



# Memo

TO: John Handeland – City Manager  
FROM: Joy L. Baker – Port Director *JLB*  
CC: Mayor & Nome Common Council  
Nome Port Commission  
DATE: 4/11/2019  
RE: Port Fiscal Health Summary

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The following provides a historical summary and current state of affairs of the Port & Harbor, in terms of overall fiscal health and sustainability. (Updated from Feb 2016.)

Following completion of the Causeway construction in 1987, the City began formally operating the Port/Harbor with recorded revenues for fuel/cargo import/export. Operating and labor costs were fairly low, but principal and interest payments on construction loans produced negative net revenues from FY89 to FY94. In FY95, the City reached a 10-year moratorium with NOAA on the CEIP bonds, leaving only the smaller Farmers Home loan payment. This temporary reprieve on the NOAA debt (achieved by the lack of predicted offshore development following Causeway construction), allowed the facility to see modest annual profits that helped to grow the Port Fund Balance for anticipated future capital improvements, maintenance and grant match funds.

Through the 90's, port activity increased on a gradual basis, allowing staffing to remain light with Public Works assisting when needed. This kept operating expenses low, with an occasional capital cost expended to maintain or improve infrastructure. Coordination with the USACE on the port expansion began in FY02 and continued through FY07, and included other harbor infrastructure components which were funded mostly through grants from NSEDC and EDA, but still required a local match. This expansion triggered the first significant layer of increased activity, and while boosting revenues, also elevated operating costs to operate and maintain the additional facilities.

With the Farmers Home loan ending in FY02, and payments to NOAA not resuming until FY09, annual profits continued to be sufficient through this period, allowing the City to provide matching funds for an additional sheet pile dock and floats in the harbor, as well as the City's match to the USACE for replacement of the two federal sheet pile docks, on the south & east sides of the harbor. Through this period, deferred facility maintenance and planning/design for more improvements continued, with a seasonal staff person added in 2009 to help manage the additional traffic.

The number of harbor docking permits rose in the 2010 season as a result of the slight increase in offshore dredges that now equaled the number of fishing vessels. The number of dredges then doubled in 2011, and that figure tripled in the 2012 season. The number of dredges (+support craft) held in the 120-125 range through 2015. Since 2016, the number has averaged around 100, which now includes larger mining barges as a growing element of that fleet, plus fishing vessels/tenders and transient sailboats. As this significant increase in offshore dredges was occurring, the number of larger vessels operating at the Causeway increased as well, generating a backlog of anchored vessels that could frequently take several days to clear. These factors mandated two more staff in 2012, resulting in increased labor costs, but were directly attributable to the surge in vessel traffic.


This additional vessel traffic equated to increased use of uplands storage, which not only required more staff time, but maximized available laydown space and thus prompting the purchase of the 18 acre Thornbush parcel for \$1.2M (paid by the port fund balance). This land purchase, combined with feasibility/design costs and 25%-50% for cost-sharing on grants, put a dent in the fund balance. Therefore, increased operating costs and a dwindling fund balance dictated the need to increase tariff rates to maintain fiscal health.

As noted in the 2013 Northern Economics Tariff Rate Study, in order to meet rising operating costs and future demands for capital improvements plus deferred maintenance costs, a 50% rate increase was recommended, but acknowledged as too drastic in one step. It was therefore recommended that a more gradual approach be taken in the case of high grant funding, with periodic increases every year. This was the path ultimately chosen by the Port Commission and Common Council, with 10% in 2013, followed by 5% in both 2014 and 2015.

In an effort to expand upon the 2013 study, the City contracted with Cordova Consulting for the 2017 Port & Harbor Development Analysis which made recommendations for annual capital replacement fees, cruise ship head tax, CPI adjustments and rising labor costs. To bring the report and graphs current through the 2018 season, Cordova Consulting was asked to update the trends for revenue and expense, as well as the recommendations. Please see attached PowerPoint.

Although the Port's annual operating budgets fluctuate between a surplus and deficit, expenses are paid up front by the General Fund (acting like a central treasury) and reimbursed by the Port as accrued revenues are collected. This means the fund balance is always changing based on the monies owed for expenses, grant matches, capital projects or debt service. Today, the fund balance is approximately \$300K, with potential for a surplus at closing F19. Basically, if the port only had to fund operating expenses and nothing else, it would be able to build sufficient reserves to fund its operations without the General Fund serving as its bank. However, in order to grow the Port and responsibly maintain the infrastructure, it is essential to fund not only operational costs, but to plan for ongoing maintenance, repairs and capital improvements.

Incremental rate increases is the fiscally responsible approach to effectively managing the financial health of the port. As growing traffic demands continue to drive labor costs, there is the NOAA debt service until 2035, infrastructure to maintain, and additional shoreside development necessary to effectively serve the regional and Arctic maritime fleet. This will require a strategic approach to a structured plan that considers gradual rate increases, adjustments for inflation, and perhaps setting aside a percentage of gross receipts each year for capital improvements.



# Nome Port and Harbor Development Analysis

Update to the November 2017 report

March 31, 2019

Prepared by: Cordova Consulting

# Sections

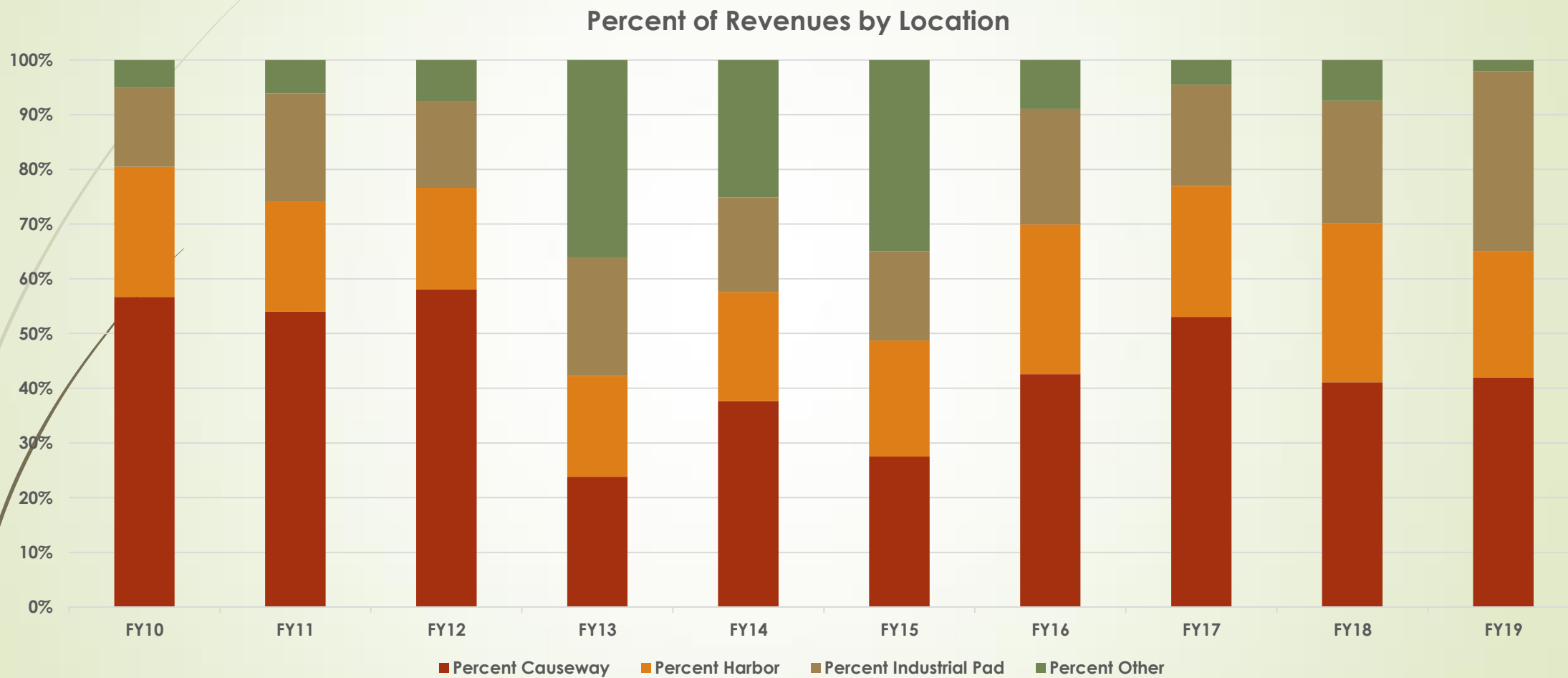
- Revenues
- Expenses
- Operations profit (losses)
- Recommendations

# Revenues

Revenue Category	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Dockage	87,094	75,296	68,249	98,213	106,647	95,942	126,503	162,469	174,162	98,768
Dock permits	46,841	47,747	66,957	117,485	118,167	133,967	119,163	109,447	125,371	75,036
Fuel Whfg	302,304	244,876	375,836	302,944	443,231	319,647	259,306	321,187	364,891	249,080
Cargo Whfg	277,346	280,540	353,312	407,008	374,843	277,249	252,243	232,950	288,245	193,547
Gravel Whfg	231,658	123,020	93,104	60,390	68,341	70,067	75,956	241,752	111,772	63,213
Storage Rental	92,236	135,378	139,270	173,522	246,946	227,463	227,990	246,984	282,836	282,148
Land leases	140,047	153,398	152,046	210,761	250,038	244,472	237,725	238,203	204,620	214,272
Utility Sales	25,721	19,912	15,282	27,840	26,471	16,533	20,288	49,890	31,833	16,358
Misc revenue	25,795	36,877	36,570	511,540	84,944	81,038	144,011	267,872	79,405	48,217
Interest earnings	7,615	7,542	5,873	11,217	7,609	7,311	17,126	21,152	30,474	19,436
STAK PERS reimbursement	11,709	17,268	27,835	28,920	52,126	157,214	28,730	38,133	96,944	0
Total revenues	1,248,365	1,141,853	1,334,332	1,949,839	1,779,364	1,630,903	1,509,042	1,930,039	1,790,553	1,260,073

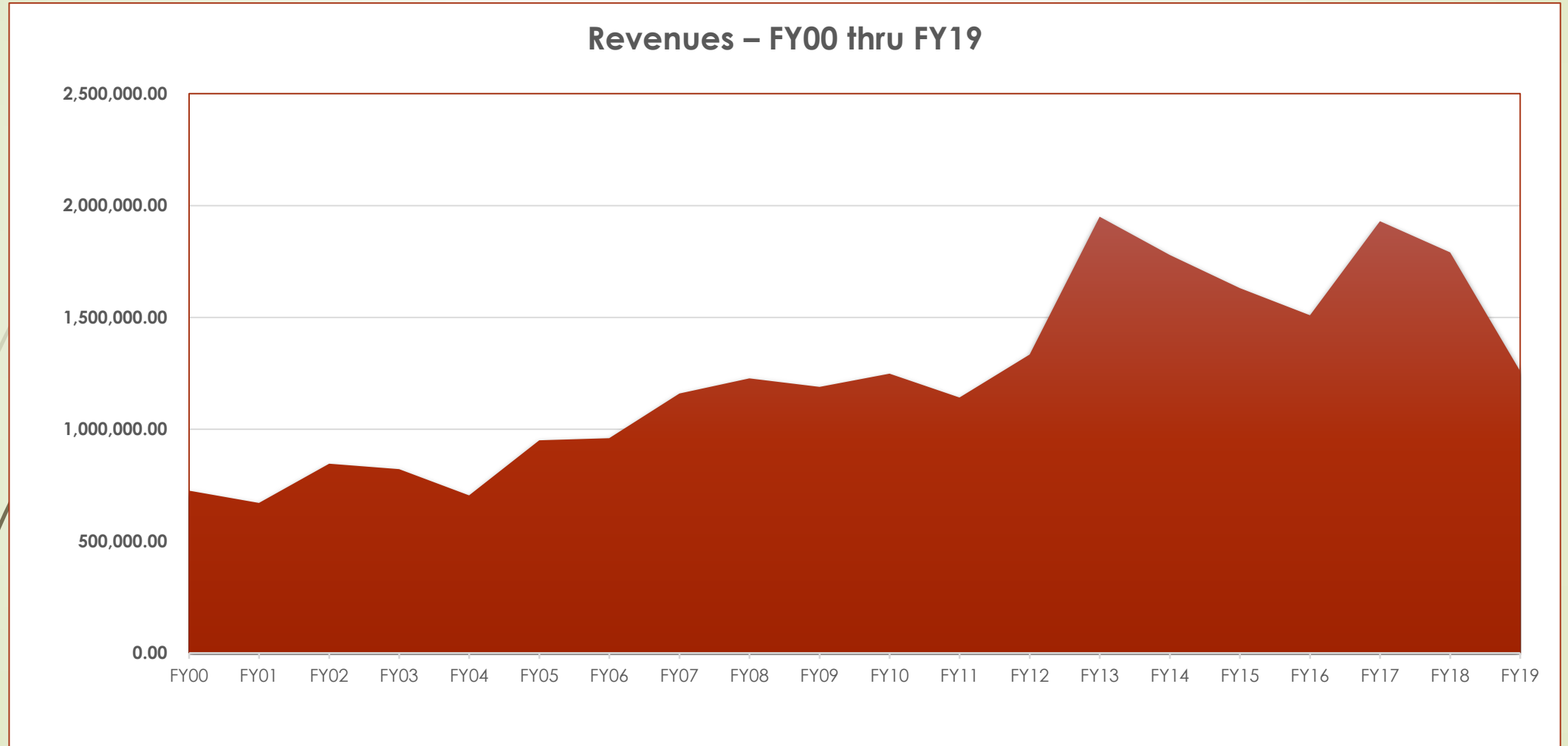
*Note: FY19 is preliminary through 3/31/19*

# Causeway/Harbor/Industrial Park Percentages



Note: FY19 is preliminary through 3/31/19

# Total Revenues - Historical



Note: FY19 is preliminary through 3/31/19

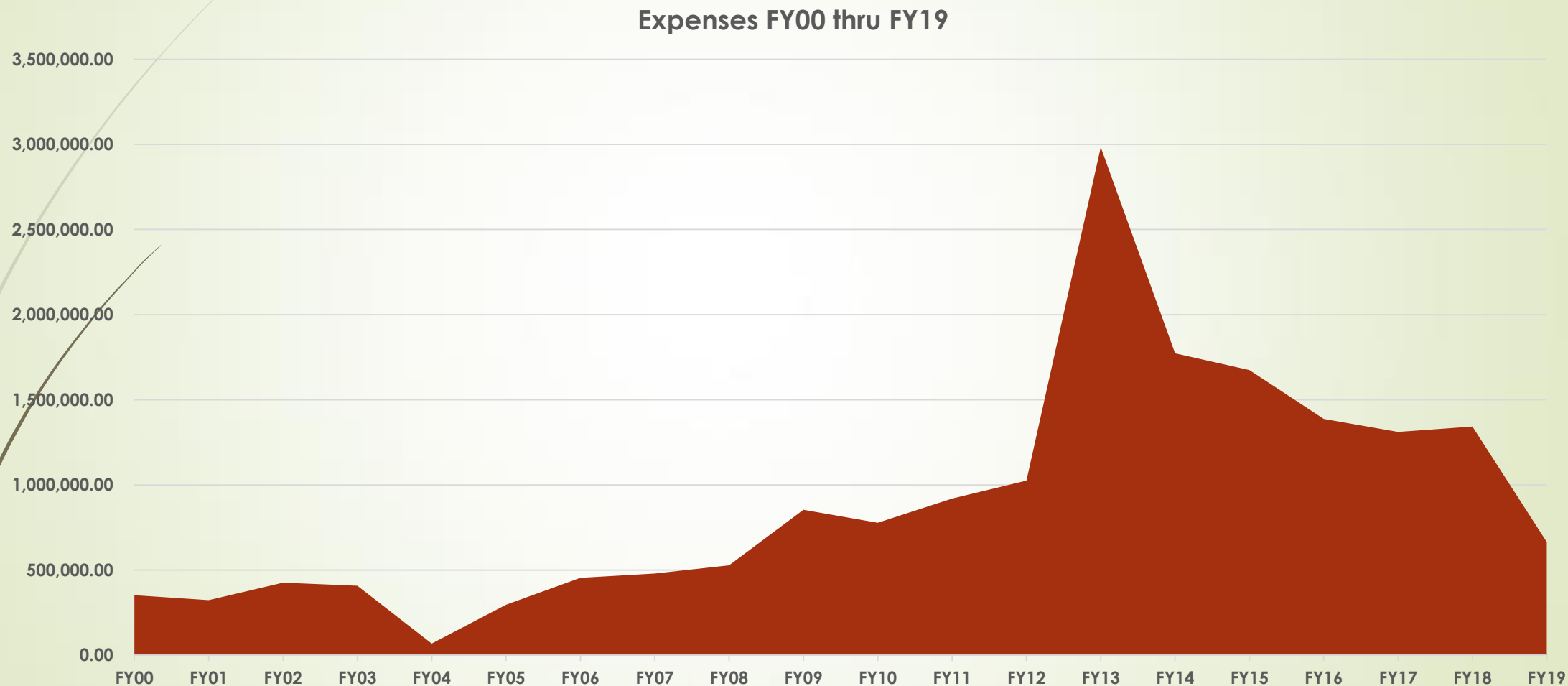
# Expenses

Expense Category	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Labor and benefits	279,443	355,543	416,653	479,776	610,871	697,789	601,089	676,356	663,942	284,013
Utilities	21,451	31,926	24,026	23,750	29,307	33,452	38,349	50,823	50,679	25,470
Supplies	38,501	23,757	52,305	69,847	42,074	42,672	36,582	42,922	31,441	23,267
Insurance	19,100	28,626	28,526	28,624	42,473	43,143	46,329	54,000	53,069	52,951
Professional services	74,767	116,115	144,596	511,551	572,392	327,732	269,423	248,013	263,786	117,612
Repairs and Maintenance	45,260	37,750	22,350	1,574,678	209,283	197,553	161,718	41,989	38,335	24,241
Equipment rental	350	335	585	0	0	0	0	0	0	0
Bad debt expense	(3,787)	(1,905)	(3,127)	90,197	37,595	88,973	3,077	(28,013)	8,745	8,601
Principal/Interest expense	283,812	284,184	151,636	147,612	159,998	164,064	159,526	157,798	149,883	102,280
Other/Misc expense	3,406	23,241	157,629	24,165	34,493	42,201	37,737	34,654	27,482	26,055
Payment in Lieu of Taxes (PILT)	15,479	20,323	30,244	33,268	34,606	37,032	33,947	32,834	55,625	0
Subtotal	777,782	919,894	1,025,422	2,983,467	1,773,091	1,674,610	1,387,776	1,311,376	1,342,988	664,490

*Note: FY19 is preliminary through 3/31/19*

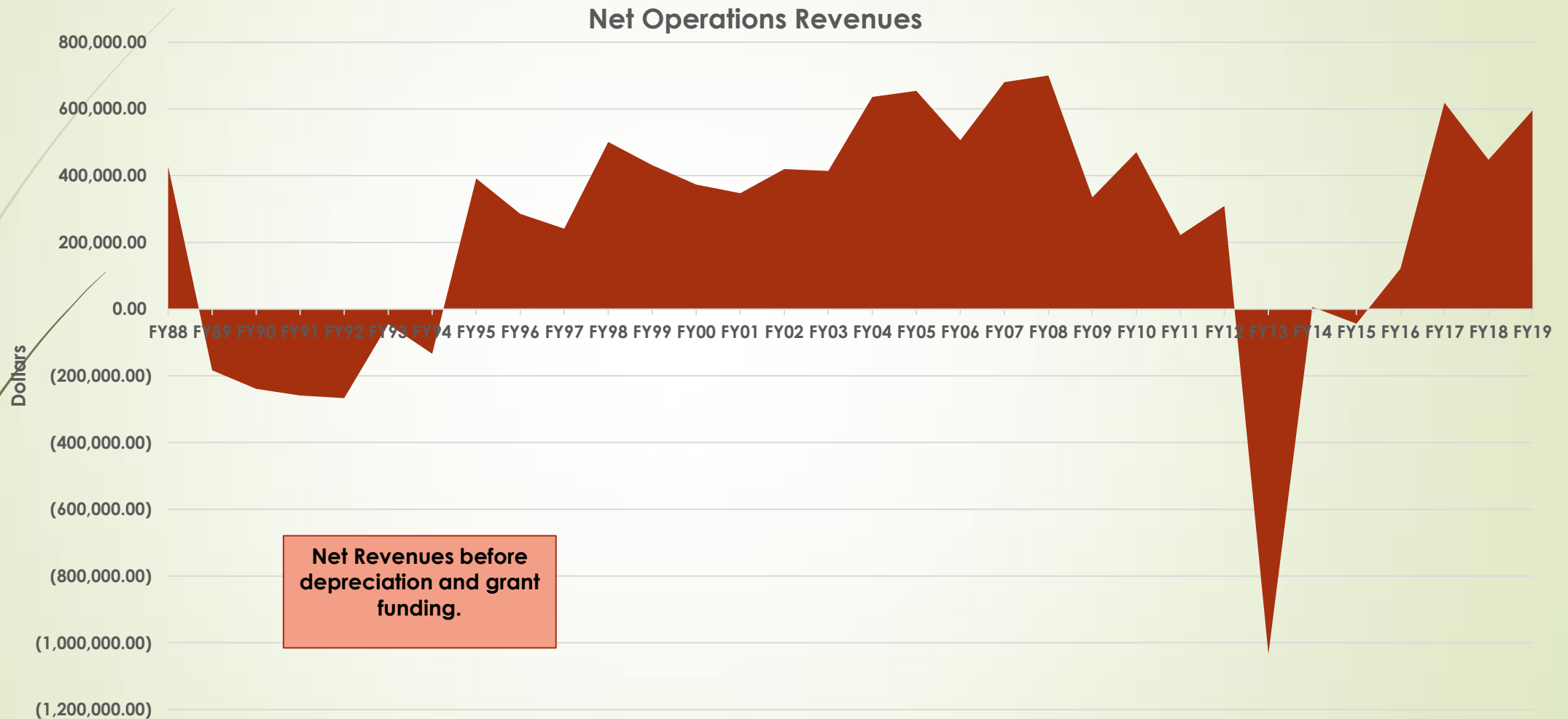


# Total Expenses - Historical



Note: FY19 is preliminary through 3/31/19 (FY13 represents \$1.2 ADOT grant match for Harbor Upgrades.)

# Operations - Profit and Loss Historical



Note: FY19 is preliminary through 3/31/19. (This slide represents operations only, and does not include figures for depreciation expense, capital improvements or grant funding/match expense.)

# A note about depreciation

- Adding depreciation to expenses results in negative net revenues each year
- Typically, taking depreciation allows an entity to save funds for eventual replacement of aging infrastructure.
- Not all infrastructure will require replacement – Causeway for instance.
- Depreciated items that require replacement over time – docks for instance – should consist of funds accumulated over time. (i.e. Saving money to buy a car before the purchase is less expensive than financing.)
- A hybrid depreciation schedule (setting aside a percentage of depreciation value each year) for infrastructure that will need replacing will allow the Port to effectively maintain efficient Port operations.
- Capital replacement user fees is another mechanism for setting aside funds for infrastructure repair and replacement.

# Summary

- Historically, total revenues have generally enjoyed an upward climb, though some high revenue years have been followed by years with less revenue.
- Insurance, utility, and labor expenses continue a steady rise.
- Large repair and maintenance projects require the Port to maintain a cushion to absorb these blows.
- There is presently little to no reserves for capital replacement.
- Adding depreciation to expenses results in negative net revenues.

# Recommendations for Consideration

## ➤ 1. Add capital replacement fee

- The City currently takes depreciation on its infrastructure investment. However, once the infrastructure is fully depreciated, the City would need to borrow funds or receive grants to be in a position to replace these items.
- Consider current and future capital improvement needs. Not all infrastructure will require replacing so an itemized list should be developed with goals toward fund balances.
- These funds would be set aside for the specific purpose of infrastructure replacement.
- Seward charges:

Capital renewal and replacement fee		
Vessels up to 21-ft LOA	5.00	per month
Vessels 22-ft to 44-ft	10.00	per month
Vessels 45-ft to 79-ft	15.00	per month
Vessels 80-ft or greater	20.00	per month

# Recommendations (Continued)

## ➤ 2. **Add Cruise ship passenger fee**

- As global climate change continues to make the Arctic more accessible, the City of Nome can expect to have more passengers visiting the City for brief periods of time. Initiating this fee would allow the City to recoup expenses associated with police, fire, transportation, and other services provided. Doing so now will allow Cruise ship operators to anticipate this charge.
- Seward, Cordova, and Valdez charge \$3.50, \$2.00, and \$1.00 per passenger respectively.

# Recommendations (Continued)

- **3. Change security, line handling, and other harbor staff assist rates to a minimum and a cost-plus structure for more complicated operations**
  - A minimum charge assures ease of billing for most operations. Keep line handling for vessels under 300' at \$700 per visit.
  - For vessels in the Over 300' category, a cost-plus structure allows the City to capture changes in personnel and equipment costs in future years without having to repeatedly revisit the tariff.
  - If time and day of the call puts the Port into overtime or holiday pay status, the rate structure should reflect actual costs plus a premium.

# Recommendations (Continued)

## ➤ 4. Consider increasing upland storage rates.

- This will be particularly important as the Port expands operations and uplands become more scarce and in demand for other activity.

- Homer charges:

Upland storage fishing gear unsecured	0.12sq ft/per month
Upland storage non-fishing gear unsecured	0.17sq ft/per month
Upland storage secured	0.22sq ft/per month

- Seward charges \$0.26 per square foot per month
- Valdez charges \$0.30 per square foot per month



# Recommendations (Continued)

- **5. Allow dockage, wharfage, and storage rates to automatically increase based on Anchorage CPI**

- Regular small increases are going to be much more palatable to the Port's customers and will allow the City to recoup the ever-increasing operations at the Port. Absent Nome Census Area specific information, the Anchorage Consumer Price Index is generally accepted as representing price increases statewide.

- Seward uses the following language in its tariff:

*Automatic Annual Adjustment in Moorage Rates.* All moorage rates shall be adjusted annually so as to be effective as of January 1st, to reflect the five previous published years' average increase in the Consumer Price Index, All Items, 1982-84=100 for all Urban Consumers, Anchorage, Alaska ("CPI") as published by the United States Department of Labor, Bureau of Labor Statistics. Bills sent out prior to January 1st will reflect the upcoming January 1st adjusted rates. (For example, 2017 rates reflect an increase based on the average CPI for 2010-2014).

## NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE AMOUNT		Fiscal Year
<b>ASSET REPAIR/REPLACE/IMPROVE</b>					(red = Port \$)		
1	CSWY BRIDGE FUEL LINE HANGAR & ROLLER REPLACEMENT	Replace corroded hangars/rollers on underside of bridge to allow free-floating movement of fuel line casing when bridge flexes	Seakers received materials in October and completed install in early Nov 2018	COMPLETED NOV 201	PORT FUNDS	\$55K	F19
2	LAUNCH RAMP REPAIR/REPLACE	Remove and replace existing concrete launch ramp in harbor - excavate and stabilize subsurface w/rock-piling-timber	EDA \$1.7M grant applied - await award NSEDG \$300K grant awarded City funds budgeted F19 (Capital)	Bid/construct 2019 - if EDA \$\$ awards	EDA NSEDG City	\$1.7M \$300K \$123K	F20 or F21
3	REPLACE HARBOR SKIFF/TRAILER	Replace old boston whaler that was refurbished from an abandoned vessel - along with failing trailer	Scoping vessel minimums/getting quotes	Potential 2019	PORT FUNDS	\$35K	F20
4	GARCO BUILDING REHAB PROJECT	Demo existing walls/roof, Install new roof/panels, prep interior for insulation install - concrete curb around perimeter	Seeking suitable funding opportunity	UNKNOWN	UNKNOWN	\$900K	
5	ADDITIONAL HARBOR LADDERS	User request for additional ladders to avoid wasting dock space and allow crew to reach top of dock	Purchased/shipped 3 in Aug 2018	will complete June 20	PORT FUNDS	\$31K	F19
	VESSEL SCRAP	Hazmat Cleanup/Demo Cabin/Disposal of 65' tugboat	Haul to monofil by Q for City disposal	COMPLETED OCT	PORT FUNDS	\$15.5K	F18
	BARGE/LAUNCH RAMPS LIGHTING	Purchase/Install poles and buried service for overhead lighting at barge ramp pad, for safety, security and and operational needs	Final work completed in Sept 2018	COMPLETED SEPT 201	PORT FUNDS	\$38K	F19
	HAUL OUT - DEAD MAN	Design/procure/ship/fabricate/install dead man mechanism to serve as anchoring point for equipment in vessel haul-outs	City crews installed in Sept 2018	COMPLETED SEPT 201	PORT FUNDS	\$20K	F19
	IP/THORNBUSH PAD LIGHTING	Install overhead lighting at new TBS pad for safety, security and and operational needs	NJUS has provided estimates for budgeting purposes	UNKNOWN	PORT FUNDS	\$15K	F20
	PURCHASE NEW VEHICLE	Replace oldest of Port & Harbor vehicle fleet (1995)	Awaiting budgetary funds	UNKNOWN	PORT FUNDS	\$35K	

<b>MAINTENANCE</b>							
	HYDROTESTS & CP INSPECT - PORT FUEL LINES	Annual maintenance tests/inspection/maintenance on port fuel lines system to meet compliance/ensure integrity	Hydrotesting Complete CP Work Scheduled	Performed Annually	PORT FUNDS	\$26K	ALL
	CSWY & INNER HARBOR SURVEY/DREDGING	There is a periodic need to survey/dredge the SBH and Snake River ramp approaches to ensure control depth maintained	Evaluate pre & post COE 2018 surveys - determine if shoaling	As needed	PORT FUNDS	\$35K	F20

<b>SEEKING FUNDS</b>							
	SNAKE RIVER MOORAGE AND VESSEL HAULOUT FACILITY	Procure, ship and install floating docks/gangways/anchors/piling - shore protection and uplands development, and -8' dredged basin	seeking design/construction funds	UNKNOWN	UNKNOWN	\$12M \$1M	
	THORNBUSH SITE COMPLETION	Develop remainng 9 of 18 acre parcel for needed uplands space.	seeking construction funds	UNKNOWN	UNKNOWN	\$1M	
	PWRF INCINERATOR - ENGINEERING PHASE	95% design, ROM estimate to develop/permit incinerator and building to be located at landfill (regulated waste disposal)	seeking design funds	UNKNOWN	UNKNOWN	\$120K	

INDICATES COMPLETED PROJECT

## NOME PORT/HARBOR CAPITAL PROJECTS

Fiscal Year	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE	AMOUNT	Fiscal Year
<b>IN FEASIBILITY/DESIGN</b>							
	ARCTIC DEEP DRAFT PORT - MODIFCATION FEASIBILITY STUDY	50/50 Cost-share study w/Corps to move forward with results of the 2015 ADDP Regional Study, under existing and new WRDA authorization supporting regional economic viability justification.	Project Development Team (PDT) doing analysis of economics and other social effects, design costs & benefits	Feasiblity Report Due to Congress March 2018	SOA 17-DC-005 Grant	\$1.6M	F18-20
	ARCTIC DEEP DRAFT PORT - MODIFICATION DESIGN	Design phase resulting from project layout justified in feasibility study report conclusion and authorized by Congress.	Funds being held until completion of study	2020-2021	SOA 19-DC-008 Grant	\$1M	F21-22
	INNER HARBOR DREDGING TO -12.5' MLLW	Deepening inner harbor to minimize number of draft conflicts due to frequency of wind-driven tide set downs	Corps is drafting cost-share partnering agreement for feasibility under CAP 107	2019-2020	SOA 19-DC-008 Grant	\$600K	F20
	PORT RD IMPROVEMENTS w/ALASKA DOT	Cost-share project w/ADOT to widen, resurface Port Rd w/drainage and safety improvements (sidewalks)	PDC Engineers working feasibility/environmental/ROW access	Construction 2021	SOA City Paid City obligated	\$7.1M \$51K \$381K	F20-22

<b>IN PLANNING</b>							
	PORT WASTE RECEPTION FACILITY (PWRF)	Concepts/ROM Costs for buried/surface infrastructure to receive ship's waste materials-assess NJUS WWT capacity & City handling capabilities for accommodating additional marine volumes	Bristol completed feasibility on all wastes Planning wastewater capacity/development	Feasibility done 2018 Wastewater plan 2019	PORT FUNDS	\$40K Unknown	F18 F20
	PORT RD OH LINE BURY	Bury overhead lines crossing Port Rd & WNTF entrances to allow for unobstructed vessel/equipment movement	Obtained estimate from EPS	Unknown	UNKNOWN	\$670K	
		Permitting - engineering - design	Estimate from EPS	Identifying Funds	PORT FUNDS	\$56K	
	OUTER HARBOR DOLPHINS	Design/procure/install large diameter dolphins inside east breakwater in outer harbor for vessel standby.	Evaluating priority before expending design funds	Unknown	UNKNOWN	UNKNOWN	
	CRUISE TENDER FLOATS	Evaluate/conceptualize establishing disembarking floats at ramp in SE corner of harbor for cruise ship tenders to minimize congestion	Evaluating options for in-house float use before new construction	Unknown	UNKNOWN	\$265K/eng. est. \$25K/in-house est	
	SHOWER/LAUNDRY FACILITIES	Design/install shower facilities by SBH floats, extend existing water/sewer from Office & coin-op or credit card mechanism	Awaiting private sector project options recently expressed by resident	Unknown	PRIVATE INDUSTRY	\$800K	
	ELECTRICAL SHORE POWER	Design/install electrical outlets near base of street lights, develop suitable mechanism to charge users to access	Evaluating priority and ROM costs - specifically charging mechanism	Unknown	UNKNOWN	\$35K	
	SHORE-SIDE FUELING	Work w/terminal fuel operators to develop fueling station in SBH, identify most suitable site and preferential access agrmt	ROM/Concept Design Underway with In-house City Engineer	Unknown	PRIVATE INDUSTRY	UNKNOWN	
	WASTE OIL/BILGE PUMPOUT	Pursue as adjacent operation to terminal operator fueling station for potential cost-share (also option as part of Waste Reception Facility)	ROM/Concept Design Underway with In-house City Engineer	Unknown	UNKNOWN	UNKNOWN	

NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	PROJECT SCOPE	CONTRACTOR	COMPLETION	SOURCE	FUNDING AMOUNT	Fiscal Year
CONSTRUCTION COMPLETED							
	HIGH MAST LIGHTS	Design/procure/install 3 phase power and high mast lights at 3 Cswy docks	PND/ASRC/NJUS/BESC	JUNE 2013	DENALI CITY	\$667K \$314K	F12-13
	THORNBUSH PROPERTY SITE	Purchased 21.43 acre parcel from Nome Gold for Port laydown expansion	(3.36 acres sold to SNC/BFI)	SPRING 2013	PORT FUNDS	\$1.2M	F13
	INNER HARBOR HIGH RAMP	Design/bid/construct open cell +8' loading ramp adjacent to launch ramp	PND/PPM/BESC	OCT 2014	SOA GO Grant	\$5.3M	F13-15
	HARBOR REPAIRS/UPGRADES	Repair/replace ladders, install camel fenders & security lighting	PND/PPM/NJUS/BESC	OCT 2014	ADOT-50% CITY-50%	\$1.2M \$1.5M	F12-15
	LULU BARGE REMOVAL	Demo and remove sunken barge from outer harbor	Q TRUCKING/BESC	JUNE 2014	PORT FUNDS	\$305K	F14
	CSWY MIDDLE DOCK	Construct 3rd sheetpile dock on Causeway w/roto ramp	ORION MARINE CONTRACTORS	OCT 2016	NSEDC, EDA/SOA	\$8M	F15-16
	Authorized project Change Order	Extend concrete ramp to minimize erosion loss during storms	ORION MARINE CONTRACTORS	JUNE 2017	SOA Grant		
	SEAWALL EROSION REPAIR	Repair seawall from long term storm erosion - replace missing core rock and armor stone	ORION MARINE CONTRACTORS	JULY 2016	SOA Grant	\$750K	F16
	THORNBUSH SITE DEVELOP.	Developed 9 of 18 acre parcel for needed uplands space.	Q TRUCKING	JUNE 2017	SOA GO & DC-108 GRANTS	\$1.375	F17-18
	SNAKE RIVER DREDGING OF EXPANSION MOORAGE AREA	Additional dredging to -8' MLLW along west bank of Snake River to accommodate light draft anchorage	Q TRUCKING	JUNE 2018			F16-18
	SECURITY CAMERA SYSTEM	Install 24 camera security system in Port/Harbor w/desktop stations, server, software and fiber connections	ARCTIC FIRE & SECURITY NJUS - PK ELECTRIC	MAR 2018	DHS CITY	\$202K \$115K	F18
	CAPE NOME JETTY REPAIR	Repair Jetty from Nov 2011 storm - replace missing core rock and key in armor stone surface layers-remove scattered rock	KNIK CONSTRUCTION	AUG 2018	FEMA ADHS/EM	\$4.05M	F11-19

INDICATES COMPLETED PROJECT

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
DOCKAGE	Dockage up to 200' in length	ft./day	\$ 1.00	\$ 1.10	\$ 1.16	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.25	\$ 1.27	\$ 1.33
	Dockage >200' in length	"	\$ 1.50	\$ 1.65	\$ 1.73	\$ 1.82	\$ 1.82	\$ 1.82	\$ 1.85	\$ 1.85	\$ 1.91	\$ 1.94	\$ 2.04
	Anchorage-Outer Harbor	"	\$ 0.50	\$ 0.55	\$ 0.58	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.63	\$ 0.64	\$ 0.67
	Harbor Dock Permit - Daily	day	<i>deleted</i>						(some rate rounding)				
	Harbor Dock Permit - Weekly	week											
	32' and under	"	\$ 75.00	\$ 82.50	\$ 86.625	\$ 90.960	\$ 90.960	\$ 90.960	\$ 91.00	\$ 91.00	\$ 93.73	\$ 95.55	\$ 100.10
	over 32' to 52'	"	40%**	40%**	40%	40%	40%	40%	40%	40%	40%	40%	40%
	over 52' to 72'	"	55%**	55%**	55%	55%	55%	55%	55%	55%	55%	55%	55%
	over 72' to 92'	"				65%	65%	65%	65%	65%	65%	65%	65%
	over 92' to 125'	"				75%	75%	75%	75%	75%	75%	75%	75%
	over 125' to 175'	"								85%	85%	85%	85%
	over 175'	"								90%	90%	90%	90%
	Harbor Dock Permit - Month	month											
	32' and under	"	\$ 225.00	\$ 247.50	\$ 259.875	\$ 272.870	\$ 272.870	\$ 272.870	\$ 273.00	\$ 273.00	\$ 281.19	\$ 286.65	\$ 300.30
	over 32' to 52'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 52' to 72'	"	35%**	35%**	35%	35%	35%	35%	35%	35%	35%	35%	35%
	over 72' to 92'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 92' to 125'	"				55%	55%	55%	55%	55%	55%	55%	55%
	over 125' to 175'	"								65%	65%	65%	65%
	over 175'	"								75%	75%	75%	75%
	Harbor Dock Permit - Season	season											
	32 and under	"	\$ 650.00	\$ 715.00	\$ 750.75	\$ 788.29	\$ 788.29	\$ 788.29	\$ 789.00	\$ 789.00	\$ 812.67	\$ 828.45	\$ 867.90
	over 32' to 52'	"	15%**	15%**	15%	15%	15%	15%	15%	15%	15%	15%	15%
	over 52' to 72'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 72' to 92'	"				35%	35%	35%	35%	35%	35%	35%	35%
	over 92' to 125'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 125' to 175'	"								55%	55%	55%	55%
	over 175'	"								65%	65%	65%	65%
	**Note - percentages are calculated on daily dockage rate and vessel length												
	Causeway Dock Permit - Daily	day								Calc on daily rate			
	under 200'	"								75%	75%	75%	75%
	over 200'	"								85%	85%	85%	85%
	Causeway Dock Permit - Monthly	month											
	under 200'	"								65%	65%	65%	65%
	over 200'	"								75%	75%	75%	75%
	Causeway Dock Permit - Season	season											
	under 200'	"								55%	55%	55%	55%
	over 200'	"								65%	65%	65%	65%

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
WHARFAGE	Fuel - IN	per gal	\$ 0.03	\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Fuel - OUT	"	\$ 0.02	\$ 0.022	\$ 0.022	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.024	\$ 0.024	\$ 0.025
	Fuel - O/S	"	\$ 0.01	\$ 0.011	\$ 0.011	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.013	\$ 0.013
	Inter-Facility Transfer	"		\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Cargo - IN/OUT	per ton	\$ 10.00	\$ 11.00	\$ 11.00	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.90	\$ 12.13	\$ 12.71
	Cargo - THRU/OS	"	\$ 5.00	\$ 5.50	\$ 5.50	\$ 5.78	\$ 5.78	\$ 5.78	\$ 5.80	\$ 5.80	\$ 5.97	\$ 6.09	\$ 6.38
	Inter-Facility Transfer	"		\$ 8.25	\$ 8.25	\$ 8.66	\$ 8.66	\$ 8.66	\$ 8.70	\$ 8.70	\$ 8.96	\$ 9.14	\$ 9.57
	2000 Tons or under per barge load	"	\$ 2.10	\$ 2.31	\$ 2.426	\$ 2.550	\$ 2.550	\$ 2.550	\$ 2.55	\$ 2.55	\$ 2.63	\$ 2.68	\$ 2.81
	Gravel >2000 tons/load	"	\$ 1.60	\$ 1.76	\$ 1.848	\$ 1.940	\$ 1.940	\$ 1.940	\$ 1.95	\$ 1.95	\$ 2.01	\$ 2.05	\$ 2.15
	Gravel >40,000 tons/proj.	"	\$ 1.35	\$ 1.49	\$ 1.565	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.65	\$ 1.65	\$ 1.70	\$ 1.73	\$ 1.82
	Project Cargo >2000 tons	"	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*
<i>*Note - percentage calculated against full published rate based on direction of cargo</i>									(some rate rounding)				
STORAGE	Storage - Causeway	sq.ft./wk	\$ 0.05	\$ 0.07	\$ 0.074	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.082	\$ 0.084	\$ 0.088
	Storage - Harbor East of Snake	"											
	Storage - Harbor West of Snake	"											
	Storage - Harbor (all except Cswy)	"	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	Secured storage (pallets or parcels)	day							\$ 18.00	\$ 18.00	\$ 18.54	\$ 18.90	\$ 19.80
	Summer Idle Vessel - all lengths	season	\$ 400.00	deleted									
	Summer Idle Vessel - 32' and under	"		\$ 440.00	\$ 400.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 432.60	\$ 441.00	\$ 462.00
	Summer Idle Vessel - over 32' to 42'							\$ 630.00	\$ 630.00	\$ 630.00	\$ 648.90	\$ 661.50	\$ 693.00
	Summer Idle Vessel - over 42' to 52'	"		\$ 770.00	\$ 800.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 865.20	\$ 882.00	\$ 924.00
	Summer Idle Vessel - over 52' to 62'							\$ 1,260.00	\$ 1,260.00	\$ 1,260.00	\$ 1,297.80	\$ 1,323.00	\$ 1,386.00
	Summer Idle Vessel - over 62' to 72'	"		\$ 1,100.00	\$ 1,600.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,730.40	\$ 1,764.00	\$ 1,848.00
	Summer Idle Vessel - over 72' to 92'				\$ 2,200.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,379.30	\$ 2,425.50	\$ 2,541.00
	Summer Idle Vessel - over 92' to 125'				\$ 3,300.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,568.95	\$ 3,638.25	\$ 3,811.50
	Summer Idle Vessel - over 125' to 175'									\$ 5,545.00	\$ 5,711.35	\$ 5,822.25	\$ 6,099.50
	Summer Idle Vessel - over 175'									\$ 8,595.00	\$ 8,852.85	\$ 9,024.75	\$ 9,454.50
	Summer IV at Waterline	"	deleted										
	Winter Idle Vessel - all lengths	season											
	Winter Idle Vessel - under 25'	"	\$ 400.00	deleted									
	Winter Idle Vessel - over 25'	"	\$ 700.00	deleted									
	Winter Idle Vessel - 32' and under	"		\$ 550.00	\$ 500.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 540.75	\$ 551.25	\$ 577.50
	Winter Idle Vessel - over 32' to 42'							\$ 787.50	\$ 788.00	\$ 788.00	\$ 811.64	\$ 827.40	\$ 866.80
	Winter Idle Vessel - over 42' to 52'	"		\$ 880.00	\$ 1,000.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,081.50	\$ 1,102.50	\$ 1,155.00
	Winter idle Vessel - over 52' to 62'							\$ 1,575.00	\$ 1,575.00	\$ 1,575.00	\$ 1,622.25	\$ 1,653.75	\$ 1,732.50
	Winter Idle Vessel - over 62' to 72'	"		\$ 1,320.00	\$ 2,000.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,163.00	\$ 2,205.00	\$ 2,310.00
	Winter Idle Vessel - over 72' to 92'				\$ 2,800.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 3,028.20	\$ 3,087.00	\$ 3,234.00
	Winter Idle Vessel - over 92' to 125'				\$ 4,500.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,866.75	\$ 4,961.25	\$ 5,197.50
	Winter Idle Vessel - over 125' to 175									\$ 7,560.00	\$ 7,786.80	\$ 7,938.00	\$ 8,316.00
	Winter Idle Vessel - over 175'									\$ 11,720.00	\$ 12,071.60	\$ 12,306.00	\$ 12,892.00
	Winter IV at Waterline	"	deleted										
									(some rate rounding)				

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
AMENITIES	Line Handling (300' and over)	per visit	\$ 850.00	\$ 935.00	\$ 981.75	\$ 1,030.84	\$ 1,030.84	\$ 1,030.84	\$ 1,400.00	\$ 1,400.00	\$ 1,442.00	\$ 1,470.00	\$ 1,540.00
	Line Handling (up to 300')	per visit							\$ 700.00	\$ 700.00	\$ 721.00	\$ 735.00	\$ 770.00
	Unregulated Waste	per load	\$ 350.00	\$ 385.00	\$ 404.25	\$ 424.46	\$ 424.46	\$ 424.46	\$ 425.00	\$ 425.00	\$ 437.75	\$ 446.25	\$ 467.50
	Unregulated Waste - additional	per load											
	Regulated Waste	"	\$ 2,000.00	\$ 2,200.00	deleted								
	H2O - any quantity (harbor only)	per gal											
	H2O Flat Rate	1000 gal	\$ 150.00	\$ 165.00	\$ 173.25	\$ 181.91	\$ 181.91	\$ 181.91	\$ 182.00	\$ 182.00	\$ 187.46	\$ 191.10	\$ 200.20
	H2O 1001-9999	per gal	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	H2O 10K and over	"	\$ 0.03	\$ 0.033	\$ 0.035	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.041	\$ 0.042	\$ 0.044
	Garbage	per visit	\$ 35.00	\$ 38.50	\$ 40.425	\$ 42.450	\$ 42.450	\$ 42.450	\$ 43.000	\$ 43.000	\$ 44.29	\$ 45.15	\$ 47.30
	Security Fee	per 12 hrs	\$ 1,500.00	\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	Waste Oil	per 55 gal	\$ 1,950.00	\$ 2,145.00	\$ 2,252.25	\$ 2,364.86	\$ 2,364.86	\$ 2,364.86	\$ 2,365.00	\$ 2,365.00	\$ 2,435.95	\$ 2,483.25	\$ 2,601.50
	E-Call Stand by	per call	\$ 2,500.00	deleted									
	E-Call Stand by - flat rate	First hour		\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	E-Call Stand by - addt'l hrs	per hour		\$ 1,100.00	\$ 1,155.00	\$ 1,212.75	\$ 1,212.75	\$ 1,212.75	\$ 1,213.00	\$ 1,213.00	\$ 1,249.39	\$ 1,273.65	\$ 1,334.30
	Labor Charges -- Reg/Straight Time	per hour				\$ 103.27	\$ 103.27	\$ 103.27	\$ 104.00	\$ 104.00	\$ 103.27	\$ 103.27	\$ 103.27
	Over-time	per hour				\$ 160.04	\$ 160.04	\$ 160.04	\$ 161.00	\$ 161.00	\$ 160.04	\$ 160.04	\$ 160.04
	Double Time	per hour				\$ 213.40	\$ 213.40	\$ 213.40	deleted				
	Holiday time	per hour				\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00
	After Hours Call Out	per hour	\$ 145.00	\$ 159.50	\$ 167.475	\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Stand By	per hour				\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Trailer Parking Fee	ft./season	\$ 3.50	\$ 4.68	\$ 4.914	\$ 5.160	deleted						
	Smart Ash Burning	per hour		\$ 110.00	\$ 115.50	\$ 121.28	\$ 121.28	\$ 121.28	\$ 122.00	\$ 122.00	\$ 125.66	\$ 128.10	\$ 134.20
	Gangway Rental	per day		\$ 137.50	\$ 144.38	\$ 151.59	\$ 151.59	\$ 151.59	\$ 152.00	\$ 152.00	\$ 156.56	\$ 159.60	\$ 167.20
	Guardian Assist AFTER HOURS	Flat Rate	\$ 750.00	\$ 825.00	\$ 866.25	\$ 909.56	\$ 909.56	\$ 909.56	\$ 910.00	\$ 910.00	\$ 937.30	\$ 955.50	\$ 1,001.00
	Guardian Assist REGULAR HOURS	"	\$ 220.00	\$ 242.00	\$ 254.10	\$ 266.81	\$ 266.81	\$ 266.81	\$ 267.00	\$ 267.00	\$ 275.01	\$ 280.35	\$ 293.70
	Guardian Assist Fuel	per hour	\$ 55.00	\$ 60.50	\$ 63.525	\$ 18.750	\$ 18.750	\$ 18.750	\$ 19.000	\$ 19.000	\$ 19.57	\$ 19.95	\$ 20.90
	Guardian Assist Labor					see labor chgs	see labor chgs	see labor chgs	see labor chgs				
	Harbor Skiff Assist	"	\$ 25.00	\$ 27.50	\$ 28.875	\$ 30.320	\$ 30.320	\$ 30.320	\$ 31.000	\$ 31.000	\$ 31.93	\$ 32.55	\$ 34.10
	Film License Application Fee	season		\$ 150.00	\$ 157.50	\$ 165.34	\$ 165.34	\$ 300.00	\$ 300.00	\$ 300.00	\$ 309.00	\$ 315.00	\$ 330.00
	Author's Notes:								(some rate rounding)	Rates set by Finance			
	1. Tariff #3 should be verified from hard files												
	2.Tariffs #1 and #2 hardfiles to be located for inclusion.												