

City Manager
John K. Handeland

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

102 Division St. • P.O. Box 281
Nome, Alaska 99762
(907) 443-6619
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NOME PORT COMMISSION
RESCHEDULED REGULAR MEETING AGENDA
TUESDAY, FEBRUARY 26, 2019 @ 5:30 PM
COUNCIL CHAMBERS IN CITY HALL

REGULAR MEETING – 5:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 19-01-17 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 19-12-21 Notice of Public Comment Period for Alaskan Arctic Coast Port Access Route Study – deadline 1 Sept 2019
 - 19-01-24 Emergency Response in the Arctic (ERA) Advisory Committee
 - 19-02-15 USCG Receives Funding for New Icebreaker – Maritime Executive
- VI. HARBORMASTER REPORT**
 - Updates on Repair & Maintenance
- VII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 19-02-18 Port Director/Projects Status Report (w/DC trip report)
 - Update on Corps Modification Feasibility Study
 - S. 3740 SEAL Act (proposed federal legislation)
- VIII. OLD BUSINESS**
 -
- IX. NEW BUSINESS**
 - Draft port-related updates to Nome Comprehensive Plan (as extracted from Planning Commission 2/5/19 work session)
 - Coordinate joint work session w/Planning Commission
- X. CITIZEN'S COMMENTS**
- XI. COMMISSIONER COMMENTS**
- XII. NEXT REGULAR MEETING**
 - March 21, 2019 - 5:30 pm
- XIII. ADJOURNMENT**

Nome Port Commission



PORT OF NOME - JAN 2019 (R. Rowe)

***REGULAR MEETING
THURSDAY 02/21/19 @ 5:30PM***

PORT DIRECTOR BAKER

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
January 17th, 2019**

The Regular Meeting of the Nome Port Commission was called to order at 7:00 pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Smithhisler; Lean, (telephonically); West; Henderson; Rowe; Sheffield; McLarty;

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

In the audience: Sandra Medearis, Arctic News;

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda

Motion was made by Smithhisler and seconded by Sheffield

At the Roll Call:

Ayes: Lean, West, Henderson, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

Dec 20, 2018 Motion was made by McLarty, seconded by Henderson to approve the minutes:
Regular Meeting

At the Roll Call:

Ayes: Henderson, Rowe, Sheffield, McLarty, Smithhisler, Lean, West

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Sandra Medearis asked if there will be any action from the work session regarding the discharging of firearms within the Port. West indicated he did not believe so, as the consensus was to recommend the Council communicate formally with the tribal entities and determine whether there is need to set a specific ruling in the tariff or code.

COMMUNICATIONS

- 19-01-08 Navy May Deploy Surface Ships to Arctic This Summer – USNI News
- R-19-01-02 Local Funding Match AK Dept. of Transp. Port Rd. Improvements
- R-19-01-03 City of Nome 2019 State Legislative Priorities
- R-19-01-04 City of Nome 2019 Federal Legislative Priorities

Discussion:

West asked if the cost-share for the Port Rd Improvements would need to be budgeted by the Port, or covered by the City, with Baker stating the cost-share would initially be paid by the City, but ultimately recovered from the Port. The mid-year budget amendment currently under consideration by the Council will be amended during second reading to reflect these additional cost-share funds for this project.

Sheffield asked if we had any further info on a timeline for the Navy, Baker responded to specific information is available at this time.

HARBORMASTER'S REPORT (Verbal)

HM Stotts indicated he is actually full-time at Public Works but did spend the day at the Port office getting packets ready for the meeting and impound fees assessed on more accounts with notices mailed.

Discussion:

McLarty inquired as to whether there will be a hard date set for an auction. Stotts replied that internal discussions have determined that sometime in May is the best timeframe.

PORT DIRECTOR REPORT (Projects Update) (19-01-10 Report)

PD Baker asked if any questions on her report.

F-19 Port & Harbor Budget Amendment

PD Baker touched on the mid-year budget amendment in process, which reflects adjusted revenues and expense to meet with actual activity. Also, additional expense funds were added for not only the Port Rd project cost-share, but adjustments to cover the last portion of the Ramp Lighting project costs, and projected F19 costs for the Ramp Repair project. These project funds are actually tracked through a transfer out of the Operating budget into the Capital budget for separate tracking purposes.

Update on Corps Modification Feasibility Study

PD Baker highlighted the differences between the 6 alternatives with the 4a, 8a and 8b alternatives scoring above any of the 3a-c versions within the various ranking metrics, especially when combined with the overall benefit/cost economic calculations. The good thing, is the higher ranking alternatives include a realignment or relocation of the east breakwater with a surface road and pedestrian docks.

Discussion:

Smithhisler asked if the shallow areas just below the Fish Plant in the inner harbor were intended to be part of the CAP 107 project the Corps is investigating. Baker replied that most of those areas have been drawn into the expanded perimeter limits that we have submitted to the Corps for federalizing the broader area as the new federal basin limits.

Sheffield indicated that she received a request for input from the Corps District Environmental staff on species that may or may not be affected by the expansion project and had concerns on the seals and which type of environmental study that was being conducted. Lean added that he provided comments about fish habitat and potential impacts, but didn't really address the marine mammals. Baker suggested she contact Chris Floyd with the Corps to get more specific details.

West asked if the 8a/8b layouts were more in line with what was originally had planned in the TAMS study. Baker indicated yes, to some degree, but the piece parallel to shore was not as large as in the TAMS design, and the dock alignment was significantly different.

Lean added that it's frustrating dealing with these guys with them seeking a compromise on the design, when we know they need to go big or don't go. Also, they exclude anything regarding the Navy or future commerce if they don't have confirmed information – they stick with the status quo.

OLD BUSINESS

Proposed Port of Nome Tariff No. 15:

PD Baker pointed out the changes of substance on pages 11, 13 and 20 – that warrant attention.

Discussion:

General discussion ensued on the parameters associated with the proposed new rule requiring haul out plans.

Additional discussion took place regarding the establishment of Causeway permit rates for seasonal mining vessels too deep for the harbor, along with towing limitations for the City's harbor/SAR boat. Baker indicated the attorney was currently investigating liability issues involving any extenuating circumstances where towing becomes necessary.

Motion:

The following motion was moved by McLarty and seconded by Sheffield:

Recommend the Nome Common Council adopt Port Tariff No. 15 Rules & Regulations to replace all previously existing tariffs, reflecting various revisions of regulation, expanded rate categories for permitted vessels and housekeeping edits.

At the Roll Call:

Ayes: Rowe, Sheffield, McLarty, Lean, West, Smithhisler, Henderson

Nays:

Abstain:

The motion **CARRIED**.

NEW BUSINESS

None

CITIZENS' COMMENTS - None

COMMISSIONERS' COMMENTS

C. Henderson - none

C. McLarty - none

C. Sheffield – asked if website was going to be updated with meeting minutes. Baker replied that the minutes are all contained in each of the following month's meeting packets. She is working through some of the old data to make room for new material. However, for work session discussions, minutes are not prepared so wouldn't be available online. Also, asked where the NOAA Tide Station is located – Stotts relayed the sensor is attached to the dock, and the station is against the wall near that dock.

C. Smithhisler - none

C. Rowe - none

C. Lean - none

C. West – good work session tonight, and anytime you deal with issues concerning safety, it usually makes for an interesting discussion.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED for February 21, 2019

ADJOURNMENT

Motion was made by McLarty and seconded by Smithhisler for adjournment – 8:25 PM.

APPROVED and **SIGNED** this 21st day of February 2019.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director

COAST GUARD Maritime Commons

The Coast Guard Blog for Maritime Professionals

12/21/2018: Port Access Route Study: Alaskan Arctic Coast

Posted by LT Amy Midgett, Friday, December 21, 2018

As a courtesy to our audience, Maritime Commons will provide a daily compilation of nationally-relevant Federal Register Notices. To provide comments for the public record, follow the Federal Register link for each individual notice. Please note, the Coast Guard cannot respond to comments on these notices outside of the Federal Register.

The Coast Guard announced in the Federal Register that it is seeking public comments as part of an Alaskan Arctic Coast Port Access Route Study (AAPARS) to evaluate the need for establishing vessel routing measures along the Arctic Coast of the United States for vessels proceeding to or from ports or places of the United States and transiting within the United States Exclusive Economic Zone. The information gathered during this AAPARS may result in the establishment of one or more vessel routing measures. The goal of the AAPARS is to enhance navigational safety by examining existing shipping routes and waterway uses, and, to the extent practicable, reconciling the paramount right of navigation with other reasonable waterway uses. The recommendations of the study may lead to future rulemaking action or appropriate international agreements.

Comments must be submitted to the online docket (docket number USCG-2018-1058) via <http://www.regulations.gov>, or reach the Docket Management Facility, on or before Sept. 1, 2019.

For full details, view the [Federal Register Notice](#), or call or email the following points of contact at the Coast Guard District 17 offices in Juneau:

Lt. Cmdr. Michael Newell
(907) 463-2263
Michael.d.newell@uscg.mil

Mr. David Seris
(907) 463-2267
David.M.Seris@uscg.mil

Lt. Stephanie Bugyis
(907) 463-2265
Stephanie.M.Bugyis@uscg.mil

This blog is not a replacement or substitute for the formal posting of regulations and updates or existing processes for receiving formal feedback of the same. Links provided on this blog will direct the reader to official source documents, such as the Federal Register, Homeport and the Code of Federal Regulations. These documents remain the official source for regulatory information published by the Coast Guard.



Like 2



Comments



January 24, 2019

Lucas Stotts, Nome Harbormaster
City of Nome
P.O. Box 281
Nome, AK 99762

RE: Confirmation for Emergency Response in the Arctic (ERA) Advisory Committee

Dear Mr. Stotts:

We are pleased you have accepted this opportunity to represent the City of Nome as advisory committee member on the ERA project. Your input will be invaluable to determine what the needs are for emergency response in the Arctic region. Advisory committee members will participate in two advisory meetings. The first will be in Anchorage at the Hotel Captain Cook on Friday, March 1, 2019. The second will be in 2021 in Utqiaġvik. You will be provided with a \$400 honorarium for the one-day meeting, airfare, per diem and two nights of accommodations.

Your ticket from Nome to Anchorage will be arranged for Thursday, February 28th. The return flight back to Nome can be made at any time you'd like, but we can only pay for the hotel at the Captain Cook Hotel for Thursday, February 28th and Friday, March 1.

Erika Green from Umiaq Environmental will be contacting you for your travel preferences. Umiaq is a consultant on this project and is coordinating travel arrangements for the advisory meetings. Information she will be requesting include:

- The flight number you prefer out of Nome to Anchorage on February 28
- Date and flight number for your return trip from Anchorage to Nome.
- Your Alaska Airlines mileage number

Additional information for the advisory meeting in Anchorage is forthcoming. Again, welcome to this important project. We are all looking forward to meeting you in person. In the meantime, please don't hesitate to reach out with any questions.

Sincerely,

Suzanne Sharp
Research Associate
Institute of Social and Economic Research
University of Alaska Anchorage
3211 Providence Drive
Anchorage, AK 99508
Phone: 907-786-5403
Email: ssharp3@alaska.edu



Emergency Response in the Arctic (ERA) Research Project Funded by the National Science Foundation

Background to the Project

This research project is about designing new Arctic emergency response infrastructure systems that also benefit Arctic communities. Longer ice-free seasons in Arctic waters have increased and will increase economic activity in the region, like oil drilling, shipping, and tourism. For large ocean disasters, like oil spills or stranded cruise ships, systems for locating emergency response supplies, equipment, and infrastructure need to be improved. To store supplies and equipment at a site, there must be infrastructure, like air hangars, harbors, clinics, warehouses, etc. Our research can pinpoint where to build infrastructure, when to build it, and what supplies should be located where. But we will also need to work with local experts to understand what infrastructure is needed and where it should go. We want to know how placing new infrastructure in or near Arctic communities could benefit those communities.

Possible Examples of Dual-Use Emergency Response Infrastructure

We will create case studies on examples of emergency response infrastructure that could improve response to large emergencies but also benefit communities. For example, it might be possible to build a dual-use emergency fuel station near a community. Could this fuel be used as back-up to the community's own fuel supply? Or could it be used by the community during times when there are no emergencies? A community could also possibly maintain and use other kinds of back-up energy sources; like a stockpile of portable generators that would be available and working when there is an emergency.

Note: These are only a few examples of dual-use infrastructure and resources that we could examine in this study. There are a lot of other possibilities, for example, we could also study improvements in communications or transportation infrastructure. We need local research partners to help us decide what kind of emergency response infrastructure is realistic and needed in Arctic Alaska.

Possible Products and Outcomes of the Research

- *Research Products:* This research will produce operations research engineering models showing gaps in emergency response in the Arctic. These models can also be used to show how new investments in emergency response infrastructure could benefit Arctic communities.
- *Report:* We will provide any interested organizations with a report on our case studies. This report will include selected locations for infrastructure development and graphics that show the gaps in Arctic emergency response coverage.
- *Emergency Response Infrastructure Planning:* The engineering models will be coded in a software language. This software can be shared with organizations that might plan and/or fund Arctic emergency response infrastructure (e.g., regional corporations, private companies, or the government).
- *Usable Products:* In the future, it might also be possible for the research team and local partners to translate the research into commercial software products. Arctic communities and organizations could use these products to have more control over large scale emergency response in their areas. Note: This would require another grant that focuses on commercialization of the software.
- *Jobs:* We hope new infrastructure might also mean future jobs for local people to manage and maintain it.

To start our current work, we want to form an advisory committee of Arctic community and organization leaders. We hope this committee can help us to:

- Define the geographic area of the study. *Where should we go?*
- Decide what types of infrastructure are realistic and needed. *Who needs what, where?*
- Find community-based experts with local knowledge to work with us. *Who should we talk with?*

Invitation to ERA Advisory Committee Meeting:

Date and Time: Friday, March 1st 9:00 am-5:00 pm

Location: Hotel Captain Cook
939 W 5th Ave
Anchorage, AK 99501
907-276-6000

Covered Expenses: Air ticket to Anchorage
Anchorage hotel, 2 nights
1 Day Per Diem, \$75
Meeting Stipend \$400

Research Team:

Tom Sharkey, Principal Investigator
Associate Professor, Industrial and Systems Engineering
Rensselaer Polytechnic Institute, Troy, NY

Marie Lowe
Associate Professor of Public Policy
Institute of Social and Economic Research (ISER)
University of Alaska, Anchorage

Advisory Committee Contact**907-786-6534**mlope@alaska.edu

Tom Birkland
Professor of Public Policy
North Carolina State University, Raleigh, NC

Martha Grabowski
Research Professor of Industrial and Systems Engineering
Rensselaer Polytechnic Institute, Troy, NY

Al Wallace
Yamada Corporation Professor of Industrial and Systems Engineering
Rensselaer Polytechnic Institute, Troy, NY

Research Staff:

Suzanne Sharp
ISER Research Professional
University of Alaska, Anchorage

Advisory Committee Contact**907-786-5403**ssharp3@alaska.edu**Advisory Committee Coordination:**

Umiaq Environmental, Anchorage (Contact: Erika Green, Erika.Green@UICUmiaq.com)

UIC Science, Utqiagvik (Contact: Kaare Erickson, Kaare.Erickson@UICScience.com)

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Views

U.S. Coast Guard Receives Funding for New Heavy Icebreaker



Polar Star (file image courtesy USCG)

The compromise federal funding package that President Donald Trump signed into law on Friday has received attention for its passage - which averted a second government shutdown - and for the relative shortage of border security funding in its 1,100-plus pages. It also contains significant good news for the Coast Guard, which received \$655 million to build one heavy icebreaker and \$20 million in long-lead-time funding for a second, according (https://news.usni.org/2019/02/15/polar_security_cutter_coast_guard) to USNI News.

As part of the budget deal finalized this week, Congress appropriated \$2.25 billion in capital expenditures for Coast Guard shore facilities, vessels, ATON and aircraft. This is slightly more than the Department of Homeland Security's FY2019 budget proposal, which requested \$1.9 billion, including \$750 million for one icebreaker. Before the shutdown in December, the Senate version of the DHS appropriations bill included the icebreaker, but the House version did not (<https://www.maritime-executive.com/article/coast-guard-faces-holiday-without-pay-due-to-shutdown>), putting priority on funding a border wall instead. After the shutdown, the balance appears to have shifted in favor of the Senate's bill - putting the Coast Guard on a path to replace an aging platform with significant reliability problems.

The Coast Guard has one remaining heavy icebreaker, the 1976-built *Polar Star*. She is among the most capable vessels of her type, with enough power to break through ice of up to 21 feet thick, but she is now well past her designed service life. In her 2018 icebreaking season, she suffered a shaft seal failure leading to flooding, along with an electronic control failure that took out one of her three turbines. This year, one of her electrical systems began to smoke, causing damage to wiring in an electrical switchboard, and one of her evaporators failed. Like last year, she also experienced a leak from a shaft seal, which halted icebreaking operations until scuba divers could make repairs.

The Star's sister ship, *Polar Sea* (<https://www.maritime-executive.com/features/in-photos-the-fate-of-the-polar-sea>), left service in 2010 after a catastrophic engine failure. She now serves as a parts donor to sustain the *Star's* Cold War-era systems. The Coast Guard has noted that it has no self-rescue capability in the event that the *Star* should suffer a similar breakdown in heavy ice.

Given these vulnerabilities and the increasing need for a U.S. national security presence in the Arctic, the Coast Guard hopes to build three heavy and three medium medium icebreakers. Its ambition is to deliver the first heavy icebreaker - rebranded as the "Polar Security Cutter" - by 2023.



Memo

To: John K. Handeland – Interim City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 2/18/2019
Re: Port & Harbor Report/Projects Update – February 2019

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

Administrative:

The F19 Port Operating Budget at 31 January shows 68.9% revenue – with 35.5% expended. Collection efforts have been fairly productive through the impoundment process, reducing the open accounts receivable by approximately 67% since November. The remaining 23% are a mixture of customers with aggressive payment agreements, along with those with small balances. Users with a past due balance at the start of the ice-free season will be refused services. F20 budget preparation is underway with consideration being given to seasonal staffing, equipment repairs and maintenance, and purchasing of supplies. Administrative activities ongoing are; grant applications/reporting and cost tracking, legislative coordination, Port Commission tasks, fiscal planning and long-range development.

At their 17 Jan 2019 Regular Meeting, the Port Commission passed a motion to recommend the Council adopt Port Tariff No. 15 Rules & Regulations, which will be put before the Council for 1st reading on 25 Feb 2019. Changes will be outlined in an agenda statement but primarily reflect a few new regulations, permit rates for vessels over 92 feet, and several housekeeping adjustments.

Mayor Beneville, Manager Handeland and I had a productive lobbying trip to D.C. on 21-14 Feb 2019. See attached trip report for details on meetings with various agencies charged with Arctic oversight, as well as with Congressman Young, Senator Murkowski and Senator Sullivan. Project study updates were relayed, along with anticipated timeline for the feasibility report delivery to Corps HQ and Congress. Several strategy discussions took place regarding various sources for funding the City's construction cost-share, which led to a framework for next-steps planning and long range development. Work sessions between the Council, and Port/Planning Commissions are anticipated.

Harbormaster Stotts has been selected to serve as a member of an advisory committee to assist with framing Emergency Response in the Arctic to large ocean disasters. The project is funded by the National Science Foundation and facilitated through the University of Alaska. The first meeting will be in Anchorage on 1 Mar, 2019.

The Arctic Domain Awareness Center (ADAC), also managed through the University of Alaska, will be holding two workshops that are operator driven, but research-focused workshop on managing a complex Arctic crisis. Dates are tentative, but the advance workshop may be held in Nome in the window of 30 April – 2 May, 2019, with the main workshop scheduled at the University of Alaska in Anchorage on 20-22 May 2019. (More info as known)

Causeway:**Arctic Deep Draft Port – Modification Feasibility Study (MFS):**

The Corps Project Delivery Team's held their monthly meeting on 14 Feb 2019 and presented these updates:

- Tetra Tech provided draft results of their analysis of various metrics supporting environmental, economic, safety, cargo delivery, offshore fuel transfers and refueling benefits – to be incorporated
- Tentatively Selected Plan (TSP) milestone meeting has been rescheduled to late Feb 2019.
- Public comment review period of draft report anticipated for Mar/April 2019
- Ship Simulations are scheduled for 2-12 April 2019 in Vicksburg, MS. Two Alaska Marine Pilots are contracted to attend, along with two Commissioners and the Port Director. This study element is critical to the ultimate navigability of the design layout and will determine specific tug assist needs.
- Based on a high benefit/cost ratio for deepening the Inner Harbor to -12.5', the Corps determined there to be federal interest to conduct this work as a separate project under the Continued Authorities Program (CAP) 107. (further info below)

Harbor:**Inner Harbor Deepening to -12.5' MLLW (Section 107 Corps CAP Program):**

Preliminary investigation by the Alaska District to deepen the Inner Harbor to -12.5' MLLW has produced a high-positive benefit/cost ratio (BCR), and has therefore been deemed worthy of federal interest. The Corps will be sending the City an official determination letter, effectively separating this work from the project. This will be followed by the establishment of a separate feasibility study and cost-share agreement.

Concrete Launch Ramp Replacement Project:

The EDA grant application was submitted and accepted by the agency on 18 Dec 2018. As this was submitted as a secondary package to the original proposal, the grant criteria indicate that EDA has 60 days to make a decision on the award. We are hopeful we will hear positive results by late-February.

Snake River Moorage & Vessel Haulout Facility:

The next round of USDOT funding opportunities has been opened under the INFRA (Infrastructure for Rebuilding America) program, with applications due by 4 March 2019. As the current project meets the program eligibility requirements, we have contracted with Rural Alaska First to assist with redirecting the earlier BUILD application to align with the INFRA merit criteria.

Port Industrial Pad:**West Nome Tank Farm (Property Conveyance):**

The City submitted minimal comments to the USAF on 20 Dec 2018 for the draft 2nd Environmental Baseline Survey. Once the EBS is finalized, the USAF will begin drafting the property transfer documents, to include a step-by-step breakdown of tasks to be completed by each party for the transfer to become effective.

External Facilities:**Cape Nome:**

It is anticipated that Alaska DHS&EM and FEMA are still busy handling impacts of the Cook Inlet Earthquake disaster response, which has taken priority over all other non-emergency staff across the state. We anticipate to be notified when our project closeout process resumes as staff are reassigned to their regular tasks.

Various project planning, design and funding phases continue during the off-season period. Additional information is available on request.

NOME DELEGATION MEETING SCHEDULE - WA D.C.

Feb 12-14, 2019

Tues, Feb 12	
9:45 AM	USCG, Marine Transportation - Mike Emerson/Director, Kevin Keifer/Deputy Director, Shannon Jenkins/Arctic Policy Advisor - Headquarters Bldg, 2699 Firth Sterling Ave SE, 202-372-2672 Maritime Commerce Strategy report released. Good news is the increased dialog on infrastructure needs within USCG/Navy. PARS/AAC out for public comment - identifying ship routes north of BS. Options for disposal of ship waste is elevated need. USCG Arctic Strategy released in one month. ACTION: monitor/review Arctic strategy docs upon release - Shannon to provide POC on Rescue 21 comms program
10:30 AM	USCG, Arctic Policy Team - Shannon Jenkins, Zach Schulman and other staff, Headquarters Bldg, 2699 Firth Sterling Ave SE provide ADDP update - CG expressed interest in increased cruise ship calls/increased traffic - FOL potential is in D17 wheelhouse
1:00 PM	Brandon Eisner, Senior Policy Advisor to the NOAA Administrator, Downtown Office/Hoover Building provide ADDP update - discuss existing and future services for NOAA ships
2:00-4:00 PM	Nossaman, Inc. - P3 strategy session informative discussion w/Smolen. - potential P3 in next WRDA (comment or review others comments). Monetize risks in contractual arrangements with large users (no leases). ACTION: Define long-term objectives of facility performance to gauge onshore development. Develop economics of flow/throughput.
5:30 PM	Congressman Don Young and staff, 2314 Rayburn House Office Building provide ADDP update - highlight study timeline aligned with anticipated WRDA 2020 legislation - need for cost-share reduction ACTION: Provide update on ADDP TSP results
Wed, Feb 13	
9:30 AM	Kip Knudsen, Governor's Washington, DC, Office, 444 North Capitol Street NW, Suite 336 provide ADDP update - discuss DOT/Fed \$\$ options, and City's desire for ADOT engineering support for ADDP. Organize support through AAHPA.
11:15 AM	Senator Murkowski and staff, Garrett Boyle, 702 Hart Senate Office Building provide ADDP update - highlight study timeline aligned with WRDA 2020 - cost-share reduction. Discuss icebreaker \$\$ progress and SEAL act and impacts to project study. ACTION: follow SEAL Act progress - provide update on ADDP TSP results
12:15 PM	Lee Forsgren, Deputy Administrator, Office of Water at EPA HQ, 1200 Pennsylvania Ave, NW Discuss long-range funding streams for wastewater system expansion to accommodate port reception facility + permit regulations.
2:30 PM	Ian Bennett, House Transportation & Infrastructure (T&I) Committee Staff provide ADDP update - discuss WRDA 2020 timeline and hearing scheduled for mid-late March requesting WRDA 2018 input. ACTION: follow March hearing schedule - determine comment engagement level
4:00 PM	SH-415 Andrew Harding, Senate EPW (Environmental & Public Works - writes WRDA legislation) Committee majority staff provide ADDP update - discuss WRDA 200 timeline and learned CWRB has been eliminated - now a Senior Leadership Brief on project w/Generals and POA. Corps liaison indicated new process was a power/down decision making to divisions. ACTION: ensure POA includes hard push on Arctic/National Security port in Chief's report.
4:45 PM	Senator Dan Sullivan and staff, Scott Leathard and Jason Suslavich, 702 Hart Senator Office Building provide ADDP update - discuss WRDA 2020 timeline and cost-share funding. Highlighted most likely alternative w/Nome's total share at 45%. USCG refueling benefits very beneficial to study outcome. Potential for Navy refueling benefits. ACTION: provide update on ADDP TSP results - monitor progress on Navy fleet benefits.

NOME DELEGATION MEETING SCHEDULE - WA D.C.

Feb 12-14, 2019

Thurs, Feb 14	
8:45 AM	Helen Brohl, executive director, Committee on Marine Transportation, Alyson Azzara, MARAD Office of Int'l Activities, Martin Parker, MARAD (M5 Extension) 1200 New Jersey Avenue SE
	Helen - provide ADDP update w/WRDA 2020 timeline alignment - concern about icebreaker funding used for southern border wall. Keep her apprised of project updates. Alyson-paper submitted to IMO to allow for Regional Port Reception Facilities versus each port - if accepted, expect agenda item at next meeting to establish criteria. Received questions on assist tugs expected to be required for expansion - COE Ship Simulation scheduled for April. Martin - opportunity for Port development funds after approval of M5 extension.
	ACTION: Determine project designation for service (include other hub facilities through ADOT/AMHS discussions). Define route designation - application must include unitized/palletized freight, bulk not eligible. Research CMTS handbook hosts 23 funding opportunities. Inquire with ADOT on Waterways plan - which waterways and if any inclusion of existing M5.
2:-00 PM	NOAA/NOS - Meeting in Silver Spring w/Nicole LeBoeuf-Jeff Payne-Richard Edwing-Emily Menashes-Elizabeth Kretovic-Robin Czerwinski-CAPT Rick Brennan
	provide ADDP update - highlight long term use of Nome by NOAA ships, and request more in-depth data for establishing defined anchorage offshore of Nome. Discuss functional aspects of ship visits, and avenues for improvements (better fendering for their v-hull design, dock surfacing (port expansion), shore power and most critical, ship waste reception.
	ACTION: investigate camels for temporary use during ship calls (span 2-3 fender pile), scope/estimate costs for shore power, accelerate phased development of ship waste reception. Brennan to identify ship power specs, and request ANC/NOAA review 2005 surveys to determine if sufficient data exists to provide clear survey maps for identifying suitable anchorage - submit to USCG for formal codification in CFR.
4:30 PM	TAXI TO DCA - FLIGHT #3 DPT 6:55PM

P2 MILESTONES

Milestone Number	Title	Date
FEA1000	Execute FCSA	02 Feb 2018
FEA1020	Alternatives Milestone	27 Jun 2018
FEA1030	Tentatively Selected Plan Milestone	Feb 2018
FEA1040	Agency Decision Milestone	May 2019
FEA1050	MSC Transmittal of Final Report	Oct 2019
FEA1070	Chiefs Report	Feb 2020

Federal Funding Stream

This study is funded at \$1.1M using Alaska Regional Ports funds.

Preliminary study estimate very close to \$3M.

**NOME MODIFICATION FEASIBILITY STUDY
GRANT BUDGET**

ADDP COSTS TRACKING							BUDGET	
TASK/EXPENSE	CONTRACT - BUDGET		F17	F18	F19	TOTAL	REMAINING	
Economic Consultant Services					@ 2.18.19			
Development/Financial Analysis	Cordova	19,000.00	19,000.00	0.00		19,000.00	0.00	
Capital Improvements Analysis	Cordova	20,500.00	3,600.00	16,900.00		20,500.00	0.00	
Charrette Participation	Cordova	3,367.00 *	0.00	3,366.08		3,366.08	0.92	
Vessel Traffic Data Analysis	Cordova	5,000.00 *	0.00	0.00	5,000.00	5,000.00	0.00	
Feasibility/Economic Analysis	Cordova	39,100.00 *	0.00	3,925.00	14,000.00	17,925.00	21,175.00	
Oil/Gas Potential Compilation	Cordova	1,000.00 *	0.00	0.00	1,000.00	1,000.00	0.00	
Feasibility Detail Analysis Review	(estimated)	42,533.00 *	0.00	0.00		0.00	42,533.00	
		91,000.00						
Design Consultant Services								
Concept ROM Costs/Renderings	PND	22,000.00	0.00	22,000.00	0.00	22,000.00	0.00	
Charrette Participation	PND	11,000.00 *	0.00	11,000.00	0.00	11,000.00	0.00	
Alternatives Review/Input	PND	15,100.00 *	0.00	1,990.00	6,610.00	8,600.00	6,500.00	
Feasibility Detail Review/Input	(estimated)	47,900.00 *	0.00	0.00		0.00	47,900.00	
		74,000.00						
Miscellaneous Services								
Sea Floor Video Footage	Farley Marine	10,000.00 *	0.00	0.00	2,500.00	2,500.00	7,500.00	
Navigation Ship Simulation Expertise	AMP	30,000.00 *	0.00	0.00		0.00	30,000.00	
Arctic Shipping Analysis	Parlow	36,000.00	0.00	0.00	7,500.00	7,500.00	28,500.00	
		40,000.00						
Geotech/Permitting Info	BESC	1,000.00 *	0.00	0.00	267.00	267.00	733.00	
		1,000.00						
USACE MFS Study Cost-Share Payments	USACE	1,200,000.00	0.00	173,376.91	954,881.00	1,128,257.91	71,742.09	
Administrative								
Legal	City Atty	585.00	0.00	585.00		585.00	0.00	
Charette	Multiple	677.00 *	0.00	676.52		676.52	0.48	
Travel	Multiple	38,323.00 *	0.00	1,000.27	3,695.70 *	4,695.97	33,627.03	
Project Mgmt	wages	55,000.00 *	0.00	6,403.27	9,911.00	16,314.27	38,685.73	
		94,000.00						
TOTAL		300,000.00	22,600.00	241,223.05	1,005,364.70	1,269,187.75	328,897.25	
FUNDING:	Amount		F17	F18	F19	TOTAL	\$ REMAINING	
SOA DCCED 17-DC-005 (Study-Design)	1,600,000.00	0.00	22,600.00	243,281.13	0.00	265,881.13	1,334,118.87	
SOA DCCED 19-DC-008 (Design)	1,600,000.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTAL FUNDED		0.00	22,600.00	243,281.13	0.00	265,881.13	1,334,118.87	

Expenses prior to and separate from Corps MFS FCSA

Expenses totaling current MFS IKC budget

* reflects AMP Entenmann/Gillespie

115TH CONGRESS
2D SESSION

S. 3740

To establish a congressionally chartered seaway development corporation in the Arctic, consistent with customary international law, with the intention of uniting Arctic nations in a cooperative Arctic shipping union, where voluntary collective maritime shipping fees will help fund the infrastructural and environmental demands of safe and reliable shipping in the region.

IN THE SENATE OF THE UNITED STATES

DECEMBER 11, 2018

Ms. MURKOWSKI (for herself and Mr. SULLIVAN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To establish a congressionally chartered seaway development corporation in the Arctic, consistent with customary international law, with the intention of uniting Arctic nations in a cooperative Arctic shipping union, where voluntary collective maritime shipping fees will help fund the infrastructural and environmental demands of safe and reliable shipping in the region.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Shipping and Environ-
3 mental Arctic Leadership Act” or the “SEAL Act”.

4 **SEC. 2. FINDINGS.**

5 Congress finds the following:

6 (1) The Arctic seas have historically been con-
7 sidered impassable and impractical maritime routes,
8 but diminishing Arctic sea ice, better icebreaking
9 technology, and global demand for Arctic resources
10 has opened up opportunity for international trade
11 routes through Arctic Ocean waters.

12 (2) According to the National Oceanic and At-
13 mospheric Administration, over the last 20 years at-
14 mospheric temperatures have increased at a rate at
15 least 3 times the global average, and as of 2011 sea
16 ice thickness was 42 percent below what it was in
17 1979. If trends continue, summers may produce ice-
18 free waters in the Arctic Ocean by the late 2030s.

19 (3) The Bering Strait is experiencing signifi-
20 cant increases in international traffic from vessels
21 using the Northern Sea Route, the Transpolar Sea
22 Route, and the Northwest Passage. Increases in
23 international traffic are projected to continue.

24 (4) While the Arctic Council’s agreements on
25 search and rescue, spill prevention and response,
26 and initiatives through the International Maritime

1 Organization to bring about a mandatory polar code
2 are significant, little or no cooperation yet exists in
3 the Arctic region to bring about needed maritime in-
4 frastructure, nor do Arctic coastal states and user
5 states cooperate in establishing common seaway ad-
6 ministration. International coordination and invest-
7 ment in infrastructure for shipping routes, ice-
8 breaker service and refuge, ports, spill prevention
9 and response, salvage, and LNG bunkering, would
10 be collectively beneficial for all associated states, the
11 environment, and global commerce.

12 (5) Trans-Arctic shipping brings substantial
13 commercial benefits. Shipping distance between Eu-
14 rope and Asia could be reduced by 4,500 nautical
15 miles, saving a week's time and 40 percent in freight
16 shipping distances compared to alternative routes.
17 Through a voluntary tariff model, user nations from
18 the remainder of the world can be invited to share
19 with Arctic nations the capital and operating costs
20 necessary for safety and reliability infrastructure in
21 the Arctic Ocean and its approaches.

22 (6) As this new frontier emerges, the United
23 States should assume leadership to ensure safe, se-
24 cure, and reliable Arctic seaway development, and
25 further to ensure that the Arctic becomes a place of

1 international cooperation rather than competition or
2 conflict.

3 (7) Setting precedent for cooperative infrastruc-
4 ture investment and greater reliability in domestic
5 and international shipping is the St. Lawrence Sea-
6 way between the United States and Canada, which
7 links the Great Lakes to the Atlantic Ocean. The
8 Seaway operates in internal waters, rather than
9 international waters, but offers ship operators a co-
10 ordinated suite of services, similar to what is needed
11 in the Arctic Ocean and its approaches.

12 (8) The St. Lawrence Seaway Development
13 Corporation, established in 1954, is a model for a
14 United States Government corporation that con-
15 structs, operates, and maintains sea passage infra-
16 structure in water bodies shared with another na-
17 tion. It corresponds with its Canadian counterpart,
18 the St. Lawrence Seaway Management Corporation.
19 In 2010 the Great Lakes-Seaway system gen-
20 erated—

21 (A) 226,833 United States and Canadian
22 jobs;

23 (B) \$33,600,000,000 in business revenue
24 from maritime activity; and

1 (C) \$4,600,000,000 in Federal, State, pro-
2 vincial, and local tax revenue from maritime ac-
3 tivity.

4 (9) In 2012 the Russian Duma passed legisla-
5 tion to create a single management agency called the
6 Northern Sea Route Administration, to manage all
7 infrastructural and navigational services across what
8 Russia claims to be its Arctic territorial waters. This
9 is a claim the United States and many other nations
10 do not recognize. Russia is investing heavily into
11 Northern Sea Route infrastructure, anticipating an
12 increase in cargo transport from 1,800,000 tons in
13 2010 to 64,000,000 tons by 2020. The Russian
14 Northern Sea Route Administration charges escort
15 fees for international cargo ships as high as
16 \$500,000, and aims to collect a share of revenues
17 that might otherwise be paid as tariffs on the Suez
18 Canal where collections totaled \$5,300,000,000 in
19 2017.

20 (10) The Russian Federation has considered
21 legislation to require all energy traffic on the North-
22 ern Sea Route to be carried by Russian-flagged
23 ships.

24 (11) Rising transit in United States Arctic re-
25 gion waters necessitates a management agency and

1 infrastructure investment in a transportation sys-
2 tem. As identified in the Ten-Year Prioritization of
3 Infrastructure Needs in the United States Arctic
4 prepared by the United States Committee on the
5 Marine Transportation System Arctic Transpor-
6 tation Integrated Action Team for the United States
7 Department of Transportation, there is a significant
8 infrastructure gap in the Arctic in the areas of—

9 (A) navigable waterways, such as waterway
10 coordination with international stakeholders;

11 (B) physical infrastructure, such as infra-
12 structure around Port Clarence and Port of
13 Nome in Alaska to support commercial activity;

14 (C) informational infrastructure, such as
15 up-to-date nautical charts and electronic aids to
16 navigation;

17 (D) MTS Response Services, such as emer-
18 gency response and rescue capabilities; and

19 (E) vessel operations, such as United
20 States icebreaking capabilities.

21 (12) The Arctic offers economic value to the
22 United States through commercial shipping and
23 international trade routes, energy, mining, commer-
24 cial fishing, tourism, and tug and barge operations.
25 The Arctic offers environmental and cultural value

1 through ecological significance, unique wildlife, in-
2 digenous peoples and Alaskan communities, and sci-
3 entific research. The Arctic offers security value to
4 the United States as a way to move United States
5 vessels and forces between the world's oceans, and
6 through other waters. While the United States does
7 not support mandatory tariffs in this region, it does
8 not currently have a way to collect voluntary tariffs
9 for providing assistance to vessels crossing through
10 the Bering Strait or the Arctic Ocean.

11 (13) Reinvesting into infrastructural and envi-
12 ronmental demands with funds collected from inter-
13 national shipping fees will be essential to the long-
14 term viability of the Arctic.

15 (14) Environmental protection of the Arctic
16 takes the form of pollution prevention, clean-up, and
17 accident response.

18 (15) Arctic prevention and clean-up involves all
19 feasible efforts to remove or mitigate pollutants from
20 the environment. Arctic ecosystems are more suscep-
21 tible to biological damage from pollutants than more
22 temperate climates. Existing removable hazards,
23 such as dumped radioactive waste and other toxic
24 substances, must be handled.

1 (16) Arctic pollution prevention takes collective
2 adherence to regulations and best practices. United
3 States leadership on clean practices in the Arctic will
4 be essential in the ecosystem’s sustainability. Provi-
5 sion of bunkering facilities to enable the use of clean
6 LNG fuels for ships will strengthen pollution preven-
7 tion.

8 (17) Environmental response capabilities in the
9 Arctic are weak, sparse, and have only begun to be
10 internationally coordinated. Transportation of oil
11 and gas and maritime traffic is expected to increase
12 significantly in the Arctic, which will increase the
13 risk of accidents. The Arctic region is particularly
14 vulnerable to pollution from oil and gas shipping.
15 Because oil spills in ice are considerably more com-
16 plicated to address than oil spills in open waters, ef-
17 fects of oil spills could remain in the region for peri-
18 ods of 50 years or more. In 2010 the International
19 Maritime Organization passed Guidelines for Ships
20 Operating in Polar Waters, citing, “the need to en-
21 sure that all ship systems both are capable of func-
22 tioning effectively under anticipated operating condi-
23 tions and provide adequate levels of safety in acci-
24 dent and emergency situations”.

1 (18) In June 2014, the Government Account-
2 ability Office (GAO) reported that the Coast Guard
3 was experiencing a gap in its heavy icebreaking ca-
4 pacity and was without a heavy icebreaker from
5 2010 to 2013. Tariffs collected through this system
6 can help United States public and private icebreaker
7 capacity grow, and induce additional private invest-
8 ment in marine safety and services.

9 (19) During the most recent United States
10 Chairmanship of the Arctic Council, May 2017, the
11 Arctic Council’s Protection of the Arctic Marine En-
12 vironment Working Group established an Arctic
13 Shipping Best Practices Information Forum to help
14 serve as a resource hub of information, guidance,
15 and guidelines that aid decision makers involved in
16 Arctic maritime navigation and those affected by
17 maritime operations related to the Polar Code. In-
18 surers of Arctic shipping encouraged this Forum to
19 help bring about safer and more reliable shipping in
20 the Arctic region, and to reduce losses. This Act is
21 in support of the same goals.

22 **SEC. 3. CREATION OF THE U.S. ARCTIC SEAWAY INFRA-**
23 **STRUCTURE DEVELOPMENT CORPORATION.**

24 (a) ESTABLISHMENT.—There is hereby created, sub-
25 ject to the direction and supervision of the Secretary of

1 Transportation, which shall work in conjunction with the
2 Department of State and with the Department in which
3 the Coast Guard is operating, a body corporate to be
4 known as the U.S. Arctic Seaway Infrastructure Develop-
5 ment Corporation (hereinafter referred to as the “Cor-
6 poration”).

7 (b) MANAGEMENT.—

8 (1) ADMINISTRATOR.—The management of the
9 Corporation shall be vested in an Administrator who
10 shall be appointed by the Board of Directors of the
11 Corporation with the approval of the Secretary of
12 Transportation.

13 (2) BOARD OF DIRECTORS.—

14 (A) COMPOSITION.—There is established
15 the Board of Directors of the Corporation
16 (hereinafter referred to as the “Board of Direc-
17 tors”), which shall be composed of 9 members
18 (each serving for a 4-year term or until a new
19 appointee is designated) as follows:

20 (i) The Chair of the Board of Direc-
21 tors shall be appointed and designated by
22 the President of the United States.

23 (ii) The Administrator of the National
24 Oceanic and Atmospheric Administration

1 shall designate 1 senior representative to
2 the Board of Directors.

3 (iii) The Secretary of State shall des-
4 ignate 1 senior representative to the Board
5 of Directors.

6 (iv) The Secretary of Transportation
7 shall designate 1 senior representative to
8 the Board of Directors.

9 (v) The Secretary of the Department
10 in which the Coast Guard is operating
11 shall designate 1 senior representative to
12 the Board of Directors.

13 (vi) The Governor of Alaska shall des-
14 ignate 4 senior representatives to the
15 Board of Directors—

16 (I) 1 of whom shall represent the
17 government of the State of Alaska;

18 (II) 1 of whom shall represent
19 the Alaska business community;

20 (III) 1 of whom shall represent
21 the Alaskan coastal and subsistence
22 communities affected by the Corpora-
23 tion; and

1 (IV) 1 of whom shall be nomi-
2 nated to represent Alaskan maritime
3 labor organizations.

4 (B) MEETINGS.—The Board of Directors
5 shall meet at the call of the Chair, not less
6 often than once every 90 days.

7 (C) FUNCTIONS.—The Board of Directors
8 shall develop a set of policy recommendations
9 regarding the demands for construction of fa-
10 cilities and infrastructure, including the fol-
11 lowing:

12 (i) The establishment of rules of
13 measurement for vessels and cargo and
14 rates of charges or tolls for the services
15 provided by the Corporation.

16 (ii) All other matters which the Board
17 of Directors determines to be relevant.

18 **SEC. 4. FUNCTIONS OF THE U.S. ARCTIC SEAWAY INFRA-**
19 **STRUCTURE DEVELOPMENT CORPORATION.**

20 (a) DEEP WATER PORTS.—The Corporation is au-
21 thorized to work with the United States Army Corps of
22 Engineers, the State of Alaska, and regional port authori-
23 ties, to construct deep water port facilities within the Alas-
24 kan region necessary to manage and facilitate increased
25 marine traffic, including cargo, tugs, commercial fuel bun-

1 kering, and icebreaker vessels. The Corporation shall also
2 maintain a relationship with east and west coast ports
3 serving Arctic trade.

4 (b) PROVISION OF FACILITIES FOR ICEBREAKERS.—

5 The Corporation shall collaborate with the State of Alaska
6 and the United States Coast Guard in the provision of
7 facilities for icebreaker vessels necessary towards the navi-
8 gation of the Bering Sea and Arctic Ocean. United States
9 Coast Guard icebreakers shall be provided facilities on the
10 condition that they are available, concurrent with meeting
11 other Coast Guard missions, to assist in the navigation
12 of the international Northern Sea Route, Transarctic
13 Route, or the Northwest Passage, in cooperation with
14 coastal States along those routes. The Corporation is au-
15 thorized to lease private icebreakers and to cooperate in
16 offering services with icebreakers of other nations.

17 (c) ESTABLISHMENT OF PLACES OF REFUGE AND
18 IMPROVEMENT OF NAVIGATIONAL INFRASTRUCTURE.—

19 The Corporation shall assist, with expertise and financial
20 support, the Coast Guard in its role to determine the loca-
21 tion and, where necessary, construction of places of refuge
22 and points of navigational aid within United States terri-
23 torial waters due to the Arctic's harsh and unpredictable
24 climate. Charts of locations of places of refuge shall be

1 made readily available to all vessels voyaging north of the
2 Bering Strait in the interest of ensuring vessel safety.

3 (d) TIES WITH ARCTIC RESIDENTS.—The Corpora-
4 tion shall establish strong ties with United States resi-
5 dents of the Arctic region, Arctic shippers, and the mari-
6 time insurance industry whose common goal of preventing
7 loss and increasing reliability will assist in building an ap-
8 propriate system to support shipping in the Arctic region.
9 An annual meeting of the Corporation shall be held in the
10 State of Alaska.

11 **SEC. 5. GENERAL POWERS OF THE CORPORATION.**

12 For the purpose of carrying out its functions under
13 this Act, the Corporation—

14 (1) shall have succession in its corporate name;

15 (2) may adopt and use a corporate seal, which
16 shall be judicially noticed;

17 (3) may sue and be sued in its corporate name;

18 (4) may adopt, amend, and repeal bylaws, rules,
19 and regulations governing the manner in which its
20 business may be conducted and the powers vested in
21 it may be exercised;

22 (5) may make and carry out contracts or agree-
23 ments as are necessary or advisable in the conduct
24 of its business;

1 (6) shall be held to be an inhabitant and resi-
2 dent of the third judicial district of the State of
3 Alaska within the meaning of the laws of the United
4 States relating to the venue of civil suits;

5 (7) may appoint and fix compensation, in ac-
6 cordance with the provisions of subpart D of part
7 III of title 5, United States Code, for such officers,
8 attorneys, and employees as may be necessary for
9 the conduct of its business, defining their authority
10 and duties, and delegating to them such powers vest-
11 ed in the Corporation as the Administrator may de-
12 termine;

13 (8) may acquire, by purchase, lease, property,
14 and any interest therein, and may sell, lease, or oth-
15 erwise dispose of such property, as the Adminis-
16 trator deems necessary for the conduct of its busi-
17 ness;

18 (9) shall determine the character and necessity
19 for its obligations and expenditures, and the manner
20 in which they shall be incurred, allowed, and paid,
21 subject to provisions of law specifically applicable to
22 government corporations;

23 (10) may retain toll revenues for purpose of
24 eventual reinvestment in the Corporation or publicly

1 owned seaway infrastructure and preservation of the
2 surrounding ecosystem;

3 (11) may provide services and facilities, at rea-
4 sonable prices, towards the servicing and mainte-
5 nance of the Sea Routes as well as vessels and visi-
6 tors using the Bering Strait and Arctic Ocean
7 Routes;

8 (12) may participate with partner development
9 corporations of Arctic or other nations regarding the
10 ownership and operation of a tolling company, and
11 may lease icebreakers, and enlist and return assets
12 if the United States portion of the revenue from the
13 tolls charged to the users of any services provided
14 under this section is applied solely towards the rein-
15 vestment in infrastructure and preservation of the
16 surrounding ecosystem as specified in paragraph
17 (10); and

18 (13) shall be credited with amounts received
19 from any of the activities authorized under para-
20 graphs (10) and (11).

1 **SEC. 6. BONDS; ISSUANCE; MATURITY; REDEMPTION; IN-**
2 **TEREST; PURCHASE OF OBLIGATIONS BY THE**
3 **SECRETARY OF THE TREASURY.**

4 (a) **IN GENERAL.**—To finance its activities, the Cor-
5 poration may issue revenue bonds payable from corporate
6 revenue to the Secretary of the Treasury.

7 (b) **TOTAL VALUE.**—The total value of all bonds
8 issued as described in subsection (a) shall not exceed a
9 sum that shall be determined by the Secretary of Trans-
10 portation in conjunction with the Secretary of the Treas-
11 ury.

12 (c) **MATURITY DATES.**—Bonds issued as described in
13 subsection (a) shall have maturity dates agreed upon by
14 the Corporation and the Secretary of the Treasury that
15 shall not be in excess of 50 years. The obligations on such
16 bonds may be redeemable at the option of the Corporation
17 before the maturity in such a manner as may be stipulated
18 in such obligations, but the obligations thus redeemed
19 shall not be refinanced by the Corporation.

20 (d) **COORDINATION WITH TITLE 31.**—

21 (1) **AUTHORITY TO USE PROCEEDS FROM SALE**
22 **OF TREASURY SECURITIES.**—For the purpose of pur-
23 chasing obligations of the Corporation, the Secretary
24 of the Treasury may use as a public debt transaction
25 the proceeds from the sale by the Secretary of any
26 securities issued under chapter 31 of title 31, United

1 States Code, and the purposes for which securities
2 may be issued under such chapter are extended to
3 include such purchases.

4 (2) TREATMENT OF TRANSACTIONS.—All pur-
5 chases and sales by the Secretary of the Treasury of
6 obligations issued by the Corporation under this sec-
7 tion shall be treated as public debt transactions of
8 the United States.

9 **SEC. 7. REPORTS.**

10 (a) IN GENERAL.—Not later than 1 year after the
11 outset of corporate activities of the Corporation, the Cor-
12 poration shall submit a special report to Congress regard-
13 ing the success of the Corporation and its general oper-
14 ations.

15 (b) ADDITIONAL REPORTS.—

16 (1) NEW PROPOSALS.—In addition to the re-
17 port described in subsection (a), the Corporation
18 shall submit to Congress a special report whenever
19 there is proposed a new feature, facility, design, or
20 phase of the Corporation involving an estimated
21 value exceeding \$1,000,000, that shall include jus-
22 tification for the new feature, facility, design, or
23 phase.

24 (2) PROGRESS REPORTS.—The Corporation
25 shall submit reports upon the request of the Board

1 of Directors, the President, or Congress regarding
2 progress of the undergoing of the Corporation, in-
3 cluding financial reports regarding expenses or reve-
4 nues, extreme weather patterns in the Arctic region,
5 or reports as determined necessary by Congress.
6 Such reports shall be submitted not later than 180
7 days after the date of the initial request.

8 (3) ENVIRONMENTAL IMPACT REPORTS.—The
9 Board of Directors may direct the Corporation to
10 compile detailed reports regarding the environmental
11 impact of increased marine shipping within the Arc-
12 tic region. Such reports shall be submitted not later
13 than 180 days after the date of the initial request
14 from the Board of Directors.

15 **SEC. 8. THE ROLE OF THE DEPARTMENT OF STATE IN FA-**
16 **CILITATING INTERNATIONAL ENGAGEMENT.**

17 (a) PROMOTING INTERNATIONAL COOPERATION.—
18 The Secretary of State shall undertake a leadership role
19 in engaging in multilateral dialogues with fellow member
20 and observer nations of the Arctic Council with the inten-
21 tion of encouraging cooperation in providing coordinated
22 services for shipping in the Arctic Ocean and its ap-
23 proaches. The Corporation shall encourage synergistic re-
24 lationships with the fellow member and observer nations
25 of the Arctic Council in order to establish fair and reason-

1 able tolls and, where applicable, joint facilities, as de-
2 scribed in section 5.

3 (b) INTERNATIONAL FEES AND TOLLS.—The Cor-
4 poration is hereby authorized and instructed to waive fees
5 and tolls as necessary for international cooperation.

○

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Economic Development Goal. Business Support and Development: A quality of life and financial climate that encourages businesses to stay in Nome, start up, expand or relocate to Nome.

Objective	Strategies	Priority	Lead Department or Agency	Funding Sources
9. Capitalize on the potential for increasing the visitor industry.	Promote Nome's unique history. SS: Diversify Nome's attractions	High	Visitor's Center	City, Private Industry
	Advertise cultural activities that could draw people to Nome.	High	Visitor's Center	City, Private Industry
	Capitalize on the tourism industry by marketing tourist-oriented businesses.	High	Visitor's Center	City, Private Industry
	Write an economic development plan.	Secondary	Planning	City, NEC, Solomon
10. Recruit specific businesses that are necessary for the local economy to be maintained.	Encourage the oil and gas industry to use Nome as a staging area.	High	Port	City, Private Industry
	Market Nome as a health center destination for the region. SS: Huh?	High	NSHC City	NSHC City
	Capitalize on the economic opportunities of offshore activities and developments.	High	Mayor Port	Mayor Port
	Promote the Port as a logistical support area for research vessels.	High	Mayor Port	Mayor Port

SL: Write an Economic Development Plan needs to be higher on the list
KH: Lower port operating costs for near-shore operations by changing the load line boundary and write regulations as necessary to implement safe operating parameters.
 -capitalize on museum/cultural center as convention destination for related topics
SS:-Nome needs workforce housing-NOW!
 -More reason to take lead on forming a Nome or Bering Strait Housing Coalition or a Nome Task Force on Housing. Need to hire grant specialist and planner.
 -Nome needs a Planning department.

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page)
	(Score 1 to 5 by SS) See Crossroads of History...
	SS: NEED DISTRIBUTION PLAN for marketing materials. A DVD and brochures in Nome is not effective. -More outreach to Alaskans(?) less costly for them to get here and are not part of package tour and spend more
3	
3	
3	
?	
	SS: Huh? Market to whom?
	SS: No longer just for oil or research but overall increase traffic. Have spill response teams and materials based here and to REDUCE COST OF SHIPPING TO NOME! Will increase housing -See prior comments on more promotions of smaller local businesses.
4	



Economic Development Goal. Built Environment: A built environment based on standards that sustain long-term economic viability and growth and that promote affordable residential, commercial and industrial development.				
Objective	Strategies	Priority	Lead Department or Agency	Funding Sources
11. Support historical business uses on Front Street. ?	Pursue state funding for a Front Street project similar to Main Street projects.	Secondary	Mayor Administration State	DOT&PF
12. Implement business friendly regulations, taxation and incentives.	Offer property tax abatement and other forms of tax relief as a development incentive.	Secondary	Finance	City
	Develop strategies to encourage property owners of vacant commercial buildings to fill the buildings and to improve appearance of buildings that they are unable to fill.	High	Planning	City
13. Prepare for Offshore Mineral Exploration and Oil and Gas Development.	Develop an Offshore and Recreational Mining Management Plan that considers the impact from additional vessels and services on Port Facilities.	High	DNR Port	DNR Port
	Request funding from the State and Federal governments for Port expansion plans and projects.	High	Admin Port	DNR USCOE NOAA

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page) (Score 1 to 5 by SS)
?	SS: None needs to plan for future development. Will it be on front street or move to North of 6 th ? Need a vision for the future
	This is too expensive without grants and or low interest loans. Hire a planner to seek all funding opportunities to support renovation projects for housing.
?	
5	

SL: We need to revisit the Front Street revitalization issue. Is this something we still want to do with Sea Level rises and the current owners of dilapidated properties there?
 -Some have the strategies in this goal have already been completed.

KH: Hire dedicated planner/grants writer/administrator to write enough grants to cover the cost of this position and beyond.
 -Develop community consensus on overall goal for community growth; i.e. 2030 population goal? 5,000; 10,000; 15,000 how do we get there from here?

SS: #12-Reduce cost of sewer and water expansion/connection to private individuals trying to create additional house.
 -Utilize Community Development Block Grants (CDBG) to improve or expand the built environment.
 -collaborate with Native entities to pursue Indian CDBC, funds (ICDBG)
 -See prior notes about taking the lead on a Housing Coalition or Task Force.

FUNDERS WANT TO SEE PARTNERSHIPS!!!

⊗ **Public Improvements and Services Goal. Community Facilities: A well-planned mix of public and institutional facilities and utilities that meet the health, educational, governmental, and social service needs of all citizens and visitors.**

Objectives	Strategies	Priority	Lead Department or Agency	Funding Sources
15. Implement the Port and Harbor Development Plan.	Aggressively market the port as a deep-water dock and offshore staging area for mineral exploration. SS: for mineral exploration & increase B. Strait Traffic	High	Port DNR Private Industry Mayor	City DNR Private funds State
	Promote the Port as a logistical support network for research vessels.	Secondary	Port ADF&G Private Industry	City ADF&G Federal Private funds
	Support subsistence activities	Secondary	City	City
	Support the oil and gas industry.	Secondary	Port DNR Private Industry	City DNR Private funds
	Continue to build up the Port and Harbor by developing new infrastructure, including industrial area for train and other resource development uses.	Long term	Port State Budget Private Industry	City State Budget Private funds Federal

SS: How? More dock space for small boats?

SL: no notes given.
KH: Calculate level of development necessary to make exploitation of local oil and gas reserves economically viable.
SS: Advocate for subsidized barge and airfreight rates to rural Alaska. This is the one silver bullet that makes housing development. Which increases economic development and increased quality of life.

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page) (score 1to 5 by SS)
5	SS: Adjust purpose of Port, include coast guard and spill response?
	SS: How would this be done?
	More dock space for small boats? More facilities at Belmont Point put in?
?	

ix

Public Improvements and Services Goal. Community Facilities: A well-planned mix of public and institutional facilities and utilities that meet the health, educational, governmental, and social service needs of all citizens and visitors. (Continued)

Objectives	Strategies	Priority	Lead Department or Agency	Funding Sources
	To adjust to			
16. Prepare for climate change.	Develop infrastructure and the marine environment to support less icepack and more shipping through the area. Anticipate the Northwest Passage becoming a major shipping lane. SS: and North East Passage	Long term	City State Budget Federal	City State Budget Private funds Federal
17. Continue to improve the airport.	Work with the State Department of Transportation in planning the airport and implementing the airport master plan.	High	DOT&PF	DOT&PF Federal Highway Admin.
18. Develop renewable (alternative) energy infrastructure. SS: Done and not feasible	Establish a year round waste oil program.	Long term	City Why is this long term?	City
	Construct solar power units.	Long term	NJUS	NJUS
	Continue supporting NJUS wind farm projects. SS: Is this of benefit?	Long term	NJUS	NJUS
	Research geothermal at Pilgrim.	Long term		
	Research tidal power facilities.	Long term	NJUS	NJUS
19. Research annexing property outside the city limits.	Research the cost and benefits of annexing property outside the city limits that are served with NJUS electrical service.	High	Administration Planning NJUS	City, Local Boundary Commission

- SL: Revisit renewable energy development
- KH: Aggressively market Nome's proximity to 10 million oz
- offshore gold reserve to attract up to 10 major offshore operator's
- SS: #19-Annex all areas that now have power, but of reduced tax rates?
- Initiate removal of hazardous materials.

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page)
?	<p>SS: Economic development will change in response to climate change with changes to fish stocks and seasons, as well as increased traffic especially on the was side of the strait over which we have no regulation. Need to advocate for spill response capabilities.</p>
?	
?	
	<p>May need to put more emphasis and seek more grants funding to better insulate and weatherize existing structures.</p>

III X

Public Improvements and Services Goal. Community Facilities: A well-planned mix of public and institutional facilities and utilities that meet the health, educational, governmental, and social service needs of all citizens and visitors. (Continued)

Objectives	Strategies	Priority	Lead Department or Agency	Funding Sources
20. Protect the area water resources and continue to provide high water quality and sanitation services.	Continue monitoring and purchase land to restrict adverse development in the Moonlight Springs watershed.	High	Engineering	City
	Assist NJUS with implementing the master plan. SS: What master plan?	Secondary	Administration Engineering	City
	Purchase baling equipment for the landfill.	Secondary	NJUS	NJUS
	Institute a regional recycling program. SS: Do More! End Plastic Bags	Secondary	City NJUS Kawerak	NJUS City Kawerak
21. Provide public facilities at Middle Beach and West Beach.	Provide a restroom and trash receptacles at Middle Beach and West Beach. SS: And Staff to clean and empty	Secondary	City	City

SL: NJUS Master Plan-Has it been developed?
KH: Support private industry efforts to establish public laundry/restroom/shower facilities
SS: #21-promote porta potty and outdoor shelter for homeless near mini and sanitation building to draw "vagrants" off of front street
 -First, where is middle? And East Beach?

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page)
?	SS: Essential!
?	
?	SS: Can do more and can do better than currently. Advertise and promote much more.
?	Make Middle Beach NOT for motor vehicles. Just one beach without 4-wheelers

II\X

Land Use Goal. Economic Viability: A built environment based on standards that sustain long-term economic viability and growth and that promote affordable residential, commercial, and industrial development. (Continued)

<i>Objectives</i>	<i>Strategies</i>	<i>Priority</i>	<i>Lead Department or Agency</i>	<i>Funding Sources</i>
25. Consider a corridor link to Fairbanks.	Partner with state and federal agencies to explore benefits and cons to communities along potential routes.	Long term	DOT&PF Federal Highway Admin. (FHA) City	Public DOT&PF FHA
	Work with state and federal agencies to research the economic and development feasibility of a road or rail route to Fairbanks.	Long term	DOT&PF Federal Highway Admin. (FHA) City	DOT&PF FHA
	Participate in Northwest Alaska Transportation plans and teams.	Long term	DOT&PF Federal Highway Admin. (FHA) City	DOT&PF FHA

SL: Do we want to keep this?

KH: no notes given

SS: Does this need inclusion? If so... the city needs to remain neutral and seek considerable information and community input.

Score 1 to 5	Suggestions for Improvement (Continue at bottom of page)
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