WORK SESSION – 5:30 PM:

2019 NORTON SOUND RED KING CRAB FISHERY DISASTER – ADF&G FUNDS AVAILABLE

- Discuss which fisheries-related projects to target

N.C.O. CHAPTER 12 PORT COMMISSION - MEMBER ROLES & RESPONSIBILITIES

REGULAR MEETING – 6:30 PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- 22-07-28 Rescheduled Regular Meeting Minutes

IV. CITIZEN’S COMMENTS

V. COMMUNICATIONS

- 22-07-28 USCG Hosts Senior Leader Arctic Orientation Visit
- 22-08-03 Next Round of NOAA Chart Cancellations
- 2022 Don Young USCG Authorization Act – Improving Oil Spill Standards (Summary)
- 2202 USCG Authorization Act – Request for Nome’s written support

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT

- HM Update on Operations & Maintenance

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE

- 22-08-16 Port Director/Projects Status Report
- AAHPA Conference Draft Agenda & Update
- Arctic Deep Draft Port Update
- Arctic Commitment Act (draft bill)

IX. OLD BUSINESS

- None

X. NEW BUSINESS

- Recommended Project(s) for red king crab disaster funding (ADF&G)

XI. CITIZEN’S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING

- October 20, 2022 – 5:30pm

XIV. ADJOURNMENT
Would this be a funding source that could assist with Port development?

Glenn and Bryant,

We are working on behalf of the State to develop a draft spend plan for the $1.4 million that has been allocated by NOAA Fisheries for the 2019 Norton Sound red king crab fishery disaster. Past spend plans for other fishery disasters have included an allocation of disaster funds (3-5%) for communities impacted by the disaster through loss of fishery taxes. Direct payments to communities have not been approved and the funds can only be used for developing, improving, or maintaining infrastructure or services that support commercial fisheries (in this case the red king crab fishery). If funds for the City of Nome are included in the spend plan, then to access those funds the City must work with the federal grant administrator to identify projects that support infrastructure for commercial red king crab fishing and other related shoreside fishery support facilities and/or equipment (e.g., cold storage, docks, storage facilities). Once the projects are approved, subawards are drafted and finalized up to the amount available and are distributed on a cost-reimbursable basis as projects accomplish the identified work.

We are still in the early stages of the fishery disaster process and these funds, if provided, will most likely not be available until sometime next year and would need to be spent within ~4 years. The purpose of my email today is to gauge the City’s interest in being included in the fishery disaster spend plan, given that for some communities, the resources required to access fishery disaster funds have outweighed the benefits of receiving them. My contact information is below if you have any questions.

Thank you for your time,
Karla

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Alaska Department of Fish & Game
Extended Jurisdiction Program Manager
karla.bush@alaska.gov
Office: (907)465-6153
Mobile: (907)957-0626
NOAA FISHERIES FUNDING ALLOCATION
2019 NORTON SOUND RED KING CRAB FISHERY DISASTER

Full Allocation Amount: $1.4M

Estimated Community Award: Nome 3% - $42K  4% - $56K  5% - $70K

Fishery Related Projects:

1. Fish dock float repairs
2. Expansion of waste oil collection
3. Finger float repair
4. Improve restrooms
5. Improve Belmont subsistence landing
Chapter 12.10
PORT COMMISSION

Sections:

12.10.010 Reservation of powers.

The city council reserves to itself the power and authority to approve or disapprove by ordinance all regulations, tariff rates, and the acquisition or disposal of any interest in real property pertaining in any manner to the administration of the Nome port. (Ord. O-93-6-6 § 1 (part), 1994)

12.10.020 Port commission.

There is created the Nome port commission to manage and operate the Nome port. The membership of the commission shall consist of the mayor and city council, provided however, that this constituted commission may at any time by resolution change the membership composition and qualifications as provided in Section 12.10.040. At any time thereafter, the city council may by resolution terminate the commission as constituted pursuant to Section 12.10.040 and revert again to a mayor-council composition. (Ord. O-93-6-6 § 1 (part), 1994)

12.10.030 Commission powers and duties.

The Nome port commission shall:

(a) Prepare and submit to the city council rules and regulations for promulgation by the city council pertaining to all operations of terminal and transportation facilities at the Nome port;

(b) Enforce and regulate the operation of terminal and transportation facilities at the Nome port;
(c) Study and make recommendations generally on Nome port matters such as, but not limited to, tariff rates, bond issues, fiscal matters, management services, personnel staffing, safety precautions, labor relations, expansion or extension of services and public relations;

(d) Prepare and submit to the city council an annual report of operations and finances, including recommendations for the safe, efficient and economical operation of the Nome port. (Ord. O-93-6-6 $ 1 (part), 1994)

12.10.040 Nome port commission composition and qualifications.

(a) If the council chooses the alternative membership composition and qualifications pursuant to NCO Section 12.10.020, then the Nome port commission shall consist of seven members appointed by the mayor and confirmed by the city council. Each commissioner shall be appointed for a period of three years and until a successor is appointed and has qualified.

(b) Any person eighteen years of age or older whose permanent residence is on the Nome road system is eligible to be appointed as a port commissioner.

(c) Each member of the Nome port commission serves at the pleasure of the mayor unless the port commission is the mayor-council composition described in NCO Section 12.10.020. In addition, the remaining commission shall declare a vacancy on the commission when an appointed commissioner:

(1) Fails to qualify or take office within thirty days after appointment;

(2) Is physically absent from the Nome road system for ninety consecutive days unless excused by the commission;

(3) Resigns in writing and the resignation is accepted by the city council;

(4) Is physically or mentally unable to perform the duties of office as determined by the commission or city council;

(5) Is convicted of a felony or of an offense involving a violation of the oath of office;

(6) Is convicted of a felony or misdemeanor described in AS 15.56 and two-thirds of the city council concur in expelling the person appointed;

(7) Is convicted of a violation of AS 15.13;

(8) Misses two consecutive regular meetings and is not excused by the commission;
(9) No longer physically resides on the Nome road system and the city council by two-thirds vote declares the seat vacant; or

(10) Is otherwise qualified but currently serves in the capacity of mayor or council member.

(d) Vacancies shall be filled by a majority of the city council. Such appointments shall continue for the unexpired term and until a successor is appointed and has qualified.

(e) For the purpose of this section, “Nome road system” shall mean all roads, whether public or private, that are accessible via the Nome-Council Highway, the Kougarok Road, or the Nome-Teller Highway. (Ord. O-17-11-02A § 1, 2017: Ord. O-11-07-02 § 1, 2011; Ord. O-93-6-6 § 1 (part), 1994)

12.10.050 Compensation of commissioners.
Each member of the port commission shall receive compensation in an amount to be determined by resolution of the city council from time to time. In addition, commissioners may be reimbursed by the city council for reasonable expenses that are approved by the city council prior to being incurred. (Ord. O-12-02-03 § 2, 2012: Ord. O-93-6-6 § 1 (part), 1994)

12.10.060 Meetings of the commission.
(a) A majority of the membership of the commission shall constitute a quorum for the transaction of all business, and the chairperson shall have the vote on all matters. The affirmative vote of a majority of the commission shall be sufficient to pass upon all matters coming before it.

(b) The commission shall choose a chairperson, vice chairperson, and secretary each year at the first meeting following the qualification of the one or more commissioners appointed that year by the city council.

(c) The commission shall meet at least six times each year at a regularly scheduled time and place within the city. All meetings of the commission shall be open to the public. The secretary shall draft the minutes of all regular and special meetings in a manner accurately reflecting the actions of the commission, and shall file the minutes of these meetings permanently as public records. (Ord. O-17-11-02A § 2, 2017; Ord. O-93-6-6 § 1 (part), 1994)

12.10.070 Rules and regulations.
(a) The commission shall propose to the city council rules and regulations consistent with this chapter for the conduct of its meetings and for the orderly, safe and efficient operation of the Nome port.

(b) Prior to the submission of proposed rules and regulations to the city council for promulgation, the same proposed rules and regulations shall be presented at a regularly scheduled meeting of the
commission and approved or disapproved for public notice. Public notice shall be accomplished by the
timely publishing in a local newspaper of general circulation of a descriptive summary of the proposed
rules or regulations, including the date and time of consideration for passage by the commission, and
a statement that the full text of the proposed rules or regulations is available for public inspection at
the office of the Nome city clerk. (Ord. O-93-6-6 § 1 (part), 1994)

The Code of Ordinances of Nome is current through Ordinance O-21-04-03, passed April 26, 2021.

Disclaimer: The city clerk’s office has the official version of the Code of Ordinances of Nome. Users should
contact the city clerk’s office for ordinances passed subsequent to the ordinance cited above.

City Website: https://www.nomealaska.org/
City Telephone: (907) 443-6663

Code Publishing Company
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, Lean, West, McCann, Sheffield, McLarty

Absent: Rowe

Also Present: Joy Baker (via phone), Glenn Steckman

In the audience: Nome Nugget

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

Motion to approve made by McLarty, seconded by Sheffield.

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

The motion CARRIED.

Discussion:
- Commissioner Sheffield asked for the status on having an agenda item for roles and responsibilities for Port Commissioners.
- Harbormaster Stotts said the information will be provided at the next meeting.

APPROVAL OF MINUTES
May 19th, 2022 Motion made by McCann, seconded by Smithhisler to approve minutes;

Discussion:
- Commissioner McLarty noted an error in the minutes, that the location on the minutes said Public Safety Building. Staff will edit it.
- Sheffield commented that she did not receive rules of conduct in a physical copy. CM Steckman responded that it was delivered verbal. HM Stotts noted that note would be added to the minutes.
At the Roll Call:

Ayes: West; McCann; Sheffield; McLarty; Smithhisler; Lean
Nays:
Abstain:

The motion **CARRIED**.

CITIZENS’ COMMENTS
- None

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

Discussion:
- Commissioner Lean commented that the 2022 NWATP seemed to contain several outdated pieces of information in several areas and that this document was not very helpful with that outdated information.
- PD Baker commented on the CAP 107 letter and asked the Commission to provide input or recommendations later under New Business. She stated that the Corps is saying they need to go back to congress for both deauthorizing the federal limits of the sheet-pile on south and east docks for dredging and maintenance, and also if they are going to leave them as federal features.
  - Lean stated that it seems to be the Corps is trying to force the repair and responsibility of those walls on the City which does not seem right. That the City of Nome needs to try hard to get any repairs on those areas done by the Corps prior to the City of Nome accepting responsibility. That this needs to go to Congress either way so we should talk to our representatives and pursue the Corps making those repairs.
  - McLarty asked if there were any other conversations that may offer insight to the Corps thinking or a possible path forward.
    - PD Baker stated that the Corps were initially said it was a policy but discovered it was actually a law. The Corps says they are just following rules about those walls being used as docks and as such are supposed to be owned by the City.
    - PD Baker stated that the Corps is aware they’ve always been used as docks since they have been dredging the Nome Harbor since 1917, due to responsibility for the channel, turning basin and these sheet-pile walls. They have reconstructed the walls at least 3 times, so the City will pursue keeping these walls as federal features.
    - McLarty asked if there were any advantages to the City taking ownership of these area. PD Baker responded no, it is all a cost at this point.
    - Lean stated he found an entry in a 1924 Alaska Road Commissions activities document where the Corps stated that East and South walls were being rebuild for ships to load and offload better. Again, in WW2 the Army rebuilt those faces for the war effort. This shows the government has maintained those as docks all this time.

COMMISSIONER’S UPDATES
- Commissioner Sheffield stated she received a press release for a leadership orientation tour that involved policy makers from Washington DC, US NORTHCOM, D17, Sector Anchorage, NOAA and others. It stated that key leadership and policy makers would meet regional stakeholders and leadership. Sheffield stated that she felt that meeting should have been a public meeting and wanted to know why it was not.
CM Steckman stated that it was not scheduled to be a public meeting and the request was for a quick ground tour/meeting to introduce leadership in the USCG that had never been to Alaska. CM Steckman noted that the only leadership or stakeholders there were the City Manager, Mayor, two Port Commissioners and Utilities.

An overview of the Nome visit was given as a breeze in, breeze out trip with basic questions on how things work. There was a brief windshield tour to the high school, then Old St. Joe’s for a quick lunch/meeting and a run by the port before dropping them back at their plane.

CM Steckman stated that it was not that type of meeting; that people come to meet with the City all the time on general issues and they are not public meetings.

Sheffield felt that the press release by the USCG was misleading and made it seem like it should have had more leadership and members of the community present to weigh in.

There was mixed general discussion amongst the group on this trip and what constitutes a meeting being a public meeting. Consensus was that that the City was not aware of the press release the USCG put out.

PD Baker stated that the USCG noted they would be back later in August and said they would have a public meeting.

HARBORMASTER’S REPORT

- HM Stotts provided a brief update on the following;
  - New seasonal staff; Office Manager- Siobhan Bradly, Deputy Harbormaster – Alex Thomson and Dock Watch – Bob Baranska al working out very well.
  - Busy with fuel transfers to local tank farms.
  - Cruise ROALD AMUNDOSN was just in and was a successful daytrip and PAX turnaround.
  - Thanks to Public Works for assisting with dock surfacing for the cruise ships.
  - CM Steckman noted we had over 700 PAX through Nome 7.23.22
  - Overview of the remaining 7 cruise ships we are expecting later in the season.
  - Port is now identified as a regulated facility due to our pipelines on the Causeway.
  - Navy into Nome late Sept- early Nov to test vessel capabilities of fast response vehicles.
  - Assisted the USACE, Chris Floyd in offshore soil samples for the port expansion project.
  - Bristol will be back in August to dig up the abutments on the causeway bridge to address drainage issues. The bridge will be close for a 2-day period between Aug 19th and 22nd.
  - Build-up of small releases and runoffs from multiple vessels in the Small Boat Harbor has been causing a sheen on the water staff is dealing with, sometimes on a daily basis.

Discussion:
- Commissioner McLarty asked when the sale date would be for the Port/ City surplus sale. HM Stotts responded that the City has removed most of their items from the sale list and it will now mostly be Port impounded items. We are looking to set a date for the sale by the end of August.
- McCann asked if we have an idea on the number or cruise ships that will be visiting in Nome in 2023. HM Stotts responded that we have not yet received those berthing applications but we should in the next few months.

PORT DIRECTOR’S REPORT

PD Baker provided an overview of the following:
- On the Local Service Facilities (LSF’s), our design engineers and the Corps completed 65% design level at 30 June, and have progressed forward into preparing the 95% level by Nov 2022.
- BFI is filling their portion of the TBS pad and the project is underway. The City has the same contractor who will be coordinating the projects to fill the perimeter around the BFI pad, the drainage area, as well as grading the existing bad to benefit drainage.
• The Port/City will be hosting the 2022 Association of Harbormasters and Port Administrators Conference on September 26th through 29th. We are setting up online signup for sponsorships and vendors that wish to attend the conference currently. We are actively planning the conference working out details and open to any suggestions for local items they can do while in Nome. General discussion with the group on conference planning items.
  • It was noted that Port Commissioners, City Council and key City Staff are VIPS and are invited to attend the conference and banquet dinner.
• PD Baker provided an update on the Arctic Deep Draft Port expansion fuel lines configurations and routing. Extending lines from the existing fuel lines to the new dock locations, as well as new lines down the whole facility.
  • The Corps had an Industry Day in Nome on July 11th for contractors to visit the Nome expansion site and meet individually with the Corps to provide insight into project sequencing, materials procurement timelines, and methodology approaches.
• It was shared that the City will need to provide laydown space for whatever contractor is awarded for the expansion. The City is looking at the GARCO shop and surrounding area for the contractor to use. By next summer we will need to begin clearing the site and relocating users to adjacent properties.

Discussion:
• Smithhisler asked if we will be using 6” and 8” fuel lines or if we are planning on anything different due to larger vessels.
  • PD Baker responded that industry professionals indicated that 8” is still the most preferred line size so that is what we will use.
• Sheffield asked about the incinerator proposal to USDOT update.
  • PD Baker stated that we anticipate word in August.
• PD Baker noted that inflation has been a potential concern but it is hard to tell right now how that will affect the project. It was also noted that the contractor will be supplying housing for the workers for the project.

OLD BUSINESS
• None

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

Discussion:
• PD Baker stated that this is about whether the Port Commission wishes to recommend the Council pursue the congressional authorization that keeps the features as federal, or changes it to local – making the City responsible for the East and South walls.

Motion:
The following motion was made by Commissioner McCann and seconded by Commissioner Smithhisler:

Recommending to the Common Council request the Corps to pursue keeping the East/South docks and dredging footprints as federal features. The precedent is the Corps maintaining navigation into the Nome Harbor for over 100 years, and these structures have been used as docks, throughout that time.

At the Roll Call:
Ayes: McCann, Sheffield, McLarty, Smithhisler, Lean, West
Nays:
Abstain:
The motion CARRIED.

CITIZENS’ COMMENTS
None.

COMMISSIONER’S COMMENTS
• McCann – No Comment
• McLarty commented that he feels it important for the PC body to be present when there are meetings that are appropriate for them to do so in the sake of transparency.
• Sheffield commented that she would encourage people to google the USCG press release and see how that was represented. Also commented that NOAA bottom trawl survey has entered the Bering Sea phase. They will have 2 vessels in Nome, the ALASKA KNIGHT and VESTERAALEN. This is important due to it giving us the sea temps and benthic make up of our waters. There is also avian influenza across the region, it has died down but is still present. There was an unusual mortality event for Harbor and Gray Seals so if you see any wildlife with signs of neurological damage please call Brandon Ahmasuk or her to report.
• Smithhisler commented that he felt it seems like there is more than one government in Nome and it is disheartening to him personally that the USCG did not reach out to any other local governments. He noted the Corps has done a good job of that and he feels the USCG should do the same.
• Lean commented that he is concerned that despite the high price paid for crab, the fishery is not the strategy that should be followed. As soon as crab reach legal size, they are caught. In an effort to catch that crab, many sub-legal are handled and a percentage die. Beside the waste of killing undersized crab, the barely legal crab are less valuable than just one year older crab. A second issue is that the largest males focus on mating to the point they do not grow to that more valuable size. If the largest crab are barely legal that is where most of the males will remain. By waiting or harvesting at a reduced rate, the fishery in the long term will make more money. The crab will have longer life in the reproductive life stage and reproduction will have a more constant production rate. In other words, there would be sustained yield as the states constitution requires.
• West commented that the recent USCG visit window was very compressed and was mainly to answer general questions on the project. Also, that it is already August and the facility is very busy, but thankfully there have been no major mishaps.

ADJOURNMENT
Motion was made by for adjournment at 7:52pm.

APPROVED and SIGNED this 18th day of August 2022.

____________________________
Jim West, Chairman

ATTEST:

____________________________
Joy Baker, Port Director
Coast Guard Hosts Senior Leader Arctic Orientation Visit to Strengthen Partnerships in the Arctic

By Homeland Security Today  July 28, 2022

A group of senior leaders from Washington, D.C., Coast Guard Pacific Area, 17th Coast Guard District, Coast Guard Sector Anchorage, and local representatives from Nome, Alaska, pose in front of the city’s gold pan welcome sign July 19, 2022. During the visit, the group toured the Port of Nome and discussed the Arctic Deep Draft Port and the community’s development projects. This trip provided policy makers and mission managers exposure to the Coast Guard’s expanded missions, emerging threats, and key regional stakeholders throughout the Arctic domain. (U.S. Coast Guard photo by Petty Officer 2nd Class Melissa E. F. McKenzie)

The Coast Guard 17th District, and Sector Anchorage hosted visitors from Washington, D.C., in Anchorage, Alaska, July 18-19, 2022, to improve unity of effort in the region.

The two-day tour provided policy makers and mission managers exposure to the expanded missions, emerging threats, and key regional stakeholders throughout the Arctic domain.

Day one of the itinerary included presentations from the 17th Coast Guard District, Sector Anchorage, Ted Stevens Center for Arctic Security Studies, Arctic Domain
Day two included site visits to Nome and Kotzebue, Alaska, where leaders engaged with local representatives from the Port of Nome, NANA Regional Corp., Native Village of Kotzebue, and the Maniilaq Association.

“With growing activity and increased responsibility for the Coast Guard in the region, it is imperative we work collaboratively with our local, tribal, federal, and interagency partners to meet the demand,” said Rear Adm. Nathan Moore, commander, 17th Coast Guard District. “By bringing policy makers and mission managers to Alaska, they are better able to understand the unique challenges we face here and improve the unity of effort as we respond to emerging threats in the Arctic.”

Climate change and an increase in activity in the region has resulted in an expansion of Coast Guard operations.

Sector Anchorage’s Arctic operations, managed via the Marine Safety Task Force initiative, first implemented in 2019, is the seasonal deployment of Coast Guard teams to remote areas across the state to conduct vessel and facility inspections, provide operator training, improve maritime domain awareness, provide ice rescue training to first responders, and conduct outreach for preparedness and maritime safety programs.

Through Sector Anchorage’s Arctic operations, the Coast Guard observed firsthand, impacts of climate change to the landscape of the Arctic and Western portions of Alaska. As permafrost thaws, the ground under many aging fuel facilities is becoming unstable. This could potentially leave people unable to heat their homes and schools, or fuel transportation. Potential fuel oil spills caused by aging infrastructure in rapidly changing landscapes threatens local ecosystems that sustain communities. Additionally, an increase in maritime traffic in the Arctic increases the potential for search and rescue or pollution cases.

“Collaborating on high-latitude issues and the vital partnerships that make our missions here possible, while standing above the Arctic Circle, was extremely impactful,” said Rear Adm. Michael P. Ryan, Deputy for Operations Policy and
Capabilities. “It is imperative that we continue to prepare for the increased use of the Arctic, and sustain the Coast Guard legacy of executing safely in this spectacular but challenging region.”

Read more at USCG
Hello All,

Please see the email update below from LCDR Hadley Owen, NOAA Navigation Manager for Alaska.

----------- Forwarded message -----------
From: Hadley Owen - NOAA Federal <alaska.navmanager@noaa.gov>
Date: Wed, Aug 3, 2022 at 7:43 PM
Subject: Next Round of Chart Cancellations for Alaska & NOAA Navigation Services Newsletter - July 2022
To: Alaska NavManager - NOAA Service Account <alaska.navmanager@noaa.gov>

Good afternoon!

A handful of updates on navigation and charting from NOAA's Office of Coast Survey in Alaska:

- **The next round of numbered paper charts will enter "Last Edition" status on Thursday, August 4, with cancellation scheduled for February 1, 2023.** This selection of charts in Alaska are primarily in **Southeast Alaska**. To date, the full transition to navigational charts based on electronic data has now impacted **all regions of Alaska**. A complete list of Alaska charts currently in Last Edition status or cancelled is attached, as are overview sheets depicting those affected charts, as of 8/3/2022. The current status of all NOAA charts can be found on the [Dates of Latest Editions](https://www.noaa.gov) site.

- **There are now two ways to view electronic charts online:** the NOAA [Chart Display Service](https://www.noaa.gov), which uses symbology similar to that of traditional paper charts (and the same as what is used in the NOAA [Custom Chart](https://www.noaa.gov) application); and with international ECDIS symbology, via the [ENC viewer](https://www.noaa.gov). To work with a GIS-friendly version of these charts, check out the [GIS Data & Services](https://www.noaa.gov) page.

- Finally, I am forwarding a copy of NOAA's quarterly nationwide **Navigation Services newsletter** to take a look at. If you are interested in receiving this newsletter directly, you can sign up by clicking the [Manage Subscriptions](https://www.noaa.gov) link at the bottom of the newsletter. Feel free to send any questions my way about topics covered in the newsletter.

I hope the summer is treating you all well.

Best,

LCDR Hadley Owen, NOAA
Navigation Manager, Alaska

**Coast Survey's survey plans for the upcoming season are now available!**
**Click [here](https://www.noaa.gov) for the 2022 StoryMap of NOAA Hydrographic Surveys in Alaska.**

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NOAA Office of Coast Survey
222 West 7th Ave
Box 43 / Room 552
Anchorage, AK 99513

Cell: 907.231.7112
[Alaska.NavManager@noaa.gov](mailto:Alaska.NavManager@noaa.gov)
Section 510 of H.R. 6865, Don Young Coast Guard Authorization Act of 2022 ensures Oil Spill Response Standard to Protect Alaska

- OPA 90 Vessel Response Plan (VRP) regulations across the U.S. require that a vessel must have under contract two separate and independent capabilities in the case of a marine casualty –
  - oil spill response (33 CFR Part 155 Subparts D & J); and
  - salvage and marine firefighting (SMFF) (33 CFR Part 155 Subpart I).

- In the Western Alaska COTP Zone, for 30 years the USCG has recognized vessel planholders are unable to meet all the oil spill response regulations for tank and nontank vessels, respectively, due to the vast distances, lack of infrastructure & environmental conditions in the zone. Accordingly, they allow for Alternative Planning Criteria (APC), which have no standards.
  - The lack of standards has led to subjective, arbitrary, and inconsistent application of what are acceptable APCs, creating confusion and disparity of capabilities to planholders.
  - These inconsistent standards and expectations are applied between different types of APCs. Planholders with similar VRP response planning requirements enrolled with different APC providers have vastly different oil spill response capabilities available to them, which is countered to the intent of OPA 90 and the VRP regulations.

- Section 510 –
  - Establishes a new rules-based system of standards for oil spill response in federal waters off the State of Alaska, including consistent and fair minimum standards for VRP compliance.
  - Clarifies that nothing changes the separate regulatory requirements for SMFF.
  - Recognizes the vast distances, extreme conditions, and lack of infrastructure that increases the time for a spill response in the State of Alaska.
  - Ensures objective standards that reflect these unique factors that are measurable & defendable.
  - Leverages new technology to enhance awareness and mitigate potential oil spill incidents early
  - Establishes a predictable plan review process.
  - Provides for periodic review to ensure growth in oil spill response readiness.

- The new standards to be established actually raise the bar and require measures that exceed some requirements for National Planning Criteria to address the uniqueness of Alaska.

- A planholder may provide for both oil spill and salvage capabilities that meet the VRP requirements under OPA 90.
  - It is not a choice of one or the other, both capabilities must be separate from and autonomous of one another under the regulations (33 CFR Part 155).
  - Equipment listed by a salvage provider to meet salvage requirements (33 CFR Part 155 Subpart I) cannot also be double counted and used to support oil spill response capabilities.
  - These two separate regulatory requirements involve distinctly different capabilities (33 CFR Part 155) that
    - Equipment required is unavailable to support simultaneous events involving a spill response and a salvage response.

- The OPA 90 vessel response plan regulations are designed to provide a robust response to an oil spill.
  - A vessel planholder or their contract oil spill response provider must meet all the requirements required under Sec. 510.
  - The purpose of OPA-90 is not to ensure a market where the least equipped and lowest price vendor must be guaranteed market share.
  - All vendors who meet all these standards proposed under Sec. 510 may operate in Alaska and offer oil spill response plan services – no one vendor is preferred.
Supporting Organizations & Leaders

Additional coalition members and supporting entities will be updated here frequently and on a rolling basis.

- American Seafoods
- Ruby Marine
- Ocean Conservancy
- Offshore Systems Inc.
- Senator Gary Stevens
- Representative Bryce Edgmon
- Senator Donny Olson
- Representative Sarah Vance
- Admiral Tom Barrett, USCG (ret.)
- Southwest Alaska Municipal Conference
- Marine Exchange of Alaska
- Bristol Bay Economic Development Corporation
- City of Kodiak
- Representative Neal Foster
- Senator Peter Micciche
- Representative Louise Stutes
- Representative Josiah Patkotak
“The process for establishing APC in the Western Alaska and Prince William Sound regions is simply not working...legislation is needed to establish a clear, consistent, and uniform set of rules to guide the process, reflecting Alaska’s uniqueness.”

— Captain Frank Vargas, Compliance Officer, American Seafoods Company.

“The waters of Western and Arctic Alaska are vital to Alaska's communities, fisheries and wildlife. Right now, oil spill response standards in this region are outdated and inadequate. Ocean Conservancy supports legislation that directs the Coast Guard to engage with the State of Alaska, Tribes and stakeholders to
develop clear, transparent and effective rules for maritime spill response.”

— Andrew Hartsig, Senior Director, Arctic Program, Ocean Conservancy

“Regrettably, the process for establishing Alaska Planning Criteria (APC) in Western Alaska and Prince William Sound region is inconsistent, lacks transparency, has no uniformity of requirements and is missing the rules-based approach used elsewhere in the United States. The Government Accountability Office (GAO) noted these problems in a September 2020 report highlighting several critical issues... [the] GAO also notes that the discretion given to individuals that may or may not have the requisite expertise goes too far.”

— Senator Gary Stevens, Alaska State Legislature
“I have been involved in the planning, negotiations, and submittal of APC for the barging fleet in Western Alaska for over 20 years. Unfortunately, this system has steadily devolved and at this time the process for establishing APC in Western Alaska and Prince William Sound region is fraught with subjectivity, inconsistency, a general lack of transparency, and a complete lack of uniformity of requirement. Since the inception of OPA90, these areas have been subject to oversight by individuals interpreting the rules with authority but little experience in the affected regions. The APC approval system lacks the rules-based approach used elsewhere in the United States.”

— Matt Sweetsir, President, Ruby Marine, Inc.

“The Alternate Planning Criteria process simply isn’t working well enough. As our region continues to see increased vessel traffic, the
urgency of this problem will only increase. Congress should timely adopt a consistent, uniform set of standards to better prevent spills on Alaskan oceans and ensure adequate response to any that might occur. This would reduce risks to the Alaska marine environment and provide more planning certainty to the marine industry. Section 510 of the 2022 Coast Guard Reauthorization Bill was championed by Congressman Young in the House and is now being considered in the Senate. Section 510 would achieve the solutions needed for Alaska’s oceans.”

— Tom Barrett, Former Vice Commandant of the U.S. Coast Guard, retired U.S. Coast Guard Vice Admiral, former Commander of the Seventeenth Coast Guard District (Alaska)

“The proposed solution in the Authorization Act requires the development of clear, consistent, and transparent oil spill prevention and response rules for Western Alaska. These not
only benefit shippers operating in Alaska but also regulators, stakeholders, and local communities. One clear set of rules will prevent confusion, reduce risk, and set clear expectations for all parties involved. Collaboration in the development of these new regulations is critical, and the Authorization Act requires engagement from a variety of stakeholders, such as shipping and fishing interests, Alaska Native organizations, recreators, and state regulators. The updated rules will reflect the values of Alaskans and the reality of the unique maritime challenges we face off our remote coastline.”

— Buddy Custard, President and CEO of the maritime safety and oil-spill response organization, Alaska Chadux: Network

Please note that this page will be updated on a rolling basis.
Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director
CC: Mayor Handeland & Common Council; Port Commission
Date: Aug 17, 2022

Administrative:
As many already know, multiple cruise ships have called on Nome this season, pushing Harbormaster Stotts to scramble to get new staff trained, as well as calling on Public Works for assistance when needed. Additionally, he and the new staff have spent a considerable amount of time cleaning up oil sheens in the Small Boat Harbor, from both known and unknown sources (responsible parties). Users have been encouraged to clean up the decks of their vessels to avoid residue from various oil leaks, drips, overfilling and poor maintenance to be washed over the side when it rains. Spot checks are being made on those that are considered frequent sources, to assist in eliminating the sheens.

Coordination continues for the AAHIA (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 coming together for speakers, vendors, sponsors, performers and supplies. A number of attendees have already booked registration, air and lodging in anticipation of attending the event. The agenda is starting to shape up, and will be shared soon. Weekly meetings with planners/staff will resume on Friday 19 Aug, to start aligning the preparation needed behind the scenes to make this conference a success.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
The Corps and City have progressed to weekly design team meetings to keep coordination and work flow more efficient issues resolved faster, and critical elements raise more frequently. The City design team has often pushed to ensure the Corps had all permits moving forward as necessary, when it was discovered that one permit had not made the progress required to meet the schedule. After multiple calls between teams, it was decided that PND would pull in one of their contracted environmental teams to perform the work on a fast-track, with the costs going through the City to be submitted as Work-In-Kind (WIK), which qualifies as part of the City’s cost-share with the Corps known as the PED agreement for Pre-Construction, Engineering & Design. Follow up discussions will continue to occur between project managers to ensure this work is expedited and submitted for review by the federal agency.

The required materials for the two State of Alaska legislative grants have been submitted to the state for both grants, and we anticipate the agreement to be issued for the City’s review/signature sometime in the next week.

Local Service Facilities (LSF) Design Integration:
The City’s design team has been focused on the difficulty of integrating the LSF elements with each other, as well as
with the Corps rock work to extend the Causeway. The combined teams are pushing forward to hit the 95% deadline, with another comment review period to occur, followed by final design and compilation of the design package for solicitation. If any significant hurdles are encountered at this critical juncture of 95%, the City Manager, Mayor, Port Commission will be advised immediately.

**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):**
The Port Commission reviewed the most recent response from the Alaska District regarding the law that requires congressional action to be modified if they are to remain federal infrastructure, or become local infrastructure. Alaska District personnel anticipate the City’s position to keep the responsibility of these docks as federal, so are looking into the steps necessary to begin the congressional process. The Port Commission passed a motion at their 28 July 2022 rescheduled meeting, asking the Council to submit a letter to the Corps, to officially request action to keep the docks as federal features.

**Launch Ramp Replacement Project:**
Site has been completed, with one closeout item remaining regarding underwater debris removal. Multiple underwater sweeps have been done with an ROV camera, with clean up following shortly after. It appears there are still some items remaining, which are scheduled to be removed soon, along with a review of the multi-beam survey performed in July by Hughes & Associates. EDA’s project manager made a site visit in early August, and the project checked all the appropriate grant boxes.

**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):**
USAF staff has submitted some additional documents reflecting Right of Entry (ROE) access to City-owned lots on the east side of Port Road. ADEC has placed covenants on the AF property transfer that reflect this ROE access into the smaller lots. City and NJUS staff are reviewing the documents to determine next steps regarding the covenants, which most likely includes discussions with ADEC. In the interim, NJUS and the Port 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.
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 JLB
CC: Mayor Handeland & Common Council; Port Commission
Date: Sept 12, 2022

Administrative:
Coordination continues for the AAHPA (Harbormaster for short) Conference scheduled for 26-30 Sept 2022 in Nome, with numerous city and port staff supporting the planning and setup. We have put together a very full agenda, which has been shared with the Council and Port Commission, with a final version to be available by 19 Sept 2022. I’d like to invite members of the Council and Port Commission to drop in for a specific session or join a meal with us, and meet some of the great Harbormasters and Port Administrators we have across this great state.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
The City Council approved awarding the NOAA NMFS environmental permitting application work to PND, and the subcontractor is making good progress on this fast-track task they have been assigned. The City is preparing the Work-In-Kind (WIK) package that contains efforts taken on by the City that the Corps would’ve done under normal circumstances. These costs therefore qualify as part of the City’s cost-share to the Corps under the PED agreement for Pre-Construction, Engineering & Design.

The City has executed two grant agreements with the State of Alaska, reflecting the direct legislative grants authorized through the FY2023 state budget process. Eligible expenses are now authorized to be reimbursed back to 1 July 2022, and forward through the development of the Arctic Deep Draft Port.

Local Service Facilities (LSF) Design Integration:
The combined design teams continue to meet each week, as the push to hit the 95% deadline is intensifying. Progress is being made, with additional meetings outside the weekly schedule allowing for specific issues to be resolved more quickly between smaller groups. Although a few items have slid to the right of the schedule, most of these are being, or anticipated to be reached on time.

Sediment at Causeway Bridge and Bridge Repairs:
The Corps contractor (Bristol Construction) has completed the bridge repairs, which resulted in a much shorter closure of the Causeway bridge than the contractor anticipated. Public Works has been dressing up the road shoulders and bridge approaches as manpower and weather have allowed. The project to remove sediment from under the bridge is expected to be awarded throughout the winter and performed in the summer of 2023.
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. PIDP awards expected to be announced in Sep of 2022.

Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
Following the Port Commission’s motion at the 28 July 2022 rescheduled meeting regarding the federal docks in the Small Boat Harbor, the City Council passed a motion on 22 Aug 2022, requesting staff to submit a letter to the U.S. Corps of Engineers to pursue congressional action to authorize the east/west harbor bulkheads & dredging portion as federal infrastructure.

Launch Ramp Replacement Project:
The City Engineer and Port Director are in discussions with the contractor regarding the last underwater drone footage, which appears to show a scour area at the base of the launch ramp. We are awaiting a response from the contractor, and more will be provided at that time.

Port Industrial Pad:
West Nome Tank Farm (Property Conveyance):
City/NJUS management and staff continue to work the hurdles associated with getting the property conveyed per the 2014 National Defense Authorization Act. Following a scheduled call with personnel from the ADEC contaminated sites division, the City has requested a follow up meeting with the USAF in the coming weeks. Meanwhile, NJUS and the Port continue planning development for dual use of the site.

Thornbush Laydown Site Development:
The City was recently advised that this project was not awarded a grant from the USDOT RAISE Grant program, but additional funding sources continue to be sought.

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.
Alaska Association of Harbormasters and Port Administrators

September 26-30, 2022

Hosted by the Port of Nome

*Unless otherwise stated, all sessions will take place at the Mini Convention Center

Monday, September 26, 2022

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1430 – 1630</td>
<td>Board of Directors Meeting</td>
<td>Council Chambers, City Hall</td>
</tr>
<tr>
<td>1700 – 2000</td>
<td>Welcome Reception</td>
<td>Bering Sea Bar</td>
</tr>
</tbody>
</table>

Tuesday, September 27, 2022

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>0700 – 0800</td>
<td>Breakfast and Registration</td>
<td></td>
</tr>
<tr>
<td>0800 – 0830</td>
<td>Welcome Remarks</td>
<td>Mayor John Handeland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Melanie Bahnke, President</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kawerak, Inc.</td>
</tr>
<tr>
<td>0830 – 1000</td>
<td>Arctic Deep Draft Port at Nome</td>
<td>USACE; City; PND; CRW/NJUS</td>
</tr>
<tr>
<td>1000 – 1020</td>
<td>Break</td>
<td></td>
</tr>
<tr>
<td>1020 – 1055</td>
<td>CGCYBER: Why Cyber Matters</td>
<td>LCDR DuBose or LT Fredericksen</td>
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<tr>
<td>1055 – 1105</td>
<td>Coast Guard D17 - Alaska</td>
<td>RADM Nathan Moore</td>
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<tr>
<td></td>
<td></td>
<td>District 17 CDR</td>
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<tr>
<td></td>
<td></td>
<td>Recorded Message</td>
</tr>
<tr>
<td>1105 – 1140</td>
<td>Coast Guard District 17 – Overview</td>
<td>CAPT Michelle Bas</td>
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<tr>
<td></td>
<td></td>
<td>Chief of Prevention</td>
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<tr>
<td>1140 – 1215</td>
<td>Economic Trends, Challenges &amp; Opportunities</td>
<td>Mike Fisher, VP</td>
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<tr>
<td></td>
<td></td>
<td>Northern Economics</td>
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<tr>
<td>1215 – 1330</td>
<td>Lunch</td>
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<tr>
<td>1330 – 1415</td>
<td>Call of the Ports (Part One)</td>
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<tr>
<td>1415 – 1500</td>
<td>Coast Guard – Sector ANC</td>
<td>CDR Jereme Altendorf, Arctic</td>
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<tr>
<td></td>
<td>Operations Update &amp; Marine</td>
<td>Coordinator</td>
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<tr>
<td></td>
<td>Transportation System Recovery</td>
<td>CDR John Downing, Chief</td>
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<tr>
<td></td>
<td></td>
<td>of Prevention, Mr. Dan Payne</td>
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<tr>
<td>1500 – 1520</td>
<td>Break</td>
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<tr>
<td>1520 – 1605</td>
<td>Call of the Ports (Part Two)</td>
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<tr>
<td>1605 – 1700</td>
<td>Port and Harbor Facilities Tour</td>
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<tr>
<td>1730 – 2000</td>
<td>Exhibitors Reception</td>
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<tr>
<td>Time</td>
<td>Session</td>
<td>Speaker/Details</td>
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<tr>
<td>0700–0800</td>
<td>Breakfast and Registration</td>
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<tr>
<td>0805–0815</td>
<td>U.S. Senator Lisa Murkowski</td>
<td>Recorded message</td>
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<tr>
<td>0815–0855</td>
<td>Ports &amp; Harbors Infrastructure</td>
<td>Ryan Anderson Commissioner - ADOT</td>
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<tr>
<td>0855–0935</td>
<td>Infrastructure Funding Programs</td>
<td>Garrett Boyle Executive Director Denali Commission</td>
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<tr>
<td>0935–0955</td>
<td>Break</td>
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<tr>
<td>0955–1035</td>
<td>Changing Arctic Fisheries</td>
<td>Duane Stevenson NOAA Marine Fisheries</td>
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<tr>
<td>1035–1115</td>
<td>Wharf Construction Alternatives at the Port of Alaska</td>
<td>David Ames, Program Manager PAMP, Jacobs Engineering</td>
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<tr>
<td>1115–1130</td>
<td>Harbor Grant Program Applications &amp; Rankings</td>
<td>Joanne Schmidt, ADOT Planner</td>
</tr>
<tr>
<td>1140–1330</td>
<td>Lunch - (shuttle vans will transport – others are welcome to walk (see map)</td>
<td>Old St. Joe’s (Restored) Church</td>
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<tr>
<td>1330–1430</td>
<td>Arctic Tales</td>
<td>(pending)</td>
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<tr>
<td>1430–1830</td>
<td>Nome Adventures*</td>
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</tr>
<tr>
<td>1830…..</td>
<td>Pizza Bash</td>
<td>(location pending)</td>
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**Thursday, September 29**

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<tr>
<th>Time</th>
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<th>Presenter/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0700 – 0800</td>
<td>Breakfast and Registration</td>
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</tr>
<tr>
<td>0800 – 0835</td>
<td>Vessel Traffic Trends in Western Alaska and the Arctic</td>
<td>Steve White, Executive Director, Alaska Marine Exchange</td>
</tr>
<tr>
<td>0835 – 0905</td>
<td>NOAA Charting and Navigation Updates</td>
<td>Hadley Owen</td>
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<tr>
<td>0905 – 0950</td>
<td>An Adventure into Nome’s History</td>
<td>Charlie Lean</td>
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<tr>
<td>0950 – 1025</td>
<td>Port &amp; Harbor Infrastructure Funding</td>
<td>Catherine Simons USDOT - MARAD</td>
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<tr>
<td>1025 – 1045</td>
<td>Break</td>
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<tr>
<td>1045 – 1120</td>
<td>Abandoned &amp; Derelict Vessels</td>
<td>Aaron Timian Program Coordinator Alaska DNR - ADV</td>
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<tr>
<td></td>
<td></td>
<td>Virtual</td>
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<tr>
<td>1120 – 1200</td>
<td>Resource Development in the Arctic</td>
<td>Loren Prosser – Project Manager Blake Bogart – Logistics/Site Mgr Graphite One Alaska, Inc.</td>
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<tr>
<td>1200 – 1315</td>
<td>Lunch</td>
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<tr>
<td>1315 – 1355</td>
<td>A Transitioning Bering Strait Region</td>
<td>Gay Sheffield – UAF Alaska Sea Grant</td>
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<tr>
<td>1355 – 1435</td>
<td>Harbor Monitoring &amp; Clean Harbor Activities in Alaska’s Harbors</td>
<td>Maryann Fidel; Sarah Apsens – Water Quality Alaska DEC</td>
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<tr>
<td>1435 – 1455</td>
<td>Break</td>
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<tr>
<td>1455 – 1535</td>
<td>Pollution Survey Results &amp; Pilot Project</td>
<td>Tav Ammu Alaska Clean Harbors</td>
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<tr>
<td>1535 – 1625</td>
<td>Changing Weather and Ice in the Arctic</td>
<td>Rick Thoman Climate Specialist IARC/UAF</td>
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<tr>
<td></td>
<td></td>
<td>Virtual</td>
</tr>
<tr>
<td>1730 – 2030</td>
<td>Dinner Banquet</td>
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**Friday, September 30**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Presenter/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0700 – 0800</td>
<td>Breakfast</td>
<td></td>
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<tr>
<td>0800 – 0845</td>
<td>Maintaining Ongoing Operations during Modifications at the Port of Alaska</td>
<td>David Ames, Program Manager PAMP, Jacobs Engineering</td>
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<tr>
<td>0845 – 1045</td>
<td>General Membership Meeting</td>
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<tr>
<td>1045</td>
<td>Closing Comments</td>
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**THANK YOU FOR COMING TO NOME!!!**
September 13, 2022

VIA EMAIL

Glenn Steckman, City Manager
City of Nome
P.O. Box 281
Nome, AK 99762

RE: 2023 Designated Legislative Grant Agreements 23-DC-005, 23-DC-006

Dear Mr. Steckman:

Enclosed for your files is a copy of the fully executed grant agreement for the above referenced grant. Please replace any copies you may have with this official document.

Eligible project expenditures incurred on or after the grant term start date can now be reimbursed. Please make certain that you understand the requirements for administration and reporting of the project; see Attachment A, #4 of your grant agreement. Financial/Progress Reports must be submitted.

Reports are required to be submitted quarterly even if there are no expenditures. Reports will not be accepted without narrative in the progress portion of the form and a transaction detail report covering all grant expenditures for the reporting period. Electronic copies of the Financial/Progress Report forms are available on our website or upon request.

I have also included a copy of the latest Designated Legislative Handbook, which is also available online at: https://www.commerce.alaska.gov/web/dcra/GrantsSection/DLGrants.aspx. The handbook should answer any questions you have regarding management and use of grant funds.

If you have any questions, please contact me via phone at (907)269-7906 or email Lindsay.reese@alaska.gov.

Sincerely,

Lindsay Reese
Grant Administrator II

Enclosures
# Designated Legislative Grant Program

**Grant Agreement**

<table>
<thead>
<tr>
<th>Grant Agreement Number</th>
<th>Vendor Number</th>
<th>Amount of State Funds</th>
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<tr>
<td>23-DC-005</td>
<td>CIN84936</td>
<td>$150,300,000.00</td>
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<tr>
<td></td>
<td>085661243</td>
<td>06/30/2027</td>
<td>Arctic Deep Draft Port</td>
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## Grantee

<table>
<thead>
<tr>
<th>Name</th>
<th>Lindsay Reese</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Nome</td>
<td></td>
</tr>
<tr>
<td>Street/PO Box</td>
<td>550 W. 7th Ave Ste 1650</td>
</tr>
<tr>
<td>Nome, Alaska</td>
<td>99762</td>
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</table>

## Department Contact Person

<table>
<thead>
<tr>
<th>Name</th>
<th>Lindsay Reese</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>Grants Administrator 2</td>
</tr>
<tr>
<td>City/State/Zip</td>
<td>Anchorage, AK 99501</td>
</tr>
</tbody>
</table>

## Contact Person

<table>
<thead>
<tr>
<th>Name</th>
<th><a href="mailto:gsteckman@nomealaska.org">gsteckman@nomealaska.org</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenn Steckman, City Manager</td>
<td></td>
</tr>
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## Phone/Fax

<table>
<thead>
<tr>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>907-443-6600</td>
<td>907-443-5349</td>
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## Email

<table>
<thead>
<tr>
<th>Email</th>
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</thead>
<tbody>
<tr>
<td><a href="mailto:gsteckman@nomealaska.org">gsteckman@nomealaska.org</a></td>
<td></td>
</tr>
</tbody>
</table>

## AGREEMENT

The Alaska Department of Commerce, Community, and Economic Development, Division of Community and Regional Affairs (hereinafter ‘Department’) and **City of Nome** (hereinafter ‘Grantee’) agree as set forth herein.

**Section I.** The Department shall pay the Grantee for the performance of the project work under the terms outlined in this Agreement. The amount of the payment is based upon project expenses incurred, which are authorized under this Agreement. In no event shall the payment exceed **$150,300,000.00**.

**Section II.** The Grantee shall perform all of the work required by this Agreement.

**Section III.** The work to be performed under this Agreement begins **July 1, 2022** and shall be completed no later than **June 30, 2027**.

**Section IV.** The Agreement consists of this page and the following:

- **ATTACHMENTS**
  - Attachment A: Scope of Work
    1. Project Description
    2. Project Budget
    3. Project Management
    4. Reporting
  - Attachment B: Payment Method
  - Attachment C: Standard Provisions

- **AMENDMENTS**
  - Any fully executed amendments to this Agreement

- **APPENDIX**
  - Appendix A: State Laws and Regulations

## Signature

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Department</th>
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<tbody>
<tr>
<td>Glenn Steckman, City Manager</td>
<td>Paulette Bourne, Grants Administrator 3</td>
</tr>
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<tr>
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<td>9/13/2022</td>
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### Designated Legislative Grant Program

#### Grant Agreement

<table>
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<td>23-DC-006</td>
<td>CIN84936</td>
<td>$25,000,000.00</td>
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#### Grantee

<table>
<thead>
<tr>
<th>Name</th>
<th>City of Nome</th>
<th>Street/PO Box</th>
<th>City/State/Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenn Steckman, City Manager</td>
<td>Nome, Alaska 99762</td>
<td>550 W. 7th Ave Ste 1650</td>
<td>Anchorage, AK 99501</td>
</tr>
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<table>
<thead>
<tr>
<th>Phone</th>
<th>Fax</th>
<th>Phone</th>
<th>Fax</th>
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<tbody>
<tr>
<td>907-443-6600</td>
<td>907-443-5349</td>
<td>907-269-7906</td>
<td>907-269-4563</td>
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<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><a href="mailto:gsteckman@nomealaska.org">gsteckman@nomealaska.org</a></td>
<td><a href="mailto:Lindsay.reese@alaska.gov">Lindsay.reese@alaska.gov</a></td>
</tr>
</tbody>
</table>

### AGREEMENT

The Alaska Department of Commerce, Community, and Economic Development, Division of Community and Regional Affairs (hereinafter ‘Department’) and City of Nome (hereinafter ‘Grantee’) agree as set forth herein.

**Section I.** The Department shall pay the Grantee for the performance of the project work under the terms outlined in this Agreement. The amount of the payment is based upon project expenses incurred, which are authorized under this Agreement. In no event shall the payment exceed $25,000,000.00.

**Section II.** The Grantee shall perform all of the work required by this Agreement.

**Section III.** The work to be performed under this Agreement begins **July 1, 2022** and shall be completed no later than **June 30, 2027**.

**Section IV.** The Agreement consists of this page and the following:

#### ATTACHMENTS

**Attachment A:** Scope of Work
1. Project Description
2. Project Budget
3. Project Management
4. Reporting

**Attachment B:** Payment Method

**Attachment C:** Standard Provisions

#### AMENDMENTS

Any fully executed amendments to this Agreement

#### APPENDIX

Appendix A: State Laws and Regulations

#### Grantee

<table>
<thead>
<tr>
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