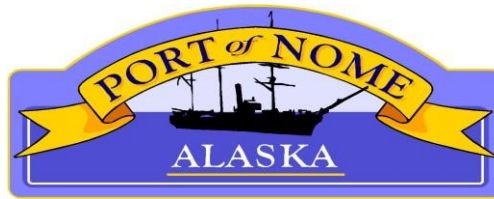


City Manager
Glenn Steckman

Project Manager
Joy Baker

Harbormaster
Lucas Stotts



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

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

**NOME PORT COMMISSION
REGULAR MEETING AGENDA
THURSDAY, NOVEMBER 16, 2023 5:30PM
CITY HALL COUNCIL CHAMBERS**

REGULAR MEETING – 5:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 23-09-21 Regular Meeting Minutes
 - 23-10-05 Special Meeting Minutes
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 23-09-27 R&M Offshore Sample Core Locations (Port Expansion Geotech)
 - 23-09-28 JOA Surveys GNSS-R Installation at Port of Nome
 - 23-10-04 OPR-R390-KR-23_Final_Progress_Report_09_22
 - 23-10-21 Arctic Today - Increased Arctic Shipping Brings Increased Risks
 - 23-11-01 AK News Source- 7 ports across Alaska receive combined \$72M in federal grant funding
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
 - F24 1st QTR HM Report
 - Updated 2024 Port of Nome Cruise/Ship Schedule
 - Facility Maintenance Projects Overview
- VIII. PROJECT MANAGER – MONTHLY PROJECTS UPDATE**
 - 23-10-16 PM Monthly Projects Report
 - 23-11-16 PM Monthly Projects Report
 - Northern Economics PON Tariff Rate Study Kick Off Info
- IX. OLD BUSINESS - None.**
- X. NEW BUSINESS**
 - FY25 State of Alaska Municipal Harbor Facility Matching Grant Program – Requesting Support through Council Resolution
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - December 20, 2023 – 5:30pm
- XIV. ADJOURNMENT**

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
MINUTES
REGULAR MEETING
SEPTEMBER 21st 2023 @ 6:30 PM
COUNCIL CHAMBERS CITY HALL**

The Regular Meeting of the Nome Port Commission was called to order at 6:35 pm by Acting Chairman Lean at the City Hall Council Chambers.

ROLL CALL

Members Present: Lean, Rowe, Sheffield, McLarty

Absent: Smithhisler, West, McCann

Also Present: PD Joy Baker, CM Steckman

In the audience: Anna Rose McArthur- Marine Advocate at Kawerak, Megan Ganon- KNOM, Larry Pederson, Doug Smith - BSNC, Scott Fowlds, Pat Harrison, Michael Foster – KWEIT.

APPROVAL OF AGENDA

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

Motion to approve made by McClarty, seconded by Rowe
At the Roll Call:

Ayes: Lean; Rowe; Sheffield; McLarty
Nays:
Abstain:

The motion **CARRIED**.

Discussion: none

APPROVAL OF MINUTES

August 16th, 2023 Motion made by McLarty, seconded by Sheffield to approve minutes;

Discussion:

- None

At the Roll Call:

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

The motion **CARRIED**.

CITIZENS' COMMENTS

- Larry Pederson with BSNC introduced his team.
- Scott Fowlds with Kewit Construction said hello and noted they were in Nome looking at the Quarry and future project site.

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

Discussion:

- Sheffield commented that there are 5 or 6 research efforts funded by the National Science Foundation who are writing scientific papers and the City of Nome should have a working group to talk about what is going into these papers. The City or someone local should be involved in the write up or analysis of these research papers. Local knowledge will be sucked out of Nome and those writers will become the “experts” in these fields once these reports are done.
- McLarty asked if the NOAA rezoning map provided was what was gone over with us earlier this season.
- Sheffield commented that the new zones now show Diomedes’ weather tied into Shishmaref and Wales is tied into Brevig and Teller which seems odd.

COMMISSIONER’S UPDATES

- Lean commented that there have been many military exercises in the region both Russian and American.
- McLarty commented that there are some interesting fiber optic plans coming to Western Alaska in future years that are exciting for the region’s telecommunications.
- Sheffield commented that we do not know what the Russians are doing for the military exercise in the Gulf of Anadyr. Several vessels are SW of Cape Naverin outside the exercise zone. Sonar, munitions, ordinance are in our US EEZ and within 16 miles of Gambell so please report any marine mammal standings or incidents by calling Gay Sheffield, Kawerak’s Subsistence program or Fish and Wildlife. If the US was doing a drill like this more precautions for marine wildlife would be taken.

HARBORMASTER’S REPORT

- HM Stotts commented on the following;
 - September has been very busy with gravel and fuel operations.
 - ASRC is wrapping up operations soon with only a few gravel loads remaining and then will shift to de-mobe.
 - The final fuel deliveries are coming up soon and then there will only be a few remaining loads inside to the east dock.
 - The SYLVIA EARLE cruise came into Nome a day early and staying for 3 additional days due to needing new engine parts that are being shipped to Nome. They will load the new engine parts and then conduct the engine repair while under way. LE BOREAL will then come in on 9.24.23 who are also currently having propulsion issues. The last cruise will be the LE COMMANDANT CHARCOT on 10.5.23 offshore due to vessel draft.
 - Port staff will be laid off for the season soon. Deputy HM Alex Thomson will be back from vacation Oct 10th and then swap to Police Dispatch on Oct 11th for the winter season. Robert Baranska – Dock Watch will be done for the season Oct 11th but has indicated he will return next season again.
 - Several small maintenance and winterizing tasks such as debris cleanup, welding of bull-rails and prepping floats for removal in Oct.

- Clearing out the Garco area and moving container rows will wait until next spring to begin. We want to be sure to get plenty of notice to users over the winter months and come up with a good layout for the new storage areas to be sure we get them correct.
- AML would like to increase their leased yard space.
- CDIP/AOOS buoy will not be installed this fall but is now prepped for launching next spring.
- Working with MXAK to get a current sensor installed at the City dock for the 2024 season.

Discussion:

- McLarty commented that when we have cruise ships in town we should make sure to water the roads to keep dust down on the streets.

PORT DIRECTOR'S REPORT

- 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

Discussion:

- PD Baker gave a verbal update on the following:
 - The City Council Resolution R-23-09-02 Authorizing PPA with USACE for PONM Construction (aka: Arctic Deep Draft Port Project) was authorized by the Nome Common Council on 9.11.23 and the package was sent into the Corp. There will be a formality in signing the PPA with the new commanding Colonel at JBER and then a formal signing between the City and Corps in October sometime and we may hold that in Nome.
 - 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. This was awarded to BSNC for a location on Satellite Field. We are working through the details for the option to lease this area for 2 years with a 2-year option.
- Sheffield asked if we are on schedule for the RFP for Phase 1 to go out or if this could hold things up. PD Baker stated that we are still on track for November 1st and there was that possibility if a site was not selected, but not any longer.

OLD BUSINESS

- None

NEW BUSINESS

- Recommending Award of Tariff Rate Study, Analysis & Projections
- Recommending Award of PON Strategic Development Plan Update

Discussion:

- Acting Chair Lean stated we still have more discussion on these items so this should be tabled until the next work session on October 5th.

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

Motion to approve made by McClarty, seconded by Sheffield

At the Roll Call:

Ayes: Rowe; Sheffield; McLarty; Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

- None

COMMISSIONER'S COMMENTS

- Sheffield commented that we don't often have people attend every Port commission meeting and suggests we send invitations to the local tribes to possibly gain better attendance and discussion from those bodies. Also stated that we have had one quarterly public meeting at Old St Joes so far but maybe we should continue with those. Bird Flu has been found to be killing seals in Puget Sound and is something we should keep our eyes open for on the coast.
- McLarty commented he is glad to hear we are talking about new rate studies and glad to see an audience in the room.
- Rowe commented he likes the idea of the proposed more in-depth look at the Tariff and it is good to be back in the room after a busy summer season.
- Lean commented that having the two studies in the same year is a good idea. Also noted that Gay Sheffield now has the title of Professor.

ADJOURNMENT

Motion was made by for adjournment at 7:25 pm.

APPROVED and **SIGNED** this 19th day of October 2023.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director

City Manager
Glenn Steckman

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

**NOME PORT COMMISSION
MINUTES
SPECIAL MEETING
OCTOBER 5th 2023 @ 6:30 PM
COUNCIL CHAMBERS CITY HALL**

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

The Special Meeting of the Nome Port Commission was called to order at 6:30 pm by Chairman West at the City Hall Council Chambers.

ROLL CALL

Members Present: Smithhisler; Lean; West; Rowe; McLarty;

Absent: McCann; Sheffield;

Also Present: PD Joy Baker; CM Steckman; HM Stotts;

In the audience: Megan Gannon – Nome Nugget

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda

Motion to approve made by Lean, seconded by McLarty.

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

- None.

NEW BUSINESS

PON Tariff Rate Study & Analysis Proposal Selection – Recommendation:

Moved by Lean, seconded by Rowe, recommending the Common Council award the Port of Nome Tariff Rate Study & Analysis to the sole proposer, Northern Economics, at the revised fee of \$58,200.

Discussion:

- Rowe commented that having the rates looked at by an outside party would be a good idea and that Northern Economics has done similar for many other harbors around the state of Alaska.

At the Roll Call:

Ayes: Rowe; McLarty; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

PON Strategic Development Plan Update Proposal Selection – Recommendation:

Moved by McLarty, seconded by Smithhisler, recommending the Common Council award the Port of Nome 3Strategic Development Plan Update to PND Engineers, Inc. for Phase A – Inventory & Concept Development, at the revised fee of \$5,625.

Discussion:

- Lean commented that he likes the idea of having both of these studies taking place at the same time and we will probably learn a lot from what they both have to say.

At the Roll Call:

Ayes: Rowe; McLarty; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

ADJOURNMENT

Motion was made by for adjournment at 8:31 pm.

APPROVED and **SIGNED** this 19th day of October 2023.

Jim West, Chairman

ATTEST:

Lucas Stotts, Harbormaster

R&M will be advancing 34 offshore vibratory core samples to depths of 2 feet below mud line and extending along the entire beachfront of Nome. 17 will be collected at -10 MLLW, and 17 will be collected at -30 MLLW. We understand that Quintillion may have a buried fiber optic line running ashore about 2500 feet west of our proposed ST-16-2 and ST-16-3 sampling locations. We also understand that NJUS may have a sewer outfall running offshore between our proposed ST-05-2 and ST-06-2 sampling locations terminating at a depth of about -20 MLLW.

R&M will also be advancing up to 7 direct push cores to depths of 18 feet below mudline, within and adjacent to the existing breakwater. Each of these locations have been cleared during the previous Phase I and II of this project. During these previous phases, no utility conflicts were identified within this area.

I have attached a map detailing the offshore vibratory core samples (transects), and a map of the proposed boreholes adjacent to and within the existing breakwater.

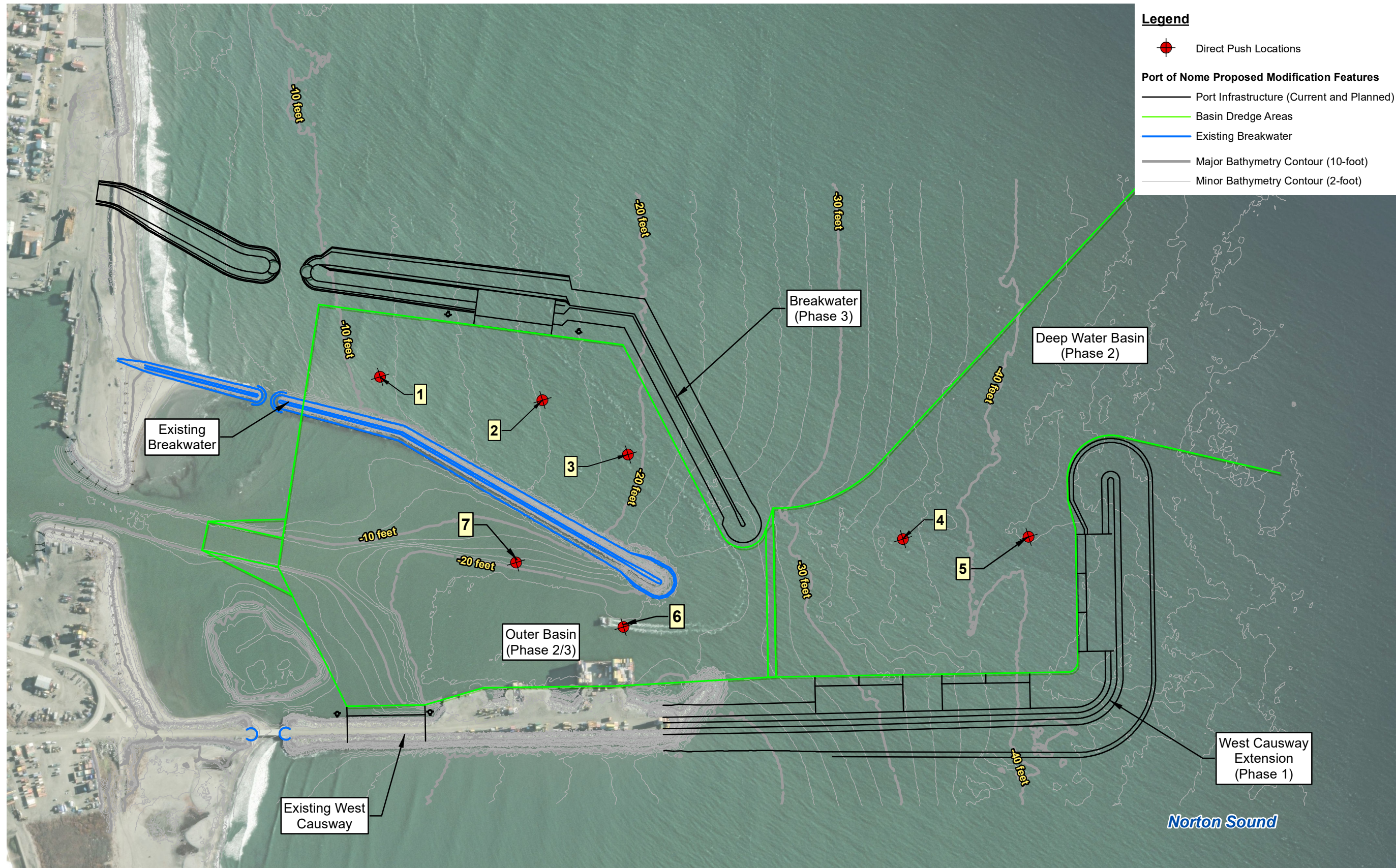
Our programmed schedule to complete this work is October 10 through October 21, 2023.

Should you require more information on a specific location or potential conflict, please contact us for additional coordination.

Aaron T. Banks, C.P.G. *Senior Geologist*

R&M CONSULTANTS, INC. | 9101 Vanguard Drive | Anchorage, Alaska 99507
907.646.9684 direct | 907.441.1994 mobile

Innovating Today for Alaska's Tomorrow



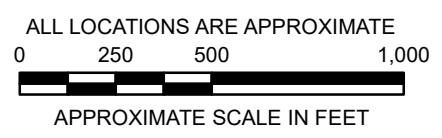
Legend

- Direct Push Locations
- Port of Nome Proposed Modification Features**
- Port Infrastructure (Current and Planned)
- Basin Dredge Areas
- Existing Breakwater
- Major Bathymetry Contour (10-foot)
- Minor Bathymetry Contour (2-foot)

PROJ. NO:	2930.07
DATE:	SEPT 2023
REF:	NP2M
DWG.:	A-03

PORT OF NOME MODIFICATION
PHASE II INVESTIGATION

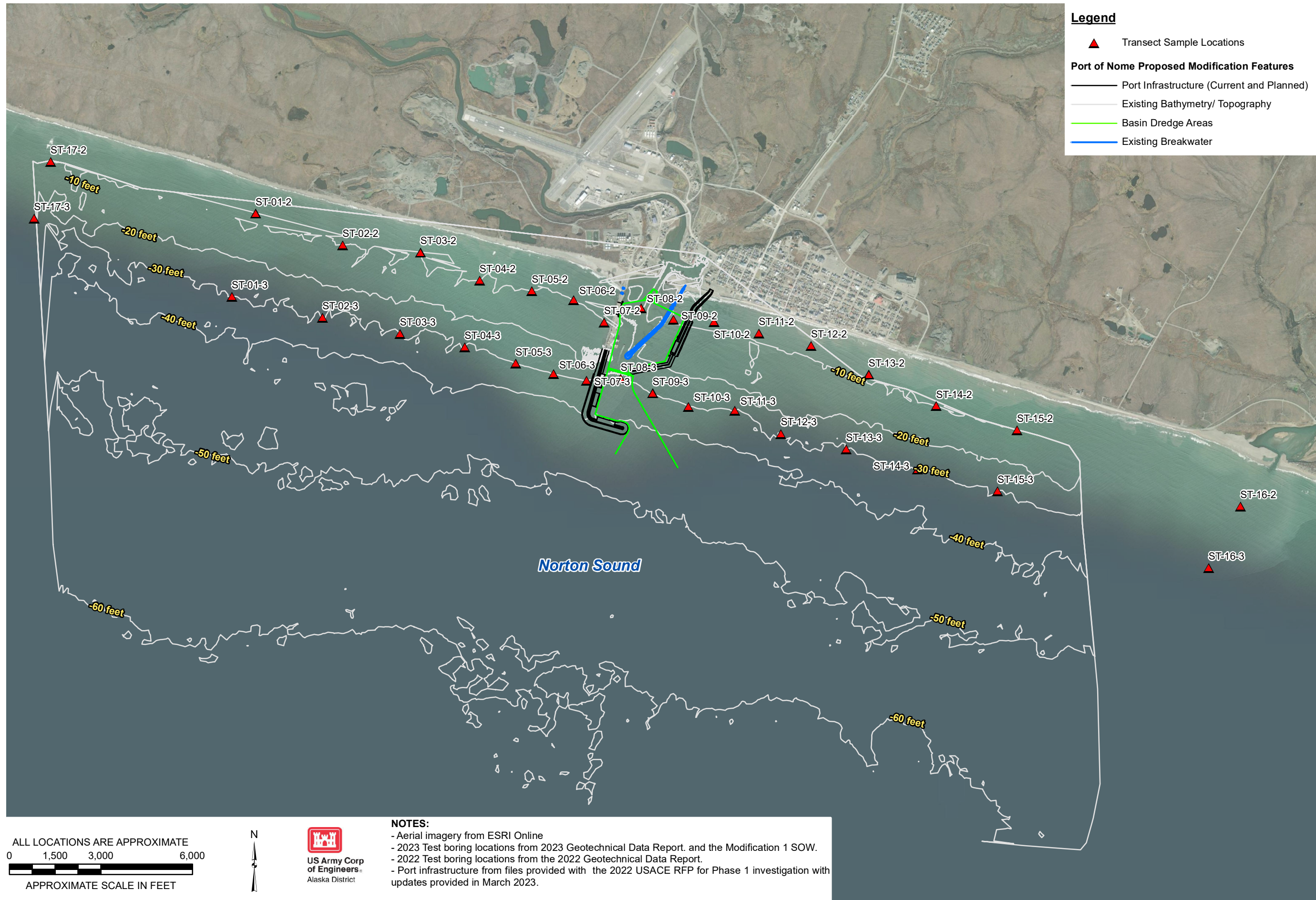
INVESTIGATION LOCATION MAP



NOTES:

- Aerial imagery from ESRI Online
- 2023 Test boring locations from 2023 Geotechnical Data Report. and the Modification 1 SOW.
- 2022 Test boring locations from the 2022 Geotechnical Data Report.
- Port infrastructure from files provided with the 2022 USACE RFP for Phase 1 investigation with updates provided in March 2023.





Legend

- ▲ Transect Sample Locations

Port of Nome Proposed Modification Features

- Port Infrastructure (Current and Planned)
- Existing Bathymetry/ Topography
- Basin Dredge Areas
- Existing Breakwater

PROJ. NO:	2930.07
DATE:	SEPT 2023
REF:	NP2M
DWG.:	A-04

PORT OF NOME MODIFICATION
PHASE II INVESTIGATION

SEDIMENT TRANSPORT TRANSECT SHORE ANCHOR POINT MAP

ALL LOCATIONS ARE APPROXIMATE

0 1,500 3,000 6,000

APPROXIMATE SCALE IN FEET



NOTES:

- Aerial imagery from ESRI Online
- 2023 Test boring locations from 2023 Geotechnical Data Report. and the Modification 1 SOW.
- 2022 Test boring locations from the 2022 Geotechnical Data Report.
- Port infrastructure from files provided with the 2022 USACE RFP for Phase 1 investigation with updates provided in March 2023.



Good Morning Lucas,

We have been talking with you this summer about the installation of a temporary GNSS receiver at the Nome Harbor to support a research project with Andy Mahoney of UAF and Jihye Park with Oregon State University. The goal of the project is to evaluate [GNSS reflectometry](#) as a tool for monitoring sea ice.

Thank you for talking with Liam McFadden on the 5th of September. Based on his reports from your conversation we have abandoned the idea of placing the antenna on any of the light poles. We have a short 1.5-meter pedestal that we would like to bolt to the breakwater to support the GNSS-R antenna and then run the antenna cable through a conduit to the NOAA Tide Shack. The pictures attached show the breakwater rock we are considering and a pedestal with an antenna. The antenna we are using for this project is significantly smaller than the one depicted in the picture. There is also a picture of the NOAA tide shack and the rock we are considering.

Please let us know if you have any concerns about our installation plan. Drew Lindow will be in Nome on October 5 and 6 to install the antenna and receiver. I will have him check in with you when he gets to Nome. The installation will be removed in early October of 2024.

Thank you for your assistance with this and the other projects (Nome NWLON maintenance) we undertake in Nome.

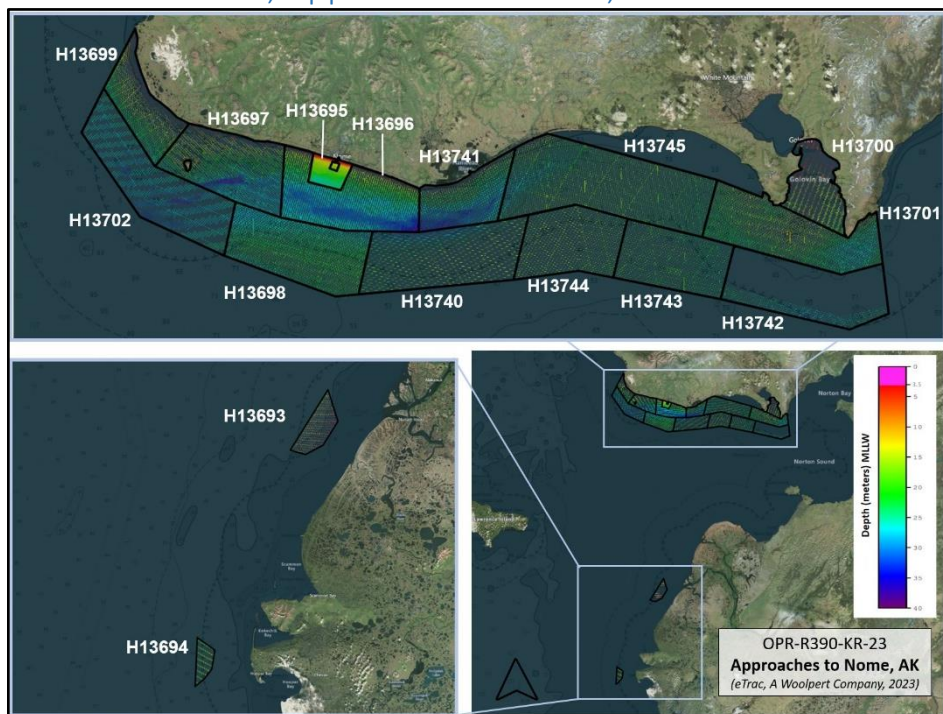
Jim Mitchell

--

JOA Surveys, LLC
5761 Silverado Way, N-201
Anchorage, AK 99518
(907) 561-0136 office
(231) 818-5212 cell AT&T
(907) 306-0995 cell GCI
www.joasurveys.com



OPR-R390-KR-23, Approaches to Nome, AK



OPR-R390-KR-23 was a monumental project, in size, total line miles, location, and innovation. Utilizing real-time GNSS corrections, eTrac efficiently acquired accurate sounding data to datum within the survey area. Unmanned-autonomy technology was implemented and proved valuable in shoal areas as well as enhancing efficiency through force multiplication. Due to the high latitude project areas, there was a short ice-free survey season. The addition of unmanned-autonomy was critical to complete the project within the optimal window before the onset of the fall storm cycle and eventual freeze up. Data processing was streamlined through eTrac's bespoke processing pipeline. Utilizing advancements in newly available low earth orbit satellite-based internet, all data from *R/V Thunder* was transferred within hours

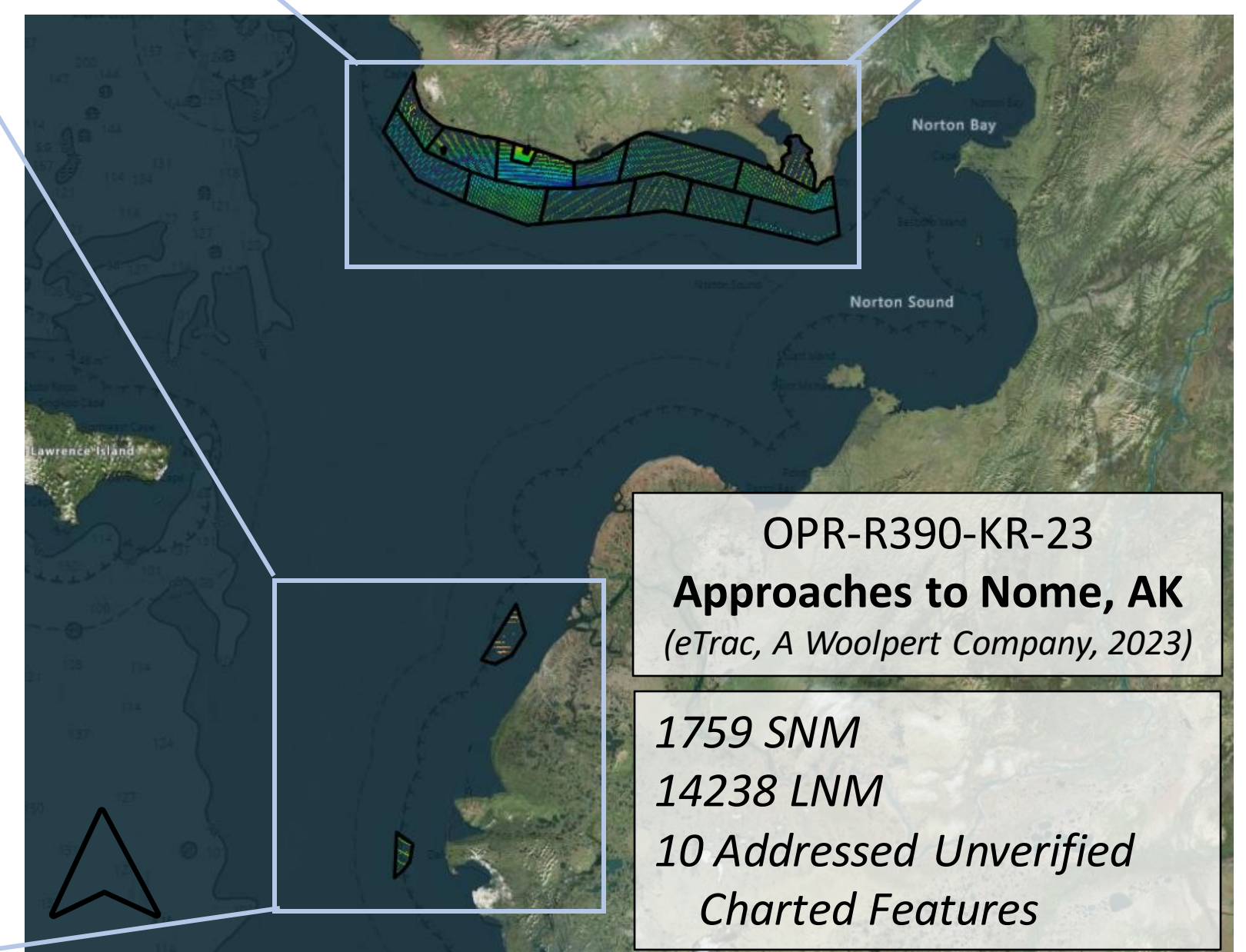
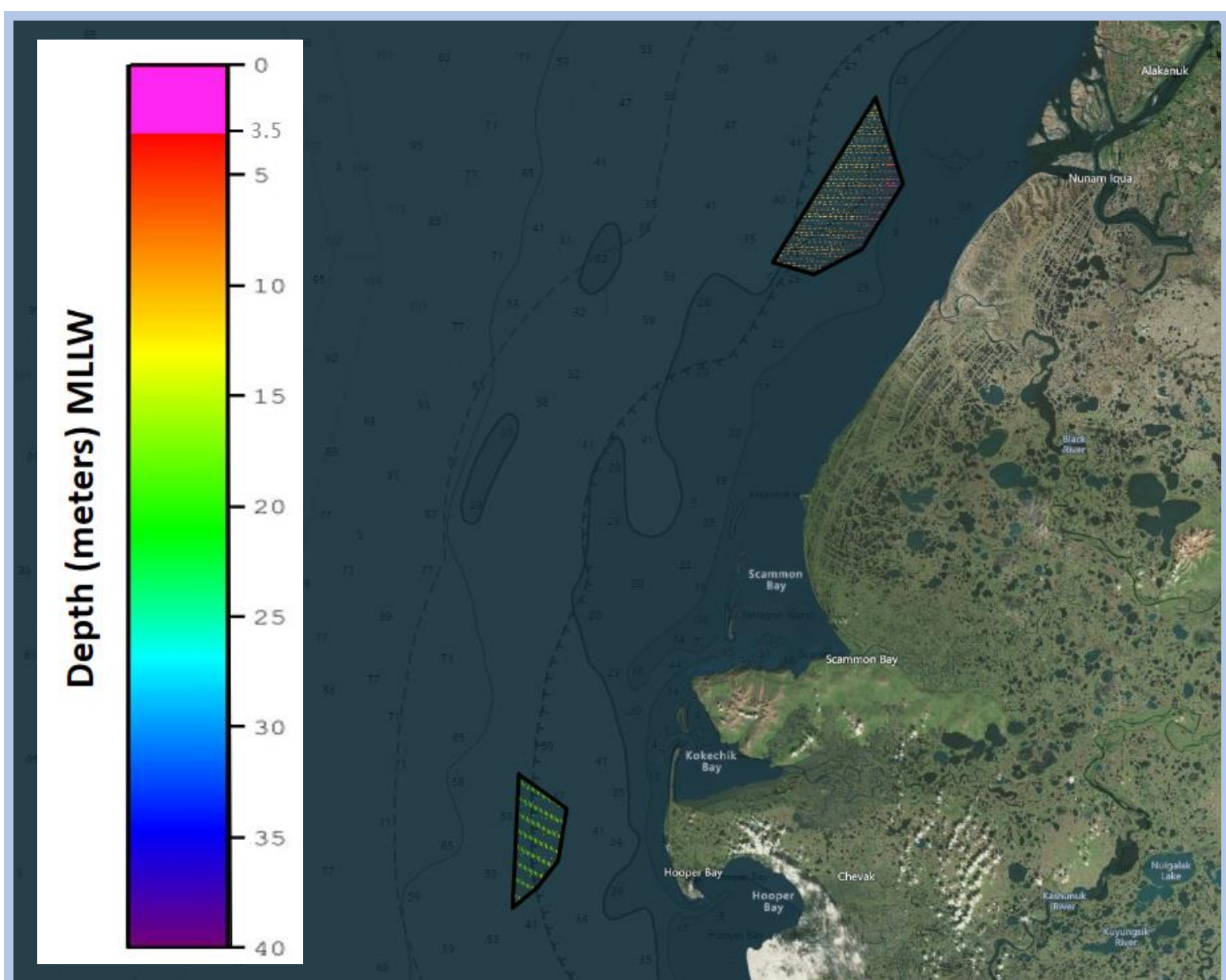
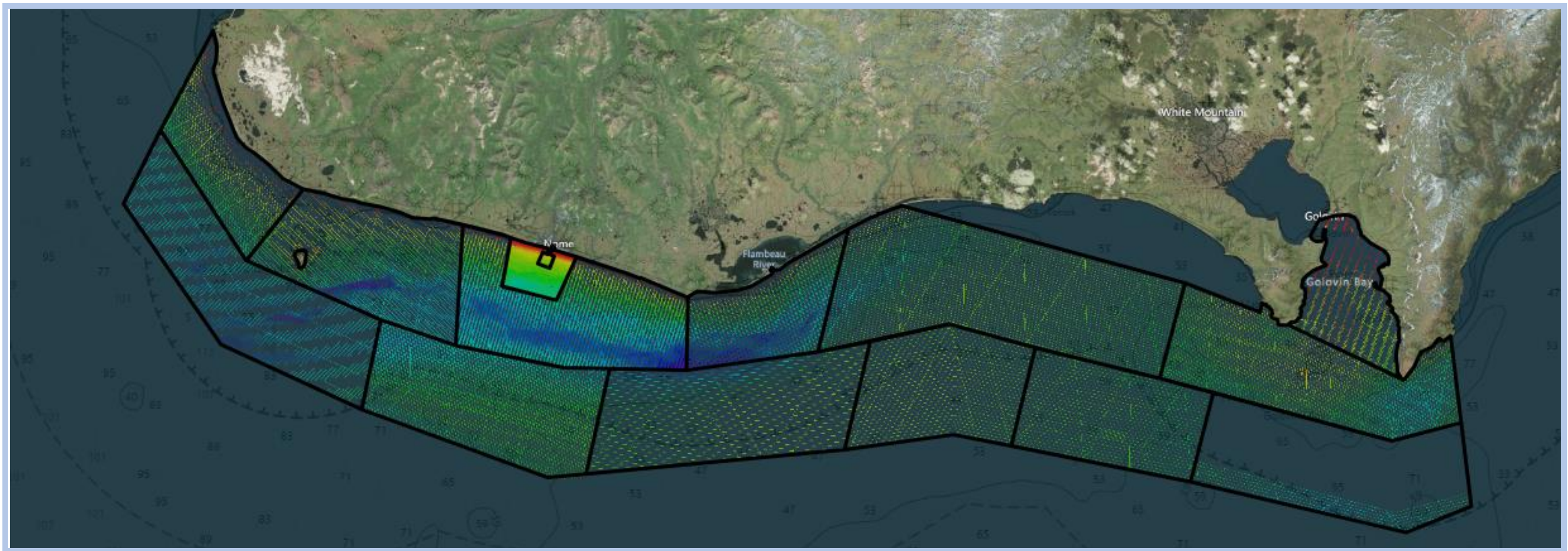
of acquisition to the processing office, relieving the need for an onboard processor. With reliable, high-speed internet, the data processing staff on *R/V Norseman II* were able to provide the processing office updated coverage images, BAGs, and project statistics within hours of completing each day's data collection and work collectively on cloud-based files. This was beneficial for project tracking, planning, reporting, and safety of operations.

Project Accomplishments

Sheet	Registry	Name	LNМ	SNМ	Start Date	End Date	UCF	MB	BS
1	H13693	Approaches to Yukon River	704.67	74	8/10/202	8/13/2023	0		5
2	H13694	8 NM West of Dall Point	235.39	34	8/9/2023	8/10/2023	0		3
3	H13695	Nome Harbor	1075.57	20	6/6/2023	8/30/2023	0		4
4	H13696	Approaches to Nome Harbor	2384.94	138	6/6/2023	8/22/2023	0		7
5	H13697	Sledge Island	1106.15	130	6/26/202	8/12/2023	4	3	4
6	H13698	15NM South of Nome	1351.03	155	7/18/202	8/26/2023	0		7
7	H13699	Cape Rodney	642.71	76	7/9/2023	8/11/2023	0		5
8	H13700	Golovnin Bay	707.17	67	7/17/202	8/28/2023	3		12
9	H13701	Rocky Point to Cape Darby	1377.27	161	7/17/202	9/1/2023	3	1	9
10	H13702	8NM SE of Cape Rodney	709.57	155	7/25/202	8/12/2023	0		6
11	H13740	9NM SE of Cape Nome	734.81	155	7/30/202	8/17/2023	0		6
12	H13741	Approaches to Port Safety	673.61	80	7/16/202	8/30/2023	0		3
13	H13742	7 NM South of Golovnin Bay	166.60	40	8/31/202	9/1/2023	0		7
14	H13743	15 NM South of Chiukak	538.07	116	8/4/2023	8/22/2023	0		5
15	H13744	14 NM SE of Dickson	519.79	116	8/17/202	8/30/2023	0		6
16	H13745	Dickson to Bluff	1310.49	242	7/17/202	9/1/2023	0		11

Recommendations and Notes

- The Port of Nome is undergoing a multiphase expansion project to deepen and expand the outer harbor, allowing larger vessels into Nome. US Army Corps of Engineers publication: <https://www.poa.usace.army.mil/Library/Reports-and-Studies/Port-of-Nome-Modification-Project/>
- Vessel traffic at the Cape Nome rock quarry and pier will likely increase as more armor stone and riprap is required for the Port of Nome expansion and other developments around Norton Sound and the Seward Peninsula.
- For vessels with drafts too deep for Golovnin Bay the area east of Cape Darby in Western Norton Bay provides anchorage in 10 to 15 meters water depths. For larger vessels, this is the nearest shelter to the Port of Nome with protection from westerly and southwesterly winds. eTrac recommends this area as a future survey location.



OPR-R390-KR-23
Approaches to Nome, AK
(eTrac, A Woolpert Company, 2023)

1759 SNM
 14238 LNM
 10 Addressed Unverified
 Charted Features

Home » Increased Arctic Shipping Brings Increased Risks

Fisheries News Security Shipping

Increased Arctic Shipping Brings Increased Risks

By **Eliás Thorsson** - October 21, 2023

326



Ret. U.S. Coast Guard Rear Admiral Matthew T. Bell Jr

The melting sea ice in the Arctic is opening up new shipping lanes and increasing traffic and

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In | You have viewed 1 of your 3 free weekly pages.



“The more the activity increases, accidents and mistakes happen. I don’t wanna be doom and gloom, but it’s a matter of time before something happens,” said Ret. Rear Admiral Matthew T. Bell Jr. Currently Bell is the dean of the School of Arctic and Climate Studies at the Ted Stevens Center for Arctic Security Studies, which is part of the US Department of Defense.

Bell spent 36 years in the US Coast Guard and can be considered an expert on maritime security and disasters, having worked on the response to the 1989 Exxon-Valdez accident, which spilled 11 million gallons of oil off the coast of Alaska. He spoke to the Arctic Business Journal at the Arctic Circle conference in Reykjavík where shipping was among the most discussed topics, with several forums dedicated to this vital aspect of economic activity in the Arctic.

“I first went to the Bergins Sea and northern Alaskan waters in the mid 80s. Back then, there was no large traffic through that space, only fishing,” says Bell. “Logarithmically the region is experiencing a huge increase that has never been seen before. It’s very isolated, pristine and highly vulnerable to disruptions.”

The Northern Sea Route, which runs along the Russian Arctic coast from Murmansk to the Bering Strait and Far East, has become a key asset for Russian geopolitical interests and last week during his visit to China, President Vladimir Putin made it a leading element in his continued effort to strengthen ties between the two Asian powers. Putin seems to be banking on the melting Arctic sea ice to help him make up for his lost European gas revenues

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In | You have viewed 1 of your 3 free weekly pages.





Map of the Northern Sea Routes that cross the Arctic. (Map: Arctic Centre, University of University of Lapland.)

“Starting next year, navigation for ice-class cargo ships along the entire length of the Northern Sea Route will become year-round,” Putin said.

Bell doubts that we’ll see year-round shipping as soon as next year, but Putin’s optimism is a clear sign of just how fast the situation is changing. In 2017, just six years ago the Russian

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In | You have viewed 1 of your 3 free weekly pages.



The increase in traffic brings with a need for increased government regulation and cross-border cooperation among the Arctic states.

“It is a challenge to regulate that space and provide the same level of services that those folks in the lower 48 would expect. We would expect the same search and rescue, regulatory prevention and response activity through the region,” says Bell.

The war in Ukraine has had a widespread implication for the Arctic, with formal and established means of cooperation between the West and Russia breaking down. When it comes to shipping this can have serious consequences.

“The cooperation between Russia and the US has taken a standstill now for obvious reasons due to their heinous acts in Ukraine. Should that cooperation continue, can we get back to where we were before? Well, that’s up to Russia. Russia has come out saying this is our waters, you can’t do that, I think we are gonna disagree with that because of our interpretation of international straits and passage.”

As the number of activity in the Arctic goes up, then the chance of accidents happening increases with it. Steps have been taken in recent years to minimize the risk of shipping accidents in the Arctic such as with the International Maritime Organization’s (IMO) Polar Code that entered into force in 2017. But as Bell explains the unique Arctic environment brings with it challenges not found further south.

“I was in Prince William Sound for Exxon-Valdez and I would not wanna wish that ever again on any part of the water,” says Bell. “We would be able to respond if a disaster like that happened further north, but would we be able to provide the same level of effort as to Exxon-Valdez? No way. The time and distance to get there, the logistics, where you stage and the resources required is a huge undertaking.”

The Arctic is a fragile environment and in many ways more sensitive than other parts of the globe. That is more evident than ever as temperatures rise faster there than elsewhere. As climate change alters life and nature in the region it requires a change in strategy among decision makers.

“My recommendation to governments and industries is: plan for the worst,” says Bell.

Tags

[Alaska](#)

[Russia](#)

[Shipping](#)

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In | You have viewed 1 of your 3 free weekly pages.



ARCTIC BUSINESS JOURNAL

Covering innovation in the Arctic Region and the countries that touch it.



General inquiries:

info@arctictoday.com

Commentary or Opinion:

commentary@arctictoday.com

Advertising inquiries:

advertising@arctictoday.com

News tips:

news@arctictoday.com

Publisher – Alice Rogoff:

alice@arctictoday.com

[SUBSCRIBE TO OUR NEWSLETTER](#)

© 2023 Arctic Today. All rights reserved.

This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



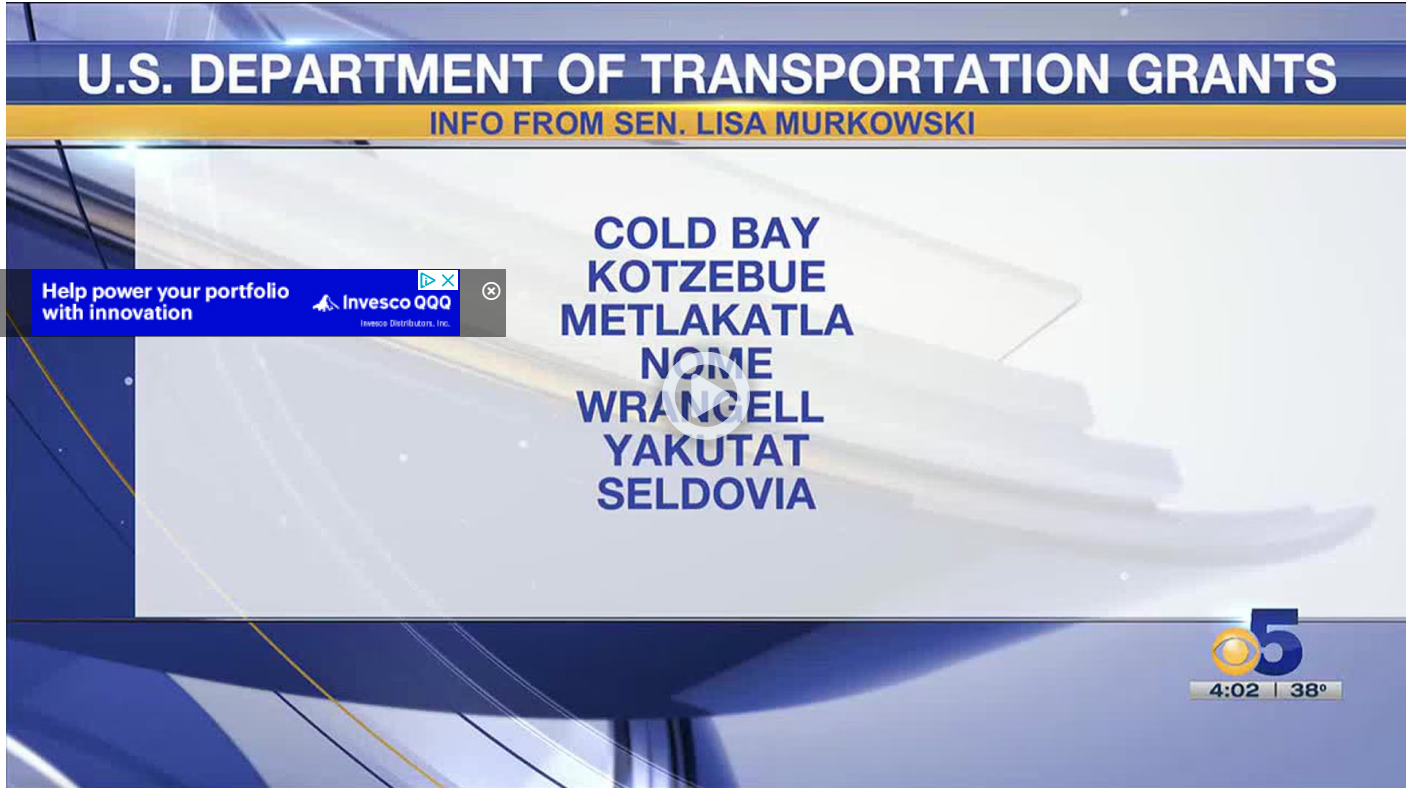
Log In | You have viewed 1 of your 3 free weekly pages.



ADVERTISEMENT

LIHEAP Assistance
LIHEAP Application Info [OPEN >](#)

7 ports across Alaska receive combined \$72M in federal grant funding



7 ports across Alaska receive combined \$72M in federal grant funding

By [Joey Klecka](#)

Published: Nov. 1, 2023 at 5:11 PM PDT | Updated: Nov. 3, 2023 at 12:07 PM PDT



ANCHORAGE, Alaska (KTUU) - Seven ports and harbors statewide will be receiving a combined \$72 million in federal grant funding which will be used to repair and improve infrastructure associated with maritime activity in the state.

According to a joint release from Sens. Lisa Murkowski and Dan Sullivan, the U.S. Department of Transportation will be distributing roughly \$72 million to towns around the state in an attempt to boost the economic production of marine ports by increasing job numbers and streamlining maritime workflow. The department said that over 2.3 billion short tons of domestic and international commerce in the United States moves via waterways.

The money is being funneled from the Port Infrastructure Development Program, under the Infrastructure Investment and Jobs Act, and is part of a larger \$653 million project to fund 41 ports across the country.

The locations in Alaska that will receive funding include:

- \$43.3 million for the Cold Bay Dock Infrastructure Replacement in the Aleutian Island town
- \$11.2 million for the Arctic Deep Draft Project in [Nome](#)
- \$8.9 million for the Yakutat Small Boat Harbor in Yakutat
- \$3.4 million for the Metlakatla Port Improvements Project in the Metlakatla Indian Community
- \$2.4 million for the Cape Blossom Port Planning Project in Kotzebue
- \$2.3 million for the Jackolof Bay Dock Replacement Project in Seldovia
- \$421,000 for the Deep Water Port Development project in Wrangell

Department of Transportation Sec. Pete Buttigieg said this week that as part of President Joe Biden's [Investing in America](#) agenda, the money used for port infrastructure around the state and the country will help improve those supply chains, which he said were put under "enormous pressure" during the COVID-19 pandemic.

"The goal is not to get American supply chains back to what they looked like in 2019, which was adequate on a good day, but not able to handle a disruption," Buttigieg said. "Our goal is to strengthen those supply chains in a durable fashion, while bringing them — more of them — home to America so that they are not just fairweather supply chains, but ones that are going to be able to withstand all of the challenges and surprises the future years can throw at us."

Murkowski said in the release that money for port funding in places like Nome is "crucial" for not only economic development, but also an asset for geopolitical strength.

"It was great to get a call from [Department of Transportation] Secretary [Pete] Buttigieg today, sharing the good news about how Alaska fared in the competitive Port Infrastructure Development grants," Murkowski said. "Coastal Alaska communities rely on ports and harbors for transportation, trade, and subsistence activities—and that's why I fought to ensure funding for these projects in the bipartisan infrastructure law. Today's grant announcements are the direct result of that work, funding planning, development, and construction activities as we seek to ensure that our rural ports can support the needs of Alaska communities."

Sullivan pointed to Alaska's thousands of miles of coastline as a critical priority in receiving funding for the state.

"As I often say, Alaska is a resource-rich but infrastructure-poor state," Sullivan said. "With more coastline than the rest of the United States combined, maritime infrastructure is critical to our state. The large number of grants awarded to our coastal communities is a reflection of Alaska's dependence on waterfronts and the great need we have across our state for infrastructure improvements."

Editor's note: This story has been updated with additional information.

[Watch Alaska's News Source your way with our family of streaming apps](#)

Copyright 2023 KTUU. All rights reserved.

Taboola Feed

This Strange New Device Relieves Symptoms of Neuropathy Quickly

Health Insight Journal | Sponsored

Learn More

Here's What A Walk-In Shower Should Cost

Kohlersafeshowers.com | Sponsored

Learn More

A 70-Year-Old Engineer Designed These Boots For Elderly Women All Over The World

Libiyi | Sponsored

Get Offer

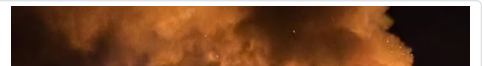
ED Could Be Becoming A Thing Of The Past For Senior Men

IVY RX | Sponsored

[Learn More](#)

Most Read

[▶ Survivor of fatal fire got out of apartment moments before it was engulfed in flames](#)





▶ First major snowfall takes toll on Anchorage drivers as plows get to work



▶ Three of Fairbanks Four to receive \$1.59M each after settling with city insurer



▶ 2 dead, 5 taken to hospital after fire in Northeast Anchorage



▶ Strong storm set to move into Gulf of Alaska by midweek



Latest News



Afternoon FastCast Nov. 6, 2023



Surprise winner of \$25K college scholarship revealed at UAA Seawolves volleyball game



Verdict reached in Anchorage triple murder case



First major snowfall takes toll on Anchorage drivers as plows get to work



[News](#)
[Sports](#)

[Weather](#)
[Community](#)

KTUU

501 East 40th Avenue
Anchorage, AK 99503
(907) 762-9202

[Public Inspection File](#) publicfile@ktuu.com - (907) 762-9202 [FCC Applications](#) [Terms of Service](#) [Privacy Policy](#) [EEO Statement](#) [Advertising](#)
[Digital Advertising](#) [Closed Captioning/Audio Description](#)

At Gray, our journalists report, write, edit and produce the news content that informs the communities we serve. [Click here](#) to learn more about our approach to artificial intelligence.

A Gray Media Group, Inc. Station - © 2002-2023 Gray Television, Inc.





Memo

To: Glenn Steckman – City Manager
From: Lucas Stotts – Harbormaster
CC: Joy Baker – Project Manager; Nome Port Commission
Date: October 17, 2023
Re: 1st Quarter Report F24

Office/Accounting:

July through September are the Port of Nome's most active periods with various operations both on the uplands and at the docks. Port staff work with customers for all types of Port services including; docking permits, storage areas, temporary freight storage, areas to support mining or fishing operations and staging areas for contractors with projects throughout the region.

Port Staff continue pursuing collections with customers on the impoundment list, as well as those who are close to becoming eligible for the next impound round. This follow up activity occurs in and around daily operations with customers in the normal course of business, including planning for freeze up. 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 seasonal closing to incorporate into fiscal planning and health.

Throughout September there is a large push by Port Staff to get all users billed and storage locations sorted before snowfall, when personnel typically shift to other departments, or are laid off for winter in early October.

Operations:

The Port of Nome summer shipping is fully underway in June/July, but becomes the busiest in August and September when companies push for final cargo deliveries into Nome and throughout the region before the end of the season.

Upland operations for Small Boat Harbor users are still on an increase from previous years, with new storage and mining operation set up locations added every week. The Nome offshore mining operations have not declined from previous years. We are now seeing more larger vessels with mechanical excavation methods and less of the smaller pontoon platform suction dredge type vessels. This has alleviated some of the space and crowding issues we have seen over the past many years in the Small Boat Harbor Floating Docks, but created more of a space issue on the East and South Walls. With vessels being longer in length, not only does it take up more wall space, but also adds to the uplands congestion on the shoulder seasons

ASRC Civil and Bering Pacific have been going strong with 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. The West Gold Dock was utilized 95% of all days during July, August and September with material hauling and stockpiling operations most every day. Coordinating material hauling operations truck traffic continues to be the focus to ensure clear routes with minimal disruption to other port operations. Cargo and container operations continue to be centered primarily at the City Dock, with some taking place on the Middle Dock ro-ro ramp and Lower Industrial Pad, High Ramp and Barge Ramp.

A total of 13 total cruise port calls took place for the Port of Nome in the 2023 season. Cruise operations typically begin in the end of July. August and September held the bulk of the cruise traffic we received in a typical season. The 2023 season was very successful for the cruise ship fleet, with very few issues arising, and ultimately became our busiest cruise season to date, with several new ships that had not been seen in Nome before.

The 2024 ship schedule is already starting to fill up with dock/date requests for various cruise ships, and again, some that Nome has not seen in the past. Typically, we receive cruise requests in the winter months around January and February. Receiving this may cruise ship berthing assignment requests this early is a good sign that we will still have several more requests coming in over the winter months. This should result in yet another record high year for cruise ship calls at the Port of Nome in 2024.

<u>DOA</u>	<u>TOA (time)</u>	<u>DOD</u>	<u>TOD (time)</u>	<u>SHIP NAME</u>
6.21.24	0800	6.21.24	1700	WESTERDAM
7.20.24	0600	7.20.24	2200	ROALD AMUNDSON
8.13.24	0600	8.13.24	1800	NG RESOLUTION
8.21.24	0600	8.21.24	2200	ROALD AMUNDSON
8.21.24	0800	8.21.24	1400	HANSEATIC SPIRIT
9.02.24	0200	9.02.24	2200	NSANEN
9.05.24	0700	9.06.24	1800	LE COMMANDANT CHARCOT
9.14.24	0700	9.14.24	1200	SYLVIA EARLE
9.16.24	0700	9.16.24	1700	SILVR WIND
9.19.24	0800	9.19.24	1430	LE BOREAL

(2024 Cruise Ship Outlook as of 10.17.23)



(08.14.23 Nome Causeway – Nat Geo RESOLUTION at the Port of Nome)

Maintenance:

Work in progress or completed:

- City Dock bull-rail repaired/welded in places with additional repairs slated for 2024 season.
- Apply coatings and repair Floating Docks for Small Boat Harbor.
- Log removal from Small Boat Harbor after each new storm moves material deposited by Typhoon Murbok.
- New deck planking for Floating Docks in sections with damages.
- Belmont Beach log and debris removal and clean up 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.
- Price quote for 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.
- Remove small anchor bolts for SBH Floating Dock Anchor Chain shore connection and install larger eye-bolts.
- Maintain dock faces and lowland lay-down areas after port cargo and gravel operations impact the areas surfacing.
- Assist PWR in cleaning remaining sand out from South Wall area of Small Boat Harbor that packed under walkway and onto walkway area, deposited from Typhoon Murbok.
- Finish Murbok debris removal on entire Lower Industrial Pad including rock, sand and logs.
- Season ending Facility cleanup and winter storage preparation.

Vehicle Status:

2002 FORD F350 Flatbed (Fair) – New drive shafts on order to return to operable condition. 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 (Fair) Some electrical and battery issues.

2020 TuffBoat Work Skiff (Good)

2020 TuffBoat Work Skiff Trailer (Good)

<u>DOA</u>	<u>TOA (time)</u>	<u>DOD</u>	<u>TOD (time)</u>	<u>SHIP NAME</u>
6.21.24	0800	6.21.24	1700	WESTERDAM
7.20.24	0600	7.20.24	2200	ROALD AMUNDSON
8.13.24	0600	8.13.24	1800	NG RESOLUTION
8.21.24	0600	8.21.24	2200	ROALD AMUNDSON
8.21.24	0800	8.21.24	1400	HANSEATIC SPIRIT
9.02.24	0200	9.02.24	2200	NSANEN
9.05.24	0700	9.06.24	1800	LE COMMANDANT CHARCOT
9.14.24	0700	9.14.24	1200	SYLVIA EARLE
9.16.24	0700	9.16.24	1700	SILVR WIND
9.19.24	0800	9.19.24	1430	LE BOREAL



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Project Manager *JLB*
CC: Mayor Handeland & Common Council; Port Commission
Date: October 17, 2023
Re: Monthly Projects Update – Oct 2023

Causeway:

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

The Corps designers are working with the contracting and real estate offices to compile the solicitation package for release in both draft and final forms during Nov 2023. Prior to release, the Corps and both of the City's designers will sign and stamp their respective designs/specs, and remain available to respond to questions posed by prospective bidders.

The Incidental Hazard Authorization (IHA) permit for the 1st year (2024) of the project, issued by NOAA/NMFS, remains available at [this link](#) or by accessing www.federalregister.gov and entering 2023-19187 in the search bar at the top right of the main page.

On 11 Sept 2023, the City Council unanimously passed Resolution R-23-09-02, authorizing the City Manager Steckman to sign the Port of Nome Modifications Project Partnership Agreement (PPA), including various certifications. The signed package has been submitted to the Corps for final routing through Pacific Ocean Division (POD) for execution. This secures the path forward for Phase 1 construction (extension of the existing Causeway and creation of the deep-water basin).

Also, on 11 Sept 2023, the City Council unanimously passed Resolution R-23-09-03, authorizing award of the Option to Lease to Alaska Gold Company for property on Satellite Field (owned by Bering Strait Native Corporation (BSNC)) for land to be used for the workforce camp facility during the port expansion – a requirement of the City. The Option to Lease Agreement is near final, with specific details of the property location being confirmed with the Alaska District Real Estate folks, but should be fully executed soon.

Local Service Facilities (LSF) Design Integration:

Same as 1st paragraph above in the ADDP section above, and the LSF designers will remain onboard during the bidding process as well as throughout construction to provide inspection services and ensure the LSF elements are built correctly.

Causeway Bridge Repairs and Sediment Removal:

The Corps is in the process of contracting with Bristol Engineering for performing repairs needed on the abutment and girders on the north end of the Causeway bridge. The project field work is anticipated to be done in the early part of the 2024 ice-free season.

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

Additional funding opportunities are on the horizon and 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:

In early October, the USAF shared their latest responses on the City's and ADEC's comments from Nov 2022 regarding the quit claim deed and environmental covenants. Pending any additional concerns, it seems this long awaited 7-acre parcel conveyance to the City might just be going to happen – what a great Christmas present!

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.

Over the summer, Public Works filled depressions on the pad to maximize the usable surface before winter. This repair/prep will allow relocations of containers, dredges and equipment in 2024 for construction setup.

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

This state STIP project has been postponed to 2027/28 to avoid road construction conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding fixing drainage and pavement breaks.

FEMA DR4672 Merbok Recover Projects:

Inner Harbor Dredging – South Wall and East Ramp:

The City continues to wait for FEMA to authorize and obligate funds for this work to remove sediment from in the inner harbor that was pushed in by the 2022 storm. Considering the 2023 ice-free season is complete, the City has advised FEMA that this work will have to wait until spring break-up in 2024.

Cape Nome Jetty Repair:

PND Engineers (subcontractor to Bristol) continues working on the repair design and construction cost estimate which is intended to return the Jetty to pre-storm condition. The 95% package will be submitted to FEMA for review, and once any concerns are addressed, will go through necessary federal channels to authorize funds to cover all design, bid and construction costs.

Italics reflects no change in project information from previous report



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Project Manager *JLB*
CC: Mayor Handeland & Common Council; Port Commission
Date: November 13, 2023
Re: Monthly Projects Update – Nov 2023

Causeway:

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

On 3 Nov 2023, the Corps released a draft solicitation package for construction of Phase 1 of the Port of Nome Modification Project on Sam.gov. The listing is for a 2-week period, and specifically to obtain input from interested contractors to point out any major concerns. In that interim period, the design teams finalizing the 100% drawings/specs with the contracting offices to ensure the Phase 1 package is ready once the final solicitation date is determined.

The Incidental Hazard Authorization (IHA) permit for the 1st year (2024) of the project, issued by NOAA/NMFS, remains available at [this link](#) or by accessing www.federalregister.gov and entering 2023-19187 in the search bar at the top right of the main page.

Local Service Facilities (LSF) Design Integration:

Upon release of the final PONM Phase 1 solicitation package, the City's design teams will remain onboard and available during the bidding process to address contractor questions, and throughout construction to provide inspection services and ensure the LSF elements are built correctly.

U.S. DOT Maritime Administration (MARAD) – PIDP Grant Award:

The City was fortunate enough to be awarded \$11.25M (the cap in Small Ports, Small Projects Program) in federal funding under the Port Infrastructure Development Program (PIDP) to cover a portion of the costs needed to purchase and construct the marine utilities for Phase 1 of the Port of Nome Modification Project. The City will provide matching funds in the estimated amount of \$16M, which will be sourced through eligible state funding. The exact amount of the match will depend on the winning bid for the work. The City is now working with MARAD to provide documents required to execute the grant agreement.

Causeway Bridge Repairs and Sediment Removal:

The Corps has awarded the contract to Bristol Engineering for the repairs to the abutment and girders on the north end of the Causeway bridge. The project field work is now scheduled for early summer 2024.

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

Additional funding opportunities are on the horizon and 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. Recent information indicates there has been movement at Corps HQ on this project.

Port Industrial Pad:**West Nome Tank Farm (WNTF) - Property Conveyance:**

In late October, the USAF acknowledged receipt of the City's and ADEC's comments on what we hope are the final drafts of the Quit Claim Deed and Environmental Covenants to convey the 7-acre parcel to the City. The USAF advised they would be holding their final meetings and getting back to the City.

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.

Over the summer, Public Works filled depressions on the pad to maximize the usable surface before winter. This repair/prep will allow relocations of containers, dredges and equipment in 2024 for construction setup.

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

This state STIP project has been postponed to 2027/28 to avoid road construction conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding fixing drainage/pavement breaks in 2024.

FEMA DR4672 Merbok Recover Projects:**Inner Harbor Dredging – South Wall and East Ramp:**

The City and FEMA are getting closer to resolving differences on the estimated yardage of sediment that remains near the south wall of the inner harbor, from Merbok in Sep 2022. Once the revised Scope of Work is final, disaster funds will be obligated and the work scheduled for early summer 2024.

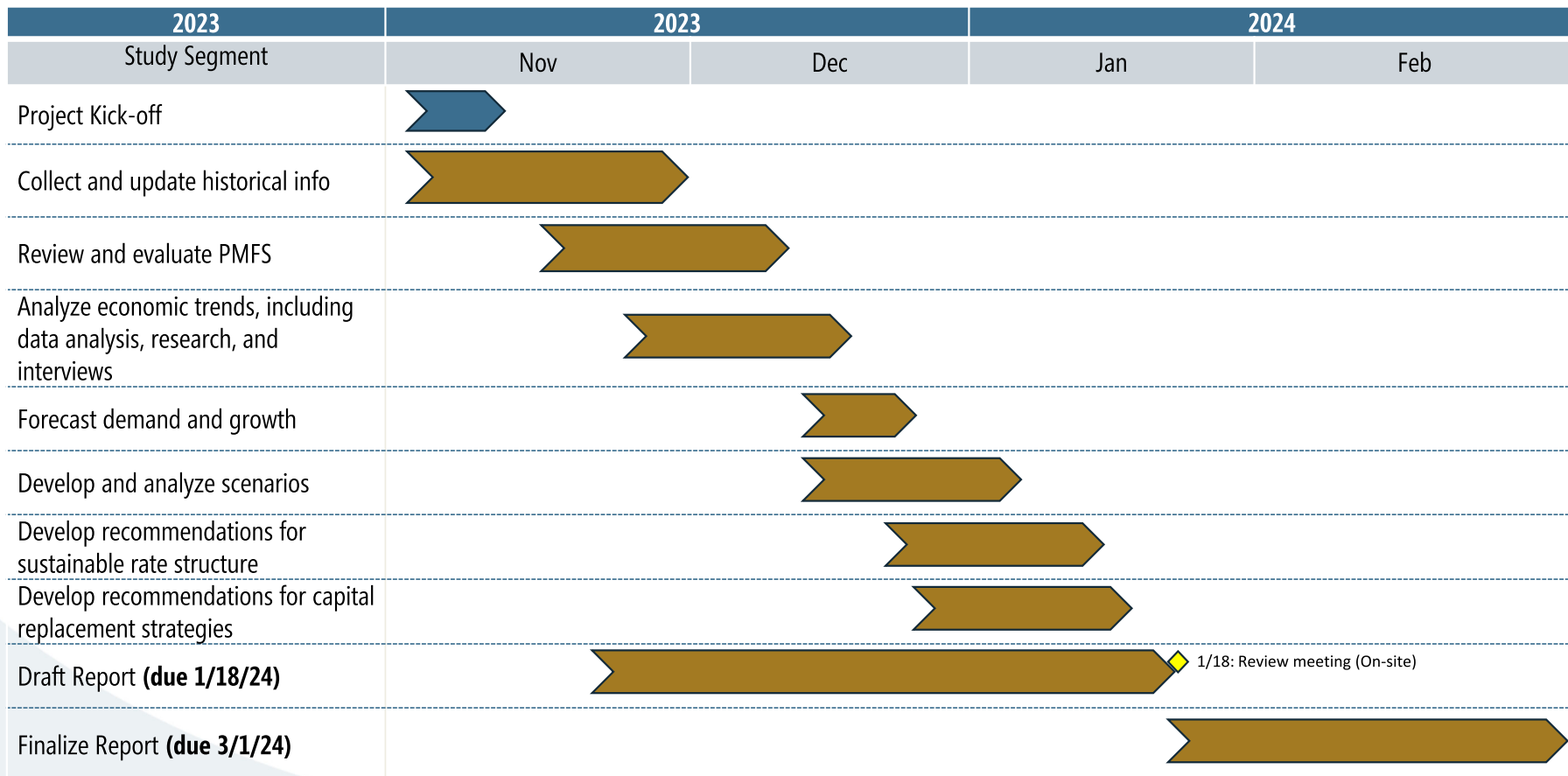
Cape Nome Jetty Repair:

PND (subcontractor to Bristol) has completed the 65% level repair design drawings and construction cost estimate which will be provided to FEMA by 15 Nov, with a 2-week review period before proceeding with 95% level package. In the interim, City staff will continue coordinating with DMVA/FEMA to obtain final authorization for funds to cover all design, bid and construction costs.

Italics reflects no change in project information from previous report

Project Timeline & Deliverables

Complete In-Progress



Scope Review

1. Hold kick-off meeting
2. Hold regular progress report meetings
3. Collect and update historical information from previous studies
4. Review and evaluate Port Modification Feasibility Study
5. Analyze economic trends
6. Forecast demand and growth
7. Develop and analyze scenarios
8. Develop recommendations for sustainable rate structure
9. Develop recommendations for capital replacement strategies
10. Develop and submit draft report
11. Conduct draft report review meeting
12. Finalize report and submit final deliverables

Alaska Association of Harbormasters and Port Administrators



RESOLUTION NO. 2023-1

A RESOLUTION OF THE ALASKA ASSOCIATION OF HARBORMASTERS AND PORT ADMINISTRATORS SUPPORTING FULL FUNDING (\$7,644,677) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY 2025 STATE CAPITAL BUDGET.

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

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

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

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

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

Whereas, consequently, when local municipal harbormasters formulated their annual harbor facility budgets, they inherited a major financial burden that their local municipal governments could not afford; and

Whereas, in response to this financial burden, the Governor and the Alaska Legislature passed legislation in 2006, supported by the Alaska Association of Harbormasters and Port Administrators, to create the Municipal Harbor Facility Grant program (AS 29.60.800); and

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

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

Whereas, the municipalities of the Sitka and Juneau have committed to contribute half of their project cost in local match funding for FY2025 towards harbor projects of significant importance locally as required in the Harbor Facility Grant Program; and

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

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

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

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

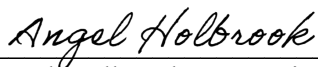
Now therefore be it resolved that the Alaska Association of Harbormasters and Port Administrators urges full funding by the Governor and the Alaska Legislature for the State of Alaska's Municipal Harbor Facility Grant Program in the FY 2025 State Capital Budget in order to ensure enhanced safety and economic prosperity among Alaskan coastal communities.

Passed and approved by a duly constituted quorum of the Alaska Association of Harbormasters and Port Administrators on this 26th day of September, 2023.



Bryan Hawkins, President

ATTEST:



Angel Holbrook, Executive Secretary