**STATE EMERGENCY PLANNING RESPONSE COMMISSION (SERC)**

**BUSINESS MEETING**

**MINUTES**

**October 14, 2022**

**1:00 p.m. to 3:30 p.m.**

Marriot Hotel

Anchorage, Alaska

COMMISSIONERS PRESENT:

Torrence Saxe DMVA (Co-Chair)

Jason Brune DEC (Co-Chair)

Rick Green DFG (Special Assistant to the Commissioner)

John Rockwell DPS

John Clendenin DOT&PF

Public Members

George Vakalis LEPC/URBAN - Anchorage

Michael Paschall LEPC/RURAL - Delta Junction

Casey Cook LOCAL GOVERNMENT - Mat-Su Borough

Ex-Officio Members

Mary Goolie EPA

Paul Valley FEMA Region 10

Akis Gialopsos DNR

**I. Call to Order: Co-Chair, Commissioner Torrence Saxe, Department of Military and Veterans Affairs (DMVA)**

Co-Chair Torrence Sax called the meeting to order at 1:05 p.m.

1. **Roll Call - State Emergency Response Commission (SERC) Coordinator**

Roll call was taken of the commissioners, the public members, and the ex-officio members.  
JJ Little noted that a quorum was present.

1. **Quorum Determination - SERC Coordinator**

**MOTION:** Rick Green moved to accept the quorum. Seconded by George Vakalis. The motion passed unanimously.

1. **Administrative Announcements - SERC Coordinator**

JJ Little asked members to state their names and use the microphone when speaking. There is a sign-in sheet for public comments, which are limited to five minutes. If you have information that requires more than five minutes, please send written comments to JJ Little, the SERC coordinator, at [jj.little@alaska.gov](mailto:jj.little@alaska.gov). A revised agenda was included in your package updates.

**II. Welcome and Introductions - Membership List - TAB 2**

1. **Opening Comments by Co-Chairpersons - Commissioner Saxe, DMVA, and Commissioner Brune, Department of Environmental Conservation (DEC), SPAR**

Co-Chair Torrence Saxe pointed out that this was one of the biggest meetings held since COVID, and it was nice to see people in person again. He spoke about the importance of establishing relationships with the people instead of just hearing voices on the phone. Those established relationships were especially helpful during the recent typhoons in Western Alaska. This year, we are on pace to either be at record pace or exceed record pace for all natural disasters in Alaska including fires, floods, and everything in between. In Western Alaska, we learned that resilience and being able to inform communities ahead of time of the seriousness of what was coming was critical to ensuring no statewide deaths or serious injuries.

The National Guard has been more involved in responding to natural disasters this year and will continue in the future. They have gone out to Delta Junction and Western Alaska. The troops are working hand-in-hand with state, local, and federal entities depending on the size of the operation.

One change we would like to make at the SERC is to take your input and make it more actionable. If you have a good idea, we can put the muscle behind it and get tangible solutions moving forward.

Co-Chair Jason Brune said it was great to see everyone in person again. He took a moment to honor Chief of Staff Ben Stevens, who passed away of a sudden heart attack last night. He encouraged everyone to keep Ben Stevens and his family in their prayers.

There is a written brief in in the packet. The final C-Plan regulations will be coming out next month. We had a couple recent spills. He acknowledged the DMVA, General Saxe, DOT, DEC, and all the agencies who responded to the recent winter storms. They have done an amazing job. The Governor, General Saxe, and several cabinet members visited these sites. The advanced notice of storms from the National Weather Service, combined with communications to the rural communities, allowed the communities to prepare and secure their fuel tanks, which helped prevent potential environmental issues.

There are a few updates to our Tier II reporting and Community Right-to-Know Information in our report as well.

Over the next few years, a significant amount of EGA funding will be coming into DEC to help with community issues such as water and wastewater perspectives, contaminated site cleanups, and others. The Governor recently spoke about microreactors possibly being sited at Eielson Air Force Base. The RFP is out. We will be tracking that closely and reporting back to the SERC.

1. **Membership Introductions - Commissioner Saxe, DMVA**

The following members introduced themselves: Paul Valley, Acting Manager of the FEMA Region 10 Alaska Area Office; Akis (Mikey) Gialopsos, Alaska Department of Natural Resources; Mary Goolie, EPA of the Alaska Operations Office, Emergency Response, and Alaska Regional Response Team Coordinator; George Vakalis, Anchorage, Urban LEPC; Michael Paschall, Delta Junction, Rural LEPC; John Clendenin, DOT; Rick Green, Alaska Department of Fish & Game, designee of Commission Doug Vincent-Lang.

JJ Little thanked everyone for attending. We have a vacancy on the SERC for a local government representative. If you or anyone you know has an interest in that position, please contact us.

**III. Approval of Previous Meeting Minutes - Tab 3**

**MOTION:** George Vakalis moved to approve the previous meeting minutes. Seconded by Rick Green. The motion passed unanimously.

**IV. Public Comments - Five (5) Minutes Per Speaker - Tab 4**

Forest Shreeve, Emergency Manager with the Denali Borough, said during the Clear fire this summer there was confusion about the color coding when it came to the Ready-Set-Go Program and evacuation statuses. It is a small detail that led to critical time lapses. As it currently stands, Red is Ready, Yellow is Set, and Green is Go. We tried to follow the notifications and public information that was put out by keeping it consistent with state and national stuff. However, the teams from out-of-state were confused and made the maps backwards, because it makes more sense to have Red indicate Go. When areas were marked in green, people thought it was okay to return to those areas even though there were still active fires. While this is a small detail, it is an important one.

Mr. Gialopsos, DNR, said he appreciated the comments from the Denali Borough, and he looked forward to working with General Saxe and Director Fisher to review the lessons learned during this fall season. We just completed our fall fire review, and this kind of feedback is very important.

Co-Chair Jason Brune noted that Commissioner James Cockrell, Department of Public Safety, and Heidi Hedberg, Department of Health, were in attendance online.

**V. Consent Agenda - Tab 5**

1. **Approval of, and changes to, the Agenda (by Item)**
2. **Local Emergency Planning Committee (LEPC) Appointments**
3. **SERC Meeting Dates (Approval required for adjusted dates for fall SERC)**

**MOTION:** George Vakalis moved to approve items A, B, and C on the consent agenda.

JJ Little said the LEPC appointments for Item B were Gerald Allison, Laura Olson, Kevin Eshum (ph), Vincent Garack, John Huffman, Alyssa Farr, Ashley Lahai in Anchorage, and Master Sergeant U.S. Air Force Jacob Allen in Fairbanks.

Michael Paschall, Delta Junction, asked if the SERC meeting dates should be changed from 2022 to 2023. JJ Little said he would update the SERC meeting dates.

Seconded by Rick Green. The motion passed unanimously.

**VI. State Agency Reports - Tab 6**

1. **DHS&EM Updates, Mr. Bryan Fisher, Director (written report provided)**

Bryan Fisher, Director of DHS&EM, said there was a written report in the packet. Since last Halloween, there have been 22 declared disasters in the state. Fifteen were declared by Governor Dunleavy. Six were declared by the President, so they are federal FEMA disasters. We also had one Fire Management Assistance Grant declaration for the Clear fire this summer. The record number of declared disasters is 23 in a 12-month period in 1989, followed by 21 in 1990, and 17 in 1991.

We believe that while the frequency of these disasters is increasing, the intensity is not. We saw some severe storm damage in Western Alaska from the remnants of typhoon Merbok. We saw a very unusual storm just a couple of weeks after that in the Chukchi Sea. Hurricanes and tropical depressions come into the Gulf of Mexico and pick up energy because of the warm water. We saw something similar with a storm that formed over Russia, went across Wrangell Island, and then picked up energy in the Chukchi Sea, which is something the Weather Service has not seen before. It has been an incredibly busy time in our Division responding to those disasters. We have not slowed down since the earthquake in 2018 with COVID, wildfires following the earthquake, and now this season of 22 declared disasters around the state.

We have had ongoing discussions about how we, as a state, respond to these disasters with the different forms of government that we have around the state. We have first class municipalities, second class boroughs with unincorporated areas, and unorganized boroughs in unincorporated areas. The way state and federal teams come together to help respond to events can vary in every one of these situations. I am proud to help lead a team that is able to respond and be flexible to all these varying organizational capacity and government capacity levels around the state. The Governor has been supportive of our efforts to assist residents in your communities when these disasters occur, no matter what they are or their size.

Casey Cook, asked how many of the 22 disasters were still open.

Bryan Fisher said there were 22 new disasters in the last 11 months. In addition to that, we are still managing the long-term recovery from another 11 state and seven federal disasters going back as far as 2003. For example, we are still working with the Anchorage School District and the Mat-Su Borough on some long-term recoveries for schools that were damaged in the 2018 earthquake. We have some long-standing projects and products from previous disasters where the repairs and long-term restoration was hindered by COVID when we could not move materials and supplies around. We are continuing to be challenged by the ever-increasing cost of reconstruction materials and transportation around the state. We have approved projects from years ago that have issues with the cost of materials, shipping, and mobilizing contractors out to some of the communities. We constantly have to get reapprovals for additional funding to try to get those things buttoned up, while still dealing with the 22 active responses and immediate recoveries for disasters that have happened since Halloween. It is an amazing amount of work for the 60 employees in our agency.

Co-Chair Torrence Sax asked how many of the current disasters were going federal as well.

Bryan Fisher said there were 15 state declared disasters in the last 11 months, six of which were federally declared disasters. Many of those were declared because of the shear cost of responding to the repairs, remediation, and mitigation of public infrastructure. The last storm was unique, and we received a Presidential Disaster Declaration that included the federal government’s Individual Assistance Program in record time. That is an indication of a move in the right direction by the federal government to support the state of Alaska and our citizens when we need it. It has not always been that way in the past. A catastrophic impact in a community on the water system affects a small number of people compared to a hurricane in Florida that can impact hundreds of thousands of people. However, FEMA recognizes that we need assistance and cannot manage all those disasters by ourselves just because of the sheer number of them. The financial support that they are bringing on the back end is certainly welcome.

1. **DEC Division of Spill Prevention and Response (SPAR), Tiffany Larson (written report provided)**

Tiffany Larson said a written report was provided in the packet. (Indiscernible – could not hear online report.)

**VII. Local Emergency Planning Committee Association (LEPCA) - Tab 7**

1. **Status Report**
2. **LEPCA Agenda - (Written copy provided)**
3. **LEPCA Previous Meeting Minutes - Provided on DHS&EM webpage**

Tom Vaden, Co-Chair of the LEPCA, said the minutes of the meeting they had this morning would be provided at the next SERC meeting. The last meeting minutes were approved. The LEPCA receives a lot of the same information as the SERC, so he would not review that. The LEPCs that were present provided verbal status reports. Most of the LEPCs are still recovering from the pandemic. While the LEPCs are a planning entity, many of the LEPC members are also operational entities, so everyone seems to be tired from the pandemic and the storms that happened this year. This seems to be a reorganizational time for the LEPCs. We also have an issue with funding, as mentioned at the last SERC meeting, and how will the LEPCs receive funding so they can continue with the unfunded mandates. This issue is being investigated through several organizations.

Co-Chair Jason Brune asked Mr. Vaden if he had a funding recommendation.

Tom Vaden said he did not have a funding recommendation. He felt the Nome LEPC could probably operate on $6,000 to $10,000 a year. We did receive funding from our local CDQ Group. We are also looking at asking other organizations in the community to provide funding, as well as exploring several other options.

Co-Chair Jason Brune said it would be helpful to have a statewide funding number for all the LEPCs.

George Vakalis said the last time the LEPCs received funding, it was about $300,000, which was before the inflationary increases that we have seen over the last several years. It was more than that when the LEPCs were first started, but it has decreased over the years. Based on the model that was used to distribute the funds, $300,000 did not take care of everything, but it helped tremendously for a lot of the smaller LEPCs.

Casey Cook (indiscernible – could not hear online comments).

George Vakalis said when the LEPCs received the $300,000 funding, they also developed plans. Many of those plans probably need to be updated. The funding helped tremendously in creating and/or updating plans.

JJ Little noted that the DHS&EM Planning Section has the historical data about how that $300,000 was distributed.

Co-Chair Torrence Saxe asked if there was something from the state that the LEPCs would like to see more of in terms of training or emphasis.

Tom Vaden said it would be nice to have an LEPC instruction manual, especially with the high turnover within the LEPCs. It can be a basic list of things that need to be accomplished, along with references on why you do it and how to study up on it. Even members who have been around for a while are floundering because there are no established LEPC guidelines.

**VIII. Local Emergency Planning Committee Status Reports - Tab 8**

There were no LEPC Status Reports.

**IX. Old Business - Tab 9 (Written reports provided)**

1. **Finance Committee -- Mr. George Vakalis, Chairperson**

There was no verbal report.

1. **Work Plan Committee - Open Chair**

There was no verbal report.

1. **Interoperable Communications Committee - Mr. John Rockwell, Chairman**

There was no verbal report.

1. **Citizen Corps Committee - Michelle Torres, Chairperson**

Michelle Taurus said the written report was in the binder. However, she was excited to announce two new SERT teams this year; Trapper Creek in the Mat-Su Borough and Cordova. This gives us 14 teams in Alaska. We hope to add some teams in Southeast Alaska next.

1. **All-Hazards Plan Review Committee - Mr. Richard Hildreth, Chairperson**

Richard Hildreth said the written report was in the binder. However, some of the discussion about the responsibilities of the All-Hazards Plan Review Committee is still up for discussion within the committee. What is the capability of volunteers to review plans for various jurisdictions? We have had some success with the Kenai Mercy Operations Plan, which was passed through the All-Hazards Plan Review Committee. Some agencies provided input and helped to provide context to the Kenai Borough as they wrote their plan. If LEPCs are aware of plans being developed and want the All-Hazards Committee to review them, we will do that and shop it through those committee members for input.

1. **Training Committee - Mr. Jeff Lafferty, Chairperson**

There was no verbal report.

1. **Disaster Search and Rescue Committee - Lt. Paul Fussey, Chairperson**

There was no verbal report.

1. **Statewide Mutual Aid Compact - Casey Cook Chairperson**

Casey Cook (indiscernible – could not hear online speaker).

*Break from 1:44 p.m. to 2:01 p.m.*

Co-Chair Jason Brune called the meeting back to order at 2:01 p.m.

**X. New Business - Tab 10**

1. **DEC: Alaska Energy Authority (Taylor Asher) - Alaska Electric Vehicle Infrastructure Plan)**

Taylor Asher said she was the project manager for the Alaska Energy Authority (AEA). When she started four years ago, no one was working on electric vehicles (EVs) and now there are four team members working on EVs on a regular basis.

The National Electric Vehicle Implementation (NEVI) Plan was put together in the last four months. We also helped install charging stations in the last few years from Healy down to Homer and Seward through the Volkswagen Settlement funds. Governor Dunleavy has designated AEA as the state energy office to plan and implement charging stations.

When the Infrastructure Bill was passed in November, the federal government put $7.5 million toward charging infrastructure across the United States. Each state was designated a certain amount of funds, and Alaska will receive $52 million.

*Break from 2:04 p.m. to 2:05 p.m. to try to fix technical difficulties.*

Taylor Asher continued her presentation. After submitting its plan, Alaska received $52 million through the formal process. We received more than at least 50 percent of the other states. Our plan was approved on September 30 and unlocked the first two years of funding, $19 million, for fiscal year 2022 and 2023. This funding covers up to 80 percent of the cost to install charging stations, but the other 20 percent must come through either private entities or the state. We do not currently have state funds designated to this effort, but we recognize the potential burden and are looking into possible alternative options.

Alaska currently has about 1,500 EVs registered, with about a third of those in Southeast Alaska. Southeast Alaska is a perfection location for EVs because they have a limited road system, a milder climate, and easier access to used vehicles from Seattle.

Phase one will be installing charging stations every 50 miles. We must prioritize the alternative fuel corridor, which is the road from Anchorage to Fairbanks. This road was designated by the Department of Transportation, not AEA, and was designated prior to the NEVI funds. Charging stations need to be within one mile of the corridor. Each site must have four 150 kw charging stations, for a total of 600 kw per site.

When the requirements were put out by the federal government, the state had an opportunity to submit comments on whether this made sense for our needs. With only 1,500 EVs, it may be overbuilt, but our plan is to essentially try to follow the rules as best we can. Then when we update the plan each year, we will take our “lessons learned” and ask for potential exceptions to the rules if we are unable to deploy the charging stations as the plan is currently written.

Another requirement through the Infrastructure Bill, which applies not only to NEVI but also other funds the state receives, is that 40 percent of federal funds must go to rural and disadvantaged communities, which is basically any area outside of Anchorage and Fairbanks.

When did a lot of outreach when developing the plan. This is new, and we are not experts in this field. We collect comments at every presentation, and you can also provide comments on our website. This is a living document, and we take all comments into consideration. At the end of the plan, you can find all the comments that have been submitted and our responses.

The NEVI program prioritizes the road system, but rural Alaska has been very vocal. We are working on a competitive grant application through the federal government to install charging stations in rural Alaska. We provided a concept paper that outlines our idea, and then we were asked to submit a full application, which is due in less than three weeks. We have half a dozen partners working on this. There is an EV in Kotzebue. Tok has a school bus that is fully electric and was funded through the Volkswagen settlement. There are also smaller communities that are interested, so this will be a statewide effort.

The federal government provided us with a template and guidance on how to put together our plan. It was a very quick turnaround. We had three months to go from no plan at all to a 120-page plan that required a 30-day public comment period with tons of input and an MOA with the Department of Transportation. We are making sure that this plan is by Alaskans, for Alaskans, to ensure that everybody has an equal opportunity to access these funds and charging stations.

Labor and Workforce Development is something we are starting to look into with the $52 million being invested. There is going to be a need for a workforce not only for the EV vehicles, but also for the charging stations. Electricians have to have certain credentials. There are three companies in Interior Alaska who have these credentials, which is not adequate for the influx of funding. We have started conversations with the University of Alaska to put together a plan, and we also hope to work with unions and AVEC. The Department of Transportation is potentially interested in an apprenticeship program. We are just starting the conversation, but we anticipate working to get training, train the trainers, and building up a workforce to support these vehicles and charging stations.

There will be multiple phases to the project. The first phase is building up the corridor from Anchorage to Fairbanks. The second phase is building out the rest of the road system going to Tok, Glennallen, Delta Junction, Valdez, Homer, and Seward, as well as the marine highway system. About a third of the EVs are currently in Southeast Alaska, so we want to ensure these folks are connected and have access to public charging stations. We anticipate a large portion of the funding will go to the first two phases. The third phase is rural Alaska. And the final phase will be urban and destination chargers.

We are not allowed to move into phase two until we have completed phase one. The alternative fuel corridor has to be approved by the Joint Office before we can start moving funds elsewhere, and they have indicated this will take a minimum of two years.

The process will be by competitive solicitation within each of the communities, so people in Fairbanks will not be competing with people from Anchorage. The Volkswagen settlement was $1 million, and we did a similar process. In the last round, which was three years ago, we had 23 applications and the market was smaller. We anticipate a lot of interest in this funding opportunity and that people will want to install electric charging stations at their place of business, at local governments, etcetera.

Chargers will be built every 50 miles, except the 80 miles between the Denali State Park and Cantwell, which does not have an adequate electrical infrastructure to host a charging station. We are trying to follow the rules as best we can, but it does not make economic sense to have a charging station at that location.

EVs travel about 300 miles per charge in the summertime and 150 miles in wintertime for newer vehicles. The range decreases as the vehicle ages. With proper planning, you should be fine traveling with a range of 150 miles. A slide of the anticipated charging stations was reviewed.

Co-Chair Jason Brune asked if Canada was going to be putting in charging stations between Tok and Haines.

Taylor Asher said there have been preliminary discussions with Canada. They are aware of the NEVI program and how we are trying to connect Alaska to the Lower ’48, and they are installing charging stations within 50 miles of the border. They are very supportive to ensuring people can drive the Alaska Highway and be able to charge with ease. Canada currently has level two charging stations, which can take six to eight hours to charge an EV. The fast chargers that we are installing can charge an EV in 30 minutes.

There are risks and challenges. EVs are new in general, but specifically to Alaska. People have many questions and concerns, and we do presentations on a regular basis to answer those questions. How EVs perform in cold weather is a common question, which is being studied by t. the Alaska Center for Energy and Power at UAF. They are also studying charging stations in rural Alaska and the effects of cold weather on battery life. You can visit their website for more information on that. Most people use their EVs for commuting and small trips around town, but there are concerns about longer trips.

We also have supply chain constraints. A few charging stations have already been installed with the Volkswagen settlement funds. There is one that is operational in Cantwell and Homer. Two more will be operational after the signs are printed. However, it will be at least 50 weeks until the rest of the charging stations arrive due to supply chain issues, so there could potentially be delays in the program.

Private investment is another concern. Twenty percent of the funding has to come from private or state entities. The charging sites will have four charging stations, 150 kw each, and we anticipate them costing about $1 million each. Asking a private entity to provide $200,000 is a big ask, but we are looking into the issue.

Build America, Buy America could also delay things. We have requested a two-year waiver from the federal government on the rule of securing the charging infrastructure from American sources, and they have not decided yet. Alaska is not the only state that has requested this exemption.

The next steps were reviewed. Now that our plan has been approved, we can distribute the money. We will do a phased approach for securing a site host. The first phase will be a request for a qualifications concept paper. Essentially, we are going to have potential site hosts submit a one- to two-page application that indicates if their site has three-phase power, if they have cell phone reception, lighting, ADA accessibility, and things like that. We will do a site visit to ensure that their site fits the descriptions they provided. If they meet the preliminary checks, we will ask them to submit a full application which could result in a grant through AEA to install charging stations. The grants will stay open for at least five years per the O&M requirement to ensure the investment is being used properly.

There are other requirements regarding what type of equipment can be used. For anything north of Cantwell, the equipment has to be rated to at least 40 below zero. There are only a few vendors who do that right now, so that is a consideration.

We hope to put out concept papers, requests for initial interest in December, and have grants and construction in place by next spring.

There are questions about what happens to old lithium batteries. Igiugig is testing old EV batteries to see if they can be used with their grid. The federal government also has competitive awards that include research in using old batteries after they are no longer usable for vehicles. There is no perfect solution, but there is funding for research to look at these issues.

Co-Chair Jason Brune said it was inspiring to hear the progress and potential for EVs. All-Hazards oversees this group. My team at DEC has the perspective that it is important for all LEPCs to hear this presentation as we think about safety issues. We have seen a lot of lithium fires in Chicago, as well as in Florida after the hurricanes. It is important for us, in our roles as SERC members, to understand the potential impacts of this project.

Megan Kohler, Department of Environmental Conservation, said one of the reasons for bringing this presentation forward was the lithium batteries. We recognize that lithium batteries are different when it comes to firefighting. We also feel lithium batteries are a large part of our Tier II reporting. We expect that as we see this infrastructure being built, we would also see supporting pieces from auto shops and things like that. HazMat may also be an issue.

Co-Chair Torrence Saxe asked if there was a threshold of concern at 20 to 40 below zero or if that was still being studied.

Taylor Asher said there was not a threshold that she was aware of that relates to EVs. People in very cold climates like Fairbanks will have to plug their cars into their homes or elsewhere, which also helps to maintain the batteries so they do not lose range while sitting in the cold. For the charging equipment, the lowest rating is 40 below. If the equipment is not rated for colder temperatures, there is an option of putting the charging stations in heated barriers. Another requirement is the charging stations have to be operational 97 percent of the time.

Michael Paschall, Delta Junction, pointed out that funding was available to build the charging stations and put EVS on the road, but no money had been allocated to the responders who will have to deal with the aftermath of them being on the road.

Co-Chair Jason Brune said that was a good point to consider. From a SPAR perspective, we have a fuel surcharge to help fund potential incidents and prevention. However, there is not a commensurate charge for EVs. He appreciated the comment and felt it was something that needed to be considered.

Casey Cook (indiscernible – could not hear online comments).

Taylor Asher said if anyone has a group that wants to hear this presentation, please let her know.

1. **DEC/DHS&EM: Position Paper Tab 10A, Action Tracker (Excel Data 10B)**

Megan Kohler reviewed the background of the Action Tracker. In 2017 and 2018, we identified the need to start discussing issues that came up at previous SERC meetings in a more tangible way so we could start addressing them. Ad hoc workgroups were formed by the LEPCA and the SERC. Those groups met several times to start identifying and documenting the challenges, issues, and solutions to the issues. In 2019, the workgroups started to dive into the issues but they were unable to reach solutions prior to the pandemic, so they developed the Action Tracker. The Action Tracker denotes which workgroup came up with the comments provided. Staff has identified potential recommendations for the SERC to consider, as well as the status of where the items stand.

JJ Little discussed the Action Tracker. Without going through all of the incomplete items, one of the things they wanted to highlight was the incomplete items and focus on the transitional implementation (indiscernible -- away from microphone). And then also identifying committee chairs and membership should be updated to reflect any new members. (Indiscernible -- away from microphone.)

Kathy Shea reiterated that they were not able to address everything on this list due to the pandemic, but they did try to address some of the issues. Some of the requests were for more information about the authority that the LEPCAs have to do certain tasks, and we tried to provide some of that information at the Spring 2022 meetings by bringing in the EPA and Tim Gablehouse from NASTTPO, which is the National Association of SARA Title III Professionals. If we did not meet your needs, please let us know so we can bring more discussion forward. The first page of the spreadsheet are items that we think will require a revision to the Policies and Procedures Manual, which staff cannot do on their own. Our recommendation is that the Work Plan Committee be reestablished with a SERC member as the chair of the committee.

**MOTION:** George Vakalis moved to reestablish the Work Plan Committee with a SERC member serving as chair of the committee. Seconded by (unidentified). The motion passed unanimously.

Casey Cook (indiscernible – could not hear online comments).

Co-Chair Jason Brune tasked staff with querying the SERC members to see if someone was interested in chairing the Work Plan Committee.

Co-Chair Torrence Saxe agreed with Commissioner Jason Brune. This is a lot of work. What he likes about this endeavor is it takes the ideas of the entire SERC and puts them to paper to actually produce. He would like to speak to Director Fisher about this, and he has some ideas that can discussed offline as well.

1. **DEC: Tab 10C - DEC HAZMAT Emergency Plan Checklist V2.0**
2. **DEC: Tab 10D - Final Flow Chart Update**

Kathy Shea said the agenda shows items C and D as two separate presentations, but both items were included in the electronic information the members received. The checklist was updated, typos and broken links were fixed, and it will appear on our Tier II website in the next few days. The E-plan Flow Chart was updated so fire departments and emergency managers can have access to the Tier II database through Kathy Shea, the Tier II coordinator, to make planning easier. There have been issues with fire departments and emergency managers not being able to get access to the database as quickly as they need it going through the LEPC chairs, who are very busy and have other duties. The HazMat Response Plan Checklist and the E-Plan Flow Chart are both included in your binders and ready for use.

**XI. Other State Agency and Ex-Officio Reports - Tab 11**

John Clendenin, DOT, said a written report was included in the binder. With the winter storms, we are actively involved in assessing, correcting, and assisting the communities with engineering reports, documenting, geolocating, and other documentary work for the recovery phase. DOT has been getting more involved in things that are not normally handled by the DOT, such as the avalanche in Eagle River, DOT is taking a much more proactive role in being involved in responses.

Co-Chair Jason Brune asked if other state agencies wanted to provide comments.

Paul Valley, acting manager of FEMA Region 10 Alaska Area Office, said Director Fisher already talked about the number of disasters in Alaska. FEMA is engaged in the six ongoing federally declared disasters. We have a joint field office setup adjacent to our Alaska area office in the federal building annex specifically for the recent west coast storm. We have extra FEMA people working on that disaster. We also continue to work on the ongoing longer-term recovery efforts for the other five disasters that Director Fisher mentioned. A couple of weeks ago, our Regional Administrator Willie Nunn and FEMA Administrator Deanne Criswell visited Nome and Golovin, along with our tribal liaison, to talk about issues with the community leadership and tribal communities. A follow-up visit was conducted last week with Regional Administrator Willie Nunn and Federal Coordinator Officer Tim Manner. The partnerships, teamwork, and interagency work across state and federal agencies has been amazing during this recent West Coast storm.

The Alaska Area Office is increasing our footprint. Since the last meeting, we have added three additional staff members who are attached to the area office. While they have a direct supervisory line to the Region 10 office in Washington, they are permanently stationed in Alaska to work on national preparedness, mitigation, and public assistance.

Ramona Van Cleve, our tribal liaison, retired in December. Stacy Gunderson has been hired as the new tribal liaison. She was thrown into the fire with the recent West Coast storm and is doing a great job.

Co-Chair Jason Brune said it was great to have the FEMA director in Alaska, who also met with Governor Dunleavy. He agreed that the partnership between the state, federal government, local communities, as well as organizations like the Red Cross, have been outstanding.

**XII. Informational Items (provided only as reference material) - Tab 12**

1. **SERC Policies and Procedures Manual 2018  
   (Includes Ethics Information for Members of Boards and Commissions)**
2. **SERC Bylaws**
3. **State Homeland Security Grant Allocations 2021**

Co-Chair Jason Brune said the information items were in the packet.

**XIII. Public Comments - Five (5) minutes per speaker - Tab 13**

There were no additional public comments.

**XIV. Commission Member Closing Comments and Adjournment - Tab 14**

Michael Paschall, Delta Junction, said an issue that should be discussed by organizations at the state, local, and federal levels was the upgrade of the AMOR system. There are organizations that have not secured funding to upgrade their radio systems off the system, which will be a huge interoperability issue in 2024. The only large upgrade that he was aware of was in the Municipality of Anchorage. There is a lot of funding, a lot of people, and a huge gap in response.

JJ Little thanked Cathy Shea and Megan Kohler for helping to put the meeting together.

Co-Chair Jason Brune thanked JJ Little for all his work. He also thanked his team, Kathy Shea, and Megan Kohler.

Co-Chair Torrence Saxe thanked everyone, especially FEMA and the FEMA director for all their support. His biggest thank you goes to those who step up and are community leaders. Your input and concern is invaluable. We will find someone to chair the Work Plan Committee because that is important. In a meeting yesterday in Bethel, Kevin Vakalis talk about having rural armories divested and put back into the hands of the local community. If you are in a community that has an armory and you need it for emergency management, let me know. I will find a way to get it to you even amid an emergency, and we will figure out the paperwork later. That happened quite a few times during the pandemic. Those buildings are well-built and were not damaged during the storms in Western Alaska. Finally, if you have ideas on training, please let me know. Tom Vaden talked about the need for a continuity and a binder that can be distributed when a storm hits that includes points of contact and valuable training, which is exactly what I would like to see going forward.

Co-Chair Jason Brune thanked General Saxe and DMVA for all their efforts throughout all the storms and other hazardous issues we have been addressing. I also want to thank all of the volunteers who step up and are the leaders in your communities for addressing these issues as well.

**MOTION:** George Vakalis moved to adjourn the meeting. Seconded by Rick Green. The motion passed unanimously.

The meeting adjourned at 3:01 p.m.

***Next meeting - Friday, April 21, 2023 in Anchorage***