdez is a busy town supporting a bowling alley, university, several breweries, a dam and hydroelectric plant, sawmill, the seat of (the Territory of) Alaska's Third Judicial District, a bank, two movie theaters, two newspapers, an Ursuline convent, and an excellent public library, hospital, and public school system. In addition to the main industries of mining and shipping, fox farming, fishing, and tourism provide additional employment and revenues.

1906
Cliff Gold Mine, north shore of Port Valdez, results in approx. 51,740 oz. of gold (roughly $19 million in current prices) and 8,153 oz. of silver.

1919
Valdez-Eagle Trail becomes Richardson Highway.

1920 TO 1930
Valdez's first boom has busted. Mining ceases to be profitable.

1924
The completion of the Alaska Railroad from Seward to Fairbanks, via Anchorage. Valdez is no longer the only entry to the Interior.

1925
Army pulls out of Valdez.

1964
Good Friday Earthquake.

1967
Town is relocated to its present day site.

1973
Trans-Alaska Pipeline is approved.

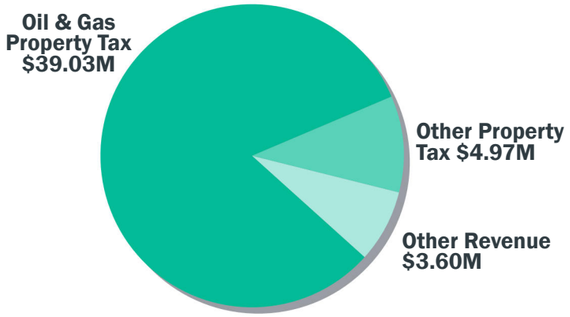
1977
First tanker carrying Alaska North Slope crude oil pulls away from its berth at the Valdez Marine Terminal.

1989
Exxon Valdez oil spill.

TODAY
A diverse economy comprised of oil, winter and summer tourism/recreation, fishing and seafood, transportation, and shipping.

One of the key challenges for the long-term economic viability of the City of Valdez finances is its dependence on property taxes for revenue.

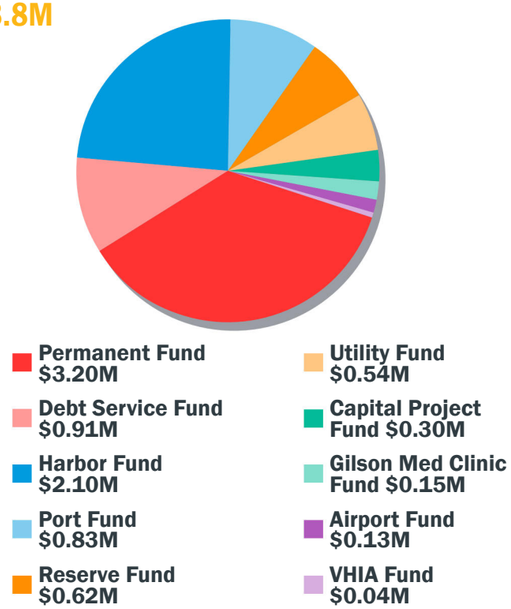
2020 GENERAL FUND REVENUES $47.6M



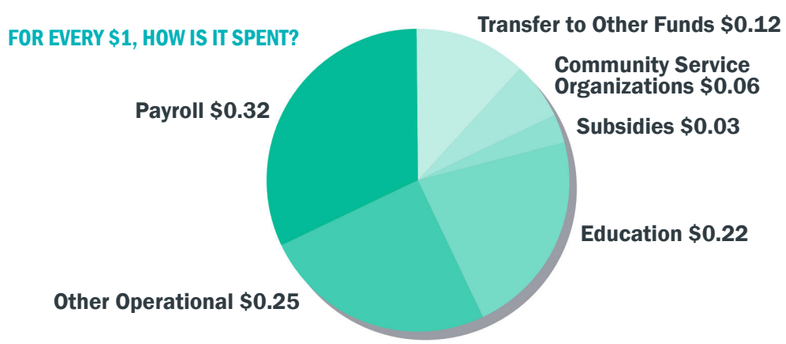
Since 2006, approximately 90% of the city's general fund revenues have been comprised of property taxes. Because the City's tax structure is dependent on property tax revenues, the City does not burden taxpayers with sales tax and substantial fees on City operated utilities. The City's mill rate is 20 mills (2% or $20 dollars for every $1,000 of taxable value) to maximize property tax collections based on the State of Alaska Statutory formula for the taxation of oil and gas. About 90% of the tax revenue comes from the marine terminal, Petro Star's Valdez refinery, and other Trans-Alaska Pipeline System (TAPS) pipeline facilities. This leaves the City of Valdez especially vulnerable to changes in property valuations for these key properties. Case-in-point, a new valuation for TAPS will be developed in 2021. If that assessment is significantly below current levels, the City of Valdez will have to reassess its fiscal priorities and/or find alternative revenue streams for the community. Both the fairness and the sustainability of the Valdez tax and fee system will be a challenge and focal point for the community looking forward.

The City of Valdez Permanent Fund was established 1977. The City of Valdez charged oil company owners of the pipeline 1%, in exchange for letting the companies use the City's bonding authority to issue tax-exempt bonds. This created a $13.5 million windfall and the permanent fund. The principal of the fund "shall not be spent, but shall be held perpetually in trust for the benefit of the present and future generations of Valdez residents." The purpose of the Valdez Permanent Fund and the fund's long term capability of becoming a source of operational funding for the City will be examined by the City Council. The City should develop a plan for revenue diversification in the event of a significant future disruption to property tax values.

2020 REVENUE FROM OTHER FUNDS $8.8M



HOW DOES VALDEZ SPEND ITS MONEY?



THE ECONOMY

By many measures, Valdez has the highest median household income in Alaska. Well-paying oil jobs push income levels significantly higher than other Alaska towns. Valdez has the highest total median earnings of any community across Alaska at $63,304 and also has the highest median full-time, year-round earnings at $71,346.

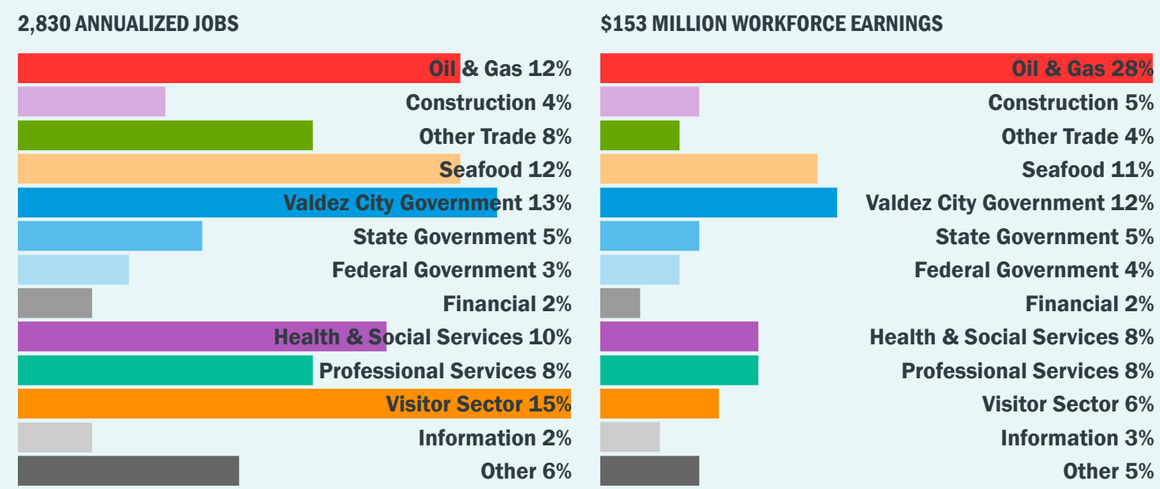
In terms of median household income, Valdez has the 2nd highest level of household earnings of any city in the state. With a median household income of $95,847, the median household income in Valdez is 25% higher than that of Alaska as a whole and 59% higher than the US.

A total of 3,922 non-local workers in the Valdez-Cordova Census Area* in 2018 earned $83.9 million, accounting for 41% of all earnings that year, and comprising 59% of the total workers in the area.

The high level of non-resident workforce is driven by seafood processing and oil refining. In the Valdez-Cordova Census area, 82% of seafood processing workers are non-Alaskans.

In Valdez in 2018, there were 2,830 jobs with an associated $153 million in workforce earnings. The oil and gas sector is the largest provider of local wages, making up 28% of all workforce earnings in 2018. However, oil supports fewer annualized direct jobs, or year-round equivalent jobs, than the visitor sector, the seafood sector, or the Valdez government, which comprise the top three job providers in the community.

THE WHOLE VALDEZ ALASKA ECONOMY 2018

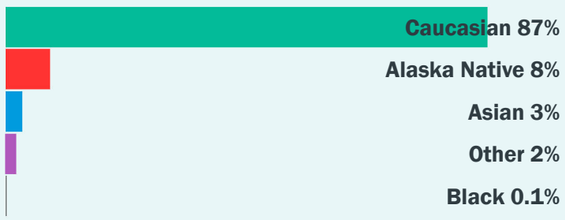


**In 2019, Valdez was split from the Valdez–Cordova Census Area and became part of the newly formed Chugach Census Area along with Cordova and Whittier. At the time data was collected, Chugach Census Area information was not available for this new area.*

"Where can we effectively compete? An airplane factory won't work, we are a hub for transportation, fishing, and tourism."

Valdez Resident

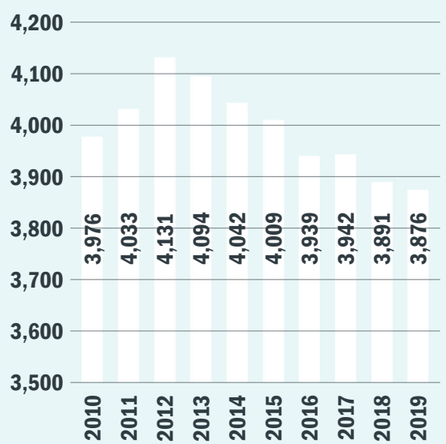
WHO LIVES HERE?



RACE

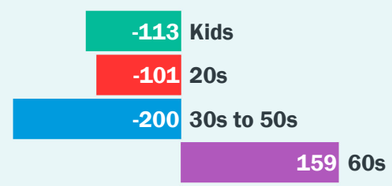
Racially, Valdez is a predominantly white community. The majority of residents are Caucasian, eight percent are Alaska Native, three percent are Asian, and 0.1% are Black. Ethnically, Valdez looks very different from the state of Alaska as a whole, which is approximately two-thirds white, 19% Alaska Native, 9% Asian, and 5% Black.

2020 POPULATION: 3,855



In the past seven years, the population has fallen every year but one, for a total loss of six percent, or 255 people. Some specific sub-demographic groups have fallen much more quickly than the total population.

7 YEARS OF VALDEZ POPULATION CHANGE -225 PEOPLE -6%



POPULATION PROJECTIONS

Continued Valdez population losses are expected, with 38 fewer residents projected in 2020. The 2025 Valdez population is on track to be the lowest recorded population for the community since the 1980s. According to these pre-COVID-19 estimates, between 2020 and 2045, the community is expected to lose 7% of its population, with a loss of 11% in the three decades between 2015 and 2045.

WHAT DOES POVERTY LOOK LIKE IN VALDEZ?

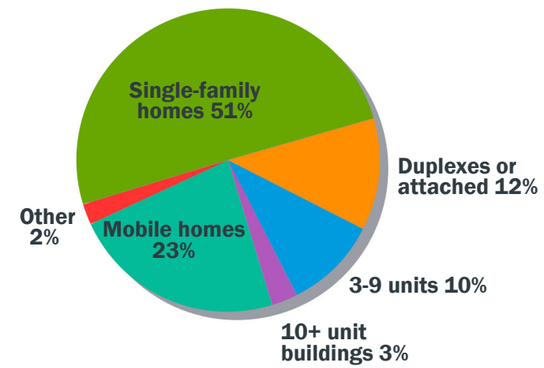
Nine percent of the total Valdez population is below poverty levels, including 16% of school-aged children. In 2018, 8% of the white population in Valdez was below poverty and 56% of Alaska Natives living in the community were living below poverty levels.

> "Sometimes people can't find housing so they choose not to relocate to Valdez for the job."
>
> *Valdez Resident*

HOUSING

Valdez has a high percentage of mobile/manufactured homes that make up the overall housing stock. Nationally, just 4.6% of all housing stock is made up of mobile homes. In Alaska, that figure is slightly higher at 6.3%, while coastal Alaska is 7.4%. In Valdez mobile homes make up 23%, nearly a quarter, of all housing units.

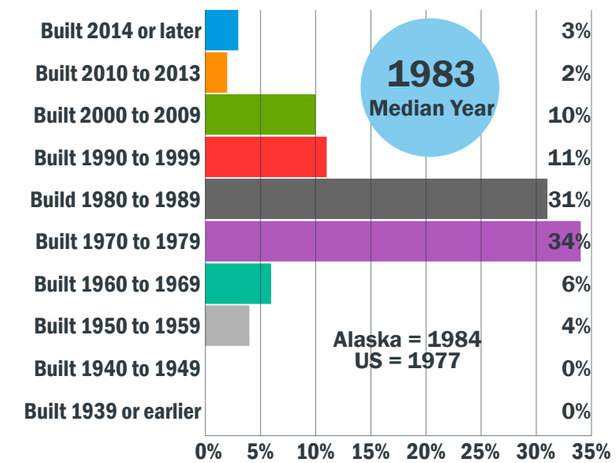
VALDEZ HOUSING INVENTORY



Valdez is also unique in terms of when housing was constructed in the community. Nearly all of the housing was built in the years immediately following the 1964 Good Friday earthquake when the community was relocated, and during the pipeline boom.

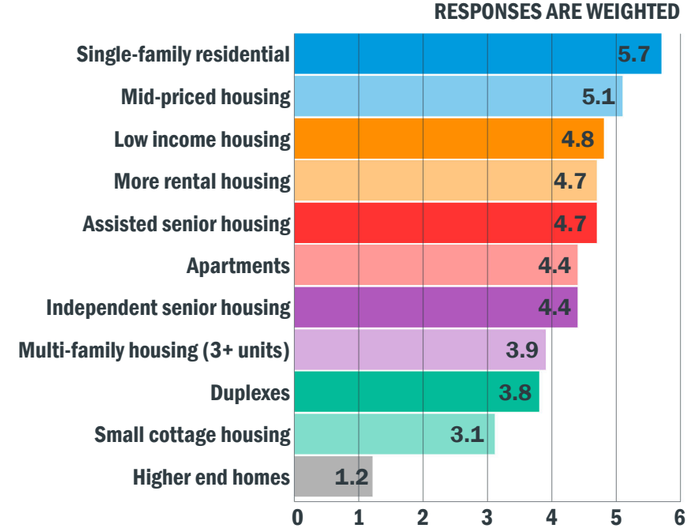
YEAR BUILT IN VALDEZ

PERCENTAGE OF HOMES BY YEAR BUILT



HOW IMPORTANT ARE DEVELOPMENT OF THE FOLLOWING HOUSING TYPES IN VALDEZ?

RESPONSES ARE WEIGHTED



Results from the community survey provided feedback for the types of housing that the community feels is missing in Valdez. The top three housing developments that are most important to residents are single-family residential, mid-priced housing, and low-income housing.

> "The availability of housing in general is very important. This is the biggest complaint or concern we get from new hires."
>
> *Valdez Resident*

COMMUNITY VOICES

POST CARD MAILERS
2,190 Mailed

VIRTUAL MEETINGS
134 Attendees

MEETINGS
29 Total

DRAFT PLAN COMMENTS
158 Received

WEBSITE
2,000+ Visits

COMMUNITY SURVEY
468 Responses

FOCUS GROUP CONTACTS
148 People

"When kids graduate they want to explore the world. When they come back to Valdez, they want to meet a partner, get a job, and buy a house. Can they do it?"

Valdez Resident

COMMUNITY ENGAGEMENT PROCESS

The community of Valdez shared with the planning team their perspective on what the future vision of their ideal community is. These community values, concerns, and aspirations created the foundation for ***Plan Valdez***. To date, throughout the 18-month long process, over 750 voices were heard through multiple opportunities to provide input. These opportunities included virtual public meetings, focus groups, City Commission and Board meetings, City Council work sessions, the community survey, and submitting comments in response to the release of the draft plan.

The planning team typically held monthly meetings with the Comprehensive Planning Advisory Committee throughout the process. Several meetings were held with the Planning and Zoning Commission, various City Boards and Commissions, the Planning Department, and other City Departments. Valuable input from these diverse groups of stakeholders also helped to shape the plan's vision.

OUTREACH LIMITATIONS

At the onset of the project, the COVID-19 pandemic hit the world and impacted the public engagement process planned for ***Plan Valdez***. Due to travel restrictions, the planning team resorted to virtual meetings throughout the duration of the discovery and planning process. The planning team maintained paper copies and mailers to ensure that people without access to the virtual meetings were included in the process and had chances to participate in ***Plan Valdez***.

While these tools were successful, they do not fully replace direct interaction and idea sharing that occurs through in-person engagement events. Unfortunately, these limitations were insurmountable and required to ensure the health, safety, and welfare of the community.

WHAT WE HEARD

COMMUNITY VALUES

- Small town spirit and values
- Neighbors helping neighbors
- Resiliency
- Access to recreation
- Culture and history

CONCERNS

- Protecting character while growing the economy
- Increasing development costs and high cost of living
- Reduced regional transportation services
- Growing quality education and employment opportunities
- Diminishing population
- Access to healthcare
- Limited access to affordable childcare
- Long-term mental and physical health
- Lack of affordable housing and general lack of housing

ASPIRATIONS

- Be a community where people want to stay
- Have a sustainable, stable, and year-round economy
- Have quality affordable services: education, health care, childcare, and senior living
- Have a variety of housing types to meet different needs and income levels
- Be a model city for wellness
- Grow in a positive and productive trajectory with the public and private sectors partnering in an efficient and effective manner
- Be celebrated for its quality of life
- Balance racial inequities

The natural features and resources of Valdez are central attributes that attracted early settlement and continue to attract residents, visitors, and businesses today. The historic and cultural resources of the community represent a living history of the area. Choices made in how the City is developed and how residents live day-to-day affect the quality of these resources. In turn, natural hazards, climate change, and other environmental issues potentially pose a threat to these same resources. Therefore, land use plans and major land use decisions need to be made with the fullest possible understanding of the resources and potential impacts. By integrating the natural, cultural, and built environment, Valdez will preserve and enhance a high quality of life for its residents with clean water, recognition of its historical past, habitat for fish and wildlife, and safe and secure places for people to live and work.

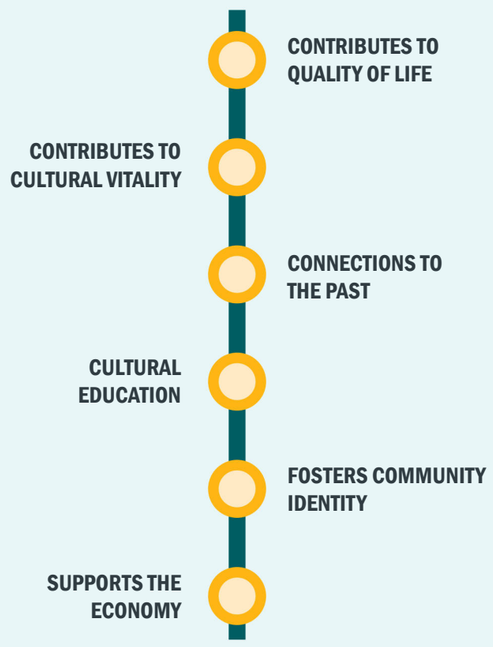
LOCAL CULTURE

Valdez is located in Prince William Sound, the ancestral homeland of the Chugach Sugpiaq/Alutiiq people, and is rich in history and culture. There is scant documented information regarding the archaeological and cultural resources of the area; however, indigenous community members indicate there are important cultural resources here. Documented information is similarly lacking for subsistence use areas as the City of Valdez is located in a state Non-Subsistence Use Area and Valdez is considered a non-rural community under federal subsistence regulations. Community members have expressed their support in identifying and preserving the cultural resources in the area, including historic sites, buildings, and sensitive cultural locations.

Currently, the City of Valdez does not have a program that actively manages and considers cultural resources; however, ordinance 97-01 and Chapter 2.36 of Valdez Municipal Code established a Valdez Museum and Historical Archive that supports and enhances goals in heritage preservation, public education and economic development. The City of Valdez does not have a landmark designation program, nor does it maintain an inventory of local places deemed worthy of preservation. There are no properties in the City of Valdez that are listed in the National Register of Historic Places and there are no properties listed in the Alaska Landmark Register.

Historic and cultural resource preservation is conducted as part a comprehensive planning framework, combining benefits of preservation with other community planning objectives. While federal and state laws and regulations govern the consideration of these place-based resources during state and federal project planning, consideration and preservation of these resources is most effective at the local level. The goal of ***Plan Valdez*** is to set up a framework that aligns with the private sector, independent organizations, and citizens to increase awareness of, and to protect Valdez's cultural resources.

WHY WE CARE ABOUT OUR LAND AND ITS RESOURCES



FACTORS THAT CONTRIBUTE TO OUR CULTURAL RESOURCES

THRIVING & SUSTAINABLE ECONOMY

Valdez proactively plans for and adapts to economic cycles and industries as they change and evolve.

Thriving & Sustainable Economy

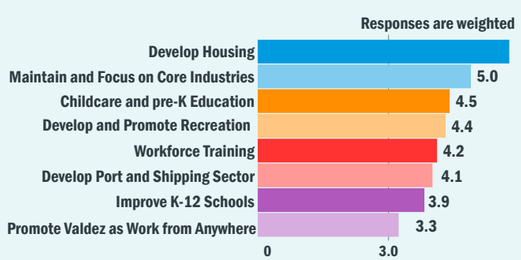
Valdez has a unique economy for a coastal community. The rich oil and gas sector provides many highly-paid jobs for non-residents, while the remainder of the economy closely resembles that of a typical coastal Alaska community. It is the wealthiest community in Alaska by many measures, yet more than half of its Alaska Natives live in poverty. Valdez residents are among those able to afford housing in the state, yet trailers make up nearly a quarter of all homes in the community.

One of the unique components of the Valdez workforce is the high level of non-residents working in the community. Non-residents are one dataset for which there is only high-level Census area data for the larger Valdez-Cordova Census area. Valdez represents approximately half of the jobs and wages in this census area.

From an economic perspective, the community's most important focus should be to increase the availability of housing stock, especially to create more rental housing and entry-level housing for the Valdez workforce. Since housing is being considered elsewhere in this document, this section will deal with other goals that will improve and grow the Valdez economy.

WHAT ARE THE MOST IMPORTANT ELEMENTS TO FACILITATE ECONOMIC GROWTH IN THE FUTURE?

(From Community Survey)



GOAL 3.1

Build upon Valdez's core economy

Continue to expand Valdez's core industries (shipping, tourism, oil, and fisheries) and status as a premier port community.

The pipeline has traditionally provided the City with stable employment as well as a steady source of tax revenue. More than a quarter of all local wages and 12% of all jobs in Valdez are in this sector. Oil is also the primary source of income for the City of Valdez with oil and gas property tax earnings. Seafood follows oil as the next most important source of jobs and workforce earnings for Valdez. The Valdez fishery is important to the community due to the number of fishermen the rich fishery supports, but also due to the logistical road connection the community provides, making it an excellent place to locate fish processing facilities. Continuing to support these industries is critical to the economic future of Valdez.

The Valdez waterfront serves as the driver for future growth, preservation, and the enhancement of Valdez as a community. Finding ways to ensure that it remains a first-class working waterfront should be encouraged. Opportunities and activities to build out the elements of the Comprehensive Waterfront Master Plan to strengthen Valdez as a premier port in Prince William Sound are important to the economic future of the community. According to the survey of nearly 500 residents developed for this project, 59% of residents call implementation of the Valdez Waterfront Comprehensive Master Plan a medium, medium-high, or highest level priority.

ACTION

A. Continue to advocate for the core economies (shipping, fishing, oil, tourism).
B. Continue to partner on the feasibility and exploration of large-scale economic projects that benefit Valdez and State.

OTHER PLANS THAT SHAPE THIS GOAL

- Valdez Pioneer Field Airport Master Plan Update (ADOT&PF)
- Waterfront Comprehensive Master Plan
- Competitive Market Analysis and Long Range Planning for the Port of Valdez
- Alaska Statewide Transportation Improvement Program (ADOT&PF)
- Alaska Statewide Long Range Transportation and Freight Plan (ADOT&PF)

GOAL 3.2

Pursue a diverse and self-reliant economy

Pursue a diverse and self-reliant local economy through working with local industries, workforce, education systems, entrepreneurs, and businesses to retain and attract businesses and residents who want to work and live in Valdez, year-round.

While the pipeline provides steady employment and a source of tax revenue, the community is concerned with the longevity of these benefits as production declines. The community desires to be proactive in creating a diverse and self-reliant economy that better insulates the City from a 'boom and bust' economy and the expected decline in oil revenue and employment. In the community survey, focus on the core industries is the priority with diversification the next economic priority. Identifying and attracting new local economic opportunities will help address this concern. Directly linked to developing a diverse economy is the need to address housing, childcare and other lifestyles issues.

ACTION

A. Participate in private/public partnerships to support small businesses.
B. Develop City incentives for new business development.
C. Continue to work with and provide support for industries (both new and existing) to develop new opportunities that diversify and support the local economy.
D. Continue to monitor and participate in discussions around Borough formation.

COLLABORATION (NON-CITY OF VALDEZ LEAD)

- Continue to be partners to facilitate hospital expansion.
- Continue to work with industry partners to identify local workforce needs and expand on workforce and trades training with UAA, high school and local businesses.

OTHER PLANS THAT SHAPE THIS GOAL

- Waterfront Comprehensive Master Plan
- Competitive Market Analysis and Long Range Planning for the Port of Valdez

GOAL 3.3

Promote Valdez as a destination

Promote the community as a year-round visitor and recreation destination while effectively balancing the benefits with possible impacts.

Prior to the pandemic, Valdez captured four percent of Alaska's non-resident visitor market, and is a recreation draw for Alaskans on the road system. When adjusted to annualized employment, the visitor industry accounted for 15% of all year-round equivalent jobs in the community (2019). The visitor sector is the top provider of jobs in Valdez, and one of the fastest growing sectors. However, the visitor industry provided only six percent of total community workforce earnings, making it the 6th most significant wage provider. There are many opportunities to increase total visitors and total visitor spending.

ACTION

A. Develop a tourist carrying capacity study, including the target number of cruise ship port calls/annually.
B. Ports and Harbors: Upgrade Kelsey Dock for cruise ships (structural, motor coach staging, wayfinding, seawalk).
C. Enhance the Old Town site as an important destination.
D. Enhance trail facilities by adding wayfinding and installing trailhead facilities.

COLLABORATION (NON-CITY OF VALDEZ LEAD)

- Partner to enable cultural, recreation, and business opportunities.
- Support partners in their development of recreation opportunities (non-motorized and motorized).
- Develop new 'local' shore excursions (eco and cultural).
- Expand shoulder season for fishing with hatchery.
- Continue to partner to market Valdez tourism.
- Increase and develop new local attractions (independent and organized tourism).

OTHER PLANS THAT SHAPE THIS GOAL

- Waterfront Comprehensive Master Plan
- Valdez Visitor Market Profile
- Valdez Museum & Historical Archive Master Interpretive Plan
- Meals Hill Master Plan (when approved 2021)

CONNECTED

Valdez has a safe and efficient multi-modal transportation network that supports future generations' health and mobility needs, enhances economic vibrancy, and improves local and regional connectivity.

Connected

Each of us relies on a network of transportation options every day: walk, fly, ferry, bicycle, bus, or drive. It's how we connect with each other, our families, jobs, and essential services like medical care. It's how we receive our food, fuel, packages, and basic goods that contribute to our quality of life. When these networks stop functioning, there are real impacts on our everyday lives - lost time, missed opportunities, and service interruptions. Maintaining a well-connected, reliable, and diverse transportation network requires planning, especially in a remote environment like Valdez.

Valdez residents, visitors, and workforces rely on the Richardson Highway, the Port of Valdez, the Alaska Marine Highway Ferry System, the Valdez Marine Terminal, and the Valdez airport for travel and cargo. One or more of these may not be operational at any given time due to extreme weather or funding constraints. Recently, air service has been disrupted, due to carrier problems and ferry service has been sporadic at best due to an aging fleet and budget constraints. It is not uncommon for the Richardson Highway to have multiple closures throughout the winter. In addition to getting to and from Valdez, making connections within the community are critical. How does someone arriving at the airport get to the Town Center or Working Waterfront? Are there designated freight routes to facilitate the efficient movement of freight and minimize conflicts with other modes? If you are visiting from a cruise ship, can you easily walk to your destinations? If you don't have a car in Valdez, can you get to work, school, and medical facilities? Moving forward, Valdez needs to ensure that these are working components of their city model.

We are in a time of transformational technologies, including fiber optic networks and 5G communications, connected and automated vehicles, mobility as a service, big data analytics, and alternative fuels. These emerging technologies are changing the way people, goods, and information move. The City of Valdez should monitor these technologies to prepare for them and assess how and if they can help achieve the City's vision.

GOAL 4.1

Improve regional connectivity

Advocate for and participate in initiatives to improve regional connectivity across multiple transportation modes including air, water, and road.

A well-connected transportation network reduces the time and distances traveled to reach destinations and increases the options for routes of travel. Planning for an integrated transportation system looks at not only how all of the individual components work independently, but also how they complement each other and function together for the safe, reliable and efficient movement of people and freight. While the City has little control over the regional network, strong community engagement in regional and state planning processes can help to identify and advocate for connectivity needs and gaps.

ACTION

A. Identify and plan for needed connections between transportation modes for efficient regional travel times.
B. Maintain and/or acquire right of way for potential future transportation uses and connectivity through subdivision actions, redevelopment, and purchases.
C. Participate in the statewide and regional transportation planning and advocacy.
D. Monitor emerging technology and statewide planning efforts.
E. Continue to advocate for reliable ferry and air service.

COLLABORATION (NON-CITY OF VALDEZ LEAD)

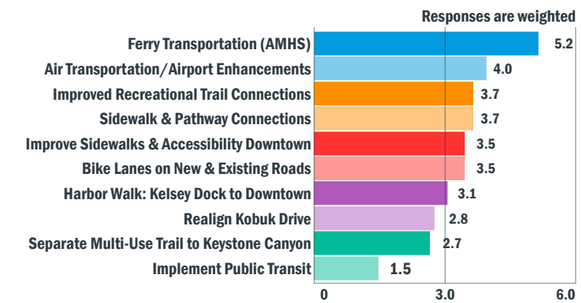
- Collaborate with coastal communities for a healthy AMHS system.

OTHER PLANS THAT SHAPE THIS GOAL

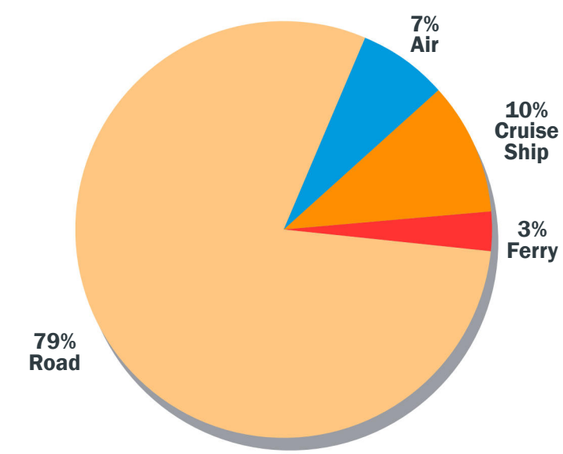
- Valdez Pioneer Field Airport Master Plan Update (ADOT&PF)
- Alaska Statewide Transportation Improvement Program (ADOT&PF)
- Alaska Statewide Long Range Transportation and Freight Plan (ADOT&PF)

HOW IMPORTANT ARE THE FOLLOWING CONNECTION IMPROVEMENTS?

(From Community Survey)



PASSENGER ARRIVALS IN VALDEZ BY MODE OF TRAVEL IN 2019



GOAL 4.2

Improve community transportation connections

Develop a safe, convenient, and linked year-round multi-modal transportation network to neighborhoods, destinations, and services.

Creating a multi-modal transportation system requires enhancing the current automobile/truck oriented system to include a network of improved pedestrian and bicycle facilities. More people walking and biking is good for the local and visitor economy and enables all members of the community to interact with each other and the surrounding environment. While all place types will benefit from a safer, walkable and bikeable network, connectivity between the Town Center and Working Waterfront should be a priority.

ACTION

A. Update and modernize road standards inclusive of non-motorized facilities.
B. Develop a pedestrian and bicycle plan (specific to area bounded by North Harbor Drive, Pioneer Drive, Hazelet Avenue and Chitna Avenue).
C. Work with ADOT&PF to complete key intersection safety studies (Hazelet Ave from Meals Avenue to Pioneer Drive).
D. Implement "park once" improvements in the Harbor and Town Center area that encourage people to park and walk to multiple destinations.
E. Coordinate with ADOT&PF to prioritize the extension of multi-use pathways (one for each, motorized (ORV) and non-motorized use) to Keystone Canyon including within the Duck Flats (ADOT&PF is lead).
F. Coordinate with ADOT&PF to prioritize the improvement of the "Welcome to Valdez" sign site (pull-out and pedestrian crossing facilities) (ADOT&PF is lead).
G. Monitor cruise ship passenger travel and assess when visitor volumes trigger a need for transportation improvements.

COLLABORATION (NON-CITY OF VALDEZ LEAD)

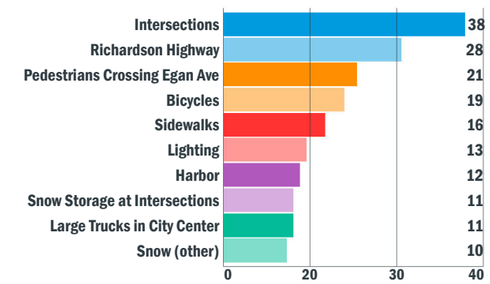
- Coordinate with local non-motorized and motorized groups for funding/implementation of improvements.
- Upgrade Richardson Highway to support movement of larger sized cargo from port to interior.
- Work with ADOT&PF to identify funding through the Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set aside funds include smaller scale transportation projects such as pedestrian and bicycle facilities, trails, and safe routes to school projects.
- Work with ADOT&PF to identify opportunities for improvements to include pull outs for short-term parking, scenic views and a potential pathway along Dayville Road.

OTHER PLANS THAT SHAPE THIS GOAL

- Valdez Pioneer Field Airport Master Plan Update (ADOT&PF)
- Alaska Statewide Transportation Improvement Program (ADOT&PF)

WHAT SAFETY CONCERNS DO YOU HAVE RELATED TO TRANSPORTATION?

(From Community Survey)



VALDEZ NEW BOAT HARBOR

CONSTRUCTION

Phase 2 Uplands Facilities and Inner Harbor Facilities

Pacific Pile and Marine (PPM) and subcontractors intermittently performed contract work, Punchlist tasks, Warranty service, and closeout paperwork. Harris Sand & Gravel (HSG) completed the paving and striping, placed topsoil, hydroseed and several trees at the east end of the Uplands. Zastrow finished the main entrance sign. Puffin Electric replaced a defective circuit breaker for one of the cranes on the Drive-Down Float and helped Harbormaster staff troubleshoot card reader and control issues.

DESIGN TEAM - CONSTRUCTION SUPPORT

R&M continued processing outstanding submittals and resubmittals and helped resolve work completion and punchlist problems. R&M performed pre-final civil/structural inspections, RSA inspected the electrical work, and R&M reported on the lab analysis results of samples taken from simulated bilge water before and after treatment by the Oil Trap system. Lab analysis of the treated water showed reduction in some contaminants of concern, but the Oil Trap process still needs to be adjusted to improve the cleanup per Oil Trap's performance objectives. There will be follow up treatment, sampling and analysis.

PROJECT ACHIEVEMENTS

- Completed landscaping, asphalt paving and striping at east end of the site
- Performed Substantial Completion inspections for in-water work and remaining sitework items
- Started assigning slips and boats started using the new harbor
- Received ADEC Interim Approval to Operate the Public Water System at the harbor
- Held Public Ceremony on June 29th to officially open the harbor for operation
- Initiated a mediation process with Phase 2 Contractor to resolve open cost issues

Lots of people, in food line above, enjoyed the beautiful day and the Grand Opening for the new harbor

JUNE / JULY 2019 PROJECT UPDATE (CONT.)

USACE NAVIGATION IMPROVEMENTS

The Coast Guard installed the Aids to Navigation (ATON) features on the breakwaters at the harbor entrance. The City is following up with USACE and Coast Guard on installing markers on two navigation piling outside the harbor entrance. The City contract with USACE is still open.

FUTURE MILESTONES

- Confirm the Oil Trap treatment of bilge water satisfies contract requirements
- Close out City and USACE contract for navigation dredging and breakwater work
- Complete all Work and Punchlist items, reconcile quantities and costs, and close out Phase 2 Construction Contract
- Obtain ADEC Final Approval to Operate the Public Water System at the harbor
- Complete the testing, procedures and permitting to dispose the treated bilge water

A one-person watercraft operator conscientiously practices "No Wake" speed near the big boats at R-Float. Photo courtesy of J. Talbott.

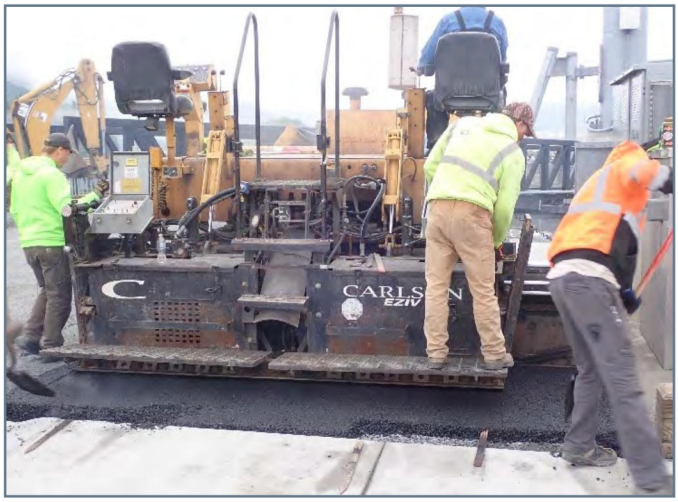
PROJECT TEAM

Nate Duval, Capital Facilities Project Manager, City of Valdez || 907.835.5478 ext. 1
Ronnie Barcak, Project Manager, USACE || 907.753.5755
Kim Nielsen, Group Manager, Waterfront Engineering, R&M Consultants || 907.646.9602
Andy Romine, Project Manager, Pacific Pile and Marine || 907.360.4580
Ron Rozak, Construction Manager, Arcadis || 907.382.2933

CITY AND PORT OF VALDEZ, ALASKA • GATEWAY TO THE INTERIOR •

Project Website: http://www.ci.valdez.ak.us/NewHarborProject

Coast Guard helicopter lowering a Navigation Aid to crew for installing at harbor entrance. Photo courtesy of J. Talbott.



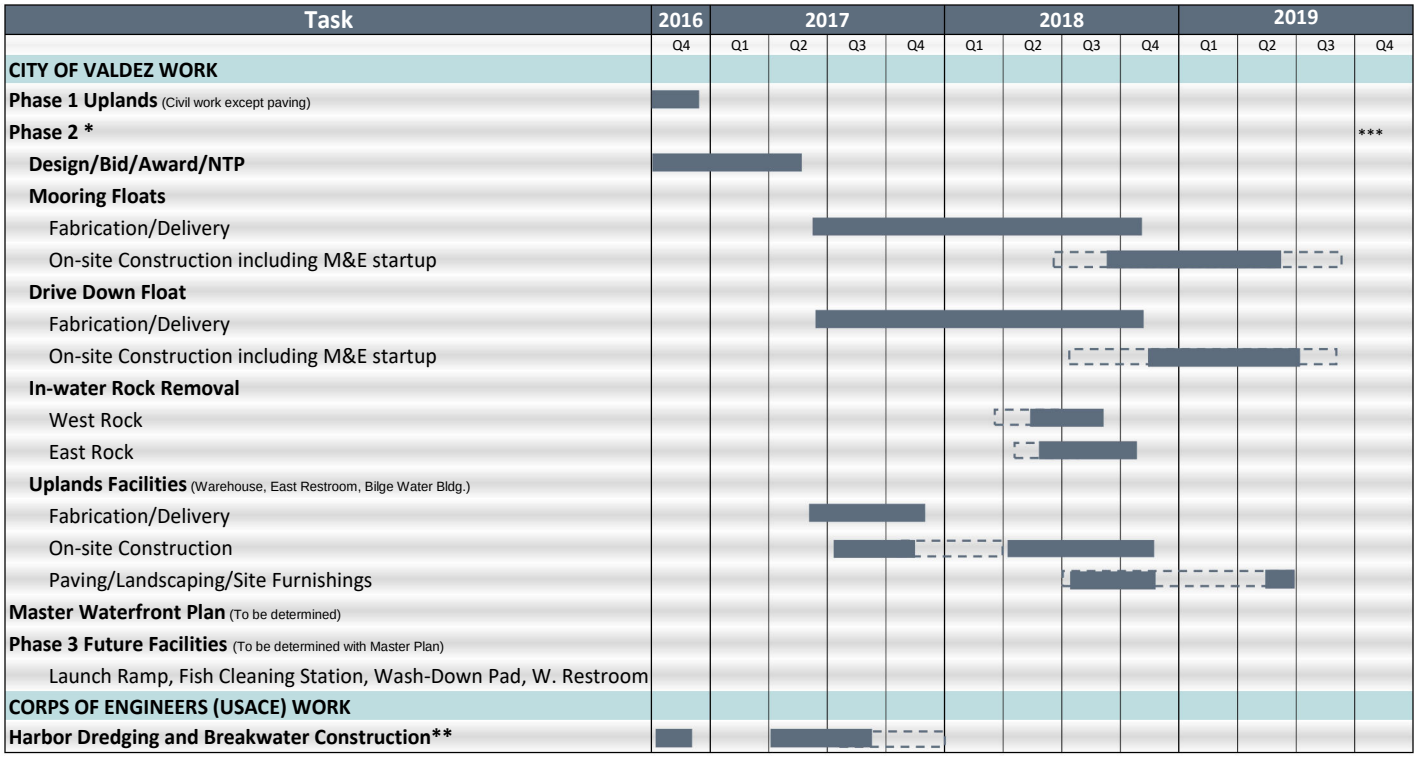
Spreading asphalt to finish pavement at east end of Uplands

Seiners crews repair nets at the new Drive-Down Float.
Photo courtesy of J. Talbott.

T-Float during Grand Opening; water cannons on SERVS tugs celebrate the event outside the harbor

One week after the Grand Opening; seiners using the Drive-Down Float. Tenders moored at R-Float; Large Seiners at S and T floats; mixture of vessels beyond
Photo courtesy of J. Talbott.

PROJECT SCHEDULE

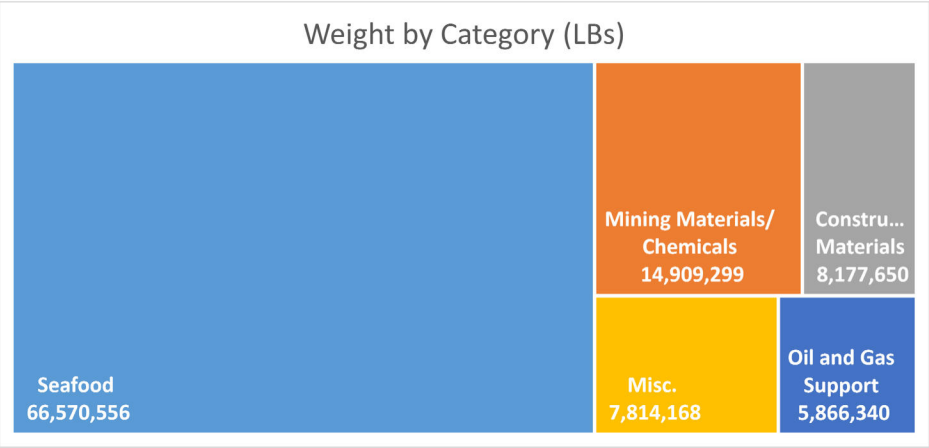


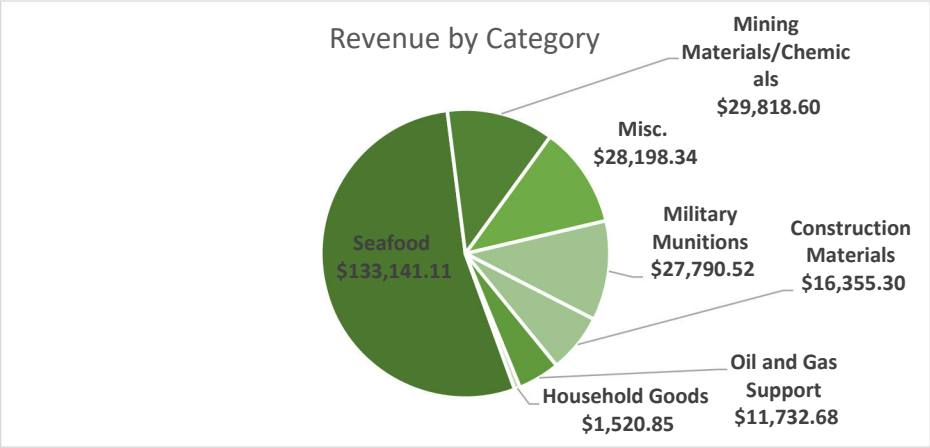
*Solid lines reflect PPM's July 2019 schedule. ** WMC contract for dredging and breakwater is complete. *** Contract requires Phase 2 work be completed by October 1, 2019.

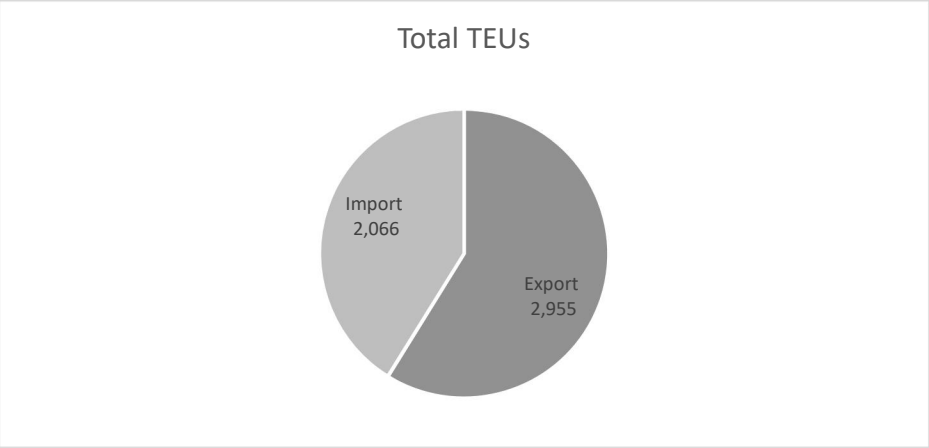
BUDGET SUMMARY

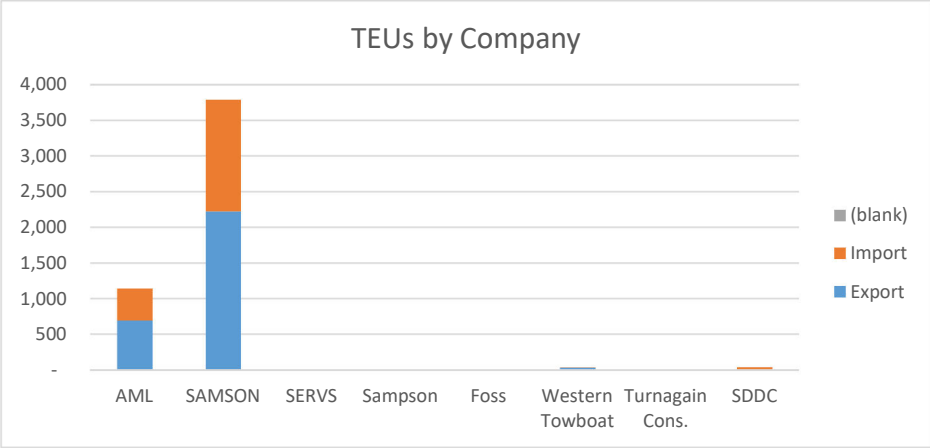
Description	Original Budget	Revised Budget	Committed	Expenditures 7/31/19	% Spent	Estimate at Completion
DESIGN	**$ 2,451,971**	**$ 3,892,420**	**$ 3,892,420**	**$ 3,736,973**	**96%**	**$ 3,892,420**
Design	$ 1,851,971	$ 2,215,983	$ 2,215,983	$ 2,231,917	101%	$ 2,231,917
Design Team Services During Construction	$ 600,000	$ 1,676,437	$ 1,676,437	$ 1,505,056	90%	$ 1,660,503
PROJECT MANAGEMENT	**$ 2,340,548**	**$ 3,091,906**	**$ 3,087,370**	**$ 2,985,302**	**97%**	**$ 3,091,906**
Project Management	$ 1,740,548	$ 2,710,369	$ 2,710,369	$ 2,609,572	96%	$ 2,710,369
Inspection/Testing	$ 600,000	$ 381,537	$ 377,001	$ 375,730	98%	$ 381,537
USACE CONSTRUCTION - CITY PORTION	**$ 9,345,453**	**$ 7,440,980**	**$ 7,122,844**	**$ 4,738,650**	**64%**	**$ 6,522,845**
Initial Basin	$ 7,145,453	$ 7,060,980	$ 7,060,980	$ 4,676,785	66%	$ 6,460,980
Other Basin Modifications	$ 2,200,000	$ 380,000	$ 61,864	$ 61,864	16%	$ 61,864
CITY CONSTRUCTION	**$ 39,023,904**	**$ 44,811,842**	**$ 44,734,675**	**$ 44,323,811**	**99%**	**$ 44,797,621**
Phase 1 Uplands	$ 19,013,040	$ 19,191,437	$ 19,191,437	$ 19,191,437	100%	$ 19,191,437
Phase 2 Base/Drivedown Floats, Uplands Fac.	$ 8,976,100	$ 25,158,925	$ 25,158,925	$ 24,815,162	99%	$ 25,144,705
Upland Facilities (with Phase 2)	$ 4,046,643	$ -	$ -	$ -	0%	$ -
Drive Down Float (with Phase 2)	$ 4,951,721	$ -	$ -	$ -	0%	$ -
Drive-Down Float In-water Mods (with Phase 2)	$ 1,342,500	$ -	$ -	$ -	0%	$ -
Hotel Hill Clearing	$ 64,900	$ 64,900	$ 64,900	$ 64,900	100%	$ 64,900
Fish Cleaning	$ 324,000	$ -	$ -	$ -	0%	$ -
Electric Primary	$ 225,000	$ 311,579	$ 311,579	$ 252,312	81%	$ 311,579
CCTV/Security/Head End Equipment	$ 80,000	$ 80,000	$ 2,834	$ -	0%	$ 80,000
New Harbor Warehouse Modifications (F&W)	$ -	$ 5,000	$ 5,000	$ -	0%	$ 5,000
ADMINISTRATION	**$ 60,000**	**$ 125,000**	**$ 106,745**	**$ 100,214**	**80%**	**$ 125,000**
FFE	**$ 100,000**	**$ 140,000**	**$ 145,560**	**$ 112,059**	**80%**	**$ 140,000**
CONTINGENCY (@ 15% original budget)	**$ 7,998,281**	**$ 1,818,009**				**$ 2,750,366**
TOTAL CITY FUNDED	**$ 61,320,158**	**$ 61,320,158**	**$ 59,089,615**	**$ 55,997,010**	**91%**	**$ 61,320,158**
USACE FUNDED**	**$ 21,277,761**	**$ 21,277,761**	**$ 21,277,761**	**$ 20,558,716**	**97%**	**$ 21,277,761**
TOTAL CITY/USACE FUNDING	**$ 82,597,919**	**$ 82,597,919**	**$ 80,367,376**	**$ 76,555,726**	**93%**	**$ 82,597,919**

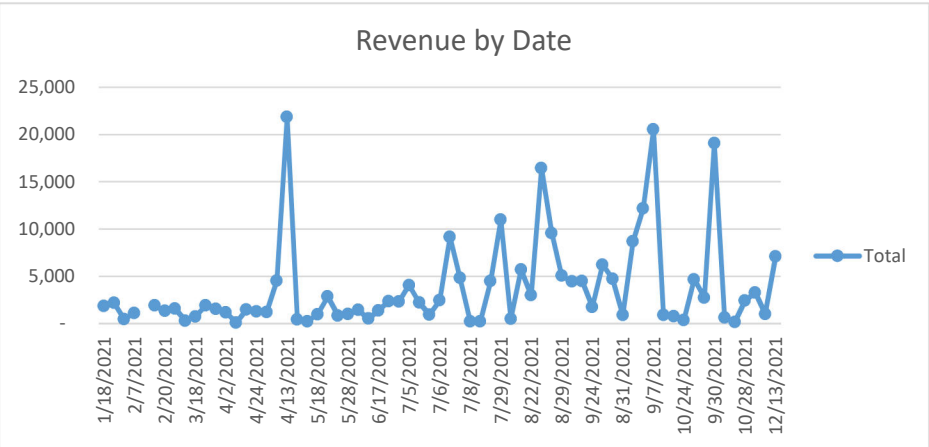
* Data includes expenses from 5/22/14 which is the start of Bond eligible costs authorized by COV Resolution 14-33. $254,321.77 in R&M expenses and other costs are not included.
** Reconciliation with USACE is in process; updates and closeout are anticipated.











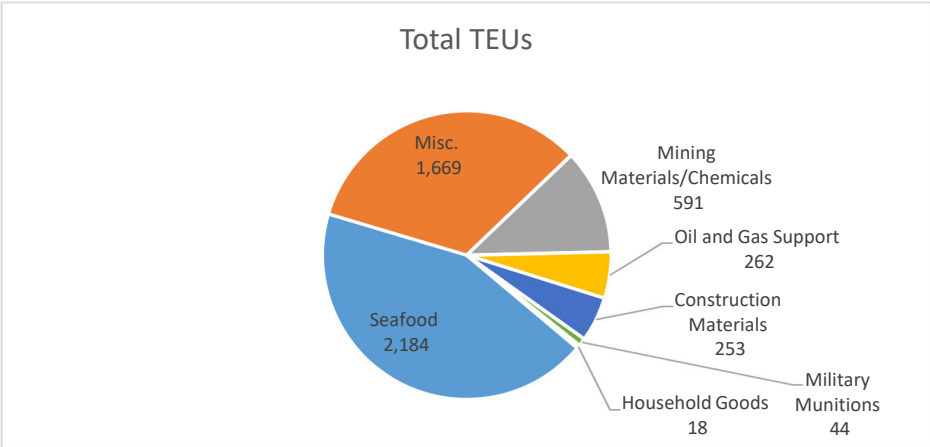


EXHIBIT H
Page 1 of 4

	Weight by Category (LBs)
Seafood	66,570,556
Mining Materials/Ch	14,909,299
Construction Materi	8,177,650
Misc.	7,814,168
Oil and Gas Support	5,866,340
Military Munitions	3,440,200
Household Goods	760,423
(blank)	-
Grand Total	**107,538,636**

Row Labels		Revenue by Category
Seafood	$	133,141.11
Mining Materials/Ch	$	29,818.60
Misc.	$	28,198.34
Military Munitions	$	27,790.52
Construction Materi	$	16,355.30
Oil and Gas Support	$	11,732.68
Household Goods	$	1,520.85
(blank)		
Grand Total	**$**	**248,557.39**

	Total TEUs
Export	2,955
Import	2,066
(blank)	
Grand Total	**5,021**

TEUs by Company

	Export	Import	(blank)	Grand Total
AML	694	451		1,145
SAMSON	2,227	1,563		3,790
SERVS		5		5
Sampson		2		2
Foss		1		1
Western Towboat	34	1		35
Turnagain Cons.		1		1
SDDC		42		42
Grand Total	**2,955**	**2,066**		**5,021**

		Revenue by Category
Seafood	$	133,141.11
Mining Materials/Ch	$	29,818.60
Misc.	$	28,198.34
Military Munitions	$	27,790.52
Construction Materi	$	16,355.30
Oil and Gas Support	$	11,732.68
Household Goods	$	1,520.85
(blank)		
Grand Total	**$**	**248,557.39**

	Total TEUs
Seafood	2,184
Misc.	1,669
Mining Materials/Ch	591
Oil and Gas Support	262
Construction Materi	253
Military Munitions	44
Household Goods	18
(blank)	
Grand Total	**5,021**

Revenue by Date

1/18/2021	1,854
1/24/2021	2,191
1/30/2021	459
2/7/2021	1,117
1/31/2021	
2/13/2021	1,933
2/20/2021	1,349
3/9/2021	1,576
3/19/2021	322
3/18/2021	741
3/27/2021	1,926
4/23/2021	1,558
4/2/2021	1,179
4/17/2021	110
4/14/2021	1,475
4/24/2021	1,304
3/1/2021	1,210
4/12/2021	4,536
4/13/2021	21,874
5/7/2021	438
5/14/2021	244
5/18/2021	970
5/10/2021	2,872
5/25/2021	847
5/28/2021	1,007
6/13/2021	1,444
6/4/2021	530
6/17/2021	1,398
6/8/2021	2,387
6/23/2021	2,341
7/5/2021	4,069
7/18/2021	2,227
7/25/2021	941
7/6/2021	2,462
7/24/2021	9,168
7/17/2021	4,841
7/8/2021	240
8/6/2021	239
8/15/2021	4,498
7/29/2021	11,000
8/16/2021	500
8/20/2021	5,711

8/22/2021	3,009
8/3/2021	16,463
8/19/2021	9,599
8/29/2021	5,076
9/6/2021	4,475
9/12/2021	4,512
9/24/2021	1,763
9/16/2021	6,247
8/28/2021	4,729
8/31/2021	900
9/21/2021	8,697
9/15/2021	12,198
9/7/2021	20,567
10/9/2021	912
10/17/2021	790
10/24/2021	372
9/27/2021	4,672
10/11/2021	2,735
9/30/2021	19,098
11/2/2021	641
10/30/2021	160
10/28/2021	2,434
11/19/2021	3,292
12/10/2021	1,029
12/13/2021	7,102
Grand Total	**248,557**

EXHIBIT I
PLACEHOLDER

Audio files of the City of Valdez's public meeting held on September 30, 2021, provided via USB drive.