

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, FEBRUARY 15, 2024 5:30 / 6:30PM
CITY HALL COUNCIL CHAMBERS**

WORK SESSION – 5:30PM:

- Tariff Discussion – Consider Revisions to Impound Language and Definitions

REGULAR MEETING – 6:30PM:

- I. **ROLL CALL**
- II. **APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES**
 - 24-01-18 Regular Meeting Minutes
- IV. **CITIZEN'S COMMENTS**
- V. **COMMUNICATIONS**
 - 24-01-25 NEWS RELEASE USACE - City and Corps sign partnership agreement
 - 24-02-01 Arctic Today - Red Sea disruptions could be avoided in future by Arctic shipping, which may trouble ecosystems
 - 24-02-09 Arctic Today - No Shipment's from Russia's Arctic LNG 2 Until March as Sanctions Block Delivery of LNG Carriers
- VI. **COMMISSIONER UPDATES**
- VII. **HARBORMASTER REPORT**
 - Port Office Update - Impoundment Status/ FY25 Budget Prep
 - Repair and Maintenance Update
 - High Mast Lighting replacements
 - Port Restroom Upgrades / Possible New Locations
 - 2024 USACE NOM020 – Post Typhoon Murbok Causeway Bridge Repairs update
- VIII. **PROJECT MANAGER – MONTHLY PROJECTS UPDATE**
 - 24-02-12 PM Monthly Projects Report
 - Funding Opportunities vs Projects
- IX. **OLD BUSINESS - None**
- X. **NEW BUSINESS**
 - PON Tariff No. 16.3 Markup – Recommended Revisions
- XI. **CITIZEN'S COMMENTS**
- XII. **COMMISSIONER COMMENTS**
- XIII. **NEXT REGULAR MEETING**
 - March 21, 2024 – 5:30pm
- XIV. **ADJOURNMENT**

City Manager
Glenn Steckman

Project Manager
Joy Baker

Harbormaster
Lucas Stotts



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

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

**NOME PORT COMMISSION
MINUTES
REGULAR MEETING
JANUARY 18th 2024 @ 7 PM
COUNCIL CHAMBERS CITY HALL**

The Regular Meeting of the Nome Port Commission was called to order at 7 pm by acting Chairman Lean at the City Hall Council Chambers.

ROLL CALL

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

Absent: West; McCann

Also Present: PM Baker (zoom); HM Stotts (zoom); Glenn Steckman; Angie Nguyen

In the audience: Megan Gannon – Nome Nugget

APPROVAL OF AGENDA

Chairman Lean asked for a motion to approve the agenda.

Motion to approve made by Smithhisler, seconded by Sheffield.

At the Roll Call:

Ayes: Lean; Rowe; Sheffield; McLarty; Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

APPROVAL OF MINUTES

November 16th, 2023 Regular Mtg.

Motion made by Smithhisler, seconded by Sheffield to approve the minutes as presented.

At the Roll Call:

Ayes: Rowe; Sheffield; McLarty; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

CITIZENS' COMMENTS

- None

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

Discussion:

- Lean commented on the Fisheries report and noted that there is a Salmon meeting starting the 19th on the US/Canadian treaty regarding Salmon. The Chinook salmon have been on the decline for 20 years and the Chum have been for about half that, with the last 4 years being most intense. Bering Seas Sockeye have been strong the last several years, except for Norton Sound. All other salmon are not doing well. Salmon are also being found in the Canadian/Arctic Slope area where they have not been observed in the past.
- Rowe commented that he has been working with some fisheries groups doing aerial studies of rivers involving climate change and fish habitat and it was very interesting.

COMMISSIONER'S UPDATES

- None.

HARBORMASTER'S REPORT

- HM Stotts gave an overview of the following;
 - FY24 2nd Qtr Report
 - AR/collections efforts overview; currently 32 port accounts past due/delinquent which port staff are working with on payment plans. Accounts that are non-responsive will be included in February/March impoundment rounds.
 - Working with folks at the UAF earthquake and Tsunami center to develop resources for Nome to educate the public and Port users on hazards and information on tsunamis and earthquakes. This will help develop better emergency management practices for the Port and City of Nome.
 - Bering Sea Gold will be filming end of January for Season 13 BSG on the Ice and ice miners will be gearing up to be out on the Ice.
 - Update on regular office work by port staff with good progress.

Discussion:

- Lean commented that the ice has not been in the best shape last week and is very treacherous this time of year, but is now starting to set up better. Stated that the commercial crab season opens February 15th.

PROJECT MANAGER REPORT

- PM Baker gave a brief overview of the 24-01-15 PM Monthly Projects Report
 - Have been busy with notifications on the upcoming Strategic Development Plan public meetings at Old St Joes church next week. We have consultants coming in to get input from the public. We are hoping all of the PC members can attend the of the meetings, but especially the Wednesday Work Session to encourage good discussion.
 - Stated the City recently signed the Project Partnering Agreement (PPA) with the USACE and they are working to get the Project Solicitation Package out sometime in late February.
 - Next Thursday at noon in Chambers there will be a USACE team coming to Nome for the ceremonial signing of the PPA. Council, PC, Media and others have been invited.

- Port staff are still working with FEMA on several items such as the Inner Harbor dredging to clean up sediment along the South Wall and East gravel ramp; as well as the repairs out at Cape Nome, both to be performed in the 2024 ice free season.
- Port staff are also working on potential Tariff changes which we hope to bring to you in February. We are hoping to have the 2024 Anchorage CPI adjustment, and will bring recommended PAX/Facility fees scheduled to begin in 2024. There are also some language changes on impounding equipment that the City attorney is currently drafting.

Discussion:

- Sheffield asked if we sign the PPA next week, when will the RFP be awarded?
 - PM Baker stated they are projecting a date sometime in February for the contract solicitation to go out on the street and will not be awarded until later in the summer of 2024.
- Smithhisler asked if there were any other items left for the USACE to get done for Phase 1 to start such as the Contract Labor agreement.
 - PM Baker stated, no, that should not delay anything but is something they are working on.
- McLarty asked if the bid will be awarded to the lowest bidder?
 - PM Baker stated will be awarded to the lowest qualified bidder.

OLD BUSINESS

- None

NEW BUSINESS

- PON Tariff No. 16.3 – Recommended Revisions

Discussion:

- PM Baker stated that there are some language changes in the tariff we are looking at;
 - Page 7 has some language dealing with impounded items. Some of these do not follow standard rules for impoundment such as vessels and vehicles. The City attorney is looking into these language changes to clean this section up and streamline the process.
 - Page 21 has the section on Passenger fees and the Facility Charge for cruise ships. This section only ran from 2021 to 2023, so we need to project new rates starting 2024.
 - Page 24 has the CPI adjustment which does not need approval by the council, as it is already a part of the Tariff. We do not yet have the rate but will soon.
- WPM Baker stated that we will need the PC to look at Page 7 and 21 items and give recommendations we can then bring to the council and they get it out to the users in March.

This was tabled for next months meeting to discuss more in depth.

CITIZENS' COMMENTS

- None.

COMMISSIONER'S COMMENTS

- Sheffield commented that we recently had a 4.6 earthquake on Sunday- it was about 30 miles NE of Brevig which was felt in around Nome. Stated we did have a Polar bear with ok body condition that was found dead at Utqiagvik in October. The lab results just came back and determined the bear died from Avian Influenza. Possibly that particular bear ate a contaminated bird. There are events going on in the southern half of the Pacific Ocean (Argentina and Peru) that are causing mass mortality events for sealions and elephant seals that indicates the transmission rate may have changed. CDC is seeking more information. This coming 2024 summer, if anyone see something weird in our marine resources, they report that to Kawerak or Sea Grant so they can get the work out. Sheffield also stated UAF NWC and UAF Alaska Sea Grant are hosting the Western Alaska Interdisciplinary Science Conference 2-4 April.

- Smithhisler commented that the tariff rate study was interesting and is curious to see how much this may help port staff and the PC.
- Rowe commented that a lot of PAX fees and facility charges for other ports are posted online. It looks like several ports charge a little more than Nome, but also provide more services than Nome does. Stated that airports do a similar thing with passenger facility charges (PFC) which DOT has a cap on at \$4.50 per PAX. Airport can decide if they want to charge less than that; Anchorage charges \$3.40. Feels we should keep the term at 3 years so we not locked into something that may need to change as Nome begins to provide more services. Feels we should not increase it too much too soon.
- McLarty none.
- Lean stated that it as good to see everyone and it is good to see the upcoming public meetings.

ADJOURNMENT

Motion was made by Sheffield for adjournment at 7:50 pm.

APPROVED and **SIGNED** this 15th day of February 2024.

Jim West, Chairman

ATTEST:

Lucas Stotts, Harbormaster



NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS

For Immediate Release:
January 25, 2024
Release No. 24 - 001

BUILDING STRONG®

Contact:
John Budnik, 907-753-2615
Public.affairs3@usace.army.mil

USACE, City of Nome sign partnership agreement for port modification project

NOME, ALASKA – Today, representatives with the U.S. Army Corps of Engineers – Alaska District and City of Nome conducted a signing ceremony in Nome for an agreement between the two stakeholders that advances the construction of the Port of Nome Modification Project.

Officially known as a “project partnership agreement,” the document was originally signed by Col. Jeffrey Palazzini, district commander, and John Handeland, mayor of Nome, on Jan. 11 to expand the existing port facilities in Nome. The agreement describes the project and responsibilities of the federal government and the non-federal sponsor, which is the City of Nome, in the cost sharing and execution of work. When this milestone is achieved in the federal process, both entities can work together to implement the project.

“Together, we continue to build upon the legacy of the Port of Nome and the broader community,” Palazzini said during the event. “As sea ice recedes and shipping traffic increases in the Arctic, Nome finds itself at the center of an evolving world. A more efficient transportation hub in the form of this port expansion will create opportunities to improve housing, food security and infrastructure by reinforcing the region’s supply chain, which will then enable an influx of important goods and lower prices for consumers across western Alaska’s communities.”

In partnership with the City of Nome, USACE designed modifications to the port, also known as Nome Harbor, to alleviate existing vessel restrictions that are imposed by insufficient channel depths and limited harbor space. The construction project aims to provide larger vessels with improved access to the existing harbor by enlarging the outer basin and creating a new deep-water basin at a depth of minus 40 feet. Dredging is required to deepen and maintain both basins and associated navigation channels. Currently, ship transportation is limited by existing depths in the outer basin of minus 22 feet. This depth is inadequate to safely accommodate vessels of drafters greater than about 18 feet.

Furthermore, the new construction will extend the west causeway by more than 3,400 feet and construct a new east causeway aligned with F Street. The project will create about 2,000 feet of useable dock moorage area as well as a series of 400-foot docks attached to the causeways.

U.S. ARMY CORPS OF ENGINEERS – ALASKA DISTRICT

P.O. Box 6898, Joint Base Elmendorf-Richardson, AK 99506-0898
<http://www.poa.usace.army.mil> ♦ <http://www.facebook.com/AlaskaCorps>
<http://www.youtube.com/AlaskaCorps> ♦ <http://www.twitter.com/AlaskaCorps>

A robust and efficient transportation hub at Nome is foundational to the long-term viability of surrounding communities in the region. The preconstruction, engineering and design phase as well as the first phase of construction is funded at \$250 million. The total project cost is anticipated at \$548 million. The federal government is paying for 90 percent of the project's cost share with the non-federal sponsor responsible for the remaining 10 percent.

"I believe that today we are not only celebrating the start of a port modification, but also recognizing a regional and national milestone," Palazzini said. "As the need for economic stability and national security in the Arctic grows ever more important, USACE stands with Alaskan communities and the broader American nation as we engineer solutions to our Nation's toughest challenges in the far north."

USACE anticipates awarding a construction contract in 2024.

#

Editor's Note: The ceremony was originally planned for Jan. 11 to coincide with the official signing of the agreement. However, due to inclement weather in Nome, USACE representatives were unable to travel to the community. The agreement was still officially signed electronically that day.

U.S. ARMY CORPS OF ENGINEERS – ALASKA DISTRICT

P.O. Box 6898, Joint Base Elmendorf-Richardson, AK 99506-0898

<http://www.poa.usace.army.mil> ♦ <http://www.facebook.com/AlaskaCorps>
<http://www.youtube.com/AlaskaCorps> ♦ <http://www.twitter.com/AlaskaCorps>



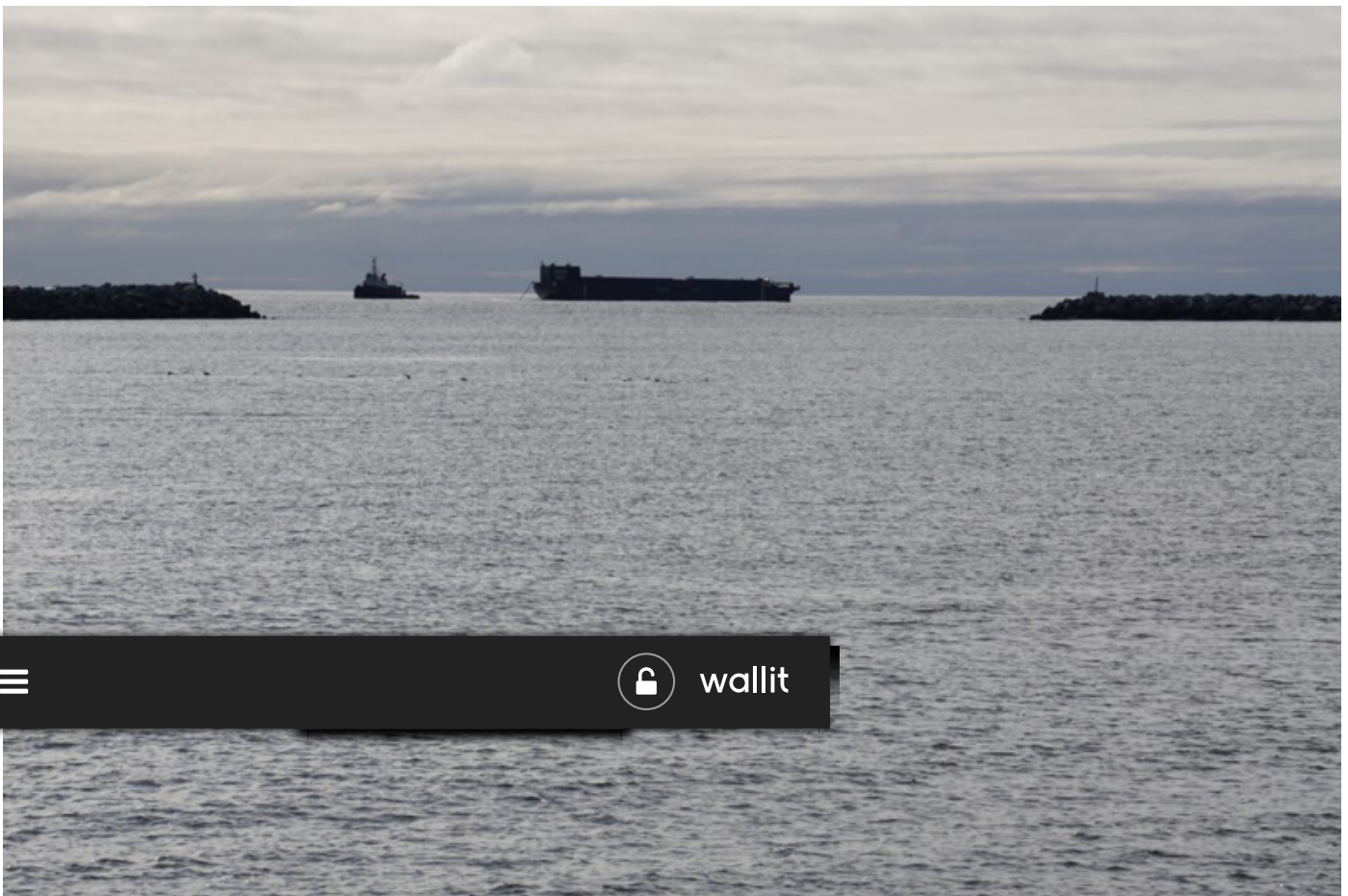
Home » Red Sea Disruptions Could Be Avoided In Future By Arctic Shipping, Which May Trouble Ecosystems

Security Shipping

Red Sea disruptions could be avoided in future by Arctic shipping, which may trouble ecosystems

By **Kemal Akbayirli, GOKCAY BALCI** - February 1, 2024

75



A cargo ship and tug pass by the entrance to the Port of Nome on Sept. 29, 2020. Planned port expansion, which got a \$250 million allocation through the Infrastructure Investment and Jobs Act, would extend and rearrange the causeway on the right and the breakwater on the left to create a much larger protected area that could accommodate deeper-draft vessels traveling in and out of the Arctic. (Photo by Yereth

📷 A cargo ship and tug pass by the entrance to the Port of Nome on Sept. 29, 2020. Planned port expansion, which got a \$250 million allocation through the Infrastructure Investment and Jobs Act, would extend and rearrange the causeway on the right and the breakwater on the left to create a much larger protected area that could accommodate deeper-draft vessels traveling in and out of the Arctic. (Photo by Yereth Rosen/Alaska Beacon)

Attacks by Yemeni [Houthi rebels](#) on merchant ships in the Red Sea have hit world trade. Between November and December 2023, the number of containers travelling through the Red Sea each day [fell by 60%](#) as ships moving goods between Asia and Europe diverted their routes around the Cape of Good Hope at the southern tip of Africa.

This route results in at least [ten days more](#) sailing time, so has caused freight [prices to surge](#) and has triggered costly [delays to production](#). The region has become a bottleneck for the global economy before. The Suez canal, a waterway that connects the Mediterranean Sea to the Red Sea, was blocked for six days in 2021 after a container ship called the Ever Given ran aground, disrupting [billions of dollars](#) worth of trade.

The cape route has been used each time passage through Suez has been disrupted. But there is an alternative sea passage between Asia and Europe – the [Northern Sea](#) route.

This route, which runs from the Barents Sea near Russia's border with Norway, to the Bering Strait between Siberia and Alaska, may be a better option and will soon become available if [global warming continues](#) at the predicted rate. Nevertheless, it currently faces many challenges.

An alternative for world trade?

[Research](#) estimates that summer sea ice around the Siberian coast will be melted completely by 2035. Even if ice cover is not completely removed, the thickness of the sea ice – one of the initial barriers to Arctic shipping – has [significantly reduced](#) over the past four decades from 3.64 metres to 1.89 metres. Arctic navigation is thus expected to be viable by the [beginning of the next decade](#).

For shipments between Shanghai and Rotterdam, the Northern Sea route reduces the

distance that ships will need to travel by around [3,000 nautical miles](#) compared to Suez and [6,200 miles](#) compared to the cape route. This would [reduce](#) the amount of time it takes to sail between eastern Asia and northern Europe to 18 days (it currently takes 32 days via Suez).

Arctic navigation is also performed at very slow speeds – [under 18 knots](#) (roughly 21mph). So, depending on sailing speed and the type of fuel used, a cargo ship that passes through the Northern Sea route could use [40% less fuel](#) and generate up to 80% fewer emissions than if it used the Suez route.

But is it viable?

Despite its advantages, Arctic navigation is highly seasonal, restricted to the months between [July and November](#). Navigating ships through the Northern Sea route also requires an escort behind a nuclear-powered icebreaker ship. But the number of icebreakers is limited. Just [five](#) operated on the Northern Sea route in 2021, rising to [nine](#) by 2030.

The Northern Sea route also suffers capacity issues. So-called “mega-vessels” that have a capacity of around 20,000 containers are deployed for trade between Asia and Europe. However, the Northern Sea route is not able to accommodate mega-vessels due to the imposition of restrictions based on the depth of sea ice.

Nowadays, only vessels with a roughly [5,000 container carrying capacity](#) can easily navigate through the North Sea route during the summer.

Fragile Arctic ecosystems

Cargo ships that pass through the Northern Sea route would potentially generate [fewer carbon emissions](#) than ships that travel through Suez. But this alternative route is subject to other environmental challenges.

Arctic ecosystems take a long time to recover from disturbances like oil spills. Accidents in these sensitive regions may thus cause unimaginable marine pollution.

In 1989, for example, the [Exxon Valdez](#) oil tanker ran aground in Prince William Sound, Alaska, spilling more than [250,000 barrels](#) of oil into the sea. The oil spill [killed](#) billions of salmon and more than 300,000 animals from a variety of fish and bird species.

More than 25 years since the spill, four of these species ([killer whales](#), [Kittlitz’s murrelets](#), [marbled murrelets](#) and [pigeon guillemots](#)) have not been re-encountered

in the region.

Many cargo ships also carry ballast water to maintain stability during various stages of their operation. Ballast water is taken on or discharged throughout the ship's journey. This practice could potentially result in the [migration of invasive species](#) to the unique Arctic ecosystem.

Routes are changing

Despite these challenges, Arctic shipping traffic is increasing. Between 2013 and 2017, the volume of cargo traffic on the Northern Sea route [rose](#) from 2.8 million tons to 10.7 million tons.

In 2023, this had grown to [36.2 million tons](#). And it shows no signs of slowing down. In 2024, Russia's icebreaker fleet expects to conduct [1,747 escorts](#) (up from [1,218](#) in 2023).

The Northern Sea route is currently not able to accommodate the vessel traffic and amount of cargo that passes through the Suez Canal. But it could be a viable alternative in the future depending on how fast progress is made on tackling global warming and developing a regulatory framework for navigating the Arctic region.


This article is republished from [The Conversation](#) under a Creative Commons license. Read the [original article](#).

Tags


Northern Sea Route

Shipping

◀ PREVIOUS ARTICLE

 **Copperstone Resources:**
Main Hearing on environmental
permit begins

NEXT ARTICLE ▶

 **CRI ANNOUNCES THE
APPOINTMENT OF LOTTE
ROSENBERG AS CHIEF
EXECUTIVE OFFICER**

ARCTIC BUSINESS JOURNAL

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



General inquiries:

info@arctictoday.com

Commentary or Opinion:

commentary@arctictoday.com

Advertising inquiries:

advertising@arctictoday.com

News tips:

news@arctictoday.com

Publisher – Alice Rogoff:

alice@arctictoday.com

[SUBSCRIBE TO OUR NEWSLETTER](#)

No Shipments from Russia's Arctic LNG 2 Until March as Sanctions Block Delivery of LNG Carriers

By Malte Humpert, High North News - February 9, 2024

US sanctions continue to delay the initial shipment of gas from Russian gas producer Novatek's Arctic LNG 2 project. The lack of ice-capable carriers for liquefied natural gas has delayed the first cargo until at least March. Meanwhile, Novatek has begun looking for new buyers of its sanctioned gas in China.

Despite beginning production of liquefied natural gas (LNG) at the Arctic LNG plant more than 6 weeks ago, Novatek has thus far been unable to ship any product to customers. Initially the company and Russian officials suggested loading of the first cargo would occur in January or February.

However, a lack of required ice-capable gas carriers has further [pushed back the first delivery into March](#).

The company's new project faces a host of challenges arising from US sanctions announced in November 2023. The blocking measures affect the sale, transport, and transshipment of LNG from the project.

The project's international partners, including France's TotalEnergies, China's state-owned oil major CNOOC and National Petroleum Corp (CNPC), and Japan's consortium JOGMEC have de facto exited the project leaving Novatek to find new buyers for the LNG.

TotalEnergies CEO confirmed this week that his company will not be receiving any product from the project stating supplying more Russian fuel to Europe is "politically difficult."

“If we cannot provide service to Arctic LNG 2, we have to sell our vessel to Arctic LNG 2.”

MOL President Takeshi Hashimoto

Novatek has been looking to secure new buyers. For this purpose the company has established a new sales office in China, [Reuters](#) reported earlier in the week. “[The company is] building a new China-based team to explore marketing the fuel,” the article states.

A transportation bottleneck

Even if Novatek can find new buyers for its sanctioned gas, it remains unclear how it will be able to transport the LNG, at least in the short-term.

Arctic LNG 2’s location along the ice-covered waters of the Northern Sea Route (NSR) requires a fleet of specialized ice-class LNG tankers. While several vessels have already completed sea trials and others are nearing completion at shipyards in South Korea and Russia, none have entered into service.

Japanese shipping company Mitsui O.S.K. Lines (MOL), scheduled to receive three Arc7 LNG carriers, said that due to sanctions it will not be able to operate the ships under a time charter with the project. And efforts to sell them to Novatek itself or another shipping operator are equally hampered by the US measures.

“Our contractual obligation is that if we cannot provide the service to Arctic LNG 2, we have to sell our vessel to Arctic LNG 2,” MOL President Takeshi Hashimoto explained in an interview with [Bloomberg](#) this week. However, “there is a sanction that says we should not do that deal with Arctic LNG 2. So it’s a bit complicated.”

Previously, analysts suggested that Novatek could use LNG carriers from its other project, Yamal LNG, to deliver Arctic LNG 2 cargo to transshipment points in Murmansk and Kamchatka. However, this appears to not be feasible as the fifteen Arc7 carriers are contractually bound to their time charters servicing the Yamal project.

Novatek is likely also cautious about blurring the operational lines between its Yamal LNG and Arctic LNG 2 projects, given the fact that the former is [highly profitable and remains thus-far unsanctioned](#).

As a result of the uncertainty surrounding the sale and transport of its LNG the company has reportedly put on hold the third stage of the project. While the first modules for the third train [are awaiting transport at a Chinese shipyard](#), Novatek will likely pivot to its [next project Murmansk LNG](#).

Located outside of ice-covered waters near Murmansk it will not require specialized ice-class LNG tankers, but instead could rely on conventional vessels.



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Project Manager *JLB*
CC: Mayor Handeland & Common Council; Planning Commission; Port Commission
Date: February 12, 2024
Re: Monthly Projects Update – Feb 2024

Administrative:

Tariff Rate Study:

Northern Economics (NE) is making progress on the Tariff Rate Study & Analysis, with the next draft to be presented to the Port Commission in the coming weeks. This project remains on schedule and within budget at this time, with NE indicating they have received good response from users being polled for input on the project.

Strategic Development Plan:

Public meetings were held in Nome from 23-25 Jan 2024, to gather input from the community and port users on port development. A wide range of ideas were captured and currently being considered and incorporated into a draft plan for presenting to the Port Commission in the coming weeks. This project is also on schedule and within budget, with Phase A wrapping up soon, and Phase B to commence once that part of the budget receives authorization.

Causeway:

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

The Alaska Corps District and Pacific Ocean Division (POD-HI) have completed their final review of the design/specs for construction of Phase 1 of the Port of Nome Modification (PONM) Project. The contracting office is finalizing the solicitation package which has just another 10-day process to complete before it will be ready for official release to bidders at the end of Feb 2024. The ceremonial signing of the Project Partnership Agreement (PPA) was performed on 25 Jan 2024 in Nome, which was the remaining official action required to allow the project to be put out to bid.

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.

Snake River Moorage Facility:

Port staff are in the process of preparing a grant application for this project under the USDOT RAISE Program as a suitable funding vehicle to perform design and construction of this project. Applications are due on 28 Feb 2024.

Port Industrial Pad:

West Nome Tank Farm (WNTF) - Property Conveyance:

The USAF has just returned the final drafts of the Quit Claim Deed and Environmental Covenants that should be the last round of reviews by the City and ADEC. If all is in order, this will move the 7-acre conveyance into the signature/execution phase within the next few months.

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 staff are currently working on pricing for fill that may be placed in 2024 to continue making progress on the laydown site.

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.

FEMA DR4672 Merbok Recover Projects:

Inner Harbor Dredging – South Wall and East Ramp:

The City has finally received and approved Scope of Work (SOW) from FEMA on the estimate of cubic yards of sediment that remains near the south wall and east gravel ramp in the inner harbor. FEMA is processing the funding obligation for the City's signature so work can be done in the 2024 season.

Cape Nome Jetty Repair:

PND (subcontractor to Bristol) is close to having 95% design repair drawings, specs and bid documents that will be shared with FEMA for review and input. Once completed, the bid package will be released on the street for contractors to propose on construction in the 2024 season.