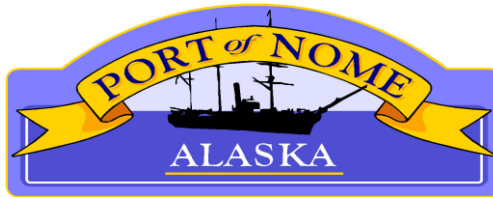


**City Manager**  
Tom Moran

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Doug Johnson  
Derek McLarty  
Shane Smithhisler  
Scot Henderson  
Denise Michels

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

**NOME PORT COMMISSION  
REGULAR MEETING AGENDA  
THURSDAY, OCTOBER 19, 2017 @ 5:30 PM  
OLD ST. JOE'S CHURCH**

**REGULAR MEETING – 5:30PM:**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 17-09-21 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
  - 17-09-28 ALCOM Arctic Ports Info Request
  - 17-10-13 Farley Marine Berthing Request
  - 17-10-13 Alaska Port Step Up Their Efforts to Serve Arctic - ADN
- VI. CITY MANAGER REPORT**
  - 17-10-06 City Manager Report
- VII. HARBORMASTER REPORT**
  - Update on Dock Operations/Schedule – Maintenance
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 17-10-16 Port Director/Projects Status Report
    - CAP Section 107 Interest Letter & Drawing
    - Tiger Grant Application – Snake River Moorage
    - NSEDC Grant Application – Snake River Moorage
- IX. OLD BUSINESS**
  - Capital Improvements Plan – Updated Draft
- X. NEW BUSINESS**
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - November 16, 2017 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES  
NOME PORT COMMISSION  
REGULAR MEETING  
September 21<sup>st</sup>, 2017**

The Regular Meeting of the Nome Port Commission was called to order at 7:12 pm by Acting Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

**ROLL CALL**

Members Present: C. Lean; C. Henderson; C. Johnson; C. Michels; C. McLarty

Absent: C. Smithhisler – excused; C. West, Jr. - excused

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

In the audience: Sandra Medearis, Arctic News; Zoe Grueskin, KNOM; John Keeley, Phoenix Marine

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda:

A motion was made by C. Henderson to approve the agenda as amended, and seconded by C. Johnson.

At the Roll Call:

Ayes: Lean, Henderson, Johnson, Michels, McLarty,

Nays:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

August 17, 2017 Regular Meeting

A motion was made by C. Michels and seconded by C. Johnson to approve the minutes.

At the Roll Call:

Ayes: Henderson, Johnson, Michels, McLarty, Lean

Nays:

Abstain:

The motion **CARRIED**.

**CITIZENS' COMMENTS**

John Keeley with Phoenix Marine reiterated his request to obtain authorization to leave his only remaining flexi-flote (RT) mining barge in the harbor for winter. Mr. Keeley is confident that his barge will sit well in the ice, as it did on the beach near the Causeway last winter, and all fuel would be removed from the deck. The excavator and plant would remain on the deck of the barge, and he believes the best location would be in the Snake River as it is shallow. Mr. Keeley expressed his appreciation for the Commission's and staff's consideration of his request.

## **COMMUNICATIONS**

- 17-08-31 Letter from Phoenix Marine on Flexiflote haulout
- 17-09-03 USCG tests new Arctic oil spill technology – AK Dispatch
- 17-09-13 China sent scientific ship to the Arctic, then announced a new trade route – AK Dispatch

Discussion: There was none

## **CITY MANAGER'S REPORT** (09/19/17 Written)

PD Baker made one comment in Manager's absence that 9/14/17 meeting with Sector Anchorage did go well for discussing USCG SAR response, as well as facility and vessel inspections. Further, and also part of the same group, the City met with Captain Kevin Keifer and Shannon Jenkins with USCG HQ Arctic Policy to discuss increased maritime traffic and USCG missions and strategy. Both groups were very responsive to the City's questions and interested to learn more about the needs of the region and community, and how the USCG can continue to play a role in serving those needs.

## **HARBORMASTER'S REPORT** (Verbal)

Several of the smaller users have started hauling out for the year, along with some of the NSEDC tender fleet, with more to follow. NJUS received their annual fuel delivery, which went off without a hitch. There have been a number of research vessels scheduling numerous trips at the dock while conducting their seasonal missions in the Arctic and Bering Strait region. We continue to do what we can to integrate them into the schedule when their lead time for resupply is shorter than normal. An unusual, but somewhat exciting occurrence, was the ability to moor the cruise ship Le' Boreal on 13 Sept, which at 466', is the longest vessel to ever dock at the Port of Nome. These vessel typically anchor but the residual storm chop was making it very difficult to move passengers and cargo via the tender vessels, so the Captain, Pilot and Harbormaster agreed on the attempt to back into the outer harbor and use bow/stern thrusters to crab the vessel over to the City and Middle docks for lines. It worked pretty slick, and hope this is the new plan for the Ponant vessels that visit Nome.

## Discussion:

C. McLarty inquired about what the latest is on the plan for hauling rigs out on East gravel ramp? HM Stotts replied that Port and Public Works crew are working on a plan with Pomrenke Mining, who was recently met with NJUS for locating the buried electrical supply line for the South Wall lighting. We anticipate the first vessel being hauled out in late Sept/early October, with potential for one or two others that will winter on that side of the harbor. At this point, the intent is to keep the vessels west of E Street, on the old channel pad, and retain the modified gravel slope to allow for vessel repair opportunities.

## **Port Director Report / Projects Update** (09.08.17 Port Director/Projects Status Report)

PD Baker touched on a few highlights of the report; specifically the CAP Section 107 opportunity that allows for a cost-share project with the Corps to deepen and expand the federal dredge limits and depths of the inner and outer harbor basins.

- Middle Beach/Sand Spit Properties Map – (provided as info).
- USDOT TIGER Grant – Snake River Moorage Facility Application – PD Baker outlined the plan for submitting the grant application to fully develop the Snake River Facility, as an overflow facility to mitigate significant congestion in the Small Boat Harbor.
- USDOT INFRA Grant – Deep Draft Port Study/Design (PND Proposal on Cost Estimates/Renderings) – PD Baker outlined the developing scope of the framework and objective to submit an application for the Deep Draft Port as there is a smaller project for

planning, and a larger that requires construction that must begin within 18 months, with cost-share in-hand.

Discussion:

C. Michels recommended pursuing the INFRA grant for the continuing EA at -28', as the feds are trying to streamline the permitting process. PD Baker and C. Michels agreed to strategize off-line on the best way to pursue the INFRA grant for the bigger project.

PD Baker requested the Commission consider recommending approval of PND's proposal to provide cost estimates and renderings on the Deep Draft Port Expansion, that would be used in pursuit of the INFRA grant as well as for other legislative purposes and discussion with the Corps.

**OLD BUSINESS** There was none

**NEW BUSINESS**

*Capital Improvements Plan – Cordova Consulting (Final Draft for Consideration)*

Discussion:

Commissioners agreed that more time was needed to review and evaluate the plan, and bring it back as Old Business at the October meeting.

*Phoenix Marine Request to Freeze in Harbor*

C. Lean commented that the barge that spent the winter in the ice was mostly out of the water/ice, as the north portion was essentially beached. Discussion ensued regarding whether there was a suitable location to winter the Phoenix Marine barge in the harbor for winter, but a consensus could not be reached. There were differing opinions as to whether the vessel would be better off if it were grounded or if it were to freeze in while floating. C. Michels asked about historical issues with ice overtopping vessels that were left in the harbor; yes, which is why the *No Wintering in Harbor* rule was put into effect.

C. McLarty suggested that the issue be viewed as an opportunity rather than a concern or risk. C. Henderson suggested the Commission not avoid something just because it might set precedence, when it could turn out to be a great opportunity. C. Lean and C. Johnson pointed out that the bottom line is there really isn't a suitable location for the vessel to winter in the harbor/ice. The potential of several locations was considered further, but no sites were determined ideal for the changed circumstances surrounding this specific vessel. C. Lean said the best way to this is to ensure the vessel is hard aground, as that will minimize damage. More info is required before a decision.

*Tiger Grant Funding Request for Snake River Development*

**Motion:**

The following motion was moved by C. Johnson and seconded by C. Henderson:

Support submission of 2017 Tiger Grant application for Snake River Moorage Facility Project:

At the Roll Call:

Ayes: Henderson, Johnson, Michels, McLarty, Lean,

Nays:

Abstain:

The motion **CARRIED.**

Discussion:

*PND Proposal to Provide Cost Estimates/Renderings of Deep Draft Port Expansion:*

**Motion:**

The following motion was moved by C. Johnson and seconded by C. Henderson:

Recommend award of contract to PND for delivery cost estimates and renderings of Deep Draft Port Expansion for a not-to-exceed estimate of \$22,000.

At the Roll Call:

Ayes: Johnson, Michels, McLarty, Lean, Henderson

Nays:

Abstain:

The motion **CARRIED**.

**CITIZENS' COMMENTS** - None

**COMMISSIONERS' COMMENTS**

C. Henderson – glad to see that we're thinking broader concepts on requests such as Keeley's in the interest of opportunities and the Port. Also glad to see the progress that's been made on the plan for Capital Improvements.

C. McLarty – good luck to C. Johnson on his campaign for City Council

C. Michels – thank you for allowing me to attend by phone, it was a good meeting.

C. Johnson – when we were discussing leaving Mr. Keeley's boat in the harbor, setting precedence wasn't my primary concern, it was about the safety of everyone concerned, including the facility.

C. Lean – busy time of year with a lot of us doing last minute clean up and I was chasing fish around so didn't have a lot of time to review the packet. Having been a fisheries manager for many years, I know all about keeping things equal for all intended, but I do see the need for storing boats and last year we talked not only about that was a different vessel, but as a way to investigate new opportunities. But I do believe we need to set unambiguous standards if we're going to store vessels in the water, they need to be hard aground, period.

**SCHEDULE OF NEXT MEETING**

The next meeting: October 19, 2017 at 5:30PM.

**ADJOURNMENT**

Motion was made by C. McLarty for adjournment – meeting adjourned at 8:41 PM.

**APPROVED** and **SIGNED** this 19 day of October, 2017.

---

**Jim West, Chairman**

**ATTEST:**

---

**Joy Baker, Port Director**



# Arctic Port Visits

## Arctic Ports

Deep Water Ports  
- Anchorage  
- Homer  
- Juneau  
- Ketchikan  
- Dutch Harbor

### Shallow Water Ports

- Seward  
- Kodiak  
- Whittier  
- Haines  
- Wrangell  
- Valdez  
- Nome  
- Barrow

## Anchorage

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Nome

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Valdez

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Kodiak

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Adak

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Dutch Harbor

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Barrow

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Homer

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST: APR '17  
- Port Authority Contact:

## Whittier

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Seward

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST: MAY '17  
- Port Authority Contact:

## Cordova

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Wrangell

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Haines

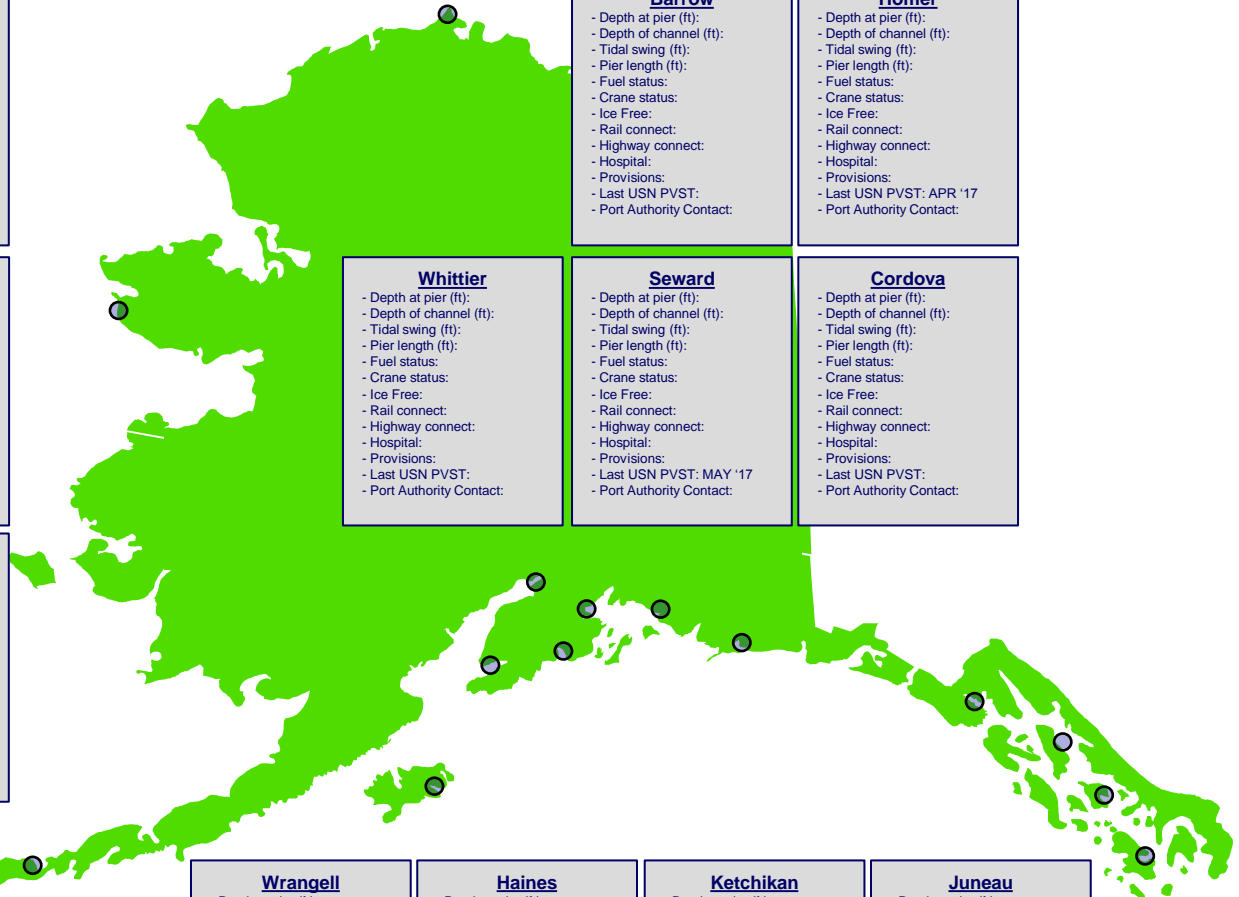
- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Ketchikan

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST:  
- Port Authority Contact:

## Juneau

- Depth at pier (ft):  
- Depth of channel (ft):  
- Tidal swing (ft):  
- Pier length (ft):  
- Fuel status:  
- Crane status:  
- Ice Free:  
- Rail connect:  
- Highway connect:  
- Hospital:  
- Provisions:  
- Last USN PVST: MAY '17  
- Port Authority Contact:



Ms. Joy Baker  
Port Director  
City of Nome  
P.O. Box 281  
Nome, AK 99762

Dear Ms. Baker,

Farley Marine LLC has a request for the use of the first berth for the Pilots Boat Ramp. We offer a service that is utilized by companies that need a Pilot Boat and we have been doing this for many years. The crew changes that we do have heavy suitcases and provisions hauled to and from the ships. The safer passage for the crew members does alleviate the strain of waiting for space to open up at the dock and to haul the baggage and cargo for our welcomed guests in our community.

With the port being a busy place we can accommodate any request necessary to keep the space regulated and affectively utilized with our business activity. If you have any questions or comments to our request do not hesitate to call us at (907-443-5783) or e-mail at [howard\\_Farley@hotmail.com](mailto:howard_Farley@hotmail.com).

Best Regards,

*Howard L Farley Sr.*

Howard L. Farley Sr.  
Farley Marine LLC  
PO BOX 723  
Nome, AK 99762



*Nome is one of the cities the U.S. Army Corps of Engineers looked at as a U.S. Arctic deepwater port. Though that study is on hold, Nome's efforts to expand are not. (City of Nome)*

## As federal plans falter, Alaska ports step up their own efforts to serve the Arctic

✎ Author: [Yereth Rosen, Arctic Now](#) ⌚ Updated: 6:14 AM 📅 Published 4:46 AM

With the federal government's work toward creating a U.S. Arctic port stalled, existing Alaska ports from the Aleutian Islands to the Bering Strait will have to push forward on their own to support Arctic vessel activity.

That was the message delivered last week at an Arctic conference in Anchorage. Representatives from the port cities of Nome, Unalaska/Dutch Harbor and St. Paul, along with an official from the Alaska Native corporation that now controls most of the territory at the previously used site of Port Clarence, said their



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Though the ports compete, to some degree, for the title of Alaska's Arctic port, the sites all complement each other too, said Ron Philemonoff, Chief executive of Tanadgusix Corp., or TDX, the Alaska Native corporation operator owned by the Aleut people of St. Paul.

"As a team, connecting the dots, I think we're all better for it if we work together," Philemonoff said.

The last official Corps of Engineers document on a deepwater U.S. Arctic port was released in February of 2015, [a draft that identified Port Clarence and Nome](#) as the likely sites for a future deepwater Arctic Port. A final report, recommending a course of action, was planned to follow. But later that year, after Royal Dutch Shell announced it was abandoning its ambitious offshore Arctic oil drilling program, the corps [said it was pausing further planning](#).

That's left each port to move forward on its own.

### Port Clarence

Port Clarence is the only site with natural deep water (at least 35 feet deep) that is close to shore and near the Arctic Circle. An arcing sand spit partially separates it from the ocean waters and creates a protected bay.

Thanks to those natural features, Port Clarence has a history with the marine industry that goes back to the mid-19th century, said Matt Ganley, vice president of the [Bering Straits Native Corp.](#), the indigenous owner of most of the port site's territory.

Vessels involved in the search for the ill-fated Franklin expedition overwintered at Port Clarence in 1850 and 1852, Ganley said. Shortly after the U.S. purchase of Alaska in 1867, Port Clarence was the home for Western Union's unsuccessful attempt to put a telegraph line across the Bering Strait, he said. More recently, it was the home of a U.S. Coast Guard navigational station that was decommissioned in 2010. The Coast Guard operations left some good—though abandoned—facilities, like a "beautiful" 8,000-foot airstrip.

And it has long been the place where ships traveling in the Bering Strait region or heading into Nome wait out stormy weather. "They run to Port Clarence, and they always have. They have since 1850," Ganley said.

What the site does not have, especially after Shell pulled up stakes, is any current economic reason for port development, Ganley said.

"Everybody wants a port in their backyard. But a port is only good if it makes money, saves money or protects money. And at this point in time, we need to look for a reason to make Port Clarence do one or all of those things," he said.

Without Shell, there is no current economic anchor for Port Clarence, he said. But there is potential for such



graphite, and the Lost River site to the west, which produced tin in the past and which could produce a variety of products, including some rare-earth minerals, in the future.

But those mines are stymied by lack of energy, and so are any ambitions for Port Clarence. Bering Straits is also eyeing liquefied natural gas (LNG), Ganley said. The LNG does not have to be produced in Alaska to be of use to Port Clarence, he said.

"LNG makes sense because it's coming through the strait," he said. "When it gets down to brass tacks, we don't care if this LNG comes from domestic sources or foreign sources. If it can work economically, let's make it work."

## Nome

Garth Howlett of Anchorage-based PND Engineers said the Port of Nome is already deeply involved in Arctic commerce.

Nome has a large and sophisticated hospital, stores, a dual-runway airport, numerous repair shops and a regional seafood industry, said Howlett, whose company does consulting work for the city's port facility and is helping to guide its ongoing development. The Port of Nome already serves 60 Alaska communities from Utqiagvik (Barrow) in the north to Unalaska/Dutch harbor in the south.

"Nome is well-situated not only to be a good regional port but to be a gateway port to the Arctic as part of a port complex," Howlett said.

Business has expanded significantly, he said. In 2000, about 160 ships used the port. In 2016, that number exceeded 750, he said. And the vessel type is changing. In the past, small barges dominated, but now there are large barges, military ships, cruise ships, research vessels and others in the mix, he said.

"Not only are there a lot more board, but the boats are getting a lot bigger," he said.

The port season has expanded as well. Though the port is officially open from June 1 to Oct. 1, it functions from mid-May to December, he said. "Because of the amount of traffic that's going through here, they're pushing the envelope more and more every year," he said.

Facilities have been improved and expanded. There is a new middle dock on the west end of the harbor and a new airbag system that enables vessels to be brought up from the water for service and repairs. "This is kind of a game-changer in a lot of ways. Now a lot of these folks, instead of heading all the way to Seward to get repairs, they can do it right here. They can do it in Nome."

Those and other features have made Nome a cheaper alternative for overwintering, he said.

The port is considering dredging options to create deeper waters, he said. But ultimately, deepwater Port Clarence has to remain in the picture, he said.

## Dutch Harbor

[Dutch Harbor](#) is already known as major Pacific maritime port.

"'The crossroads of the North Pacific,' that's one of the things we've probably been dubbed," said Peggy McLaughlin, port director for the city of Unalaska/Dutch Harbor.

Dutch Harbor can claim many superlatives, McLaughlin said.

It is a major hub for global container shipping, the top-volume U.S. seafood port and it's located directly on the Great Circle Route between Asia and the West Coast of North America. "That's a straight line. That's the most efficient way to ship from the West Coast to Asia. And everything goes by Dutch Harbor," she said.

It's the only deep-draft port in the Aleutians that is free of ice year-round, the westernmost container shipping terminal in Alaska and the only international container shipping terminal in Alaska, she said. The harbor is in the midst of a [\\$38 million upgrade and expansion](#), a project that will add 610 feet of dock space, an equivalent amount of new crane line and other features.

However, Dutch Harbor lies about 1,000 miles south of the Arctic Circle.

## St. Paul

The [port in the Pribilof Islands](#) is in a location that is the "center of the universe," said Philemonoff, whose company has marine-service subsidiaries.

"It's our universe. It's where we all grew up and prospered," he said.

St. Paul's position in the central Bering Sea is strategic for Arctic mariners, he said. "We are the last and the very first port that you will leave and see before you hit the ice. We are at the edge; we are the gateway to the Arctic," he said. That is why local officials boast about the site being 90 percent ice-free rather than fully ice-free, he said.

"We are right in the middle of the action," he said. "The boats that are going to the Arctic head right past St. Paul."

With a population of about 500, St. Paul has a harbor, breakwater and facilities with three docks, a 7,000-foot runway, hotels, restaurants and other services, Philomenoff said.



One advantage St. Paul has is an abundance of local energy. That is the result of a big push for wind power, launched when locals became fed up with electricity prices that were running to 55 cents a kilowatt, he said.

"We realized, looking around, that wind energy was a cheap, natural source of energy that was all around us," he said.

Now St. Paul has an advanced wind-energy system, with three large turbines that provide not just electricity but also heating and thermal plant capability, he said, which functions as something like a form of an energy-storage battery, he said.

St. Paul is smaller than Dutch Harbor and Nome, he conceded. But there is an advantage to the port and the people who work there, one that can help the whole region prepare for the future, he said.

"Unlike some of our best customers and clients, Shell Oil, we're here for the last 10,000 years and we will be here for another 10,000," Philemonoff said. "So we have a long-term outlook."

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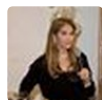
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**CITY OF NOME**  
City Manager's Office  
P.O. Box 281  
Nome, Alaska 99762  
907.443.6600  
tmoran@nomealaska.org

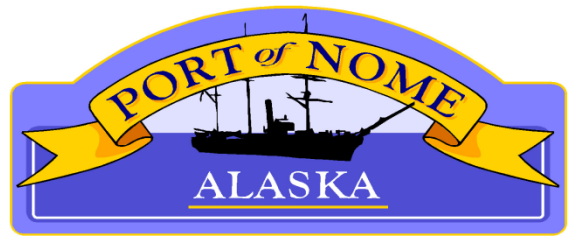
## City Manager's Report

**From:** Tom Moran, City Manager  
**Date:** September 24 – October 6, 2017

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- As of September 27<sup>th</sup>, the Museum is closed to the public so that Formations can complete phase two of the exhibit installation. The team is currently on site, and the barge (with our two 40' containers) has arrived. The "new look" Carrie M. McLain Memorial Museum is going to knock your socks off.
- If you see him, please welcome aboard our newest Police Officer, Alex Lee. Alex comes to us from southern California of all places, so let's hope that he can quickly acclimate to our climate as the darkness and the cold are already descending upon us.
- Congratulations to our September Employee of the Month, Chris Schuneman (Assistant Harbormaster). Chris did a superlative job covering for Lucas while he was out of the office on a moose hunt, and we're lucky to have him aboard.
- Thanks to Clerk Hammond for serving as Acting City Manager while I was traveling. I'll now be in town until the Annual AML Conference on November 13<sup>th</sup>.
- Congratulations to all recently elected municipal officials: Richard Beneville, Adam Martinson, Doug Johnson, Pat Knodel, Carl Emmons, Jennifer Reader, Brandy Arrington, and Sandy Martinson.
- If you were wondering about his absence, Mayor Beneville was attending the ATIA Convention in Kodiak last week and is attending the Alaska State Chamber of Commerce Conference in Sitka this week.
- As you know, the fall edition of our U-Call, We-Haul event will be held throughout the week of October 9<sup>th</sup>. If you know someone who's looking to do some fall cleaning, have them call 443-6663 (NOME) to schedule a pick up.
- The Planning Commission will be meeting on Tuesday, October 10<sup>th</sup> to continue reviewing potential abatement properties for nomination to the City Council, as well as a final plat from NSHC and a preliminary plat from AKDOT.
- The APEA (Alaska Public Employees Association) will be in town on Wednesday and Thursday to negotiate our next CBA (Collective Bargaining Agreement) for January 1, 2018 – December 31, 2020. I think the Council recognizes that our current pay scale is inadequate, so I'll do my best to balance both the City's interest and the employees' interest. The CBA will eventually need to be ratified by the Council by resolution.

- As requested by Councilman Andersen, I've asked for incarceration, probation, and parole statistics for sex offenders from the District Attorney's Office, and they should be available for discussion at the meeting with DOC, AMCC, and Geo Group on October 11<sup>th</sup> at Old St. Joe's. Please plan to attend if you're in town.
- The Museum and Library Commission will also be meeting on Wednesday, October 11<sup>th</sup> to finalize plans for the unveiling of the new-and-improved Carrie M. McLain Memorial Museum. If you don't already know, the event is scheduled for the weekend of November 11<sup>th</sup>, so please keep your calendars clear!
- The LEPC is scheduled to meet on Thursday, October 12<sup>th</sup> to finalize plans for the annual multi-agency mass casualty drill at the airport (which is scheduled for October 25<sup>th</sup>). The Police Department, Ambulance Department, and Fire Department all participate, alongside many other federal, state, and local entities.
- Our annual fiscal audit will be taking place throughout the week of October 16<sup>th</sup>. At the conclusion, we'll be inviting interested Councilmen to a presentation of the auditors' findings (or lack thereof).
- Author David Ramseur will be holding a book reading and signing at the Library on November 1<sup>st</sup> from 4:30 until 7:00. Mr. Ramseur's book is on the Nome-Provideniya relationship during the Cold War and beyond.
- As requested by Councilman Andersen, a boiler survey for all City facilities has been requested and should be completed soon. Results will be included in my Manager's Report when they're available.
- As request by Councilmen Andersen and Brown, a refresh of the previously-provided renovation plans for the bathrooms at ACSA has been requested from Bristol Engineering and will be included in my Manager's Report when available.
- As requested by Councilman Andersen (though it would've been done anyway), a final warranty report on the Richard Foster Building has been requested and ECI Hyer, DOWL, and SKW have assured me that it will be forthcoming in short order. It will be included in my Manager's Report when it's available.
- Please see the attached Port Projects Status Report for October. *Attachment 1.*



# Memo

To: Tom Moran – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor & Nome Common Council  
Nome Port Commission  
Date: 10/16/2017  
Re: Port & Harbor Report/Projects Update – October 2017

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The following provides a status update on active issues and projects pertaining to the Port & Harbor.

## **Administrative:**

September was another busy month at the Port & Harbor with staff juggling the dock schedule for barges wrapping their end of season deliveries and research vessels demobilizing their missions. Harbor congestion continues, with increased transient sailboat traffic ending their Arctic journeys mixing with the homeported fleet, and driving the growing need for the expansion of harbor moorage facilities. Harbor staff has been reduced by one as our seasonal Dock Watch employee took another full-time position. Harbormaster Stotts and Assistant HM Schuneman have ramped up field efforts to cover the end of season rush in port calls and vessel haul outs, as well as assisting office staff with storage tracking and collections. (Congratulations to Chris Schuneman who was deemed employee of the month for October 2017).

USCG Sector Anchorage personnel and members of the Arctic Policy team from USCG Headquarters were in Nome on 14 Sept 2017 and met with Mayor Beneville, Manager Moran, Harbormaster Stotts, NVAD/NVFD Chief West, and myself. We discussed Sector issues; relating to small vessel detachment in Nome, search and rescue, vessel inspections and oil spills, as well as Arctic Policy issues; relating to USCG Arctic presence, infrastructure development, national security and increased shipping traffic. We anticipate these discussions to be ongoing.

The F18 Port Budget at 30 Sept 2017 shows revenue at 62.5% – with 27.1% expended. All 4 Port vehicles remain in service and are currently operating with no deficiencies.

## **Causeway:**

### Arctic Deep Draft Port (ADDP) Study:

As a result of recent visits to the Arctic by Senator Murkowski and Senator Sullivan, the conversation within the Army Corps has been renewed and the Alaska District has advised that responses to the City's written inquiries should be forthcoming soon. I reminded the District of inquiries regarding a scope and budget for the study rescoping and design, of which we hope to have a number soon, as well as info on a forward path.



We are presently investigating the USDOT INFRA grant funding opportunity for a small planning/design project (less than \$100M), which would allow for the completion of the study, permit and design of the port expansion to -40' MLLW. At this point, the program does consider Corps funds as an eligible portion of the combined 80% federal cost-share, but there is also an option for that 80% to be all DOT funds. While we await cost info from the District, we are compiling project information and other costs data with PND to ensure the best scope and objective for the grant application due 11/2/17.

**Inner Harbor:**

Snake River Moorage & Vessel Haulout Facility:

As presented and discussed with the Port Commission at the 9/21/17 Regular Meeting, staff is working to prepare an application to the USDOT Tiger Program for development of the Snake River Moorage & Vessel Haulout Facility in an attempt to mitigate significant congestion in the Inner Harbor. Support letters are coming in from industry and homeported users stressing the inherent needs for expansion to alleviate the difficulty in navigating inside the facility, and specifically reducing delays with transshipping goods throughout the region. The City is in discussions with several funding partners to demonstrate to the federal program administrators our cooperative efforts in developing critically needed infrastructure as well as the goal to create jobs in the community.

**Port Industrial Pad:**

Industrial Pad Development (Thornbush Site):

The pad development of this project has reached completion, and received final inspection, with two small punch list items being addressed as of the writing of this report. Final payment to contractor and engineers for pad work will be processed in October, with remaining grant funds held to cover the Snake River dredging excavation in the spring 2018. The 2013 GO Bond grant is now fully expended, with 2014 DC-108 grant held for dredging.

**External Facilities:**

Seawall:

At Councilman Andersen's request, an inquiry was made to PND Engineers, on the risks of the rising elevation of the beach sand at the base of the Seawall, near the west end. See Garth Howlett's reply:

*At the Seawall's west end, most of the energy is absorbed by the wide beach that serves as a band of wave dissipation. Waves will break further off shore than on the east end, where most of the energy is still being absorbed by the rocks which are showing the wear and tear. I suggest adding more sand, as it helps protect an aging 70 year old revetment.*

A letter has been submitted to the Corps O&M Dredging staff to push the beach nourishment discharge further down to the east. The request is being considered within the new 5 year contract compilation.

Cape Nome:

The contractor's initial bathymetric survey identified a few areas on the jetty that were missing rock, which required Knik to remobilize equipment and crew to the site in late September to produce and place large armor stone in the affected areas. This pending work has been accomplished and the final bathymetric survey underway. Once the subcontractor has crunched the data, it will be submitted to PND for comparison against the design model to determine if project is complete.

The City still awaits the formalized PW17 and award package revision from DHS to account for redesign and reduced quantities on the project, as well as administrative and engineering costs. DHS has advised the revision is still under review, and will be transmitted once all DHS personnel have completed their portion of the review.

Port Security Cameras:

Arctic Fire & Security (AFS) has completed the installation of all cameras, servers, workstations and software, with programming and setup of 4 cameras that are operational at the main workstation at the Port office. The City is awaiting delivery of 5 configured fiber switches and some in-house programming by GCSIT, necessary to finish standing up the internal side of the existing fiber network. Once the in-house work is complete; AFS will return to complete programming and activation of the remaining cameras and perform staff training. The project remains on schedule, with a revised completion date of 31 October 2017.



P.O. Box 281 o Nome, Alaska 99762

phone 907.443.6663 fax 907.443.5349

September 28, 2017

Colonel Michael Brooks  
Alaska District Corps of Engineers  
CEPOA-PM-CW  
P.O. Box 6898  
JBER, AK 99506-0898

RE: Section 107 Letter of Interest – Expansion of Federal Dredging Limits at the Nome Port & Harbor

Dear Colonel Brooks,

The City of Nome requests the assistance of the U.S. Army Corps of Engineers under Section 107 of the 1960 River and harbor Act, as amended, in the construction of a small navigation project at the Snake River, which hosts the City of Nome's Port & Harbor. In this request, the City seeks to expand the federal dredge limits at Nome, per the attached drawing, to allow for adequate maneuvering and safe navigation within the port & harbor facility.

The City constructed a second loading ramp in the inner harbor in 2013 to facilitate a more efficient and safe transfer of cargo to/from the lightering vessels moving cargo throughout the region. The maneuvering area is very tight for vessels transiting in/out of the ramp, and warrants the north dredge limits to shift up into the river to provide sufficient space for safe maneuvering. Increased depth to -12' MLLW is necessary to enable vessels to maximize load efficiency, especially with frequent north winds pushing several feet of water out of the harbor, and thereby delaying vessels from accessing or departing the ramps until winds change. Industry tries to anticipate this issue by loading vessels lighter, which significantly increases shipping inefficiencies in regional cargo movement.

The City constructed a third Causeway dock in 2015, which has somewhat addressed vessel congestion at the Port, but also increased maneuvering complications based on the narrow dredged limits of the outer basin. Expansion of the federal limits will facilitate safer maneuvers for large vessels in the outer basin while transiting to and from the cells, with vessels in place at the other docks. Routinely there are delays due to the large ship's deciding to delay their approach until a tug/barge has completed operations and departed, rather than maneuver with the other vessel still at the dock. The objective in seeking to deepen the outer harbor will allow the capture of a number of vessel fleets that just exceed the capacity to access the Port at -22' MLLW, as well as eliminate risks and delays during north winds for vessels currently accessing the Port due to reduced water levels.

The City seeks to increase transshipment efficiencies throughout the region, and reduce delays for ships conducting resupply port calls at Nome. Please contact me if further information is needed.

Sincerely,

CITY OF NOME

Richard Beneville  
Mayor

*"There's no place like Nome"*

[www.nomealaska.org](http://www.nomealaska.org)



5. EXCLUSIVE USE OF THE AREA BY THE CONTRACTOR WITHIN THE SURVEY LIMITS SHOWN IS NOT PROVIDED. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF NOME HARBORMASTER FOR ANY RESTRICTIONS, CONDITIONS, WHARFAGE, ETC. FOR USE IN THIS AREA.

ABBREVIATIONS:  
(E) - EXISTING  
N.I.C. - NOT IN THIS CONTRACT  
HDPE - HIGH DENSITY POLYETHYLENE  
NA - NAVIGATION AID

REFERENCE  
NUMBER:  
**C-101**  
SHEET 3 OF 22





# TIGER 2017 Project Information - Please complete all fields.

**\*\*PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE  
TO AVOID COMPROMISING FORM INTEGRITY\*\***



Field Name	Response	Instructions
Project Name	Nome Snake River Moorage and Vessel Haulout Facility	Enter a <b>concise</b> descriptive <b>title</b> for the project. This will need to be the same title used in the Grants.gov SF-424 submission, as well as the application narrative.
Project Description	The project will reduce significant vessel congestion in the existing Small Boat Harbor by relocating smaller recreational vessels to a new moorage facility in the Snake River, thereby allowing heavy commercial freight vessels to	Describe the project in plain English terms that would be generally understood by the public, using <b>no more than 100 words</b> . For example, "The project will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z" or "the TIGER Grant will fund construction activities for streetcar service from location X to location Y." Please <b>do not</b> describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Rural	Identify whether the project is located in a rural or Urbanized Area (UA), using the drop-down menu, according to the 2010 Census Urban Area designation. Updated lists of UAs are available on the Census Bureau website at <a href="http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/">http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/</a> . Urban Clusters (UCs) are rural areas for the purposes of the TIGER Discretionary Grants program. For more information on urban and rural designations, refer to Section C.3.ii of the Notice of Funding Opportunity for the TIGER Discretionary Grants program.
Urbanized Area	N/A	If you have identified the project as located in a 2010 Census designated Urbanized Area, please provide the name of the Urbanized Area. If you have identified the project as located in a rural area, please type "N/A."
Project Type	Maritime - New Capacity	Identify the "Primary" and "Secondary" project type combination that <b>most closely aligns with your project</b> from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions. <b>If the drop-down does not appear, please type in your "Primary" project type.</b>



## TIGER 2017 Project Information - Please complete all fields.

**\*\*PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE  
TO AVOID COMPROMISING FORM INTEGRITY\*\***



Primary Project Location Zip Code	99762	Identify the <b>5-digit zip code of the project location</b> . If the project is located in multiple zip codes, please identify the most centrally located zip code.
Project Previously Submitted?	No	Identify whether the project was submitted in a prior TIGER round, and if so, whether it was submitted more than once, using the drop-down menu.
Prior TIGER Funds Awarded to Project?	No	Identify <b>whether the project has previously received TIGER funding</b> , and if so, whether that funding was through a planning or capital grant, using the drop-down menu.
TIGER Request	\$12,910,000	Enter the total amount of funds requested for this project from TIGER in this application. [Maximum entry \$100,000,000, minimum urban entry \$5,000,000, minimum rural entry \$1,000,000]
Total Project Cost	\$13,910,000	Enter the total cost of the project. This should be equal to the sum of Total Federal Funding and Total Non-Federal Funding.
Total Federal Funding	\$12,910,000	Enter the amount of funds committed to the project from ALL federal sources <b>including the proposed TIGER amount</b> . [Minimum urban entry \$5,000,000; minimum rural entry \$1,000,000]
Total Non-Federal Funding	\$1,000,000	Enter the amount of funds committed to the project from non-federal sources.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a federally recognized tribal government.
Tribal Benefits?	N/A	If the applicant is not a federally recognized tribal government, is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.



## TIGER 2017 Project Information - Please complete all fields.

**\*\*PLEASE DO NOT CHANGE FILE NAME AND DO NOT COPY/PASTE  
TO AVOID COMPROMISING FORM INTEGRITY\*\***



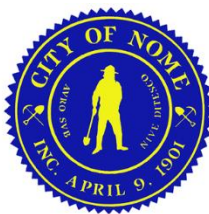
NSFHP/INFRA Application?	No	Select "Yes" from the drop-down menu if this project is also being submitted to the Nationally Significant Freight and Highway Projects Program (also known as INFRA).
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**FUNDING PROPOSAL APPLICATION  
FOR THE CONSTRUCTION OF  
THE SNAKE RIVER MOORAGE  
& VESSEL HAUL OUT FACILITY**

Submitted by:

**City of Nome**

P.O. Box 281  
Nome, Alaska 99762



Submitted to:

**NORTON SOUND ECONOMIC  
DEVELOPMENT CORPORATION**



**2017 OUTSIDE ENTITY FUNDING PROGRAM**

*October 16, 2017*

October 16, 2017

Janis Ivanoff  
President  
Norton Sound Economic Development Corporation  
420 L Street, Suite 310  
Anchorage, Alaska 99501

Subject: Funding Proposal for Construction of the Snake River Moorage & Vessel Haulout Facility

Dear Ms. Ivanoff:

Please accept this funding application for the construction of a moorage and haulout facility in the Snake River basin, through your Outside Entity Funding Program. As reflected in the application, the City is requesting \$300,000 to combine with other private and municipal funds to serve as a non-federal cost share match to the City's \$12,910,000 USDOT Tiger Discretionary Grant application. The funding is to develop moorage facilities within the Snake River basin to alleviate significant overcrowding in the Port of Nome Small Boat Harbor.

As regional and Arctic maritime traffic continues to increase, congestion in the Small Boat Harbor multiplies exponentially, requiring continuous micro-management to ensure the safety of vessels and crew, minimize shipping delays and prevent vessel conflicts. Extensive coordination is necessary to ensure the various fleet types, ranging from 200-foot cargo barges to 40-foot fiberglass sailboats and 32-foot fishing vessels are all given sufficient space to conduct operations within the confines of the Small Boat Harbor. Photo 1 depicts a semi-congested day with calm weather, indicating most of the commercial traffic is maximizing operating days in a short season.



Photo 1

The Small Boat Harbor is framed by 1,800 linear feet of sheet-pile wall, with two floating dock systems that host an additional 880-foot of mooring capacity. This equates to 2,680 feet of total mooring space in the Small Boat Harbor without any vessel rafting. However, the technique of rafting is essential in Nome, therefore all fleet types are required to raft to vessels of similar size. Hypothetically,



if all vessels rafted at least 3 deep (difficult with large vessels), we could achieve 8,040 feet of combined vessel length in the harbor. Our 2016 records reflect the combined vessel length for home-ported vessels totaled 10,237 feet, with an additional 15,340 feet in transient traffic revolving through the harbor. The resulting effect is a severe shortage of dock space in the Small Boat Harbor, even when utilizing the west loading ramps during storms.

As the only protected harbor of refuge in the Bering Strat and Arctic Regions, it is very common for vessels to set course for Nome to evade an impending and often brutal Bering Sea storm. During this time, the Port of Nome goes to great lengths to accommodate as many vessels into the protected harbor as safely possible. However, with the growing number of vessels operating within the regional hub facility, the need for a secondary moorage space to separate smaller vessels from heavy commercial traffic has become critical, and must be addressed if we're to meet the increasing demand of the maritime industry that relies on Nome's harbor protection and services.

The risks of operating at this level of congestion and overwhelming storm level occupancy can be relieved through the development of the Snake River basin. The facility will have sufficient moorage to support vessels drafting less than 8 feet, and provide the necessary shore-side services to avoid lighter vessels having to access the Small Boat Harbor. This will allow the larger commercial vessels and fishing fleet to operate in a more manageable space with adequate maneuvering room, thereby significantly reducing risks of vessel or dock damage, crew injury, or shipping delays.

This Snake River Moorage and Vessel Haulout Facility was identified as a priority in the Port of Nome Strategic Development Plan (attached). The project was also identified as one of the highest needs for harbor improvements under priority item #5 within the City of Nome's 2017 State Legislative Priorities.

We respectfully ask NSEDC to consider providing funding for this project in the amount of \$300,000, to serve as a portion of the non-federal match to facilitate the leveraging of federal construction funds.

We hope NSEDC will look favorably upon this request. NSEDC and the City have successfully partnered on several projects that outlines a proven track record of the City's ability, and NSEDC's commitment to construct capital improvements that meet the community's and region's needs. Please contact me at 443.6600 should you require additional information.

Sincerely,

CITY OF NOME



Thomas C. Moran  
City Manager

Cc: Nome Common Council  
Nome Port Commission  
Joy Baker – Port Director

## **Nome City Council Members**

Richard Beneville – Mayor

Adam Martinson

Doug Johnson

Lew Tobin

Stanley Andersen

Jerald Brown

Mark Johnson

## **Nome Port Commission Members**

Shane Smithhisler

Charlie Lean

Jim West, Jr. – Chairman

Scot Henderson

*Vacant*

Denise Michels

Derek McLarty

**Scope of Work:**

The proposed basin area will provide 7 acres for vessel moorage, access and maneuvering, with 2,240 feet of floating docks space suitable for 56 each of 40-foot vessels. In-water piers will protrude from shore, with sufficient capacity to support a 75-ton travel lift, with an adjacent bulkhead to the north that would serve as a location to load fuel, water, supplies, and cargo. This bulkhead will protect the boat lift piers from lateral ice movement during winter storms and spring breakup.

Uplands development consists of approximately 1.23 acres with a paved wash down area for removing seawater from vessels after haul out, with environmentally approved containment, runoff separation and appropriate drainage features. Refueling will be done via truck, with fresh water available through a tie-in to the water main buried along Port Rd. Additional services include restrooms, garbage receptacles and lighting with buried supply service. Vessels will be washed down, and then transported across Port Road to a boat storage yard for repairs or long-term storage.

**Project Budget:**

As a project of this magnitude is required to go through the public bidding process, the ability to breakdown the costs per NSEDC's requested format is difficult. Contractors bidding on these projects build labor, fuel, equipment, materials and shipping costs into the physical components that are to be constructed, that follow a Schedule of Values identified in the bid package. Therefore, see proposed budget below as prepared by the City's coastal engineers:

<b>PND – Snake River Moorage &amp; Vessel Haulout (Cost Estimate)</b>	<b>Amount</b>
Mobilization/demobilization	\$ 1,840,000
Dredging and shore protection	\$ 3,380,000
Float system	\$ 2,220,000
Boat Lift Bulkhead	\$ 1,880,000
Launch ramps	\$ 70,000
Washdown Slab and Wastewater System	\$ 610,000
Dolphin Pile	\$ 650,000
Uplands Site-work	\$ 570,000
Construction Survey	\$ 50,000
Site Cleanup and Restoration	\$ 30,000
Design Engineering	\$ 450,000
Permitting	\$ 10,000
Construction Administration, Inspection, Engineering Support	\$ 450,000
Contingency (15% of Construction Cost)	\$ 1,700,000
<b>Total Construction Cost</b>	<b>\$ 13,910,000</b>

**Project Timeline:**

It is likely construction will begin in late summer of 2018, but not completed until summer 2019. This is due to TIGER awards typically being announced in March/April, with grant agreement execution taking up to 30 days. This pushes the final design, bidding and project award to July/August, leaving a window of time for installation of the shoreline and piling in 2018, with uplands development, dredging, and installation of the floating docks completed by October 2019.

**Operation/Maintenance:**

The City is responsible for the operations and maintenance of all Port-related infrastructure, which is managed by staff from the Port & Harbor and Public Works Departments. The elements constructed by the Snake River Moorage and Vessel Haulout Facility will be added to the facility's infrastructure inventory and fully maintained by the City. Sufficient funds are budgeted annually in the Port & Harbor budget to cover routine operations and maintenance, and approved by the Common Council.

**Economic Development:**

As pointed out in the budget section, heavy construction contractors build labor costs into project bid items so that information is not broken out in the engineer's estimate or contractor bids. However, a rough estimate of 42% for wages/benefits is customary on heavy construction in Alaska. As far as the portion of these costs that will extend beyond one (1) year, the same 42% should be used as the performance period for construction is estimated to be 18 months. Long term maintenance and operations of the constructed facility is not included in the project costs as that will be performed by City and Port staff.

**Matching Funds/Contributions:**

The City routinely engages in multiple public-private partnerships with local and regional organizations that hold similar development missions that serve Alaska's coastal residents. These joint efforts have effectively achieved a variety of large port and harbor construction projects that address local and regional maritime needs, aligning a model that will also be utilized for the Snake River Moorage and Vessel Haulout Facility Project.

<b>Funding Source:</b>	<b>Amount:</b>	<b>Percent:</b>
Federal funding (TIGER application)	12,910,000	93%
Private funding contribution (MOU secured)	500,000	3%
City of Nome (support resolution)	195,000	2%
Sitnasuak Native Corporation (support letter)	5,000	(incl. in City %)
NSEDC funds requested	300,000	2%
<b>Total:</b>	<b>13,910,000</b>	<b>100%</b>

**Regional Impact:**

Each of the 15 NSEDC member communities, as well as many others along the Western Alaska coastline, will be impacted by the construction of the Snake River Moorage and Vessel Haulout Facility through improved efficiencies in transshipping cargo, gravel, fuel, project materials and heavy equipment through a less congested Small Boat Harbor. In addition, with the reduced flow of smaller vessel traffic, there will be increased dock space available for the regional fishermen and NSEDC tender fleet to access the Nome processing plant with minimal delay.

**Community Support:**

Please see attached letters of support from our partners who are committed to furthering development at the Port of Nome. Specifically included are resolutions from the Nome City Council and Nome Eskimo Community, a funding support letter from Sitnasuak Native Corporation, and a few industry letters strongly endorsing the project to promote safe and efficient maritime operations.

# Port of Nome Capital Improvements Plan



## **Cordova Consulting**

1191 South Lower Road

Palmer, AK 99645

(907) 957-0581

Executive Summary

**Contents**

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## Introduction

This Capital Improvements Plan (CIP) for the Port of Nome follows from previous work conducted by Cordova Consulting for the Port and Harbor Development Analysis - April 2017.

The purpose of a CIP is to ensure the timely repair and replacement of aging infrastructure. A capital improvements plan attempts to capture the major, non-recurring expenditures such as land, buildings, public infrastructure, and equipment. Recurring expenditures are captured in the annual budget for the Port. The methodology used for this plan includes a review of the depreciation schedule for the Port Enterprise Fund, inputs from Port and Harbor staff, and a survey of past and current users of the Port. An assessment of Marine Exchange of Alaska data for vessels passing near the Port of Nome was also conducted to identify other potential users. Assets with a purchase price of less than \$5,000 are not included in this plan as these are appropriate for inclusion in the annual operating budget.

This plan is organized by summaries for near-term needs (next 1 – 2 years), mid-term needs (in 3 – 5 years), and long-term needs for past five years. The survey results are incorporated into the near-, mid-, and long-term needs as appropriate for the discussion. A copy of the survey is included in the appendix to this plan. Input from the Port Commission during work sessions is also included.

This is a working document, regular review and updates are encouraged.



**Table 1 - Near-term needs summary– 1-2 years**

<b>Short-Term Projects Status (1-2 years)</b>					
<b>Pending Capital Improvements</b>		<b>Project Lead</b>	<b>Estimated Cost</b>	<b>Potential for Financing</b>	<b>Status</b>
1	Port Deep Water Expansion	Joy	\$300,000,000	USDOT/INFRA Grant (Study/Design)	This project will also address better dock protection for inclement weather operations and could address a second fuel header at Causeway.
2	Causeway turning area expansion and deepening	Joy		USACE/Section 107 (Expand Federal limits for dredging)	This project has potential to move forward as a stand-alone or part of the Port deep water expansion. Potential to pursue Section 107 with COE. Request made to COE October 2017.
3	Waste Reception Facility	Joy/BESC		Seeking EPA/ADEC Funding Option	Feasibility with Bristol Engineers currently in progress with draft to the PC on Sept. 21, 2017. Once Port Ship's waste reception methodology is configured, the solution to the smaller facility for bilge/oil pumpout at the SBH can proceed.
4	SBH Electrical Shore Power	Joy/Ken Morton		Fund in-house with NJUS	Ken Morten – utilities - looking at drawings to figure out test project. Need to figure out pay mechanism. Test project should be in place by next summer (2018). Pursue with in-house funds.
5	Causeway Communications connection	Joy/Dana/John H		Fund in-house with fee mechanism	In process now. Need to figure out pay mechanisms. Cameras going up now. WiFi can be available for purchase. Pursue this with in-house funds.
6	Causeway Electrical Shore Power				This project can probably be pushed out until demand becomes greater.
7	Snake River Development	Joy	\$13,910,000	USDOT/Tiger Grant (full project)	Can be phased. Additional dock space in SBH can be relieved with Snake River development. TIGER grant submitted 10/16/17 with support from NSEDC, City, and Sitnasuak.

Short-Term Projects Status (1-2 years) (continued)					
Pending Capital Improvements		Project Lead	Estimated Cost	Potential for Financing	Status
7a	Snake River Travel lift and infrastructure	Local partners	\$5,500,000	P3 component with Snake River Development	Snake River travel lift construction potential for P3. City responsible for shore infrastructure and local partners for lift. (\$ portion of #7) USDOT TIGER grant submitted 10/16/17.
8	Additional ladders in SBH	Joy/ Lucas	\$10,000 each	Fund in-house as budget allows	Snake River development will relieve the need for additional ladders in SBH. Potential for in-house funds for a few ladders now.
9	Cruise Ship Tender Floats in SBH	Joy/Lucas	\$ 220,000	Fund in-house (lower cost option)	Potential to relocate fuel float temporarily to accommodate cruise passengers. Port staff researching affordable gangway for use as temporary float. Coordinating float/gangway layout with PND.
10	Ability to discharge regulated garbage	Joy/BESC	Contract	Fund in-house (P3 potential)	Investigate most cost-effective way to dispose of regulated garbage. Incinerator may be cost prohibitive. Potential to be folded into waste reception facility.
11	GARCO building upgrade	Joy	\$550,000	Pursue EDA Grant	Possibility for EDA grant.
12	Port Road Overhead Line Bury	Joy/Ken	\$750,000	Pursue with ADOT&PF or Snake River Development	Bury overhead lines along Port Road and WNTF entrances to allow for unobstructed vessel/equipment movement
13	Industrial Pad Lighting	Joy/Ken		Seek local/state funding option	Existing Port pad previous expansion and WNTF and barge ramp pad need for better lighting.
Public/Private Partnership Potential					
14	Second fuel header at Causeway	Joy			Potential for P3 arrangement with local terminal operator.

**Table 2 - Mid-term needs summary– 3-5 years**

Mid-Term Projects Status (3-5 years)					
	<i>Pending Capital Improvements</i>	<i>Project Lead</i>	<i>Estimated Cost</i>	<i>Potential for Financing</i>	<i>Status</i>
15	Outer harbor dolphins				Contingent on expansion of outer turning basin.
16	7-acre parcel development for vessel storage (WNTF)			In-house funding as needed	Waiting on final property transfer before this project can continue moving forward.
17	Harbor Bathhouse/Laundry facilities		\$ 805,000	Seeking lower cost option	Staff investigating reduced scale construction. Option for private industry to take the lead on the laundry.
18	Port Road Improvements			Cost-share with ADOT&PF	Cost-share project with ADOT&PF to widen, resurface Port Road with drainage and safety improvements (sidewalks).

**Table 3 - Long-term needs summary– More than 5 years**

Long-Term Projects Status (more than 5 years)					
	<i>Pending Capital Improvements</i>	<i>Project Lead</i>	<i>Estimated Cost</i>	<i>Potential for Financing</i>	<i>Status</i>
19	SBH Fueling Station				Real estate in the harbor is at a premium. Private sector will need to take the lead on this activity.

### **Private Sector Projects Identified**

- Fork lift or mobile crane
- Floating dock or graving dock
- Vessel lift for larger vessels
- SBH Fueling Station

**Table 4 – Existing assets about to be depreciated**

Description of Asset	Initial Cost	Current Book Value	Replacement (yes/no)	Major rehab (yes/no)	Potential for financing	Estimated Cost
<b><i>Fully depreciated in 2018</i></b>						
Buildings – Garco Shop	\$ 151,200	\$ -	Yes	Yes		\$ 500,000
2005 Chevrolet Trailblazer	\$ 28,669	\$ -	Yes	Maint.		\$ 30,000
Boston Whaler Trailer 24'	\$ 8,000	\$ -	Yes	Yes		\$ 15,000
Causeway bridge fuel line repairs						\$ 60,000
Barge/launch ramp repair						\$ -
<b><i>Fully depreciated in 2019 to 2021</i></b>						
2002 Ford F350 Flatbed	\$ 18,000	\$ 7,082	Yes	Maint		\$ -
Security System (Workstations, Monitors) upgrading	\$ 20,000	\$ 13,019	Yes	In Progress		\$ -
<b><i>Fully depreciated 2022 and beyond</i></b>						
Garco Building - Lighting Upgrade	\$ 10,000	\$ 6,378	Yes	Yes		\$ -
Harbor Master Office	\$ 152,646	\$ 80,514	No	Maint		\$ -
Shoreside Lighting – Fish Dock	\$ 96,897	\$ 24,224	No	Maint		\$ -

## Financing Options

- Federal grants
  - Corps of Engineers
  - EDA grants
  - US DOT grants
- State grants
  - Legislative
  - Harbor DOT matching grants
  - Denali Commission
  - State bonds
- Other local grants
  - NSEDC
- User fees
- P3 partner investment
  - Many forms of P3
  - Partner for construction
  - Partner for operations
  - Partner in exchange for preferred customer status
  - Etc.

Long shot: Cruise Passenger Vessel Excise Tax? Probably needs legislative fix as it appears to only apply to first seven ports of call in Alaska and all the funds go to Southeast or Southcentral locations.

## Worksheet #1 – Updated based on August 17 Work Session

Pending capital improvements have been previously identified by harbor staff and port users as needed. These are ranked in order of importance based on survey responses and have been updated based on an August 17, 2017 work session with the Port Commission. Projects that are included in the summary sheets show a corresponding summary sheet number. See the near-, mid-, and long-term summary sheets for the status, the project lead, and estimated cost, if known.

**Table 5 – Pending Capital Improvements**

<i><b>Pending Capital Improvements</b></i>	<i><b>Short 1 (1 -2 years)</b></i>	<i><b>Mid 1 (3 - 5 years)</b></i>	<i><b>Long <sup>1</sup> (more than 5 years)</b></i>	<i><b>Summary Sheet #</b></i>
Better dock protection for inclement weather operations <sup>4</sup>	X			1
SBH Waste oil/bilge pumpout <sup>5</sup>	X			3
Port Deep Water Expansion <sup>4</sup>	X			1
Port Ship's Waste Reception Facility <sup>5</sup>	X			3
SBH Electrical Shore Power <sup>6</sup>	X			4
Outer harbor dolphins		X		13
SBH Fueling Station <sup>7</sup>			X	17
Causeway Communications connection <sup>8</sup>	X			5
Causeway Electrical Shore Power <sup>9</sup>	X			6
Snake River Moorage Development <sup>10</sup>	X			7
7-acre parcel development for vessel storage (WNTF) <sup>11</sup>		X		14
Cruise Ship Tender Floats in SBH <sup>12</sup>	X			9
Harbor Bathhouse/Laundry facilities <sup>13</sup>		X		15
GARCO building upgrade	X			11

*Notes to Table:*

1. Indicate if these improvements should be considered in the short, mid, or long-term.
2. **City, State, Federal, grant** funds, or **user fees** for potential financing. To be determined in the future.
3. If cost estimate known, please fill in. Engineering estimates will be completed at later date.
4. Combine better dock protection for inclement weather operations with Port Deep Water Expansion - both needs met with one project.
5. Combine SBH waste oil/bilge pumpout with Port Ship's waster reception facility - can be one project or perhaps different phases of same project. Need to work with the utility company on this effort.
6. Electrical shore power can be installed in phases. Need to work with the utility company.
7. Real estate in the harbor is already at a premium. Need to investigate a public/private partnership for this endeavor.
8. Cameras going up with a potential for wireless connection by next season. Test model next summer.
9. Need to work with the utilities - could allow ships to shut down completely and has the potential to reduce black carbon emissions.
10. This has the potential to reduce conflicts between different users at the Port, could allow the fishermen and crabbers to be sited away from the gold miners.
11. Waiting on the final negotiations with the Air Force to proceed with this effort.
12. This could be a temporary gangway and could address dual purposes. Customs is conducted on ship and security folks could be onshore.
13. Potential for private industry to take this on. Could be a laundromat only. Is this a port issue or a city issue?



## Worksheet #2 - Updated based on August 24 Work Session

This worksheet includes additional items identified by survey respondents as needed/desired at the Port and Small Boat Harbor facilities. These are in no particular order. The summary sheet number indicates where on the short-, mid-, and long-term summary sheets the projects can be found along with the project lead and the estimated cost, if known.

**Table 6 – Survey Respondent Requests for Capital Improvements**

<i>Requests from survey respondents</i>	<i>Short 1 (1 -2 years)</i>	<i>Mid 1 (3 - 5 years)</i>	<i>Long <sup>1</sup> (more than 5 years)</i>	<i>Summary Sheet #</i>
Causeway turning basin expansion <sup>4</sup>	X			1 or 2
Causeway turning basin dredged deeper <sup>5</sup>	X			1 or 2
Rubber fendering on sheetpile <sup>6</sup>				Done
Second fuel header at Causeway <sup>7</sup>	X			1 or 12
Additional dock space in small boat harbor <sup>8</sup>	X			7
Provide additional ladders for seasonal users in small boat harbor <sup>9</sup>	X			8
Ability to discharge regulated garbage <sup>10</sup>	X			10
PON purchase of fork lift or mobile crane <sup>11</sup>				Private industry
Floating dock or graving dock <sup>12</sup>				Private industry
Vessel lift for larger vessels <sup>13</sup>				Private industry
Wintertime snow removal from vessel storage lots <sup>14</sup>				Already doing this as needed
WiFi free to Port users <sup>15</sup>				5

*Notes to Table:*

1. Indicate if these improvements should be considered in the short, mid, or long-term.
2. **City, State, Federal, grant** funds, or **user fees** for potential financing. To be determined in the future.
3. If cost estimate known, please fill in. Engineering estimates will be completed at later date.
4. Would have to get Corps reevaluation and get this included in their annual dredging budget. Include in part of Port expansion and pursue alone.
5. Would have to get Corps reevaluation and get this included in their annual dredging budget. Include in part of Port expansion and pursue alone.
6. May be addressed already. Lucas to check.
7. Thought being that fuel transfer would be more efficient with another fuel header. This can also be part of the Port Expansion. Opportunity for Public/Private Partnership.
8. This could be part of the Snake River Development.
9. This could be addressed as part of the Snake River Development. Could also purchase a couple now as this is a small cost item.
10. Joy currently investigating. Regulated garbage needs to be incinerated. Cruiseships could be discharging now if PON could meet this need. Private industry?
11. Liability issue for the City. Rate schedule would need to be evaluated carefully. Would have to pencil out during 3-4 months of year.
12. Potential for private industry to take this on. Would have to pencil out during 3-4 months of year.
13. Potential for private industry to take this on. Would have to pencil out during 3-4 months of year. Snake River development potential?
14. Harbor staff already clearing the lot. If someone needs a vessel cleared at a particular time, they can contact the harbor and ask for clearing.
15. This is revenue opportunity. Users will be able to purchase WiFi at the Port shortly. Either private industry can handle or the City could make investment to make this happen.

## Survey Results Summary

### 1. *Do you currently use the Port of Nome?*

Eighteen of the 20 respondents indicated that they currently use the Port of Nome.

### 2. *Do you have multiple vessels using the Port of Nome?*

Thirteen of the 18 respondents currently using the Port of Nome have more than one vessel.

### 3. *If yes, how many vessels does your company currently have visiting the Port of Nome?*

One respondent has 10 vessels currently using the Port. The average number for all respondents was 4 vessels. A total of 50 vessels were represented by the survey respondents.

### 4. *On average, how many times a year does your company use the Port of Nome and how long do your vessels typically stay?*

Eight of the respondents are long-term users of the Port. Low usage from one respondent was an annual visit for about 2 days. The highest usage amount outside of the long-term users was 26 to 30 times a year staying for approximately one day.

### 5. *If no, what are your reasons for not using the Port of Nome?*

- New Arctic rules make it impossible for our ship to work in the Arctic
- Inadequate depth and Port is sometimes too congested
- We are based out of Emmonak and generally pull our boats out of the water here. Last winter we pulled out one boat in Nome. Great facility and service and would use again if we need to pull a boat elsewhere than our own yard.
- Inadequate berth length for large cruise ships
- Vessels requesting fuel don't meet draft or length requirements, congestion at fuel docks prohibitive costs at Port (tariffs, taxes) compared to offshore fueling alternatives.

### 6. *Please select the vessel type that best describes your operations:*

Number	Vessel Type
2	gravel
5	cargo
2	fishing vessel
4	mining vessel
4	research vessel
2	landing craft
4	tug
1	passenger/cruise
1	freight

Several respondents provided information on more than one vessel so the types of vessels will exceed the total survey responses. Of note here, however, is that the survey respondents represent a good mix of the vessel types currently using the Port of Nome.

### ***7. Please indicate your vessel specifications:***

Vessel lengths overall were somewhat balanced with about a third of the vessels under 100-feet, another third in the 100 to 200-feet category, and the balance greater than 200-feet. The shortest length vessel was 20 feet and the longest length vessel was 820 feet. The beam for vessels calling at the Port of Nome had a wide range with 5-feet as the smallest and 106-feet as the widest. Most vessels fell in the 21 to 50-foot beam category. Vessel drafts range from 1 foot to 25-feet with almost half of the vessels falling in the greater than 12-foot draft category.

#### **Vessel Dimensions Summary**

<b>Category/ # Vessels</b>	<b>Vessel Size</b>	<b>Most/Least</b>	<b>Feet</b>
<b>LOA</b>			
18	Vessels under 100-feet	Longest length:	820
14	Vessels 100 to 200-feet	Shortest length:	16
14	Vessels greater than 200-feet		
<b>Beam</b>			
8	Vessels under 20-feet	Greatest beam:	106
25	Vessels 21 to 50-feet	Least beam:	5
9	Vessels greater than 50-feet		
<b>Draft</b>			
16	Vessels under 7-feet	Greatest draft:	25
9	Vessels 8 to 12-feet	Least draft:	1
21	Vessels greater than 12-feet		

*The following capital improvements are currently under construction at the Port of Nome:*

- Security camera system
- 18-acre parcel for uplands storage (9 acres in 2017)
- Snake River dredging to -8-feet MLLW
- Dead-man mechanism for equipment and vessel haul-outs

8. *The Port of Nome also has the following capital improvements projects pending on its Ports/Harbors list. Please rank these projects in order of importance for your business operations with “1” being most important and “14” being least important.*

Pending Capital Improvement	Ranking: (one vote per survey)
Better dock protection for inclement weather operations	1
Waste oil/bilge pumpout	2
Port expansion to deeper water	3
Port Ship's Waste Reception Facility	4
Electrical shore power in harbor	5
Outer harbor dolphins	6
Fueling station in small boat harbor	7
Communications connection on the Causeway	8
Causeway shore power	9
Snake River Moorage Development	10
7-acre parcel for vessel storage near existing launch ramps	11
Disembarking floats for cruise ship tenders in SE corner of harbor	12
Shower facilities	13
GARCO building upgrade	14

The 14 items listed in the pending capital improvements have been previously identified by the harbor staff and Port and Small Boat Harbor users. The ranking in this table shows that “better dock protection for inclement weather operations” and “waste oil/bilge pumpout” was of the most importance to the Port of Nome users. “Shower facilities” and “GARCO building upgrades” were least favored by the current users.

9. ***What other port improvements at Nome would make your operations more efficient or make you want to use the Port of Nome more frequently? Please list the improvements in order of your preference with "1" being the most important.***

Other Port Improvements desired fell into the general categories of Causeway infrastructure, small boat harbor infrastructure, management techniques, assistance with inclement weather conditions and include: (Responses here are listed in their entirety without editing)

#### **Causeway Infrastructure:**

Widen entrance so there is not a need for an assist boat  
 Break wall in front of entrance to knock down swell in inclement weather  
 Being able to moor large/deep draft vessels at the Outer Cell  
 Turning basin dredged to deeper level  
 Turning basin expanded  
 Rubber fendering to protect sheet piling  
 Second fuel header on Causeway for large vessels (outbound)

#### **Small Boat Harbor Infrastructure:**

More dock space  
 Provide more docking space and control in harbor for seasonal users, allow larger vessels to have wall space for repairs and fueling, with smaller vessels handled by docking or docks  
 More docking space for mining vessels  
 Provide ladders for seasonal users, and control areas people can park in.  
 Capacity of Snake River Bridge

#### **Management Techniques:**

Assist tug near port  
 Assist tug available 24 X 7  
 Please do not further limit full time users for once in a while users. i.e. occasional cruise ship float. This would take up additional wall space that is so badly needed for every day users. Rather reform the current fuel dock with a walkway to unload cruise passengers on that would have them walk up to the top of the current gravel ramp, via steps and a walkway

#### **Assistance with Inclement Weather:**

Wintertime snow removal from vessel storage lots  
 More protection from the weather

#### **Other Services:**

The ability to discharge regulated garbage at Port of Nome  
 Number of docking cells expanded to decrease schedule conflicts  
 The Port of Nome should purchase a fork lift or mobile crane  
 A floating dry dock or graving dock  
 Vessel lift for larger vessels  
 Free WiFi

**10. Would you be willing to pay a small fee on top of your moorage/dockage to support capital improvements at the Port of Nome?**

Eleven of the 19 respondents (55%) answering this question indicated they would be willing to pay a fee to support capital improvements at the Port of Nome. Eight respondents indicated they would not be willing to pay an additional fee.

**11. If yes, what amount would you be willing to pay in addition to your moorage/dockage and other fees at the Port? Please indicate amount that you would be willing to pay each visit or an amount up to annually.**

This question asked users if they would be willing to pay a fee per visit or an annual fee. Of the respondents indicating they would be willing to pay a fee, the high amount per each visit was \$50 and the low amount was \$20 per visit. For those indicating a willingness to pay an annual fee, the low amount was \$50 and the high amount was \$2,000 annually.

**12. Other comments or information you would like to share with the Port of Nome:** (these comments are listed in their entirety without editing)

- Frankly, the deficit now showing in the port report that was provided by your firm??? Is skewed. Showing depreciation as a tangible deduct item in the report is misleading as to the actual costs and projected costs to run the port, and projected port deficits. The basis used is not correct, thereby, there will be extra funds left for capital improvements if the report is used as gospel. You should correctly show the accounting in the proper format so as not to be misleading.
- We already pay such high prices for our usage in such a crowded port, I would figure there would be enough money to make improvements with what is already being collected without further raising prices. It is packed in the harbor.
- Please note that the above is submitted on behalf of the Cruise ships Silver Discoverer, Bremen, Crystal Serenity, and LeBoreal which will be the 4 cruise vessels calling at Port of Nome in 2017. Note that Crystal Serenity and LeBoreal must conduct their calls at anchor due to insufficient berth size.
- Additional 2% sales tax during summer months s/b used to support port improvements, not tariff or fee increases. The Port needs to develop an asset replacement schedule to determine appropriate planning and funding requirements for improvements and repairs of existing infrastructure.

## Survey Instrument