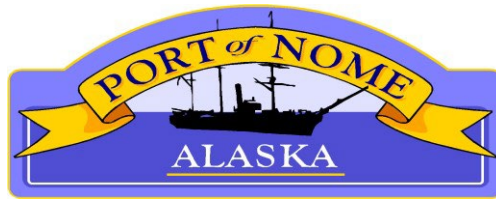


**City Manager**  
Glenn Steckman

**Project Manager**  
Joy Baker

**Harbormaster**  
Lucas Stotts



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

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

**NOME PORT COMMISSION  
WORK SESSION / REGULAR MEETING AGENDA  
THURSDAY, MARCH 21, 2024 5:30PM  
CITY HALL COUNCIL CHAMBERS**

**REGULAR MEETING – 5:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 24-02-15 Regular Meeting Minutes
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
  - 24-01-31 Arctic Shipping Update - Arctic Council Working Group
  - 24-03-08 Arctic Today - Leading Alaska legislators propose task force to help rescue a seafood industry 'in a tailspin'
  - 24-03-15 Arctic Today - More than \$1 billion goes to Native American housing
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
  - Port Office Update - Impoundment Status/ FY25 Budget Prep
  - BFI 2024 Tank Stabilization – Temp Traffic Plan
  - Project Prioritization List Overview – Northern Economics
- VIII. PROJECT MANAGER – MONTHLY PROJECTS UPDATE**
  - None.
- IX. OLD BUSINESS – None.**
- X. NEW BUSINESS – None.**
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - April 18, 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  
FEBRUARY 15<sup>th</sup> 2024 @ 6:30 PM  
COUNCIL CHAMBERS CITY HALL**

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

**ROLL CALL**

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

Absent: Rowe

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

In the audience: Megan Gannon – Nome Nugget

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda.

Motion to approve made by West, seconded by Lean.

At the Roll Call:

Ayes: Lean; Smithhisler; McCann; McLarty; Sheffield; West

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

**APPROVAL OF MINUTES**

January 18<sup>th</sup>, 2024 Regular Mtg.

Motion made by West, seconded by McCann to approve the minutes as presented.

At the Roll Call:

Ayes: McLarty; Smithhisler; Sheffield; McCann; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

Discussion: none

## **CITIZENS' COMMENTS**

- None

## **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 Shipments from Russia's Arctic LNG 2 Until March as Sanctions Block Delivery of LNG Carriers

### Discussion:

- None.

## **COMMISSIONER'S UPDATES**

- Commissioner Sheffield stated there was traffic in the Straits January into February, involving two vessels drifting due to issues.
- Commissioner McCann stated the Alaska State Defense Force is conducting some local drills this weekend with a focus on coastal watch.
- Commissioner Lean stated there was a backlog of LNG vessels with no abilities to offload items. Lean mentioned there are research options and funding addressed to Congress concerning salmon for redistribution.

## **HARBORMASTER'S REPORT**

- Port Office Update – Impoundment Status/FY25 Budget Prep
- Repair and Maintenance Update
  - High Mast Lighting replacements – HM Stotts reported it was difficult to source since COVID. Ten light total have been ordered: two extra lights are ordered to keep on hand, four lights for the City Dock, four lights for West Gold Dock; Plans to install the lights are anticipated for the end of July for the FY25 season.
  - Port Restroom Upgrades/Possible New Locations – Portable Restroom Trailers with operating toilets/facilities, would be useful at other community functions as needed. Existing facilities are pumped via hired local company, Suck-N-Shine. The cost for Portable Restroom Trailers are estimated to be \$20,000-\$50,000 for smaller units.
- 2024 USACE NOM020 – Post Typhoon Murbok Causeway Bridge Repairs update – Bristol Environmental was awarded the job again.

### Discussion:

- HM Stotts stated Port staff is focusing on account reconciliation. Collections efforts are in progress to bring down past due debts.
- Commissioner Smithhisler asked how the portable restroom facilities will be stored.
  - HM Stotts stated he discussed options with Public Works Director Cushman to determine best storage options or if these are even the best choice for Nome.

## **PROJECT MANAGER REPORT**

- PM Baker gave a brief overview of the 24-02-12 PM Monthly Projects Report
  - Funding Opportunities vs Projects

### Discussion:

- PM Baker stated Phase B will begin late March, early April. The Corps is pushing the Phase 1 solicitation packet out the end of February 2024. The project is anticipated to begin June 2025.
  - 2024 Season – Cape/Jetty Repair. Two grant applications will be submitted.

- Chair West asked if the contractor dredging the inner harbor is the same contractor hired in previous years. PM Baker stated that is the intent, pending documents to finalize award of the bid.
- Commissioner McLarty asked what the cost/award will be. PM Baker stated estimates are still underway with ranges of \$1M - \$3M.
- Commissioner Sheffield stated considering the incorporation of subcommittees to assist with organization and communication regarding projects.

#### **OLD BUSINESS**

- None

#### **NEW BUSINESS**

- PON Tariff No. 16.3 Markup – Recommended Revisions

#### Discussion:

- PM Baker stated that there is a 6.34% increase to fees and charges in align with the CPI increase;
  - The Passenger Fees and Facility Charges for cruise ships were discussed.

Motion made by Commissioner McLarty, seconded by Commissioner Sheffield, to adopt the Tariff No. 16.3 revisions with addition of a \$5.00 Passenger Fee, leaving the \$2.50 Facility Charge fee; Changes to verbiage on page 26 of Tariff.

Ayes: McCann; Sheffield; McLarty; Smithhisler; Lean; West

Nays:

Abstain:

The motion **CARRIED**.

Motion made by Commissioner McLarty, seconded by Commissioner Sheffield, to request the City of Nome make a grant application to the RAISE Program for the Snake River Moorage; Phase 2 & Phase 3 of design fees.

Ayes: Sheffield; McLarty; Smithhisler; West; McCann; Lean

Nays:

Abstain:

The motion **CARRIED**.

#### **CITIZENS' COMMENTS**

- None.

#### **COMMISSIONER'S COMMENTS**

- Sheffield commented WAISC is coming to Nome during April 2<sup>nd</sup>-4<sup>th</sup>, 2024. The theme is Western Alaska in Transition. Sheffield stated it would be nice for a representative of the City of Nome or the Port Commission present an update regarding the Port of Nome Expansion Project.
- McCann commented the Strategic Plans Meetings went well last month and he appreciated the public input at the meetings.
- Smithhisler commented it was exciting to have the Corps in Nome. Smithhisler stated Mayor Handeland did a good job welcoming the Corps.
- West stated he appreciates Mayor John Handeland's efforts with welcoming the Corps in town.
- McLarty none.
- Lean none.

#### **ADJOURNMENT**

Motion was made by McCann for adjournment at 7:30 pm. The next Regular Meeting will be March 21, 2024 at 5:30pm

**APPROVED** and **SIGNED** this 21<sup>th</sup> day of March 2024.

---

**Jim West, Chairman**

**ATTEST:**

---

**Lucas Stotts, Harbormaster**



# ARCTIC SHIPPING UPDATE: 37% INCREASE IN SHIPS IN THE ARCTIC OVER 10 YEARS

31 JANUARY 2024

## [OceanProtection of the Arctic Marine Environment](#)

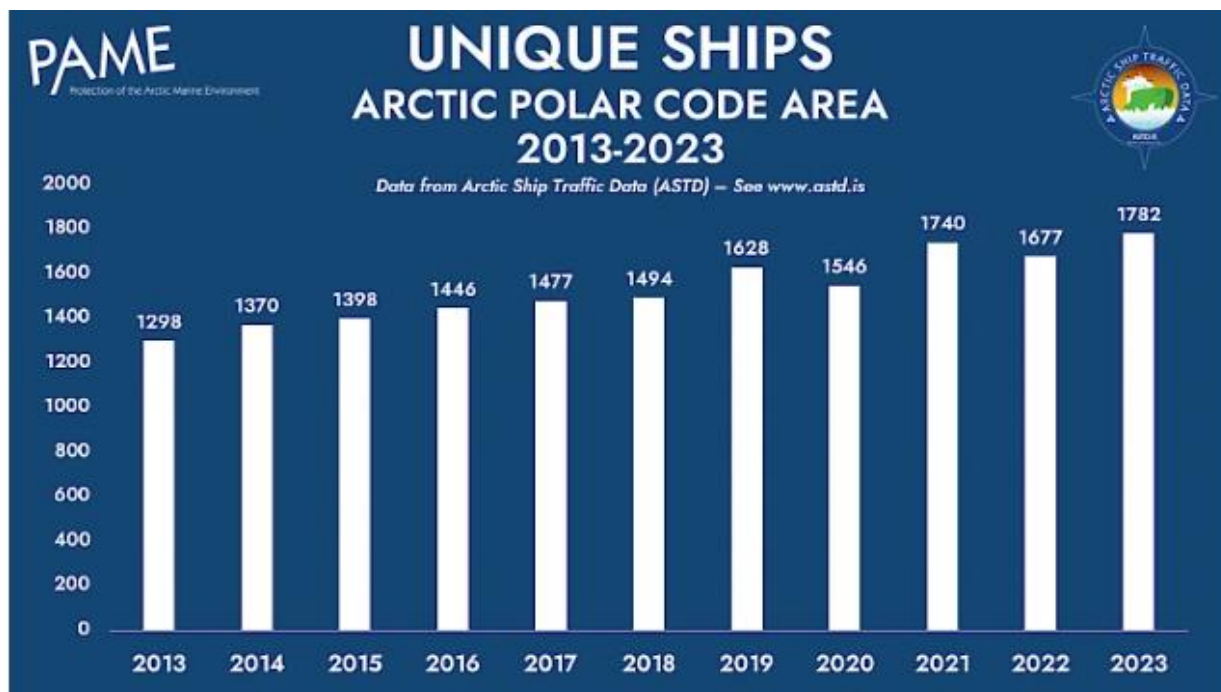
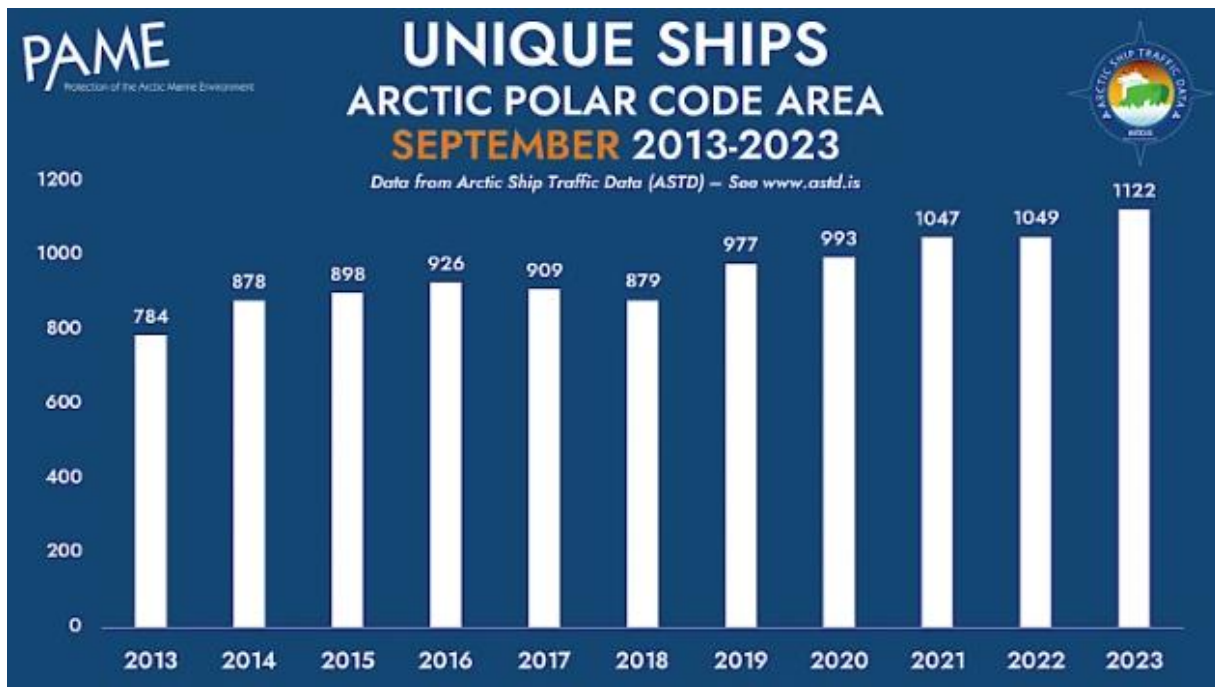
The Arctic Council Working Group on the Protection of the Arctic Marine Environment (PAME) published an update of 10-year trends in Arctic shipping, utilizing its Arctic Ship Traffic Data (ASTD) System.

Arctic shipping continues to increase, according to an update of PAME's Arctic Shipping Status Report #1: *The Increase in Arctic Shipping*. The original report covered the period 2013-2019. The updated report adds data for 2020-2023.

### **Increase in ships in the Arctic and distance sailed**

The number of unique ships entering the Arctic Polar Code area<sup>[1]</sup> from 2013 to 2023 increased by 37%, around 500 ships. Unique ships refers to each ship only counted once, although it might enter the area multiple times over each year.

The number of unique ships entering the Arctic Polar Code area is generally highest in the month of September, when Arctic sea ice is typically at its lowest extent. For example, in September 2023, 1122 ships entered the Polar Code area, out of the total 1782 ships that entered the entire year.



Comparing 2013 to 2023, the distance sailed by ships in the Arctic Polar Code Area increased 111%, from 6.1 million to 12.9 million nautical miles. The distance sailed represents the aggregate sailed for each ship in nautical miles.



## Types of ships in the Arctic

Fishing vessels are the most common type of ship in the Arctic Polar Code Area, representing over one-third of all ships. The second most common ship type is general cargo ships. Between 2013 and 2023, there was an increase in the number of ships of each ship type in the Arctic Polar Code Area apart from oil tankers and research vessels.



## Why is Arctic shipping increasing?

Changes to the marine environment, such as a decrease in the extent of sea ice and the loss of older, thick ice, has significant implications for longer navigation seasons and new access to previously difficult to reach regions of the Arctic.

Hjalti Hreinsson, Project Manager at PAME who administers the ASTD System, shares some insight into why we are seeing the trends made apparent in PAME's Arctic Shipping Status Reports.

“Several reasons contribute to the increase in Arctic shipping,” said Hjalti Hreinsson. “One of them, and perhaps the most prominent one, is an increase in natural resource extraction. Compared to other marine areas worldwide, there aren't that many ships in the Arctic, and new projects will strongly impact statistics.”



“For example, two large projects – the Mary River Mine in Nunavut and the Yamal Gas project – have led to increases in shipping in the Arctic Polar Code area. The number of bulk carriers has significantly increased as has the traffic of gas tankers, of which there were almost none in the Polar Code area prior to 2018.”

### **The need for more Arctic shipping data**

As Arctic shipping increases, it's critical to collect data and monitor trends. Collecting data about Arctic shipping, including the number, type, origin, destination, distances traveled, voyage time of year, and related information contribute to enabling safer shipping in the Arctic.

In response to a growing need for accurate, reliable and up-to-date information on Arctic shipping activities, PAME developed the [Arctic Ship Traffic Data](#) (ASTD) System. The ASTD System collects a wide range of historical information, including ship tracks by ship type, information on number of ships in over 60 ports/communities across the Arctic, detailed measurements on emissions by ships, shipping activity in specific areas, and fuel consumption by ships. PAME uses data from the ASTD System to conduct analyses and reports related to Arctic shipping, including this Arctic Shipping Status Report and [three others](#).

“We are producing more reports, one on bulk carriers which is a very interesting case, as one also has to look at the size of each vessel. The bigger the vessel, the more it carries,” said Hjalti Hreinsson. “The same goes with cruise and passenger ships, their number and distance sailed has increased, but the size of the ships and their passenger capacity has also increased.”

“All of this results in more ships and more people in the high Arctic, hence the safety of the vessels and their crew and passengers are of outmost importance,” remarked Hjalti.

Soon, a major update for the ASTD will include detailed statistics and information for around 500 ports in the Arctic, which will contribute to a comprehensive assessment of ship traffic in Arctic ports going forward.

Home » Leading Alaska Legislators Propose Task Force To Help Rescue A Seafood Industry 'In A Tailspin'

Alaska Arctic Economy Fisheries

## Leading Alaska legislators propose task force to help rescue a seafood industry 'in a tailspin'

By Yereth Rosen, Alaska Beacon - March 8, 2024

76



*Fishing boats are lined up on Oct. 3, 2022, at a dock at Kodiak's St. Paul Harbor. Alaska's fishing industry is being battered by competition from vast quantities of Russian fish, inflation that has reduced seafood demand and other factors. State legislative leaders are proposing a task force to come up with some policy responses to help the industry and those who depend on it. (Photo by Yereth Rosen/Alaska Beacon)*

### The Joint Legislative Seafood Industry Task Force, modeled after a state salmon task force formed 20 years ago, would present findings and recommendations by January

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



Log In



---

Russian fish flooding global markets and other economic forces beyond the state's border have created dire conditions for Alaska's seafood industry.

Now key legislators are seeking to establish a task force to come up with some responses to the low prices, lost market share, lost jobs and lost income being suffered by fishers, fishing companies and fishing-related communities.

The measure, [Senate Concurrent Resolution 10](#), was introduced on March 1 and is sponsored by the Senate Finance Committee.

"Alaska's seafood industry is in a tailspin from facing unprecedented challenges," said the measure's [sponsor statement](#) issued by the committee's co-chairs: Sen. Bert Stedman, R-Sitka; Sen. Lyman Hoffman, D-Bethel; and Sen. Donny Olson, D-Golovin. The measure is also being promoted by Senate President Gary Stevens, R-Kodiak.

The industry's troubles caused a loss to Alaska's economy of more than \$2 billion in 2023, the sponsor statement says.

The resolution got its first hearing on Thursday in the committee that introduced it.

The Joint Legislative Seafood Industry Task Force task force idea is modeled after one created 20 years ago to help the then-struggling Alaska salmon industry, Tim Lamkin, a Stevens staff member working on the subject, told the finance committee.

Then, Alaska salmon fishers and sellers were [facing low prices](#) and a [shrunk global market share](#) caused by booming production of cheap farmed salmon. That 15-member task force needed two years to complete its work, Lamkin said.

In contrast, the Joint Legislative Seafood Industry Task Force would consist of seven members and would present its findings and recommendations to the legislature in less than a year, by Jan. 21, 2025, according to the resolution wording.



the rest of the session, Lamkin told the committee.

Testifying in favor were the chief executive of OBI, one of Alaska's major seafood processing companies; the president of the Pacific Seafood Processors Association; the executive director of the Alaska Seafood Marketing Institute, a state-owned corporation funded in part by the industry; the head of United Fishermen of Alaska, a large trade association of commercial fishers; the head of the Commercial Fisheries Entry Commission; and the mayor of the Kodiak Island Borough.



Wild seafood — salmon and halibut from different parts of Alaska — is labeled and displayed on June 28 at Sagaya City Market in downtown Anchorage. The industry has been emphasizing the wild nature of Alaska salmon and other fish to differentiate it from other seafood in global markets. (Photo by Yereth Rosen/Alaska Beacon)



That mayor, Scott Arndt, said industry woes have caused severe strain in his region. He mentioned the [pending](#) closure or sale of Trident Seafood plants, which have been economic pillars in the region, and a looming 12.5% increase in Kodiak Electric Association rates — the first increase in 30 years — that is needed, in part

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



Log In



---

as a resident of Kodiak, I have never seen it this bad. It is scary for a lot of families,” he said.

UFA Executive Director Tracy Welch, who said her association in February voted unanimously in support of such a task force, ran through a list of industry troubles.

“Alaska’s seafood industry is facing unprecedented challenges in every area of the state and across every fishery. Alaskan fishermen, processors, processing workers, support businesses, communities are confronted with low prices, plant closures, lost markets and foregone fishing opportunities,” she said.

The more than \$2 billion in losses in 2023 affect communities and state government as well as the private sector, she noted.

“I cannot sum up the situation more succinctly than by saying the Alaska seafood industry is in crisis,” she said.

Russia is the source of a significant amount of trouble for the industry, said ASMI Executive Director Jeremy Woodrow.

He cited a dramatic example. While Alaska’s 2023 pink salmon harvest of nearly 200,000 metric tons was large, Russia harvested over three times that much, he said. And while sales of Russian fish are banned in the United States, Alaska still competes with Russian fish in the global marketplace, he said.

Global inflation is another challenge, causing demand for seafood to slide, he said, while high interest rates are squeezing harvesters and processors.

“There is no silver bullet to solve the challenges we face, and this situation certainly will not turn around overnight,” Woodrow said.

John Hanrahan, OBI’s chief executive, identified some potential state actions that could provide some relief. He suggested increased funding for ASMI to broaden markets, loan guarantees to help offset the impact of high interest rates, and purchases of Alaska seafood.



---

large quantities of salmon and pollock for federal nutrition and school lunch programs.

The salmon task force work of the early 2000s resulted in some legislation and policy changes. In general, industry and state efforts at that time started to focus on differentiating Alaska wild salmon as a premium product. Within a decade, that focus on higher quality, more niche marketing and new markets was showing some success, according to a [2012 analysis](#) by Gunnar Knapp of the University of Alaska Anchorage's Institute for Social and Economic Research.

---

*Alaska Beacon is part of States Newsroom, a network of news bureaus supported by grants and a coalition of donors as a 501c(3) public charity. Alaska Beacon maintains editorial independence. Contact Editor Andrew Kitchenman for questions: [info@alaskabeacon.com](mailto:info@alaskabeacon.com). Follow Alaska Beacon on [Facebook](#) and [X](#).*

## Tags

Alaska

Fisheries

USA

## Country

Usa

---

◀ PREVIOUS ARTICLE

**Finland's new president: "Fear is the worst possible guiding...**

NEXT ARTICLE ▶

**FI Ilmatar commits to Women's Empowerment Principles to further advance gender-equality and empowering women in the workplace**





---

# ARCTIC BUSINESS JOURNAL

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



**General inquiries:**

[info@arctictoday.com](mailto:info@arctictoday.com)

**Commentary or Opinion:**

[commentary@arctictoday.com](mailto:commentary@arctictoday.com)

**Advertising inquiries:**

[advertising@arctictoday.com](mailto:advertising@arctictoday.com)

**News tips:**

[news@arctictoday.com](mailto:news@arctictoday.com)

**Publisher – Alice Rogoff:**

[alice@arctictoday.com](mailto:alice@arctictoday.com)

[SUBSCRIBE TO OUR NEWSLETTER](#)

---

© 2024 Arctic Today. All rights reserved.

---

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



Log In





Home » More Than \$1 Billion Goes To Native American Housing

Alaska Indigenous News Politics

## More than \$1 billion goes to Native American housing

By Joaqlin Estus, Alaska Beacon - March 15, 2024

2



Houses are seen in Gambell, Alaska, on Dec. 16, 2009. (Alaskan Command, Joint Task Force Alaska, Alaskan NORAD Region and 11th Air Force photo)

Congress has passed and President Joe Biden signed off on an appropriation that puts more than \$1.34 billion into Native American housing programs. The money is part of a six-bill fiscal year 2024 package.

U.S. Sen. Brian Schatz, D-Hawaii), who is chair of the Senate Committee on Indian Affairs, told ICT's Aliyah Chavez, "To be clear, even though it's a \$300 million increase, it's still not enough. It is an acute problem. It is a problem that frankly took generations to get this bad. We shouldn't take a whole generation to fix it, but it's also not going to get fixed in one year for tribal housing."

Schatz said the funding will go out to tribes as block grants, so each recipient gets to decide how to use it, whether for single family

---

“Consistent with self determination for Native Hawaiians, Alaskan Natives and American Indians, we don’t tell them exactly how to spend these resources. Because housing is different in every place and every nation, every community ought to be in control of what kind of housing product and what kind of housing assistance to provide,” he said.

U.S. Rep. Tom [Cole](#), R-Oklahoma, of the Chickasaw Nation of Oklahoma and chair of the House Appropriations Subcommittee on Housing, said in a statement, “I am very proud of everything that my colleagues on both sides of the aisle and I were able to secure in this appropriations package. One provision that is particularly important to me is the historic gains we were able to secure for traditionally-underfunded Indian housing programs. As a member of the Chickasaw Nation of Oklahoma, it will always be a priority of mine to ensure that the needs of Native and tribal communities are represented here in Washington, D.C., and I would like to thank Senator Schatz for working with me to secure this essential funding for Native housing programs.”

The chairman of the board for the National American Indian Housing Council [testified](#) last year in support of the Native American Housing Assistance and Self-Determination Act, which was reauthorized in July 2023. Thomas Lozano, Maidu of the Enterprise Rancheria, spoke before the Senate Indian Affairs Committee in March 2023.

He outlined Census Bureau data that shows that “American Indians and Alaska Natives were almost twice as likely to live in poverty as the rest of the population — 23 percent compared with 12.3 percent. The median income for an American Indian Alaska Native household is 30 percent less than the national average (\$45,476 versus \$65,712).”

Also Lozano said, “overcrowding, substandard housing, and homelessness are far more common in Native American communities. In January 2017, the Department of Housing and Urban Development published an updated housing needs assessment for tribal communities. According to the assessment, 5.6



---

nearly four times more than the national average, which saw rates of 1.3 percent and 1.7 percent, respectively.

“The assessment found that 12 percent of tribal homes lacked sufficient heating. The assessment also highlighted the issue of overcrowded homes in Indian Country, finding that 15.9 percent of tribal homes were overcrowded, compared to only 2.2 percent of homes nationally. The assessment concluded that to alleviate the substandard and overcrowded homes in Indian Country, 68,000 new units need to be built,” Lozano said.

Under the Native American Housing Assistance and Self-Determination Act, the Native American Housing Block Grant Program and the Native Hawaiian Housing Block Grant Program provide financial assistance for Native families to get new homes, renovate, build community facilities, and receive housing services, including counseling, financial literacy and other critical resources to address housing disparities.

*ICT's Aliyah Chavez contributed to this report.*

*ICT originally published this article. ICT is an an independent, nonprofit, multimedia news enterprise. ICT covers Indigenous peoples.*

---

*Alaska Beacon is part of States Newsroom, a network of news bureaus supported by grants and a coalition of donors as a 501c(3) public charity. Alaska Beacon maintains editorial independence. Contact Editor Andrew Kitchenman for questions: [info@alaskabeacon.com](mailto:info@alaskabeacon.com). Follow Alaska Beacon on [Facebook](#) and [X](#).*

## Tags

Alaska

Alaska Natives

President Biden

Senate Committee On Indian Affairs

## Country

---

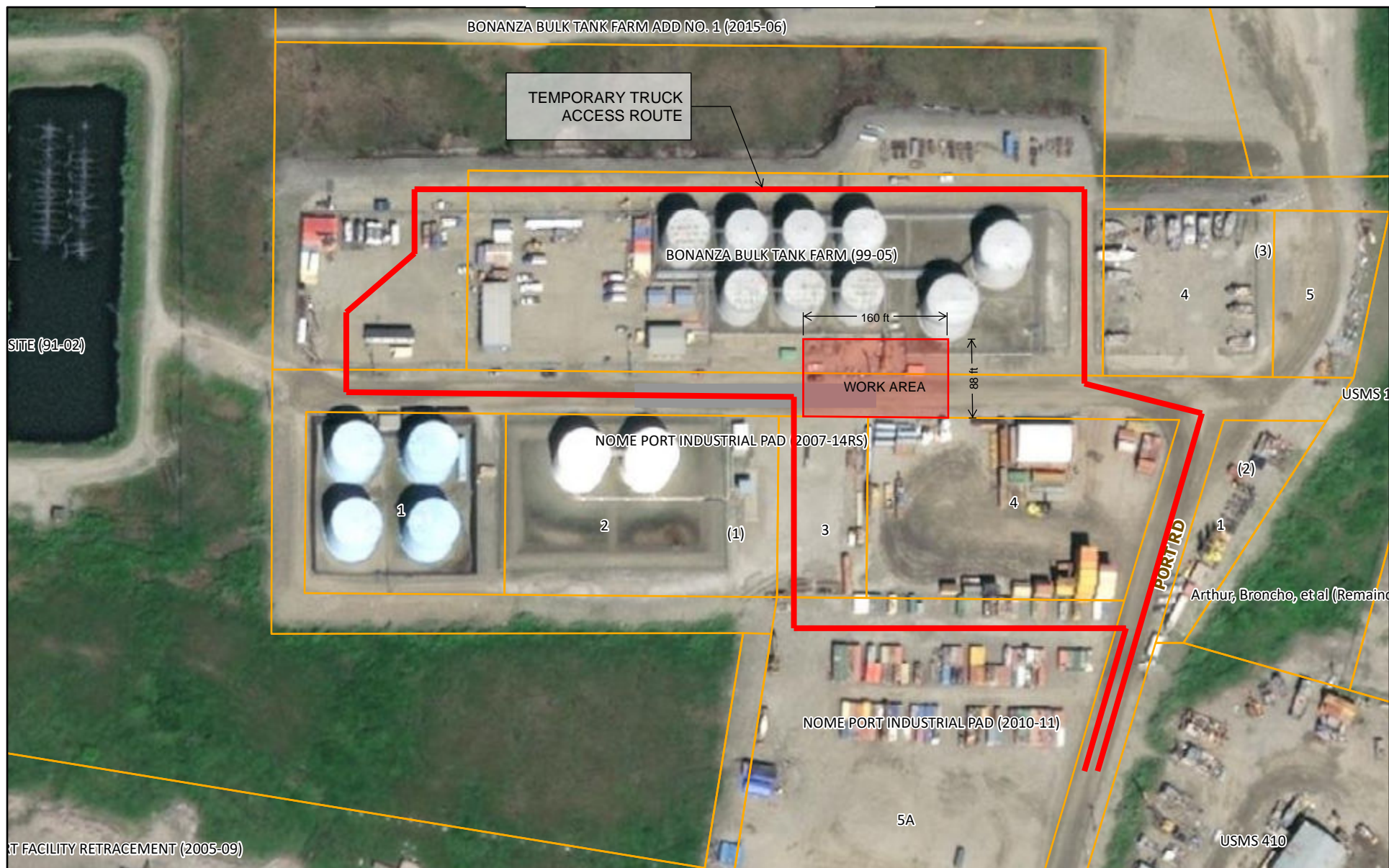
This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you



Log In



# PROPOSED TEMPORARY TRAFFIC PLAN BONANZA FUEL TANK FARM STABILIZATION (2024)

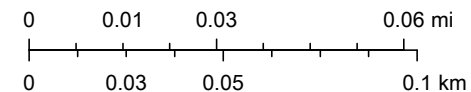


10/13/2021, 11:55:10 AM

 City Limits

 Parcels Joined with Taxroll

1:4,514



State of Alaska, © OpenStreetMap contributors, Microsoft, Esri, HERE,

Public User  
Copyright 2021, City of Nome



NOME PORT/HARBOR CAPITAL PROJECTS

ASSET REPAIR/REPLACE					Funding		
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal Year
High	REPLACE OLD SHIP GANGWAY	Replace old gangway with longer and wider unit (material speculation)	Received estimate - Determining Need	UNKNOWN	PORT FUNDS	\$18K + \$5K frt	F25/26
High	HIGH MAST LIGHTING REPLACEMENT (CITY & WESTGOLD DOCKS)	Lowering Devices are still operable. All Lighting units damaged from Ice and removed 2022. Install new Lighting units on WG and City dock poles.	Seeking cost estimate for materials - Need same lights that lowering devices are designed for.	PRIOR TO FALL 2024	PORT FUNDS	\$25k	F25
High	PND RECOMMENDED FISH DOCK & FLOATING DOCK REPAIRS	Adjust east float gangway aluminum bearing plate while haul out	Port/PWR crew will install in sping prior to launch	Spring 2024	PORT FUNDS	\$2k	F25
High	REPAIR BULLRAIL CRACKING	Locate pipe rail-cut damaged sections and well new pipe to sheetpile	Port/PWR crew assessing work / materials. Welding gas, grinding wheels.	2024	PORT FUNDS	\$5k	F25
High	MIDDLE DOCK RAMP EXTENSION	Extend concrete ramp toward top of slope	Seeking cost estimates and constructing design for FEMA	2024	FEMA	UNKNOWN	F25
High	CITY AND MIDDLE DOCK ERROSION PROTECTION	EK35 for edges (dig back and refill in areas that typically wash out)	Seeking cost estimates and constructing design for FEMA	2024	FEMA	UNKNOWN	F25
Medium	SBH FLOATNG DOCKS REPAIR / RE-SKIN	Complete dissassembly of Floats to sandblast and apply new heavy coating. Repair or replace timber decking and mooring cleets.	Cost estimates for returning to new condition are likely equal to full replacment of new docks. Will repair in-house F25 and F26 and explore full replacment options for F27/F28		PORT FUNDS	UNKNOWN	F25
Low	REPLACE HIGH RAMP DOLPHIN PILE CONNECTION	Replace/reengineer front batter-pile and connection to tri-pile. Origional connection detached. Still working as intended for now.	Unknown solution except drive new pile	UNKNOWN	PORT FUNDS	\$10k	F25
Low	HIGH MAST LIGHTING REPLACEMENT (MIDDLE DOCK)	3 Cable system on Lowering Device. One cable broke and no longer operable. All Lighting units are removed and need replacement.	Seeking eng input on methodology for dismantle/repair. Requires Crane use.	UNKNOWN	UNKNOWN	\$100k - 150k	F28

MAINTENANCE - ONGOING					Funding		
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal

High	HYDROTESTS & CP INSPECT - PORT FUEL LINES	Annual maintenance tests/inspection/maintenance on port fuel lines system to meet compliance/ensure integrity	Hydrotesting Complete CP Work Scheduled	Performed Annually	PORT FUNDS	\$26K	ALL
High	FUEL LINES - API-570 INSPECTION	Full inspection of fuel lines and CP system every 5 years.	Due in 2024 Summer season. Need Quotes	Every 5 Years	PORT FUNDS	\$25k	F25
High	Facility inspections PND	Every 5 years PND will inspect facilities				180K	F25
N/A	CSWY & INNER HARBOR SURVEY/DREDGING	There is a periodic need to survey/dredge the SBH and Snake River ramp approaches to ensure control depth maintained	Evaluate pre & post COE 2018 surveys - determine if shoaling	As needed	PORT FUNDS	\$35K	F26

Long Term, Potential, or Past Projects - Not Accounted for in Planned Expenses					Funding		
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal Year
	GARCO BUILDING REHAB PROJECT	Demo existing walls/roof, Install new roof/panels, prep interior for insulation install - concrete curb around perimeter	Seeking suitable funding opportunity	UNKNOWN	UNKNOWN / Grant Likely	\$900K ROM	Long Term
Low	SBH FLOATING DOCK PILINGS	Replace both pilings or re-drive. Only 2 remaining from ice heaving but both crooked. West side too short. Needs extension if no replacement.	STG providing quote asap 2.9.24			Temp \$5k / Long Term \$100 - \$200k	Long Term
Low	REPLACE FENDER AT FISH DOCK	Replace failed fender pile at wye 12-13 (requires crane for installation)	Seeking cost estimate for materials	UNKNOWN	UNKNOWN	UNKNOWN	Long Term

Not Planned					Funding		
PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	Source	Amount	Fiscal Year
N/A	REPLACE CITY DOCK	Full replacement of the dock structure due to reduced life expectancy	Seeking eng input on methodology/timeline	UNKNOWN	UNKNOWN	UNKNOWN	
N/A	REPLACE WESTGOLD DOCK	Full replacement of the dock structure due to reduced life expectancy	Seeking eng input on methodology/timeline	UNKNOWN	UNKNOWN	UNKNOWN	
N/A	INSTALL HARBOR LADDERS	Installation of new ladders/purchase necessary hardware	Purchased/shipped 3 in Aug 2018 Order hardware/install June 2020	Install 2020	PORT FUNDS	\$31K \$750	F20