City Manager
Glenn Steckman

Port Director
Joy Baker

Harbormaster
Lucas Stotts

102 Division St. • P.O. Box 281
Nome, Alaska 99762
(907) 443-6619
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NOME PORT COMMISSION
WORK SESSION/SPECIAL MEETING AGENDA
THURSDAY, OCTOBER 5, 2023 @ 5:30/6:30 PM
COUNCIL CHAMBERS IN CITY HALL

WORK SESSION – 5:30PM:

- Tariff Rate Study & Analysis Proposal Evaluation – NORTHERN ECONOMICS
- Strategic Development Plan Update Proposal Evaluation – PND ENGINEERS, INC.

SPECIAL MEETING – 6:30PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. CITIZEN'S COMMENTS

IV. NEW BUSINESS
- PON Tariff Rate Study & Analysis Proposal Selection - Recommend Award
- PON Strategic Development Plan Update Proposal Selection - Recommend Award

V. ADJOURNMENT

September 21, 2023

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

Re: Port of Nome Tariff Rate Study & Analysis

Dear Ms. Baker and Members of the Review Committee:

Northern Economics is pleased to submit this proposal to assist the Port of Nome with its Tariff Rate Study & Analysis. We also acknowledge receipt of Addendum 1 to the RFP #2023-02 package.

We understand the need for ports to ensure their tariffs and rates remain competitive and sufficient to provide for maintenance and upkeep. And in this case, the review is particularly necessary in light of the Port of Nome's port modification project. Founded in Anchorage in 1982, Northern Economics has unmatched experience with Alaska port and harbor economics. The following pages provide:

1. A description of our firm qualifications, experience and technical staff;
2. A summary of our understanding of the required services;
3. A lump sum cost to provide the required tasks.

We believe our approach outlined in this proposal will best meet the Port of Nome's needs and welcome the opportunity to discuss it further and make any modifications required.

Sincerely,

Michael Fisher
Vice President
michael.fisher@norecon.com

Firm qualifications, experience and technical staff

Founded in Anchorage, Alaska in 1982 and incorporated in 1998, Northern Economics serves a wide clientele in both the private and public sectors. We specialize in developing practical, cost-effective solutions for clients in areas that include port and harbor development, business and economic development planning, socioeconomic and demographic profiles, environmental impact statements, resource economics, ecological economics, fishing industry projects, utility industry planning, and tourism.

Northern Economics has conducted numerous studies for port and harbor facilities, including rate and tariff studies, feasibility analysis for expansion and conversions of docks, market demand analysis, benefit-cost analysis, fiscal impact analysis, and surveys of vessel owners and other potential users of proposed harbor facilities.

Governmental entities frequently rely on Northern Economics' expertise in transportation and maritime infrastructure planning—expertise that has been demonstrated in numerous major projects throughout coastal Alaska and the Lower 48. Our firm is uniquely qualified to evaluate complex issues related to waterfront planning, not only because of our particular experience in port development, but because of our vast experience advising industries that rely on ports, including transportation; commercial fishing; and oil, gas, and mining.

Our purpose is to provide our clients with economic analysis of the highest quality so that clients and society benefit from informed decisions; we strive to provide this service in a manner that reflects our commitment to excellence, and our reputation for integrity. We interact closely with our clients to define project needs, implement project components, and provide clear, useful documentation of analytical results.

Project experience

- **Port of Corpus Christi Tariff Review, 2023.** Northern Economics completed a comprehensive update to the 2020 tariff review, including additional commodities of interest, additional ports, additional fees provided by the marine support industry (tugs, pilots, and line handling), and an overall gateway cost analysis of the Port of Corpus Christi, TX and five comparison ports. The resulting report and Excel workbook contain extensive analysis and benchmarking, recommendations, and comprehensive data.

- **Corpus Christi Pilot Rate Study, 2021.** Northern Economics conducted a rate study to determine if Aransas-Corpus Christi Pilots (ACPP) tariff rates were competitive with other ports of

comparable structure for pilot services. The impetus for the study was a December 2020 proposal, later withdrawn, by ACPP to update its tariff. The analysis compared ACCP's tariff with those of Houston Pilots, Sabine Bank Pilots, Brazos Pilots, Brazos Santiago Pilots, and LC Pilot Association.

- **Port of Corpus Christi Tariff Rate Study, 2020.** This study was an update of the prior 2017 study, with the addition of four other comparison ports, one Gulf Coast port as well as three ports in Washington and California.

- **Port of Corpus Christi Tariff Review, 2017.** The Port of Corpus Christi commissioned a tariff review to better understand how the wharfage and dockage rates in place at the Port of Corpus Christi compare to rates levied at similar ports on the Gulf Coast of the United States. In addition to comparing dockage and wharfage rates, the market analysis also took into consideration port facilities and attributes, and the commodities and cargo volumes being handled at the 14 Gulf Coast ports included in the sample. This effort had a specific focus on liquid bulk wharfage rates, which account for 90 percent of the Port of Corpus Christi's revenue. The ultimate goal of this study was to provide rate recommendations for specific petrochemicals and refined petroleum products of interest to the Port of Corpus Christi. In the absence of commodity-specific wharfage rate comparisons, the study team analyzed the relationship between the values of commodities of interest and used those relationships to develop wharfage rate adjustments.

- **Cordova Harbor Rate and Cash Flow Study, 2022.** Northern Economics conducted a rate study for the City of Cordova's harbor system, including development of three rate scenarios (baseline, annual inflation adjustments, and stepped increases plus annual inflation adjustments) to meet cash flow needs over the next fifty years. The study considered the impact of debt and grant funds on major planned replacements and improvements to inform debt issuance, rate setting, and budgeting activities.

- **City of Emmonak Port Tariff, 2021.** Northern Economics assisted with the creation of a tariff document for the port and a spreadsheet to help city staff calculate charges based on the tariff. These tools were part of the city's effort to build a new website to communicate tariff changes to the public and to those who use its new facility.

- **Emmonak Port Tariff Rate Study, 2019.** Northern Economics conducted a review of tariffs for selected ports in Alaska in order to develop an updated tariff for the City of Emmonak. The City won a federal grant to support construction of a new dock and barge landing facility, to which the updated tariff will apply. In addition to reviewing the contents of the tariff, Northern Economics used a life cycle cost approach to recommend rate updates and provided an accompanying memo with additional recommendations, including regular rate increases.

- **Rate Study for Petersburg Comprehensive Plan Update and Harbor Master Plan, 2015.** Northern Economics was part of a team updating Petersburg Borough's Comprehensive Plan and creating a Harbor Master Plan. Northern Economics' work was focused on a rate study for Petersburg's harbor system and used a life cycle costing approach to determine the annual revenue required to support operation, maintenance, and replacement of the community's harbor facilities.

- **Port of Nome Rate Analysis, 2013.** In this small study for the City of Nome, Northern Economics used a life cycle costing approach to evaluate the need for adjustments to rates charged for use of the Port of Nome's facilities. The analysis considered three scenarios with different growth rates for its user base, rates, and expenses, as well as two levels of funding, to determine a range of rate increases that could be required for the Port to be financially sustainable.

- **Sitka Harbor System Master Plan, 2012.** Working as a subcontractor to an engineering firm, Northern Economics contributed to the economic analysis and rate setting portion of a master planning effort for the City and Borough of Sitka's harbor system. The rate setting portion utilized a life cycle costing approach for each of the facilities to determine the level of moorage revenue needed. The cost was then used to determine an appropriate rate plan to address future needs.

- **Port of Corpus Christi Wharfage Rate Study, 2011.** Northern Economics conducted an independent, third-party analysis of the wharfage rate at the public oil docks on liquid bulk cargo payable by the crude oil refiners at the Port of Corpus Christi, TX. Tasks included creation of a life-cycle cost model to estimate the revenues that would be necessary to compensate the port for the facilities and services it provides; a market analysis comparing the port's recommended and current wharfage rate to other ports; and a benefits analysis of the port's franchise structure.

- **Carl E Moses Boat Harbor Rate Study, 2011.** Northern Economics developed moorage and other rates for the new Carl E. Moses harbor in Unalaska.

- **Haines Tariff Study, 2011.** In this study for the Haines Borough, Northern Economics conducted a multi-phase review of current fuel wharfage/transfer fees and fuel volumes for ports and harbors around the state and an analysis of the fuel tariff rate charged in Haines. Phase 1 reviewed the tariffs at ports around the state. Phase 2 used a life cycle costing approach to develop a rate recommendation for fuel. Phase 3 used a life cycle costing approach to develop a rate recommendation for cargo.

- **Kodiak Fuel Tariff Analysis, 2010.** Northern Economics reviewed the current fuel tariffs charged at Port of Kodiak facilities and developed recommendations for updating the tariff structures and rates.

- **Alaska Regional Ports Phase I, 2009–2011.** In this project for the U.S. Army Corps of Engineers Alaska Division, Northern Economics conducted a comprehensive study on port and harbor infrastructure needs in Alaska for the 2010 to 2030 period. The project was divided into multiple tasks, include a strategic trends white paper, baseline assessment of port and harbor infrastructure in the state, development of criteria for and identification of regional and subregional hubs, policy and plan development, conducting a regional ports and harbors conference, and developing a final plan.

- **Whittier Economic Rate Study, 2009–2010.** Northern Economics conducted a rate study for the City of Whittier's harbor facilities to identify the true cost of providing marine access and recommend harbor rates that cover that cost. The study's outcome provided recommendations for the rates necessary for the harbor to be self-supporting and sustainable, including operations, necessary maintenance, and the eventual capital replacement of facilities that serve the boating community. The study also developed information to support issuance of a revenue bond and application for a state Municipal Harbor Grant.

- **Unalaska Port and Harbor Ten-Year Development Plan and Update, 2003 and 2009.** Northern Economics put together a ten-year development plan for the Port of Dutch Harbor. The 2003 portion of the plan provided an analysis of current conditions, factors affecting future marine activities in Unalaska, and an analysis of historical demand. The 2009 study consisted of an update to the information contained in the 2003 study and an expansion of the plan to include an evaluation of future infrastructure needs and their costs, benchmarking of the Port of Dutch Harbor's tariff, analysis of Dutch Harbor's tariff with respect to future needs, and identification of funding mechanisms.

- **Statewide Harbor Rate Study, 2008.** In this study for the Alaska Department of Transportation & Public Facilities (DOT&PF), Northern Economics conducted a study of harbor moorage rates for harbors owned by state-owned and other entities. The findings of the study were used to recommend new rates for DOT&PF harbors and provide issues for further study.

- **Sand Point Harbor Rate Study, 2008.** Northern Economics conducted a study of harbor moorage rates and other fees in southwest Alaska and provided rate recommendations for the Sand Point Harbor to ensure sustainability and consistency with rates charged by other harbors in the region.

- **King Cove Studies, 2007–2008.** Northern Economics conducted a variety of harbor-related analyses to support harbor planning efforts for the City of King Cove. The primary work products included memoranda on:
    - Moorage and other harbor fee increases to cover debt service associated with harbor development.
    - Debt service for varying loan amounts to support infrastructure updates.
    - A plan for raising harbor moorage fees and other rates to achieve sustainability and the ability of the City to fund the replacement of harbor facilities at the end of their useful life.
- **Port of Bethel Economic Analysis and Long-Range Development Plan, 2007, 2009–2010.** The Port of Bethel's dock was in need of replacement, and the purpose of this study was to determine the appropriate replacement and maintenance of port infrastructure, including cargo, fuel, and storage facilities, based on projected population in the region and the potential for use of Bethel to support development and operations of a mine at Donlin Creek.
- **Little South America Harbor Revenue Model, 2005–2006.** In this project for the City of Unalaska, Northern Economics developed a user-friendly spreadsheet model for planning the allocation of vessel slip sizes in the planning process for the proposed Little South America harbor. The model provided the user with estimates of the revenues generated and capital cost of various designs based on rough order of magnitude costs and estimates of the space required to accommodate vessels of various sizes.

Technical staff

Mike Fisher, MBA, MSPM, PMP

Mike Fisher is Northern Economics' Vice President and Principal Consultant and is our ports and harbors and transportation lead. His work focuses on financial and market analyses, business and strategic planning, and feasibility studies. Mr. Fisher has worked on dozens of port and harbor development projects, including infrastructure feasibility studies, harbor rate studies, and long-term harbor development plans. His recent work includes rate studies for Kodiak and Cordova, tariff studies for the Port of Corpus Christi, TX and Emmonak, a feasibility study for improvements to St. Paul's harbor, and a vessel traffic and navigational risk assessment for an offshore wind development project on the East Coast.

His experience in Nome and its surrounding region includes the 2013 Port of Nome Rate Analysis, for which he used a life cycle costing approach to evaluate the need for adjustments to rates charged

for use of the Port of Nome's facilities. In 2020 he was project manager for Northern Economics' tasks assisting with DOT&PF's Northwest Alaska Transportation Plan Phase II Update, which considered regional transportation needs such as movements between communities both within and outside of the study area. Northern Economics' role was to develop the economic and population forecasts, conduct research and industry interviews to develop scenarios for economic activities that could affect the region's population, and prepare a chapter on private funding mechanisms for mining, oil and gas, and other industry projects the region might experience. He also was on the team that developed the Nome Airport Master Plan, completed in 2012 for DOT&PF. His work included development of a socioeconomic baseline and population projection, as well as the financial portion of that plan to address revenues, funding, and financing.

Mr. Fisher has given fifteen presentations at conferences of the Alaska Association of Harbormasters and Port Administrators (AAHPA) since 2004, as well as port and harbor related presentations to other groups.

Joey Lima, MBA

Joey joined Northern Economics in April of 2023, with an academic background in Economics and over a decade of sourcing and internal consulting experience serving clients at Fortune 100 companies. He is skilled in conducting research and analysis to support project needs and has extensive experience assessing market conditions, conducting interviews, data gathering, and analysis.

Joey was the lead analyst for the 2023 Port of Corpus Christi Tariff Review, a comprehensive update to our 2020 tariff review, which included commodities of interest, 22 comparison ports, fees provided by the marine support industry, and an overall gateway cost analysis of the Port of Corpus Christi and five comparison ports. He has also recently completed Benefit-Cost Analyses (BCA) for a land planning unit in the Kenai Peninsula Borough and for a federal grant application for runway, airport, and wildlife protection in American Samoa.

Joey is currently leading the data gathering and financial analysis efforts as part of an ongoing project assessing the Economic, Fiscal, and Functional Impacts of the Alaska Industrial Development Authority.

Understanding of required services

We understand the City of Nome is interested in validating past assumptions, updating information from past studies, and ensuring it has sustainable rates with anticipated changes to revenues and expenditures from the Port of Nome Modification project. The study is to look at both outer port and inner harbor activities and rates.

We have developed an approach to address your needs, based on the scope items included in the RFP, the previous rate analysis, and our experience in working on tariff rate analysis and benchmarking studies for other ports. The scope comprises the following twelve project tasks. We are happy to modify our approach as needed to meet your needs for the process and deliverables.

Task 1. Hold kick-off meeting

We will begin our study with an in-person kick-off meeting in Nome. The purpose of the kick-off meeting will be to introduce staff, confirm study goals and objectives, review available data, discuss additional data needs, review the schedule for meetings and deliverables, and establish communication channels. Outside of the kick-off meeting, we will meet with other City/Port staff as needed and request a brief port tour to view facilities and identify specific aspects of interest for the study. Our two key staff members, Mike Fisher and Joey Lima, will participate in the trip.

Task 2. Hold regular progress report meetings

Throughout the duration of this study, we will hold periodic meetings with the Port Director on Teams. These meetings will follow the schedule we develop during the kick-off meeting and be focused on progress, needs, and next steps. As needed, we will provide brief reports to be given to the Port Commission at their monthly meetings.

Task 3. Collect and update historical information from previous studies

Our first analytical task will be to collect information from previous studies. We will update the information from those reports to include historical information up to the present. We will capture this information in spreadsheets for use in this study's analysis as well as to support future planning. We will collect information as noted in the RFP (revenue, expenses, and graphics; vessel traffic and vessel classes; commodity movements; rate structure changes; and maintenance, repairs, and capital costs), along with any other key information we anticipate will be valuable to the tariff analysis.

Task 4. Review and evaluate Port Modification Feasibility Study

Next, we will review sections of the Port Modification Feasibility Study to evaluate and validate the assumptions and projections. While we will do further analysis of historical data and conduct interviews in the next task, this task will help to identify aspects of the feasibility study that could be different under current conditions. We will evaluate assumptions about economic trends, vessel traffic growth projections, and commodity load factors.

Task 5. Analyze economic trends

Following a review of historical information and the Port Modification Feasibility Study, we will conduct an independent analysis of economic trends, including vessel classes, marine industries, potential development activities that could affect the port, and the port's operations. This task will consist of data analysis, research, and key informant interviews.

Task 6. Forecast demand and growth

Based on the preceding analysis, we will develop a forecast of demand for the port's facilities, driven by commodity movements and vessel traffic, and the impacts that demand will have on the port's financial situation under the existing tariff and rates. We will develop a spreadsheet model with clear and easily modifiable assumptions to develop the forecast, to facilitate scenario analysis in the next task.

Task 7. Develop and analyze scenarios

Using the model developed in the prior task, we will work with City staff, Port Commission, and representatives of the consultant team conducting the Port Strategic Development Plan Update to develop three scenarios for future growth. These scenarios may include different growth rates and/or discrete single shocks to the system. The analysis will look at the financial outcomes of each scenario over the forecast period.

Task 8. Develop recommendations for sustainable rate structure

Based on the results of the scenario analysis, we will evaluate and develop recommendations for changes to the tariff and its rates to provide financial sustainability for the port under each scenario.

Task 9. Develop recommendations for capital replacement strategies

Our final analytical task will be to develop strategic recommendations for replacement of capital infrastructure and facilities. These recommendations will be driven by our analysis of demand growth, anticipated changes to user types, financial trends, and funding and financing alternatives.

Task 10. Develop and submit draft report

Based on the findings of the preceding tasks, we will develop a draft report for the Port Director and Port Commission's review and comment. We will submit the draft report electronically in PDF format. For scheduling purposes, we anticipate sending the draft report in early January.

Task 11. Conduct draft report review meeting

Shortly after the draft report has been submitted, our key staff will travel to Nome to present the report to the Port Commission at its regular monthly meeting. For scheduling purposes, we anticipate this will be at the commission's mid-January meeting. This will be a two-day, one-night trip for two staff. We will meet with the Port Director during the day, followed by our presentation to the Port Commission, in which we will present the report and solicit initial comments.

Task 12. Finalize report and submit final deliverables

After the Port Director and Port Commission have had sufficient time to review the draft report and develop comments, we will collect a set of adjudicated comments to address in the final report.

We will submit the final report electronically in PDF format, accompanied by an Excel workbook containing historical data, all assumptions collected and developed during the course of the study, and the analytical model used to evaluate the outcome of each scenario. Our work will conclude upon acceptance of these final deliverables.

Assumptions and limitations

Our scope of work and budget is based on the following assumptions and limitations:

- Two staff members will travel to Nome for a day trip to conduct the kick-off meeting. Two staff members will travel to Nome for a two-day, one-night trip to present the draft report to the Port Commission. All other meetings will be conducted via Teams or phone, and all other work will be conducted as a desktop study.
- No engineering work or cost estimating is included in this proposal, notwithstanding analysis of cost trends or existing data. Future infrastructure needs and their costs will be available from the Port Strategic Development Plan Update and/or its consultant.
- The City will provide data as noted in the RFP: historical vessel traffic, historical commodity movements, previous rate analysis (Cordova Consulting April 2017; provided in Addendum 1), 5-year history of revenues and expenses by category, and March 2020 approved Corps of Engineers Feasibility Study.

Proposed cost

We propose to complete this study for a lump sum of $66,400.

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, 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 deepen.

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.

P.O. Box 281 • Nome, Alaska 99762
phone 907.443.6663 fax 907.443.5349

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.

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.

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

Question #3

Can the Port provide a budget range for the project?

P.O. Box 281 • Nome, Alaska 99762
phone 907.443.6663 fax 907.443.5349

Answer #3

Budget information will not be released during the RFP process.

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.

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.

PORT of NOME

STRATEGIC DEVELOPMENT PLAN UPDATE

RFP NO. 2023-03
9.21.2023

PROPOSAL PREPARED BY:

P N D
ENGINEERS, INC.

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P | N | D
ENGINEERS, INC.

September 21, 2023

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

Subject: Port of Nome Strategic Development Plan Update

Dear Ms. Baker:

Through our ongoing efforts on the expansive multiphased Port of Nome Modification Project and our extensive experience in waterfront development throughout the State of Alaska, PND Engineers, Inc. (PND) is uniquely qualified to consult the City of Nome on the Port of Nome Strategic Development Plan Update. PND's blend of professional expertise and significant project experience in the City of Nome illustrates our commitment to the city, port, local community, and regional stakeholders. PND's extensive marine engineering/planning experience, deep knowledge of Nome and the surrounding area, and unwavering support for the port's success makes our team the ideal fit for strategizing and updating the Port of Nome's future development plans.

PND's relationship with the City of Nome spans over three decades, beginning with the design and construction of Westgold Dock in 1989 and continuing today with the Port of Nome Modification Project. Our longstanding partnership is a testament to the trust and confidence between the City of Nome and PND's capabilities for repeatedly delivering successful projects on time and under budget. Over the past decade, PND Principal Engineers Doug Kenley, PE, and Bryan Hudson, PE, SE, have been instrumental in managing several projects at the Port of Nome, including providing dredging plans and concept design for the Snake River floats and haulout facilities. Doug and Bryan also provided management, engineering, and quality control services for design of the new sheet-pile dock expansion along the West Causeway during Phase I of the modification project. Their hands-on experience and close collaboration with City of Nome and port personnel provides them with a unique understanding of the city's operations, infrastructure, and future port needs.

PND and our proposed subconsultants, Corvus Design and Northern Economics, have efficiently and effectively collaborated on other similar planning and development studies at multiple ports across

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ENGINEERS, INC.

Alaska in communities such as Craig, Juneau, Kenai, Naknek, Saxman, Seward, Sitka, Unalaska, Valdez, Whittier, and Wrangell. We understand the importance of community engagement; our team is committed to involving the public throughout the planning process, ensuring that valuable community input helps shape the strategic development plan. This approach ensures the plan update will align with Nome's aspirations and goals. Our team is entirely Alaska-based, which gives us an intrinsic advantage and intimate understanding of the region's nuances and challenges posed by Arctic ports. Our local expertise and tapestry of teamwork will be invaluable when devising strategies for the Port of Nome's future.

PND recognizes the critical role the Port of Nome Strategic Development Plan Update will play in continuing Phases II and III of the Port of Nome Modification Project. Our devotion to seeing the modification project come to fruition demonstrates our dedication to the long-term success and prosperity of Nome and its surrounding communities. Our team's combined strengths will benefit the City of Nome and the Port of Nome's positive transformation.

PND recommends a lump sum fee of $224,000 to fulfill the outlined scope of services in the attached proposal. This cost has been carefully estimated to support the creation of a comprehensive strategic development plan for the City of Nome, emphasizing a robust level of community engagement. Our select team has a strong track record of successfully delivering similar planning documents that have garnered enthusiastic support from local communities, thanks to our methods and approach. We firmly believe that our team is exceptionally suited to assist the City of Nome in this endeavor. While we are confident that the proposed scope will yield the most comprehensive end product, PND is open to discussions and negotiations regarding the fee if the City of Nome prefers to reduce or modify our proposed methodology. We are committed to ensuring that our services align with your specific needs and objectives.

Sincerely,
PND Engineers, Inc. | Anchorage Office

Bryan Hudson

Bryan Hudson, PE, SE
PND Principal Engineer
Email: bhudson@pndengineers.com

Note: PND acknowledges receipt of Addendum No. 1 on September 6, 2023.

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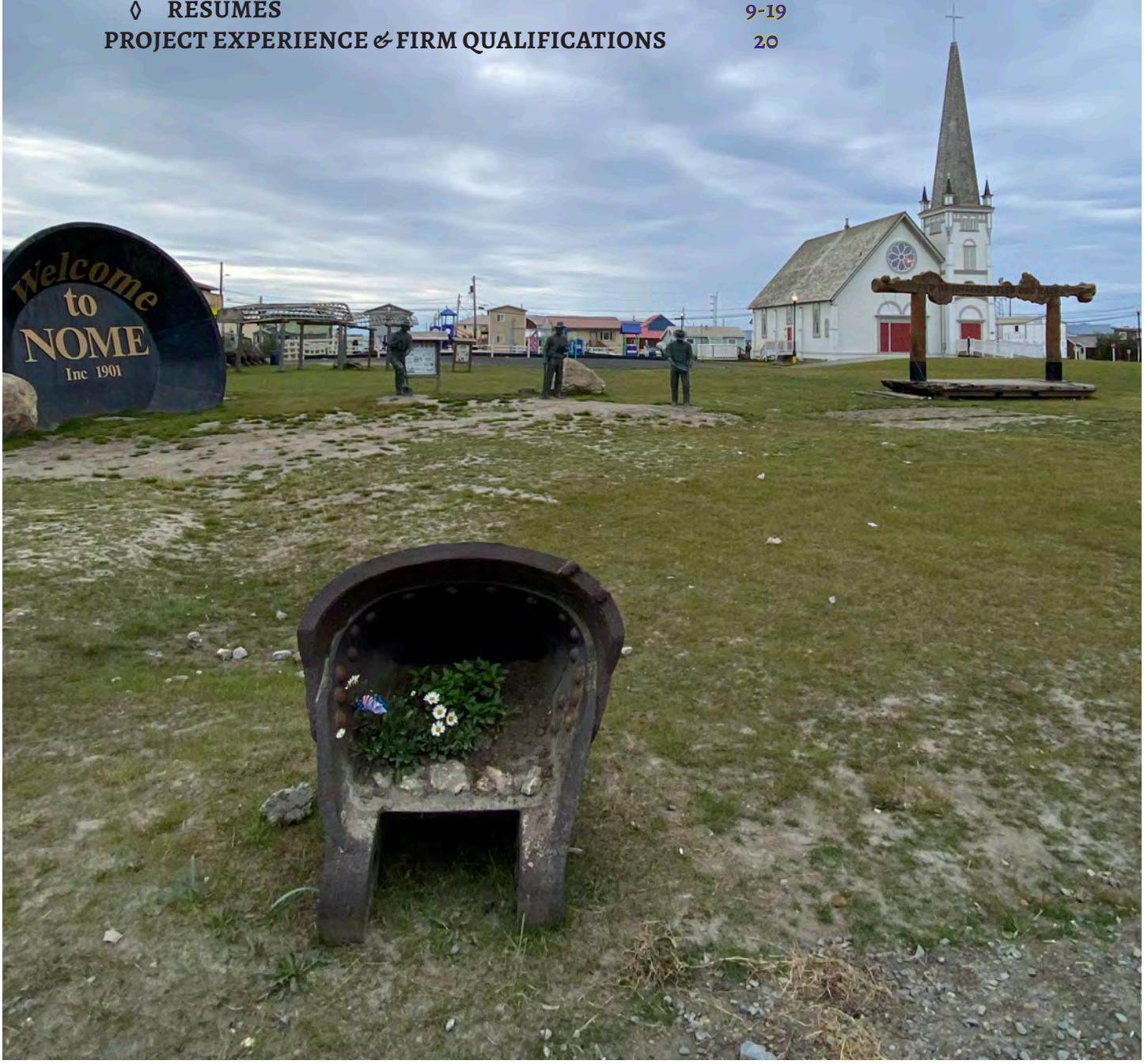


UNDERSTANDING & APPROACH

PND Engineers, Inc. (PND) welcomes the opportunity to provide professional services to the City of Nome for the Port of Nome Strategic Development Plan (SDP) Update. PND has completed nearly 50 projects for the City of Nome over the past 35 years, and we are very familiar with the community, its waterfront facilities, the variety of stakeholders and community interests, as well as the inherent design and development challenges presented by the community's local and climactic conditions.

We fully understand the importance of an SDP as an essential planning and implementation tool for guiding port priorities into the future. To be an effective tool, this master planning effort must have the support and input of various city departments, residents, local businesses, tribal communities, and other stakeholders, and it must be compatible with the community character and environmental conditions consistent with the region.

We feel it is of utmost importance that the City of Nome teams with a consulting firm that brings familiarity with the community and decades of waterfront planning services in arctic Alaska. To that end, PND has assembled a complete Alaska-based planning team with experience in waterfront planning, public involvement, and arctic design. Our individual team members all have relevant experience working in Nome, know the community well, and have the specific skillsets necessary to identify and address user needs and priorities in order to create an inclusive and community-supported SDP. PND has collaborated on a range of previous planning projects with each of our subconsultants, Corvus Design and Northern Economics, as demonstrated on the following pages of this proposal.

PND's team brings the essential qualifications and experience necessary to deliver project engineering, economic feasibility, conceptual plans, cost estimating, and related professional services for producing an SDP for the City of Nome.

PND confirms that it is licensed to do business by the State of Alaska, and all proposed responsible personnel that we have identified to participate in the project hold the appropriate professional licenses in Alaska to conduct the tasks they are assigned.

PND ORGANIZATIONAL CHART

ACTION PLAN

PND will provide overall project management of our team and lead all elements of the SDP, including coordinating with City of Nome staff, the Port Commission, and other stakeholders (referred to henceforth as steering groups). PND will develop public involvement strategies and approach; lead the team in preparing SDP drawings and narratives; provide existing facilities structural and load-capacity analyses; oversee financial studies and benefit-cost analyses; and prepare concept-level construction cost estimates. PND is a multidisciplinary engineering firm that specializes in marine and waterfront facility planning and design. We have participated in and spearheaded development planning efforts for multiple waterfront communities throughout Alaska and the Pacific Northwest, including several with Corvus and Northern Economics.

PND's extensive experience in Nome uniquely positions us to develop a highly effective SDP for the Port of Nome. Our familiarity with all port infrastructure, gained through our 35-year work history and recent inspections of the majority of Nome's port facilities, provides us with an in-depth understanding of the existing assets and their conditions. We are also familiar with and contributed to the most recent SDP update in 2016.

We are currently at the 95% design completion stage for Phase I of the Port of Nome Modification Project, scheduled for construction bids in late 2023. Our direct involvement in the planning and design of the modification project has significantly heightened our awareness and familiarity with the port's facilities, operations, and short-, mid-, and long-term goals. It also gives us an understanding of the unique challenges, costs, and logistical issues that face operating and maintaining an arctic port that will be critical to planning the Port of Nome's future. Our established and excellent working relationships with port personnel shows our ability to effectively engage with key stakeholders and ensures the alignment of our SDP with the port's evolving needs and the broader community it serves. This wealth of experience uniquely positions us to create a forward-looking plan that will guide future decisions and facilitate the execution of Phases II and III of the Port of Nome Modification Project that will benefit the Port of Nome, its community, and users.

UNDERSTANDING

PND understands this project will develop a comprehensive waterfront master plan, construction cost estimates, economic feasibility analyses, and action plan strategies for key areas of the Port of Nome to ensure the city and port are ready for future development. To achieve a successful outcome, PND and its subconsultants will work closely with City of Nome staff, the steering groups, and other stakeholders to ensure all are engaged in the process and have the opportunity to provide input during all phases of the work.

APPROACH

The PND team has used RFP No. 2023-03 (and Addendum No. 1) as a basis for developing our approach and specific activities, incorporating and expanding upon the tasks listed in the RFP. Our proposed methodology has been highly successful in working with numerous stakeholders, users, and land managers within the project area during past projects of similar nature. This inclusive and collaborative process will help achieve community-wide support and approval of the SDP, the phased action plan, and its financial implementation. Our proposed action plan approach is as follows:

1. Project Kickoff

PND will confirm the City of Nome's project goals, scope, schedule, and deliverables, as well as refine our project strategies, during the project kickoff phase. Our team will build off our past experience on similar planning efforts to develop appropriate objectives and strategies for this project. We will work to establish project parameters and expectations at the onset of the project with City of Nome staff, port personnel, and steering groups so that the work can be performed efficiently and within budget.

1.1 Define Project Objectives

The overall project objective is clear: The City of Nome is determined to prepare itself for the future by conducting a thorough assessment of its current and future facilities within a comprehensive SDP update for its port. This plan aims to provide the most effective insights into the direction and strategies required to maximize success at the nation's only Arctic deep-draft port, including identifying new projects and development opportunities.

There are several goals that should be established early in the planning effort that will serve to promote the overall project objective. The project methodology and scope can be refined as needed to ensure all objectives are met. Such goals will likely include the following:

- ◊ Promoting economic opportunities and sustainability for Ports & Harbors, its facilities, and the community.
- ◊ Providing facilities that support and enhance Nome's harbors as a premier destination for industry, fisheries, mining, recreation, commerce, and visitor services.
- ◊ Taking inventory of existing facilities and verification of user needs and costs to evaluate priorities.
- ◊ Preparing a community-endorsed development plan that best meets the needs of users and industry through cooperation and consensus-building.
- ◊ Reviewing available funding options for current and future projects.
- ◊ Establishing short-, mid-, and long-term development opportunities and goals.
- ◊ Linking phased development with construction costs, permitting, funding opportunities, and economic development.
- ◊ Developing easy-to-read graphics and plans contained in a concise dynamic planning and strategic development document.

1.2 Develop Strategy Process

We will develop a detailed project strategy through discussions with the City of Nome and the Port Commission in response to developed goals, objectives, expectations, and related discussions. Developing this strategy at the onset will establish a flexible and streamlined framework for quick response to potential changes in priorities or desires.

1.3 Develop Community Involvement Plan (CIP)

When community members and stakeholders have a part in creating the comprehensive SDP and see their concerns reflected, they will become actively engaged to ensure an agreed-upon vision is achieved and the project is supported. Development means different things to different people, and goals may differ accordingly. We will develop an inclusive process that fosters consensus and support throughout the course of the project, ensuring that all stakeholders are aware of and able to provide input in the SDP. The CIP will develop community advocates to help bring other members along during the planning process.

1.4 Develop Digital & Community Content

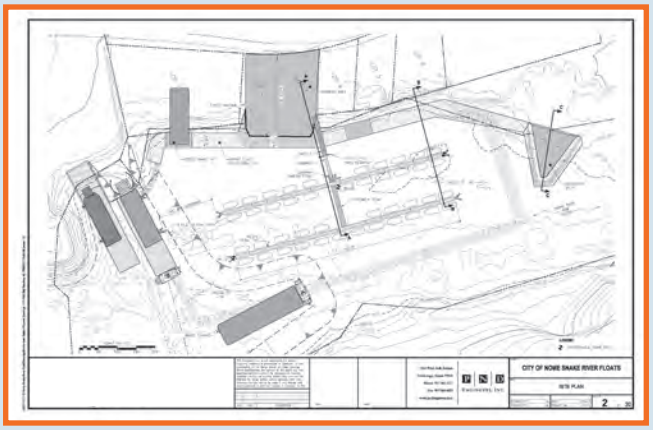
Our CIP will include developing digital and community content for a project website, social media, community boards, and print media. The interactive project website will serve as a portal for communicating project information to the public, as well as gaining valuable feedback. The website will serve as the public record and sequentially list input and direction received. Social and print media will help advertise meetings and direct people to the project website.

2. Background Research & Analysis

This phase, running concurrently with other phases, will initiate with project kickoff. The majority of this work will be completed prior to the public outreach effort.

2.1 Initial Research & Data Collection

Our team members have broad experience with the project areas and the community as a whole. While we will need to validate and update previous project priorities and needs, we are well versed on the significant amount of existing data and inventory work available (as indicated in the breakout at right). We will assess existing documents to identify shared priorities, opportunities, and conflicts that may exist. This will help ensure consistency and continuity across adjacent uses within the area, community, and waterfront development planning efforts.



INITIAL RESEARCH & DATA COLLECTION

The following is a list of resources our team is familiar with and/or has previously developed ourselves:

- **Port of Nome Modification Project (2023):** PND is designer of record for Phase I dock, issued for bid in late 2023.
- **Cape Nome Jetty Erosion Protection (2023/2011):** PND provided emergency repair design and extension concepts in 2011 and is currently providing repair design in response to Typhoon Merbok.
- **Northwest Alaska Transportation Plan (2022):** Northern Economics developed economic and population forecasts and conducted research and industry interviews to develop scenarios for economic activities that could affect region's population.
- **Port of Nome Modification Feasibility Study (2020):** PND participated in charrettes for USACE-issued port expansion study.
- **Port of Nome Facilities Inspection Reports (2019):** PND's inspections included majority of floats, docks, causeway, and seawall along Front Street; included as-built design information and condition assessments of each facility.
- **Snake River Moorage & Vessel Haulout Facility (2017):** PND developed 35% designs for potential grant funding.
- **Nome Strategic Development Plan (2016):** PND contributed figures and conceptual design drawings for study.

2.2 Site Data Collection

Our design team will consolidate as-built drawings, site plans, plats, topography, geotechnical data, easements, zoning, allowable fill limits, LiDAR, aerial imagery, and GIS data for the site and surrounding use areas. This will form the basis for planning and for updating graphic maps (GIS) for public meetings and the final report. Delineation and clarification of land ownership, property lines, and land use agreements will be essential, including leases, rights-of-way, and legal conditions. A review of existing utilities and services, as well as traffic and pedestrian circulation, will be beneficial toward establishing options for enhancing connectivity between the waterfront and downtown.

2.3 Economic Data Collection

Northern Economics will lead the economic feasibility and cost-benefit analyses components of the development planning effort. Economic research and analyses will commence while compiling data that reflect economic trends and conditions in Nome, which will include federal, state, and local sources. These data will provide a high-level picture of trends in the local economy, in terms of population demographics, employment, wages, personal income, and various maritime industry-specific trends.

Baseline research will also include an analysis of Nome's maritime industries (seafood, marine service, recreation, marine-based tourism), potential development opportunities in the region, and additional commercial, retail, and service activities. Analyzing what other port communities are/are not providing and identifying local needs will highlight economic opportunities for Nome. We will work with the City of Nome to identify those other port communities that are most suited for comparison. Looking at economic multipliers to better understand the larger impact of wages and spending by Nome's different industries will provide an understanding of the economic opportunities and rates of return on investments in infrastructure and local employment.

2.4 Economic Forecasting for Programming

We will assess the usability of the existing facilities as well as the new facilities that will be provided with the Port of Nome Modification Project. With expansion of the causeway and dock structures in the harbor, Nome will have greater capacity to serve the commercial fishing, visitor industry, military, fuel, research, and cargo fleets that operate in the region. However, Nome has limited capacity to provide the maintenance services and facilities needed by those fleets. We will interview port managers, vessel owners, and others to understand the types of facilities and services in greatest demand, while considering Nome's competitive position relative to service providers in other port communities. Based on this assessment, potential benefits will be identified in terms of business and city revenue, employment, and other economic impacts, then compared to the cost of building and maintaining the infrastructure and facilities.

The economic analysis could also include identifying short-, mid-, and long-term benefits and costs associated with other development opportunities. An active, mixed-use waterfront, where visitor- and recreational-related activity occur in close proximity to commercial and/or industrial activity, can present both planning challenges and opportunities. A fully functional, attractive, and vibrant waterfront can attract visitors, resulting in additional spending. Benefit-cost analyses will consider up to five top potential areas of development where infrastructure and facility investment are likely to generate the greatest return in terms of jobs and revenue.

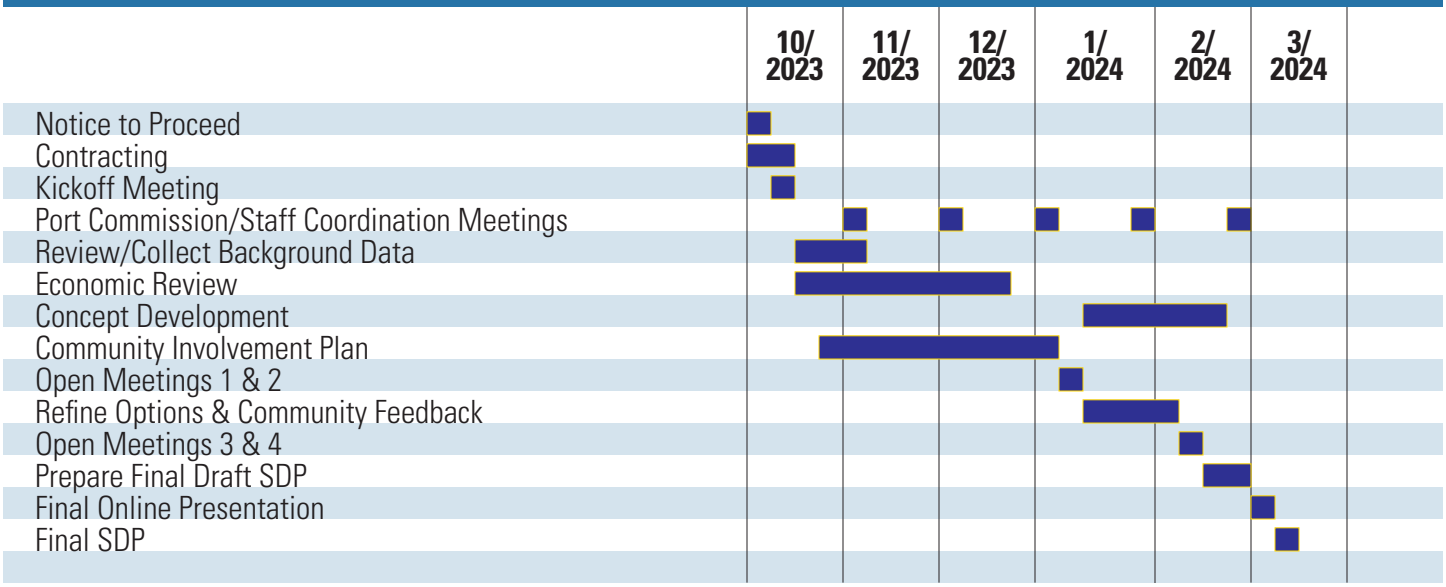
3. Public Outreach & Engagement

Immediately after receiving a notice of award, PND will coordinate with the City of Nome to confirm an appropriate schedule for the project. The proposed schedule on the following page outlines approximate timing that would need to be discussed with city officials to ensure that facilities and the local community are available. We want to make sure that our public outreach effort is in line with the city's expectations and that the community feels they have contributed their input in the process.

3.1 Meeting Planning

Our team will coordinate with City of Nome staff and steering groups prior to leading and coordinating stakeholder and public meetings, which will provide information necessary to determine community needs, priorities, and preferences. To maximize participation, meetings may be advertised via newspaper, public service announcements, posters placed around town, digital internet postings, Constant Contact emails, city websites, and press releases prior to each public meeting.

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE PRELIMINARY SCHEDULE



Note: PND anticipates notice to proceed on Monday, October 9, 2023, and the final deliverable Friday, March 15, 2024.

3.2 Local Open Studio Concept

One-on-one interaction between the planning team and local users, stakeholders, and residents is essential. We propose hosting multiple daily open house sessions where the team develops the designs within the project area. The open-door studio approach allows us to validate our work and meet with stakeholders while developing the project and promotes community ownership and support. The additional expense associated with this concept should be minimal, as work that would typically be done at the office is instead happening with the stakeholders in your community.

3.3 Public Meeting Materials

We will share all presentation materials with the City of Nome project manager and steering groups for approval prior to public meetings. Easy-to-read graphics, plans, and maps are essential to help the public understand and participate in the process. We believe physical paper maps and plans engage the public to participate and allow them to "scribble their ideas out loud," while projected images are less dynamic and receive less public input. Some members of the public are less comfortable commenting in a public setting or require time to develop thoughts and ideas. We will develop comment sheets, surveys, website content, and other means of participation outside of meetings.

3.4 Public Meetings

We anticipate visiting the community two times to conduct public meetings, host an open studio, and interact with stakeholders. There will be two main public meetings during each visit, structured to ask questions that elicit focused response. By developing meeting agendas with clear goals and objectives, we will keep the public focused and provide the information needed to move forward. We firmly believe that community planning should be guided and developed by the community. We will not be "talking heads" but instead will ask thoughtful questions and listen respectfully to what the community has to say. We will focus on the consensus-building process.

The first meeting will introduce the project to the public, verify goals and objectives, and present initial economic data and preliminary site observations. Citizens will have the opportunity to offer general thoughts on waterfront planning, including short-, mid-, and long-term priorities for key areas. Based on priorities, we will develop a range of programming/priority options during the open studio session to present at a second public meeting a few days later.

Based on direction provided by City of Nome personnel and the steering groups, our team will present a variety of plan

options for each key waterfront area at the third meeting (second visit to Nome). Based on public feedback, we will refine the options during an open studio session and present these at a fourth public meeting a few days later. At the end of the meeting, we will anticipate direction from the City of Nome project manager to develop a preferred plan for each of the waterfront sites.

The fifth meeting will be virtual, presenting and refining the preferred plans. Short-, mid-, and long-term priorities will drive the phased development of the plans, which will be supported by funding matrixes and cost estimates. Plans will be developed to allow immediate implementation of "low-hanging fruit" priorities to initiate development of the sites.

3.5 Stakeholder Interviews

Targeted input from the business community, government entities, and community groups is essential. With approval from the City of Nome project manager and steering groups, we can interview a select cross-section of people for their insight into short- and long-term visions for the port. This input will be useful for strategic planning and, again, be geared toward consensus-building.

3.6 Staff & Steering Group Involvement

We anticipate that City of Nome personnel and steering groups will be involved throughout the project, providing input and reviews. In addition to public meetings, we can provide project status updates to staff and steering groups as needed.

4. Strategic Development Planning

In conjunction with the public meetings, we will produce development plan alternatives for public comment followed by development of a preferred plan.

4.1 Strategic Development Plan Programming

Priorities established by users and stakeholders, verified by City of Nome personnel and steering groups, will form the programming elements for port development planning. Needs, economic opportunities, and funding will be driving factors. This is a key opportunity to generate revenue and elevate Nome as a premier port providing needed facilities to service marine-based industries and support its surrounding communities.

Physical paper maps and plans

PND Principal Engineer Dick Somerville, PE, (middle) and Corvus Design Principal Landscape Architect Christopher Mertl, PLA, (right) at a Valdez open house

4.2 Strategic Development Plan Alternatives

We propose developing three plans for each key area that reflect priorities identified by users, stakeholders, and steering groups. The plans will resolve potential conflicts, identify potential growth, and reflect desired short-, mid-, and long-term opportunities, supported by economic opportunities and funding options. We will identify phasing options, land management, and permitting requirements. Plans will be prepared as large-format color site plans, with supporting sketches. Each alternative presented will be evaluated based on a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for ease of comparison.

4.3 Preferred Development Plans

Based on comments from the public and direction by the steering groups, a single preferred development plan will be provided for each key area. Each plan will identify short-, mid-, and long-term phased development options supported by a funding matrix to identify potential economic opportunities for identified elements. Construction cost

estimates and rates of return on investment will be provided for each phase. We will explore options for private/public partnerships and land management issues (such as lease, easements, and purchase of property). We will also identify environmental permitting needs.

4.4 Cost Estimating

PND will prepare all concept-level construction cost estimates. Through our history with the Port of Nome, PND has a unique understanding of the costs and logistics of working in the arctic and will accurately take these into consideration when preparing cost estimates. PND Principal Engineer Chip Courtright, PE, SE, will lead this task, as he has for several similar projects in the past, including Middle Dock and the Port of Nome Modification Project. PND will use the state-of-the-art cost estimating program, InEight, based on conceptual level planning and design; InEight allows for extremely accurate accounting of project costs and schedule over traditional rough order of magnitude estimates. PND uses a bottom-up approach for developing cost estimates, allowing for a more detailed assessment of construction requirements and associated costs.

5. Document Preparation

Document preparation will run concurrently with project development, with draft delivery once the preferred development plan is completed. The final plan would be concluded a few weeks after receiving comments on the draft plan.

5.1 Develop Comprehensive Master Plan Report

The team will prepare a summary report of all information gathered, along with goals, recommendations, priorities, plans, sketches, feasibility studies, implementation, and funding strategies. Initial document organization will include:

- **Executive Summary:** A summary overview of existing conditions, summary of public outreach and community priorities, and an overview of the plans developed as well as the preferred alternatives and action plan summary.
- **Project Goals & Process:** Reiterates initial project planning and confirms a valid process was used.
- **Existing Conditions/Site Analysis:** A picture of the project area as it relates to surrounding planning and development, list of opportunities, and inventory of the site and facilities. Key elements include traffic/driveway analysis, property lines, land use agreements, and facility inventories.
- **Economic Analysis:** Explores potential options for best use of sites, including those that would generate economic opportunities while increasing vitality and revenue generation. Provides understanding of user needs and what other port communities are/are not providing and how to capitalize on these opportunities to better position the Port of Nome.
- **Public Outreach & Engagement:** Summarizes the process and lists stakeholders, planning partners, and the general public's concerns, priorities, and desires developed during the public participation process.
- **Development Planning:** Describes how priorities are synthesized to develop the alternative plans and preferred development plan. Short-, mid-, and long-term phased development options will be described.
- **Action Plan:** Discussions surrounding how to implement short-, mid-, and long-term development options and achieve priorities. A funding matrix will identify potential economic opportunities. Focus on implementation strategies that make City of Nome eligible and competitive for funding and grant opportunities and immediate implementation of short-term options.

5.2 Submit Draft Report

The draft report will be a simple and highly useful document, well written and organized, and packaged in a visually pleasing, easy-to-read format using a combination of text, maps, tables, photographs, and illustrations.

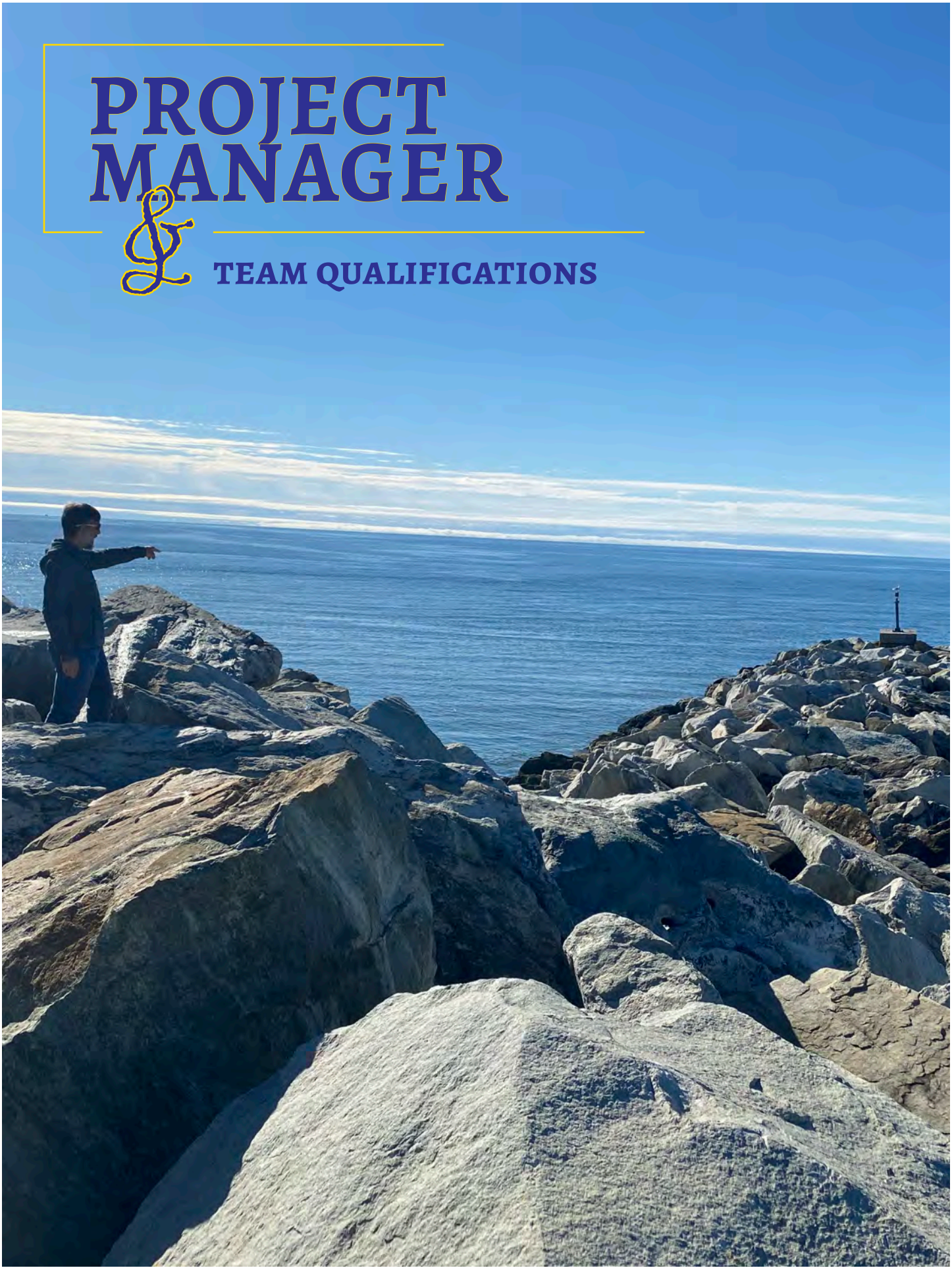
Review Comments with Staff & Steering Groups: We will meet with City of Nome staff and steering groups to review comments that have been received and develop responses accordingly.

Final Report Revisions: After comments have been reviewed and direction approved by the Port Commission and staff, the document will be updated.

5.3 Final Report & Adoption

The final Port of Nome SDP Update, consisting of the preferred plan for each of the key areas, will reflect adjustments made to the draft based on feedback and recommendations received during review. It will be a clearinghouse of all project information, submitted to the Port Commission and the City of Nome for adoption.

PROJECT MANAGER & TEAM QUALIFICATIONS



PND Principal Engineer Bryan Hudson, PE, SE, will serve as our project manager for the Port of Nome Strategic Development Plan Update. Bryan's close associations with Port of Nome personnel over the past decade providing design, inspection, cost estimation, and grant application support give him a unique working knowledge of all of the city's port marine facilities and will provide a seamless transition toward fulfilling the scope of services for the strategic development plan update. Bryan is currently managing PND's design services for the city's multiphased Port of Nome Modification Project, which gives him a deep understanding of the city's goals and initiatives for shaping the port's future of maritime infrastructure in the Arctic and opening up new possibilities for economic growth and connectivity in the region.

Bryan brings the perfect combination of experience and skills to this leadership position. He will be the single point of contact for the City of Nome, directly answerable to the city's project manager while engaged in executing the work. Bryan will oversee development of team deliverables, directly manage all disciplines, assign work, coordinate office work and any fieldwork as necessary, and maintain project budgets and schedules. Bryan has nearly 20 years of engineering design experience and has built his career at PND on planning, design, management, and inspection of structures, including marine engineering and waterfront development projects. His project experience includes concept development, permitting, alternatives analysis, cost estimating, logistics, alternatives selection, physical scale testing of design alternatives, detailed design, construction contract development, construction management, and construction inspection. He is experienced at managing unique, complex, multidisciplined projects.

Bryan works closely with private and public clients, producing economical designs that meet the needs of all parties involved. His project management philosophy emphasizes communication, coordination, efficiency, technical expertise, and a full understanding of the project scope and objectives. This ensures that schedules and budgets are met and all technical concerns are addressed. PND only assigns managers who can readily accommodate the demands of establishing a new project and seeing it through to project completion to give the client and the project the priority and attention they deserve for the duration of the contract.

PND ENGINEERS, INC. ORGANIZATIONAL CHART

CITY OF NOME

CONTRACT MANAGER
Doug Kenley, PE | **PND**
AK-PE-8176

QUALITY CONTROL MANAGER
Dick Somerville, PE | **PND**
AK-PE-8845

PROJECT MANAGER
Bryan Hudson, PE, SE | **PND**
AK-PE-12004
AK-SE-14290

MARINE DESIGN & COST ESTIMATOR
Chip Courtright, PE, SE | **PND**
AK-PE-12820
AK-SE-126438

SUBCONSULTANTS

PUBLIC FACILITATION
Peter Briggs, PLA | **Corvus**
AK-PLA-10737

UPLANDS PLANNER
Christopher Mertl, PLA | **Corvus**
AK-PLA-10440

ECONOMIC FORECASTING
Michael Fisher, MSPM, MBA, PMP | **Northern Economics**

The lines of authority, as indicated in our organizational chart above, will flow through PND Principal Engineer Bryan Hudson, PE, SE. We will communicate via email, telephone, online meetings, and in person at our Anchorage office. PND is a dynamic multidisciplinary firm with 124 employees and ample resources to support the Port of Nome Strategic Development Plan Update. Over half of our employees are professionally licensed engineers and/or land surveyors. We regularly demonstrate to clients that we are able to provide a variety of additional services as the need arises while assigning additional staff to maintain critical path schedules, even on short notice. PND maintains the flexibility to reassign staff if the workload on this contract lightens or is accelerated.

BRYAN HUDSON, PE, SE | PND PRINCIPAL ENGINEER | PROJECT MANAGER

Bryan Hudson has 20 years of civil and structural engineering experience performing and managing all types of engineering projects, including bridge and dock design, arctic port design, bridge inspection, sheet-pile bulkhead design, and construction engineering, as well as planning and administration of a variety of projects throughout Alaska. Bryan's experience designing marine infrastructure in Arctic environments is supplemented by his work developing waterfront master plans and his specific project experience in Nome. Bryan has been working closely with the City of Nome on multiple projects since 2016, including managing the Port of Nome Modification Project.

EDUCATION

B.S., Civil Engineering, University of Alaska Anchorage

REGISTRATION

Professional Civil Engineer: Alaska #12004

Professional Structural Engineer: Alaska #14290

CERTIFICATIONS

National Highway Institute Program Manager for Safety Inspection of In-Service Bridges

Industrial Rope Access Trade Association Level I

REFERENCES

Joy Baker, Port Director, City of Nome, 907.304.1905

Jathan Garrett, Project Manager, U.S. Army Corps of Engineers, Alaska District, 907.753.2869

Mike Cutler, PE, SE, Technical Authority, ConocoPhillips Alaska, 907.265.6137

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK. Project Manager. Bryan is currently managing PND's role on this major port expansion project for the City of Nome. Phase I of the project focuses on expanding the existing approximately 2,500-foot-long armor stone causeway by 3,500 feet and adding a new sheet-pile bulkhead that will provide more than 2,000 feet of new dock and an additional 10 acres of additional uplands storage for the port. Phase II will significantly deepen the port's capabilities from a 22-foot dredge depth to 40 feet. Phase III will provide additional dock facilities and staging area when the existing east breakwater is removed and replaced with an armor stone causeway.

PORT OF NOME FACILITIES INSPECTION, Nome, AK. Project Manager. Bryan managed this City of Nome project for PND, providing comprehensive inspections for multiple marine facilities at the Port of Nome, including Westgold Dock, City Dock, Middle Dock, Fish Dock, Low Dock, High Ramp, Small Boat Harbor floats and gangway, causeway bridge abutments, causeway revetments, seawall revetment, and barge ramp. PND prepared a written report including data, photos, and site descriptions. The report outlined all uncovered deficiencies, deviations from as-built drawings, and recommended/required maintenance items with timetables for completion.

SNAKE RIVER FLOAT & BOAT LIFT, Nome, AK. Project Manager. Bryan managed this City of Nome project for PND, providing full 35% design drawings and cost estimates for floats and a boat haulout facility. The project was designed to provide additional, safer, and deeper draft moorage for vessels, providing a boat haulout/washdown area for repairs and protecting the shoreline of the new facility with armor stone. A fuel dock was incorporated into the boat haulout facility to ease fueling traffic on the already crowded small boat harbor. PND's cost estimates include directs and indirects such as overhead and profit, as well as construction administration, construction inspection, and engineering support services during construction.

SNAKE RIVER INNER HARBOR DREDGING PLANS & SPECIFICATIONS, Nome, AK. Project Manager. Bryan managed this City of Nome project for PND, providing a dredging plan and specifications for the inner harbor along the Snake River as part of the Thornbush site development. PND provided draft drawings showing extents of proposed new dredging with rough order magnitude dredge quantities, then provided an analysis report comparing survey data in the Snake River West Basin and evaluating sedimentation rates.

BRYAN HUDSON, PE, SE | PND PRINCIPAL ENGINEER | PROJECT MANAGER (CONT'D)

Port of Nome Modification Project (rendering)

ARRC Seward Marine Terminal (rendering)

Kodiak Pier III

Point Thomson Development

PORT OF NAKNEK MASTER PLAN, Naknek, AK. Project Manager. Bryan is currently managing the master planning effort for the Port of Naknek and Bristol Bay Borough. Work has involved a site investigation, SWOT analysis, and developing conceptual designs and cost estimates for proposed port improvements. The purpose of the master plan is to guide the borough in developing the port to support industrial, commercial, and recreational use by identifying potential capital improvement projects.

ARRC SEWARD/WHITTIER MARINE TERMINAL MASTER PLANS, Seward/Whittier, AK. Design Engineer. Bryan developed drawing and design concepts, performed structural calculations, and assisted with the report for the Alaska Railroad Corporation (ARRC) Seward Master Plan, which presents concepts for how the ARRC port facilities can support freight and cruise ship passenger activities. The master plan addresses potential profitable uses of real estate and coordinates freight and passenger traffic. This effort required substantial stakeholder engagement and environmental analysis. Bryan also provided calculations, drawing/design review, and cost estimating services for a transportation study at the Port of Whittier to assess existing ARRC facilities, trends in usage, and the ability to support future freight operations.

KODIAK PIER III REPLACEMENT, Kodiak, AK. Project Manager & Lead Marine Designer. Bryan managed and led design for this project, which allowed the pier to support a new 100-foot-gauge container crane weighing nearly 4 million pounds and host a larger class of vessel than previously possible. Pier III is responsible for loading and offloading nearly all shipments for the City of Kodiak. Bryan oversaw the design of the facility, communicated with the client on design, and provided specifications and bid documents. He coordinated with the on-site PND inspector and city representatives during construction.

ARRC SEWARD FREIGHT DOCK EXPANSION, Seward, AK. Design Engineer. PND is currently designing the ARRC Seward Freight Dock expansion, which will widen the existing PND-proprietary OPEN CELL SHEET PILE™ (OCSP) dock at the east freight basin and provide a 375-foot-long OCSP dock extension. Bryan provided early-stage concept development and is assisting with permit applications and early design development.

POINT THOMSON DEVELOPMENT, North Slope, AK. Design Engineer. Bryan provided design drawings and calculations for an OCSP bulkhead dock and a pier facility. The design included breasting dolphins, a high-capacity barge-to-shore bridge, and a pile-supported pier. Bryan oversaw field inspection activities, including buildings, culverts, and foundations.

DOUG KENLEY, PE | PND PRINCIPAL ENGINEER | CONTRACT MANAGER

Doug Kenley has over 35 years of civil engineering experience on a broad range of projects throughout Alaska, including planning, civil design, and contract management for waterfront infrastructure development. He is thoroughly involved in all aspects of civil design from site development to construction administration, and his projects frequently include planning, grading, drainage, paving, and developing water service/treatment, sanitary sewers, and storm drainage design. Doug has been working with the City of Nome for nearly 20 years, and he provides a wealth of experience leading and managing civil design for master planning and strategic planning efforts for Alaska communities.

EDUCATION

B.S., Civil Engineering, Brigham Young University

REGISTRATION

Professional Civil Engineer: Alaska #8176

REFERENCES

Joy Baker, Port Director, City of Nome, 907.304.1905

James Wilson, Borough Manager, Bristol Bay Borough, 907.469.2799

"PND was responsive, on time, on budget, and kept our community informed every step of the way. They assembled and managed the perfect team to navigate a very difficult community who has expressed loudly to our city administration and council a case of 'planning fatigue.' Their commitment to the success of (the Valdez Comprehensive Waterfront Master Plan) has given our community a useful tool to develop our waterfront."

Jeremy Talbott
Ports & Harbors Director
City of Valdez
907.835.4564

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK. Quality Control & Civil Design. Doug is overseeing quality control of project development and assisted with preliminary drawings and design for the civil portions of Phase I for this major multiphased City of Nome arctic port expansion project. Doug provided concept development for site grading and pavement design.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Contract Manager. Doug led development of the comprehensive waterfront master plan for the City of Valdez, which is currently serving as an essential planning and implementation tool for future development at the Port of Valdez. The plan was compatible with the community character and environmental conditions of Valdez, and the effort was conducted to earn the support and input of city departments, residents, local businesses, and other stakeholders. Doug revised the plan to include studies on flooding, tsunamis, avalanches, landslides, and soils in the area. The document will help guide public policy, master planning, and land use decisions for the next 20 years.

VALDEZ SMALL BOAT HARBOR MASTER PLAN & IMPROVEMENTS, Valdez, AK. Project Manager & Lead Civil Design. Doug managed this master plan effort, which included upfront planning and public meetings to create a list of priority improvements for the entire Valdez Small Boat Harbor area. Planning was conducted over an eight-month period, then projects were selected for design over a two-year period. Doug was the lead designer for this multitask project and was responsible for a new recreational boater parking area, vessel washdown pads with electrical/water service, boat launch, pedestrian directional signage, and several fish cleaning stations. He led permitting, cost estimates, and contractor coordination during construction.

MIDWAY ISLAND COMPREHENSIVE MASTER PLAN, Midway Atoll. Contract/ Project Manager. Doug provided project management and quality assurance/quality control for this comprehensive master plan, in conjunction with the Henderson Airfield Master Plan, to evaluate the current status of Midway Atoll's infrastructure and propose necessary improvements. Doug led a multiphased effort to demolish and replace sections of the steel sheet-pile seawall protecting the island and the airfield with new armor rock revetment. PND provided inspection, intensive permitting, replacement design, PS&E, and construction inspection for the seawall replacement.

DOUG KENLEY, PE | PND PRINCIPAL ENGINEER | CONTRACT MANAGER (CONT'D)

Port of Nome Modification Project (rendering)

Port MacKenzie Development

Ouzinkie Port Development

BBB MASTER PLAN, Bristol Bay Borough, AK. Project Manager. Doug has managed several engineering services for the Bristol Bay Borough (BBB) since 2021, including master planning efforts for the Port of Naknek, South Naknek Dock, Naknek Landfill, and the BBB Public Facilities Master Plan, which will guide concept development of a campus-style, joint-use public services facility in a centralized location between the communities of Naknek and King Salmon. PND provided aerial survey and a preliminary geotechnical exploration for two representative locations near the focus areas. PND made recommendations based on borough consultations and feedback, assessments from site visits, historical background research, and narratives produced through previous capital improvement initiatives.

PORT GRAHAM MASTER PLAN CONCEPT PLANNING, Port Graham, AK. Contract Manager. Doug led PND's work on this project for the Port Graham Corporation and the Port Graham Tribal Council with conceptual planning to improve port facilities and accommodate increased port activity, foster economic development, and provide safe moorage for drilling rigs. PND's conceptual design layout includes a new breakwater, wave barrier, marina, and OCSP system. PND provided geotechnical studies, bathymetry survey, permitting, and final design services for the master plan.

PORT MACKENZIE DEVELOPMENT, Point MacKenzie, AK. Contract/Project Manager. Doug managed three phases of design for this port facility on the west side of the Knik Arm. The first phase consisted of design for moorage and a 500-foot-wide sheet-pile bulkhead. The second phase consisted of design for a deep-draft dock, which extended an additional 500 feet into the arm. This facility provided access for larger oceangoing vessels, further enhancing the port's capabilities. Doug also served as project manager for modifications to the port's access road, which lowered the grade of the road from 10% to 5% to allow access for transport of larger modules from the port.

OUZINKIE PORT DEVELOPMENT, Ouzinkie, AK. Project Manager. Doug managed design of a 600-linear-foot sheet-pile bulkhead dock that serves the Alaska Marine Highway System, a 1,000-foot-long armor rock revetment, fuel systems modifications, and a public boat launch and boat grid in Ouzinkie Harbor. PND provided survey/mapping, geotechnical investigations, concept engineering, permitting, design/contract documents, contract administration, and on-site construction inspection. Work included public involvement meetings and permitting for a waterfront marine facility in an environmentally sensitive area. PND also designed and prepared a bid-ready package for construction of a south mooring dolphin at the municipal dock.

DICK SOMERVILLE, PE | PND PRINCIPAL ENGINEER | QUALITY CONTROL MANAGER

Dick Somerville has more than 40 years of professional engineering experience in Alaska. His background includes planning, permitting, site investigations, design, construction inspection, and contract administration, with a particular focus on ports, harbors, and waterfront projects. Dick has provided project management, civil design, and quality assurance/quality control for several master plan and strategic development projects, overseeing deliverables from multidisciplinary teams. He has developed scoping studies, condition assessments, marine facility designs, technical specifications, contract documents, permitting documentation, and cost estimates on hundreds of projects.

EDUCATION

B.S., Civil Engineering, University of Alaska Anchorage

REGISTRATION

Professional Civil Engineer: Alaska #8845

REFERENCES

Glorianne Wollen, Harbormaster, City of Petersburg, 907.772.4688

Nathan Sill, PE, Port Engineer, City & Borough of Juneau (CBJ), 907.586.0397

"PND is a highly professional and polished organization. Their efforts in design and overseeing the construction of the Juneau Cruise Ship Berths was masterful. Remarkably, this project was the largest awarded contract CBJ had ever issued, and the change orders amounted to only 0.12% of the initial award. I give them my highest recommendation for similar engineering work anywhere."

Carl Uchytil, PE
CBJ Port Director
907.586.0294

SELECT RELEVANT PROJECT EXPERIENCE

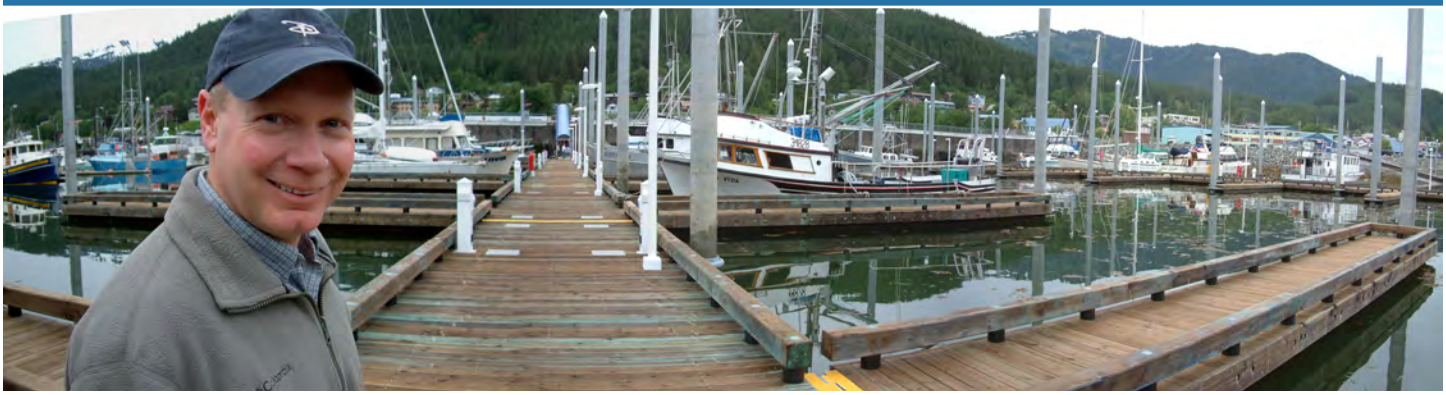
DOWNTOWN JUNEAU WATERFRONT IMPROVEMENT PLAN, Juneau, AK. Contract/Project Manager. This four-phased plan for the City & Borough of Juneau developed a comprehensive strategy to meet the long-term needs of residents and businesses. Work involved evaluating conditions, conducting an economic analysis of the cruise and seafood/fishing industries, interviewing stakeholders, conducting public meetings, and assessing responses to a community survey. The plan evaluated conditions and trends; identified needs, ideas, and opportunities; developed concepts and alternatives; and included plans to implement changes. Dick provided engineering assessments, concept designs, alternatives, and summary reports, as well as participated in public input and stakeholder meetings.

WRANGELL WATERFRONT MASTER PLAN, Wrangell, AK. Contract/Project Manager. This plan developed a four-phased approach to enhancing the downtown waterfront area for key user groups. It was developed with input from more than 100 stakeholders and residents throughout four community workshops, two three-day open houses, integrated design charrettes, stakeholder meetings, and intensive public outreach over three months. Dick provided engineering assessments, concept designs, cost estimating, and permit requirement summaries, as well as participated in public input and stakeholder meetings.

MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN, Juneau, AK. Contract/Project Manager. Dick provided urban master planning services to develop a waterfront plan focused on Marine Park to Taku Dock to bring continuity to the waterfront. The public process looked at improving pedestrian circulation and bus loading and staging, as well as creating waterfront gateways and open spaces to create a world-class waterfront. Particular emphasis focused on economic opportunities, waterfront needs, connectivity to the surrounding waterfront, and establishing public/private partnerships for development.

NCLH CRUISE SHIP DESTINATION MASTER PLAN, Juneau, AK. Contract/Project Manager. Dick provided master planning, conceptual design, and public involvement services associated with the proposed Norwegian Cruise Line Holdings (NCLH) Cruise Ship Dock and shoreside facilities at the Juneau Subport. Planning efforts include upland passenger and vehicle facilities, underground parking for coaches and cars, open green park space, a seawalk, cruise ship dock and associated navigational assessments, small cruise ship moorage, harbor protection infrastructure, and a marina and seaplane base. Proposed utilities to the cruise ship dock include water, sewer, fire suppression, and shore-tie power.

DICK SOMERVILLE, PE | PND PRINCIPAL ENGINEER | QUALITY CONTROL MANAGER (CONT'D)



Downtown Juneau Waterfront Improvements

Petersburg Harbor

Port of Juneau Cruise Ship Berths

PETERSBURG HARBOR FACILITIES PLAN, Petersburg, AK. Contract/Project Manager. Dick managed the preparation of concept designs, cost estimates, and environmental permitting, as well as extensive public involvement for the redevelopment of all three downtown harbors. He also prepared concept designs and cost estimates for facilities at Scow Bay, providing additional moorage, a 150-ton boat haulout, boat launch ramp, heavy-load bulkhead, staging, utilities, lighting, washdown, restrooms, and parking.

SITKA HARBOR SYSTEM MASTER PLAN, Sitka, AK. Contract/Project Manager. Dick led this master plan effort to prioritize and budget maintaining and replacing harbor infrastructure over the long term. The planning process was conducted in two parts: Part 1 provided a comprehensive condition inventory, estimation of remaining service life, and replacement costs for all harbor-related marine and upland facilities operated by Sitka's Port & Harbors Department. Part 2 guided the moorage rates required to fund the full lifecycle costs of the harbor system's operations, maintenance, and replacement needs. In addition to rate recommendations, the report also presented a preliminary plan for debt issuance to support the city's cash flow needs.

CBJ CRUISE SHIP TERMINAL STAGING AREA, Juneau, AK. Contract/Project Manager. PND provided extensive transportation and uplands operational master planning services followed by final design, contract administration, and inspection services on this multiphased project to improve vehicle and pedestrian circulation at Juneau's congested Cruise Ship Terminal and South Franklin Street. Improvements included expanding pile-supported seawalks and platform docks and reconfiguring Franklin Street parking areas for passenger coaches, service vans, taxis, and vehicles in three adjacent parking lots. Extensive landscape and hardscape features were implemented along the waterfront corridor.

PORT OF JUNEAU CRUISE SHIP BERTHS, Juneau, AK. Contract/Project Manager. Dick led design and construction for two offshore floating concrete pontoon docks in Downtown Juneau. Each berth accommodates cruise ships up to 1,100 feet long. The marine facilities include transient moorage floats, two pile-supported approach docks, two vehicle-transfer bridges, 17 rock-anchored and -socketed mooring and breasting dolphins, catwalks, gangways, and utilities, as well as upland staging infrastructure for cruise activities. The design includes over 31,000 linear feet of large-diameter steel piles with pile tips anchored into bedrock with water depths over 100 feet. Dick managed planning, permitting, site investigations, survey, final design, and construction administration services.

CHIP COURTRIGHT, PE, SE | PND PRINCIPAL ENGINEER | MARINE DESIGN & COST ESTIMATOR

Chip Courtright has more than 17 years of professional engineering experience, primarily in the areas of civil/structural design, inspection, cost estimation, and construction administration. He has experience in design for harsh environmental conditions and has a history of innovative and practical design solutions, allowing him to complete complex projects on schedule and under budget. Chip has provided marine design and cost estimating services on a myriad of dock, harbor, float, and other marine structural projects across Alaska; he'll use his marine facility expansion and master planning experience to outline efficient cost estimates and provide conceptual designs for the City of Nome.

EDUCATION

B.S., Civil Engineering, University of Alaska Anchorage

REGISTRATION

Professional Civil Engineer: Alaska #12820

Professional Structural Engineer: Alaska #126438

CERTIFICATION

American Welding Society Inspector

REFERENCES

Jeremy Talbott, Ports & Harbors Director, City of Valdez, 970.835.4564

Norm Regis, Harbormaster, City of Seward, 907.224.3138

"From the start, PND's services and support were excellent, timely, and responsive (on the Crowley Fuels Dock Replacement Project in Kotzebue). I would gladly work with the PND team again and recommend them without reservation."

Jed Dixon
Crowley Project Manager
907.777.5505

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK. Design Engineer & Cost Estimator. Chip is providing marine engineering and cost estimating services for the City of Nome's major arctic port expansion project. He assisted with preliminary through 95% design for Phase I of the project. Marine elements include a 40-foot-draft deepwater basin and 2,200 feet of new sheet-pile dock, a 28-foot-draft outer basin, two sheet-pile docks, and mooring dolphins. Chip, together with PND Principal Engineers Doug Kenley and Bryan Hudson, also took part in the initial U.S. Army Corps of Engineers planning charrette in 2018 to guide the port's expansion.

MIDDLE DOCK, Nome, AK. Design Engineer & Cost Estimator. Chip provided design review and cost estimates for a 240-linear-foot, seven-cell OCSP bulkhead dock that increased total dock face by more than 50% and added 30,000 square feet of uplands. Design and construction were challenging due to extreme waves, heavy icing, and short shipping/construction season. PND also provided field assistance during installation of the high-mast light foundation, which used PND's trademarked SPIN FIN™ piles.

ARRC SEWARD MARINE TERMINAL MASTER PLAN, Seward, AK. Lead Design Engineer & Cost Estimator. Chip led conceptual marine design and provided cost estimates for comprehensive master planning of ARRC port facilities in Seward. This project required substantial stakeholder engagement, economic/environmental analysis, and close coordination between ARRC, port users, and the general public. The plan presented concepts for how port facilities can support freight and cruise ship passenger activities, addressed potential profitable uses of real estate, and coordinated freight and passenger traffic. In a separate project, Chip is leading a team of design engineers for the ARRC Seward Passenger Dock project, providing guidance and oversight for producing design calculations, drawings, and specifications for replacing ARRC's aging passenger dock with a new multipurpose sheet-pile dock designed for freight and passenger operations.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Project Manager. Chip provided concept layout of marine facilities for this master planning effort. He ensured concepts were feasible from an engineering and permitting standpoint and provided construction costs for elements of the design alternatives. The goal of Chip's planning effort was to gain support and input from city departments, residents, local businesses, and other stakeholders, while ensuring outcomes were compatible with the community culture and environmental conditions.

CHIP COURTRIGHT, PE, SE | PND PRINCIPAL ENGINEER | MARINE DESIGN & COST ESTIMATOR

Middle Dock

Port Lions Ferry Terminal

Crowley Fuels Dock

Whittier Small Boat Harbor

VALDEZ SMALL BOAT HARBOR H-K MAJOR RECONSTRUCTION, Valdez, AK. Project Manager. Chip managed this major harbor development and float replacement project. PND provided plans, specifications, and cost estimates (PS&E) to completely replace the floats on the H-K system, including new utilities (water, fire suppression, electrical) and gangways for access. Chip also provided PS&E for replacing the boat launch ramp, Travelift Dock and gangway, and the Tour Dock float system, including utilities and ADA access.

PORT LIONS FERRY TERMINAL MASTER PLAN, Port Lions, AK. Design Review & Cost Estimator. Chip provided design reviews and cost estimates for an OCSP bulkhead dock, as well as design study reports toward a master plan for replacing the existing city dock. He consulted with ferry service captains and other users throughout design, which included a 214-foot-long sheet-pile bulkhead, two dolphins, fuel system modifications, and 625 feet of armor rock revetment along the causeway.

CROWLEY FUELS DOCK REPLACEMENT, Kotzebue, AK. Project Manager & Lead Design Engineer. Chip served as project manager and lead design engineer for this dock rehabilitation and replacement project. PND assessed conditions, determined erosion mechanisms, and implemented an emergency temporary repair. For the permanent repair, Chip's team developed an alternatives analysis and ultimately designed a new OCSP bulkhead system that encapsulated the existing failed sheet-pile bulkhead. PND also provided construction administration and inspection services.

WHITTIER SMALL BOAT HARBOR IMPROVEMENTS, Whittier, AK. Design Engineer & Cost Estimator. Chip provided design engineering for the reconstruction and upgrade of the Whittier Small Boat Harbor. The project included design for a three-lane launch ramp, 57,000± square feet of new transient moorage, water/sewer, dredging, a 1,000-foot sheet-pile bulkhead, replacing the existing access trestles and gangways, removing one of the existing boat grids, and relocating the harbormaster's facility. Chip's main responsibilities included design, material takeoffs, cost estimates, scheduling, reporting, and bid assistance.

DELONG DOCK REPLACEMENT, Whittier, AK. Project Manager, Lead Design Engineer, Cost Estimator. PND and a subconsultant performed site assessments and a feasibility study to assess replacing the DeLong Dock for the City of Whittier. Chip managed the project, leading inspections assessing dock deficiencies, general conditions, and operational limits. He also led development of repair design and the alternatives analysis for the dock replacement. The project focus was to develop grant applications.

PETER BRIGGS, PLA | CORVUS PRINCIPAL LANDSCAPE ARCHITECT | PUBLIC FACILITATION

Peter Briggs has more than 25 years of experience as a landscape architect and planner, and he has managed over 500 projects for Corvus Design since he founded the company in 2006. Relevant to planning projects, his expertise is developing stakeholder and public engagement strategies, quantitative planning related to spatial layouts and user experiences, and incorporating communication tools and reports that convey the project effectively to their target audiences. Peter has a close relationship with PND and its staff, both as a prime consultant and subconsultant. Our firms regularly support one another in planning projects and are effective collaborators.

EDUCATION

Master of Landscape Architecture, University of Guelph, Canada

Diploma Urban Ecology, Danish Technical University

B.Sc., Environmental Protection, University of Guelph, Canada

REGISTRATION

Professional Landscape Architect: Alaska #10737

REFERENCES

Bryan Hawkins, Port & Harbor Director, City of Homer, 907.235.3160

Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564

Josie Hardy Bahnke, Deputy City Manager, City of Kodiak, 907.654.4474

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK. Communications. Peter has vast experience with developing visual simulations and exhibits that range from conveying the intent of a project to visual impact assessments that require high levels of accuracy. For the Port of Nome, Peter assisted PND with ongoing updates to computer-based visual simulations to realistically convey conceptual port planning.

BRISTOL BAY BOROUGH WATERFRONT FACILITY IMPROVEMENTS, Naknek, AK. Communications. Corvus assisted PND with developing graphics and illustrations to communicate various projects to its clients and the public. For this effort, Peter assisted PND with developing illustrative exhibits to communicate waterfront and harbor facility improvement options, evolving into final preferred designs.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Public Facilitation & Communications. Corvus was a subconsultant to PND for this master plan effort. Peter assisted the planning effort with a focus on engagement activities and graphics/narrative communication products. Improvements include harbor and dock improvements, cruise ship berth improvements, new business and housing development, marine service yard expansion, transportation and parking improvements, freight handling, parks, trails, and open space.

LARGE VESSEL HARBOR CONCEPTUAL PLANNING, Homer, AK. Public Facilitation & Planning. Corvus was hired to provide harbor layouts and illustrative plans to communicate conceptual level options for harbor improvements. Peter and Chris Mertl led a public workshop and worked closely with harbor staff before and after to document the needed and desired improvements. This information was used to develop two conceptual alternatives: an expansion adjacent to existing harbor facilities, and a new jetty-accessed harbor area. The intent was to check back in with the community for this ongoing effort and to update communication tools for funders and partners.

MENDENHALL GLACIER RECREATION AREA MASTER PLAN, Juneau, AK. Public Facilitation, Communications, Planning. Corvus led the planning, public involvement, and NEPA effort while managing over a dozen subconsultants, including PND. The planning work quantified current and future demand and recommended the development of facilities while minimizing negative impacts. Corvus developed an interactive planning exercise that was a key component for creating community-centric solutions.

CHRISTOPHER MERTL, PLA | CORVUS PRINCIPAL LANDSCAPE ARCHITECT | UPLANDS PLANNER

Chris Mertl has more than 25 years of experience as a coastal Alaska landscape architect focusing on waterfront planning and design. His work includes harbors, cruise ship docks, commercial vessel facilities, and smaller independent cruise ships facilities. As a landscape architect, his focus is uplands development and creating safe and welcoming gateways that include seawalks, plazas/open space, wayfinding/interpretation, and motor coach amenities. He has worked on nearly 30 waterfront projects throughout the state, most all of them with PND. Chris also provides specialized services for public facilitation and has led this work for many of our collaborative waterfront projects.

EDUCATION

Bachelor of Landscape Architecture, University of Guelph, Canada

REGISTRATION

Professional Landscape Architect: Alaska #10440

CERTIFICATIONS

Arborist, International Society of Arboriculture, PN-1563A

Wetlands Delineator-Alaska, U.S. Army Corps of Engineers

REFERENCES

Carl Uchytil, PE, Port Director, City & Borough of Juneau, 907.586.0294

Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564

Carol Rushmore, Economic Development Director (retired), City of Wrangell, 907.305.0274

SELECT RELEVANT PROJECT EXPERIENCE

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Landscape Architect. A master plan for five key waterfront properties totaling more than 300 acres was analyzed, programmed, and planned based on economic opportunities and trends, community priorities, and meeting the needs of existing businesses and industries. Chris led the planning effort with PND, which involved an extensive public process that included 15 days in the community with multiday design and open studio sessions/workshops with stakeholders and the public. Improvements included harbor and dock improvements, cruise ship berth improvements, new business and housing development, marine service yard expansion, transportation and parking improvements, freight handling, parks, trails, and open space. The project was completed in 10 months.

JUNEAU CRUISE SHIP TERMINAL, Juneau, AK. Landscape Architect. This multiphased planning and design project with PND included master planning, public facilitation, permitting, design, and developing construction documents. The project transformed the old state dock to a modern cruise ship facility. The project included cruise ship berthing, visitor center, port office, and U.S. Customs office all located within a large pedestrian plaza. Improvements also included expanding the seawalk, motor coach staging, pedestrian shelters, wayfinding, and improved pedestrian circulation.

WRANGELL WATERFRONT MASTER PLAN, Wrangell, AK. Landscape Architect. Chris provided public involvement and master planning services with PND to create a master plan that met the needs of industry and community. An essential component of the master plan was grounding it within the functional needs of a working waterfront and reinforcing the master plan with a regional and local economic analysis. The plan expands the marine services center, makes cruise ship docking improvements, and adds a new working pier that allows the berthing of yachts and fishing boats. The uplands consolidates parking and resolves pedestrian and vehicular conflicts, adds open space, and a waterfront walk.

STATTER HARBOR MASTER PLAN, Juneau, AK. Landscape Architect. This multiphased project included master planning, public facilitation, permitting, design, and development of construction documents. The team created several master plans to meet current and forecasted needs based on a robust public process. Improvements included a new harbormaster office, expanded parking/boat launch facilities, new moorage float systems, drive-down float, commercial/tour floats, visitor comfort shelters, parking lots, park/open space, waterfront walk, and significant utility upgrades.

MICHAEL FISHER, MSPM, MBA, PMP | NORTHERN ECONOMICS PRINCIPAL CONSULTANT

Northern Economics has 40 years of experience in Alaska and has completed dozens of economic analyses in support of port and harbor development projects. Northern Economics Vice President Mike Fisher has primarily focused on business and financial analysis and his work has included the assessment of a wide variety of transportation capital projects and procurements, including the development or improvement of airports, ports, harbors, and roads. Mike has worked on more than 50 port- and harbor-related projects, including benefit-cost analysis, infrastructure feasibility studies, harbor rate studies, and long-term harbor development plans.

EDUCATION

M.S., Project Management, University of Alaska Anchorage

MBA, Western Washington University

B.S., Physics, Western Washington University

REGISTRATION

Project Management Institute, Project Management Professional: #278257

CERTIFICATIONS

Multiple Data Science and R Specializations, Johns Hopkins University/Coursera

REFERENCES

Bryan Hawkins, Port Director, City of Homer, 907.235.3160

Shawn Bell, Harbormaster, Haines Borough, 907.766.2448

Dave Griffin, Operations Manager, Port MacKenzie, 907.861.7799

SELECT RELEVANT PROJECT EXPERIENCE

NORTHWEST ALASKA TRANSPORTATION PLAN, Northwest Alaska. Economic Forecasting. Northern Economics helped update the Northwest Alaska Transportation Plan, which considers regional transportation needs such as movements between communities both within and outside the study area. Northern Economics developed economic and population forecasts and conducted research and industry interviews to develop scenarios for economic activities that could affect the region's population. Northern Economics also prepared a chapter on private funding mechanisms for mining, oil and gas, and other industry projects the region might experience.

NOME AIRPORT MASTER PLAN, Nome, AK. Economic Forecasting. Northern Economics helped update the Nome Airport Master Plan for the Alaska Department of Transportation & Public Facilities. Mike's scope of work included developing a socioeconomic baseline and population projections, as well as providing the financial portion of the master plan to address revenues, funding, and financing.

SITKA HARBOR SYSTEM MASTER PLAN, Sitka, AK. Economic Forecasting. A subconsultant to PND, Mike and Northern Economics contributed to the economic analysis and rate setting portion of this master planning effort for the City & Borough of Sitka's harbor system. The rate setting used a lifecycle costing approach for each of the facilities to determine the level of moorage revenue needed. The cost was then used to determine an appropriate rate plan to address future needs.

MIDWAY ISLAND COMPREHENSIVE MASTER PLAN, Midway Atoll. Economic Forecasting. A subconsultant to PND, Mike and Northern Economics provided a lifecycle cost analysis for evaluating airfield paving alternatives at Henderson Airfield on Sand Island. Mike's scope of work included a lifecycle cost analysis of four paving options to identify the lowest cost alternative.

PORT OF BETHEL ECONOMIC ANALYSIS & LONG-RANGE DEVELOPMENT PLAN, Bethel, AK. Economic Forecasting. The Port of Bethel's dock was in need of replacement. The purpose of this study, conducted by Mike and Northern Economics as a subconsultant to PND, was to determine the appropriate replacement and maintenance of port infrastructure, including cargo, fuel, and storage facilities, based on projected population in the region and Bethel's potential use to support development and operations of a mine at Donlin Creek.

PROJECT EXPERIENCE & FIRM QUALIFICATIONS

PND has been providing professional engineering services for the City of Nome for more than three decades. Shortly after the original Nome causeway construction ended, PND designed the first dock structure – Westgold Dock – within the Port of Nome in 1989 with our proprietary OPEN CELL SHEET PILE™ (OCSP) bulkhead system. This sheet-pile structure is still in use today after more than 30 years of service. Two years later, we designed a second OCSP facility – City Dock – which was constructed in 1991 and also is still heavily used today. The success of these sheet-pile structures led to additional PND-designed OCSP systems within the port such as Fish Dock, High Ramp, Low Dock, and Middle Dock, and continues today with the Port of Nome Modification Project, where PND is the designer of record for multiple phases that ultimately will deliver five additional sheet-pile docks, mooring dolphins, and bridge/road design.

PND frequently collaborates with our subconsultants, Corvus Design and Northern Economics, who will provide public engagement/uplands master planning and economic forecasting services, respectively, for this contract. PND and Corvus recently developed the comprehensive waterfront master plan for the City of Valdez, and we've recently completed master plans for the Craig Historic Cannery and Harbor, Downtown Juneau Harbor Uplands and Urban Planning Design projects, Saxman Cultural Park and Harbor, and the Wrangell Waterfront and Mariner's Memorial. PND and Corvus have completed nearly 20 projects together over the last 10 years, including the recent Kenai waterfront revitalization project. Northern Economics has supported PND with economic forecasting on relevant projects such as the Sitka Harbor System Master Plan, Midway Island Comprehensive Master Plan, Port of Bethel Long-Range Development Plan, ARRC Whittier Master Plan Update, Valdez Small Boat Harbor Master Plan, and Unalaska Marine Center expansion.

PND Principal Engineers Bryan Hudson, Doug Kenley, and Chip Courtright have vast project experience in Nome, particularly at the port, while PND Quality Control Manager Dick Somerville, PE, has more than 40 years of experience on marine civil projects, including multiple waterfront master plans. The following projects represent a few select relevant strategic development and master planning examples our team has recently worked on that are similar in scope to the Port of Nome Strategic Development Plan Update:

Corvus Design rendering of Phase I of the Port of Nome Modification Project

PORT OF NOME MODIFICATION PROJECT | Nome, AK

- **Client/Owner:** City of Nome
- **Engineering Fees:** $3.2M
- **Key Personnel:** Hudson, Kenley, Courtright | Corvus
- **Reference:** Joy Baker, Port Director, City of Nome, 907.304.1905

PND is the designer of record for this multiphased $600M-plus arctic port expansion project for the City of Nome. Spanning three distinct phases, this project will enhance the port's capacity for growing maritime demands in the Arctic and ultimately position the Port of Nome as the northernmost deepwater port in North America. A comprehensive joint feasibility study conducted by the city and USACE determined that expanding this maritime transportation hub was foundational to the long-term viability of the surrounding communities in the region. The first phase of the modification project focuses on expanding the existing approximately 2,500-foot-long armor stone causeway by 3,500 feet and adding a new OCSP bulkhead that will provide more than 2,000 feet of new dock and 10 acres of additional uplands storage for the port. The second phase, led by USACE, will significantly deepen the port's capabilities from a 22-foot dredge depth to 40 feet. PND will design additional dock facilities and staging area during the third phase, when the existing east breakwater is removed and replaced with an armor stone causeway.
Benefit to City of Nome: This project gives the majority of our team a deep understanding of the city's goals and initiatives for strategically developing the port's future for economic growth and regional connectivity. PND, led by Project Manager Bryan Hudson, recently submitted 100% design deliverables for Phase I, which is scheduled for 2024 construction.

PORT OF BRISTOL BAY WATERFRONT MASTER PLAN | Naknek, AK

- **Client/Owner:** Bristol Bay Borough
- **Engineering Fees:** $812,750
- **Key Personnel:** Hudson, Kenley | Corvus
- **Reference:** James Wilson, Borough Manager, Bristol Bay Borough, 907.246.4224

PND has undertaken a series of planning efforts for different facilities throughout the Bristol Bay Borough. Draft master plans developed to date include the Port of Naknek Master Plan, Bristol Bay Borough Public Facilities Mater Plan, and the Naknek Landfill Master Plan. PND worked with Corvus to develop the Port of Naknek Master Plan, which covered Naknek Dock, South Naknek Dock, King Salmon Bulkhead, and the proposed new Fisherman's Wharf facility. The plan covered repair and development of waterfront infrastructure to promote increased industrial, commercial, and recreational activity in the borough. The plans for Naknek Dock, South Naknek Dock, and King Salmon Bulkhead were for existing facilities and required evaluation of current infrastructure conditions and recommendations for planning strategies and facility improvements based on forecasted demands and needs. Fisherman's Wharf is a proposed new facility; this task involved development of multiple waterfront concepts, as well as evaluation of potential siting locations within the community. Work for Fisherman's Wharf included developing feasible access roads for each proposed location and evaluating the real estate and property procurement and development implications for each site. A number of capital improvement projects to advance economic development opportunities are identified in the plan, such as expanding Naknek Dock and incorporating a new boat launch, as well as adding shore power at South Naknek Dock. Development of the master plan required site investigations, SWOT analyses, and conceptual design and cost estimating. **Benefit to City of Nome:** PND and Corvus collaborated on The Port of Bristol Bay Waterfront Master Plan examining various development options for the waterfront areas of Naknek, South Naknek, and King Salmon with the intent to benefit the communities they serve while maintaining their character. The scope of services included SWOT analysis and goal identification, as well as assessments of existing facilities and potential needs – a scope of work similar to what is expected from the Port of Nome SDP Update.

PND rendering of ARRC Seward Marine Terminal

ARRC SEWARD/WHITTIER MARINE TERMINAL MASTER PLANS | Seward/Whittier, AK

- **Client/Owner:** Alaska Railroad Corporation
- **Engineering Fees:** $2.7M (Seward); $231,751 (Whittier)
- **Key Personnel:** Hudson, Kenley, Courtright | Northern Economics
- **Reference:** Brian Lindamood, PE, SE, Vice President, Chief Engineer, ARRC, 907.265.3095

ARRC Seward Marine Terminal: PND led a team of subconsultants to develop a comprehensive 20-year master plan for the ARRC yard and dock facilities in Seward, Alaska. The primary focus was to produce concepts for replacing the aging passenger dock that services cruise ships each spring through early fall. The master plan examined options that used all three dock sites – freight, passenger, and coal-loading dock – in various configurations to concurrently accommodate two cruise ships in excess of 1,000 feet long. PND conducted metocean studies, dynamic finite element wave modeling, and other analysis methods to determine the most appropriate dock for the potential extreme sea state conditions expected during major storm events and successfully developed a concept that provided a floating dock configuration that was well received by the cruise ship industry. In addition to docks, the master plan examined economic potential for development of the real estate at the facility; designed a terminal building and associated parking area and traffic planning to simultaneously allow two full-size cruise ships; assessed and rearranged traffic patterns into and out of the facility to minimize conflicts between freight trucks, buses, vehicular traffic, and pedestrians; and established a more organized approach to use the available acreage more efficiently.

ARRC Whittier Marine Terminal: Under a separate contract, PND developed a comprehensive plan for the ARRC yard and dock facilities in Whittier, Alaska. The scope of work involved creating concepts for facilities to accommodate freight, cruise ship, and other marine traffic; analyzing economic drivers of ARRC operations in Whittier; and identifying existing strengths and weaknesses in Whittier. One project component included an in-depth freight dock study to identify the dock's existing conditions, business trends, and how ARRC facilities support potential improvements to the freight dock operations. **Benefit to City of Nome:** These comprehensive master planning efforts focused on driving economic growth at major ARRC marine facilities. Work involved engineering investigations, metocean studies, developing multiple conceptual alternatives for consideration, and economic analyses performed by Northern Economics.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK

- **Client/Owner:** City of Valdez
- **Engineering Fees:** $396,670
- **Key Personnel:** Kenley, Somerville, Courtright | Corvus
- **Reference:** Jeremy Talbott, Ports & Harbors Director, City of Valdez, 907.835.4564

PND provided professional services for developing a comprehensive waterfront master plan for the City of Valdez. The plan will serve the city as an essential planning and implementation tool for development. The planning effort was conducted to gain the support and input of various city departments, residents, local businesses, and other stakeholders. The master plan was compatible with the community character and environmental conditions, both of which are significant considerations for the isolated city near the northern tip of Prince William Sound. PND provided overall project management for the multidisciplined team of subconsultants and led all elements of the master planning efforts, while Corvus led public involvement workshops. PND developed public involvement strategies and approach; provided existing facilities structural and load capacity analyses; oversaw financial studies and benefit-cost analyses; and prepared master planning drawings, narratives, and concept-level construction cost estimates. The plan focused on the existing Small Boat Harbor uplands; North Harbor Drive; new Commercial Boat Harbor uplands; Sea Otter property at the end of South Harbor Drive; the Valdez Container Terminal; the Old Valdez Town Site; and the economic feasibility for a marine industrial trade park and marine dry-stacking facility. **Benefit to City of Nome:** PND used its familiarity with the community and decades of waterfront planning services to develop this master plan, which involved a similar scope of services as the Port of Nome SDP. PND and Corvus collaborated on a well-received waterfront plan intended to benefit the marine industrial, recreational, and commercial fishing facilities in Valdez.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK

"We had recently severed a relationship with another planning team on an unrelated project that did not end well with our local community. Knowing this, PND tailored its approach and worked with the many diverse stakeholders and community groups. This project had a very tight timeline, and the end product was delivered with overwhelming community support."

"Corvus won over a community of wary citizens that were tired of planning and projects that were not implemented. With its innovative approach and teamwork, I felt confident that we had a plan backed by our community, council, and stakeholders. Corvus' unique approach to public engagement and planning actually changed the way our community feels about the planning process."

Jeremy Talbott
Valdez Ports & Harbors Director

SAXMAN CULTURAL PARK & HARBOR MASTER PLAN | Saxman, AK

- **Client/Owner:** Corvus/City of Saxman
- **Engineering Fees:** $31,922
- **Key Personnel:** Somerville | Corvus
- **Reference:** Lori Richmond, City Administrator/ City Clerk (former), City of Saxman, 503.887.5988

As a subconsultant to Corvus, PND helped develop the 2021 Saxman Cultural Park and Harbor Master Plan that identified opportunities and facilities that would promote economic growth in Saxman. The plan primarily sought to increase cultural and recreation tourism in Saxman, as well as drive more traffic from the Southeast Alaska small cruise ship market. PND led conceptual master planning for development of a new harbor, small cruise ship berths, supporting facilities, and related uplands – along with associated cost estimates. Saxman currently does not have a harbor, and a major focus area for this project was to develop the waterfront to increase tourism opportunities, including expanding facilities to accommodate additional shops and vessels, while preserving the character of Saxman's historic waterfront. The conceptual design presented for the new harbor would accommodate small cruise ships; yachts; seine boats; commercial fishing, charter, and recreational vessels; and a seaplane float. The waterfront design also incorporated a harbormaster office, large parking areas, and a waterfront promenade. The cultural park includes a visitor welcome center, theater, two new clan houses, art and cultural museum, market space for selling arts and crafts, improved carving shed, exhibit classroom, tour bus facilities, and parking within a pedestrian setting. The park also includes various recreation facilities, including a playground, ropes course, trail system, campground, and outdoor education center. All facilities are accessible and designed within a natural and interpretive landscape that complements the cultural park. The master plan identified project phasing strategies to develop facilities based on anticipated demand. **Benefit to City of Nome:** PND and Corvus collaborated on this master plan for addressing both the Cultural Park and Harbor developments to encourage future economic growth for the city and its expansion within cultural tourism, as well as establishing itself in the small cruise ship market. The team developed a programming study for the city to lay the foundation for the master plan.

Corvus Design concept for Saxman Cultural Park & Harbor Master Plan

KENAI WATERFRONT REVITALIZATION | Kenai, AK

- **Client/Owner:** McKinley Research Group/ City of Kenai
- **Engineering Fees:** $14,000
- **Key Personnel:** Kenley | Corvus
- **Reference:** Donna Logan, President, McKinley Research Group, 907.351.5763

PND worked with McKinley Research Group and Corvus to develop the Kenai Waterfront Redevelopment Assessment and Vision document. The visioning document gives the City of Kenai options for redeveloping the waterfront at the mouth of the Kenai River to better support business, residential, recreational, and cultural spaces. The plan covers about 160 acres and evaluates economic trends, existing plans and zoning, regulatory considerations, funding strategies, and the community's preferred vision and priorities. The project team conducted multiple public meetings involving group exercises for developing concepts, including performing SWOT analysis and identifying goals and a near- and longer-term vision. Research and public engagement informed the development of three waterfront revitalization alternatives, which were then presented in a public meeting with the preferred concept being selected at the forum. PND provided public involvement, brainstorming, narrative and figure development, and rough order of magnitude (ROM) cost estimates for potential improvements, which included pathways, a boardwalk, parking lots, utility extensions, and more. PND's primary responsibility was to assess the engineering feasibility of options and prepare cost assessments. **Benefit to City of Nome:** This PND and Corvus collaboration used SWOT analysis, goal identification, and the community's near- and long-term vision, along with economic analysis, to develop

a visioning document for waterfront development in Kenai using many of the same tools required for this contract.

WRANGELL WATERFRONT MASTER PLAN | Wrangell, AK

- **Client/Owner:** Corvus/City & Borough of Wrangell
- **Engineering Fees:** $13,140
- **Key Personnel:** Somerville | Corvus
- **Reference:** Carol Rushmore, Economic Development Director, 907.874.2381

As a subconsultant to Corvus, PND was part of a team that provided master planning and public involvement services to the City & Borough of Wrangell to create a waterfront master plan that met the needs of industry and the community. Wrangell is an authentic working waterfront community with its marine service facility, docks and harbors, and large fishing fleet. The community understands the importance of its waterfront and its ability to generate economic opportunities. Through a series of multiday community workshops, the master planning team worked with users, land managers, and businesses to gather input and progressively refine options. An essential component of the master plan was grounding it within the functional needs of a working waterfront and reinforcing the master plan with regional and local economic analyses. The project included accurate construction estimates that ensured a high level of feasibility for the master plan recommendations. The master plan had four implementation phases, including short-, mid-, and long-term priorities, balanced with reasonable budgets. The plan expands the marine services center, consolidates parking, resolves pedestrian and vehicular conflicts, creates a waterfront heritage walk, and adds a new working pier that allows for yachts and fishing boats to berth. The dock includes a netshed to support the fleet, enabling visitors to watch fishermen repair nets while creating a new focal point along the waterfront. New commercial development locates marine-dependent businesses on the waterfront, providing employment, generating revenue, and creating private/public partnerships. Public open space along the waterfront allows access and views to the water. Other options included developing a marine technology center. **Benefit to City of Nome:** PND and Corvus collaborated on a well-received master plan that produced multiple options and satisfied a diverse group of stakeholders.

WRANGELL WATERFRONT MASTER PLAN | Wrangell, AK

"Corvus led a team that was able to listen to and visualize the diverse opinions of the community and stakeholders. They went above and beyond in developing schematics and options, helping us focus on the priorities and develop a phased plan of action."

Carol Rushmore
Wrangell Economic Development Director

DOWNTOWN JUNEAU HARBORS UPLANDS MASTER PLAN | Juneau, AK

- **Client/Owner:** Corvus/City & Borough of Juneau
- **Engineering Fees:** $26,660
- **Key Personnel:** Somerville | Corvus
- **Reference:** Gary Gillette, PE, Port Engineer, City & Borough of Juneau, 907.586.0398

As a subconsultant to Corvus, PND was part of a team that completed uplands and waterfront master planning developed with the input of more than 150 Juneau stakeholders and residents during four community workshops, three open house events, three harbor board presentations, integrated design charrettes, stakeholder meetings, and intensive public outreach over a period of 10 months. Juneau depends on its docks and harbors to meet the needs of its maritime sector and fuel the local economy. From three options developed, the selected master plan captured the community's desires and priorities. The preferred Juneau Waterfront Master Plan – Bridge Park to Norway Point – develops four distinct areas of the waterfront: Norway Point, Harbor Road and Walk, Fisherman's Terminal, and Harris Harbor. The phased plan enhances the downtown harbor uplands to support harbor

users, the fishing fleet, and the community while ensuring Juneau remains a premier Southeast Alaska port. The plan relocates the Marine Service Yard and tidal grid to Norway Point to consolidate all vessel repair work and resources to a single area; expands the Marine Service Yard; improves the safety of harbor access from Egan Drive; provides necessary facilities to service the fleet and develops a Fisherman's Terminal; updates harbormaster facilities; and improves uplands at Harris Harbor, including seawalk, commercial development, and a community building. **Benefit to City of Nome:** PND and Corvus collaborated on this master plan which required a significant number of relevant tasks similar to the SDP, including stakeholder engagement, uplands and waterfront master planning, feasibility study, economic development, construction estimates, and phased implementation planning.

MARINE PARK TO TAKU SMOKERIES DOCK: URBAN DESIGN PLAN | Juneau, AK

- **Client/Owner:** Corvus/City & Borough of Juneau
- **Engineering Fees:** $13,740
- **Key Personnel:** Somerville | Corvus
- **Reference:** Gary Gillette, PE, Port Engineer, City & Borough of Juneau, 907.586.0398

As a subconsultant to Corvus, PND developed four preliminary urban design plans that were refined into a single preferred master plan through input from the Docks and Harbors Board, Port of Juneau staff, and the public. The planning effort initiated public-private partnerships and brought land managers and investors to the project. An analysis of Juneau's economic indicators showed that the visitor industry was Juneau's top private sector industry, and investment in the waterfront was expected to attract increased economic activity to Juneau. The design plan included community involvement; identified ideas for potential growth; and worked within the framework of plans in place by adjacent private landowners and long-range plans. The concept is a mixture of open public space, retail spaces to support local and visitation interests, and support for cruise ship visitors. **Benefit to City of Nome:** PND and Corvus collaborated on this master plan developed with residents/stakeholders input during workshops, open studio events, board presentations, stakeholder meetings, assembly discussions, and intensive outreach over 10 months, including seven public meetings.

NORTHERN ECONOMICS

Northern Economics has 40 years of experience in Alaska and has completed dozens of economic analyses in support of port and harbor development projects. Northern Economics understands the linkages among transportation infrastructure, resource development, and economic growth, having worked on road, ferry, port/harbor, rail, highway, airport, and intermodal projects throughout Alaska. Their work has included benefit-cost analyses, traffic projections, passenger volume projections, feasibility studies, economic and demographic models to assess impacts, assessment of fiscal and employment effects of proposed projects, and many other services. Northern Economics knows the unique elements of the Alaska economy and how best to assess all factors of an Alaska infrastructure project, including both quantifiable and qualitative elements.

Nome Experience:

- Northwest Alaska Transportation Plan Phase II Update
- Port of Nome Rate Analysis
- Nome Airport Master Plan
- Nome Tourism/Transportation Plan

PND Collaborations:

- Sitka Harbor System Master Plan
- Midway Island Comprehensive Master Plan
- Port of Bethel Economic Analysis & Long-Range Development Plan
- ARRC Whittier Master Plan Update
- Valdez Small Boat Harbor Master Plan
- Unalaska Marine Center Revenue Analysis

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 Diomede. 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, 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 deepen.

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.

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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.

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%

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.
