Mayor John K. Handeland

Manager Glenn Steckman

Clerk

Bryant Hammond



Nome Common Council

Scot Henderson
Doug Johnson
Mark Johnson
Adam Martinson
Cameron Piscoya
M. Sigvanna Tapqaq

NOME COMMON COUNCIL REGULAR MEETING AGENDA

TUESDAY, OCTOBER 10, 2023 at 5:30 PM COUNCIL CHAMBERS IN CITY HALL

102 Division St. P.O. Box 281 Nome, Alaska 99762 Phone (907) 443-6663 Fax (907) 443-5345

WORK SESSION - 5:30 PM

A. Electronic Cigarettes in Public Schools,

PAGE X

ROLL CALL

APPROVAL OF AGENDA

A. Oath of Office - Maggie Miller

Page X

APPROVAL OF AGENDA

APPROVAL OF MINUTES

COMMUNICATIONS

A. Letter from White House to Mayor Handeland,

PAGE X

CITIZEN'S COMMENTS

PUBLIC HEARING

A. Public Hearing on Community Development Block Grant Funding,

PAGE x

NEW BUSINESS

A. R-23-10-02 A Resolution Honoring Stanley "Stan" Andersen for His Over Forty Years of Public Service and Comittment to The City of Nome,

PAGE X

B. R-23-10-03 A Resolution Authorizing the City Manager to Enter into A Contract with Northern Economics to Perform Work Known as the PON Tariff Rate Study & Analysis for A Lump Sum Fee of \$58,200,

PAGE 7

C. R-23-10-04 A Resolution Authorizing The City Manager To Enter Into A Contract With PND Engineers, Inc. To Perform Work Known As The PON Strategic Development Plan Update At A Lump Sum Fee of \$53,625,

PAGE X

<u>D.</u> R-23-10-05 A Resolution Approving An Employment Agreement Between the City of Nome and Bryant Hammond to Serve As a Project Manager To The City Manager,

PAGE X

UTILITY MANAGER'S REPORT

A. Activity Report: September 22 - October 04, 2023,

VERBAL

CITY MANAGER'S REPORT

A. Activity Report: September 22 - October 04, 2023,

PAGE X,

CITIZEN'S COMMENTS

COUNCIL MEMBER'S COMMENTS

MAYOR'S COMMENTS AND REPORT

A. Activity Report: September 22 - October 04, 2023,

VERBAL

EXECUTIVE SESSION

A. Discussion of Legal Matters the Immediate Knowledge of Which May Have Adverse Effects on City of Nome Finances,

VERBAL

ADJOURNMENT

Vaping

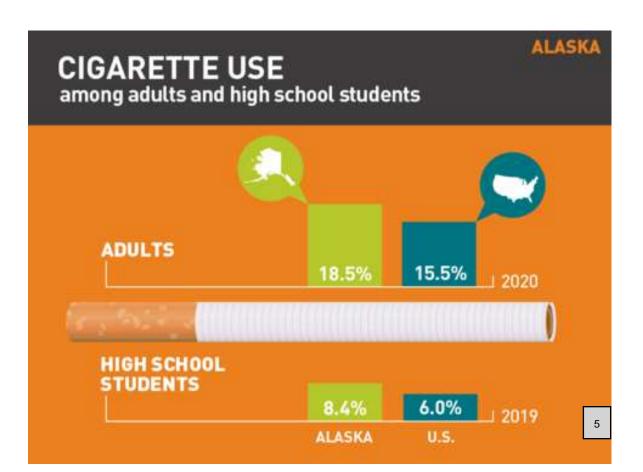
The hidden dangers

Disclosure

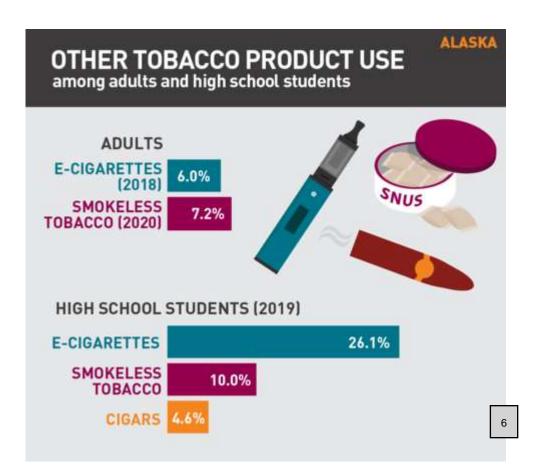
I am here as a volunteer.

I have no financial incentive or conflict of interest.

Truth initiative.org



Truth initiative.org



Vape ingredients

Nicotine: Concentrations ranging from 1 to 0.5 Packs of Cigs per pod (Though the concentrations are highly inaccurate and unregulated)

This is ~40mg of nicotine per pod

Cannabis extract (THC and CBD): Concentrations are unregulated, but are required to be on the label per AK statue. Can be as high as 99% which is as much as 500mg.

Other substances: anything is possible, synthetic THC like Spice, K2, JWH

Other Vape ingredients

- Vegetable Glycerin (Carrier) is a sugar alcohol made from plant oils
- Propylene Glycol (Carrier) AKA antifreeze
- MCT Oil (Carrier)
- Terpenes (Carrier/Flavoring)
- Flavorings.

Item A.

Nicotine Health risks

Nicotine Poisoning

Lethal Dose is 6-13mg

Nicotine has a Succinylcholine-like stimulatory effect on Nicotinic Receptors

Results in Seizures followed by paralysis

THC Health Risks

Age <21 years old (without medical indication)

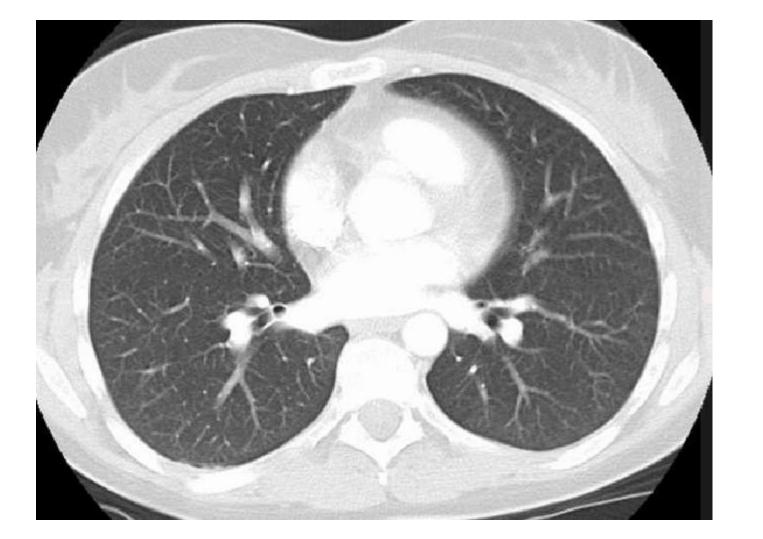
- 1. Risk of Cannabis use disorder
- 2. Affects brain development (may adversely affect IQ, educational outcomes)
- 3. Risk of future Anxiety Disorder
- 4. Increased risk of Suicidality and all-cause mortality
- 5. Increased physical Violence

OVERDOSE

Fast heart rate, Low blood pressure, increased risk of heart attack, Kidney injury, Seizures, Motor vehicle accidents due to driving under the influence

Vaping-Associated Lung Disease

- A. Acute Interstitial Lung Disease
 - 1. Related to diacetyl, flavorings, and solvents
- B. Lipoid Pneumonia (from oil aspiration) with Alveolar Macrophage infiltration
 - 1. Vitamin E and diacetyl-induced popcorn lung have also been seen with Vaping



Nicotine/THC Vapes and Teens

- A. Nicotine affects teens differently than adults
 - 1. Teens are more likely to become addicted than adults
 - 2. Teens have a more significant adverse cognitive effect on memory and attention
 - 3. Teens are more likely to have respiratory adverse effects
- B. Longterm Vaping adverse cardiopulmonary effects are not yet clear
 - 1. May have carcinogenic effects
 - 2. Second hand exposure of potential toxins for friends and family

Sources

Tobacco use in Alaska 2021. Truth Initiative. (n.d.). https://truthinitiative.org/research-resources/smoking-region/tobacco-use-alaska-

2021#:~:text=Cigarette%20smoking%20rates%20in%20Alaska&text=In%202019%2C%208.4%25%20of%20high,%2C%20the%20rate%20was%206.0%25.

Henry, T. S., Kanne, J. P., & Kligerman, S. J. (2019). Imaging of vaping-associated lung disease. *New England Journal of Medicine*, 381(15), 1486–1487. https://doi.org/10.1056/nejmc1911995

Scott Moses, M. (2022, November 15). *Electronic cigarette*. Family Practice Notebook. https://fpnotebook.com/Psych/CD/ElctrncCgrt.htm

Dellazizzo (2020) Am J Psychiatry 177(7): 619-26 [PubMed] Fontanella (2021) JAMA Pediatr 175(4): 377-84 [PubMed] Degenhardt (2013) Addiction 108(1): 124-33 [PubMed] Scott (2018) JAMA Psychiatry 75(6): 585-95 [PubMed]

Item A.

Questions???

OATH OF OFFICE

United States of America) State of Alaska) Second Judicial District)	SS.
"I, Maggie Miller, do solemnly swear the United States, the laws of the State of Municipality of Nome, and that I will, to the be discharge the duties of my office of <i>City of</i> without fear, favor or partiality and therein to the City, so help me GOD."	Alaska, and the Ordinances of the st of my ability, honestly and faithfully for Nome Common Council Member
SIGNED AND SWORN this 10	th day of October, 2023.
	Maggie Miller Council Member
ATTEST:	
Jeremy Jacobson Deputy City Clerk	

THE WHITE HOUSE

WASHINGTON

Dear Mayor Handeland,

Thank you for hosting me in Nome as part of President Biden's Investing in America tour. Getting out on the road to join Mayors in their communities is one of the great privileges of my job.

I am thrilled that I had the chance to visit the Port of Nome with you to see Bipartisan Infrastructure Law dollars at work. It was also incredibly valuable to get the chance to hear from your constituents, local Tribal leaders, and community leaders about the challenges they are facing.

President Biden always says that we are going to rebuild the economy in this country from the bottom up and middle out—that's what the Bipartisan Infrastructure Law is all about. I know we can't do this without incredible leaders and partners like you and your team.

Thank you for your help making my trip to Nome a success, and I look forward to seeing you again soon.

Sincerely,

Mitch Landrieu

Senior Advisor to the President



PUBLIC HEARING

The City of Nome is Seeking Resident Input On "Community Development Block Grant" Funding

State of Alaska Community Development Block Grant

Presentation to the community on the State of Alaska Community Development Block Grant

Tuesday, October 10, 2023 Time: 7:15 PM Place: Common Council Chambers

A presentation on the overview of the types of projects that can be funded with the Community Development Block Grant program will be presented. The State of Alaska will distribute approximately \$2.5 million in federal CDBG funds from the Federal Fiscal Year 2023 CDBG allocation. The funds will be distributed on a competitive basis.

Comments and project ideas are needed to develop a project for this grant for the community of Nome. The citizens of Nome are invited to attend and give feedback on a community grant proposal. The meeting will be held at City Hall 102 Division St which is handicapped accessible.

Action T	aken:
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Yes	
No	
Abstain	

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-10-02

A RESOLUTION HONORING STANLEY "STAN" ANDERSEN FOR HIS OVER FORTY YEARS OF PUBLIC SERVICE AND COMMITMENT TO THE CITY OF NOME

WHEREAS, Stan Andersen began his public service to the City of Nome as a City Council Member on October 24, 1977 when he was sworn in by City Clerk Jean Hardy; and,

WHEREAS, Stan served as Councilmember for Seat F from 1977 to 1983, when he lost his seat to Clinton "Pepper" Gray; and,

WHEREAS, during this "break" from the Common Council, Stan was appointed to the Nome Planning Commission from 1983 to 1986 and served on the Nome Joint Utility Board from 1986 to 1988; and,

WHEREAS, Stanley's political prospects proved resilient when he unseated Jim West, Jr. from Seat D in the Fall of 1988; and

WHEREAS, he served as Councilmember in Seat D from 1988 until 2018 when he chose not to run again; and,

WHEREAS, during this time, Stan served with alacrity and enthusiasm, always asking where the money was coming from and where it was going; and,

WHEREAS, Stan Andersen ensured questions asked of him by members of the public were asked at Council Meetings on the record, even if he did not personally support such line of inquiry; and,

WHEREAS, Stan prepared well for meetings by studying the agenda packets, comparing proposed budgets with previous budgets, discussing issues with City staff and the public alike; and,

WHEREAS, after Stan left the Common Council in 2018 he still visited the Clerk's Office enough for staff to maintain a mail box for him in City Hall, affectionately labeled "Citizen Stan";

NOW, THEREFORE, BE IT RESOLVED that the Nome Common Council hereby commends Stanley "Stan" Andersen on his over forty years of exemplary public service to the City of Nome.

APPROVED and SIGNED this 11th day of October, 2023.

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	JOHN K. HANDELAND
	Mayor

Item	Λ
петт	А.

ATTEST:
JEREMY JACOBSON
Deputy City Clerk

Port Dired Item B.	Presented Port Direc	
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Action Ta	aken:
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Yes	
No	
Abstain	

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-10-03

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH NORTHERN ECONOMICS TO PERFORM WORK KNOWN AS THE PON TARIFF RATE STUDY & ANALYSIS FOR A LUMP SUM FEE OF \$58,200

WHEREAS, in 2013, the City contracted with Northern Economics for a tariff rate study to determine if port fees were appropriately structured to fund operations, maintenance and capital replacement needs with the anticipated growth and expansion of the Port of Nome; and,

WHEREAS, Northern Economics responded with a memo presenting three rate increase scenarios with various levels of grant funding, resulting in a recommendation for a steep increase which ultimately became a graduated scale as determined by the City; and,

WHEREAS, the City then contracted with Cordova Consulting in 2017, to provide a Port & Harbor Development Analysis as an update to the earlier findings, resulting in a recommendation to implement a local head tax on cruise passengers and to adjust rates to the annual CPI rate of ANC-Rural each year – both of which have provided benefit to port revenues; and,

WHEREAS, with the Port of Nome serving as the regional maritime hub facility for over fifty (50) northwestern Alaska villages, for commodity transshipment, and also as the only publicly-owned coastal maritime infrastructure north of the Aleutians for the refuel/resupply of Arctic vessels, amplifying the importance of Nome's port & harbor facility; and,

WHEREAS, the City signed a Project Partnership Agreement with the USACE which defines the project cost-share and facilitates solicitation of construction of the Port of Nome Modifications Project, highlighting the imperative for the City obtain an updated study and analysis of port tariff fees to ensure alignment with existing operations, maintenance and ongoing growth; and,

WHEREAS, on August 24, 2023, the City solicited for qualified firms to propose on performing a rate study and analysis, with only 1 proposal received by the deadline, and evaluated by the Port Commission and staff, with recommendation to award to Northern Economics; and,

NOW, **THEREFORE**, **BE IT RESOLVED**, the Nome Common Council hereby authorizes the City Manager to enter into an agreement with Northern Economics to perform the PON Tariff Rate Study & Analysis, for a fee of \$58,200, per the RFP, and with guidance from the City and Public.

APPROVED and SIGNED this 10th day of October, 2023.

JOHN K. HANDELAND,
Mayor

ATTEST:

Jeremy Jacobson, Deputy City Clerk

Item B.



PORT OF NOME

Port Director's Office P.O. Box 281 Nome, Alaska 99762 907.443.6619 jbaker@nomealaska.org

AGENDA STATEMENT

Meeting Date: October 6, 2023

From: Joy Baker, Port Director JLB

Subject: Awarding PON Tariff Rate Study & Analysis to Northern Economics for \$58,200

Background & Justification:

The City of Nome received a single proposal in response to the RFP issued for the Port of Nome Tariff Rate Study & Analysis, which was submitted by Northern Economics. After review of the proposal, I contacted Mike Fisher, who serves as their Vice-President, to discuss potential adjustments to the proposal fee. Based on our call, Northern Economics has proposed a 12% fee reduction as shown in the attached, bringing their lump sum fee down to \$58,200 for the work.

F24 funds are budgeted in Admin line item 80.6711.1870 in the amount of \$30K, with an additional \$30K in line item 80.6711.1820 that can be reallocated to 1870 to fund this rate study.

Also attached is a supporting motion for award, passed by the Port Commission at their Special Meeting held on Thursday, 5 October 2023.

Recommendation:

That the Nome Common Council pass Resolution R-23-10-03 authorizing the City Manager to execute a contract with Northern Economics for \$58, 200 to perform work known as the PON Tariff Rate Study & Analysis.

Page 1 of 1



Memo

TO: Mayor John Handeland & Nome Common Council

FROM: Jim West - Chairman, Nome Port Commission

THRU: Glenn Steckman - City Manager

DATE: 10/06/2022

RE: Support Council Award Tariff Rate Study to Northern Economics at \$58,200

The following motion was passed by the Nome Port Commission at their Special Meeting on Thursday October 5, 2023.

- 1. Moved by **C. Lean**, and seconded by **C. Rowe**, the following motion be approved as written:
 - MOTION: Recommend Common Council award the Port of Nome Tariff Rate Study & Analysis to the sole proposer, Northern Economics, at the revised fee of \$58,200.

AT THE ROLL CALL:

Ayes: Rowe; McLarty; Smithhisler; Lean; West

Nays: Abstain:

The motion **CARRIED** unanimously.

Discussion reflected in the minutes from the October 5, 2023 Special Meeting.



October 3, 2023

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

Dear Joy:

Thank you for the opportunity to discuss our proposal to conduct a Tariff Rate Study & Analysis for the Port of Nome.

Based on our discussion, we have reduced our proposed cost to a lump sum of \$58,200, down \$8,200 (12 percent) from the \$66,400 budget given in our proposal. We have made the following assumptions to support this reduction:

- The City of Nome will provide historical information it has collected in a spreadsheet, which will reduce our need to collect and enter that information.
- The City of Nome will provide a vehicle for our use during our trips in Tasks 1 and 11.
- The City of Nome will provide two apartment units for our staff members to stay overnight for the review meeting in Task 11.

We have also made modest cuts to the estimated hours on selected tasks to reduce the budget further.

We hope these assumptions and the proposed cost of \$58,200 are acceptable.

Sincerely,

Mike Fisher Vice President



September 21, 2023

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

Re: Port of Nome Tariff Rate Study & Analysis

Dear Ms. Baker and Members of the Review Committee:

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

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

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

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

Sincerely,

Michael Fisher Vice President

michael.fisher@norecon.com

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Firm qualifications, experience and technical staff



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

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

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

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

Project experience

- Port of Corpus Christi Tariff Review, 2023. Northern Economics completed a comprehensive update to the 2020 tariff review, including additional commodities of interest, additional ports, additional fees provided by the marine support industry (tugs, pilots, and line handling), and an overall gateway cost analysis of the Port of Corpus Christi, TX and five comparison ports. The resulting report and Excel workbook contain extensive analysis and benchmarking, recommendations, and comprehensive data.
- Corpus Christi Pilot Rate Study, 2021. Northern Economics conducted a rate study to determine if Aransas-Corpus Christi Pilots (ACPP) tariff rates were competitive with other ports of

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

- Port of Corpus Christi Tariff Rate Study, 2020. This study was an update of the prior 2017 study, with the addition of four other comparison ports, one Gulf Coast port as well as three ports in Washington and California.
- Port of Corpus Christi Tariff Review, 2017. The Port of Corpus Christi commissioned a tariff review to better understand how the wharfage and dockage rates in place at the Port of Corpus Christi compare to rates levied at similar ports on the Gulf Coast of the United States. In addition to comparing dockage and wharfage rates, the market analysis also took into consideration port facilities and attributes, and the commodities and cargo volumes being handled at the 14 Gulf Coast ports included in the sample. This effort had a specific focus on liquid bulk wharfage rates, which account for 90 percent of the Port of Corpus Christi's revenue. The ultimate goal of this study was to provide rate recommendations for specific petrochemicals and refined petroleum products of interest to the Port of Corpus Christi. In the absence of commodity-specific wharfage rate comparisons, the study team analyzed the relationship between the values of commodities of interest and used those relationships to develop wharfage rate adjustments.
- Cordova Harbor Rate and Cash Flow Study, 2022. Northern Economics conducted a rate study for the City of Cordova's harbor system, including development of three rate scenarios (baseline, annual inflation adjustments, and stepped increases plus annual inflation adjustments) to meet cash flow needs over the next fifty years. The study considered the impact of debt and grant funds on major planned replacements and improvements to inform debt issuance, rate setting, and budgeting activities.
- **City of Emmonak Port Tariff, 2021.** Northern Economics assisted with the creation of a tariff document for the port and a spreadsheet to help city staff calculate charges based on the tariff. These tools were part of the city's effort to build a new website to communicate tariff changes to the public and to those who use its new facility.
- **Emmonak Port Tariff Rate Study, 2019.** Northern Economics conducted a review of tariffs for selected ports in Alaska in order to develop an updated tariff for the City of Emmonak. The City won a federal grant to support construction of a new dock and barge landing facility, to which the updated tariff will apply. In addition to reviewing the contents of the tariff, Northern Economics used a life cycle cost approach to recommend rate updates and provided an accompanying memo with additional recommendations, including regular rate increases.

- Rate Study for Petersburg Comprehensive Plan Update and Harbor Master Plan, 2015. Northern Economics was part of a team updating Petersburg Borough's Comprehensive Plan and creating a Harbor Master Plan. Northern Economics' work was focused on a rate study for Petersburg's harbor system and used a life cycle costing approach to determine the annual revenue required to support operation, maintenance, and replacement of the community's harbor facilities.
- Port of Nome Rate Analysis, 2013. In this small study for the City of Nome, Northern Economics used a life cycle costing approach to evaluate the need for adjustments to rates charged for use of the Port of Nome's facilities. The analysis considered three scenarios with different growth rates for its user base, rates, and expenses, as well as two levels of funding, to determine a range of rate increases that could be required for the Port to be financially sustainable.
- Sitka Harbor System Master Plan, 2012. Working as a subcontractor to an engineering firm,
 Northern Economics contributed to the economic analysis and rate setting portion of a
 master planning effort for the City and Borough of Sitka's harbor system. The rate setting
 portion utilized a life cycle costing approach for each of the facilities to determine the level of
 moorage revenue needed. The cost was then used to determine an appropriate rate plan to
 address future needs.
- **Port of Corpus Christi Wharfage Rate Study, 2011.** Northern Economics conducted an independent, third-party analysis of the wharfage rate at the public oil docks on liquid bulk cargo payable by the crude oil refiners at the Port of Corpus Christi, TX. Tasks included creation of a life-cycle cost model to estimate the revenues that would be necessary to compensate the port for the facilities and services it provides; a market analysis comparing the port's recommended and current wharfage rate to other ports; and a benefits analysis of the port's franchise structure.
- Carl E Moses Boat Harbor Rate Study, 2011. Northern Economics developed moorage and other rates for the new Carl E. Moses harbor in Unalaska.
- **Haines Tariff Study, 2011.** In this study for the Haines Borough, Northern Economics conducted a multi-phase review of current fuel wharfage/transfer fees and fuel volumes for ports and harbors around the state and an analysis of the fuel tariff rate charged in Haines. Phase 1 reviewed the tariffs at ports around the state. Phase 2 used a life cycle costing approach to develop a rate recommendation for fuel. Phase 3 used a life cycle costing approach to develop a rate recommendation for cargo.

- **Kodiak Fuel Tariff Analysis, 2010.** Northern Economics reviewed the current fuel tariffs charged at Port of Kodiak facilities and developed recommendations for updating the tariff structures and rates.
- Alaska Regional Ports Phase I, 2009–2011. In this project for the U.S. Army Corps of Engineers Alaska Division, Northern Economics conducted a comprehensive study on port and harbor infrastructure needs in Alaska for the 2010 to 2030 period. The project was divided into multiple tasks, include a strategic trends white paper, baseline assessment of port and harbor infrastructure in the state, development of criteria for and identification of regional and subregional hubs, policy and plan development, conducting a regional ports and harbors conference, and developing a final plan.
- Whittier Economic Rate Study, 2009–2010. Northern Economics conducted a rate study for the City of Whittier's harbor facilities to identify the true cost of providing marine access and recommend harbor rates that cover that cost. The study's outcome provided recommendations for the rates necessary for the harbor to be self-supporting and sustainable, including operations, necessary maintenance, and the eventual capital replacement of facilities that serve the boating community. The study also developed information to support issuance of a revenue bond and application for a state Municipal Harbor Grant.
- Unalaska Port and Harbor Ten-Year Development Plan and Update, 2003 and 2009. Northern Economics put together a ten-year development plan for the Port of Dutch Harbor. The 2003 portion of the plan provided an analysis of current conditions, factors affecting future marine activities in Unalaska, and an analysis of historical demand. The 2009 study consisted of an update to the information contained in the 2003 study and an expansion of the plan to include an evaluation of future infrastructure needs and their costs, benchmarking of the Port of Dutch Harbor's tariff, analysis of Dutch Harbor's tariff with respect to future needs, and identification of funding mechanisms.
- **Statewide Harbor Rate Study, 2008.** In this study for the Alaska Department of Transportation & Public Facilities (DOT&PF), Northern Economics conducted a study of harbor moorage rates for harbors owned by state-owned and other entities. The findings of the study were used to recommend new rates for DOT&PF harbors and provide issues for further study.
- Sand Point Harbor Rate Study, 2008. Northern Economics conducted a study of harbor moorage
 rates and other fees in southwest Alaska and provided rate recommendations for the Sand
 Point Harbor to ensure sustainability and consistency with rates charged by other harbors in
 the region.

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

Technical staff



Mike Fisher, MBA, MSPM, PMP

Mike Fisher is Northern Economics' Vice President and Principal Consultant and is our ports and harbors and transportation lead. His work focuses on financial and market analyses, business and strategic planning, and feasibility studies. Mr. Fisher has worked on dozens of port and harbor development projects, including infrastructure feasibility studies, harbor rate studies, and long-term harbor development plans. His recent work includes rate studies for Kodiak and Cordova, tariff studies for the Port of Corpus Christi, TX and Emmonak, a

feasibility study for improvements to St. Paul's harbor, and a vessel traffic and navigational risk assessment for an offshore wind development project on the East Coast.

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

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

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



Joey Lima, MBA

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

Joey was the lead analyst for the 2023 Port of Corpus Christi Tariff Review, a comprehensive update to our 2020 tariff review, which included commodities

of interest, 22 comparison ports, fees provided by the marine support industry, and an overall gateway cost analysis of the Port of Corpus Christi and five comparison ports. He has also recently completed Benefit-Cost Analyses (BCA) for a land planning unit in the Kenai Peninsula Borough and for a federal grant application for runway, airport, and wildlife protection in American Samoa.

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

Understanding of required services

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

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

Task 1. Hold kick-off meeting

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

Task 2. Hold regular progress report meetings

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

Task 3. Collect and update historical information from previous studies

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

Task 4. Review and evaluate Port Modification Feasibility Study

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

Task 5. Analyze economic trends

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

Task 6. Forecast demand and growth

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

Task 7. Develop and analyze scenarios

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

Task 8. Develop recommendations for sustainable rate structure

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

Task 9. Develop recommendations for capital replacement strategies

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

Task 10. Develop and submit draft report

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

Task 11. Conduct draft report review meeting

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

Task 12. Finalize report and submit final deliverables

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

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

Assumptions and limitations

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

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

Proposed cost

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

Presented B	Item C.
	•
Port Direct	or

A . •	700 I
Action	Taken:

Yes____ No___ Abstain

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-10-04

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH PND ENGINEERS, INC. TO PERFORM WORK KNOWN AS THE PON STRATEGIC DEVELOPMENT PLAN UPDATE AT A LUMP SUM FEE OF \$53,625

WHEREAS, the City contracted with the McDowell Group in 2015 to prepare a strategic development plan for the port to compile short and long-term infrastructure needs, and plan for the growth that was occurring through increasing vessel traffic; and,

WHEREAS, McDowell submitted a plan that served to identify existing and future infrastructure needs, and incorporated recommendations to facilitate industry growth while meeting needs of the port & harbor users; and

WHEREAS, the City then performed a number of minor updates to the McDowell plan to account for completed projects, updated planning efforts, and projections for the anticipated growth that was becoming more obvious as vessel traffic continued to increase exponentially; and,

WHEREAS, the USACE identified Nome as the best location to serve as the Arctic port site to facilitate resource development, search and rescue response, protection of the marine environment, and to provide a practical Arctic location for strategic defense of the country and through completion of the feasibility study and design phases, construction of the Arctic Deep Draft Port is imminent; and,

WHEREAS, the City signed a Project Partnership Agreement with the USACE which defines the project cost-share and facilitates solicitation of construction of the Port of Nome Modifications Project, driving the urgent need for the City to obtain update the previous strategic plan to ensure that onshore development is adequately aligned with the upcoming port expansion to be in place by 2029; and,

WHEREAS, on August 24, 2023, the City solicited for qualified firms to propose on performing an update to the strategic development plan, with 2 proposals received by the deadline, scored by staff, and evaluated by the Port Commission and staff, recommending award to PND Engineers, Inc; and

NOW, **THEREFORE**, **BE IT RESOLVED**, the Nome Common Council hereby authorizes the City Manager to enter into an agreement with PND Engineers, Inc. to perform the PON Strategic Development Plan Update, for a fee of \$53,625, per the RFP, and with guidance from the City and Public.

	APPROVED and SIG	APPROVED and SIGNED this 10 th day of October, 2023.		
		JOHN K. HANDELAND,		
		Mayor		
ATTEST.				

JEREMY JACOBSON, Deputy City Clerk



PORT OF NOME

Port Director's Office P.O. Box 281 Nome, Alaska 99762 907.443.6619 jbaker@nomealaska.org

AGENDA STATEMENT

Meeting Date: October 6, 2023

From: Joy Baker, Port Director

Subject: Awarding PON Strategic Development Plan to PND Engineers, Inc. for Phase A –

Inventory and Concept Development at \$53,625

Background & Justification:

The City of Nome received two proposals in response to the RFP issued for the Port of Nome Strategic Development Plan Update, which were submitted by Wise Business Plans (WBP) in Las Vegas, NV, and PND Engineers (PND) in Anchorage.

After review of the two proposals, scoring was as follows:

Criteria	Prid	cing	Methodology/Approach	Experience/Qualifications	Total
Score >>>>		40%	30%	30%	100%
WBP	\$68,400	30%	10%	15%	55%
PND	\$224,000	25%	25%	30%	80%

Regarding the scoring, it was disappointing that most of the WBP content was done as a copy and paste from other proposals, some of which had very little in common with the RFP. It was clear the firm had experience in developing business plans across the lower 48, but no effort was made to tie that experience to the strategic development needed for the Port of Nome. The RFP instructions were not correctly followed in requesting the proposer describe their understanding of the work and lay out their approach. The WBP price scored only slightly higher than PND, due to the unknown of whether the proposer fully understood the work in order in providing their price, based on the understanding/approach not being included.

PND's pricing score was lower than WBP, as their fee was significantly higher, and a surprise, but their methodology and experience in this work scored much higher as they have done a large amount of work in Nome, the region and Alaska as a whole. After further review of the pricing, I contacted Bryan Hudson, Principal Engineer, to discuss potential adjustments to the proposal fee, which developed into a productive conversation on the ultimate product.

At the conclusion of the call, time was spent reviewing the Waterfront Master Plan PND had done for Valdez in 2019. The plan had 3 phases, which provided a thorough assessment of the Port's

infrastructure, with concept development of future infrastructure driven by the public, staff, boards and committees – resulting in a very comprehensive and informed strategic plan.

The phased components would be:

Phase A Inventory & Concept Development
Phase B Preferred Concept Development
Phase C Final Waterfront Master Plan

In a follow up call with PND, it was agreed PND would propose a breakdown of costs per the above phased approach. PND has proposed a fee reduction of just under 6% as shown on the attached, with cost broken out for each phase. This brings their total fee down to \$211,090 for the combined work, which will be facilitated through a public kick-off meeting scheduled after contract execution.

F24 funds are budgeted in Admin line item 80.6711.1870 in the amount of \$35K, plus an additional \$25K available in the same line item to fund this strategic development plan.

Also attached is a supporting motion for award, passed by the Port Commission at their Special Meeting held on Thursday, 5 October 2023.

Recommendation:

That the Nome Common Council pass Resolution R-23-10-04 authorizing the City Manager to execute a contract with PND Engineers, Inc. for \$53,625 to perform work known as the PON Strategic Development Plan – Phase A.

Page 2 of 2 Agenda Statement

PORT OF NOME Phone/443-6619-Fax/443-5473

Memo

TO: Mayor John Handeland & Nome Common Council

FROM: Jim West - Chairman, Nome Port Commission Guiz

THRU: Glenn Steckman - City Manager

DATE: 10/06/2023

RE: Support City Council Award of Strategic Development Plan Update to PND Engineers,

Inc. for Phase A at \$53,625

The following motion was passed by the Nome Port Commission at their Regular Meeting on Thursday October 5, 2022.

- 1. Moved by **C. McLarty**, and seconded by **C. Smithhisler**, the following motion be approved as written:
 - <u>MOTION:</u> Recommend Nome Common Council award PON Strategic Development Plan Update to PND Engineers, Inc. for Phase A Inventory & Concept Development at a revised fee of \$53,625.

AT THE ROLL CALL:

Ayes: Rowe; McLarty; Smithhisler; Lean; West

Nays: Abstain:

The motion **CARRIED** unanimously.

Discussion reflected in the minutes from the October 5, 2023 Special Meeting.



MEMORANDUM

PROJECT NO. 23A-130 DATE: 10/4/2023

PROJECT: Nome Strategic Development Plan

TO: Joy Baker

FROM: Bryan Hudson, PE, SE and Doug Kenley, PE

SUBJECT: Strategic Development Plan Proposal

Thank you for the discussion regarding PND's proposal for the Nome Strategic Development Project submitted September 21, 2023. We understand that our methodology, approach and qualifications were well received and you would like to move forward with the fully developed scope as described, however; the proposed lump sum budget was higher than your available funds. To help accommodate your funding, PND was asked to develop a schedule and budget to break down the scope of services into multiple phases. The following outlines our proposed approach to phase the services in terms of scope, schedule and budget. The reduced lump sum budget total (\$211,090), assumes the City will provide lodging, airfare and travel accommodations as discussed.

Phase A - \$53,625 (Lump Sum)

The scope for the first phase of the project would cover a Kickoff Meeting, Coordination Meetings, Economic Review, Background Data Collection, Open Meeting 1 and 2 as shown in our proposed preliminary schedule. The team will also provide a summary report of existing conditions, economic opportunities, preliminary development options along with community feedback provided during the first set of Open Meetings. In addition, scheduling of Open Meetings 2 and 3 will be discussed. It is anticipated that this phase will take us through to approximately late February 2024.

Phase B - \$86,606 (Lump Sum)

The second phase of the project would cover the second set of Open Meetings, additional refinement to development options identified in Phase I, based on feedback from Open Meetings and discussions with port staff and other stakeholders. The deliverable for this phase would be an updated report outlining all considered Alternatives in a draft report with work stretching into spring 2024.

Phase C - \$70,859 (Lump Sum)

The last phase includes the development of a final draft report that presents the preferred alternative development option and cost estimate. The preferred alternative would be presented during an online meeting in summer 2024, with a bound final report submitted a few weeks later.

Thank you again for the opportunity to work in Nome. Please reach out with any additional questions.



PORT OF NOME STRATEGIC

STRATEGIC DEVELOPMENT PLAN UPDATE



RFP NO. 2023-03 9.21.2023

PROPOSAL PREPARED BY:







ENGINEERS, INC.

1506 WEST 36TH AVENUE ANCHORAGE, AK 99503 907.561.1011 PNDENGINEERS.COM

BHUDSON@ PNDENGINEERS.COM



September 21, 2023

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

Subject: Port of Nome Strategic Development Plan Update

Dear Ms. Baker:

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

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

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









ENGINEERS, INC.

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

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

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

Sincerely,

PND Engineers, Inc. | Anchorage Office

Dryen Huds Bryan Hudson, PE, SE

PND Principal Engineer
Email: bhudson@pndengineers.com

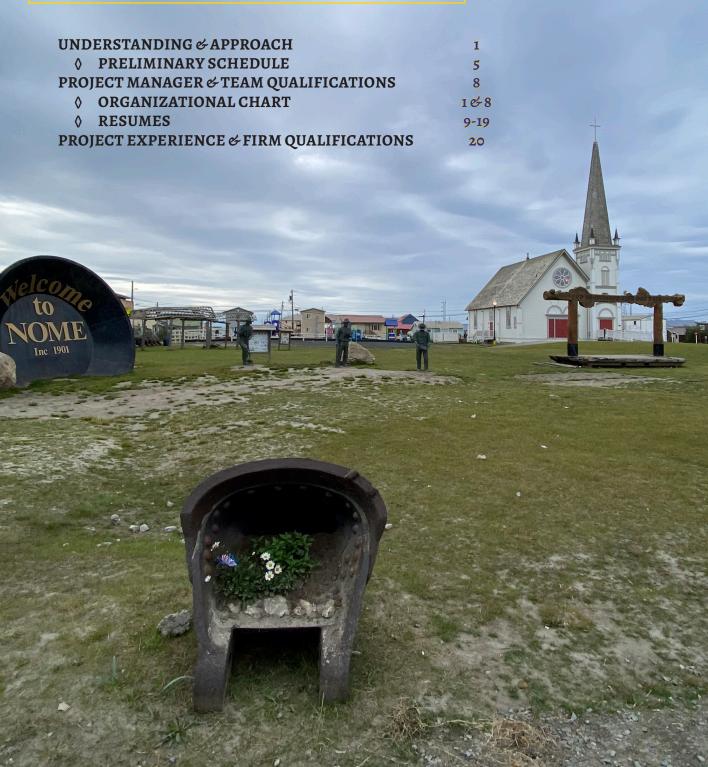
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Note: PND acknowledges receipt of Addendum No. 1 on

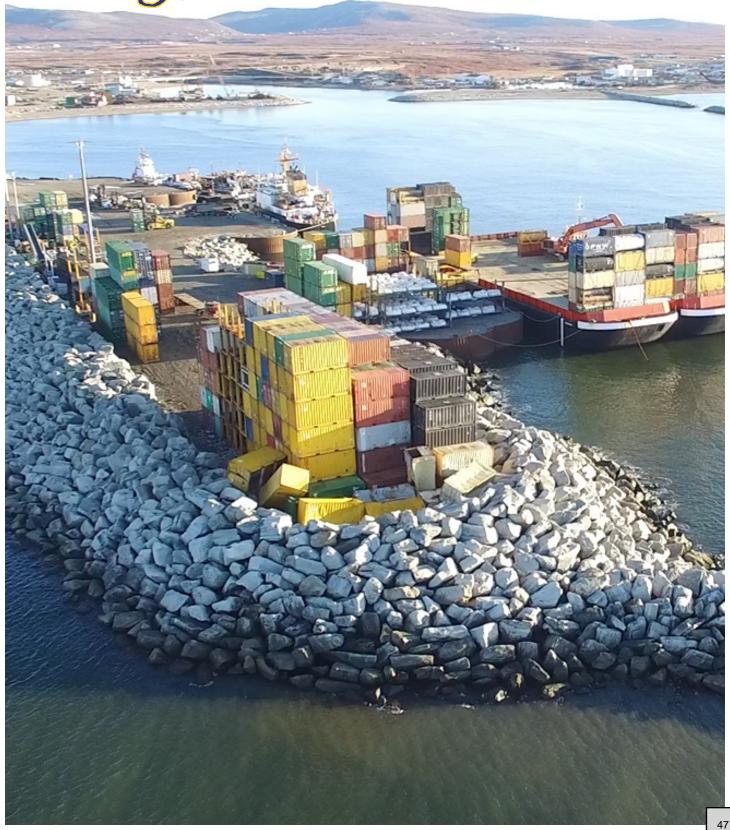
September 6, 2023.







UNDERSTANDING APPROACH







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

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

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

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

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

PND ORGANIZATIONAL CHART







Public Facilitation Uplands Planning Economic Forecasting Cost-Benefit Analyses

ACTION PLAN

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

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

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



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

UNDERSTANDING

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

APPROACH

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

1. Project Kickoff

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

1.1 Define Project Objectives

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

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

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

Item C.

1.2 Develop Strategy Process

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

1.3 Develop Community Involvement Plan (CIP)

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

1.4 Develop Digital & Community Content

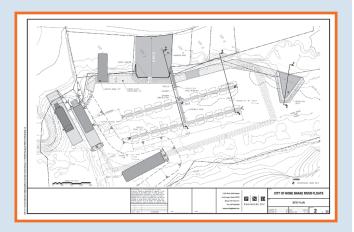
Our CIP will include developing digital and community content for a project website, social media, community boards, and print media. The interactive project website will serve as a portal for communicating project information to the public, as well as gaining valuable feedback. The website will serve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

2. Background Research & Analysis

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

2.1 Initial Research & Data Collection

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



INITIAL RESEARCH & DATA COLLECTION

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

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

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



2.2 Site Data Collection

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

2.3 Economic Data Collection

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

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

2.4 Economic Forecasting for Programming

We will assess the usability of the existing facilities as well as the new facilities that will be provided with the Port of Nome Modification Project. With expansion of the causeway and dock structures in the harbor, Nome will have greater capacity to serve the commercial fishing, visitor industry, military, fuel, research, and cargo fleets that operate in

the region. However, Nome has limited capacity to provide the maintenance services and facilities needed by those fleets. We will interview port managers, vessel owners, and others to understand the types of facilities and services in greatest demand, while considering Nome's competitive position relative to service providers in other port communities. Based on this assessment, potential benefits will be identified in terms of business and city revenue, employment, and other economic impacts, then compared to the cost of building and maintaining the infrastructure and facilities.

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

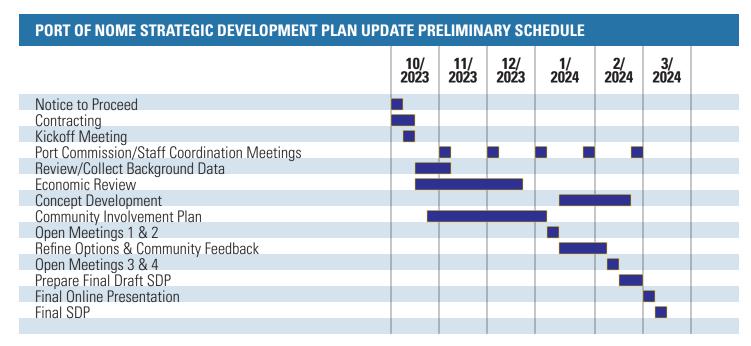
3. Public Outreach & Engagement

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

3.1 Meeting Planning

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





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

3.2 Local Open Studio Concept

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

3.3 Public Meeting Materials

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

3.4 Public Meetings

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

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

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



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

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

3.5 Stakeholder Interviews

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

3.6 Staff & Steering Group Involvement

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

4. Strategic Development Planning

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

4.1 Strategic Development Plan Programming

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



Physical paper maps and plans



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

4.2 Strategic Development Plan Alternatives

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

4.3 Preferred Development Plans

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

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



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

4.4 Cost Estimating

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

5. Document Preparation

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

5.1 Develop Comprehensive Master Plan Report

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

- Executive Summary: A summary overview of existing conditions, summary of public outreach and community priorities, and an overview of the plans developed as well as the preferred alternatives and action plan summary.
- Project Goals & Process: Reiterates initial project planning and confirms a valid process was used.
- ♦ Existing Conditions/Site Analysis: A picture of the project area as it relates to surrounding planning and development, list of opportunities, and inventory

- of the site and facilities. Key elements include traffic/driveway analysis, property lines, land use agreements, and facility inventories.
- ♦ Economic Analysis: Explores potential options for best use of sites, including those that would generate economic opportunities while increasing vitality and revenue generation. Provides understanding of user needs and what other port communities are/are not providing and how to capitalize on these opportunities to better position the Port of Nome.
- ♦ Public Outreach & Engagement: Summarizes the process and lists stakeholders, planning partners, and the general public's concerns, priorities, and desires developed during the public participation process.
- Development Planning: Describes how priorities are synthesized to develop the alternative plans and preferred development plan. Short-, mid-, and longterm phased development options will be described.
- ♦ Action Plan: Discussions surrounding how to implement short-, mid-, and long-term development options and achieve priorities. A funding matrix will identify potential economic opportunities. Focus on implementation strategies that make City of Nome eligible and competitive for funding and grant opportunities and immediate implementation of short-term options.

5.2 Submit Draft Report

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

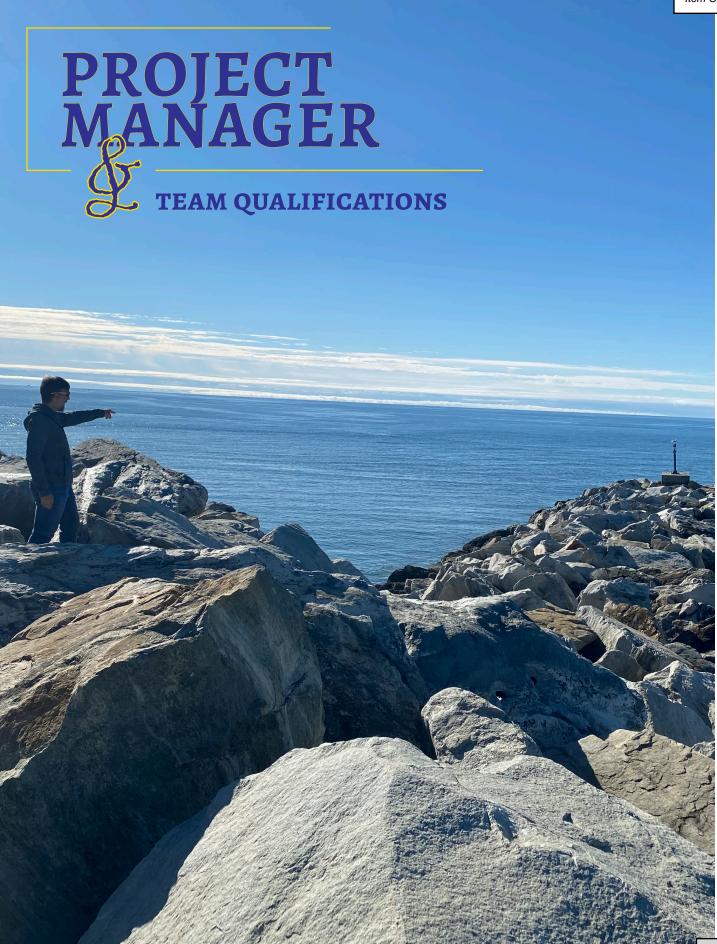
Review Comments with Staff & Steering Groups:

We will meet with City of Nome staff and steering groups to review comments that have been received and develop responses accordingly.

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

5.3 Final Report & Adoption

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





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

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

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

CITY OF NOME

CONTRACT MANAGER

PND ENGINEERS, INC. ORGANIZATIONAL CHART

Doug Kenley, PE | PND AK-PF-8176

QUALITY CONTROL MANAGER

····· Dick Somerville, PE | **PND** AK-PF-8845



PROJECT MANAGER

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

MARINE DESIGN & COST ESTIMATOR

Chip Courtright, PE, SE | PND AK-PE-12820 AK-SE-126438

SUBCONSULTANTS

PUBLIC FACILITATION

Peter Briggs, PLA | Corvus AK-PLA-10737

UPLANDS PLANNER

Christopher Mertl, PLA | Corvus AK-PLA-10440

ECONOMIC FORECASTING

Michael Fisher, MSPM, MBA, PMP

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



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



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

EDUCATION

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

REGISTRATION

Professional Civil Engineer: Alaska #12004

Professional Structural Engineer: Alaska #14290

CERTIFICATIONS

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

Industrial Rope Access Trade Association Level I

REFERENCES

Joy Baker, Port Director, City of Nome, 907.304.1905

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

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

SELECT RELEVANT PROJECT EXPERIENCE

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

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

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

SNAKE RIVER INNER HARBOR DREDGING PLANS & SPECIFICATIONS, Nome, AK.

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



BRYAN HUDSON, PE, SE | PND PRINCIPAL ENGINEER | PROJECT MANAGER (CONT'2)





Port of Nome Modification Project (rendering)



ARRC Seward Marine Terminal (rendering)



Kodiak Pier III



Point Thomson Development

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

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

KODIAK PIER III REPLACEMENT, Kodiak, AK. Project Manager & Lead Marine

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

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

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



DOUG KENLEY, PE | PND PRINCIPAL ENGINEER | CONTRACT MANAGER



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

EDUCATION

B.S., Civil Engineering, **Brigham Young University**

REGISTRATION

Professional Civil Engineer: Alaska #8176

REFERENCES

Joy Baker, Port Director, City of Nome, 907.304.1905

James Wilson, Borough Manager, Bristol Bay Borough, 907.469.2799

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

> Jeremy Talbott Ports & Harbors Director City of Valdez 907.835.4564

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK. Quality Control & Civil

Design. Doug is overseeing quality control of project development and assisted with preliminary drawings and design for the civil portions of Phase I for this major multiphased City of Nome arctic port expansion project. Doug provided concept development for site grading and pavement design.

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Contract

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

VALDEZ SMALL BOAT HARBOR MASTER PLAN & IMPROVEMENTS, Valdez, AK.

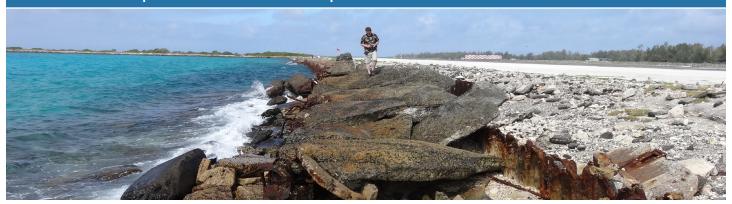
Project Manager & Lead Civil Design. Doug managed this master plan effort, which included upfront planning and public meetings to create a list of priority improvements for the entire Valdez Small Boat Harbor area. Planning was conducted over an eight-month period, then projects were selected for design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

MIDWAY ISLAND COMPREHENSIVE MASTER PLAN, Midway Atoll. Contract/

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



DOUG KENLEY, PE | PND PRINCIPAL ENGINEER | CONTRACT MANAGER (CONT'2)





Port of Nome Modification Project (rendering)



Port MacKenzie Development



Ouzinkie Port Development

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

PORT GRAHAM MASTER PLAN CONCEPT PLANNING, Port Graham, AK. Contract

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

PORT MACKENZIE DEVELOPMENT, Point MacKenzie, AK. Contract/Project

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

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



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



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

EDUCATION

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

REGISTRATION

Professional Civil Engineer: Alaska #8845

REFERENCES

Glorianne Wollen, Harbormaster, City of Petersburg, 907.772.4688

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

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

Carl Uchytil, PE CBJ Port Director 907.586.0294

SELECT RELEVANT PROJECT EXPERIENCE

DOWNTOWN JUNEAU WATERFRONT IMPROVEMENT PLAN, Juneau, AK. Contract/

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

WRANGELL WATERFRONT MASTER PLAN, Wrangell, AK. Contract/Project

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

MARINE PARK TO TAKU DOCK URBAN DESIGN PLAN, Juneau, AK. Contract/

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

NCLH CRUISE SHIP DESTINATION MASTER PLAN, Juneau, AK. Contract/Project

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



DICK SOMERVILLE, PE | PND PRINCIPAL ENGINEER | QUALITY CONTROL MANAGER (CONT'2)





Downtown Juneau Waterfront Improvements



Petersburg Harbor



Port of Juneau Cruise Ship Berths

PETERSBURG HARBOR FACILITIES PLAN, Petersburg, AK. Contract/Project

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

SITKA HARBOR SYSTEM MASTER PLAN, Sitka, AK. Contract/Project Manager.

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

CBJ CRUISE SHIP TERMINAL STAGING AREA, Juneau, AK. Contract/Project

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

PORT OF JUNEAU CRUISE SHIP BERTHS, Juneau, AK. Contract/Project Manager.

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



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



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

EDUCATION

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

REGISTRATION

Professional Civil Engineer: Alaska #12820

Professional Structural Engineer: Alaska #126438

CERTIFICATION

American Welding Society Inspector

REFERENCES

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

Norm Regis, Harbormaster, City of Seward. 907.224.3138

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

> Jed Dixon Crowley Project Manager 907.777.5505

SELECT RELEVANT PROJECT EXPERIENCE

PORT OF NOME MODIFICATION PROJECT, Nome, AK, Design Engineer & Cost

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

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

ARRC SEWARD MARINE TERMINAL MASTER PLAN, Seward, AK, Lead Design

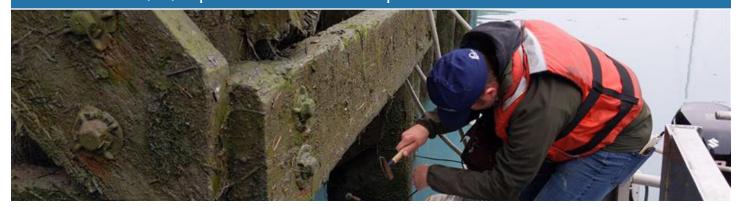
Engineer & Cost Estimator. Chip led conceptual marine design and provided cost estimates for comprehensive master planning of ARRC port facilities in Seward. This project required substantial stakeholder engagement, economic/environmental analysis, and close coordination between ARRC, port users, and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

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Project

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



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





Middle Dock

VALDEZ SMALL BOAT HARBOR H-K MAJOR RECONSTRUCTION, Valdez, AK.

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



Port Lions Ferry Terminal

PORT LIONS FERRY TERMINAL MASTER PLAN, Port Lions, AK. Design Review & Cost Estimator. Chip provided design reviews and cost estimates for an OCSP bulkhead dock, as well as design study reports toward a master plan for replacing the existing city

dock. He consulted with ferry service captains and other users throughout design, which included a 214-foot-long sheet-pile bulkhead, two dolphins, fuel system modifications, and 625 feet of armor rock revetment along the causeway.



Crowley Fuels Dock

CROWLEY FUELS DOCK REPLACEMENT, Kotzebue, AK. Project Manager & Lead **Design Engineer.** Chip served as project manager and lead design engineer for this dock

rehabilitation and replacement project. PND assessed conditions, determined erosion mechanisms, and implemented an emergency temporary repair. For the permanent repair, Chip's team developed an alternatives analysis and ultimately designed a new OCSP bulkhead system that encapsulated the existing failed sheet-pile bulkhead. PND also provided construction administration and inspection services.



Whittier Small Boat Harbor

WHITTIER SMALL BOAT HARBOR IMPROVEMENTS, Whittier, AK. Design Engineer

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

DELONG DOCK REPLACEMENT, Whittier, AK. Project Manager, Lead Design

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



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



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

EDUCATION

Master of Landscape Architecture, University of Guelph, Canada

Diploma Urban Ecology, Danish Technical University

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

REGISTRATION

Professional Landscape Architect: Alaska #10737

REFERENCES

Bryan Hawkins, Port & Harbor Director, City of Homer, 907, 235, 3160

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

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

SELECT RELEVANT PROJECT EXPERIENCE

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

BRISTOL BAY BOROUGH WATERFRONT FACILITY IMPROVEMENTS, Naknek, AK.

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

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK, Public

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

LARGE VESSEL HARBOR CONCEPTUAL PLANNING, Homer, AK. Public Facilitation

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

MENDENHALL GLACIER RECREATION AREA MASTER PLAN, Juneau, AK. Public

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



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



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

EDUCATION

Bachelor of Landscape Architecture, University of Guelph, Canada

REGISTRATION

Professional Landscape Architect: Alaska #10440

CERTIFICATIONS

Arborist, International Society of Arboriculture, PN-1563A

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

REFERENCES

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

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

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

SELECT RELEVANT PROJECT EXPERIENCE

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN, Valdez, AK. Landscape

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

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

WRANGELL WATERFRONT MASTER PLAN, Wrangell, AK. Landscape Architect.

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

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



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



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

EDUCATION

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

MBA, Western Washington University

B.S., Physics, Western Washington University

REGISTRATION

Project Management Institute, Project Management Professional: #278257

CERTIFICATIONS

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

REFERENCES

Bryan Hawkins, Port Director, City of Homer, 907.235.3160

Shawn Bell, Harbormaster, Haines Borough, 907.766.2448

Dave Griffin, Operations Manager, Port MacKenzie, 907.861.7799

SELECT RELEVANT PROJECT EXPERIENCE

NORTHWEST ALASKA TRANSPORTATION PLAN, Northwest Alaska, Economic

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

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

SITKA HARBOR SYSTEM MASTER PLAN, Sitka, AK. Economic Forecasting. A subconsultant to PND, Mike and Northern Economics contributed to the economic analysis and rate setting portion of this master planning effort for the City & Borough of Sitka's

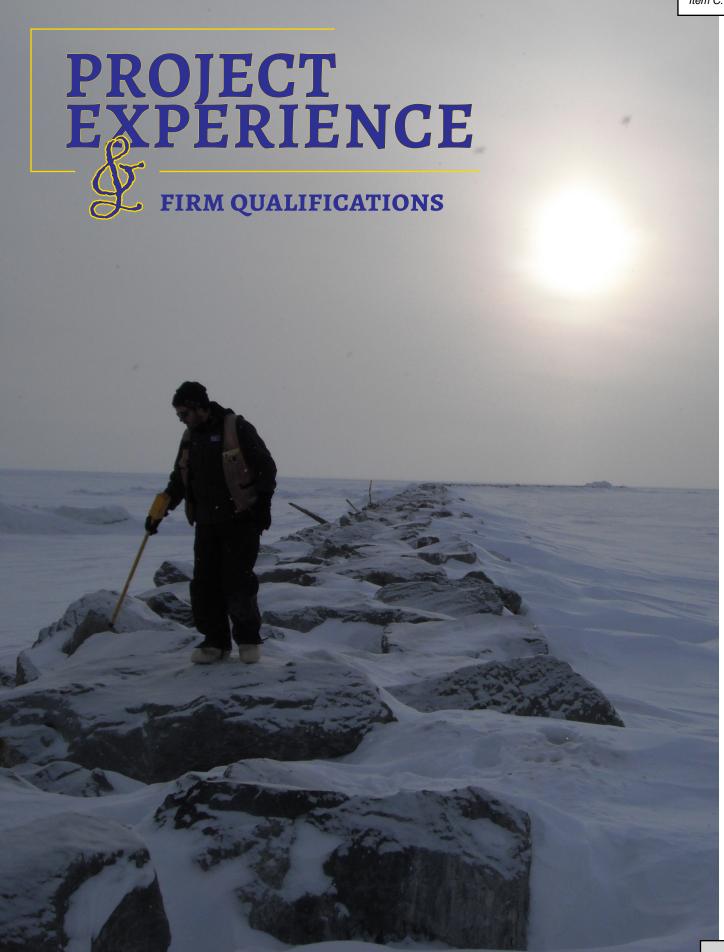
harbor system. The rate setting used a lifecycle costing approach for each of the facilities to determine the level of moorage revenue needed. The cost was then used to determine an appropriate rate plan to address future needs.

MIDWAY ISLAND COMPREHENSIVE MASTER PLAN, Midway Atoll. Economic

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

PORT OF BETHEL ECONOMIC ANALYSIS & LONG-RANGE DEVELOPMENT

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







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

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

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



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

PORT OF NOME MODIFICATION PROJECT | Nome, AK

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

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



PORT OF BRISTOL BAY WATERFRONT MASTER PLAN Naknek, AK

Client/Owner: Bristol Bay Borough **Engineering Fees:** \$812,750

Key Personnel: Hudson, Kenley | Corvus

Reference: James Wilson, Borough Manager, Bristol Bay Borough, 907.246.4224

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



PND rendering of ARRC Seward Marine Terminal

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

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

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



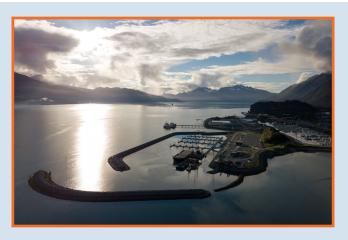


ARRC Whittier Marine Terminal: Under a separate contract, PND developed a comprehensive plan for the ARRC vard and dock facilities in Whittier, Alaska, The scope of work involved creating concepts for facilities to accommodate freight, cruise ship, and other marine traffic; analyzing economic drivers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

VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK

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

PND provided professional services for developing a comprehensive waterfront master plan for the City of Valdez. The plan will serve the city as an essential planning and implementation tool for development. The planning effort was conducted to gain the support and input of various city departments, residents, local businesses, and other stakeholders. The master plan was compatible with the community character and environmental conditions, both of which are significant considerations for the isolated city near the northern tip of Prince William Sound. PND provided overall project management for the multidisciplined team of subconsultants and led all elements of the master planning efforts, while Corvus led public involvement workshops. PND developed public involvement strategies and approach; provided existing facilities structural and load capacity analyses; oversaw financial studies and benefitcost analyses; and prepared master planning drawings, narratives, and concept-level construction cost estimates. The plan focused on the existing Small Boat Harbor uplands;



VALDEZ COMPREHENSIVE WATERFRONT MASTER PLAN | Valdez, AK

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

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

> **Jeremy Talbott** Valdez Ports & Harbors Director

North Harbor Drive; new Commercial Boat Harbor uplands; Sea Otter property at the end of South Harbor Drive; the Valdez Container Terminal; the Old Valdez Town Site; and the economic feasibility for a marine industrial trade park and marine dry-stacking facility. Benefit to City of Nome: PND used its familiarity with the community and decades of waterfront planning services to develop this master plan, which involved a similar scope of services as the Port of Nome SDP PND and Corvus collaborated on a well-received waterfront plan intended to benefit the marine industrial, recreational, and commercial fishing facilities in Valdez.





SAXMAN CULTURAL PARK & HARBOR MASTER PLAN | Saxman, AK

Client/Owner: Corvus/City of Saxman

Engineering Fees: \$31,922

Key Personnel: Somerville | Corvus

Reference: Lori Richmond, City Administrator/ City Clerk (former), City of Saxman, 503.887.5988

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



Corvus Design concept for Saxman Cultural Park & Harbor Master Plan

KENAI WATERFRONT REVITALIZATION Kenai, AK

Client/Owner: McKinley Research Group/ City of Kenai

Engineering Fees: \$14,000

Key Personnel: Kenley | Corvus

Reference: Donna Logan, President, McKinley Research Group, 907.351.5763

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





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

WRANGELL WATERFRONT MASTER PLAN Wrangell, AK

Client/Owner: Corvus/City & Borough of Wrangell

Engineering Fees: \$13,140

Key Personnel: Somerville | Corvus

Reference: Carol Rushmore, Economic Development

Director, 907.874.2381

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



WRANGELL WATERFRONT MASTER PLAN | Wrangell, AK

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

> **Carol Rushmore Wrangell Economic Development Director**

DOWNTOWN JUNEAU HARBORS UPLANDS MASTER PLAN | Juneau, AK

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

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

PORT OF NOME STRATEGIC DEVELOPMENT PLAN UPDATE



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

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

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

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



NORTHERN ECONOMICS

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

Nome Experience:

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

PND Collaborations:

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

A . •	m 1
Action	Taken:
ACHOIL	rancii.

Yes
No
Abstain

CITY OF NOME, ALASKA

RESOLUTION NO. R-23-10-05

A RESOLUTION APPROVING AN EMPLOYMENT AGREEMENT BETWEEN THE CITY OF NOME AND BRYANT HAMMOND TO SERVE AS A PROJECT MANAGER TO THE CITY MANAGER

WHEREAS, the City of Nome wishes to employ the services of Bryant Hammond as Project Manager for the City Manager; and,

WHEREAS, Bryant Hammond wishes to be employed as the Project Manager under the terms and conditions recited in the accompanying contract; and,

WHEREAS, the Project Manager position is considered a professional exempt position not subject to overtime provisions of the Federal Fair Labor Standards Act and Alaska Wage and Hour Act; and,

WHEREAS, the City and Bryant Hammond desire to provide for certain procedures, benefits, and requirements regarding the employment of Bryant Hammond by the City.

NOW, **THEREFORE**, **BE IT RESOLVED** that the Nome Common Council authorizes the City Manager to enter into the accompanying agreement with Bryant Hammond for the position of Project Manager to the City Manager.

APPROVED and SIGNED this 10th day of October, 2023.

	JOHN K. HANDELAND Mayor
ATTEST:	
JEREMY JACOBSON,	
Deputy City Clerk	

EMPLOYMENT AGREEMENT

between the CITY OF NOME, ALASKA and Bryant Hammond to serve as Special Project Manager to the City Manager.

This Agreement, effective the September 24, 2023, is between the City of Nome (hereinafter referred to as 'City') and Bryant Hammond (hereinafter referred to as 'Employee'). The City agrees to employ the Employee as the Special Project Manager under the direction of the City Manager. This agreement shall continue as provided in Section 5 below, unless terminated or extended as provided below.

In consideration of the mutual covenants and promises of the Parties hereto, the City and the Employee agree as follows:

Section 1. MUTUAL ASSENT TO EMPLOYMENT

The City hereby employs the Employee to perform services as the Project Manager for the City Manager for the City of Nome, Alaska, and Employee hereby accepts and agrees to such employment.

Section 2. GOVERNING LAW

Unless otherwise provided in this Agreement, this agreement and the employment of the Employee hereunder, shall be subject generally to all applicable provisions of Title 29 of the Alaska Statutes and the Nome Municipal Code and all amendments thereto and judicial determinations thereof. In the case of any conflict between the provisions of Chapter 2.45 of the Nome Municipal Code and any personnel policies adopted pursuant thereto, the terms of this contract shall govern.

Section 3. DUTIES OF THE SPECIAL PROJECT MANAGER

Under the direction of and answerable to the City Manager or their designee the Employee shall perform all duties required of as the Special Project Manager. Employee shall perform such duties as specified by law, ordinance, and position description. Employee is expected to provide support to the City Manager. Employee is also subject to other duties as assigned by the City Manager.

Section 4. EXTENT OF SERVICES

The Employee shall devote enough time, attention, knowledge, and skills to the interests of the City to provide for efficient, effective, accountable, and project management. Employee agrees not to undertake any obligations, have other business affiliations, or engage in any activities which are competitive,

incompatible, adverse to, or in conflict with the City's interests, except as provided **in** this Agreement or as specifically approved by the City Manager. This does not prohibit Employee from having involvement with unrelated business or passive personal investments.

Section 5. TERM OF EMPLOYMENT

- A. This Agreement shall be for a three-year term. Starting September 24, 2023 and expiring September 23, 2026
- B. Upon expiration of the Initial Term, the Parties may, by mutual consent, extend the Agreement for additional periods of time. The Employee must provide to the City at least sixty (60) days written notice prior to the expiration of the Initial Term and approved extension term(s) of the Agreement, informing the City of his intent to enter into an extension.

Section 6. TERMINATION OF THE EMPLOYMENT AGREEMENT

- A. The Parties agree that the City's business can only succeed **if** the Employee and the City Manager enjoy a working relationship based upon mutual respect, trust, and positive attitudes. Accordingly, Employee serves at the pleasure of the City Manager and is an "at will" employee of the City of Nome. The City may terminate the employment of the Employee without cause at any time during the term of this Agreement by directing written notice of termination to Employee by certified or registered mail, return receipt requested, or by hand delivery. In the event of termination without cause while Employee is ready, willing, and able to perform the duties of Port Director, the City shall pay Employee a sum equal to two months of Employee's annual compensation. The Employee shall also be entitled to the balance of accrued personal leave to the date of termination.
- B. City may terminate Employee for Cause. Termination for "Cause" means termination because of (a) willful misconduct **in** the performance of Employee's duties, conviction of Employee of a felony, a crime involving moral turpitude, or any other illegal conduct substantially detrimental to the business or reputation of the City, dishonesty which has resulted in material damages to the property or business of the City, material misappropriation of, or intentional material damage to, the property or business of the City, Employee's perpetration of fraud on the City which has resulted in material damage to the City; (b) Employee's willful or negligent failure to perform Employee's duties, including Employee's refusal to comply in any material respect with the reasonable and legal directives of the City Manager, so long as such directives are not inconsistent with Employee's position and duties, and such refusal to comply is not remedied within 10 working days after written notice from the City Manager, which notice shall state that failure to remedy such conduct shall result **in** termination; or (c) any loss of confidence on the part of the City Manager **in** Employee's ability to continue to effectively carry out Employee's duties under this Agreement. Should City intend to terminate Employee for cause,

Employee shall be given written notice of the reasons for the termination and an opportunity to respond in person before the City Council in an open or an executive session at Employee's sole option, prior to the effective date of the termination of employment. If the relationship is so terminated, the Employee shall not be entitled to any severance or termination pay. The Employee shall be entitled to the balance of accrued personal leave to the date of termination.

- C. The Employee may terminate this Agreement at any time with or without cause upon giving sixty (60) days written notice to the City Manager. Upon receipt of notice, the City Manager may immediately terminate the relationship or require the Employee to continue employment for a period not to exceed sixty (60) days at the regular rate of pay from the date of receipt of notice. If the relationship is so terminated, the Employee shall not be entitled to any severance or termination pay. The Employee shall be entitled to the balance of accrued personal leave to the date of termination.
- D. If any disputed termination under Section 6.B. is subsequently determined to have been without cause, Employee's recovery shall be limited to those payments specified In Section 6.A.

Section 7. COMPENSATION

It is agreed and understood by the Parties the position of Project Manager to the City Manager is an exempt position under the guidelines of the Federal Fair Labor Standards Act and the Alaska Wage and Hour Law. It is specifically understood by the Parties that no overtime compensation will accrue to the Employee or be offered or paid to the Employee. Employee may request flex scheduling, subject to prior approval by City Manager.

- A. The City shall pay Employee in full payment of Employee's compensation at a salary of \$85,800.00 per year or \$55.00 per hour based on a 30-hour work week.
- B. At the end of each year of employment under the Term of this Agreement, and based upon satisfactory performance as determined by the performance evaluation conducted by the City Manager, the City may increase the Employee's regular rate of pay the next year of employment.

Section 8. BENEFITS

- A. The City shall provide the Employee, Employee's spouse, and dependents with health (medical, dental, vision) insurance coverage equivalent to the insurance package provided to regular City employees.
- B. The City agrees that the Employee will participate in the Public Employees Retirement System (PERS).
- C. The City shall provide the Employee with a term life insurance policy in an amount of Fifty

Thousand dollars {\$50,000}.

D. The City shall provide the Employee workers' compensation insurance coverage.

Section 9. LEAVE

The Employee shall accrue 20 hours of personal time off per month based on a 30-hour week. Any unused personal time off at the termination of employment will be paid to the Employee at the wage rate in effect at the time.

Section 10. HOLIDAYS

The City shall extend to the Employee all holidays awarded to regular City employees.

Section 11. BUSINESS CONFERENCES/IRAINING/EDUCATION/MEMBERSHIP

- A. Attendance at meetings and organizational memberships are subject to written request by the Employee and advanced approval by the City Manager. Funding for membership dues and training conferences are subject to annual budget approval by the Nome Common Council.
- B. Upon presentation of proper evidence of expenditures directly related to the official duties of the Employee, City shall reimburse Employee in accordance with its normal procedures for such reimbursement.

Section 12. CITY VEHICLE

The City shall provide, for business use of the Employee only, an existing vehicle owned by City, providing for insurance, fuel, and maintenance of said vehicle.

Section 13. PERFORMANCE EVALUATIONS

The City Manager shall conduct and present a written performance evaluation of the Employee's work as provided above in Section 7, in addition to any emergency evaluations as deemed necessary by the City Manager to call attention to marked improvements or deterioration of the Employee's work performance.

Section 14. ENTIRE AGREEMENT

This instrument and identified appendices contain the entire Agreement of the Parties. It may not be changed orally, but only by agreement in writing, signed by all Parties hereto. Wherever approval of the City is required, it is understood that such approval will be by the Common Council of the City of Nome.

Section 15. CONTRACT APPROVAL

	This Agreement shall	become effect	ive after sigi	nature by the	Employee a	and the	City
Manage	er.						

		END	
IN WITNESS WHEREOI	F, the Parties have exe	cuted this Agreement as of the dates i	ndicated.
CITY OF NOME, ALASKA		EMPLOYEE	
Glenn Steckman	Date	Bryant Hammond	Date

To: The Mayor and Common Council

From: Glenn Steckman

RE: City manager's report

October 6, 2023

Missing and Murdered Indigenous People:

The Nome Police Department has been asked to work with the Alaska State Police on murdered and missing Indigenous People in Nome. A list of names has been released with seven people identified in Nome. The NPD is going through old paper records that predated the electronic filing system in CrimeStar. And, since the NPD has a more experienced staff now, these old records are again being reviewed.

The NPD wants no family to feel their loss is being ignored.

Landing Tax:

A Landing Tax is estimated to bring in between \$50,000-100,000. There are lot of variables because no number has been located on the number of freight flights landing in Nome. No number has been generated on a FBO which is Bering Air.

Drug Enforcement Agency:

I met with DEA Agents who visited Nome to meet with various organizations in town. The Chief and I expressed our concerns about illegal drugs being brought into Nome.

Vaping:

The work session has been scheduled for Tuesday 10/9 at 5:30pm. The NSD and NSHC has been invited. Dr. Tim Lemaire will provide a presentation which is in your packet. Because of the topic, it is being advertised in The Nome Nugget and Face Book and around town.

Muskox:

Four different herds made their way into town in the past two weeks. Two herds have been expelled including the destruction of a bull. Alaska Fish and Game request any sightings be called into the NPD and NPD will alert the Fish and Game Agents. Thirty licenses have been issued for this open season on Muskox. So far only four Muskoxen have been harvested.

Attached to this report are two documents relating to safety and people's rights when endangered by a Muskox.

NACTEC Building:

The siding on the lower portion of the building needs to be repaired because of failing siding. The building also needs to be completely repainted. The project will be going out to bid shortly with the

project to be completed by September 1, 2023. The NACTEC building is owned by the City of Nome but the maintenance is paid for by the Bering School District. This project's cost will be paid for the BSD.

City Hall ventilation:

The heating and ventilation system for City hall is out to bid. A required bid conference will be held on October 16 and bids will need to be submitted by November 2. The goal is to keep City Hall operating onsite while repairs are being addressed. Employee health and safety will also be part of discussion while repairs are down.

Rec Center Heating and Ventilation:

The plans for the heating and ventilation system have been submitted to the Fire Marshall for review. Current plans are going out to bid by mid-year 2024 with completion by 2025. This could be delayed because of the lack of funding. The city has ARPA funds and will be applying for CDBG funds (with Common Council's approval) and other grant sources.

Tax Conference:

I attended the statewide municipal tax conference in Anchorage. The follow up from this meeting will be reviewing the city's tax code and possibly seeking a review by Alaska Municipal League staff.

Assistant Secretary for the Army:

The Assistant Secretary of the Army visited Nome to see the City and the Port Project and to discuss the project. The Mayor heard afterwards that the Assistant Secretary was happy with visit.

Dust:

Public Works staff is aware of the dust problem and has tried to limit the impact. They've tried watering the roads but the ground is cold. This has resulted in serious icing in areas. No more watering will be done at this time.

Pool:

The optimistic date for the pool opening is November 1. At this point 85% of the work is done. The SCADA boards will be in Nome next week. Some more electric and plumbing need to be done to complete the system. The last thing will be to bring the manufacturer reps to train staff on the proper use of the equipment.

Commissioner of Public Safety:

Commissioner Cockrell, Colonel Gates and Captain Merrill stopped by to visit Chief Heintzelman, Deputy Chief Crockett and me to discuss policing issues. They advised us about bringing additional trooper positions to Nome. This will start after the new housing for the troopers is completed by next fall. Just like the NPD, they are having challenges in hiring new troopers. The troopers based in Nome will be for the most part two week on and two weeks off. AST will provide trooper housing for free in Nome

Alaska Municipal League Local Governance Conference

Please find attached to this report the agenda for the annual Conference. Please contact me if you are interested in attending.

City Radio System:

Gray Harrison and I are waiting for the Federal Engineering draft RFP to allow for the system to placed out to bid. The goal is to go out to bid in November with install completed by the fall of 2024.

Police Vehicles:

Two new police vehicles are on the last barge waiting to come to port and be unloaded.

Work near the Fuel Farm:

BSNC is filling land that they own near the tank farm. Pipes that have been seen are actually rolls of geofabric being used in the fill process.



Living with Muskoxen

As muskoxen come down from their windblown winter habitat to feed on vegetation that emerges at lower elevations, here are a few muskox safety reminders:











Give Space

Do not surprise

Do not disturb

young muskoxen

Caution with Dogs

control at all times.

Dogs that must be freestanding, chain link enclosure.

How to react

as fast as you can.

If possible, run for cover behind a large structure.



Taking Game in Defense of Life and Property as Pertains to Bear & Musk Oxen by Brian Miller, Alaska Wildlife Troope

L(DLP) if as long as the animal's actions and behavior were not that a person cannot do to cause a situation in which a DLP kill would provoked by something the person has done. Things listed in the law normal hunting seasons in defense of life and/or property be necessary would be:

them move. The answer is not usually what people want to hear proaching an animal that is somewhere out, away from causing them to move, then it is up to you to find another patch until berry patch and wanted to know what they could do to make danger, and trying to make it move. I have spoken to people who wanted bears or musk oxen to move from their favorite -not much. If your arriving at the location <u>does not</u> convince To harass or provoke the animal. This includes things like apthe animal has moved on.

"bait" for a bear at their cabin or remote site but leaving trash To leave "bait" out for the animal. Most people would not leave same thing. This does not include necessary activities such as out on the ground around the area is pretty much doing the drying fish, seal or meat on racks. The law requires that all other means that are practical in a given situasituation, "warnings" have to be given to the animal. If a family wakes tion be used before the animal is killed. If it is possible in the given

it (if this can be done safely) may side of their cabin, yelling at the something at it or shooting near them until it is very close, it may doesn't see a bear approaching animal, banging pots and pans should be done before the animal is killed. If, however, a perup with a bear or musk ox outtake care of the problem. This be necessary to kill the animal son is out chopping wood and without giving it any warning. together and even throwing



becomes property of the State of Alaska. A report <u>must</u> be made to the Alaska Department of Fish and Game or the Alaska Wildlife Troopers Lastly, any animal killed in defense of life and property automatically

quired to be salvaged, it can be found by looking at 5AAC 92.410 on the laska Law allows for the killing of wild game animals outside of within 15 days and it is required that the animal be salvaged according internet or calling the Alaska Department of Fish and Game at (800) to the law. Bears and Musk Oxen have different requirements as to what has to be salvaged, if there are any questions as to what is re-560-2271 or the Alaska Wildlife Troopers at (800) 443-2835.

Below are some examples of situations in which DLP kills have been

bers shot and killed the bear. This is not a good DLP kill because A family returned to fish camp after an outing in a boat and saw over 100 yards away and moving away. One of the family memthe bear was already moving away and was not a threat at that time to life or property. The man was charged with killing a bear a bear raiding their fish rack. As the boat approached, the bear ran away. When the family got to shore, the bear was already out of season.

If the bear had been a repeat offender and had done this several times, the family could have called ADF&G to get a special permut to kill the bear as a "nuisance animal" and it could have been legally killed.

- minutes, the bear came back to the campsite and began circling line but just stayed there, looking at the campsite. Again, within it. The adult then shot and killed the bear. This was legal in Dechildren come inside and scared it away by yelling and banging and the resident shot a gun near the animal. It ian to the wood was seen approaching some children playing on a trampoline. The bear was still 100 yard from the children and the children fense of Life and Property and met all of the requirements of Another case occurred when a family was at camp and a bear pots and paris together. The bear came back within minutes were close to the camp. The adult who saw the bear had the
- samples and looked up a hill to see a bear nunning at him at less the immediate threat to his safety, he was justified in doing so In another example, a miner was busy in a remote area taking than 100 feet. He drew his gun and shot the bear. Because of and the kill was legal

2271 or the Alaska Wildlife Troopers at (800) 443-2835 and discuss it questions, please call Alaska Department Fish & Game at (800) 560-Obviously, every scenario cannot be addressed. If there are specific with them. Puge 4

Идаадшад New:



Alaska Municipal League 73rd Annual Local Government Conference DRAFT Agenda

Wednesday, November 29 - VIRTUAL

9:00am

Newly Elected Officials Training via Zoom

- **Budgets and Government Accounting**
- **Lobbying Effectively**

Noon

Break for lunch

1:00pm

Newly Elected Officials Training via Zoom

- **Ethics and Conflict of Interest**
- Introduction to Title 29 or Title 29 for Experts

4:30pm

Adjourn

Monday, December 4

Affiliate Sessions

AMMA – Managers AAMC – Clerks AMAA – Attorneys AAAO – Assessors

Tikahtnu C Kahtnu 1 & 2 Tikahtnu E/F

Tikahtnu D

Tikahtnu B

Newly Elected Officials

8:30am

Welcome and Introductions

9:00am

Reviewing the Fundamentals of Elected Office

- **Open Meetings Act**
- Quasi-Judicial Role and Ex-Parte Contact

Noon

Lunch

1:00pm

Reviewing the Fundamentals of Elected Office

- Roles and Responsibilities of Municipal Officials
- **Parliamentary Procedure**

3:00pm

Q&A and Discussion

4:30pm

Adjourn

5:30pm

ACoM - President's Legislative Reception

Tikahtnu B

First-time Attendees, Newly Elected Officials, Mayors + Legislators

Tuesday, December 5



Affiliate Sessions

AMMA – Managers

AAMC – Clerks

AMAA – Attorneys

AAAO – Assessors

ARSSTC Annual Meeting

Ballroom C

Kahtnu 1 & 2

Ballroom E/F

Ballroom D

K'enakatnu 6

Alaska Conference of Mayors

Ballroom B

8:00am

Breakfast

9:00am

33rd Legislature

10:30am

Infrastructure

Noon

Lunch

1:00pm

Session

2:00pm

State Fiscal Analysis and Policy Discussion

3:00pm

ACoM Annual Business Meeting

ACoM President - Mayor Glenda Ledford, City of Wasilla

Guidelines

Potential Policy Statements

Election of Officers

4:30pm

Adjourn

5:00pm

Alaska Municipal Health Trust Annual Meeting

K'enakatnu 6

Attended by current plan participants for annual business meeting of Trustees; open to

everyone. Light appetizers provided.

6:00pm

Alaska Municipal Clerks - Annual Banquet

Ballroom A

Wednesday, December 6

7:00 am

Registration open

8:00 am

Breakfast

9:00 am

Opening Session

- Welcome
- Land Acknowledgement
- Pledge of Allegiance
- Members of the Congressional Delegation
 - Sen. Lisa Murkowski, U.S. Senate (invited)
 - Sen. Dan Sullivan, U.S. Senate (invited)
 - o Rep. Mary Peltola, U.S. House (invited)

2



9:45 am	AML – Year in Review	Tikahtnu Ballroom
10:00 am 10:15 am	State of the State Governor Mike Dunleavy (invited) Legislative Priorities Senate President Gary Stevens (invited) Senator Cathy Giessel (invited) House Speaker Cathy Tilton (invited) House Minority Leader Calvin Schrage (invited) Representative Bryce Edgmon, Chair, Bush Caucus (invited)	Tikahtnu Baliroom
11:45 am	Budget Projections Alexei Painter, Legislative Finance Lunch	Tikahtnu Ballroom
	A Day in the Life Spotlight on the experience of our rural mayors and managers, operations, followed by panel discussion with federal officials.	in daily activities and
1:15 pm	Break	Foyer
1:30 pm	 Concurrent Sessions Recruiting, Retaining, & Managing a Healthy Workforce Preparing for & Mitigating Environmental Impacts Local Government Role in Broadband Introduction to Asset Management Implementation of Carbon Offset Program 	
2:45 pm	Networking Break	Exhibit Hall
3:00 pm	 Concurrent Sessions Implementation of Updated Alcohol Statutes & Regulatio Hiring & Managing a Village Police Officer Effective Public & Tribal Engagement Cities of Opportunity & Social Determinants of Health Implementing Effective Asset Management 	ns
4:15 pm	Exhibitor Showcase	
4:30 pm	Music & Networking in the AMLounge	
4:30 pm	Work Session	



- Evaluating Building Codes
- Energy Intake Hub & Project Development
- Coastal Resilience

4:30 pm Committee Meetings

K'enakatnu 6

The AML Legislative and Resolutions Committee will conduct this formal meeting to 1) review and provide for members' consideration legislation that impacts local governments, and 2) develop and approve AML 2024 resolutions, for action at the Annual Business Meeting.

- Legislative Committee
- Resolutions Committee

4:30 pm Nominating Committee

Kahtnu 1

The AML Nominating Committee will conduct this formal meeting to develop and approve the final candidate slate for the AML board of directors.

5:30 pm

Community Block Party and Silent Auction

Tikahtnu A

7:30 pm

Adjourn Day One

Thursday, December 7

7:30 am

Registration

7:30 am

Breakfast and AML-JIA Business Meeting

8:30 am

Announcements

8:45 am

Concurrent Sessions

- Labor Negotiations Best Practices
- Transportation Development Statewide Equity
- Strengthening Coastal Resilience
- Local Government Action on Housing
- Tax Talk News, Dos, & Don'ts

10:15 am

Networking Break

10:30 am

Concurrent Sessions

- Making the Most of your Money
- BSA Evaluating the Cap
- New Energy Deploying Federal Investments
- Leveraging AI Effective Use of ChatGPT & Other Business Decisions
- Alaska's Public Lands & NACo

11:45 am

Break

12:00 pm

Annual Awards Luncheon

Elected Official of the Year