

**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

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Nome, Alaska 99762  
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**NOME PORT COMMISSION  
WORK SESSION & REGULAR MEETING AGENDA  
THURSDAY, SEPTEMBER 21, 2023 @ 5:30/6:30PM  
COUNCIL CHAMBERS IN CITY HALL**

**WORK SESSION – 5:30PM:**

- Oa. Received Proposals RFP #2023-02 Tariff Rate Study & Analysis
- Ob. Received Proposals RFP #2023-03 PON Strategic Development Plan

**REGULAR MEETING – 6:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 23-08-16 Rescheduled Regular Meeting Minutes (handout)
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
  - 23-09-11 City Council Resolution R-23-09-01 Authorizing Bristol TO#54 Mod #002 engaging subcontractor services to repair Cape Nome Jetty
  - 23-09-13 Alaska Municipal League Call for Harbor & Port Projects
  - 23-09-18 Ryan Metzger re: National Weather Service Forecast Zones
  - 23-09-18 University of Alaska re: Arctic Leadership Initiative Support
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - Operations & Maintenance Update
    - Port storage and laydown changes
    - CDIP Buoy update
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - Port Director & Projects Report – Sept 2023
    - City Council Resolution R-23-09-02 Authorizing PPA with USACE for PONM Construction (aka: Arctic Deep Draft Port Project)
    - City Council Resolution R-23-09-05 Authorizing Award of Option to Lease Land for Man Camp to Alaska Gold Company (BSNC) for PONM Project
- IX. OLD BUSINESS – None**
- X. NEW BUSINESS**
  - Recommending Award of Tariff Rate Study, Analysis & Projections
  - Recommending Award of PON Strategic Development Plan Update
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - October 19, 2023 - 5:30pm
- XIV. ADJOURNMENT**

**REQUEST FOR PROPOSALS  
#2023-02**

**PORT OF NOME  
TARIFF RATE STUDY & ANALYSIS**



**NOME, AK**

**PROPOSALS DUE  
September 21, 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 Tariff 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 from the Corps' March 2020 approved feasibility study, which can be found at <https://www.poa.usace.army.mil/Library/Reports-and-Studies/>, expanding Civil Works, and scrolling to the Nome report group. Phase 1 of construction is scheduled to begin in 2024, estimated to take 4 years, and is mostly funded.

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 Port 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
  - sel 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 Development Plan Update 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 Director 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 the Port Director 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:

- Proposals due Thursday, September 21, 2023
- Selection expected by Monday, October 9, 2023
- Final deliverable by Friday, March 1, 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, September 21, 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 Tariff 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. All questions must be submitted in writing.

## Exhibit A

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 6 years and it likely would be 7 to 8 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.





**ADDENDUM NO 1  
RFP #2023-02**

DATE: September 13, 2023  
TO: Proposers  
FROM: Joy Baker – Port Director  
**RE: PORT OF NOME – TARIFF RATE STUDY RFP #2023-02**

**Proposal date remains Thursday, September 21, 2023.**

The following corrections, changes, additions, deletions, revisions, and/or clarifications are hereby made a part of the Request for Proposals (RFP) #2023-02 package, released on August 24, 2023. In case of conflicts between this Addendum and previously issued documents, this Addendum shall take precedence.

NOTE TO PROPOSERS: Proposers should acknowledge receipt of the Addendum in the Proposal Letter. Failure to do so may subject the proposer to submit improper responses to information affected by the Addendum. This addendum consists of 1 page.

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Question #1

Would it be possible for us to get a copy of the prior 2017 rate study?

Answer #1

Cordova Consulting 2017 Rate Analysis is attached.

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Question #2

Can you clarify and explain what you would like to have included in the strategy mentioned in the 7th item in the Scope of Work? Are you looking for a replacement schedule, discussion of funding sources, engineer input, and/or something else?

Answer #2

Responses to the 7<sup>th</sup> category in the Scope of Work should include a variety of factors owners would consider when developing capital replacement strategies of existing infrastructure.

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Question #3

Can the Port provide a budget range for the project?



Answer #3

Budget information will not be released during the RFP process.

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Question #4

We note that Section 3.1 requests “An introductory letter expressing interest in providing the Services...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.”

Could you clarify the level of detail desired in the proposal letter (i.e., is the port expecting compete proposals with detailed descriptions of the proposed approach, or will you be requesting more detailed information later)?

Answer #4

As noted in Section 3.1, the introductory letter should contain enough information to sufficiently address each requested item. Evaluation and selection will be based on the proposer’s entire submission.

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Question #5

On page 5, it says “4. Selection. One or more proposers may be invited to participate based on qualifications and price.” Can you clarify whether Nome may award this work to multiple consultants?

Answer #5

4. Selection. The City intends to award a contract to one proposer.

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**REQUEST FOR PROPOSALS  
#2023-03**

**PORT OF NOME  
STRATEGIC DEVELOPMENT PLAN  
UPDATE**



**NOME, AK**

**PROPOSALS DUE  
SEPTEMBER 21, 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 Diomedes. 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 feet draft, as the maximum operating depth of the outer harbor is -22.5 feet 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 involved with the U.S. Army Corps of Engineers (USACE) to expand the Nome Causeway and improve operating efficiencies by increasing both the depth and much-needed dock space at the Port, with an additional focus of reducing cost of commodities critical to the viability of communities in the region.

See Exhibit A for a summary of the expansion work from the Corps' March 2020 approved feasibility study which can be found at <https://www.poa.usace.army.mil/Library/Reports-and-Studies/>. You will need to expand "Civil Works", and scroll to the Nome report group. Phase 1 of construction is scheduled to begin in 2024, take 4 years, and is mostly funded.

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 Arctic Deep-Draft 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, September 21, 2023
- Selection expected by Monday, October 9, 2023
- Final deliverable by Friday, March 15, 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, September 21, 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

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 F-Street that extends to approximately -25 ft MLLW with a total length of approximately 3,900 ft (2,400 causeway/1,500 breakwater). 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 a 400-ft long steel sheet pile modified diaphragm dock to the West Causeway north of the West Gold Dock.
- e. Add a 400-ft long steel sheet pile modified diaphragm dock to the new East Causeway.
- f. 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 two 450 ft long steel sheet pile modified diaphragm docks to the north-south section and one 650 ft long steel sheet pile modified diaphragm 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 (fuel marine header, water, sewer with associated piping, and electrical service for three high mast lights)

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 modified diaphragm docks are proposed for docks within the Outer and Deep-Water Basins. The new docks would have lengths of 400, 450, or 600 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 4 months (mid-June through mid-October). 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, and power lines. Project specifications would detail time restrictions for the contractor to conduct certain activities during specified time periods.

Construction sequencing would likely be similar to the following:

1. Stone production in the quarry and dock footprint dredging and backfill.
2. Partial construction of the causeways to provide wave protection for the sheet pile dock construction and dredging.
3. Concurrent demolition of the existing spur breakwater and main breakwater head would likely take place with the salvaged armor stone incorporated into the new construction.
4. New work dredging and material placement.
5. Sheet pile dock construction could begin following completion of the causeway extension.
6. Completion of the causeway harbor-side placement would take place after the sheet pile dock construction.
7. Extension of fuel, water, and power lines would likely take place throughout causeway and dock construction.

#### Permit Stipulations

It should be noted that minimization of impacts to significant cultural resources will require having an archaeologist present during all land construction activities. Additionally, marine mammal observation will be required during all piling installation.



**ADDENDUM NO 1  
RFP #2023-03**

DATE: September 6, 2023  
TO: Proposers  
FROM: Joy Baker – Port Director  
RE: **PORT OF NOME – STRATEGIC DEVELOPMENT PLAN UPDATE RFP #2023-03**

**Proposal date remains Thursday, September 21, 2023.**

The following corrections, changes, additions, deletions, revisions, and/or clarifications are hereby made a part of the Request for Proposals (RFP) #2023-03 package, released on August 24, 2023. In case of conflicts between this Addendum and previously issued documents, this Addendum shall take precedence.

NOTE TO PROPOSERS: Proposers should acknowledge receipt of the Addendum in the Proposal Letter. Failure to do so may subject the proposer to submit improper responses to information affected by the Addendum. This addendum consists of 1 page.

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Question #1

Are you able to provide any further information about the selection criteria and scoring breakdown? For example, what percentage is allotted to price vs. technical qualifications criteria?

Answer #1

The selection criteria and scoring breakdown will be as follows:

Price	40%
Methodology/Approach	30%
Experience/Qualifications	30%

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Question #2

On page 5, it says “Selection. One or more proposers may be invited to participate based on qualifications and price.” Can you clarify whether Nome may award this work to multiple consultants?

Answer #2

4. Selection. The City intends to award a contract to one proposer based upon price, methodology and qualifications.

Presented By:  
Port Director

Action Taken:  
Yes 5  
No 0  
Abstain 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-09-01

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE MOD #002 OF BRISTOL ENGINEERS' TASK ORDER 54 TO ENGAGE SUBCONTRACTOR SERVICES TO DESIGN REPAIRS TO THE CAPE NOME JETTY DAMAGED BY TYPHOON MERBOK - DISASTER DR4672AK**

**WHEREAS**, the Cape Nome Jetty (Jetty) is part of the Port of Nome Facilities, owned by the City of Nome (City) and serves as an important alternate facility for the movement of cargo and equipment, as well as the exporting of gravel, armor stone, and other aggregate products; and,

**WHEREAS**, the Jetty was significantly damaged in the September 2022 storm known as Typhoon Merbok, leaving the facility in such poor condition that it is unable to be operated at even a partial, much less full capacity for which it was designed; and,

**WHEREAS**, the City of Nome has been working with the Alaska Department of Home Security Division of Emergency Management (ADHSEM) and the Federal Emergency Management Agency (FEMA) to develop a temporary scope of work and approximate costs until a full repair design and estimate can be provided to FEMA to inform the necessary post-storm disaster relief funding agreement needed to repair the Jetty; and,

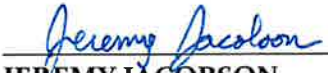
**WHEREAS**, the City has executed a Task Order with Bristol Engineering Services (Bristol) to facilitate and coordinate repair design services, recently obtaining subcontractor services from PND Engineers, Inc., known as an experienced coastal engineering firm to provide these services in the amount of \$406,980 to return the Jetty structure to pre-storm condition; and,

**NOW, THEREFORE, BE IT RESOLVED**, the Nome Common Council hereby authorizes the City Manager to execute Mod #002 of Bristol's Task Order 54 in the amount of \$406,980 to allow PND to expedite work on the Jetty repair design and cost estimate necessary.

**APPROVED** and **SIGNED** this 11<sup>th</sup> day of September 2023.

  
JOHN K. HANDELAND,  
Mayor

**ATTEST:**

  
JEREMY JACOBSON,  
Deputy City Clerk

## TASK ORDER AMENDMENT

This Task Order pertains to an Agreement by and between the City of Nome, (“OWNER”), and Bristol Engineering Services Company, LLC, (“ENGINEER”), dated January 11, 2011 as amended February 8, 2023, (“the AGREEMENT”). Engineer shall perform services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the project described below.

TASK ORDER NUMBER: **54**

AMENDMENT NO: **02**

PROJECT NAME: **Cape Nome FEMA Repair – 2022 Merbok Storm**

PART 1.0 PROJECT DESCRIPTION: City engineer contract management for engineering services to design a repair of damage resulting from the 2022 Merbok Storm at Cape Nome.

PART 2.0 SCOPE OF SERVICES TO BE PERFORMED BY ENGINEER:

The ENGINEER will:

- Review pre- and post-storm survey data.
- Compile existing facility documents.
- City Engineering contract management and coordination with the Port Director and design engineer who will prepare an initial rough order of magnitude (ROM) construction cost estimate to repair the jetty back to its as-built state prior to Typhoon Merbok. This ROM estimate will include construction cost, costs to provide design, engineer’s estimate, permits, and construction administration services. Additional scope items include conducting a damage assessment and development of plans, specifications, and estimates of the necessary repairs to return the facility to pre-storm conditions as required for FEMA reimbursement.
- Permit applications and agency coordination.
- Development of a bid package for construction services.

PART 3.0 OWNER’S RESPONSIBILITIES: OWNER will provide access to facilities, lodging and provide a loaner vehicle for any site visit activities.

PART 4.0 DELIVERABLES

Deliverables for this project will include:

- 65% Draft, 95% Draft and 100% Final plans, specifications and construction cost estimates.

- Develop permit drawings and permit applications for applicable permit agencies.
- Responses to review comments.
- Bid documents and advertisement.

PART 5.0 PAYMENTS TO ENGINEER (Estimate of not-to-exceed costs):  
 Bristol's effort will be invoiced monthly on a percent complete basis.

Task Order 054 original Contract and Amend 01: \$16,170

Task Order 054, Amendment No.2  
 Estimate of not-to-exceed costs: **\$406,980**

*Total Task Order 054 Contract Amount: **\$423,150***

PART 6.0 OTHER:  
 Not Used


This Task Order is executed this 12 day of September, 2023.

City of Nome  
 "OWNER"

Bristol Engineering  
 Services Company, LLC  
 "ENGINEER"

By: Glenn Steckman

By: John Bles, P.E.

Signature:   
 Title: City Manager

Signature:   
 Title: Project Manager

Digitally signed by John  
 Bles  
 Date: 2023.09.08 15:16:08  
 -08'00'

Attachments: PND Merbok Repair Proposal, Sept. 8, 2023



ENGINEERS, INC.

Mr. John Blees  
Bristol Engineering Services Company, LLC  
111 W. 16<sup>th</sup> Ave  
Anchorage, AK 99501

September 8, 2023  
PND 23A-027

Subject: Cape Nome Jetty – Merbok Repair Proposal (Rev 03)

Dear Mr. Blees:

PND Engineers, Inc. (PND) is pleased to provide this proposal to provide a design for repair of the armor rock face at the Cape Nome Jetty which suffered damage during Typhoon Merbok in September, 2022. A detailed scope of work is outlined below.

**Task A – Initial ROM Construction Estimate – Fixed Fee \$10,100**

The City has provided pre and post storm survey drawings in electronic format for PND use on this project. PND's first task for this project will be to calculate armor stone quantities to repair the jetty back to it's as-built state and provide an initial rough-order-magnitude (ROM) construction cost estimate .

Initial ROM estimate will be provided within two (2) weeks of notice to proceed.

**Task B – Plans Specifications and Estimates (PS&E) – Fixed Fee \$163,000**

PND understands that this project will be funded under the Federal Emergency Management Agency (FEMA) similar to the repairs made from the 2011 storm at the same location.

Our proposed scope of work for the repair design includes the following;

- Coordinate and attend weekly coordination meetings with the City to ensure the project is on schedule and information needed by either party is being communicated.
- Project Specifications and stamped design drawings
  - 65% Draft
  - 95% Draft
  - 100% Final
- Construction Cost Estimates
  - 65% Draft
  - 95% Draft
  - 100% Final
- Bid Support
- FEMA Review Comment Response
  - PND will respond to up to two (2) rounds of FEMA review comments on the 95% design package.

Schedule:

Permitting Deliverables – Provided five (5) weeks following NTP

65 % Deliverables – Provided five (5) weeks following NTP

95% Deliverables – Provided nine (9) weeks following NTP

100% Deliverables – Provided three (3) weeks following receipt of FEMA and/or City review comments.

PND understands that the FEMA process can be lengthy and that funding applications for this damage repair may not be approved for several years. It is possible that future storm damage will occur between this design submittal and the actual repair. This scope of work does **NOT** include any additional survey to update repair details prior to construction should additional damage occur.

**Task C – Sheet Pile and Bollard Replacement – Fixed Fee \$40,000**

PND will develop replacement design for the damaged south sheet pile bulkhead at the Cape Nome Jetty and the damaged south mooring bollard

Our proposed scope of work for the replacement design includes the following;

- Coordinate and attend weekly coordination meetings with the City to ensure the project is on schedule and information needed by either party is being communicated.
- Project Specifications and stamped design drawings
  - 65% Draft
  - 95% Draft
  - 100% Final
- Construction Cost Estimates
  - 65% Draft
  - 95% Draft
  - 100% Final
- Bid Support
- FEMA Review Comment Response
  - PND will respond to up to two (2) rounds of FEMA review comments on the 95% design package.

Schedule:

Permitting Deliverables – TBD Based on permitting requirements.

65 % Deliverables – Provided five (5) weeks following NTP

95% Deliverables – Provided nine (9) weeks following NTP

100% Deliverables – Provided three (3) weeks following receipt of FEMA and/or City review comments.

**Task D – Permitting for Armor Stone Repair – Fixed Fee \$24,500**

PND will develop permit drawings, prepare permit applications and coordinate with applicable permit agencies on behalf of the City. Permitting application fees are excluded from this budget and will be billed at cost at the time of submission.

**Task E – Permitting for Sheet Pile and Bollard Replacement – Fixed Fee \$150,000**

Permitting requirements for the replacement of the sheet pile and bollard are currently unknown. There is potential for agency negotiations to facilitate an "emergency" designation for the sheet pile work, which would enable a streamlined process. However, until discussions commence, the specific requirements remain uncertain.

The fixed fee above covers the necessary expenses if the project were to proceed without any emergency authorization. This assumes that an Incidental Take Authorization (IHA) will still be required and that National Environmental Policy Act (NEPA) categorical exclusion will be granted, as it is not guaranteed, even under FEMA authorization, that emergency status will be granted for any pile driving work.



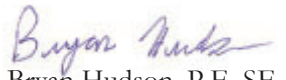
**Fee Summary**

<b>Task</b>	<b>Fee</b>	<b>Fee Structure</b>
A	\$10,100	Fixed Fee
B	\$163,000	Fixed Fee
C	\$40,000	Fixed Fee
D	\$24,500	Fixed Fee
E	\$150,000	Fixed Fee

Total Task A through E = \$387,600

We look forward to working with you on this project. Should you have any questions or wish to discuss, please feel free to contact us.

Sincerely,  
PND Engineers, Inc. | Anchorage Office

  
Bryan Hudson, P.E., S.E.  
Principal

Attachments:



ALASKA  
MUNICIPAL  
LEAGUE

# CALL FOR HARBOR AND PORT PROJECTS

The Alaska Municipal League is interested in developing an inventory of harbor and port capital projects around the state.

Please submit your proposed waterway infrastructure improvement projects and expected costs to AML by Friday, September 22.



[HTTPS://AKML.ORG/PORT-PROJECT](https://akml.org/port-project)

## Joy Baker

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**From:** Ryan Metzger - NOAA Federal <ryan.metzger@noaa.gov>  
**Sent:** Monday, September 18, 2023 2:54 PM  
**To:** Jonathan Christ - NOAA Federal  
**Subject:** New National Weather Service forecast zones for northern Alaska coming tomorrow (9/19)

Caution! This message was sent from outside your organization.

Good Afternoon,

This is just a reminder that the National Weather Service office in Fairbanks will be making significant changes to our weather forecast zones tomorrow, Tuesday, September 19th.

We will be making this change first thing in the morning; however, you will likely only notice a change when we send out the afternoon forecast.

**Why:**

Many of our current forecast zones cross borough or census area boundaries which causes significant over alerting problems on the Emergency Alert System.

**What is Changing:**

Zone boundaries will no longer cross borough or census area boundaries. In addition we will have more, smaller forecast zones. Because of the changes, most zones will have new names, and all will have new zone numbers.

Note: If you have a bookmark on your computer for a zone forecast product, the bookmark may stop working after the change and will need to be updated.

**Benefits of the change:**

-Smaller zones will allow for more localized warning products.

-Less over alerting

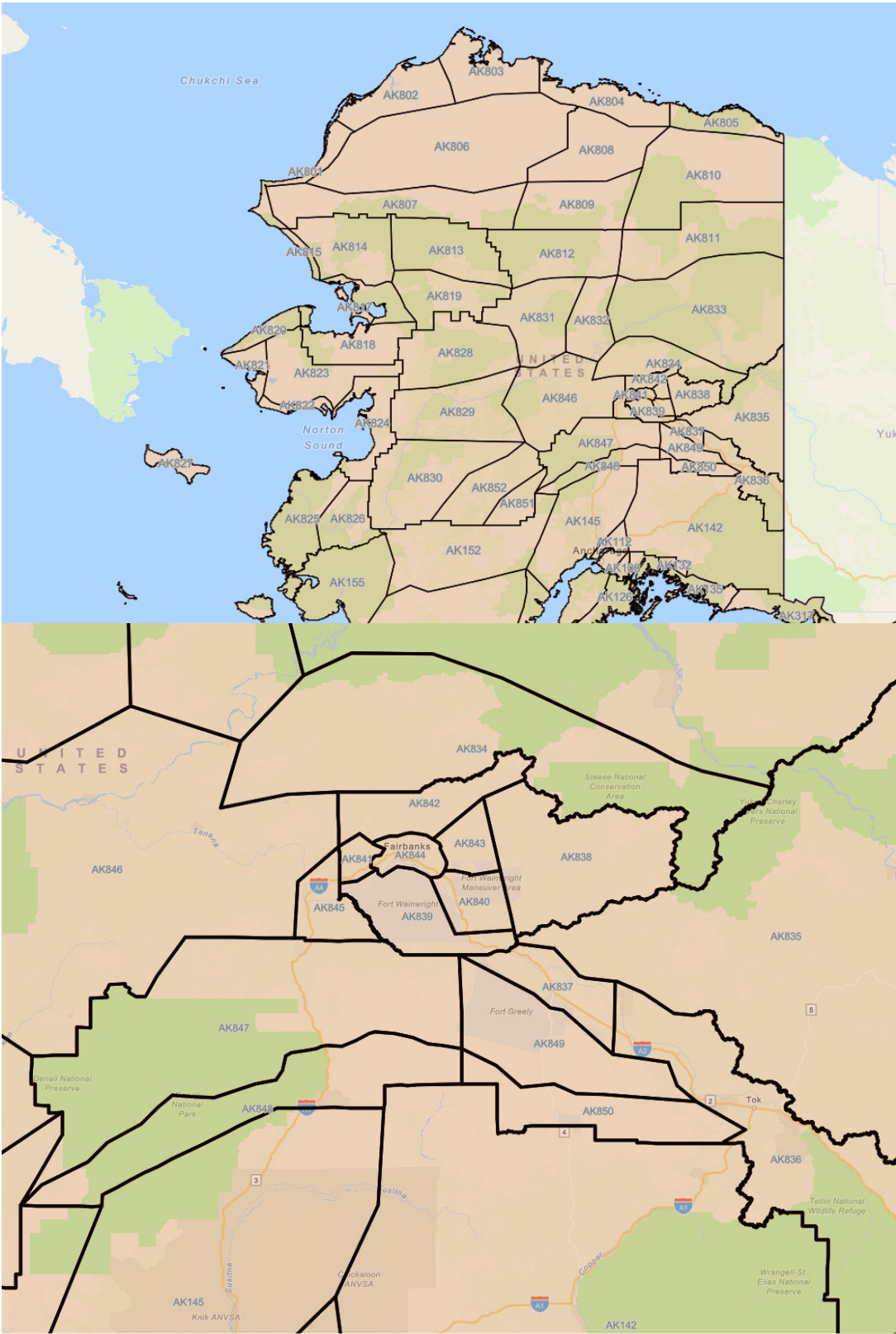
We have created a webpage that describes the changes that can be found at this link:

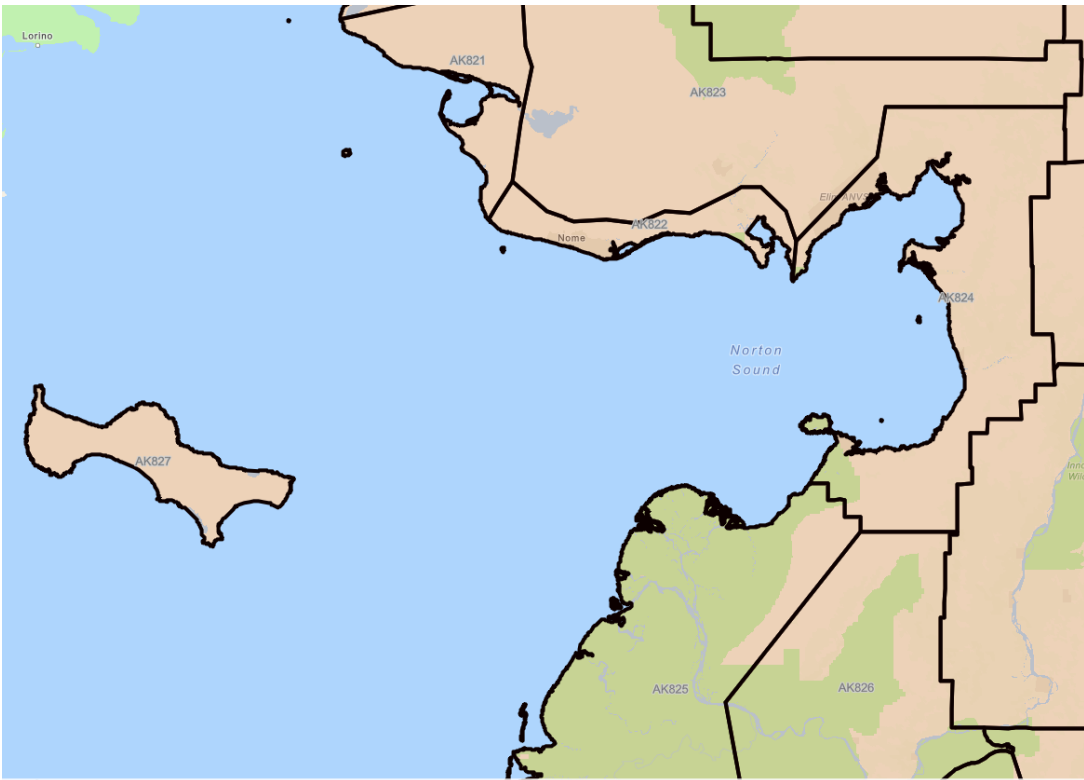
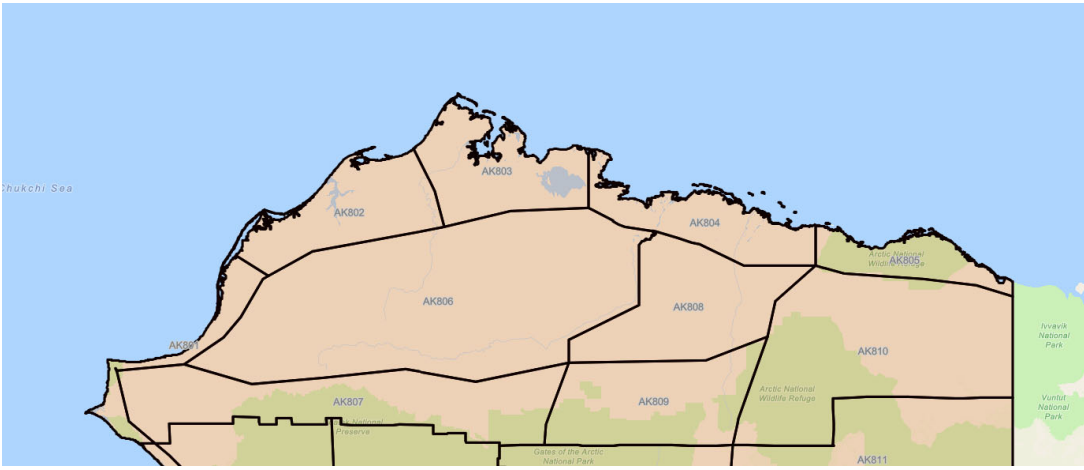
<https://storymaps.arcgis.com/stories/366db15c8baf49cbbce82f1809d4720a>

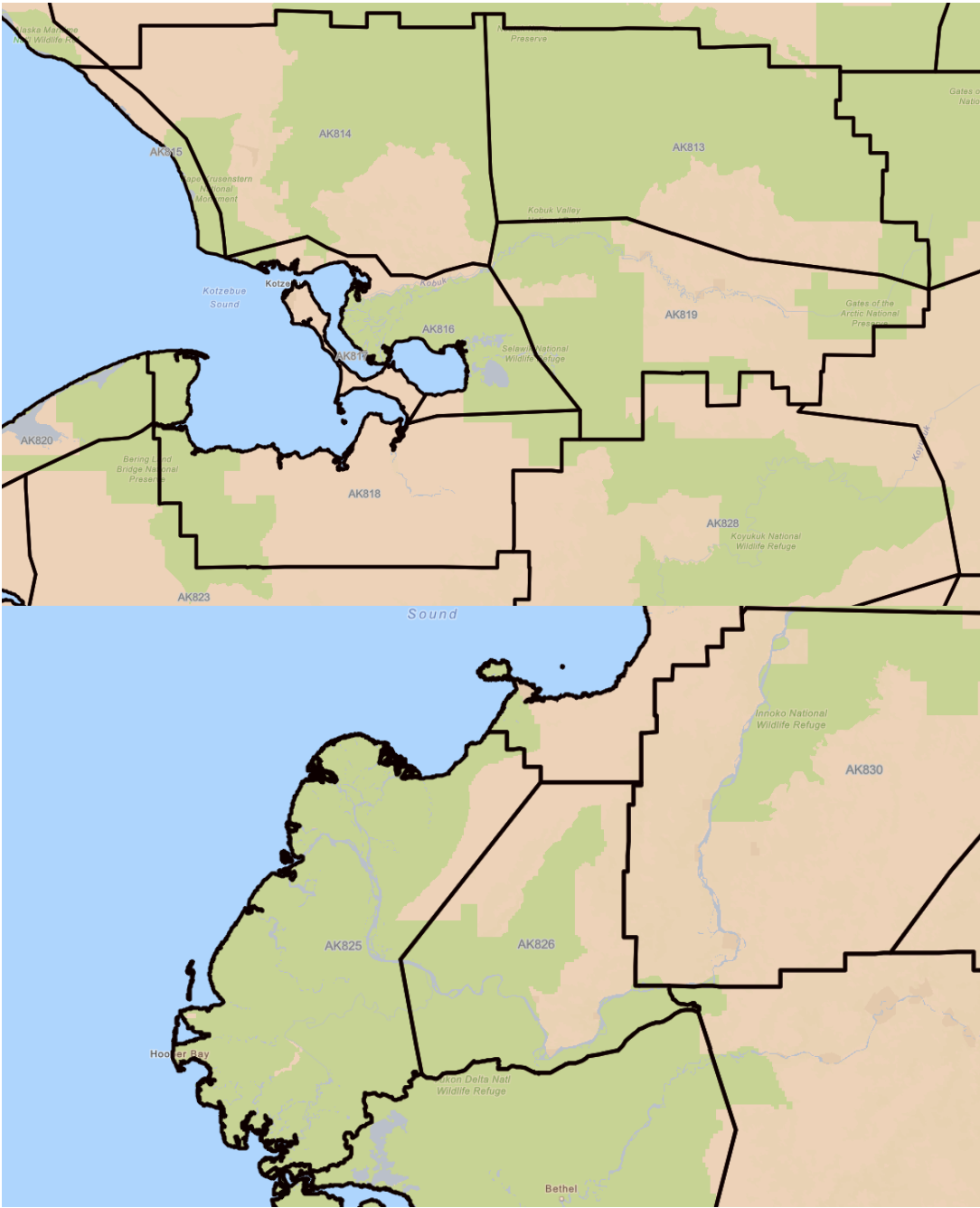
The Service Change Notice can be found here:

[https://www.weather.gov/media/notification/pdf\\_2023\\_24/scn23-78\\_zone\\_change\\_afg.pdf](https://www.weather.gov/media/notification/pdf_2023_24/scn23-78_zone_change_afg.pdf)

Here are a few maps that will help with the new zone numbers:

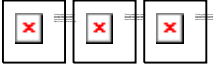






Please let me know if you have any questions or concerns. I am happy to talk with you more about this change.

Ryan  
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



*NWS Fairbanks is located on the traditional lands of the Dené people of the Tanana River.*



RESPONSIBLE DEVELOPMENT. SUSTAINABLE ENVIRONMENTS. HEALTHY COMMUNITIES.

September 4, 2023

Joy Baker  
Port Director  
Port of Nome  
PO Box 281  
Nome, AK 99762

Dear Ms. Baker,

I am writing to introduce you to a transformative initiative that has the potential to shape the future of Alaska, the Arctic region, and the next generation of northern leaders. The “Arctic Leadership Initiative” is a visionary project developed by the University of Alaska (UA) that seeks to empower Alaskans and scholars based at UA to take a leading role in addressing the challenges and opportunities presented by the rapidly changing Arctic landscape. I am serving on the external advisory committee that is supporting the development of this initiative.

We are excited to inform you that we are currently in the process of submitting a grant proposal to the Rasmuson Foundation to secure funding for the first five years of this initiative. The Arctic Leadership Initiative aims to equip students and scholars with the academic foundation, experiences, and perspectives necessary to lead our nation and the world in Arctic development, adaptation, and response. By integrating academics with real-world experiences, projects, internships, and research, we intend to foster a new generation of leaders who can drive sustainable change in the Arctic.

We highly value your perspective and expertise, and we would be honored to have your support for this initiative in the form of a letter that could be shared with the Rasmuson Foundation at the time of our proposal submission. I have reached out to you with this request due to your leadership and influence in this area of work, scholarship, and investment. It is our hope and intention that you might serve as a future partner to the Initiative. Partners would provide unique mentorship opportunities through internships (no monetary requirement of you) and other experiences beneficial to young scholars. We kindly request that you consider expressing your early support for the Arctic Leadership Initiative’s early intentions in a letter that outlines your belief in its potential to provide a strong asset to young people in Alaska and to the University of Alaska. Additionally, we invite you to share your thoughts on why you find

this initiative compelling and how you envision your organization or business's participation as a potential future partner. Your endorsement will serve as a testament to the broad community backing for this endeavor.

Your involvement in this initiative would not only contribute to its success but also highlight your commitment to fostering leadership, sustainability, and innovation in the Arctic. We believe that your support and partnership would play a crucial role in shaping the next generation of leaders who will address the complex challenges and opportunities that lie ahead.

We look forward to the possibility of working together to create a lasting impact on our communities, partnerships and collaborations between Alaskans and others in the circumpolar north, and the future of the Arctic.

I am available to discuss this in person, by Zoom, phone, or email. I have attached a list of talking points about the initiative to better inform your letter of support should you be interested in providing one. That attached document also includes support letter submission details. We respectfully request that all letters of support be received by September 25, 2023 via email. Thank you for considering this request.

Sincerely,

A handwritten signature in black ink that reads "Rachel Kallander". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

**RACHEL KALLANDER**

**KALLANDER & ASSOCIATES, MANAGING PARTNER**

**ARCTIC ENCOUNTER, FOUNDER & EXECUTIVE DIRECTOR**

**PUBLISHER, THE CORDOVA TIMES**

**HONORARY CONSUL OF ICELAND TO ALASKA**

RACHEL@KALLANDERASSOCIATES.COM | 206.334.4618 (MOBILE)

KALLANDERASSOCIATES.COM | ARCTICENCOUNTER.COM | THECORDOVATIMES.COM





# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor Handeland & Common Council; Port Commission  
Date: September 8, 2023  
Re: Monthly PD Report/Capital Projects Update – Sep 2023

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## **Administrative:**

Cargo, fuel, gravel barges have been competing heavily with ship traffic the last month or so, with 5 more cruise ships due in September. The last of the fuel deliveries are currently underway this weekend (prior to 11 Sept meeting), keeping port staff busy at the dock headers, following the Norwegian cruise ship on Friday, that required posting of port security per MTSA regulations. Unfortunately, the office is having to close when all field personnel are engaged outside of the office due to lack of staff. We are hopeful the shared office position with Public Works can be filled soon, so training for the 2024 season can begin.

## **Causeway:**

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

The NOAA/National Marine Fisheries Service (NMFS) office has issued the approved Incidental Hazard Authorization (IHA) permit for the 1<sup>st</sup> year (2024) of the port expansion project. The file was published on 7 Sept 2023 on the federal register, and can be found at [this link](#) or by accessing [www.federalregister.gov](http://www.federalregister.gov) and entering 2023-19187 in the search bar at the top right of the main page. All comments received during the public process are included in the file, along with the responses provided to NMFS by the USACE and City.

The Corps and City designers are working through minor housekeeping details to finalize the drawing and specifications package. Once complete, both teams will sign and stamp all project materials for transmission to the contracting office for incorporation into the solicitation package, scheduled for release on 1 Nov 2023.

Prior to soliciting the project for construction, the City and USACE must execute the Project Partnership Agreement (PPA). On 11 Sept 2023 the City Council will consider a resolution authorizing execution of the PPA and certifications required by the USACE to proceed with Phase 1 construction.

On 11 Sept 2023, the City Council will also consider a resolution to award an Option to Lease to Bering Strait Native Corporation (BSNC) for land to be used for a man camp facility, as required of the City as the non-federal sponsor of the project. Award of the Option does not yet constitute confirmed use of the property, as the contractor will make the decision as to whether to use the site or not, which is when the 4-year lease will either be executed by the City or not.

*The Corps intends to schedule another meeting in Nome on the project, 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:

Same as 2<sup>nd</sup> paragraph under the ADDP section above, the LSF design is proceeding ahead, as part of the main USACE design and specs package, which will continue from this point on throughout construction.

Causeway Bridge Repairs and Sediment Removal:

The Corps has issued an RFQ to Bristol Engineering for conducting repairs needed at the bridge, with a response due by 21 Sept 2023. The project is anticipated to be awarded in Oct/Nov 2023, with field work done in the 2024 season.

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 continues evaluating ADEC's comments and stipulations on the quit claim deed and environmental covenants, which require execution to convey the USAF property to the City. ADEC's position on these documents are in line with the City's needs and intended use of the property.

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.*

Public Works continues to fill depressions on the TBS pad in an effort to maximize the usable surface before winter. This repair/prep will allow relocations of containers, dredges and equipment for construction setup in 2024.

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:

Based on the City's procurement effort to obtain dredging services to sediment in the inner harbor, the state disaster team (ADHSEM) continues coordinating with FEMA to authorize a scope of work and sufficient funding to award the work. Considering the summer operating season is nearly complete, it is becoming more likely this work will be pushed to spring.

Cape Nome Jetty Repair:

Efforts to secure disaster funds to repair the jetty continue with ADHSEM and FEMA, to return the structure to pre-storm condition. On 11 Sept 2023, the City Council will consider a resolution to amend a task order with Bristol Engineering for a repair design and cost estimate to be performed by subcontract. This work will allow FEMA to authorize sufficient funds for the repair of the jetty.

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

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-09-02

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROJECT PARTNERSHIP AGREEMENT (PPA) WITH THE U.S. ARMY CORPS OF ENGINEERS (USACE) FOR CONSTRUCTION OF THE PORT OF NOME MODIFICATION PROJECT (PONM) (aka; ARCTIC DEEP DRAFT PORT AT NOME)**

**WHEREAS**, the City of Nome (City) has prioritized port expansion and facility improvements to meet the growing demands of industry, the opening of Arctic waters, and the vast increase in vessel traffic, believing that Nome is best positioned to serve as the U.S. Arctic port site to facilitate resource development, search and rescue response, marine environment protection, and to provide a practical location for strategic defense of the country; and,

**WHEREAS**, the Port of Nome serves as the regional maritime hub facility for over fifty (50) Alaska villages from the Yukon River to the Arctic Ocean, transshipping fuel, cargo, equipment, gravel and rock, and is well-known to be the only publicly-owned coastal port north of the Aleutians for the refueling and resupply of Arctic vessels, the number of which has grown exponentially since 2012; and,

**WHEREAS**, the Nome Port Commission has acted on these initiatives through continued pursuit of strategic development and construction of additional facilities to meet demands of industry, the U.S. Coast Guard (USCG), the National Oceanic & Atmospheric Administration (NOAA), and the region; and,

**WHEREAS**, the Alaska Congressional Delegation, successfully championed the passage of federal legislation with an appropriation of \$250M in federal funding, followed by the Governor of Alaska and Alaska Legislature awarding \$175M in grant funds in FY2022 to serve as the City's cost-share to the USACE, both efforts to support construction of an Arctic Deep Draft Port at Nome; and,

**WHEREAS**, in 2021, the USACE and the City signed a cost-shared *Design Agreement* for the design of the PONM Project, which was fully funded and is nearing completion, with a solicitation package being prepared by the USACE for release on 1 November 2023, but first requires PPA execution; and,

**NOW, THEREFORE, BE IT RESOLVED** that the Nome Common Council hereby authorizes the City Manager to execute a PPA with the USACE for the construction of the PONM.

**APPROVED** and **SIGNED** this 11<sup>th</sup> day of September 2023.

  
**JOHN K. HANDELAND,**  
Mayor

ATTEST:

  
**JEREMY JACOBSON,**  
Deputy City Clerk

**CITY OF NOME, ALASKA**

**RESOLUTION NO. R-23-09-05**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO AWARD AN OPTION TO LEASE LAND FOR A MAN CAMP FACILITY TO ALASKA GOLD COMPANY FOR CONTRACTOR USE DURING CONSTRUCTION OF THE PORT OF NOME MODIFICATION CONSTRUCTION (PONM) PROJECT**

**WHEREAS**, the City of Nome (City) is in partnership with the U.S. Army Corps of Engineers (USACE) to complete design of the Port of Nome Modification Project, and will soon execute a Project Partnership Agreement (PPA) for phased construction of the project; and,

**WHEREAS**, there is a significant housing shortage in Nome, and since completion of the project feasibility study, there have been many community discussions to find solutions to the problem before construction became a probability; and,

**WHEREAS**, despite efforts to resolve the situation, the housing shortage has been getting increasingly worse in recent years, and further exacerbated by COVID-19 and recession, followed by inflation, thereby prompting requests from local residents that housing for the port expansion be specifically and separately addressed; and,

**WHEREAS**, the City and USACE agreed there was a great need to require the contractor to mobilize man camp facilities to support project personnel during construction in an effort to ensure minimal impact to any existing housing facilities in Nome; and,

**WHEREAS**, USACE regulation required the City, as the non-federal sponsor, to provide the land site for placement of the man camp facilities, thereby prompting the City to issue a Request for Proposals (RFP) in August 2023 with a total of 8 proposals submitted and reviewed by the Proposal Evaluation Committee (PEC), which then recommended award be made to Bering Straits Native Corporation (BSNC); and,

**WHEREAS**, the City Council declined to award to BSNC due to the proximity of the proposed BSNC property to existing residential areas; and,

**WHEREAS**, the Alaska Gold Property received the second highest score from the PEC; and,

**WHEREAS**, the Alaska Gold Property is in the vicinity of Satellite Field which is a preferable location for a man camp; and,

**WHEREAS**, the proposed option price and annual rent from Alaska Gold are identical to the proposed option price and annual rent proposed by BSNC; and,


**WHEREAS**, the City Council has determined that it is in the best interest of the public to award the option to lease to Alaska Gold,

**NOW, THEREFORE, BE IT RESOLVED**, the Nome Common Council hereby authorizes the City Manager to award an Option to Lease for \$2,500 to Alaska Gold for land to house contractor man camp facilities during construction of the Port of Nome Modification Project.

**APPROVED** and **SIGNED** this **13<sup>th</sup>** day of September 2023.

  
\_\_\_\_\_  
**JOHN K. HANDELAND,**  
Mayor

**ATTEST:**

  
\_\_\_\_\_  
**JEREMY JACOBSON,**  
Deputy City Clerk



## NOTICE OF INTENT TO AWARD

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TO: Alaska Gold Company, Arctic Gold Mining, LLC, Bering Straits Native Corporation

PROJECT DESCRIPTION: OPTION TO LEASE CAMP LAND

The City of Nome (City) received and opened proposals on August 24, 2023 for the subject project. Based on the scoring tabulation (attached) the City intends to execute an Option to Lease with Alaska Gold Company (AGC). Award is contingent upon AGC providing a preliminary commitment for Owner's title insurance showing AGC has marketable title to the property to be leased subject only to general exclusions and exceptions common to the form of policy issued including easements of record, property taxes, reserved mineral rights; and rights reserved to federal patents. The preliminary commitment shall be provided no later than the close of business September 29, 2023.

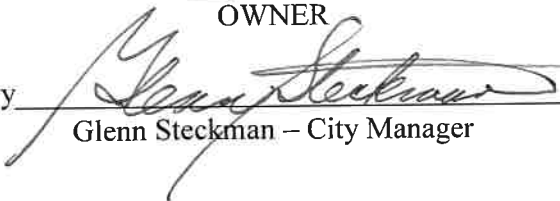
Any proposer who believes the award has been made improperly may file a protest no later than five (5) days from the date of this Notice of Intent.

Dated this 14<sup>th</sup> day of September 2023.

City of Nome

OWNER

By

  
Glenn Steckman – City Manager

Proposers of Record:

<u>Company</u>	<u>Representative</u>	<u>Contact Email</u>
Arctic Gold Mining, LLC	Cecil Connor	<a href="mailto:c.connor@arcticgoldmining.com">c.connor@arcticgoldmining.com</a>
BSNC	Frank Johnson	<a href="mailto:frank.johnson@beringstraits.com">frank.johnson@beringstraits.com</a>
Alaska Gold Company	Frank Johnson	<a href="mailto:frank.johnson@beringstraits.com">frank.johnson@beringstraits.com</a>

Cc: Brooks Chandler, City Attorney



**PROPOSAL FORM**

Property Owner: Alaska Gold Co. Phone: 443-8123  
Address: P.O. Box 640 Fax: \_\_\_\_\_  
NOME, AK. 99762 Email: frank.johnson@bearingstraits.com

**PROPERTY**

- 1) Legal Description  
BLOCK, LOT 03 SATELLITE FIELD SUBDIVISION; according to the Plat # 2016-15; Records of the Nome Recording district, second Judicial district
- 2) Physical Address  
STATE OF ALASKA  
NOME - TELLER HIGHWAY Across FROM "T" HANWAY

**PRICE PROPOSAL (required)**

- 1) Option Price (Lump Sum) \$ 2,500
- 2) Annual Rent (Lump Sum per year) \$ 41,817.60 - 4 acres
- 3) Annual Rent (Unit Price per sq. ft. per year) \$ .02 psf

By signing below, you acknowledge that you have received and reviewed all RFP Documents and agree to enter the Option to Lease Agreement\* on the basis of your proposal if selected by the City.

Date: 8/24/2023  
Name: Frank L. Johnson II  
Title: Maintenance & Service Superintendent  
Signature: [Handwritten Signature]

\*Identify any provisions in Option to Lease Agreement you want modified:

# Satellite Field Area

Acres: 4.30  
Sq. Ft.: 187,470

Legend

PARCEL DESCRIPTION:  
SATELLITE FIELD SUB  
BLOCK, LOT 03  
PLAT: 2016-15

OWNER: ALASKA GOLD CO.  
P.O. Box 640  
Nome, AK 99762

CITY OF Nome TAX ID/  
Account: 190.1.465  
**EXHIBIT A-1**

Google Earth

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700 ft

