WORK SESSION – 5:30PM:
- Prioritizing Projects and Funding Vehicles

REGULAR MEETING – 6:30PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES
- 22-10-20 Regular Meeting Minutes

IV. CITIZEN’S COMMENTS

V. COMMUNICATIONS
- 22-09-30 AAHPA Resolution Supporting Alaska DOT 50/50 Harbor Grant Program
- 22-11-14 USCG 2023 Proposed Bering Strait OSR Exercise Description DRAFT
- 22-11-14 City to USACE AK District on CAP 107 Alternative C Selection
- 22-11-21 USACE CAP 107 Project Feasibility Study Cost-Share Update
- 22-12-15 USACE Modifications Project Phase II Design Funding Request
- 22-12-28 USACE Modifications Project Design Cost-Share Update
- 23-01-11 NOAA - NWS Weather Service Website Survey
- 23-01-11 USACE Nome Maintenance Dredging Award of Contract Options

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT
- Maintenance, Repair and Planning
- FY23- 2nd Qtr Harbormaster Report - Written

VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE
- 22-11-23 Port Director/Projects Status Report
- 23-01-19 Port Director/Projects Status Report
  o PON Tariff Rates – Draft CPI-U (AK) 2022 1st Half (2nd half pending 10 Feb 2023)

IX. OLD BUSINESS – None

X. NEW BUSINESS
- Consideration of supporting Alaska DOT Harbor Matching Grant Program
XI. CITIZEN'S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING
  • February 16, 2023 – 5:30pm

XIV. ADJOURNMENT
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<th>RAISE 2</th>
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The Regular Meeting of the Nome Port Commission was called to order at 5:30 pm by Chairman West at the City Hall Council Chambers.

ROLL CALL

Members Present: Smithhisler, Lean, West, Rowe, Sheffield, McLarty

Absent: McCann (excused)

Also Present: Joy Baker – Port Director (video call); Lucas Stotts - Harbormaster

In the audience: Nome Nugget-Diana Haecker, KNOM-Davis Hovey, Howard Farley

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda.

Motion to approve made by Lean, seconded by Rowe.

At the Roll Call:

Ayes: Lean; West; Rowe; Sheffield; McLarty; Smithhisler

Nays:

Abstain:

The motion CARRIED.

Discussion: none

APPROVAL OF MINUTES

September 15th, 2022

Motion made by Lean, seconded by McLarty to approve minutes;

Discussion: none

At the Roll Call:

Ayes: West; Rowe; Sheffield; McLarty; Smithhisler, Lean

Nays:

Abstain:

The motion CARRIED.

CITIZENS’ COMMENTES
• None

COMMUNICATIONS
• 22-09-30 Post-Storm Technical Site Assessment Nome Harbor/Seawall – USACE
• 22-10-05 White House National Strategy for the Arctic Region
• 22-10-08 White House Arctic Strategy puts new emphasis on national security and threats posted by Russia – Alaska Beacon
• 22-10-13 Strait Science – 6:30pm Thurs Oct 20 – USCG Always Ready/Present

Discussion:
• HM Stotts responded to a question on the Corps report; advising that two containers were pushed to the west, off the Causeway, yet only one was discovered on west beach, with the other found on the beach between the breakwaters. Marks and scratches on the container and pipeline casings under the Causeway bridge clearly indicated the path taken by the container during the storm.
• PD Baker noted that following the meeting, those members of the Commission who wished to participate in the 6:30pm Strait Science session with the USCG, we welcome to stay for that.

COMMISSIONER’S UPDATES
• None

HARBORMASTER’S REPORT
HM Stotts provided a brief update on the following;
• 1st Quarter F23 HM Report including staffing and season ending.
• Update on Closing Operations & Maintenance Planning
• Update on the last of the vessel haulouts and harbor conditions.

Discussion:
• Commissioner Lean asked if the storage on the east side of harbor is a nuisance.
  • HM Stotts stated that area has historically been used for storage, and use of that area alleviates more crowding on the Lower IP and Garco areas.
• Commissioner McLarty asked if there were plans to remove all the wood washed up from the storm.
  • HM Stotts stated the wood is currently being gathered as firewood – after a few weeks of that effort, the wood will be pushed into a pile and collected.

PORT DIRECTOR’S REPORT
PD Baker provided an overview of the following:
• 22-10-18 Port Director/Projects Status Report
  • Post-Storm Impacts to Port/Harbor Facilities – Damage Submitted to FEMA
  • AAHPA Conference Wrap Up

Discussion:
In response to report questions:
• PD Baker stated Bonanza has been completed filling their lot on the upper industrial pad; the City will continue to development laydown storage westward to the Thornbush property line.
• PD Baker stated Turnagain Marine donated $35K toward post-storm engineering services for Nome and the region. She plans to request the Mayor and Manager approve contributing these funds to the Western Alaska Recovery Program.
  • AAHPA Silent Auction funds contributed over $5K to the same fund.
• PD Baker mentioned the City must identify a 4-acre parcel to provide to the ADDP construction contractor for the duration of the project.
  ▪ Commissioner McLarty commented there is opportunity for man camps beyond the Port.
  ▪ PD Baker stated the man camp must be on City-owned or leased property per requirements.
  ▪ PD Baker asked if any members of the PC would like to serve on an in-house panel to identify options for potential man camp properties – no more than 3, per the Open Meetings Act.
  ▪ Commissioner McLarty, West and Lean stated they would like to be on the panel.

OLD BUSINESS
• None

NEW BUSINESS
• Nome Inner Harbor CAP 107 Feasibility Study Next Steps – Updated Alternatives

Discussion: There was group discussion on the differences between Alt A, B and C. The group agreed together that Alt C addressed the needs of the inner harbor, providing the widest turning basin, dredged river basin, and allows for the best in future development.

Motion made by McLarty, seconded by Smithhisler, to select Alternative C as the preferred layout option that will deepen and widen the dredge limits under the CAP 107 Project.

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

The motion CARRIED.

CITIZENS’ COMMENTS
• None

COMMISSIONER’S COMMENTS
• None

ADJOURNMENT
Motion was made by for adjournment at 6:25pm.

APPROVED and SIGNED this 17th day of November 2022.

_____________________________
Jim West, Chairman

ATTEST:

_____________________________
Joy Baker, Port Director
Alaska Association of Harbormasters and Port Administrators

RESOLUTION NO. 2022-1

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS SUPPORTING FULL FUNDING ($8,236,815) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY 2024 STATE CAPITAL BUDGET.

Whereas, the majority of the public boat harbors in Alaska were constructed by the State during the 1960s and 1970s; and

Whereas, these harbor facilities represent critical transportation links and are the transportation hubs for waterfront commerce and economic development in Alaskan coastal communities; and

Whereas, the harbor facilities in Alaska are ports of refuge for ocean going vessels, and serve as essential transportation hubs to coastal Alaskan communities for supplies, trade in goods and services and connections to the world market for our exports and imports; and

Whereas, the State of Alaska over the past nearly 30 years has transferred ownership of most of these State-owned harbors, many of which were at or near the end of their service life at the time of transfer, to local municipalities; and

Whereas, the municipalities took over this important responsibility even though they knew that these same harbor facilities were in poor condition at the time of transfer due to the state’s failure to keep up with deferred maintenance; and

Whereas, consequently, when local municipal harbormasters formulated their annual harbor facility budgets, they inherited a major financial burden that their local municipal governments could not afford; and
Whereas, in response to this financial burden, the Governor and the Alaska Legislature passed legislation in 2006, supported by the Alaska Association of Harbormasters and Port Administrators, to create the Municipal Harbor Facility Grant program (AS 29.60.800); and

Whereas, the Department of Transportation and Public Facilities utilizes a beneficial administrative process to review, score and rank applicants to the Municipal Harbor Facility Grant Program, since state funds may be limited; and

Whereas, for each harbor facility grant application, these municipalities have committed to invest 100% of the design and permitting costs and 50% of the construction cost; and

Whereas, the municipalities of the Sitka, Whittier, and Wrangell/Meyers Chuck have committed to contribute $8,236,815 in local match funding for FY2024 towards harbor projects of significant importance locally as required in the Harbor Facility Grant Program; and

Whereas, completion of these harbor facility projects is dependent on the 50% match from the State of Alaska’s Municipal Harbor Facility Grant Program; and

Whereas, during the last fifteen years the Municipal Harbor Facility Grant Program has only been fully funded twice; and

Whereas, a survey done by the Alaska Municipal League of Alaska’s ports and harbors found that from the respondents, the backlog of projects necessary to repair and replace former State-owned harbors has increased to at least $500,000,000; and

Whereas, given that Alaska is a maritime state and that our harbors are foundational to both our way of life and the economy of this great State it is in the public's best interest to maintain this critical infrastructure by using State, Local and Federal funds to recapitalize the crucial harbor moorage infrastructure statewide.

Now therefore be it resolved that the Alaska Association of Harbormasters and Port Administrators urges full funding in the amount of $8,236,815 by the Governor and the Alaska Legislature for the State of Alaska’s Municipal Harbor Facility Grant Program in the FY 2024 State Capital Budget in order to ensure enhanced safety and economic prosperity among Alaskan coastal communities.

Passed and approved by a duly constituted quorum of the Alaska Association of Harbormasters and Port Administrators on this 30th day of September, 2022.

ATTEST:

Bryan Hawkins, President

Angel Holbrook, Executive Secretary
Proposed Bering Strait Oil Spill Response Exercise

Using a fictional crude oil spill scenario involving a vessel collision in early June on the Russian side of the Russia-U.S. Maritime Boundary, 5000 metric tons of medium crude oil moves into U.S. waters near the Diomede Islands. A ten-day trajectory model results in an oil patch that makes landfall initially on the shores of Little Diomede Island and eventually on the western shores of the Seward Peninsula. Various government and commercial land, air, & sea spill response resources are activated to respond.

The objectives of the exercise are to evaluate potential spill & response impacts, test response capabilities & tactics, and practice key command, control, & communications functions. The specific elements of the exercise include:

1. **Prepare an ecological risk assessment of the U.S. side of the Bering Strait region.** Risk is the combination of the likelihood and consequence of something happening. The International Maritime Organization (IMO) has developed a widely accepted comprehensive approach for assessing these factors. The Arctic & Western Alaska Area Committee (AWA-AC) would like to collaborate with the Bering Strait tribes and others, using this spill scenario, to employ this IMO model as the first region of Alaska to do so (hopefully validating it for further use across Alaska). We propose to conduct the outreach portion of the risk assessment likely in Nome in April or May 2023 and welcome your participation.

2. **Explore waste stream management challenges & options.** A spill of this magnitude will pose a host of operational response and oil recovery challenges on water, at the shoreline, and on land. How best to handle a large volume of hazardous wastes in remote areas is well known, but not widely practiced. U.S. Coast Guard and Alaska Chadux Network will partner to collaborate with local entities to discuss approaches, challenges, and opportunities to refine our plans for dealing with liquid, semi-solid, & solid wastes, including response asset decontamination. We propose to conduct a seminar/workshop format likely in Nome in April or May 2023 and welcome your participation.

3. **Conduct a U.S. Joint Response Team (JRT) identification & notification call/brief.** This is an internal government activity which will attempt to notify the designated representatives of state & federal agencies with capabilities & authorities necessary to support the Federal On-Scene Coordinator (FOSC) leading the response to this scenario.

4. **Convene Incident-Specific Alaska Regional Response Team (ARRT) for review of simulated dispersant use under the Dispersant Use Plan for Alaska.** Response to a spill of the type portrayed in this scenario would almost certainly raise the question of potential use of aerial oil dispersing tactics. It is vital that we practice the use of this capability and the required operational request and separate review procedures laid down in the Alaska Regional Contingency Plan (RCP) in order to be prepared should that need arise. As noted in element 5.b of the operational portion of the exercise described below, we will employ a commercial aircraft to attempt to fly over the Bering Strait and spray only freshwater as a simulation. This ARRT activity, element 4, practices the internal government review process for approval/disapproval of that flight operation which includes real-time engagement with tribes and others as part of the decision-making.

5.
5. **Week of 5-9 June will include one-day of air, sea, and land based oil spill recovery capabilities on the U.S. side of the Bering Strait** (see Figure 1.):
   a. Demonstrate USCG/U.S. Navy capability to deploy and operate U.S. Navy SUPSALV NOFI/Current Buster System (CBS), stored in Anchorage:
      - Transport CBS to/from Nome airport via USCG C-130
      - Transport CBS to/from Port of Nome using local resources
      - Deploy CBS on USCG Sea-Going Buoy Tender (WLB)
      - Operate the CBS in real world conditions in the Bering Strait
   b. Demonstrate Marine Spill Response Corporation (MSRC) 737-500 jet call-up, deployment, and aerial dispersant application capability along with small spotter aircraft. **Freshwater only** to be used.
   c. Employ USCG major cutter for on-scene comms/asset coordination platform
      - Optional - Deploy Unmanned Aerial System (UAS) from USCG major cutter for spill trajectory monitoring
   d. FOSC set-up & operate Incident Management Team/Incident Command Post in Anchorage:
      i. Refine existing oil spill trajectory modeling based on real-world observations (e.g., practice using OILMAP for real-time trajectory updates)
      ii. Utilize NOAA Environmental Response Management Application (ERMA) for Common Operating Picture
      iii. Use Alaska Ocean Observing System (AOOS) Bering Strait Threat Incident Response Tool (BSTIRT) for data pulls, analysis, and reporting
      iv. Command, control, & communications of response ops with major cutter
   e. U.S. Coast Guard Pacific Strike Team (PST) to deploy and support FOSC

![Figure 1. Yellow polygon denotes proposed exercise area (approximate)](image)

The overall exercise and these elements are not firmly fixed; they can be adjusted. We are currently in the outreach and consultation phase of planning.
November 14, 2022

Mr. Leif Hammes  
Alaska District, US Army Corps of Engineers  
CEPOA-PM-C  
JBER, AK 99506-6898

RE: CAP 107 Nome Inner Harbor Study – Preferred Alternative Selection

Dear Mr. Hammes,

Per our previous discussions, and as supported by the Nome Port Commission, the City of Nome formally selects Alternative C as the preferred layout plan within the Nome Inner Harbor. This selection is based on the New Alternatives (attached) serving as an effective path forward, versus the conflicts of the required congressional action centered around the larger project.

Based on previous letters, emails and verbal exchanges with the project team regarding acceptance of deauthorization of bulkheads being required prior to TSP selection and completion of the study, the City wishes to make explicitly clear that selection of the “new” Alternative C, is intended only for the attached group of alternatives, as provided to the City by POA (AK District).

Additionally, the City has been advised by the POA that both the path forward Alt C selection and the authorization/deauthorization congressional issue can and will be pursued concurrently to achieve resolution.

Please contact me if there are any questions regarding the above, or if further discussion is needed. You may reach me at 907-304-1905 or jbaker@nomealaska.org.

Sincerely,

Joy Baker  
Port Director

CC: Bruce Sexauer – Chief, Civil Works  
Steve Howard – Chief, Project Management  
Nome Port Commission
The following motion was passed by the Nome Port Commission at their Regular Meeting on Thursday, October 20, 2022.

1. Moved by C. McLarty, seconded by C. Smithhisler, that the following motion be approved:

   - **MOTION:** Recommend selection of Alternative C as the preferred layout to modify the Inner Harbor within the CAP 107 Feasibility Study as cost-shared with the USACE Alaska District.

   **AT THE ROLL CALL:**

   Ayes: Rowe; McLarty; Smithhisler; Lean; West; Sheffield
   Nayes: 
   Abstain: 

   The motion **CARRIED**.

Discussion on this motion reflected in the minutes of the October 20, 2022 Regular Meeting.
3 New Alternatives
Nome 107
Where we are

- 3-year study limit expires 6 May 2023, and study terminates.
- Need TSP on 14 Dec 2022 to accommodate post TSP edits DQC, ATR Public Review.
- Funding: after budgeting for ATR, DQC.....PDT has ~150K to complete.
- Short on time, Short on funding.
Alt A

- Approach and turn basin for West Dock
- Snake River Channel
Alt B

- Adds area off Belmont point, no engineering justification.
- Adds cost without a clear benefit
- Would need an Other social effects/safety justification
- Easy approach is as a Betterment
Alt C

• East ramp offset removes need for a Programmatic Agreement for Archeology. More than 6 months required.
Paths forward

• Add “new” alternative(s) to previous alternatives, screen all old alts out.
  
  Minimizes cost and time-less alternatives less analysis
  Verifying Policy/NEPA compliance

• Analyze all new alternatives—more time and effort due to additional analysis

• Need a TSP alternative identified by ~1st of Dec.

• 408 study path.
Dear Ms. Baker:

In accordance with the CAP 107 Nome Harbor Feasibility Study Cost Sharing Agreement dated 06 May 2020, Article III.

As of 20 November 2022, we have expended a total of $1,121,697.83 on the study. To this point, $633,164.31 in City funds have been expended. One work-in-kind package has been submitted and recorded 15 November 2021 for $254,049.89. Net unobligated Federal funds are $498,995.91 and net unobligated non-Federal are $16,518.19 in non-Federal funds. The project is funded to $1,370,268.89, which includes $1,116,219 in cash and $254,049.89 in work-in-kind. Of the agreed study amount of $1,441,220.00, $1.00 Federal, $30,861.07 non-federal cash, and $70,950.11 in non-Federal work-in-kind still remain to be funded.

### Project Funds Status
**As of 20-Nov-2022**

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### Remaining Funds Balance
**As of 20-Nov-2022**

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Work-In-Kind Funds Status  
As of 10-Aug-2022

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If you have any questions, please contact me at (907) 753-5628 or via email at Leif.E.Hammes@usace.army.mil.

Sincerely,

Leif Hammes  
Project Manager

Cc:  
Amanda Keller
December 15, 2022

Port of Nome
Port Director Attn. Joy Baker
PO BOX 281
102 Division St.
Nome, AK 99762-0281

Dear Ms. Baker:

In accordance with the Design Agreement between the U.S. Army Corps of Engineers (USACE) and the City of Nome for the Port of Nome Modification project, executed 16 June 2021, which specifies the cost share for the project at 75 percent Federal and 25 percent non-Federal, the USACE requests $300,000 from the City of Nome to conduct geotechnical data collection for phase 2 of the Port of Nome Modification project.

The requested funding amount will contribute to the total estimated cost for phase 2 design in the amount of $3,333,000, at the current cost share of $833,000 Sponsor funding and $2,500,000 Federal funding. This design work for phase 2 includes geotechnical investigations, hydrodynamic current analysis, and new ship simulation to support the nearshore placement of dredged material and dredging activities. Design for Phase 2 was planned to occur after execution of a Project Partnership Agreement; however, due to delays in execution of the PPA, funding is being requested via the Design Agreement at this time to maintain the schedule for design of Phase 2. A request for additional Sponsor funding is anticipated to be issued to the City of Nome this fiscal year to continue phase 2 designs.

If WRDA 22 is passed with the currently drafted 90/10, design costs would be reconciled at that rate under the PPA, and credit afforded if necessary. Therefore, any design costs paid under the current design agreement would be reconciled with the cost share in place at the time the PPA is executed.

To maintain the design schedule for phase 2, it is critical the requested funding amount of $300,000 is received by 31 December 2022 in order for the Geotech Investigations contract to be awarded, and data collected, this winter when ice conditions are conducive for execution of this work.

Please provide the full requested amount to the Alaska District by 31 December 2022. Please utilize the Electronic Funds Transfer or make the check payable to FAO, USAED, Alaska (J4), and deliver to:

District Engineer
U.S. Army Corps of Engineers District, Alaska
P.O. Box 6898 JBER,
AK 99506-6898

If you have any questions, please do not hesitate to contact me at (907) 753-2869 or via email at Jathan.C.Garrett@usace.army.mil.

Sincerely,

Jathan Garrett
Project Manager

Cc: Amanda Kelleher
Port Director City of Nome  
P.O. Box 281  
Nome, AK 99762

Dear Ms. Baker:

In accordance with the Port of Nome Modification Design Agreement dated 16 June 2021, Article III, here is the cost share status report through 28 October 2022 of the Pre-Construction, Engineering and Design (PED) phase.

As of 28 October 2022, we have expended a total of $2,668,923.13 on the project. To this point, $610,714.73 in non-Federal sponsor funds has been expended. No work-in-kind packages have been submitted to date, contributions were estimated to be $175,000.00. Currently the project has full Federal funding with $638,102.90 remaining and full non-Federal funding with $114,285.27 remaining.

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If you have any questions, please do not hesitate to contact me at (907) 753-2869 or via email at Jathan.C.Garrett@usace.army.mil

Sincerely,

Jathan C. Garrett  
Project Manager

Cc:  
Amanda Keller
Dear NWS Partner,

As we continue to face the increasing frequency and intensity of weather- and climate-related events, our collaboration and working together to protect and improve preparedness of our citizens, especially the most vulnerable groups, is critical.

With that in mind, we remain committed to each of you to ensure we provide the most accurate, accessible and reliable weather, water, and climate information we can. Our website has long served as a place where we have intended to provide relevant content to help you make critical decisions. We recognize the need to improve our website and we are squarely focused on this challenge of redesigning our websites to ensure improved user experiences, and your input in this process is important to us.

We invite you to participate in this survey to understand your weather-, water-, and climate-related information needs and preferences as it relates to weather websites. Your input will help us as we begin to design and build weather.gov 2.0 in the upcoming months.

The survey will take not more than 10-15 minutes. Your responses will remain anonymous and confidential, and the results will be analyzed by Forrester Research, an independent market research company, and reported to NWS in aggregate form only. Please follow the link to complete the survey by Feb 13, 2023:

https://forrester.co1.qualtrics.com/jfe/form/SV_1U3jExAKpUy5ffg

Thank you for your collaboration,

Ryan Metzger
Warning Coordination Meteorologist
National Weather Service Fairbanks
2160 Koyukuk Drive, Room 355D
Fairbanks, AK 99775
Office (907)-458-3712
24/7 Weather Support (907)-458-3708

At NWS Fairbanks, we acknowledge the Alaska Native lands our office occupies. We are located on Troth Yeddha’ and occupy the lands of the Dené people of the Tanana River.
Joy/Baker,

Just wanted to inform you that we have awarded the 2023 option year to conduct maintenance dredging at Nome Harbor to include the outer channel, east sediment trap, and inner channel through the transition. This is the final option year on the existing contract with AK Marine Excavation. I’m already working with our team on the solicitation package for the next 3-year contract.

Full-size paper copies of the 2022 surveys will be in the mail shortly.

Hope you have a safe and relaxing Thanksgiving.

Respectfully,

Michael Tencza | Operations Manager
Operations Branch
Engineering and Construction-Operations Division U.S. Army Corps of Engineers, AK District
(907) 753-2648 office
(907) 748-5484 cell

Our Operations website has information for completed Civil Works projects:
https://us-west-2.protection.sophos.com?d=army.mil&u=aHR0cHM6Ly93d3cucG9hLnVzYWNILmFybXkubWlsL0Fib3V0L09mZmljZXMvQ29uc3RydWN0aW9uLU9wZXRjdGlvdGVmV2VjTzBlcmF0aW9ucy1CcmtFuY2gv&i=NWJhYmM2YTY4OTMwZWQxNmVjMDlhNGNj&t=RWxiMGtzTVYzRlNXcGF6MXcxWkpWmk3TVBrMTBEY21BVDFoRmY2V0oyaz0=&h=3177df07229745a590dd3a3b28bfcd3&s=AVNPUEhUT0NFTkNSWVBUSVbHjgKcqwEWy-BE7xxZLcgIQBh2uAPW7R8EpvpEppgOI-MA
Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Port Director; Nome Port Commission
Date: January 17, 2023
Re: 2nd Quarter Report F2023

Office/Accounting:
The Port of Nome summer shipping season typically ends due to storms and ice potential in October. At that time the Port of Nome shifts seasonal personnel to other departments for the winter months, reducing staff until the next summer season begins. Port staff continue to work through the open accounts receivable list contacting past due customers through email and phone notifications daily. Several past due port customers have set up payment plans as we continue to work with folks to reduce their account balances.

Port Staff have been busy planning, budgeting and dealing with compliance issues along with reconciling customer accounts. Additional statistical efforts are also underway to facilitate tracing the Ports fiscal health, including a thorough scrub of our accounts receivable list to collect on past due accounts.

Port administration is currently recruiting for a full-time office position to be shared with the Public Works department. This position would assist the Port with accounting and office management while also assisting Public Works with procurement and other office related work.

Operations:

Vessel traffic at the facility and in the region is typically complete the first week of October, with cargo and fuel barges headed south due to increasing storm activity. Due to changing weather and ice patterns in the region we had heavy vessel traffic throughout October. The USCG buoy tender FIR visited the facility Oct 1-3 and we had the cruise ship LE COMMANDANT CHARCOT and passengers visit Nome for the day on Oct 1st as well. This season we had Alaska Marine Lines W1008 and W1009 voyages at the docks the 1st – 10th of October. UAF’s SKULIAQ called on our facility for resupply and crew needs on October 28 through November 1st, at which time the Small Boat Harbor was already freezing over solid.

As of now a total of 21 cruise ships are schedule to make port calls in Nome in the 2023 season. There are potentially 2-3 additional passenger vessels that may call on the Port of Nome that should be confirming in the next month or two.
As cruise ships calling on Nome get larger, we can accommodate some by allowing them to lay across multiple docks. This is possible due to the mooring limitations being based on vessel length, not draft (depth). This allows for more safe and secure passenger transfers and provisioning operations. Still, there were several calling on Nome in 2022 that exceeded port specs as they were over 500ft in length, and beyond the safe navigational draft of -20ft MLLW, and therefore had to lighter PAX to the Small Boat Harbor Floating Docks.

The changing climate, marine environment and more vessel activity in the region all contribute to the Port of Nome receiving more requests for port calls, and longer durations at the dock, all necessary to accommodate vessel resupply and refueling, maintenance, repairs, and exchanging crew and gear. Increased shoulder seasons are allowing more vessels to operate in the Bering Sea earlier in the spring and later into the fall.
Maintenance:
Port staff will continue or have done the work on all below maintenance items throughout the Fall into Spring months.
- Installed 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.
- Work with users to find the best place to store dredge and fishing vessels for the winter months on Port property that do not interfere with fall operations and still ensures they can launch early in the spring without being blocked.
- Work with users on major facility cleanup planned for spring of 2023, delivering notices that some items will need to be move in the spring to allow for future development and a new layout.
- Spring facility annual cleanup.
- Maintain surfacing for cargo laydown areas for village freight on Lower IP. Add surfacing material to low areas and rock to cruise ship landing areas for reduced mud.
- Rebuild dock faces and lowland lay-down areas after large September storm that washed away material.
- Clean remaining sand out from South Wall area of Small Boat Harbor that packed under walkway and onto walkway area, deposited from Typhoon Murbok.
- Removed all existing lighting units to remove hazard from High Mast Light poles. New HML’s are currently in Nome and will be installed in the spring.
- GARCO cleanup in preparation for winter use of Port and PWR for gear storage.
- Surface grading and washout repair from heavy commercial equipment traffic and fall erosion due to storms.

Vehicle Status:
2002 FORD F350 Flatbed (Fair) – New water cooler/tune up last fall. Needs new bed (rust from calcium/sand) or replace vehicle.
2005 CHEVY Trailblazer (Bad) – Blown engine, inoperable, moved to the surplus pile.
2010 Guardian SAR/Workboat (Good)
2010 Guardian Trailer (Good)
2012 GMC Sierra Crew Cab 4X4 (Good) Needs new taillights and rear bumper.
2014 FORD F250 4X4 (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: November 23, 2022
Re: Monthly PD Report/Capital Projects Update – November 2022

Administrative:
Seasonal staff have been released for the winter, leaving myself, Caitlin LeClair (remote accounting), and Lucas Stotts (periodically assists PWR in snow removal). This small team will focus on the preparation and review of all stats, property records, user accounts, and standardizing the tracking of operational activity to ensure more efficiency in the field.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
Owl Ridge (PND subcontractor to prepare the NOAA NMFS application for the Corps), completed the app, which has been signed by the Corps and submitted to NOAA. A timeline on the approval of this required permit has not yet been given, but we are hopeful the app can be expedited through coordination between the federal agencies involved.

In coordination with the District, the Work-In-Kind (WIK) package is being reviewed with expected submittal by 1 Dec. This WIK reflects admin costs and other work 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.

Local Service Facilities (LSF) Design Integration:
Design team meetings are continuing, twice weekly, with the Corps team working to make up time for some delays in hitting deadlines for sharing info with the City. Design engineers for the City and Corps are working closely together to ensure all intersecting points are accurate, along with discussing potential cost-savings the Corps has discovered. The Corps is working to verify the validity of the analyses that is recommending the design changes, which are ultimately lowering project costs on the GNF side (breakwaters/dredging). Further info is expected in the coming weeks.

Sediment at Causeway Bridge and Bridge Repairs:
The Corps should award the sediment removal this winter, with work done in the summer of 2023.

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):
Funds continue to be sought for this project, and there is potential that use of other awarded funds could be possible, once Congress passes the 2022 WRDA bill with the 90/10 cost-share for Nome still intact.
Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
At their 20 Oct 2022 regular meeting, the Port Commission (PC) reviewed three new alternatives provided by the Alaska Corps District, that provides separation between the harbor bulkheads (docks) and the rest of the project. After consideration, and discussions with staff, the PC passed a motion (attached) selecting Alternative C (attached) as the layout that provides the most benefit to the project. This selection has been conveyed to the District Team, which is moving forward to finish identifying the costs, and economic impacts of each alternative. As the 3-year study window expires 6 May 2023, the goal is to achieve 95% design drawings by 6 Dec, hold a Tentatively Selected Plan (TSP) Milestone by 14 Dec 2022, and submit final report by 20 Apr 2023.

Launch Ramp Replacement Project:
Hughes & Associates have finished crunching the survey data and submitted results that do not show any significant shoaling, which is good news. However, the survey showed scouring along a portion of the toe of the launch ramp. After reviewing with a small in-house team, a solution was reached that will bring the scour hole back up to grade. The work will be done after spring break up 2023.

Port Industrial Pad:
West Nome Tank Farm (Property Conveyance):
The City/NJUS/Port met with the Air Force (AF) and the Alaska Dept of Environmental Conservation (ADEC) on 17 Nov 2022. The City expressed concerns with some of the language in the draft Quit Claim Deed and Environmental Covenants the AF provided. Another call will likely take place in early December or in Jan 2023.

Thornbush Laydown Site Development:
Funds to complete design/construction are being sought at federal and state levels. Dredge spoils from two Corps projects (port expansion and inner harbor deepening) are currently being evaluated for disposal into the undeveloped 9-acre portion of this property. These spoils would require dewatering before serving as a hardened base layer to the specified fill and surfacing to complete development.

Port Rd. Improvements (ADOT Project cost-shared with City/Port):
Recent information from DOT’s Northern Region website, indicates construction solicitation will be advertised in March 2023, with construction to start in summer 2023.

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

TO: Mayor John Handeland & Nome Common Council
FROM: Jim West, Chairman – Nome Port Commission
THRU: Glenn Steckman - City Manager
DATE: 11/02/2022
RE: Recommend Selection of Alternative “C” as Preferred Layout to Modify Inner Harbor within the CAP 107 Feasibility Study cost-shared with USACE Alaska District

The following motion was passed by the Nome Port Commission at their Regular Meeting on Thursday, October 20, 2022.

1. Moved by C. McLarty, seconded by C. Smithhisler, that the following motion be approved:

   • MOTION: Recommend selection of Alternative C as the preferred layout to modify the Inner Harbor within the CAP 107 Feasibility Study as cost-shared with the USACE Alaska District.

   AT THE ROLL CALL:

   Ayes: Rowe; McLarty; Smithhisler; Lean; West; Sheffield
   Nayes: Abstain:

   The motion CARRIED.

Discussion on this motion reflected in the minutes of the October 20, 2022 Regular Meeting.
Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director
CC: Mayor Handeland & Common Council; Port Commission
Date: January 17, 2023

Administrative:
After holidays and vacations, winter staff continue to focus on A/R collection, purging non-active user accounts, planning and prioritizing repairs/maintenance, establishing and updating routine checklists for assets, training prep, website enhancements and improving field efficiency.

Causeway:
Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):
The NMFS office at NOAA have provided comments on the project construction application submitted in Dec 2022. Responses are being compiled to address the items raised by the agency by a team of personnel from PND, their subcontractor, Owl Ridge, and the Corps, with a review scheduled in the coming weeks. A timeline on the approval of this required permit is not yet available, but coordination is ongoing between the federal agencies involved.

In coordination with the District, the Work-In-Kind (WIK) package continues. Once final, these original WIK budget will be adjusted to reflect actual, and once combined to the Phase 1 cash-match, will equal the City’s total design cost-share.

Unfortunately, a number of issues pushed the 95% design delivery to 26 Jan 2023, with 100% design moving to early May 2023. This will push the construction contract solicitation to Aug 2023, with contractor award in Dec 2023, and construction still set to begin in May 2024. The Corps has indicated this 5-month delay was unavoidable but the project will remain on track for 2024. Port staff are hopeful, and continue to monitor progress closely.

Local Service Facilities (LSF) Design Integration:
The City’s designers continue to maintain schedule on the LSF’s (Local Service Facilities), only requiring additional time when there are delays on the Corps team. The Corps is working to assign costs of the recommended design changes, which are anticipated to be considerable on the GNF side (breakwaters/dredging).

Causeway Bridge Repairs and Sediment Under Bridge:
The Corps is preparing a contract solicitation to be released in the coming weeks for bridge repairs, with work done in the summer of 2023. Sediment that has accumulated under and west of the bridge is being folded into the new Maintenance Dredging solicitation in Fall 2023 for the 2024-2026 contract.

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):
Funds continue to be sought for this project,
Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
The Alaska District and Hawaii Division pushed back on the City’s TSP (Tentatively Selected Plan), stating that decision would be reversed back to Alt 4 and include the original deauthorization of the sheet pile walls. A call was made to the Chiefs of Civil Works and Engineering, requesting a discussion between the District, Division and the City, to discuss the change in more detail. The Corps personnel agreed to have an internal discussion to determine the best path forward that addresses the needs of the harbor, that were originally made known in the CAP 107 application submitted in 2017 and modified in 2019. We await a response from the District on the final TSP.

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Hughes & Associates have finished crunching the survey data and submitted results that do not show any significant shoaling, which is good news. However, the survey showed scouring along a portion of the toe of the launch ramp. After reviewing with a small in-house team, a solution was reached that will bring the scour hole back up to grade. The work will be done after spring break up 2023.

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Port Rd. Improvements (ADOT Project cost-shared with City/Port):
Recent information from DOT’s Northern Region website, indicates construction solicitation will be advertised in March 2023, with construction to start in summer 2023. New info expected this week...

*Italics reflects no change in project information from previous report.*
Additional details available upon request.
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Source: State of Alaska Department of Labor and Workforce Development
http://live.laborstats.alaska.gov/cpi/index.cfm
current year
back five
difference divided by 5
### Percent change in Consumer Price Index - All Urban Consumers (CPI-U) for Urban Alaska and U.S., 2012-2022

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Source: U.S. Bureau of Labor Statistics

Note: CPI-U data for Urban Alaska have been produced every two months since December 2018; prior to that they were produced every six months. Data produced for "Urban Alaska" are comparable to the CPI-U data previously labeled "Anchorage."