

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
November 16th, 2017**

The Regular Meeting of the Nome Port Commission was called to order at 6:40 pm by Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: C. Smithhisler; C. Lean, C. West; C. Henderson;

Absent: C. McLarty; C. Michels

Also Present: Lucas Stotts, Harbormaster; Joy Baker, Port Director

In the audience: Zoe Grueskin, KNOM; Ken Morton, NJUS; Garth Howlett – Bryan Hudson, PND;

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

A motion was made by Lean and seconded by Smithhisler.

At the Roll Call:

Ayes: Lean, West, Henderson, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

October 19, 2017 Regular Meeting

A motion was made by C. Henderson and seconded by C. Smithhisler to approve the minutes.

At the Roll Call:

Ayes: West, Henderson, Smithhisler, Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Ken Morton (NJUS) provided an update regarding the power supply source for installing two shore-power stations on existing light poles along the Low Level Dock in the Small Boat Harbor. It appears the distance from the lighting power source to pole #2 is much greater than originally realized which will cause a significant voltage drop to the locations. He recommends installing an independent circuit from a street light pole at 2nd and F Street to power something similar to an RV pedestals at poles #2 and #3. The pedestals could be metered or the harbor could rent out a pig tail unit that would allow customers to access power for a defined amount of time. He will put together a rough cost estimate using this model.

COMMUNICATIONS

- 17-02-08 Bering Sea Alliance letter to Senator Sullivan & Senator Murkowski re: Creation of Arctic Fisheries Management Council
- 17-10-24 Mayor Beneville Letter to Hapag Lloyd Cruises re: Turning Ships
- 17-11-14 Alaska DOT Open House meeting re: Seppala Dr. & Port Rd.

Discussion: There was none

CITY MANAGER'S REPORT (None)

HARBORMASTER'S REPORT (Verbal)

HM Stotts highlighted the wind down of the season with staff being released, and vessels/equipment stored for winter. Collections on past due accounts is underway with success already being evident with the initial impound steps being put into action. The anchor/dead man unit has been constructed (thank you Marty Silvernail) and scheduled for moving to the heated snow storage building for galvanizing. Only two vessels remain in the water, and have been pushed to the high ramp to await haulout. Both owners had hoped to get more mining in, but freezing temps have nullified those plans.

Discussion:

Lean inquired about the status of the tug boat – PD Baker replied that two bids were received today with low bid coming in from Q Trucking at \$15,500 – which will be awarded through contract tomorrow, once all required documentation has been submitted. The contractor has until 30 June 2018 to complete the work, but has advised it will be done right away.

PORT DIRECTOR REPORT (Projects Update) (11.09.17 Report)

PD Baker advised that she joined Terry Kurth with Alaska DHS, as well as Garth Howlett and Bryan Hudson with PND Engineers on a site visit to the Cape today to conduct a project inspection as required by FEMA. (Thanks to Joe Horton for the escort as the road conditions were anticipated to be less than ideal.) Terry took many photos and will put together a report for the project administrator, Nora Firmin.

Regarding the camera project; AFS was in town this week to address some technical issues with a couple cameras in the field, did some training with Lucas and I, exchanged a couple hardware components and will be providing as-builts within the next two weeks. This will fulfill all of their project obligations, and allow them to submit the final billing under the contract.

Lastly, 3 applications have been received for the vacant Commission seat, and renewal apps have been submitted by Mr. West and Mr. Lean to extend their service in their respective seats.

Discussion:

Henderson asked whether this was funded by a grant; PD Baker replied that yes, the majority of the project was covered by the Port Security Grant Program under FEMA, with a 25% cost-share from the Port budget. There were some additional upgrades required on the City's existing fiber system at the Harbor office and at NJUS where the servers are housed. Some of these costs were ineligible for the grant, and therefore funded by the Port budget. A full accounting of the project will be provided soon. Henderson asked if NJUS and Port cameras were combined; PD Baker replied they are tied into the same overall software system, and we are sharing views (to include a new camera on the Seawall required by the Council), as we have areas of mutual responsibility at the Port, Harbor and Industrial Pad. West asked if this would be intertwined with the Public Safety Building; PD Baker indicated yes, a work station has been ordered for placement at NPD for safety and emergency purpose. Lean inquired about storage capacity; HM Stotts replied that due to the current server size we are getting about 60 days of recording for each camera. Henderson asked

about maintenance agreement with the vendor; PD Baker said there is a one year warranty on the project, and then the City will decide whether to be part of the revolving NJUS agreement, or an independent.

OLD BUSINESS

Capital Improvements Plan – Cordova Consulting (Updated Draft for Consideration)

PD Baker highlighted that the bulk of the updates are contained in Table 4 on page 5 of the plan and reflects revisions to the depreciating assets. This table is useful in depicting the replacement schedule of the shorter life assets, versus the long-life, such as; the breakwaters, ramps and sheet pile docks.

Discussion:

After a brief discussion, the member present elected to consider approval of the Capital Improvements Plan through the following motion:

Motion:

The following motion was moved by C. West and seconded by C. Lean:

Recommend the Nome Common Council adopt the Port & Harbor Capital Improvements Plan – as compiled by Cordova Consulting:

At the Roll Call:

Ayes: Henderson, Smithhisler, Lean, West,

Nays:

Abstain:

0The motion **CARRIED**.

NEW BUSINESS

Arctic Deep Draft Port Renderings & Cost Estimates – Question/Answer Session with PND Engineers:

Garth Howlett has served as the Port of Nome's lead coastal engineer for many years, with Bryan Hudson joining on the Nome projects several years back. Garth provided a general overview of the 4 concepts of a proposed port expansion design with rough cost estimates. Concept A reflects a direct comparison of the Army Corps' proposal, increased to \$224M due to the 3 years that has elapsed since the cost estimate was prepared. Concepts B show increased depth at the existing breakwater extension length, with alternatives that show use of sheet pile versus armor stone on the inside of the extension in the \$240-250M range. Concept C reflects the breakwater expanded out about 1000 feet to the natural -40 foot contour for another \$100M. This prompts a thorough investigation to compare costs of dredging the increased depth within the shorter breakwater extension, versus the extended breakwater length with less dredging.

Discussion:

Lean questioned the sheet pile versus armor stone along the inside of the B concepts, and the effectiveness of the over-length sheets with a need to make many splices and potential for impact to split seams. Garth indicated the face would not be a flat surface, but actually similar to the existing open cell docks in place, and also the sheet pile resistance to historical winter ice buildups with no damage. Discussion ensued about the existing port entrance being too narrow, and how this could be addressed in a future expansion. West inquired about sediment movement, and how an expansion would impact beach erosion in front of town. Garth said there will be a corresponding effect of erosion to the east, resulting from the buildup on the west side along the end of the breakwater, which could continue to be addressed with the Corps' beach restoration method of dredge spoils disposal. Garth also highlighted that the larger, more expensive stone

should be concentrated within the zones that are exposed to the bigger waves and ice movements, and the small stone could be used in the less exposed areas to save money.

Discussion continued on various aspects of the design options. These concepts will be reviewed with the Alaska District and made part of the project record once the study moves forward.

CITIZENS' COMMENTS - None

COMMISSIONERS' COMMENTS

C. Lean – mentioned a letter from the USCG that describes making exemptions on Alaska mariners regarding the Alternative Planning Criteria, but more detail is needed. Also, on the letter proposing an Arctic Fisheries Management Council definitely needs more consideration as I'm concerned about how that would conflict with the North Pacific Fisheries Management Council, and whether it's in the best interest of Nome. He attended the ADOT Open House about the Port Road improvements, and he is concerned about the ADOT proposal to make a 4-way/right angle intersection at the "triangle area" where the roads join before you go down to the Causeway. I think it was made clear by many that this would not work. They are still looking at doing the alignment of Center Creek Road and Snake River Bridge (Jafet Drive).

C. Smithhisler – none

C. Henderson – we haven't gotten into discussions on the tariff tonight, but still wanting to see calendar year comparisons (PD Baker pointed out the calendar year comparison was in the packet, behind fiscal). Also, feels that activity seems slower and businesses are cutting back, which he feels the City/Port need to do also. He feels we need to be cautious about making decisions that may be driving businesses away and discouraging private enterprise.

C. West – definitely a good season was had by all, seems that folks working together in the harbor had few altercations and any issues resolved timely. As we progress through these concepts we'll need to consider funding sources and hopefully the federal government will agree with the need for expansion. Should continue to pursue new business development, and thank you to PND for coming to present.

SCHEDULE OF NEXT MEETING

The next meeting: December 14, 2017 at 5:30 PM.

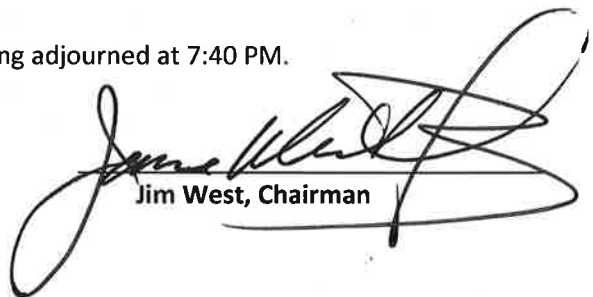
ADJOURNMENT

Motion was made by C. Henderson for adjournment – meeting adjourned at 7:40 PM.

APPROVED and SIGNED this 14th day of December, 2017.

ATTEST:


Joy Baker, Port Director
Lukas Stotts, Harbormaster.


Jim West, Chairman