

**City Manager**  
Glenn Steckman

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Derek McLarty  
Shane Smithhisler  
Russell Rowe  
Gay Sheffield  
Drew McCann

102 Division St. • P.O. Box 281  
Nome, Alaska 99762  
**(907) 443-6619**  
Fax (907) 443-5473

**NOME PORT COMMISSION  
RESCHEDULED REGULAR MEETING AGENDA  
WEDNESDAY, AUGUST 16, 2023 @ 5:30PM  
COUNCIL CHAMBERS IN CITY HALL**

**REGULAR MEETING – 5:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 23.06.22 Regular Meeting Minutes
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
  - 23-06-01 Port Progress: Construction anticipated next year Nome - AGC
  - 23-06-05 EDA 07-01-07499, Project Closeout Letter
  - 23-07-13 Port of Nome – Inner Harbor Dredging RFP (FEMA-Merbok)
  - 23-07-28 USACE (POA) to Mayor re: Temporary Workforce Camp
  - 23-07-31 EDA Press Release on Launch Ramp Replacement Project
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - Operations & Maintenance Update
    - 4<sup>th</sup> Quarter Report
    - NOAA CDIP Buoy Partnerships
    - Status of Fuel Lines
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - Port Director & Projects Report – July 2023
  - Port Director & Projects Report – Aug 2023
    - Innovative & Readiness Training (IRT)
    - FEMA Inner Harbor Dredging Bid Opening Results
- IX. OLD BUSINESS – None**
- X. NEW BUSINESS**
  - Tariff Rate Study, Analysis & Projections – RFP/SOW
  - PON Strategic Development Plan Update – RFP/SOW
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - September 21, 2023 - 5:30pm
- XIV. ADJOURNMENT**

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**NOME PORT COMMISSION  
MINUTES  
REGULAR MEETING  
JUNE 22<sup>nd</sup> 2023 @ 5:30 PM  
COUNCIL CHAMBERS CITY HALL**

The Regular Meeting of the Nome Port Commission was called to order at 5:36 pm by Acting Chairman McLarty at the City Hall Council Chambers.

**ROLL CALL**

Members Present: Lean (call in), McCann, Sheffield, McLarty

Absent: Smithhisler, West, Rowe

Also Present: PD Joy Baker, CM Steckman

In the audience: Anna Rose McArthur- Marine Advocate at Kawerak, Nicholas Parlato, Jolene Lyon- BSRHA

**APPROVAL OF AGENDA**

Acting Chairman McLarty asked for a motion to approve the agenda.

Motion to approve made by Sheffield, seconded by Lean  
At the Roll Call:

Ayes: Lean; McCann; Sheffield; McLarty

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

**APPROVAL OF MINUTES**

March 23<sup>rd</sup>, 2023      Motion made by Sheffield, seconded by Lean to approve minutes;

Discussion:

- None

At the Roll Call:

Ayes: McCann; Sheffield; McLarty; Lean

Nays:

Abstain:

The motion **CARRIED**.

## **CITIZENS' COMMENTS**

- Jolene Lyon with Bering Straits Housing Authority wanted to introduce herself and also spoke about Nome's housing issues and how those may be impacted during and after the Port of Nome's expansion project. Their mission is to help low income Alaska Natives with housing but they also have resources that go beyond that like; contacts with developers and people in the housing industry and want to help make things happen in Nome on a larger scale in a way that is best for the entire community.

## **COMMUNICATIONS**

- 23-04-24 USACE to City of Nome – Ops/Maint. Bridge Work
- 23-05-08 USACE to City – Nome Ops/Maint. Dredging
- 23-05-26 Nome Coordinated Research Consortium – 4 projects
- 23-06-18 First U.S. Arctic deep water port to host cruise ships-military (AP)

### Discussion:

- HM Stotts commented on the USACE letter to the City of Nome noting that page 6 of the report shows the project description and scope.
- Sheffield asked about the causeway and breakwater breaches and if the USACE was still maintaining those channels and if they were for vessel passage. PD Baker responded that they are there primarily for fish escapement and sediment transport.
- Sheffield commented that NSF has several research groups with projects funded in Nome and several have overlap with who they are trying to talk to. CM Steckman commented that the City of Nome always tries to coordinate with folks coming up if we have prior knowledge to help reduce all the overlap.

## **COMMISSIONER'S UPDATES**

- Lean commented that today he participated in a Fishing Group Discussion and the concern was the chum and king salmon have been slowly declining over the past 3 years and the salmon runs in Norton Sound are in rough shape this year. Area M fisheries are ongoing but have an incredibly low catch limit, less than half of last year.

## **HARBORMASTER'S REPORT**

- Recap on floating docks install and dock repairs to bring back to pre-Murbok conditions.
- Repaired hole at bottom of Barge Ramp by filling with gravel and compacting.
- 1<sup>st</sup> gravel load export indicates the West Gold dock to be full from end of June thru September with multiple project operations. Will also be rock loading operations at the harbor loading ramps.
- SIKULIAQ was in the other week and took 80-90k gal fuel through the pipeline.
- OSHORO MARU 25<sup>th</sup> – 28<sup>th</sup> – 24hr security requirements.
- FEMA update on facility inspections.

### Discussion:

- McLarty asked for an update on the number of harbor users and dredges compared to previous years. HM Stotts commented that we are seeing the same trend of an increased number of larger vessels and less smaller craft.
- Sheffield commented she saw a sailing vessel in the harbor and asked if we are seeing a larger number of those type of craft. HM Stotts stated that this SV spent the winter in Nome after going through the NWP last season and is now headed south in a few weeks after the owner arrives.
- McLarty asked about clearing out the Garco area for the contractors and what that process looked like. HM Stotts stated that notices will be hand-delivered to all customers and posted on property at that site.
- McCann asked if FEMA looked at the seawall and if there were portions that needed work to bring it to pre-storm conditions. HM Stotts commented that yes, we just met with FEMA and looked at the seawall and took measurements.

## **PORT DIRECTOR'S REPORT**

- 23-05-05 & 23-06-09 Port Director/Projects Status Report
- Port Expansion Update- Public Meeting Slideshow

### Discussion:

- PD Baker stated we are working through to final 100% design on the Port Expansion project and provided an overview of the current project layout, including:
  - Docks layout with continuous L-shaped sheet-pile dock.
  - Utilities overview with types and locations.
  - Height of rock protection will be at +26.5 on seaward side and +23 on the harbor side.
  - Phases of project recap.
  - Cross section drawings of material fill and High Mast light locations.
  - Asphalt road topping was removed after Murbok storm and seeing how it did not hold up to water damage.
  - Portions of the Thornbush pad and Garco to contractor for laydown space and equipment.
  - Project solicitation is currently expected to go out in Oct 2023 and the award is estimated for late April 2024. Onshore work is likely to occur in the 2024 season but there may not be actual in-water work being done for Phase 1 of the expansion due to the late award.
- Sheffield asked if there was a location determined yet for the Contractor Man-Camp
  - PD Baker responded that no location has yet been determined, but discussions continue with the Alaska District on the site determination.
- Sheffield asked if rock will be loaded and hauled via water from Cape Nome and if repairs will take place at that facility.
  - PD Baker stated that yes, the Corps is planning on the selected contractor to move rock via water from Cape Nome and also on land via truck, and that Bering Straits is looking at possibly doing some upgrades to the Cape Nome facility.
- McLarty asked if there were requirements for local hire for the contractor?
  - PD Baker stated that no, the Corps will not have that requirement in the contract but that most contractors consider local hire as good practice.
- Sheffield asked if the sea ice radar will be operational soon.
  - HM Stotts responded that we have not yet coordinated with the UAF techs on that repair yet, but to please have any contact with the program to reach out to me to discuss.

## **OLD BUSINESS**

- None

## **NEW BUSINESS**

- Strategic Development Plan Update – Draft SOW
- Rate Study, Analysis & Projections – Draft SOW

### Discussion:

- PD Baker stated that we are bringing this up so we can all keep this in mind and set up a work session sometime before the next regular meeting and discuss a future RFP for an updated Strategic Development Plan and get it out in July. PD Baker suggested a work session with the group on June 28<sup>th</sup> @ 5:30pm.

## **CITIZENS' COMMENTS**

- Anna Rose McArthur, Marine Advocate at Kawerak wanted to say that Gay asks great questions at these meetings and she appreciates it and always learns a lot. Also commented that the Tsunami siren has been non-functional since Iditarod and wanted to bring that to local attention.
- Sheffield with UAF Alaska Sea Grant commented that she has new metal signs to put up on the beaches that say do not touch seal pups unless you are an Alaska Native and harvesting. She will get with the Harbormaster on where she would like to install these signs.

#### **COMMISSIONER'S COMMENTS**

- McCann- None.
- Lean- None.
- Sheffield commented that she wanted to mention that he week of the 18<sup>th</sup> we had our first large vessel traffic on the RU side coming from the Northern Sea Route; a 975' LNG carrier, 590' twin reactor nuclear ice breaker and also 650' heavy lift vessel transiting in the Straits. All of these vessels came to a complete stop and stayed drifting for over 48 hours and then resumed speed.
- McLarty- None.

#### **ADJOURNMENT**

Motion was made by for adjournment at 7:37 pm.

**APPROVED** and **SIGNED** this 20<sup>th</sup> day of July 2023.

**ATTEST:**

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**Joy Baker, Port Director**

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**Jim West, Chairman**



PROJECT  
UPDATE

# Port Progress

Construction anticipated next  
year for Nome port

*By Amy Newman*

The Port of Nome's existing facilities cannot accommodate vessels with a draft greater than 18 feet, as there must be at least two to four feet of clearance between the hull and ocean floor.

**The Port of Nome's existing facilities cannot accommodate vessels with a draft greater than 18 feet, as there must be at least two to four feet of clearance between the hull and ocean floor.**

# Port Progress

## Construction anticipated next year for Nome port

*By Amy Newman*



**A**fter more than a decade of planning, the long-awaited Arctic deep draft port at the Port of Nome is inching toward construction. This joint project between the United States Army Corps of Engineers, or USACE, and the City of Nome will improve the safety, reliability, and efficiency of waterborne transportation systems that utilize the port.

USACE Civil Works Branch Chief Bruce Sexauer expected the finalized design to be completed and submitted for review in May. Routine project challenges delayed the finalization of the design from its most recent target date of January.

“Our schedule got pushed back a few months due to a couple of snafus with design features and the permitting process, which is business as usual,” says City of Nome Port Director Joy Baker. “We’re moving past that and we’re wrapping up getting that permit.”

Despite the delay, the Phase 1 bid package is expected to go public in the fall and remains on target for construction to begin in 2024.

“We’re getting this project ready for awarding a construction contract in 2024, and we’re definitely on track for that,” Sexauer says. “There are a lot of details being worked on right now. This is a long-term project with a lot—a lot—of moving pieces.”



## **INCREASING SUPPORT FOR MARITIME MISSIONS**

The Port of Nome acts as a “one-stop-shop” for almost every maritime industry that sails through the Bering Strait, which includes cargo transportation, search and rescue, emergency and oil spill response, natural resource exploration, and adventure cruise ships, Baker says. Vessels use the port to

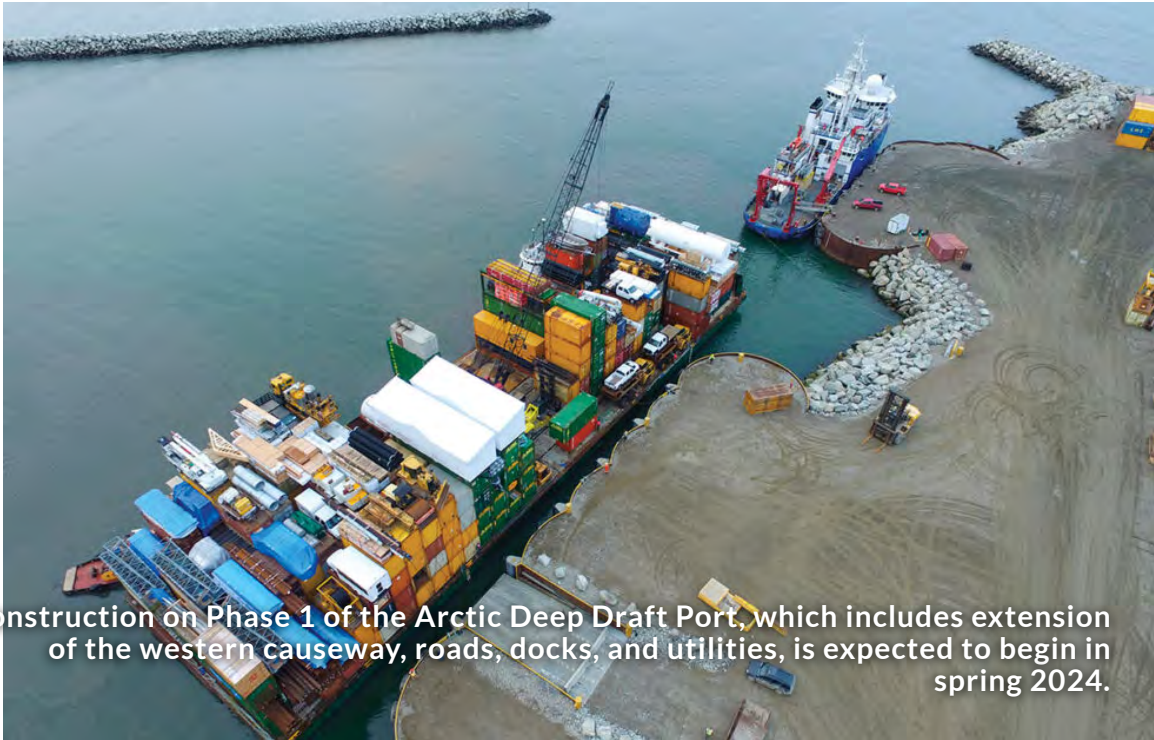


facilitate crew changes, resupply, refuel, and access emergency medical services.

But with a depth of minus 22 feet in the Nome port's outer basin, the existing facilities can't safely accommodate vessels with drafts greater than 18 feet. Instead, lightering vessels transport passengers, crew and supplies between ship and shore, and fuel transfers are made ship to ship, which pose both safety and environmental risks.

The port modification will alleviate those risks and better accommodate deep-draft vessels entering the harbor. The project will extend the existing western causeway approximately 3,500 feet, build a 3,900-foot eastern causeway/breakwater combo with a depth of minus 28 feet, enlarge the entrance to the outer basin, create a new deep-water basin with a depth of minus 40 feet, and add 2,000 feet of sheet-pile dock face.

The project will also bring jobs and hundreds of millions of dollars into the state. The USACE's feasibility study estimates that construction will create 2,938 statewide jobs and bring in \$498 million in combined income and secondary spending; it's estimated that 818 of those jobs and \$177.6 million will directly benefit the region.



Construction on Phase 1 of the Arctic Deep Draft Port, which includes extension of the western causeway, roads, docks, and utilities, is expected to begin in spring 2024.

## **A MULTI-YEAR, THREE-PHASED PROJECT**

The project is spread over three phases, and Sexauer anticipates that Phase 1, the longest of the three, will take four years to complete. Phase 1 removes the small breakwater, extends the nose of the existing western causeway into an L-shape, and begins construction on the new dock.

The City of Nome is responsible for designing the utilities, docks, and roadways. Baker says the city has contracted with PND Engineers to design the docks and roadways and CRW Engineering Group for the utilities design. Both companies are Associated General Contractors, or AGC, of Alaska members.

“CRW is under contract to the Nome Joint Utility System to design utility infrastructure for the proposed port expansion

project, including water, sewer, fuel, and power/telecommunication systems,” says Karl Hulse, principal with CRW Engineering Group. “The utility improvements will support anticipated port operations associated with the expansion project.”

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*“We’re very excited to be able to get moving with this project. Even just Phase 1 is going to provide some substantial improvements for navigation. We intend to have that as a working piece even as we’re getting down to minus 40 feet and finishing up all the other pieces.”*

***Bruce Sexauer, United States Army Corps of Engineers***

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Phase 2 construction won’t begin until summer of 2025 and is expected to take several years, but Sexauer says the USACE is already in the preliminary design stage.

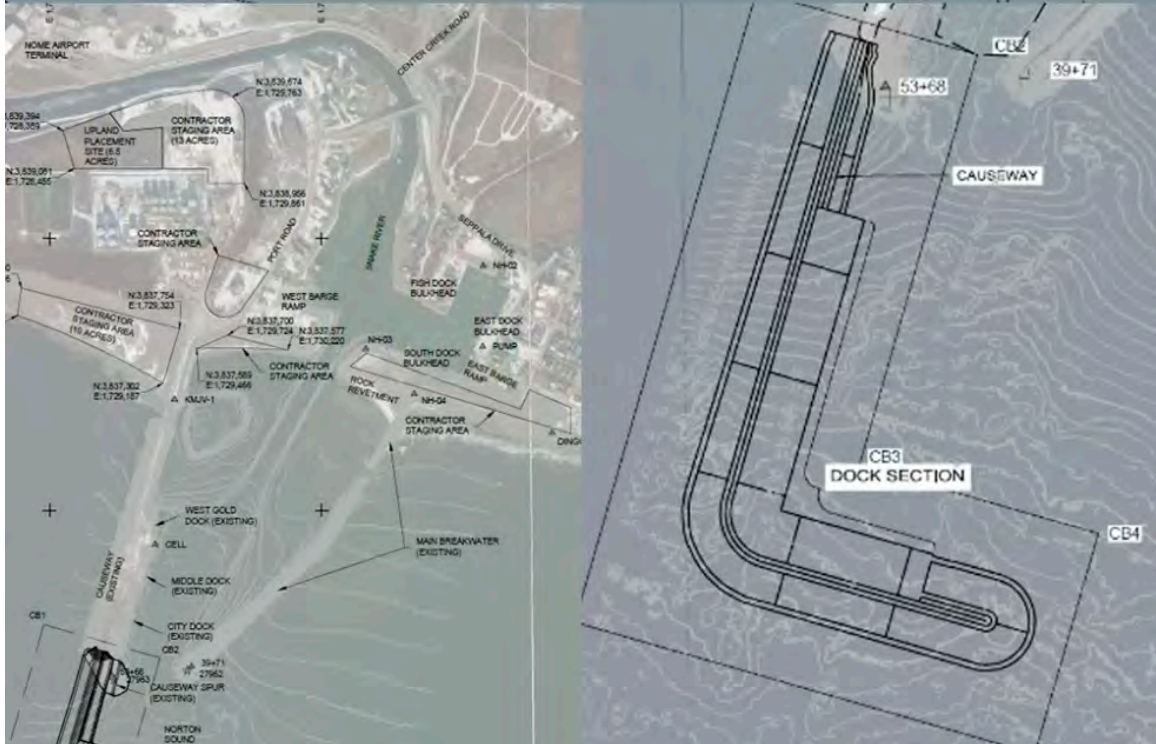
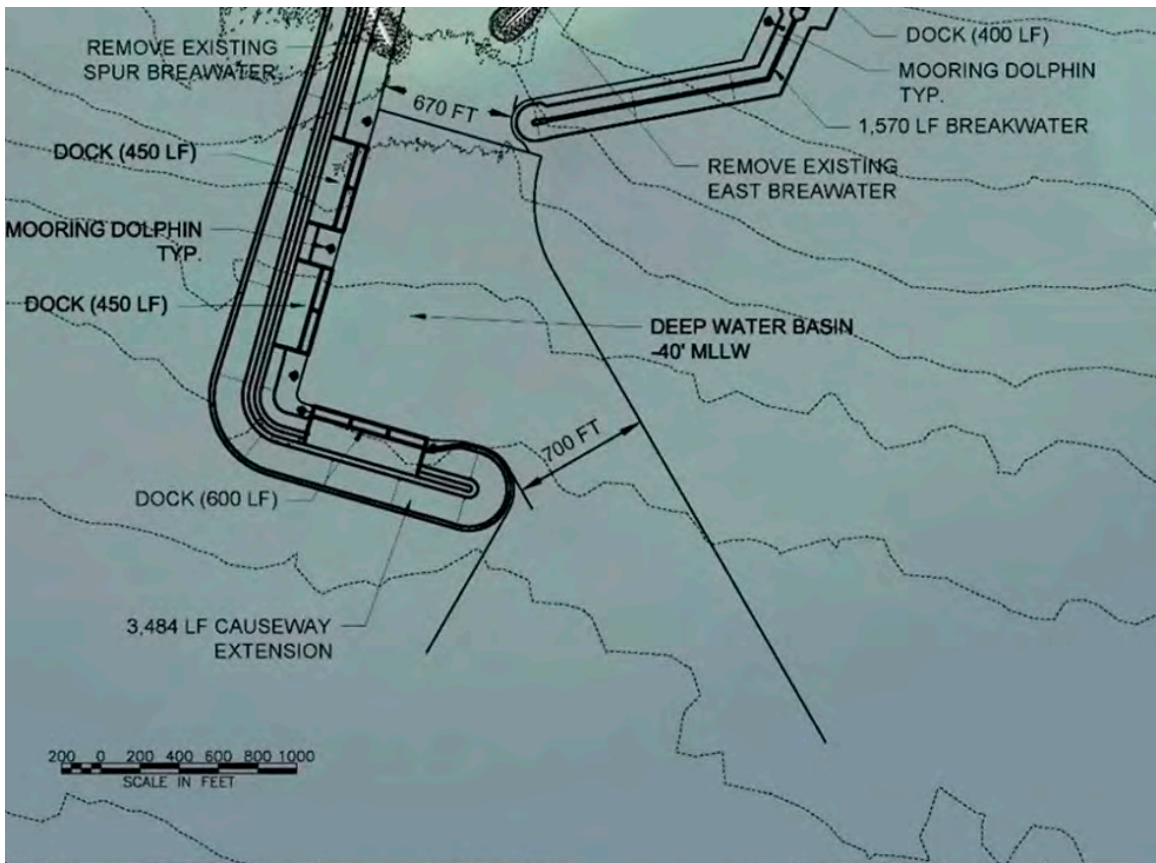
“We’ve already started collecting information necessary for Phase 2, which is mostly dredging,” he says. “We were able to get some data this early spring, but then the ice went bad before we could complete it, so we’ll continue on with the design for

Phase 2.”

Phase 3, which will remove the remaining portion of the east breakwater, reconstruct the eastern causeway, and add the two 400-foot sheet pile docks, will take another three to four years after the first two phases are complete. Sexauer says it’s impossible to commit to a timeline for the remaining phases or an overall end date for the entire project.

“It’s kind of hard to speculate right now exactly the timeline,” he says. “This is a multi-phased, multi-year project, and we’re developing the future phases as we go along. To say something specific, it just wouldn’t be right; we don’t know with enough certainty.”





Modifications to the Port of Nome will extend the existing western causeway approximately 3,500 feet and deepen the basin to a depth of minus 40 feet to allow deeper-draft vessels access to the dock.

## A HODGE-PODGE OF FUNDING

The 2020 feasibility study estimated the total project cost to be about \$491 million. USACE and the City of Nome will share the cost of the general navigation features, or GNF, which includes all breakwater work and dredging. The city was initially responsible for 25 percent of the GNF costs, but that was reduced to 10 percent when Congress passed the final version of the Water Resources Development Act in 2022.

“I was dancing in the street out in front of my house when they passed that,” Baker says. “It’s a wonderful thing.”

The City of Nome is responsible for 100 percent of the design and funding of the local service facilities, which include the utilities, docks, roads, bridges and dolphins. Baker says that two \$1.6 million state-funded grants covered the city’s share of the GNF costs and paid for 95 percent design of the local service facilities, while another \$175 million in state funds will cover the remaining design and construction of Phase 1. She says the city is actively exploring different avenues to secure funding for its share of phases 2 and 3, including federal grants and investment agreements with private industries.

USACE received \$250 million in federal funding for the project in 2022, and Sexauer says it will continue to seek funding to support phases 2 and 3 as it moves toward the start of construction.

“Needless to say, we’re very excited to be able to get moving with this project,” he says. “Even just Phase 1 is going to provide some substantial improvements for navigation. We intend to have that as a working piece even as we’re getting down to minus 40 feet and finishing up all the other pieces.”

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*Amy Newman is a freelance writer who lives in Anchorage. Photos and graphics provided by Port of Nome unless otherwise noted.*

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Alaska Business Publishing

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U.S. DEPARTMENT OF COMMERCE  
Economic Development Administration  
915 Second Avenue, Room 1890  
Seattle, Washington 98174  
Fax: 206.220.7669  
Voice: 206.220.7660

Mr. Glenn Steckman  
City Manager  
City of Nome  
102 Division Street  
Nome, AK 99762-0281

RE: EDA Award No. 07-01-07499 & 07499.01  
Nome Inner Harbor Launch Ramp Repair  
Project Closeout

Dear Mr. Steckman:

Thank you for submitting the final disbursement and closeout documentation for the above award. The results of EDA's review of this documentation are below, following a discussion of some of your ongoing obligations related to audits, record retention, and performance reporting.

If the City of Nome expended \$750,000 or more in cumulative Federal financial assistance funds during the organization's most recent fiscal year, the organization is required to have a single or program-specific audit performed in accordance with 2 CFR § 200.501 (see Subpart F – Audit Requirements of 2 CFR part 200 for specific requirements of a Single Audit). The audit should be submitted electronically to the Federal Audit Clearinghouse at the following website:  
<https://harvester.census.gov/facdissem/Secure/Default.aspx>.

As required by the terms and conditions of the award, all project financial records, including those of the auditor, must generally be maintained for a period of three years from the date of submission and acceptance of the final expenditure report (see 2 CFR § 200.333 for specific record keeping requirements).

As required by the terms and conditions of the award, you must submit additional performance measurement reports. Generally, this will be three, six, and nine years after the date of the award. The purpose of the reports is to accurately and completely report the impacts of the project, especially in terms of job creation and private investment leveraging.

For the purposes of final payment and project closeout, the Seattle Regional Office is authorized to conduct its own internal financial and compliance review of the award. EDA reserves the right to reopen the project and to require an additional audit in the future should any audit issues come to EDA's attention.

You have submitted all appropriate cost records for the award to this office so a determination can be made as to the eligibility of costs claimed for EDA reimbursement. Results of the EDA review are:



<u>Line Item</u>	<u>Cost</u>
Administrative and Legal Expenses	\$20,492.42
Architectural and Engineering Basic Fees	\$105,332.00
Other Architectural Engineering Fees	\$7,770.56
Project Inspection Fees	\$71,523.87
Construction	\$2,954,130
<hr/> TOTAL	<hr/> \$3,159,248.85

The claimed costs were found eligible for EDA award participation.

The total EDA award payable to you is found as shown below:

The final accepted total project cost is:	\$3,159,248.85
EDA's share of the final accepted total project cost is:	\$2,276,467.00
Grant amount disbursed:	\$1,909,633.51
<hr/> BALANCE DUE	<hr/> \$366,833.49

The designated financial institution for the City of Nome will receive an electronic transfer of funds from the U.S. Treasury Department for the balance due. It has been a pleasure working with you toward the successful completion of this project.

Sincerely,

Sheba Person-Whitley  
Regional Director

**PORT OF NOME  
REQUEST FOR PROPOSALS:  
INNER HARBOR DREDGING**

1.0 INTRODUCTION

This City of Nome (City) will receive sealed bids for the **PORT OF NOME – INNER HARBOR DREDGING** project at Nome City Hall, 102 Division Street, PO Box 281, Nome, Alaska 99762.

2.0 Request for Proposals AND HOW TO RESPOND

Those interested in responding to this RFP may do so by completing the required forms identified and enclosed within the Bidders Instructions portion of the RFP packet. All responses must be on the forms provided. All blanks on the form must be filled in or the proposal will be deemed non-responsive. This RFP is governed by Nome Code of Ordinances Chapter 17.40.

One complete set of RFP Documents will be available for review at The Plans Room, 4831 Old Seward Hwy# 102, Anchorage, AK 99503, 907-563-2029. Another complete set will also be available for review at The Associated General Contractors of Alaska, 3750 Bonita Street, Fairbanks, AK 99701, 907-452-1809.

The deadline for submission of sealed proposal is Thursday, July 27, at 3:00 PM local time and shortly thereafter the proposals will be considered by an appropriate panel of City staff.



**DEPARTMENT OF THE ARMY**  
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 6898  
JBER, AK 99506-0898

City Mayor John K. Handeland  
Port of Nome  
PO Box 281  
102 Division St.  
Nome, AK 99762-0281

Dear Mayor Handeland:

Thank you for your ongoing partnership on the Port of Nome Modification project, funded for construction under the Bipartisan Infrastructure Law (BIL).

As you are aware, our teams are working to finalize the design, permits and project partnership agreement (PPA). This includes the requirements for the City of Nome, as the non-Federal sponsor, to provide all real estate necessary to construct the project. A key feature of the project will be designating a location where a Temporary Workforce Camp (TWC) can be built such that environmental justice concerns over impacts to housing demand in Nome can be offset.

In accordance with the soon-to-be executed PPA between the US Army Corps of Engineers (USACE) and the City of Nome for the Port of Nome Modifications project, which specifies the obligations of each party, Article II.B.2 states:

“As of the effective date of this Agreement, the Government anticipates that the Project can be constructed, operated, and maintained utilizing the real property interests previously acquired by the Non-Federal Sponsor for the existing Federal project and no additional real property interest, relocations, or removal of obstructions will be required.”

As such, USACE requires land to be provided for the TWC is identified for use in the project proposal documents, per the requirements of the City’s non-Federal sponsorship.

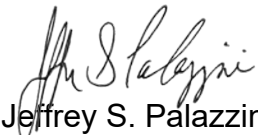
I understand my team has shared specific physical dimensions and type of real estate interest that would be acceptable to meet this requirement. There are no provisions within BIL funding to provide credit for this real estate requirement and USACE anticipates it can be provided from current City of Nome real property interests.

All real estate must be provided prior to advertising the project for construction. Upon execution of the PPA, my team will provide you an official notice of what documentation you must provide to demonstrate that Nome has sufficient interest in the real estate necessary for the project. Providing land already owned by the City can be an easy way to meet this requirement. Any land purchased to meet this requirement would have to be purchased and title transfer finished before USACE can certify real estate is sufficient to issue a construction contract solicitation.

I do understand that land acquisition and real estate requirements can be complex, and my team stands ready to provide any assistance you may need.

If you have any questions, please do not hesitate to contact the Project Manager, Jathan Garrett, at (907) 753-2869 or via email at [Jathan.C.Garrett@usace.army.mil](mailto:Jathan.C.Garrett@usace.army.mil).

Sincerely,



Jeffrey S. Palazzini  
Colonel, U.S. Army  
Commanding

## **EDA-Supported Boat Ramp Helps Ensure Economic Connectivity of Alaska's Seward Peninsula**

Nome, Alaska, is a hub for the transshipment of cargo and equipment from the Lower 48 states to coastal communities in Alaska's vast, Unorganized Borough. While mining continues to be an economic mainstay for this former Gold Rush town, industries like transportation and logistics are helping burgeon the area's business base; the city's [U.S. Army Corps of Engineers](#)-constructed boat ramp is not only an important piece of infrastructure for the port city, it's also a critical lifeline that links remote communities from Unalaska to Utqiagvik. Goods and merchandise arriving in Nome from Anchorage are loaded onto landing craft for onward movement to nearly 60 Arctic and near Arctic outposts, keeping those economies connected to the outside world.

By 2019, however, Nome's boat ramp was in desperate need of repair. Concrete planks supporting the ramp had started to buckle under the weight of successive seasons of use and the entire structure was sagging in the middle. The loss of the boat ramp would be a devastating economic blow for Nome, and a potential disaster for outlying communities on the Seward Peninsula.

While the expense of a full ramp rebuilding was cost prohibitive for this city of 3,800, Nome officials knew where to look to for support.

"We've always had a great, working relationship with the Economic Development Administration," recalls Joy Baker, port director for the [city of Nome](#). "We watch for grants and, if we have an opportunity for a project that matches funding criteria, we make an application."

A \$1.7 million [Public Works](#) grant program award from the Economic Development Administration (EDA) provided the jumpstart Nome needed to rebuild its deteriorating boat ramp. The EDA grant, which was matched with \$423,103 of funding contributed by the city of Nome and the [Norton Sound Economic Development Corporation](#), acted as a critical resource multiplier.

Completed in late 2022, the new boat ramp has helped stabilize the economic interconnectivity of the Seward Peninsula. Officials believe the refreshed infrastructure may be creditable with the creation or retention of more than 100 jobs and the generation of nearly \$18 million in private investment.

“The fact that we have a reliable ramp means we’re getting more maritime traffic,” says Baker. “We have more mining vessels coming to Nome, each one bringing with it more jobs.”

EDA’s Public Works grant program empowers distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment.

For more information on EDA’s funding opportunities, please visit [eda.gov](http://eda.gov).

---IMAGES NEXT PAGE---



# Memo

**To:** Glenn Steckman – City Manager  
**From:** Lucas Stotts – Harbormaster *LMS*  
**CC:** Joy Baker – Port Director; Nome Port Commission  
**Date:** July 17, 2023  
**Re:** 4<sup>th</sup> Quarter Report F23

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## **Office/Accounting:**

Port staff continue pursuing collections with customers that have returned for the ice-free season, as well as those no longer using the facility. This follow up activity occurs in and around daily operations with customers in the normal course of business.

Staff have been busy planning, budgeting and dealing with compliance issues along with reconciling items in the field with account records. Updates to stats are underway with fiscal year closing to incorporate into fiscal planning and health.

Carolyn Ahkvaluk was hired into the new full-time Port Office position being shared with the Public Works department titled Office / Procurement Manager. This position assists the Port with accounting and office management while also assisting Public Works with procurement and other office related work. Alex Thomson has continued to perform well with the City in the full-time position of Deputy Harbormaster. Robert Baranska also returned for a second year in the seasonal position of Dock Watch.

## **Operations:**

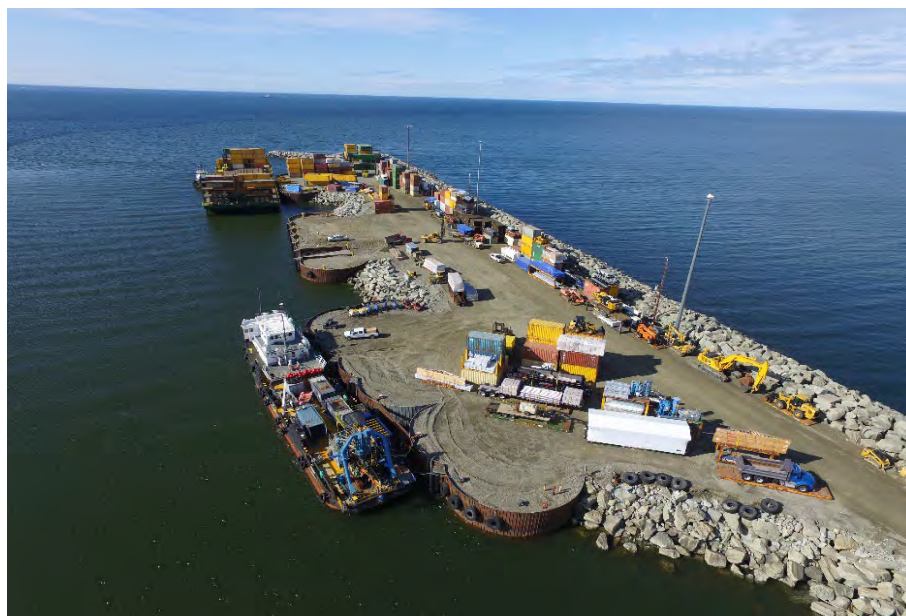
The Port of Nome summer shipping season typically begins in the last weeks of May and we are in full-swing by the first week of July. The winter seasonal ice traditionally breaks up offshore and in the Outer Harbor in the last two weeks of May, and in the Small Boat Harbor the last week of May. We experienced a very late spring breakup this season with ice lingering in the Small Boat Harbor causing us to not be able to install the floating docks until June 11<sup>th</sup> due to ice conditions.

Cargo Operations have been off to a very busy start at both the Causeway and Small Boat Harbor facilities, with docks full most days with a waiting list for dock access. We have several separate large gravel and rock hauling operations ongoing at the facility which keeps several stockpiles of material sitting at the facility in multiple locations. Coordinating material hauling operations truck traffic continues to be focus to ensure clear routes with minimal disruption to other port operations.

<b><u>ARRIVE</u></b>	<b><u>DEPART</u></b>	<b><u>SHIP NAME</u></b>	<b><u>LOA</u></b>	<b><u>BERTH</u></b>
<del>5.27.23</del>	<del>5.27.23</del>	SCENIC ECLIPSE	552'	Anchor
7.18.23	7.18.23	ROALD AMUNDSON	460'	City & Mid
7.30.23	7.30.23	SCENIC ECLIPSE	552'	Anchor
8.14.23	8.14.23	NG RESOLUTION	407'	City
8.19.23	8.19.23	ROALD AMUNDSON	460'	City & Mid
8.21.23	8.21.23	HANSEATIC NATURE	457'	Anchor
9.7.23	9.7.23	NANSEN	460'	City & Mid
9.14.23	9.14.23	SILVER WIND	512'	Anchor
9.17.23	9.17.23	SEABORNE VENTURE	566'	Anchor
9.18.23	9.18.23	L' AUSTRAL	460'	City & Mid
9.21.23	9.21.23	SYLVIA EARLE	345'	Anchor
9.24.23	9.24.23	LE BOREAL	460'	City & Mid
10.5.23	10.5.23	LE COMMANDANT CHARCOT	492'	Anchor

*(2023 Cruise Ship Schedule)*

13 total cruise port calls were schedule for Nome in the 2023 season. The first cruise the SCENIC ECLIPSE scheduled to arrive May 27<sup>th</sup>, had to cancel that port call due to late breakup and ice conditions in the region. 12 cruise vessels are still on schedule and calling on the Port of Nome for the dates above. 8 of the cruise stops will be a full-turn, or have passengers both being loaded and unloaded from the vessel and flying in/out of Nome with luggage. We have not yet received word on how many of the trips include local city tours, gold panning, etc. Three of the cruise vessels coming this season have not visited Nome in past years and are new to the facility and region.



(06.12.23 Nome Causeway – Busy Spring Operations at the Port of Nome)



**Maintenance:**

Work in progress or completed:

- Apply coatings and repair Floating Docks for Small Boat Harbor
- Install temporary High Mast Light units on West Gold and City Docks before fall season when needed.
- Launched Floating Docks and installed for the season.
- Log removal from Small Boat Harbor deposited by Typhoon Murbok.
- Belmont Beach log and debris removal from Typhoon Murbok.
- Install tide gauge boards to give staff and users a visual indicator to the current water levels in the facility.
- Continue to weld and service Bull rail on Causeway docks and then paint yellow coating.
- Push dredge tailings on Thornbush Pad and continue to fill undeveloped portions.
- New Floating Docks for small craft in Small Boat Harbor.
- New used oil collection tank for Small Boat Harbor.
- Replace remaining ring buoy lines with line bags to provide further reach and protection from UV rays.
- Perform annual maintenance on port vehicles and install new radios and hand lighting units.
- Spring facility annual cleanup.
- Remove small anchor bolts for SBH Floating Dock Anchor Chain shore connection and install larger eye-bolts.
- 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.
- 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 soon.

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)

2014 FORD Explorer (Good)

2020 TuffBoat Work Skiff (Good)

2020 TuffBoat Work Skiff Trailer (Good)



# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor Handeland & Common Council; Port Commission  
Date: July 7, 2023  
Re: Monthly PD Report/Capital Projects Update – July 2023

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## **Administrative:**

Port staff have been very busy with vessel operations, invoicing, facility maintenance, safety inspections, shuffling vessels in the harbor to accommodate fuel and cargo barges, and cleanup of small oil spills in the harbor. Multi-day calls at the Causeway by MTSA-regulated foreign-flagged vessels requiring 24-hour port security has strained existing staff, but we are managing through these 4/5-day calls as they come.

## **Causeway:**

### Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):

Final responses to NOAA's National Marine Fisheries Service (NMFS) Incidental Hazard Authorization (IHA) permit application have been submitted. The project team anticipates receiving approval in late July/early August. Once the IHA permit is in the Corps' hand, the Project Partnership Agreement (PPA) will be executed.

Additional design work was identified by the Corps, based on the need to have a base project, plus 3 options to section out awards based on available funding at the federal and local level, once bids are received. It is anticipated the Corps will be able to award the base project and at least one option, which will take the Causeway extension out to the 90 degree turn to the east, with next FY funding awarding option 2 for completing the structure. More to come as this element of the project is finalized and design updates are complete.

*The Corps intends to schedule another meeting in Nome on the project, which may occur in Aug or Sep 2023, but the actual schedule has not yet been determined. Once info is available, the City will share with Nome media and an ad will be placed in the newspaper.*

### Local Service Facilities (LSF) Design Integration:

The City's designers have been given 2-3 weeks to incorporate the additional contract options assigned by the Corps. These changes will be incorporated into the 100%, but unsigned drawing for a last review by the Corps. Once the 100% packages are approved, both CRW and PND will sign and stamp their drawings for transmitting to the Corps, to become part of the final solicitation package, scheduled for release on the street in late Oct/early Nov 2023.

### Causeway Bridge Repairs and Sediment Removal:

The Corps is finalizing an RFP to share with Bristol Engineering this month to obtain a quote to conduct the bridge repair work.

Sediment that was accumulated under and west of the bridge was scoured out by Merbok, meaning the Corps dredging contractor was not asked to do that work in 2023. Unfortunately, without any sediment in the breach, there was need during the fuel line repairs to push sand back under the bridge to establish a stable working surface above the water line for the contractor to have a safe platform by which to access the fuel lines to minor work, along with necessary thickness testing. Port staff worked with Bristol Engineering to submit an emergency permitting request to Corps Regulatory to allow for the sediment infill. The Corps indicated the work could proceed immediately under a Nationwide Permit (NWP3), and a call to the USCG regarding inspection/notification of fuel line work was also given the high sign to proceed without any concerns.

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):  
*New funding opportunities are being evaluated for this project.*

**Harbor:**

Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):

*The City continues to make monthly inquiries on the status of this project, with District reporting they are awaiting direction from Corps HQ on how to proceed. The delays on this issue have also been submitted to Alaska Delegation staff members for action.*

**Port Industrial Pad:**

West Nome Tank Farm (WNTF) - Property Conveyance:

Delays in the USAF's process of conveying the WNTF property to the City continue. Therefore, this issue has, once again, been brought to the attention of the Alaska Congressional Delegation, who share this City's disappointment and frustration in the amount of time that has elapsed since NDAA 2015 passed into law, authorizing conveyance of the property to the City. **UPDATE:** Had a call with the nationwide installations team on the status of the quit claim deed comments provided by the City. QCD has been with legal since City submittal in Nov 2022, but promises were made to get the final review complete and return the document to the City by the week of 10 July 2023.

Thornbush Laydown Site Development (TBS):

*Dredge spoils from the port expansion and inner harbor project have been given clearance by two ADEC programs (Solid Waste and Contaminated Sites), to be disposed of in the undeveloped 9-acre portion of this property. The spoils will require dewatering before serving as a hardened base layer to the specified fill and surfacing to complete development of the 18-acre parcel.*

Dredge spoils were spread by Public Works in June, which formed a base layer in a portion of the adjacent unfilled area on the TBS pad. Material received from the state's ex work on Bering Street last year, were used to provide surfacing to the extent possible, and fill depressions in the existing pad due to subsidence.

Port Rd. Improvements (ADOT Project cost-shared with City/Port):

*This state STIP project has been postponed to 2026/27 to avoid road construction conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding maintenance work in 2023.*

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*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: August 14, 2023  
Re: Monthly PD Report/Capital Projects Update – Aug 2023

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**Administrative:**

Cruise ship traffic began ramping up in July, and will continue through August and September. Some of the calls include overnight stays, which thins out port staff pretty quickly due to requirements for providing port security on the secure/restricted areas while passenger vessels are at the dock. The Port is thankful that we are fully staffed this season and can position field staff at the gate, without having to close the office during ship calls. Port field staff are also positioned at the Causeway dock headers when fuel deliveries are underway, which, like cruise ships, are also considered Marine Transportation Security Act (MTSA) regulated vessels. Combined with tugs/barges, landing crafts, research and sailing vessels, as well as the entire homeported fleet, it goes without saying

**Causeway:**

Arctic Deep Draft Port – Nome Modifications Pre-Construction Engineering & Design (PED):

The Project Team (PDT) received what is expected to be the final few comments from the National Marine Fisheries Service (NMFS) regarding the Incidental Hazard Authorization (IHA) permit application that was submitted in Nov 2022. The concerns raised by the commenters primarily center around subsistence access, and are being addressed by the Corps and the City, with responses expected to be provided to NMFS next week.

Design has reached 98% with documents currently under Agency Technical Review (ATR) within the framework of the Corps. Comments are being transmitted to the City designers for review and response, and will be sent back to the Corps for consideration in the final ATR step. Construction solicitation has been moved to 1 Nov 2023, with a deadline for executing the Project Partnership Agreement (PPA) set for 30 Sep 2023. Things are moving a little more quickly at this juncture, and will be shared as known.

*The Corps intends to schedule another meeting in Nome on the project, which may occur in Aug or Sep 2023, but the actual schedule has not yet been determined. Once info is available, the City will share with Nome media and an ad will be placed in the newspaper.*

Local Service Facilities (LSF) Design Integration:

The City's designers have submitted all required drawing and specification files at 95%, and are presently fielding any questions or concerns being raised during the ATR process. Upon completion of this last review, City designers will sign and stamp all project materials for transmission to the Corps and incorporation into the contract solicitation package.

Causeway Bridge Repairs and Sediment Removal:

The Corps has issued an RFQ to Bristol Engineering for conducting repair work needed at the bridge.

Arctic Port Reception Facility – Solid Waste Disposal (Incinerator):

*New funding opportunities are being evaluated for this project.*

**Harbor:**

Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):

*The City continues to make monthly inquiries on the status of this project, with District reporting they are awaiting direction from Corps HQ on how to proceed. The delays on this issue have also been submitted to Alaska Delegation staff members for action.*

**Port Industrial Pad:**

West Nome Tank Farm (WNTF) - Property Conveyance:

The USAF finally returned their review of the City's and ADEC's comments on the quit claim deed and environmental covenants. ADEC has submitted the state's position to the USAF on additional edits needed, with expectations of a call in the next two weeks to discuss next steps.

Thornbush Laydown Site Development (TBS):

*Dredge spoils from the port expansion and inner harbor project have been given clearance by two ADEC programs (Solid Waste and Contaminated Sites), to be disposed of in the undeveloped 9-acre portion of this property. The spoils will require dewatering before serving as a hardened base layer to the specified fill and surfacing to complete development of the 18-acre parcel.*

Dredge spoils were spread by Public Works in June, which formed a base layer in a portion of the adjacent unfilled area on the TBS pad. Material received from the state's ex work on Bering Street last year, were used to provide surfacing to the extent possible, and fill depressions in the existing pad due to subsidence.

Port Rd. Improvements (ADOT Project cost-shared with City/Port):

*This state STIP project has been postponed to 2026/27 to avoid road construction conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding maintenance work in 2023.*

**FEMA DR4672 Merbok Recover Projects:**

Inner Harbor Dredging – South Wall and East Ramp:

The Finance Director and myself continue working with the DMVA state team, along with FEMA reps to provide required documentation to obtain a scope of work and approved funding to award the RFP to dredge the storm sediment from the harbor. Things move slowly, so more to come...

Cape Nome Jetty Repair:

The Finance Director and myself continue working with the DMVA state team, along with FEMA reps to obtain funding approval for the design/engineering work to determine the level of debris cleanup and construction to return the structure to pre-storm condition. A draft scope of work has been approved by FEMA, but it is understood that edits will be made once a draft design and cost-estimate are prepared by Bristol Engineering.

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*Italics reflects no change in project information from previous report.*

Additional details available upon request.



# INNOVATIVE READINESS TRAINING

Premier Military Training for a  
Secure and Prosperous America



## What is IRT?

Innovative Readiness Training (IRT) is a Department of Defense (DoD) military training opportunity, exclusive to the United States and its territories, that delivers joint training opportunities to increase deployment readiness. Simultaneously, IRT provides key services (health care, construction, transportation, and cybersecurity) with lasting benefits for our American communities.

## Significance

- Hands-on, real-world training to improve readiness and survivability in contingency environments
- Sharing DoD and community resources creates cost efficiencies for both entities
- Diverse military capabilities can directly address entrenched local challenges



## Military Participation

- The Military Services select missions based on military training needs and value
- The Military Services may apply for IRT funding to augment training budgets
- Military Services that use this authority without Office of the Secretary of Defense (OSD) funding are required to submit a non-OSD funded military application through [irt.defense.gov](http://irt.defense.gov)

## IRT Partnerships May Be Requested By

- Government entities
  - Federal, regional, state, local
  - State or federally recognized tribes
- Youth & charitable organizations specified in law (32 U.S. Code §508)
- Other organizations reviewed for eligibility by the Department of Defense upon request by the Military Services

*IRT is a collaborative program that that leverages military contributions and community resources to multiply value and cost savings for participants.*

## Community (Partner) Responsibilities

- Written request for support (IRT form)
- Sustainable vision
- Non-competition with the private sector
- Liability release, hold-harmless agreement
- Designs, blueprints, property access
- Construction materials
- State medical credentialing or facility privileging (if required)
- Additional partners, donors, & volunteers



## Strong Applications Are

- Aligned to military training requirements
- Submitted on time, complete, & signed
- Low risk for schedule change
- Flexible scope & complexity



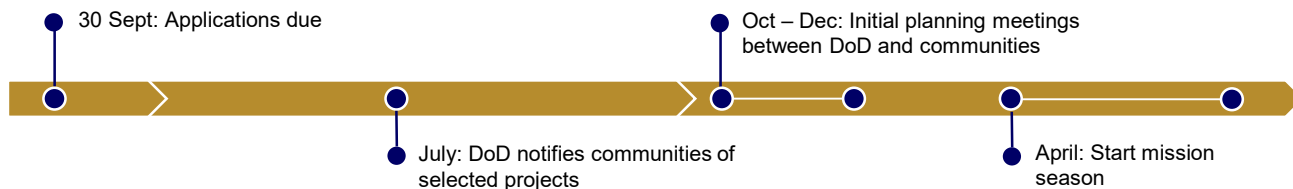
- Opportunities to train many skill sets at the same time
- Opportunities for joint, total force, interagency, & multinational teams to train together
- Opportunities to integrate with community personnel & resources

## IRT Is Not For

- Missions with no military training value
- Law enforcement
- Response to natural or manmade disasters
- Commercial development

For smaller community projects, Military Services may expedite the timeline if no DoD IRT funds are requested.

## Application Timeline



## Program Authorities

- 10 U.S. Code §2012, *Support & services for eligible organizations & activities outside Department of Defense*
- Department of Defense Directive 1100.20, *Support & Services for Eligible Organizations & Activities Outside the Department of Defense*
- Military Service instructions & policies

## Contact

Learn more at: <http://irt.defense.gov>

Questions: [osd.irt@mail.mil](mailto:osd.irt@mail.mil)

Phone: 703-695-7060



Port of Nome  
 Project: Inner Harbor Dredging RFP

Bid Opening: Thursday,  
 July 27, 2023 3:00 P.M.

BIDDER NAME	DATE/TIME RECEIVED	SEALED	Enveloped Addressed and Properly Marked	Bid Form Signed in Ink and Dated	Description & Specs enclosed	All Addenda (1) Acknowledged with Number and Date	TOTAL BASE BID
Alaska Marine Excavation	July 27, 23 <sup>11:15am</sup>	yes	yes	yes		yes	\$495,000.00

gc Jhonpa 7/27/2023  
 Witness Date

Attest:  
gc j

James Skatts 7/27/23  
 Witness Date

[Signature] 7/27/2023  
 Witness Date



# REQUEST FOR PROPOSALS

## PORT OF NOME RATE STUDY & ANALYSIS



**NOME, AK**

**PROPOSALS DUE**  
**August \_\_, 2023, 3:00 PM**

1. Introduction. The City of Nome, (City), is requesting fee proposals from qualified individuals or companies to provide professional services to inform a Port of Nome Rate Study & Analysis.

2. Background and Detailed Description of Services. The City is currently engaged with the U.S. Army Corps of Engineers to expand the Nome Causeway, increasing the depth of the existing port, and adding much-needed dock space. See Exhibit A for a summary of the expansion work and the March 2020 approved feasibility study for additional details. Funding is in place for phase 1 of this construction to begin in earnest in 2024 with an estimated 4-year construction schedule.

The purpose of this rate study and analysis is to evaluate previous assumptions, ensure validity, and to anticipate how the port structure changes will affect revenues and expenses into the future. This rate study is intended to evaluate both the outer port and the inner harbor rates to ensure sustainability and relevance for City operations.

Proposers should address the following scope of work in their proposal with emphasis on methodology and approach.

The City will supply the following:

- Historical vessel traffic
- Historical commodity movements
- Previous rate analysis (Cordova Consulting April 2017)
- 5-year history of revenues and expenses by category
- March 2020 approved Corps of Engineers Feasibility Study

The Scope of Work includes the following major categories:

1. Update historical information from previous studies:
  - Revenue, expenses, and graphics
  - Vessel traffic and vessel classes
  - Commodity movements
  - Rate structure changes
  - Maintenance, repairs & capital costs
2. Review sections of Port Modification Feasibility Study to:
  - Confirm assumptions on economic trends
  - Review projections on vessel traffic growth
  - Evaluate commodity load factors analysis
3. Analyze economic trends within:
  - Vessel classes

- Marine industries
  - Port operations
4. Forecast demand and growth within:
    - Operations
    - Maintenance/repair
    - Vessel traffic
    - Commodity movement
  5. Proposers are expected to work with City staff and the Port Commission to conduct scenario analyses that addresses how tasks 1-4 could change over time. The expectation is that three scenarios will be developed addressing future shocks to the system and how that would affect Port operations. The City is conducting a Port Strategic Plan in concurrence with this rate study that could inform the future scenarios.
  6. Based on results of the previous tasks, Proposers shall recommend a sustainable rate structure for consideration by City Staff and the Port Commission.
  7. Proposers should also recommend capital replacement strategies for outer port and inner harbor infrastructure.

Proposers will provide a draft of tasks 1-7 to Port Staff and the Port Commission for review and comment. Comments should then be addressed, and edits incorporated to a final report.

It is expected that proposers will make at least one in-person trip to Nome for a meeting and/or presentation. Periodic updates to Port Staff are also expected. Any updates to the Port Commission could occur at the Commissioner's monthly meetings.

Final deliverables include a PDF of the final report and Excel spreadsheet with historical data and assumptions used for future projections.

Project timing is as follows:

- Proposal due **Thursday, August 31, 2023**
- Selection expected by **Monday, September 25, 2023**
- Final deliverable by **Friday, March 29, 2024**

3. Proposal Requirements. One (1) searchable electronic copy of the Response is required to be submitted to the contact name and email address listed below, no later than 3:00 p.m. on Thursday, **August 31, 2023**. Any response must be signed by an authorized representative of the Proposer and include the following:

3.1. Proposal Letter. An introductory letter expressing an interest in providing the Services and a description of the Proposer's experience, qualifications and technical support that are relevant to the Services detailed in this Request. The letter should provide a brief recap of the Proposer's understanding of the scope of services requested, any assumptions or limitations associated with the services, and the LUMP SUM FEE to provide the services.

The proposal letter shall be addressed and labeled as follows:

Port Director  
City of Nome  
P.O. Box 281  
Nome, AK 99762  
JBaker@nomealaska.org  
Port of Nome Rate Study & Analysis

Include an e-mail address for the primary contact of the Proposer.

4. Selection. One or more Proposers may be invited to participate based upon qualifications and price.

5. General Information. The City reserves the right to amend, modify or waive any requirement set forth in this Request. Response to this Request is at the Proposer's sole risk and expense. All Proposers must comply with applicable Federal, State, and local laws and regulations. The City anticipates selecting one or more of the responding Proposers, but there is no guarantee that any responding Proposer will be selected. All materials submitted in response to this Request will become the property of the City and will be managed in accordance with the Government Record Access Management Act.

6. Special Matters. All Services performed pursuant to this Proposal shall comply with all applicable laws, ordinances, rules, regulations, and applicable standards of performance.

7. Contact Person. For further information or questions please contact Joy Baker, Port Director, via electronic mail at [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org), 102 Division St. Nome, AK 99762.

## Exhibit A

### Scope of the Deep-Draft Port of Nome Expansion Project

The Port of Nome Modification Feasibility Study prepared by the USACE dated March 2020 identifies Alternative 8b as the recommended plan.

Alternative 8b consists of the following improvements:

#### Outer Basin Modification Components:

- a. Remove the existing breakwater spur from the south end of the existing West Causeway to allow the extension of this causeway to deep water and increase the entrance width to Outer Harbor.
- b. Remove the existing east breakwater and reuse the generated materials as applicable in other project features that would be constructed (e.g., causeways and/or breakwaters).
- c. Construct a new East Causeway/Breakwater combination approximately aligned with E-Street that extends to approximately -25 ft MLLW. This concept design results in an Outer Basin entrance width of approximately 650 ft. The proposed new east causeway would also include a breach and bridge to allow for nearshore fish passage.
- d. Add two 400-ft long steel sheet pile docks to the new East Causeway.
- e. Deepen Outer Basin from -22 ft MLLW to a required depth of -28 ft MLLW (max pay depth of -29 ft MLLW), which is required to protect the existing sheet pile docks in the Outer Basin.

#### Deep-Water Basin Components:

- a. Extend the West Causeway by approximately 3,484 ft by constructing an “L”-shaped causeway to approximately -40 ft MLLW bottom contour (north-south section is 2,100 ft long, and the west-east section is 1,384 ft long).
- b. Add a 1,300 ft long steel sheet pile dock to the north-south section and a 700 ft long steel sheet pile dock to the west-east section
- c. Dredge the Deep-Water basin to a required depth of -40 ft MLLW (max pay depth of -42 ft MLLW)
- d. Extend utilities to the new docks (multiple marine fuel headers, water, sewer with associated piping, communications, and power to support high mast and other lighting)

#### New Work Dredging and Material Placement

New work dredge material totals are approximately 2,015,800 cubic yards over 88 acres from the Outer Basin and 517,600 cubic yards over 55 acres from the Deep-Water Basin for a total of approximately 2,533,400 cubic yards. New work dredging is assumed to require mechanical dredging equipment to reach design depths. A scow

would be loaded and used to deliver and place the dredged material in water in front of the sea wall area east of the port between bathymetric contours of -15 ft MLLW to -30 ft MLLW (Near-Shore Placement). At this depth, the wave and current energy should migrate some of the dredged material to nourish the beach. Some of the placed dredged material (gravels/boulders) may be too heavy to migrate and nourish the beach laterally. The placement area is about 241 acres (1900 ft wide and 5700 ft long). The top of the long mound over the placement area should not be shallower than -15 ft MLLW, so a cross-section of the mound would show it as a wedge with the thin edge nearshore and the thicker as the bathymetry deepens.

#### Breakwaters, Causeways, and Docks

The breakwater and causeways use several layers of stone armor to achieve wave protection and filtering criteria. Placement of stone is typically performed by equipment mounted on a barge with some access provided by road. Fill prisms, and “C” rock layers are randomly placed and controlled by construction survey with larger stone, typically “B” rock and “A” rock layers placed selectively by an excavator.

Steel sheet pile docks are proposed for docks within the Outer and Deep-Water Basins. The new docks would have lengths of 400, 700, or 1,300 ft depending on location. The widths of the sheet pile docks would range from 93 ft wide to 145 ft wide and consist of PS27.5 or PS31 steel face sheets and tail wall anchor pile sheets driven into sand and gravel backfill. Existing seabed materials within the footprint of the dock would be removed to a depth two ft below the lowest elevation of piling and backfilled with quarry spalls to ensure that the piles can be driven to depth. Face sheets would have a tip elevation ranging from -34 ft MLLW to -47 ft MLLW, tail wall sheets would be stepped down at one-ft increments to a minimum elevation of two ft below the face sheets, and anchor pile sheets would be driven to the minimum elevation of the tail wall sheets. Fenders, mooring bollards, and anodes for corrosion protection would be provided prior to construction, the existing rock on the existing causeway side slope would be removed and salvaged.

#### Aids to Navigation

As part of the construction of the project, concrete navigation marker bases would be constructed at the heads of the new causeways and/or breakwaters.

#### Construction Schedule and Sequencing

The total estimated performance period for construction of the project is a minimum of 3 years and it likely would be 4 to 6 years. The duration of each summer construction season is estimated to be 6 months (mid-May through mid-November). Winter construction is not anticipated. Construction scheduling would be required to avoid conflict with the continued use of the existing port and harbor facilities. The existing

dock facilities, causeway access road, fuel lines, water lines, power, navigation channel, and small boat harbor would remain operational during construction.

Major construction features for Alternative 8b include rubble-mound west causeway extension, new rubble-mound east causeway, spur breakwater demolition, main breakwater demolition, dredging, sheet pile docks, and extension of fuel, water, power and communications. Project specifications would detail time restrictions for the contractor to conduct certain activities during specified time periods.

DRAFT

# REQUEST FOR PROPOSALS

## PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



**NOME, AK**

**PROPOSALS DUE**

**August \_\_, 2023, 3:00 PM**



1. Introduction. The City of Nome, (City), is requesting fee proposals from qualified individuals or companies to provide professional services to update the Port of Nome's Strategic Development Plan which was last updated in 2016.

2. Background and Detailed Description of Services. Nome is located in Northwest Alaska on the southern coast of the Seward Peninsula. The Seward Peninsula is the westernmost point of the North America mainland and resembles an arrowhead in shape. Nome lies along the Bering Sea facing Norton Sound. The city is 539 air miles northwest of Anchorage, 520 air miles west of Fairbanks and 180 miles southwest of Kotzebue. Nome is located only one hundred miles south of the Arctic Circle and one hundred and sixty-one miles east of Russia. It is within the Cape Nome Recording District with a legal description of Section 26, Township 011 South, Range 034 West, Kateel River Meridian. It is also described as 64d 30m N Latitude, 165d 25m W Longitude. The corporate boundaries include 12.5 square miles of land and 9.1 square miles of water.

Nome is within the Nome Census Area, which encloses a 23,013 square mile section of the Seward Peninsula and the Norton Sound coast. The area whose western boundary is the Bering Sea includes the three islands of St. Lawrence, King and Little Diomedea. The Nome Census Area is commonly referred to as the Bering Strait region. Currently seventeen communities occupy the Nome Census Area; Nome has the largest population and is the regional hub for transportation, shopping, and medical needs.

The Port of Nome is the only deep-water public port in Western Alaska. Due to climate change the Northwest Passage is breaking up earlier and staying ice-free longer each year. Nome's port can currently accommodate vessels up to 400 feet in length with a maximum of 20-foot draft, as the maximum operating depth of the outer harbor is -22.5 MLLW. Large ships must currently anchor outside the protected walls of the port. The maximum depth available in the small boat harbor is -10 feet MLLW.

The floating dock system has been expanded to include another 100' float section in addition to the existing 120' set already in place. There is also a 60-foot wide loading/unloading ramp in the harbor on the west side of the mouth of the Snake River. Additionally, there are sheet pile docks at the eastern, western and southern sections of the inner harbor. All these facilities are used for loading and unloading freight and fuel for delivery to and from locations all over the coast of Western Alaska. Larger cargo vessels, unable to enter the port and inner harbor, load and unload to and from smaller vessels that transfer the bulk items to and from shore.

The City is currently engaged with the U.S. Army Corps of Engineers to expand the Nome Causeway, increasing the depth of the existing port, and adding much-needed dock space. See Exhibit A for a summary of the expansion work and the March 2020 approved feasibility study for additional details. Funding is in place for phase 1 of this construction to begin in earnest in 2024 with an estimated 4-year construction schedule.

The purpose of this Strategic Development Plan update is to ensure that the Port of Nome is prepared for the future having anticipated trends and needs of the maritime industry operating in the region. Proposers will conduct facilitated discussions with Port Staff, Nome Port Commissioners, and other stakeholders to determine the path to future success of the deep-draft Arctic Port at Nome.

The City will supply the following:

- Historical vessel traffic
- Historical commodity movements
- 2016 Strategic Development Plan
- March 2020 approved Corps of Engineers Feasibility Study

Proposers should address the following **primary components** of the scope of work in their proposal with emphasis on methodology and approach.

1. Mission and Vision
2. Community Engagement
3. Core Values
4. Strengths, Weaknesses, Opportunities, and Threats (SWOT) Evaluation
5. Goals – broad intention of the plan – aspirations for short, mid-, and long-term developments
6. Objectives – more specific measures with components of success. This is the strategy to meet the goals.
7. Operational Plan – identification of the team needed to achieve goals.
8. Action Plan – who is doing what.

**Secondary components** of the scope of work and areas of focus the City and Port Commission would expect to see as a result of the facilitated discussions around strategy include the following:

- Statistical data, commodities, and growth
- Impacts reflecting IMO, Polar Code & Arctic Shipping changes
- Tourism, Research, Fisheries, and Oil & Gas industry impacts
- Completed projects list
- Development Landscape
- Small Boat Harbor needs
  - Replacement floats
  - Facilities east/west of inner harbor entrance
  - Power pedestals and waste oil/fueling station
- Moorage and haul out facility in the Snake River
- Seawall expansion and repairs

- Uplands development
  - Sites for improved parking at small boat harbor
  - Locations for marine service businesses in port and harbor
  - Marine storage needs
  - Transshipment customers and needs
  - Cruise ship reception areas, public access and services, connectivity and access to downtown area...(signage)
- Facility security/surveillance system
- Facility-specific EMS and Firefighting Infrastructure
- Waste removal and incineration

Additional scope considerations could include:

- Expansion of partnering opportunities between City, tribal organizations and maritime industries
- Ways to minimize conflicts with subsistence and traditional food gathering
- Marine wildlife assets as part of commodity picture
- Critical hub role for refueling/resupply of national security fleet, including supporting DOD & DHS mission sets
- Potential challenges for environmental/ecological elements, climate change, and industry transition to each
- Demand for bonded warehouse
- Partnerships on data collection and sharing
- Sustainable use of Cape Nome facility

Deliverables for this project are a draft plan for public review and a final plan after public review.

A schedule should be included which represents the consultant's reasoned estimate of the time required for completion of each task. The schedule should be related to the **primary components of the scope of work**. Deliverable products should be discussed, and approximate submission dates included on the schedule.

Project timing is as follows:

- Proposal due **Thursday, August 31, 2023**
- Selection expected by **Friday, September 25, 2023**
- Final deliverable by **Friday, March 29, 2024**

3. Proposal Requirements. One (1) searchable electronic copy of the Response is required to be submitted to the contact name and email address listed below, no later than 3:00 p.m. on **Thursday, August 31, 2023**. Any response must be signed by an authorized representative of the Proposer and include the following:

3.1. Proposal Letter. An introductory letter expressing an interest in providing the Services and a description of the Proposer's experience, qualifications and technical support that are relevant to the Services detailed in this Request. The letter should provide a brief recap of the Proposer's understanding of the scope of services requested, any assumptions or limitations associated with the services, and the LUMP SUM FEE to provide the services. The proposal letter shall be addressed and labeled as follows:

Port Director  
City of Nome  
P.O. Box 281  
Nome, AK 99762  
JBaker@nomealaska.org  
Port of Nome Strategic Development Plan Update

Include an e-mail address for the primary contact of the Proposer.

4. Selection. One or more Proposers may be invited to participate based upon qualifications and price.

5. General Information. The City reserves the right to amend, modify or waive any requirement set forth in this Request. Response to this Request is at the Proposer's sole risk and expense. All Proposers must comply with applicable Federal, State, and local laws and regulations. The City anticipates selecting one or more of the responding Proposers, but there is no guarantee that any responding Proposer will be selected. All materials submitted in response to this Request will become the property of the City and will be managed in accordance with the Government Record Access Management Act.

6. Special Matters. All Services performed pursuant to this Proposal shall comply with all applicable laws, ordinances, rules, regulations, and applicable standards of performance.

7. Contact Person. For further information or questions please contact Joy Baker, Port Director, via electronic mail at [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org), 102 Division St. Nome, AK 99762.

## Exhibit A

### Scope of the Deep-Draft Port of Nome Expansion Project

The Port of Nome Modification Feasibility Study prepared by the USACE dated March 2020 identifies Alternative 8b as the recommended plan.

Alternative 8b consists of the following improvements:

#### Outer Basin Modification Components:

- a. Remove the existing breakwater spur from the south end of the existing West Causeway to allow the extension of this causeway to deep water and increase the entrance width to Outer Harbor.
- b. Remove the existing east breakwater and reuse the generated materials as applicable in other project features that would be constructed (e.g., causeways and/or breakwaters).
- c. Construct a new East Causeway/Breakwater combination approximately aligned with E-Street that extends to approximately -25 ft MLLW. This concept design results in an Outer Basin entrance width of approximately 650 ft. The proposed new east causeway would also include a breach and bridge to allow for nearshore fish passage.
- d. Add two 400-ft long steel sheet pile docks to the new East Causeway.
- e. Deepen Outer Basin from -22 ft MLLW to a required depth of -28 ft MLLW (max pay depth of -29 ft MLLW), which is required to protect the existing sheet pile docks in the Outer Basin.

#### Deep-Water Basin Components:

- a. Extend the West Causeway by approximately 3,484 ft by constructing an “L”-shaped causeway to approximately -40 ft MLLW bottom contour (north-south section is 2,100 ft long, and the west-east section is 1,384 ft long).
- b. Add a 1,300 ft long steel sheet pile dock to the north-south section and a 700 ft long steel sheet pile dock to the west-east section
- c. Dredge the Deep-Water basin to a required depth of -40 ft MLLW (max pay depth of -42 ft MLLW)
- d. Extend utilities to the new docks (multiple marine fuel headers, water, sewer with associated piping, communications, and power to support high mast and other lighting)

#### New Work Dredging and Material Placement

New work dredge material totals are approximately 2,015,800 cubic yards over 88 acres from the Outer Basin and 517,600 cubic yards over 55 acres from the Deep-Water Basin for a total of approximately 2,533,400 cubic yards. New work dredging is assumed to require mechanical dredging equipment to reach design depths. A scow

would be loaded and used to deliver and place the dredged material in water in front of the sea wall area east of the port between bathymetric contours of -15 ft MLLW to -30 ft MLLW (Near-Shore Placement). At this depth, the wave and current energy should migrate some of the dredged material to nourish the beach. Some of the placed dredged material (gravels/boulders) may be too heavy to migrate and nourish the beach laterally. The placement area is about 241 acres (1900 ft wide and 5700 ft long). The top of the long mound over the placement area should not be shallower than -15 ft MLLW, so a cross-section of the mound would show it as a wedge with the thin edge nearshore and the thicker as the bathymetry deepens.

#### Breakwaters, Causeways, and Docks

The breakwater and causeways use several layers of stone armor to achieve wave protection and filtering criteria. Placement of stone is typically performed by equipment mounted on a barge with some access provided by road. Fill prisms, and “C” rock layers are randomly placed and controlled by construction survey with larger stone, typically “B” rock and “A” rock layers placed selectively by an excavator.

Steel sheet pile docks are proposed for docks within the Outer and Deep-Water Basins. The new docks would have lengths of 400, 700, or 1,300 ft depending on location. The widths of the sheet pile docks would range from 93 ft wide to 145 ft wide and consist of PS27.5 or PS31 steel face sheets and tail wall anchor pile sheets driven into sand and gravel backfill. Existing seabed materials within the footprint of the dock would be removed to a depth two ft below the lowest elevation of piling and backfilled with quarry spalls to ensure that the piles can be driven to depth. Face sheets would have a tip elevation ranging from -34 ft MLLW to -47 ft MLLW, tail wall sheets would be stepped down at one-ft increments to a minimum elevation of two ft below the face sheets, and anchor pile sheets would be driven to the minimum elevation of the tail wall sheets. Fenders, mooring bollards, and anodes for corrosion protection would be provided prior to construction, the existing rock on the existing causeway side slope would be removed and salvaged.

#### Aids to Navigation

As part of the construction of the project, concrete navigation marker bases would be constructed at the heads of the new causeways and/or breakwaters.

#### Construction Schedule and Sequencing

The total estimated performance period for construction of the project is a minimum of 3 years and it likely would be 4 to 6 years. The duration of each summer construction season is estimated to be 6 months (mid-May through mid-November). Winter construction is not anticipated. Construction scheduling would be required to avoid conflict with the continued use of the existing port and harbor facilities. The existing

dock facilities, causeway access road, fuel lines, water lines, power, navigation channel, and small boat harbor would remain operational during construction.

Major construction features for Alternative 8b include rubble-mound west causeway extension, new rubble-mound east causeway, spur breakwater demolition, main breakwater demolition, dredging, sheet pile docks, and extension of fuel, water, power and communications. Project specifications would detail time restrictions for the contractor to conduct certain activities during specified time periods.

DRAFT