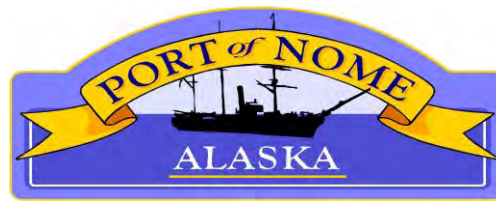


City Manager
Glenn Steckman

Project Manager
Joy Baker

Harbormaster
Lucas Stotts



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

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

**NOME PORT COMMISSION
WORK SESSION / REGULAR MEETING AGENDA
THURSDAY, JANUARY 18, 2024 5:30 / 7 PM
CITY HALL COUNCIL CHAMBERS**

WORK SESSION – 5:30PM:

- Tariff Rate Study & Analysis – Progress Presentation by Northern Economics
- Tariff Discussion - Potential Language Changes & Establishing PAX/Facility Rates

REGULAR MEETING – 7PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 23-11-16 Regular Meeting Minutes
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
 - 23-12-14 – KUCB News – Fed Fisheries Managers Hold Bering Sea Pollock Steady
 - 23-12-14 – KTOO News - NOAA's Arctic Report Card - Climate Change
 - 23-12-22 – AAHPA 2024 Scholarship Flyer
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
 - Quarterly Report F24 2nd Qtr. (handout)
 - Verbal Port Office Update - Impoundment Status - F24
 - Tsunami Program Update – Tsunami Program Manager
 - Bering Sea Gold Film License – Season 13
- VIII. PROJECT MANAGER – MONTHLY PROJECTS UPDATE**
 - 23-12-08 PM Monthly Projects Report
 - 24-01-15 PM Monthly Projects Report
- IX. OLD BUSINESS - None.**
- X. NEW BUSINESS**
 - PON Tariff No. 16.3 – Recommended Revisions
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - February 15, 2024 – 5:30pm
- XIV. ADJOURNMENT**

City Manager
Glenn Steckman

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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**NOME PORT COMMISSION
MINUTES
REGULAR MEETING
NOVEMBER 16th 2023 @ 5:30 PM
COUNCIL CHAMBERS CITY HALL**

The Regular Meeting of the Nome Port Commission was called to order at 5:30 pm by Chairman West at the City Hall Council Chambers.

ROLL CALL

Members Present: Smithhisler; Lean; West; McCann; Sheffield

Absent: Rowe; McLarty

Also Present: HM Stotts;

In the audience: Megan Gannon – Nome Nugget; Anna Rose MacArther – Kawerak.

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda

Motion to approve made by Sheffield, seconded by Smithhisler.

At the Roll Call:

Ayes: Lean; West; McCann; Sheffield, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

APPROVAL OF MINUTES

September 21st, 2023 and

October 5th, 2023 Mtgs Motion made by McCann, seconded by Lean to approve both minutes with noted corrections.

Discussion:

- Lean noted one duplicate typo to be removed under roll call.

At the Roll Call:

Ayes: West; McCann; Sheffield; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

- None

COMMUNICATIONS

- 23-09-27 R&M Offshore Sample Core Locations (Port Expansion Geotech)
- 23-09-28 JOA Surveys GNSS-R Installation at Port of Nome
- 23-10-04 OPR-R390-KR-23_Final_Progress_Report_09_22
- 23-10-21 Arctic Today - Increased Arctic Shipping Brings Increased Risks
- 23-11-01 AK News Source- 7 ports across Alaska receive combined \$72M in federal grant funding

Discussion:

- HM Stotts gave brief overview of R&M sample location project and JOA Surveys GNSS (radar) installation at Nome to study sea ice.
- Lean commented it is good news on the federal grant funding.

COMMISSIONER'S UPDATES

- Lean commented that the NOAA trawl survey results came out and had interesting results; The King Crab survey discovered roughly 1-inch diameter crab in the NOAA survey that was not seen in the Fish and Game survey and crab in the pipeline is great news.
- Sheffield commented that she does samples for harmful algal blooms with Norton Sound Health Corporation Office of Environmental Health with Emma Pate with NSHC. Noted that she was called to a meeting for the Cape Nome expansion project with the USACE and other Nome stakeholders. They were asked if there were any issues with their future samplings in that location and were shown the plans for a future expansion at Cape Nome to provide deeper water and more protection from waves.
- Sheffield commented that UAF Northwest Campus and Alaska Sea Grant are hosting the Western Alaska Interdisciplinary Science Conference between 2 – 4 April, 2024. This is a Western Alaska science conference that travels the state.

HARBORMASTER'S REPORT

- HM Stotts gave an overview of the following;
 - FY24 1st Qtr Report
 - 2024 draft cruise ship schedule with additional sailings to be added.
 - Impoundment results from 2023 impound round.
 - End of the year billing and statistics.

Discussion:

- Sheffield asked if there will be any interruptions to the Port of Nome facility commercial traffic during the expansion project construction. HM Stotts commented that there will be minor delays on the uplands at times most likely, but the contractor will work with his office to ensure use of the docks and uplands are open for commercial traffic.

PORT DIRECTOR'S REPORT

- HM Stotts gave a brief overview of the Project Manager Monthly Reports.
 - 23-10-16 PM Monthly Projects Report
 - 23-11-16 PM Monthly Projects Report

Discussion:

- Sheffield asked on what date the RFP would be out on the street. HM Stotts commented that the Corps team was working through it and no date was set, but it should be in the next couple months, hopefully sooner.

- Sheffield asked about the incinerator project and if there was a committee working on this project or if it was just port staff. HM Stotts commented that there is not yet a committee but would bring additional information back to the group when we know more.
- Sheffield asked if port staff had heard from any of the 5 different National Science Foundation groups that earlier this summer had said they would all be in Nome. HM Stotts commented that he had not since earlier this summer.
- Lean commented that the Nome port project drawing provided by R&M Consultants for drill locations is different than he has seen in the past. HM Stotts commented that he also had not seen that graphic and that it is not the most current drawing.

OLD BUSINESS

- None

NEW BUSINESS

- FY25 State of Alaska Municipal Harbor Facility Matching Grant Program – Requesting Support through Council Resolution.

Discussion:

- None

Chairman West asked for a motion to approve the request to support the FY25 State of Alaska Municipal Harbor Facility Matching Grant Program through Council resolution.

Motion to approve made by Lean, seconded by Smithhisler

At the Roll Call:

Ayes: McCann; Sheffield; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

- Lean commented that he was looking at the low tide and was shocked to see a sand bar extending from the east causeway, through where the LULU barge used to be, then back to the outer portion of the east causeway. He has seen vessels using this in the past but it now appears plugged up and does not appear to be getting any maintenance by the USACE annual dredging. Stated it appeared to be from the Murbok storm.
 - HM Stotts commented this seems to be a result from the Murbok storm but had not seen this in the past. Stated he would get more info.

COMMISSIONER'S COMMENTS

- Sheffield commented that she was in a LEPC meeting today and they discussed the lack of the Nome siren and lack of a way to notify the public in the event of a large-scale emergency. The PC had previously discussed the potential for the Port of Nome to look into a tsunami emergency action plan and this seemed to fit in.
- McCann commented that in the meeting they stated; if there would have been a tsunami north of the Aleutian Islands, that wave could be in Nome in as little as 3 hours.
- Lean commented that there used to be different sirens in Nome around the time that Rock Creek Mine started up due to hazmat materials being transported but fell off for some reason.
- Smithhisler stated that currently the City of Nome is trying to fix the Public Safety radio system and maybe this siren system could be added to that.

ADJOURNMENT

Motion was made by for adjournment at 6:35 pm.

APPROVED and **SIGNED** this 18th day of January 2024.

ATTEST:

Jim West, Chairman

Lucas Stotts, Harbormaster



Federal fisheries managers hold Bering Sea pollock quota steady

KUCB | By [Evan Erickson, KYUK](#)

Published December 14, 2023 at 3:29 PM AKST



Nat Herz / Alaska Public Media

Crew members shovel pollock onboard a trawler in the Bering Sea in 2019.

The total amount of pollock allowed to be scooped up by trawlers in the Bering Sea will stay the same in 2024. In its Dec. 9 meeting in Anchorage, the North Pacific Fishery Management Council moved to keep the total allowable catch for pollock at its current level of 1.3 million metric tons, a move that has generated criticism from conservationists, tribes, and the trawling industry alike.

Alaska's pollock fishery is [responsible for the vast majority of salmon bycatch](#) in the region. And amid alarming declines in returns of multiple species of salmon to Western Alaska rivers, the pollock trawl fishery has faced increasing criticism for its perceived

role driving the crisis. But federal fisheries managers and the trawling industry pushed back, asserting that the claims are unfounded.

Trade organizations representing the trawl industry said during testimony at the NPFMC meeting that the [decision](#) to hold the pollock quota steady is misguided.

Stephanie Madsen, executive director of the At-Sea Processors Association, told the council the move could lead to missed opportunities to harvest increased numbers of mature pollock in the Bering Sea.

“We can't bank them like some fish species. They will age out of the system and they will be not available to the fishery,” Madsen said.

Madsen also told the council that the industry request for a modest increase to the pollock quota, which was ultimately denied, was already a compromise.

“I would just remind you that the Russian fishery in the Sea of Okhotsk and the Western Bering Sea take more pollock than our Eastern Bering Sea pollock,” Madsen said. “So a 20,000 metric ton increase in the Eastern Bering Sea is likely to have very little impact on a global situation.”

Communities hit hard

On the other side of the debate, tribes and conservation groups representing communities reeling from salmon crashes in Western Alaska have called for reining in the pollock fishery.

“We consider the salmon that do return to our rivers are survivors of climate change, which they experience in both their freshwater and marine stages,” said Kuskokwim River Inter-Tribal Fish Commission Programs Manager Terese Vicente. KRITFC is one of the groups pushing for increased tribal co-management of resources in Western Alaska.

“We ought to protect every one of them to be precautionary, to be protective with the factors we can control because they're so vulnerable to climate-driven ecosystem changes,” Vicente said.

Dozens of tribes impacted by salmon crashes have made calls for a greater voice at the federal management table, including advocating for Alaska Native representation on the 11-member North Pacific council.

NPFMC member Jon Kurland noted that requests from the Association of Village Council Presidents and Tanana Chiefs Conference to meet with the council ahead of the meeting hadn't panned out.

“We have been making a lot of efforts to improve our process for tribal consultation and to try to ensure that when tribes and tribal consortia and so forth are interested in talking to us that we do that before the council takes final action,” Kurland said. “We made a number of attempts to reach out, and unfortunately were not able to make those connections.”

Both AVCP and TCC are currently [suing](#) the federal government over the way the Alaska pollock fishery is managed.

NPFMC member Anne Vanderhoeven, who introduced the motion to hold the 2024 pollock quota the same as this year, pushed back against the notion that the fishery is a significant driver of salmon crashes.

“We have heard calls and public comment to reduce the pollock TAC, and recognition of the current salmon crisis in Western Alaska rivers, and the devastating impacts that crisis has on subsistence users and Alaska Native cultures,” Vanderhoeven said. “But the best scientific information available does not support the assertion that relatively small adjustments to the pollock TAC will measurably or significantly increase salmon escapement to Western Alaska.”

The pollock quota for 2024 is set, but for 2025 the quota has yet to be determined.

NPFMC's next meeting is scheduled for Feb. 5 to Feb. 12 in Seattle, where it [plans](#) to discuss potentially refining the environmental impact statement guiding management decisions.

(<https://www.ktoo.org/>).

Climate Change [<https://www.ktoo.org/category/news/topics/environment/climate-change/>]

'The time for action is now': NOAA's Arctic Report Card paints a dire picture of climate change

December 14, 2023 by Kavitha George, Alaska Public Media [<https://www.ktoo.org/author/alaska-public-media/>]

Share: <https://www.facebook.com/ktoo/posts/10159321000000000> <https://twitter.com/ktoo/status/17248621000000000> <https://www.ktoo.org/2023/12/14/>



Guy Omnik observing the sea ice near Point Hope, Alaska, in January 2020 as part of the Alaska Arctic Observatory and Knowledge Hub. (Photo by Caroline Nashookpuk)

The Arctic experienced its warmest summer on record this year due to human-caused climate change, according to the National Oceanic and Atmospheric Administration's latest [Arctic Report Card](https://arctic.noaa.gov/report-card/report-card-2023/) (<https://arctic.noaa.gov/report-card/report-card-2023/>).

"Its message is more urgent than ever," said Rick Spinrad, NOAA administrator. "The time for action is now."



The 18th annual Arctic Report Card detailed dramatic shifts in Arctic lands, weather and climate as a result of warming. Arctic sea ice extent was the sixth lowest on record. Nearly a million acres of undersea permafrost is at risk of thawing and releasing more greenhouse gasses and heavy precipitation broke records across the Arctic, contributing to natural disasters.

“Climate change is not something that’s coming down the pipe somewhere in the future. It is happening now,” said Daniel Schindler, an ecologist at the University of Washington. “Whether you’re talking about fish, or people or birds, there are real impacts that we need to deal with right now.”

The administration and its partners held a press conference on the new report at the annual American Geophysical Union meeting in San Francisco on Tuesday.

This year’s report centered Indigenous perspectives, including contributions by a network of coastal Alaska observers from Kotzebue to Kaktovik. The observers reported sea ice loss, warmer oceans and increasingly intense storms that contribute to flooding and erosion.

“These environmental changes have real impacts on community infrastructure, traditional activities and access and availability of subsistence resources,” said Roberta Glenn-Borade, who helps coordinate the network, known as the Alaska Arctic Observatory and Knowledge Hub.

Glenn-Borade, from Utqiagvik, said despite the challenges, she sees resilience in her region.

“There’s strength in being proud that we have survived as a people to make it this far, to be able to continually thrive in our region, living off the land and sea. And we don’t plan on stopping soon,” she said.

The annual report card examines physical and biological changes in the Arctic. Scientists from around the circumpolar north described a warmer, wetter, less frozen Arctic that is more prone to extreme climate events like this summer’s wildfires in Canada and flooding in Juneau.

A section on Alaska salmon also illustrated how climate change is impacting species differently. Western Alaska chum and chinook salmon have been on a long decline, dropping to record low returns (<https://alaskapublic.org/2023/09/26/too-hot-for-salmon-how-climate-change-is-contributing-to-the-yukon-salmon-collapse/>), likely a result of warming oceans and rivers. Meanwhile, sockeye salmon (<https://alaskapublic.org/2023/07/26/why-sockeye-flourish-and-chinook-fail-in-alaskas-changing-climate/>) have reached record highs in recent years.

“These numbers were neither predictable, nor would they have been believable a decade ago,” said Schindler, the ecologist.

Schindler said sockeye’s success could actually be caused by warming waters, which are helping to grow the populations of plankton that sockeye eat.

Researchers say tracking these changes in the Arctic is important because they serve as an early indicator of how climate change will affect the rest of the planet as it arms.





APPLICATIONS DUE MARCH 25, 2024

2024 SCHOLARSHIPS

www.alaskaharbors.org/scholarship

For more information:
Executive Secretary
Angel Holbrook
907-299-9000
info@alaskaharbors.org



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BE PREPARED FOR A TSUNAMI



FEMA

FEMA V-1011/May 2018

A tsunami can kill or injure people and damage or destroy buildings and infrastructure as waves come in and go out.

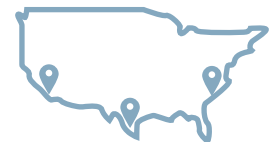
A tsunami is a series of enormous ocean waves caused by earthquakes, underwater landslides, volcanic eruptions, or asteroids.



Travels 20–30 miles per hour with waves 10–100 feet high



Causes flooding and creates problems with transportation, power, communications, and drinking water



Can happen anywhere along U.S. coasts; coasts that border the Pacific Ocean or Caribbean have the greatest risk

IF YOU ARE UNDER A TSUNAMI WARNING



If caused by an earthquake, Drop, Cover, and Hold On to protect yourself from the earthquake first.

Get to high ground as far inland as possible.



Listen to emergency information and alerts.

Be alert to signs of a tsunami, such as a sudden rise or draining of ocean waters.



Evacuate: **DO NOT** wait! Leave when you see any natural signs of a tsunami OR hear an official tsunami warning.



If you are in a boat, go out to sea.

HOW TO STAY SAFE WHEN A TSUNAMI THREATENS



If you live near or visit a coastal area, learn about the tsunami risk. Some at-risk communities have maps with evacuation zones and routes. If you are a visitor, ask about community emergency plans.

Learn the signs of a potential tsunami, such as an earthquake, a loud roar from the ocean, or unusual ocean behavior, such as a sudden rise or wall of water or sudden draining showing the ocean floor.

Know and practice community evacuation plans and map out your routes from home, work, and play. Pick shelters 100 feet or more above sea level or at least one mile inland.

Create a family emergency communication plan that has an out-of-state contact. Plan where to meet if you get separated.

Sign up for your community's warning system. The Emergency Alert System (EAS) and National Oceanic and Atmospheric Administration (NOAA) Weather Radio also provide emergency alerts.

Consider earthquake insurance and a flood insurance policy through the National Flood Insurance Program (NFIP). Standard homeowner's insurance does not cover flood or earthquake damage.



If you are in a tsunami area and there is an earthquake, first protect yourself from the earthquake. Drop, Cover, and Hold On. Drop to your hands and knees. Cover your head and neck with your arms. Hold on to any sturdy furniture until the shaking stops. Crawl only if you can reach better cover, but do not go through an area with more debris.

When the shaking stops, if there is a warning, either natural signs or an official warning, move immediately to a safe place as high and as far inland as possible. Listen to the authorities, but do not wait for tsunami warnings and evacuation orders.

If you are outside of the tsunami hazard zone and receive a warning, stay where you are unless officials tell you otherwise.

Leave immediately if you are told to do so. Evacuation routes are often marked by a wave with an arrow in the direction of higher ground.

If you are in the water, grab onto something that floats, such as a raft, tree trunk, or door.

If you are in a boat, face the direction of the waves and head out to sea. If you are in a harbor, go inland.



Listen to local alerts and authorities for information on areas to avoid and shelter locations.

Avoid wading in floodwater, which can contain dangerous debris. Water may be deeper than it appears.

Be aware of the risk of electrocution. Underground or downed power lines can electrically charge water. Do not touch electrical equipment if it is wet or if you are standing in water.

Stay away from damaged buildings, roads, and bridges.

Document property damage with photographs. Conduct an inventory and contact your insurance company for assistance.

Save phone calls for emergencies. Phone systems are often down or busy after a disaster. Use text messages or social media to communicate with family and friends.

Take an Active Role in Your Safety

Go to **Ready.gov** and search for **tsunami**. Download the **FEMA app** to get more information about preparing for a **tsunami**.





Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Project Manager *JLB*
CC: Mayor Handeland & Common Council; Planning Commission; Port Commission
Date: December 8, 2023
Re: Monthly Projects Update – Dec 2023

Causeway:

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

The Alaska Corps District and Pacific Ocean Division (POD-HI) are in the process of doing the final review of the 100% design drawings and specifications for construction of Phase 1 of the Port of Nome Modification (PONM) Project. Upon completion of the review, the District Contracting Office will finalize the solicitation package which will then go through another 3-week review before being considered ready for official release to bidders. This release date has not yet been identified, but is expected to occur in mid to late January 2024. One additional requirement prior to solicitation, is to have the official signing of the Project Partnership Agreement (PPA), which has just been scheduled for 11 Jan 2024 in Nome. More details will be released as they come available, but the signing ceremony will be held in City Council Chambers at City Hall.

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

Local Service Facilities (LSF) Design Integration:

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

U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:

The Finance Director and myself have been engaging in multiple webinars hosted by MARAD for all grant recipients to ensure a solid understanding of all pre-award submittal requirements. There are numerous layers to this new approach, all of which must be met before the \$11.25M grant agreement is executed. These funds will be used to cover a portion of the costs needed to purchase and construct the marine utilities for Phase 1 of the Port of Nome Modification Project. The City will provide matching funds in the estimated amount of \$16M, which will be sourced through eligible state funding. The exact amount of the match will depend on the winning bid for the work.

Causeway Bridge Repairs and Sediment Removal:

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

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

Additional funding opportunities are on the horizon and being evaluated for this project.

Harbor:

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

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

Port Industrial Pad:

West Nome Tank Farm (WNTF) - Property Conveyance:

The USAF has returned the final drafts of the Quit Claim Deed and Environmental Covenants for one more review by the City and ADEC. If all is in order, this will move the 7-acre conveyance into the signature/execution phase.

Thornbush Laydown Site Development (TBS):

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

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

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

This state STIP project has been postponed to approximately 2028/2029 to avoid conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding fixing drainage/pavement breaks in 2024.

FEMA DR4672 Merbok Recover Projects:

Inner Harbor Dredging – South Wall and East Ramp:

The City has submitted responses to FEMA's questions regarding calculations of cubic yards for estimating the sediment that remains near the south wall and east gravel ramp in the inner harbor. Once the Scope of Work and material quantity are deemed final, disaster funds will be obligated and the work scheduled for the 2024 ice-free season.

Cape Nome Jetty Repair:

PND (subcontractor to Bristol) have completed the 70% level repair design drawings and construction cost estimate, which have been shared with FEMA for review and input. Discussions continue with FEMA on elements of the storm repair project, and BSNC on the long-term partnership with the City for operation of the Cape Nome Jetty.

Italics reflects no change in project information from previous report



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Project Manager *JLB*
CC: Mayor Handeland & Common Council; Planning Commission; Port Commission
Date: January 15, 2024
Re: Monthly Projects Update – Jan 2024

Administrative:

Strategic Development Plan (SDP) Update:

As a part of the SDP Update, City consultants will be in Nome from 23-25 Jan 2024 to gather input from the Council, Commissions, staff, users and the public regarding development at the Port & Harbor. The intent is to capture the City's strategic priorities and the community's vision to inform long range planning for onshore development. It is important to capture a variety of input, encourage discussion, and offer residents an opportunity to comment. (See attached flier)

Tariff Rate Study (TRS) & Analysis:

Things are progressing with the TRS, with the consultant providing an update via Zoom to the Port Commission during their Work Session at 5:30pm on 18 Jan 2024. (See attached Progress Report.)

Causeway:

Arctic Deep Draft Port – Port of Nome Modifications (PONM) Project:

The Alaska Corps District and Pacific Ocean Division (POD-HI) have completed review of the 100% design drawings and specifications for Phase 1 construction. The Contracting Office is finalizing the solicitation package, and once authorized by POD, will be released to bidders sometime in Feb 2024.

An additional requirement before solicitation is execution of the Project Partnership Agreement (PPA), also known as the Construction Agreement. Due to weather earlier in the month, the ceremonial signing has been rescheduled for 25 Jan 2024 in Nome. However, in an effort to remain on schedule for project solicitation in Feb 2024, the PPA has been signed and submitted to POD and Corps Headquarters. More precise dates for solicitation and anticipated award are forthcoming.

Local Service Facilities (LSF) Design:

Upon release of the final PONM Phase 1 solicitation package in Feb 2024, the City's design teams will remain onboard and available during the bidding process to address contractor questions, and throughout construction to provide inspection services and ensure the LSF elements are built correctly.

U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:

The Finance Director and I will participate in a project kickoff call with MARAD/PIDP staff, to discuss pre-award submittals which must be sent and approved before the \$11.25M grant agreement is executed. These funds will be used to cover a portion of the costs needed to purchase and construct the marine utilities for Phase 1 of the Port of Nome Modification Project. The City will provide matching funds in the estimated amount of \$16M, which will be sourced through eligible state funding. The exact amount of the match will depend on the winning bid for the work.

Causeway Bridge Repairs and Sediment Removal:

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

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

Additional funding opportunities are on the horizon and being evaluated for this project.

Harbor:

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

The city continues to make inquiries on the status of this project, with District reporting they are awaiting direction from Corps HQ on how to proceed. The delays on this issue have also been submitted to Alaska Delegation staff members for action. Recent information indicates there has been movement at Corps HQ on this project.

Port Industrial Pad:

West Nome Tank Farm (WNTF) - Property Conveyance:

The City and ADEC completed review of the final Quit Claim Deed and Environmental Covenants, and returned to the USAF. Inquiries have been made at several levels to assist in expediting this property conveyance.

Thornbush Laydown Site Development (TBS):

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

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

This state STIP project has been postponed to approximately 2028/2029 to avoid conflicting with the heavier truck traffic during the port expansion. There is ongoing discussion regarding fixing drainage/pavement breaks in 2024.

FEMA DR4672 Merbok Recover Projects:

Inner Harbor Dredging – South Wall and East Ramp:

The city continues working with DHS/FEMA regarding the estimated quantity of the sediment that was pushed along the south wall of the inner harbor by the storm. Once the Scope of Work and material quantity are deemed final, disaster funds will be obligated and the work scheduled for 2024.

Cape Nome Jetty Repair:

PND (subcontractor to Bristol) is proceeding toward 95% level design drawings and specs, with Bristol preparing contract bidding documents, all of which will be sent to FEMA for approval in Feb 2024. Once the package is approved, the project will go out to bid with intent to award repairs to be performed in the 2024 season.

Italics reflects no change in project information from previous report

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



The waterfront planning team will be visiting Nome and would like to hear from you!
Come join us and tell us about your vision and priorities for the Port of Nome.

PUBLIC MEETING #1

Tuesday, January 23 at 6:30 pm
Old St. Joe's, 407 Bering St. (Anvil City Square)

PORT COMMISSION WORK SESSION

Wednesday, January 24 at 5:30 pm
Old St. Joe's, 407 Bering St. (Anvil City Square)

PUBLIC MEETING #2

Thursday, January 25 at 6:30 pm
Old St. Joe's, 407 Bering St. (Anvil City Square)

WHAT IS YOUR VISION FOR THE PORT OF NOME?

What are your economic goals for Nome?
What role does the port play to meet those goals?

What are the short and long term needs for the port and Nome's waterfront?

What new opportunities should Nome pursue due to changes in the Northwest Passage?

What new waterfront facilities will help diversify Nome's economy and make it a premier port?



Progress Report: Port of Nome Tariff Rate Study & Analysis

Date: January 2, 2023

To: Port Director Joy Baker

From: Mike Fisher

This progress report covers the month of December 2023.

Work Performed During This Period

In December, we collected and updated historical information for PON vessel traffic and waterborne statistics (commodity movements) from 2012-2022, we analyzed Port revenues and expenses for both funds, reviewed and documented rates across Alaskan Ports, forecasted demand and growth for Cargo/ Gravel/Fuel, and began analyzing the impact of this demand on revenue and expenses.

Work Planned and Underway

In January, we will complete interviews with port users and personnel (in conjunction with the Strategic Development Plan work) and develop growth scenarios. Lastly, the output from these activities will be used to Develop recommendations for a sustainable rate structure and capital replacement strategy. We will deliver our draft report and conduct a Zoom presentation/review meeting, in addition to our regular progress meetings.

Needs

During our next check-in, the team needs to develop three growth scenarios to evaluate. 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.