REGULAR MEETING – 5:30 PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES
   • 22-05-19 Port Minutes

IV. CITIZEN’S COMMENTS

V. COMMUNICATIONS
   • 22-04-08 AKDOT – 2022 Northwest Alaska Transportation Plan (NWATP) Excerpt
   • 22-06-30 USACE CAP 107 – Deauthorization Letter to Sponsor
   • 22-07-06 NOAA Funding Opp. – Marine Debris (Abandon/Derelict Vessels)
   • 22-07-15 Updated Port of Nome Brochure
   • 22-07-23 Arctic News – Arctic Sea Ice July 2022

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT
   • HM FY2022 4th Quarter Report
     o Operations and Maintenance
     o 2022 Cruise Ship schedule & Vessel Traffic
     o Causeway In-House Surfacing Improvements
     o Seasonal Staffing - 2022

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE
   • 22-06-10 Port Director/Projects Status Report
   • 22-07-22 Port Director/Projects Status Report
     o AAHPA Conference Update
     o Arctic Deep Draft Port Update
     o Potential Contractor Yard – Garco Site

IX. OLD BUSINESS
   • None

X. NEW BUSINESS
   • 22-06-30 USACE CAP 107 – Deauthorization Letter to Sponsor
   • ADDP Design Phase 1 – draft CRW drawing on fuel pipeline layout

XI. CITIZEN’S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING
   • August 18, 2022 – 5:30pm

XIV. ADJOURNMENT
The Regular Meeting of the Nome Port Commission was called to order at 5:30 pm by Chairman West at the Public Safety Building Conference Room.

ROLL CALL
Members Present: Smithhisler, West, McCann, Sheffield, McLarty
Absent: Lean, Rowe
Also Present: Glenn Steckman and Joy Baker (via Zoom)
In the audience: Howard Farley

APPROVAL OF AGENDA
Chairman West asked for a motion to approve the agenda.

Motion to approve made by Smithhisler, seconded by McCann.

At the Roll Call:
Ayes: West; McCann; Sheffield; McLarty; Smithhisler;
Nays:
Abstain:

The motion CARRIED.

APPROVAL OF MINUTES
April 21, 2022
Motion made by Smithhisler, seconded by McCann to approve minutes;

Discussion:
- Sheffield expressed concern on the minutes not reflecting discussion verbatim.
- PD Baker stated it is the City’s practice to do summary minutes instead of verbatim.

At the Roll Call:
Ayes: West; McCann; Sheffield; McLarty; Smithhisler;
Nays:
Abstain:

The motion CARRIED.

CITIZENS’ COMMENTS
- Howard Farley shared he will have an addition to his vessel fleet, to be used as needed; He plans to have it available for various uses during the season.
- Sheffield requested the Port Commission adopt rules of order for meetings.
COMMUNICATIONS
- 22-04-07 DOT – SOA M-5 Route Extension - MARAD
- 22-05-04 KNOM – Nome Port Expansion Project Needs Additional Funding by November
- 22-05-16 NOAA – West Coast Alaska Winter Storm Impacts

Discussion:
- PD Baker summarized the written communications.
  - MARAD Route Designation Request; with a final letter showing updated information.
  - NOAA holding virtual webinar opportunity on June 13 regarding forecasting winter storms.
- Sheffield asked about schedules for anticipated Research Vessels and other marine traffic.
  - PD Baker stated schedules may be provided for Research Vessels/Cruise Ships; schedules are not provided by cargo shipping companies as schedules change regularly. Not all science vessel missions have secured space yet.
- CM Steckman stated that:
  - Discussions regarding perceived conflict must be expressed prior to beginning of meeting.
  - Provided Rules of Conduct for review by commissioners/participants.

COMMISSIONER’S UPDATES
- Sheffield stated she is invited to National Academies of US Coast Guard Authorities to represent the City of Nome and Port.
  - PD Baker added Sheffield will be sharing input on Arctic risks, opportunities, and challenges.

HARBORMASTER’S REPORT
- PD Baker provided a brief update;
  - HM Stotts has been occupied with Public Works, but prepping for season startup.
  - Siobhan Bradley-office starting 6 June in front office; Port did not receive any apps for full-time position intended to be shared with Public Works.
  - Still seeking applicants for Dock Watch, Deputy Harbormaster; both positions are seasonal.

PORT DIRECTOR’S REPORT
PD Baker provided an overview on progress tied to the port expansion:
- City’s $175M in matching funds for phase 1 of expansion project passed the Legislature in the State’s FY2023 Operating Budget; waiting for Governor to do vetoes and sign the budget.
  - PD Baker recognized Senator Olson’s & Representative Foster’s efforts in keeping the City’s match funding in the budget to build phase 1 of the port expansion.
  - Senator Sullivan: responsible for provision in the draft WRDA bill to change the federal/local cost-share to 90/10 instead of 65/35 – WRDA bill moving in Congress.
  - Congress Young being recognized for his efforts in driving the ADDP at Nome.
  - Spring 2023: will shift to on-shore development to tie to the off-shore construction.
- Cost estimates are expected to increase due to the 15% price increase for steel.
- Phase 1: Entire docks, roads, utilities; the expansion of the Causeway.
PD Baker stated the included spreadsheets provide insight on the grant applications that have been applied for; targeting what the money would build, and the cost shares anticipated.
- Regional Port Reception Facility: the ability and capacity to receive waste from the vessels.

OLD BUSINESS – None

NEW BUSINESS
- FY2023 Port and Harbor Proposed Budgets;
  - Increased labor, fuel, services, equipment and shipping costs are expected to affect operating costs of the Port and Harbor; some with significant delivery delays
Discussion:
- Commissioner West stated budgeted gravel revenue is expected to be higher than projected.
- Smithhisler asked about budgeting for full-time positions to attract more applicants.
  - PD Baker stated challenges are city-wide any responsive labor pool being so small.
  - McLarty suggested raising the wages to increase attraction for seasonal applicants.
    - PD Baker stated the Port cannot arbitrarily increase wages to entice applicants.
- Smithhisler noted the budgeted wages states previously $220,000 and is now $253,000.
  - PD Baker replied the office position was changed to year-round for sharing with Public Works, and 3-year delay in labor negotiations was finalized and went in effect 1 Jan 2022.
  - There was no response to the year-round office position so a seasonal hire was chosen to get through the summer.
- Sheffield inquired on the $144K for events; PD Baker indicated that line item encompasses many elements associated with the Port & Harbor Conference at the end of September.

Motion:
The following motion was made by Chairman West and seconded by Sheffield:

Recommend the Nome Common Council adopt the FY2023 Port & Harbor Operating and Capital Budgets as presented:

At the Roll Call:
Ayes: McCann; Sheffield; McLarty; Smithhisler; West;
Nays:
Abstain:

The motion CARRIED.

CITIZENS’ COMMENTS
Howard Farley commented on the waste incinerator. His business does anticipate transporting the waste from vessels to the Port’s harbor.

COMMISSIONER’S COMMENTS
- West commented we need to thank Senator Olson and Representative Foster with an email, letter, handshake, for their support.
- McCann stated Happy Birthday to Mr. Farley; commented he would like the Port Commission to recognize the efforts of all of our Congressional Delegation and Alaska State Legislators.
- Sheffield commented there should be increased transparency in the meetings regarding the funds for Port Development. Looks forward to being on the same sheet of paper with the City and Port. The Avian Influenza is in wild birds in Alaska, she cautioned on symptoms/contagious of the virus.
- McLarty looks forward to a successful season this summer; thanks Joy for all of her hard work.

ADJOURNMENT
Motion was made by for adjournment at 7:00pm.

APPROVED and SIGNED this 21st day of July 2022.

______________________________
Jim West, Chairman

ATTEST:

______________________________
Joy Baker, Port Director
Northwest Alaska Transportation Plan

Key Findings

Update 2022
April 8, 2022

Fellow Alaskans:

I am pleased to present the Northwest Alaska Transportation Plan (NWATP). This document captures and highlights key recommendations for improving transportation infrastructure in Northwest Alaska over the next 20 years. This plan will guide the development of all modes of transportation throughout the plan area. With tribes, local governments, communities, public agencies and area residents as partners, this plan, combined with new funding programs, creates an opportunity to reshape our infrastructure to support our community’s economies, cultures, and industries.

Over the course of the next two decades, funding sources, agency priorities, and regulations will likely change. However, the concepts and recommendations presented in the plan will remain relevant and important. To ensure this is the case, residents and stakeholders should continually review their community’s priorities and use the plan to help identify partnerships and resource sharing.

A guiding theme of the plan is resiliency - resiliency in infrastructure; resiliency in transportation systems; and resiliency in the area’s residents and communities. As recommendations in the plan are implemented with sound engineering principles that incorporate resiliency measures, the region will become more resilient in light of climate change and fortified against potential disruptions to the transportation network, as well as inevitable changes in funding.

Over the course of the development of the Northwest Alaska Transportation Plan, tribal leaders, residents, business owners, agency staff and many others provided invaluable feedback, through numerous phone calls, emails, virtual open houses and public outreach events. We sincerely thank everyone who has dedicated valuable personal time to this effort. In turn, the department looks forward to assisting the region in implementing the recommendations of the plan as opportunities emerge to constructively shape the region’s critical transportation system.

Thank you for your interest in improving transportation throughout Northwest Alaska.

Sincerely,

Ryan Anderson, P.E.
Commissioner

“Keep Alaska Moving through service and infrastructure.”
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Acknowledgments

DOT&PF team
Al Beck, PE, Aviation Project Delivery Lead
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Jennifer Keller, Project Manager
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Becky Cronkhite
Laurie Cummings, AICP CTP, ENV SP
Joy Huntington
Mike Fisher, PMP
Brock Lane

Thank you to all the individuals that provided comments, attended community meetings, or stopped by the project booth at conferences. Developing this plan was truly a collaborative process. Thank you to Remote Solutions, the Phase I contractor, for setting the stage for continued public involvement.

Yukon Bridge at sunset
Introduction

Plan Purpose

Why are we updating the regional transportation plan?

- To identify threats and vulnerabilities in the transportation system
- To guide investment decisions over the next 20 years
- To evaluate regional transportation system needs
- To consider funding options, opportunities, and limitations

The Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for building and maintaining public transportation infrastructure. As part of this mission, the DOT&PF evaluates transportation needs and applies funding to prioritized projects. Due to the vast geographic area and dissimilarity between regions of the state, DOT&PF both conducts a statewide, long-term transportation plan at a policy level and divides the state into regional planning units.

This plan, the Northwest Alaska Transportation Plan (NWATP) covers a large area of the state. The original plan was published in 2004, and much has changed since then, including the impacts of climate change, volatile oil prices, and renewed interest in mineral exploration and extraction. This plan evaluates transportation modes in the region, examines vulnerabilities, opportunities, and gaps and proposes region specific solutions for a sustainable future.

What is a regional transportation plan?

This document contains primary insights and recommendations for all relevant transportation modes, priorities, solutions, and funding strategies.

What does this plan include?

The Plan
This document contains primary high-level insights and recommendations for each transportation mode and emerging trends.

Technical Documents
A detailed background and discussions on transportation modes, emerging trends, and corresponding recommendations.

Appendices
Documentation of the public involvement process and community profiles that describe community-level transportation needs.

Statewide Long-Range Transportation Plan
Multimodal Plan

Statewide Aviation System Plan

Regional Transportation Plans

Highways
10-Year Plan
Metropolitan Transportation Plan

Aviation
Sub-Regional System Plans
Airport Master Plans/Planning Studies

Funding Plans

Statewide Transportation Improvement Program (STIP)

Airport Improvement Program (AIP)
June 30, 2022

John K. Handeland, Mayor
City of Nome
P.O. Box 281
Nome, Alaska 99762

Dear Mayor Handeland:

As discussed in our letter dated 22 November 2021, the Tentatively Selected Plan (TSP) for the Nome Inner Harbor Continuing Authorities Program Section 107 project includes project features that require deauthorizing areas currently within portions of the Federal dredge limits and the East and South sheet-pile bulkheads. The City of Nome responded to that letter on 23 May 2022 requesting a policy waiver from EP-1105-2-58, Section 8b.

The study of the Nome Inner Harbor is being conducted under authority granted by Section 107 of the Rivers and Harbors Act of 1960 (Public Law [PL] 86-645), as amended (33 U.S.C. 577), which provides authority for the US Army Corps of Engineers (USACE) to improve navigation in partnership with local non-Federal sponsors. The non-Federal sponsor must normally agree to provide and maintain berthing and fleeting areas, floats, piers, slips and similar marina and mooring facilities as needed for transient and local vessels.

The areas in question are intended to be utilized as moorage as part of the project condition and thus are considered local service facilities. This is a change in their authorized purpose.

In light of the statute and policy, the Corps does not have authority to change the area in question from a General Navigation Feature to a Local Service Facility. Any changes in the authorized purpose require Congressional action.

If you require further information, contact the Project Manager, Richard Austring, at (907) 753-2827 or by email at Richard.D.Austring@usace.army.mil.

Sincerely,

Damon A. Delarosa
Colonel, U.S. Army
Commanding
FYI

NEW Funding Opportunity

Now Open: Bipartisan Infrastructure Law Grant Opportunity for Marine Debris Removal

The National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program is pleased to announce our Fiscal Year 2022 NOAA Marine Debris Removal notice of funding opportunity. Funding for this opportunity is provided through the Bipartisan Infrastructure Law. The NOAA Marine Debris Program will award up to $56 million to fund projects that remove marine debris to benefit marine and Great Lakes habitats and communities. This competition focuses on two priorities: removing large marine debris and using proven interception technologies to capture marine debris throughout the coastal United States, Great Lakes, territories, and Freely Associated States.

The first priority will support partnerships for the development of large scale and high-value marine debris removal programs. These programs should focus on large marine debris, including abandoned and derelict vessels, derelict fishing gear, and other debris that is generally unable to be collected by hand. The second priority of this competition focuses on implementation of proven marine debris...
interception technologies in coastal riverine, shoreline, estuarine, and urban environments where trash, plastics, and other persistent, reaccumulating macro-debris can be captured and removed.

Proposals are due on Grants.gov on September 30, 2022, 11:59 p.m. Eastern Time and an applicant webinar will be hosted on July 14, 2022, 4:00 p.m. Eastern Time.

Learn more

Two partially submerged abandoned and derelict vessels in the Charleston Harbor, Charleston, South Carolina (Credit: Peter Kingsley-Smith, SCDNR).

ADV Webinar Recordings Available!

Over the past year, experts from across the country shared their experiences, solutions, and lessons learned through our Salvaging Solutions to Abandoned and Derelict Vessels monthly webinar series to help communities facing abandoned and derelict vessel issues. Check out the full webinar series on our website.

Stay in Touch!

Contact us at SalvagingSolutions@noaa.gov with any questions, feedback, or suggestions.
Arctic News

SATURDAY, JULY 23, 2022

Arctic sea ice July 2022

Blue Ocean Event

A Blue Ocean Event occurs when virtually all sea ice disappears and the surface color changes from white (sea ice) to blue (ocean). According to many, a Blue Ocean Event starts once Arctic sea ice extent falls below 1 million km².

The image on the right shows a trend pointing at zero Arctic sea ice volume by September 2027.

Note that the volume data in the image are averages for the month September — the minimum for each year is even lower. Furthermore, since zero volume implies zero extent, this indicates that a Blue Ocean Event (extent below 1 million km²) could happen well before 2027.

Sea ice concentration

Another measure than sea ice extent or volume is sea ice concentration. The image below, adapted from University of Bremen, shows sea ice concentration on July 22, 2022, with concentration in many areas close to the North Pole down to 0%.
Sea ice thickness and NASA Worldview satellite images

The NASA Worldview satellite images below give a good idea of how much sea ice is still present in the Arctic, or how little, especially north of the North Pole.
The Naval Research Laboratory one-month animation below shows Arctic sea ice thickness up to July 16, 2022, with 8 days of forecasts added.

**GLBb0.08-93.0 Ice Thickness (m): 20220625**

The above animation shows a dramatic fall in sea ice thickness over a large area. This fall in thickness is mostly due to warm water from the Atlantic Ocean that is melting the sea ice hanging underneath the surface. This is where the sea ice constitutes the **latent heat buffer**, consuming incoming heat in the process of melting.
The University of Bremen combination image below shows the difference in sea ice thickness between June 1, 2022, June 30, 2022, and July 22, 2022. The images at the center and on the right show large areas where sea ice is less than 20 cm thick, indicating that the latent heat buffer had already disappeared in June 2022, as also discussed further below.

The NASA Worldview combination image below shows the sea ice north of Greenland on July 19, 2022 (top), and on July 22, 2022 (bottom), that even at places where the sea ice once was the thickest, it can melt away rapidly. The mechanism behind this is that, as thick ice breaks off and fragments, it additionally gets heated up from the sides, and this further accelerates the melting as the sea ice breaks up further, into ever smaller pieces.

Ocean heat

On July 19, 2022, the sea surface was as warm as 1.8°C or 35.2°F north of Greenland, as the nullschool.net image below shows.

On July 19, 2022, the sea surface was as warm as 1.8°C or 35.2°F north of Greenland.
The above image also shows how cold water (blue) flows down to the east of Greenland, while warm water (green) flows off the west coast of Norway toward to Arctic Ocean, diving under the sea ice north of Svalbard and reaching areas north of Greenland where sea surface temperatures rise above freezing point.

Of the extra heat from Earth’s energy imbalance, about 93% ends up in the ocean as increasing ocean heat content (see image below), 3% goes into melting ice, 4% goes into raising temperatures of land and melting permafrost, and less than 1% remains in the atmosphere, as discussed in an earlier post.

Sea ice has disappeared in the Bering Strait, in part due to warm water from rivers in Alaska, as illustrated by the NOAA image below, which shows sea surface temperatures as high as 18.6°C or 65.48°F.
On July 19, 2022, the sea surface temperature anomaly from 1981-2011 in the Arctic Ocean was as high as 14.0°C or 25.2°F (at green circle), as illustrated by the screenshot below of a nullschool.net image (with text added). In 1981-2011, the sea surface temperature at this spot (at the green circle in the Kara Sea) at this time of year was around freezing point.
The above image also shows a distorted Jet Stream (at 250 hPa) moving over the Arctic ocean, instead of circumventing the Arctic and thus keeping heat out of the Arctic and keeping cold inside the Arctic, as it used to be.

The above NOAA image illustrates how the Gulf Stream is pushing warm water toward the Arctic, with sea surface temperatures in the North Atlantic reaching as high as 32.6°C or 90.68°F on July 23, 2022.

Latent heat
Latent heat is heat that is (less and less) going into melting the sea ice. The reason this heat is called latent (hidden) heat, is that it doesn't raise the temperature of the water, but instead gets consumed in the process of melting the ice. Latent heat is energy associated with a phase change, such as the energy consumed when solid ice turns into water (i.e. melting). During a phase change, the temperature remains constant. Sea ice acts as a buffer that absorbs heat, while keeping the temperature at zero degrees Celsius. As long as there is sea ice in the water, this sea ice will keep absorbing heat, so the temperature doesn't rise at the sea surface. The amount of energy absorbed by melting ice is as much as it takes to heat an equivalent mass of water from zero to 80°C.

Once most of the sea ice that was hanging underneath the surface is gone, further heat will still keep moving underneath the sea ice from the Atlantic Ocean and - to a lesser extent - from the Atlantic Ocean into the Arctic Ocean. Without the latent heat buffer, this heat must go elsewhere, i.e. it will typically raise the temperature of the water. The atmosphere will also warm up faster. More evaporation will occur once the sea ice is gone, further warming up the atmosphere.

A 2019 analysis concludes that the latent heat tipping point gets crossed when the sea surface temperature anomaly on the Northern Hemisphere gets higher than 1°C above 20th century’s temperature and when there is little or no thick sea ice left. As the image below indicates, the temperature anomaly of 1°C above the 20th century average looks set to be crossed in the course of the year 2021.

As the Latent Heat Tipping Point gets crossed, there may still be a thin layer of ice at the surface, at least as long as air temperatures are low enough to keep it frozen and as long as strong winds haven't pushed the sea ice out of the Arctic Ocean. This thin layer of ice will still consume some ocean heat below the surface, but at the same time it acts as a seal, preventing heat from the Arctic Ocean to enter the atmosphere. Even if a lot of sea ice remains, the situation is dangerous, if not even more dangerous. The continuing La Niña could cause a lot of thin sea ice to remain at the surface of the Arctic Ocean this year. The more sea ice remains, the less ocean heat can be transferred from the Arctic Ocean to the atmosphere over the Arctic Ocean, which means that more heat remains in the Arctic Ocean.

One huge danger is that, as the buffer disappears that until now has consumed huge amounts of ocean heat, more heat will reach methane hydrates at the seafloor of the Arctic Ocean, causing them to get destabilized and resulting in releases of methane from these hydrates and from free gas underneath that was previously sealed by the hydrates.

As the latent heat buffer of the sea ice underneath the surface disappears, more of this heat could
then reach sediments at the seafloor of the Arctic Ocean, threatening eruptions to occur of seafloor methane (from hydrates and from free gas underneath the hydrates). The methane could similarly push up temperatures dramatically over the Arctic, and globally over the next few years.

The above 2014 image, from the feedbacks page, shows three of the numerous feedbacks that are accelerating warming in the Arctic. Feedback #1 is the albedo feedback. Feedback #14 refers to the loss of the Latent Heat Buffer and warming of the Arctic Ocean. Feedback #2 refers to methane releases.

Heatwaves look set to continue on the Northern Hemisphere, extending heat over the Arctic Ocean and thus affecting Arctic sea ice from above, while warm water from rivers will cause more melting at the surface, and while rising ocean heat will continue to cause more melting of the ice underneath the surface. If this continues, we can expect a new record low for sea ice in September 2022 and the joint loss of the latent heat buffer and the loss of albedo could push up temperatures dramatically over the Arctic, while the additional methane could similarly push up temperatures dramatically over the Arctic, and globally over the next few years.

Conclusion

In conclusion, temperatures could rise strongly in the Arctic soon, due to sea ice loss in combination with an upcoming El Niño and a peak in sunspots, with the potential to drive humans extinct as early as in 2025, while temperatures would continue to skyrocket in 2026, making it in many respects rather futile to speculate about what will happen beyond 2026. At the same time, the right thing to do now is to help avoid the worst things from happening, through comprehensive and effective action as described in the Climate Plan.

Links
Meeting the demands of the maritime industry through targeted infrastructure growth, while supporting national security, safe maritime transportation, and marine environmental protection at the first strategic deep draft port in the U.S. Arctic.

**THE NATION’S ARCTIC PORT**

**National Security:** Strategically located near the Bering Strait and the Arctic Ocean, Nome’s Deep Draft Port will enable the United States to respond to the increasing foreign presence in the Arctic, including accelerated Russian development of the Northern Sea Route.

**Life Safety:** Bering Strait vessel traffic more than doubled since 2009. The Deep Draft Port allows the Coast Guard to maintain a material presence and fulfill its mission of protecting the public, environment, and national economic interests.

**Environmental Protection:** Nome’s port expansion is needed to serve vessels in distress, minimize impacts to environment, and provide protected moorage for vessels seeking repair and service.

**Economic Viability:** The Port will facilitate economic development and ensure that vital food, fuel, and supplies reach residents of America’s and Alaska’s Arctic and sub-Arctic in a cost-effective way.

**Sustaining Culture:** Alaska Natives comprise half of Nome’s 3,800 residents, and about 75 percent of residents in nearby communities for a total of over 10,000 residents in the region. Stabilizing the cost of living, while exceeding environmental standards will ensure that traditional food gathering and other culturally important activities continue to thrive.

*Sources: U.S. Army Corps of Engineers; Port of Nome Strategic Plan (McDowell Group, 2016); U.S. Census Bureau.*
Serving Western Alaska & the Arctic for More than a Century

Nome was incorporated in 1901 by gold seekers; mining remains an important aspect of the economy today.

Today Services Include:
• A level-four trauma center
• Twice daily jet service
• Telecommunications
• Well-trained volunteer fire & ambulance departments
• A 230-mile road system

Aviation:
Nome’s aviation services frequently supply 64 domestic and international locations each year.

Bering Strait Vessel Traffic:
Bering Strait transits have more than doubled since 2009.

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Extent of vessel movements during the ice-free season.

Port Activity

- Groceries, construction materials, equipment, gravel, and other goods are shipped to 60 communities, from Unalaska to Utqiagvik – more than 1,300 miles.

- Port traffic has increased exponentially since 1990. A growing number of commercial & private vessels transit the nearby Bering Strait, using Nome for resupply.

- From 2012-2021, the Port averaged 59,259 tons of rock, sand, and gravel; 31,156 tons of cargo; and 9.53 million gallons of refined petroleum products.

The Port supports 450 regional seafood harvesters and processors and is home to Norton Sound Seafood Products.

Nome hosted the 820-foot Crystal Serenity in 2016/2017, with 1,700 passengers and crew, illustrating a growing interest in Arctic cruising. Additionally, several smaller cruise ships regularly sail between Nome, Greenland, Russia, Norway, and other global destinations.
Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Port Director; Nome Port Commission
Date: July 22, 2022
Re: 4th Quarter Report F2022

Office/Accounting:

The Port was unsuccessful in recruiting for the year-round office position created to manage the day-to-day office activity for billing, payments, purchasing and general support, as well as providing long-overdue support services to Public Works during winter months for purchasing, tracking and coordination. Until that position can be filled, we were able to hire a seasonal person to serve as Office Manager, Siobhan Bradley, who is already streamlining processes and keeping customers smiling. The Port was successful in recruiting both seasonal positions, hiring, Alex Thomson as Deputy Harbormaster, and Bob Baranska as Dock Watch in July.

Port Staff have been busy planning, budgeting and dealing with compliance issues along with reconciling customer accounts, working with those that are delinquent, with impounded items. The Port anticipates holding a joint surplus sale with the City sometime before freeze up.

Operations:

The first commercial vessel, a Crowley fuel tug and barge, arrived on 5/26/22, with the first mainline barge on 5/31/22. Causeway traffic has been steady since end of May, with the Middle Dock being the most used dock in the Outer Harbor due to the ramp that that provides versatility when offloading cargo and ‘equipment.

The changing climate, marine environment and more vessel activity in the region all contribute to the Port of Nome receiving more port calls for service and the need for longer stays to accommodate transfers of gear and crew, replenishment of stores, and for conducting ship repairs/outfitting and refueling. Increasing shoulder seasons are allowing more vessels to operate in the Bering Sea earlier in the spring and later into the fall, more so than in years past.

2022 is shaping up to be another very busy shipping season for gravel and rock throughout the region, with multiple large projects planned for this summer, including several large quantities exported through multiple contractors. Extensive discussion and consideration are being given to the conflicts this will present with other shippers, along with the increased number of cruise vessels on the schedule, to maximize efficiency and minimize delays.
Currently, there are 9 separate port calls for cruise ships scheduled for the 2022 season. This is down from an initial count in early spring of 23 ships. The Port is preparing for the first cruise ship, the ROALD AMUNDSEN, anticipated to be in port on Saturday, 7/23/22 for the day.

<table>
<thead>
<tr>
<th>DOA</th>
<th>DOD</th>
<th>SHIP NAME</th>
<th>LOA</th>
<th>PAX #</th>
<th>TOA</th>
<th>TOD</th>
<th>BERTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/23/2022</td>
<td></td>
<td>ROALD AMUNDSEN</td>
<td>459'</td>
<td>530</td>
<td>6:00</td>
<td>22:00</td>
<td>ALL 3</td>
</tr>
<tr>
<td>8/7/2022</td>
<td>same</td>
<td>NG RESOLUTION</td>
<td>408'</td>
<td>126</td>
<td>6:00</td>
<td>18:00</td>
<td>CITY DOCK</td>
</tr>
<tr>
<td>8/8/2022</td>
<td>same</td>
<td>NG ENDURENCE</td>
<td>409'</td>
<td>126</td>
<td>4:00</td>
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<td>CITY DOCK</td>
</tr>
<tr>
<td>8/24/2022</td>
<td></td>
<td>ROALD AMUNDSEN</td>
<td>459'</td>
<td>530</td>
<td>6:00</td>
<td>22:00</td>
<td>ALL 3</td>
</tr>
<tr>
<td>9/5/2022</td>
<td>same</td>
<td>SCENIC ECLIPSE</td>
<td>551'</td>
<td>228</td>
<td>8:00</td>
<td>18:00</td>
<td>All 3</td>
</tr>
<tr>
<td>9/15/2022</td>
<td>same</td>
<td>L’AUSTRAL</td>
<td>466'</td>
<td>140</td>
<td>7:00</td>
<td>20:00</td>
<td>CITY/MID</td>
</tr>
<tr>
<td>9/17/2022</td>
<td>same</td>
<td>SILVER WIND</td>
<td>511'</td>
<td>296</td>
<td>7:00</td>
<td>17:00</td>
<td>CITY/MID</td>
</tr>
<tr>
<td>9/20/2022</td>
<td>same</td>
<td>LE BOREAL</td>
<td>466'</td>
<td>140</td>
<td>7:00</td>
<td>18:00</td>
<td>CITY/MID</td>
</tr>
<tr>
<td>10/1/2022</td>
<td>same</td>
<td>LE COMMANDANT CHARCOT</td>
<td>492'</td>
<td>180</td>
<td>6:30</td>
<td>10:00</td>
<td>CITY/MID</td>
</tr>
</tbody>
</table>

(2022 Cruise Ship Schedule as of 7.20.22)

As cruise ships that call on our facility get larger, the Port must make accommodations to allow for this increased length by allowing the vessels to lay across multiple docks to conduct their passenger exchange and provisioning operations. Some of the vessels that are calling on Nome in 2022 are over 500ft in length and will require all three docks for safe moorage.

**Maintenance:**

Port staff will continue, or have completed all of the maintenance work listed below:

- Facility cleanup, in spring and fall.
- Maintain surfacing for cargo laydown areas for village freight on Lower IP and add surfacing material to low areas, with rock to cruise ship landing areas for reduced mud.
- Removed all existing lighting units to remove hazard from High Mast Light poles. Received a new test light unit from a supplier used by CRW Engineers that will be installed to determine if we want to replace the rest with this type of lighting unit. All of the 2012 lights have failed so we will be requesting complete replacement.
- Install tide gauge boards to give staff and users a visual indicator to the current water levels in the facility.
- Continue to weld and service hand rails on South Wall ladders.
- Replace remaining ring buoy lines with line bags to provide further reach and protection room UV rays.
- Perform annual maintenance on port vehicles and install new radios and hand lighting units.
- Deploy the new drip pans for Causeway fuel header containment.
- GARCO cleanup in preparation for summer use and rental/storage space.
- Surface grading and washout repair from heavy commercial equipment traffic and fall erosion due to storms.
- Construct new VHF radio bank at Port Office with inventory and maintenance spreadsheet to track long term issues and servicing needs.
- Work with PND to determine need for High Ramp Dolphin repair to rubber and through-bolts for pilings.
Vehicle Status:
2014 FORD F250 4X4 (Good)
2012 GMC Sierra Crew Cab 4X4 (Good)
2002 FORD F350 Flatbed (Fair – new brake lines ran spring 2022, needs new bed- rust from calcium/sand)
2005 CHEVY Trailblazer (Bad – Blown Engine, Not operable)
2010 Guardian Trailer (Good)
2010 Guardian SAR/Workboat (Good)
2020 TuffBoat Work Skiff (Good)
2020 TuffBoat Work Skiff Trailer (Good)
Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director
CC: Mayor Handeland & Common Council; Port Commission
Date: June 10, 2022

Administrative:
The Port & Harbor Department has finally been successful in recruiting 2 of the 3 seasonal positions, but are still 1 short called the Dock Watch. In the meantime, new employees are being trained on a fast track by long-term staff, and things are moving quickly. We are still hoping to fill the Dock Watch position, as there are many things still to be done, both in coordinating with users, as well as working with the Public Works crew to get all of the equipment deployed and start on maintenance tasks.

The AAHPA (Harbormaster for short) Conference has been confirmed for 26-30 Sept 2022, and will be hosted at the recently remodeled Mini Convention Center, with other venues being used for certain parts of the conference. We have put together a small team for planning and coordination, which we anticipate will include one or two staff members from Conference Planning section at the Alaska Municipal League (AML). We look forward to enjoying the benefit of this expanded service from AML. More to come.

The Port Commission will be holding a Regular Meeting at 5:30pm on Thursday, 16 June 2022 to receive an update on the port expansion project and discuss upgrades and repairs scheduled for the 2022 ice-free season.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
Project Managers for the Corps and City have been coordinating on the overall schedule for meeting long-range target dates for executing construction agreements and providing cost-share funds for construction. Additional tasks include tracking design budget dollars, and discussing updated construction costs at each milestone of completion – 65% will give updated costs in early July. The final cash portion of the City’s cost-share obligation has been requested by, and paid to, the Alaska District. All that remains is $175K in eligible Work-In-Kind, with any remaining balance paid in cash.

Local Service Facilities (LSF) Design Integration:
The Corps and City design teams continue coordinating for integrating the local and federal project elements. Although 65% was scheduled for end of June 2022, it will take into July to get each designer’s work submitted and reviewed by opposing design teams. It will not cause any delay in final design completion, but the necessary time must be taken to ensure this design package is wholly accurate and ready for bid.

A Planning grant application was submitted in Apr 2022 to the USDOT RAISE program for design of the City’s Local Service Facilities. We are very hopeful for an award in Oct-Nov 2022 window to fund to design of phases 2 and 3.
Sediment at Causeway Bridge and Bridge Repairs:
The Corps did a site visit with the contractor in late May to discuss construction concerns and limits on the bridge repairs. The Contractor has been on site for several days, and a few locals may have noticed a temporary wood/plastic framework encompassing the area under the bridge. This is to allow access and prevent water/wind to interfere with the repair work. The project is expected to take a few weeks.

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):
This project has been submitted to the USDOT MARAD PIDP program for funds to finish design, procure, ship and construct a solid waste disposal facility to incinerate regulated waste from galleys in foreign ships. The demand for this type of waste disposal is growing with all the cruise ship traffic transiting the Arctic. The PIDP funds are expected to cover 80% of the costs, while a separate grant submitted on 13 May 2022 to the Denali Commission, is expected to cover the 20% match funds. Denali is expected to announce in July 2022, and the PIDP awards in Aug 2022.

Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
A letter from the City has been sent to the Alaska District requesting a policy waiver to prevent the Corps from permanently transferring responsibility of several federal infrastructure items to the City for maintenance and repair. These items include the east and south docks, along with the adjacent dredging footprints – all of which have been federal responsibility since inception.

Launch Ramp Replacement Project:
Contractor arrived on site in early June, and is currently working on the remaining punch list items, along with doing a full sweep of the ramp approach to ensure all construction debris has been removed. We anticipate the bollard pile requiring relocation will be driven on 10 June 2022. The raised panel edges have been ground down to nothing higher than 1-inch, with chamfered edges.

Snake River Moorage & Vessel Haulout Facility:
City personnel continue to search for an applicable funding vehicle to develop this project. It is possible this project will align with one of the programs being funded by the IIJA infrastructure dollars.

Port Industrial Pad:
West Nome Tank Farm (Property Conveyance):
The USAF real estate and environmental staff did a site visit on 24 May 2022 to document the condition and ability to access the monitoring wells and other equipment. Ken Morton, Assistant Manager at NJUS hosted the visitors during their site walk and answered questions. The City has just learned that the AF Facilities Team assigned to this project, has reached some conclusions and are trying to coordinate a call with the City. In the meantime, NJUS and the Port continue collaborating on development of the site for dual-use.

Thornbush Laydown Site Development:
This project has been submitted to the USDOT RAISE Grant program for funds to complete the remaining 10 acres of the 18-acre parcel. Applications submitted 15 April 2022 – awards due Oct-Nov 202. If awarded, the design will be final in Jan-Mar 2023, with bidding in spring and construction in summer of 2023.

Port Rd. Improvements (ADOT Project cost-shared with City/Port):
ADOT recently advised of an increase in the final construction cost estimate that will increase the City’s portion by $28,250, which is anticipated to be approved by the Council on 13 June 2022, as part of the FY2023 Port budget. Funds are due by 31 July 2022, with project solicitation in Aug 2022, and construction in 2023.

*Italics reflects no change in project information from previous report.*
Additional details available upon request.
Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director
CC: Mayor Handeland & Common Council; Port Commission
Date: July 22, 2022

Administrative:
Information on staffing for the 2022 port/harbor season has been provided in Harbormaster Stotts 2nd quarter report. Coordination with PWR and PWB continues, with all crews working well together to maximize efficiency in performing joint maintenance and planning tasks, along with meeting facility training compliance for all departments. Verification of the final F22 revenue and expenses coding has begun, and we anticipate getting any comments or corrections back to the Finance Director very soon.

Coordination continues for the AAHPA (Harbormaster for short) Conference scheduled for 26-30 Sept 2022 in Nome, and will be hosted at the recently remodeled Mini Convention Center, with other venues being used for certain parts of the conference. Details are still being worked out for speakers and sponsors, but attendees are busy booking registration and lodging for the event. Once an agenda has been drafted, it will be shared with the Port Commission and City Council. More to come as this well-attended event comes together.

The Port Commission’s Regular Meeting for June 2022, was cancelled for lack of a quorum, and the July meeting was postponed to 28 July 2022, in order for several members to attend a meeting hosted by the North Pacific Fisheries Management Council (NPFMC) being held in conflict with the Commission meeting.

Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
The Corps and City held an Industry Day in Nome on 12 July on Phase 1 of the project. This is an event where a brief overview of the project is provided to responding contractors, followed by one-on-one meetings between the Corps/City team, and each contractor. The intent is to ask the contractors for input on sequencing, duration, approach, etc., to capture a good understanding on how industry sees the project prior to solicitation. The event went well with a great deal of helpful info captured that allows the project to continue forward with more informed personnel.

The City has been notified that two State of Alaska legislative grants are being processed for award, one for $175.3M, and one for $25M. Once the required materials are submitted to the state, the grant agreement will be issued for the City's review/signature. At this time, specific expenses will be eligible for award, with a retro date to 1 July 2022. This grant award is a huge step for the City, enabling the construction of phase 1 to proceed under the current schedule.

Local Service Facilities (LSF) Design Integration:
The Corps and City design teams shared their 65% drawings/specs with each other about 2 weeks ago, and will be meeting soon to discuss comments. Once questions and recommendations have been addressed, both teams will move forward to 95% design level, where another round of comments and coordination will occur. Any type of significant change resulting from the above consultations will be brought to City/Port staff, the Administration, Port Commission and City Council as new information.

During the transition of 65-95% design, integration of the separate designs will take place to allow the Corps to issue a single solicitation for a construction contractor which is scheduled to happen in March/April of 2023. A planning grant application was submitted in Apr 2022 to the USDOT RAISE program for design of the City’s Local Service Facilities. We are very hopeful for an award in Oct-Nov 2022 window to fund to design of phases 2 and 3.

Sediment at Causeway Bridge and Bridge Repairs:
The Corps did a site visit with the contractor in late May to discuss construction concerns and limits on the bridge repairs. The Contractor has been on site for several days, and a few locals may have noticed a temporary wood/plastic framework encompassing the area under the bridge. This is to allow access and prevent water/wind to interfere with the repair work. The project is expected to take a few weeks.

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Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
The City has received a response from the Alaska District regarding the policy waiver request, indicating that it has been determined the policy is actually a law that requires congressional action to be modified. The change is required whether the items in question remain as federal infrastructure (GNF), or become local infrastructure (LSF). Alaska District personnel are looking into the steps necessary to begin the congressional process, and will advise soon. There is also an option to proceed with the development up the river and improve the turning area space for large vessels backing out of the ramps. More info available on this soon.

Launch Ramp Replacement Project:
All work at this site has been completed, with only a sweep of the underwater approach to the ramp, and as-built drawings, remaining as closeout items.

Snake River Moorage & Vessel Haulout Facility:
City personnel continue to search for an applicable funding vehicle to develop this project. It is possible this project will align with one of the programs being funded by the IIJA infrastructure dollars.

Port Industrial Pad:
West Nome Tank Farm (Property Conveyance):
A Right of Entry (ROE) permit has been executed with the USAF real estate section, and facilities and installations division out of Texas continue to work through the conveyance process. In the meantime, NJUS and the Port will continue planning development for dual use of the site.

Thornbush Laydown Site Development:
This project has been submitted to the USDOT RAISE Grant program for funds to complete the remaining 10 acres of the 18-acre parcel. Applications submitted 15 April 2022 – awards due Oct-Nov 202. If awarded, the
design will be final in Jan-Mar 2023, with bidding in spring and construction in summer of 2023.

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*Italicics reflects no change in project information from previous report.*
Additional details available upon request.
NOTE: FUTURE INSTALLATION OF A SECOND DIESEL LINE UP TO THE TANK FARM REQUIRED. THE SHORESIDE PORTION COULD BE COMPLETED AS A FUTURE PHASE WITH THE TWO DIESEL LINES CONNECTING AT THE PORT ROAD ISOLATION VALVES IN THE INTERIM.

FUEL SYSTEM OPERATIONS:
- NEW DIESSEL DIESEL LINE FROM RIVER TO SHORESIDE PORT.
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.

FUEL SYSTEM OPERATIONS:
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.
- NEW DIESSEL DIESSEL LINE FROM RIVER TO SHORESIDE PORT.

PHASE CONSTRUCTION:
- PHASE 1 INSTALLATION OF MG/HEADING LINES AND INSTALL THE PORTION OF MG/HEADING LINES THAT ARE IN THE LSF CAGEWAY & DOCK.
- PHASE 2 INSTALLATION OF MG/HEADING LINES AND INSTALL THE PORTION OF MG/HEADING LINES THAT ARE IN THE LSF CAGEWAY & DOCK.
- PHASE 3 INSTALLATION OF MG/HEADING LINES AND INSTALL THE PORTION OF MG/HEADING LINES THAT ARE IN THE LSF CAGEWAY & DOCK.