

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

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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, NOVEMBER 21, 2019 @ 5:30/6:30 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30PM:

Discussion regarding updated maintenance/repair/replacement projects for prioritization

REGULAR MEETING – 6:30PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 19-09-19 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 19-09-18 Arleigh Burke Destroyer Most Viable Option for Navy Arctic – USNI
 - 19-09-19 Thank You From Senator Wicker
 - 19-09-26 Dept. of Commerce/EDA Funding Award – Ramp Replacement
 - 19-10-08 Climate change hits some Bering Sea fisheries harder – Arctic Today
 - 19-10-21 Maritime Executive Article - US Arctic Vessel Traffic
 - 19-10-25 City Manager to EDA – Grant Award Inner Harbor Launch Ramp
 - 19-10-30 Proposed DOD Arctic Regional Center - Homeland Preparedness News
 - 19-11-13 S. Murkowski Proposes Arctic Shipping Federal Advisory Committee
- VI. COMMISSIONER UPDATES**
- VII. HARBORMASTER REPORT**
 - Update on Operations, Repair & Maintenance
 - Agenda/debrief from AAHPA Conference in Juneau
 - Wrap up of seasonal operations
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 19-10-09 Port Director/Projects Status Report
 - ADAC IoNS RFP – Fugro/PON Proposal
 - 19-11-18 Port Director/Projects Status Report
- IX. OLD BUSINESS**
 - Fiscal Plan to Fund Major Asset Repair/Replacement & Capital Improvements for Recommendation to Council
 - Draft F19 Port Ops & Capital Budget @ 06/30/19
 - Draft F20 Port Ops & Capital Budget @ 10/14/19
- X. NEW BUSINESS**
 - Prioritization of Maintenance/Repair/Replacement Projects
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - December 19, 2019 - 5:30pm
- XIV. ADJOURNMENT**

NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE AMOUNT		Fiscal Year
ASSET REPAIR/REPLACE/IMPROVE					(red = Port \$)		
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 - AWARDED!!! NSEDG \$300K grant awarded City funds budgeted F19 (Capital)	RFP eng. Nov 2019 Bid/construct 2020	EDA NSEDG City	\$1.7M \$300K \$123K	F20-21
3	REPLACE HARBOR SKIFF/TRAILER	Replace old boston whaler that was refurbished from an abandoned vessel - along with failing trailer	Awaiting PO approval of budgeted funds	Spring 2020	PORT FUNDS	\$42K	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	
	REPLACE OLD SHIP GANGWAY	Replace old gangway with longer and wider unit (material speculation)	determine specs/draft RFQ	UNKNOWN	PORT FUNDS	UNKNOWN	
	PURCHASE NEW VEHICLE	Replace 2002 Port & Harbor vehicle transitioned to PWR	Seek \$ in Jan 2020 budget amendment	2020	PORT FUNDS	\$25K	F20-21
	IP/THORNBUSH PAD LIGHTING	Install lighting fixtures at existing poles north of Thornbush pad	NJUS purchasing fixtures	2020	PORT FUNDS	\$5K	F20
	REPLACE ANODES AT BOTH THE CITY-WG DOCKS (FIX FISH DOCK)	Remove and replace anodes on both docks to minimize metal loss	develop scope/draft RFQ for early 2020	2020	PORT FUNDS	UNKNOWN	F21
	REPLACE FENDER AT FISH DOCK	Replace failed fender pile at wye 12-13 (requires crane for installation)	seeking cost estimate for materials	UNKNOWN	PORT FUNDS	UNKNOWN	

MAINTENANCE							
	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
5	INSTALL HARBOR LADDERS	Installation of new ladders/purchase necessary hardware	Purchased/shipped 3 in Aug 2018 Order hardware/install June 2020	Install 2020	PORT FUNDS	\$31K \$750	F20
	PND RECOMMENDED FISH DOCK & FLOATING DOCK REPAIRS	Replace galvanized steel bolt/washer/nut on Fish Dock fender cell 3 Secure exposed bolt on east side of west floating dock Adjust east float gangway aluminum bearing plate while out for winter	Crews assessing work/materials	Fall/winter 2019/20	PORT FUNDS	minimal	F20
	REPAIR BULLRAIL CRACKING	Locate pipe rail-cut damaged sections and well new pipe to sheetpile	Crews to assess work/materials	2020	PORT FUNDS	UNKNOWN	F21
	REPLACE TIMBERS HIGH RAMP	Replace damaged timber bull rail in the next few years	seeking material cost estimates	2020-21	PORT FUNDS	UNKNOWN	F21
	REPAIR HIGH RAMP DOLPHIN BOLTS	Locate pipe rail-cut damaged sections and well new pipe to sheetpile	Crews assessing work/materials	During ramp project	PORT FUNDS	UNKNOWN	F21

NOME PORT/HARBOR CAPITAL PROJECTS

Fiscal Year	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE	AMOUNT	Fiscal Year
IN FEASIBILITY/DESIGN							
	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/new WRDA authorizations.	Project Development Team (PDT) doing economics analysis on various designs	Report Due to Congress Aug 2020	SOA 17-DC-005 Grant	\$1.6M	F18-21
	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 for design phase	2020-2022	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 drafting cost-share partnering agreement for feasibility study (CAP107)	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

IN PLANNING							
	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	Bristol completed feasibility on all wastes Planning wastewater development	Feasibility plan 2018 Wastewater 2020	PORT FUNDS	\$40K Unknown	F18 ---
	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	

SEEKING FUNDS							
	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	Submitted BUILD grant for design and construction funding (awards Dec 2019)	2020-2021	USDOT Grant City	\$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	

NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	PROJECT SCOPE	CONTRACTOR	COMPLETION	FUNDING		Fiscal Year
					SOURCE	AMOUNT	
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
	<i>Authorized project Change Order</i>	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
	VESSEL SCRAP	Hazmat Cleanup/Demo Cabin/Disposal of 65' tugboat	BESC/CITY CREWS/Q TRUCKING	OCT 2017	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	NJUS/PK ELECTRIC	SEPT 2018	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	PND/CITY CREW/NJUS WELDER	SEPT 2018	PORT FUNDS	\$20K	F19
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	NOV 2018	PORT FUNDS	\$55K	F19
	WESTGOLD DOCK EMERGENCY REPAIR - SHEETPILE/TAIWALL	Remove/replace sheetpile and tail wall at cells 5/6 to restore the integrity of the dockface at this location. (tailwall separated from wye)	STG/PND/Q TRUCKING	SEPT 2019	PORT FUNDS	\$1.46M	F19-20
INDICATES COMPLETED PROJECT							



Port of Nome

Port Facilities Inspection Reports 2019



Prepared by:

PND Engineers, Inc.
1506 West 36th Avenue
Anchorage, AK 99503

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- Causeway Revetment and East Breakwater
- Causeway Bridge Abutments

APPENDIX A:

Port Facilities Design \ As-Built Drawings

Executive Summary

PND Engineers Inc. (PND) performed Nome Port Facilities inspections at the Port of Nome in June 2019. This investigation included above water inspection, ultrasonic thickness (UT) measurements, structure to seawater corrosion potential (CP) measurements, and mudline elevation measurements. PND provided inspection for the following waterfront facilities:

1. West Gold Dock
2. City Dock
3. Middle Dock
4. Fish Dock
5. Low Dock
6. High Ramp
7. Floats and Gangway at Small Boat Harbor
8. Nome Barge Ramp
9. Nome Seawall Revetment
10. Causeway Revetment and East Breakwater
11. Nome Causeway Bridge Abutments

Above water investigation included inspection of finish grade/surfacing, bollards, cleats, ladders, face beams and fenders for all port facilities listed above for deficiencies which may affect normal operations. Any deficiencies observed were recorded and analyzed with a recommendation provided in this report.

Mudline elevation measurements, Cathodic Protection (CP) measurements, and Ultrasonic Thickness measurements (UT) were recorded for Facilities 1 through 6. Mudline elevation measurements were made using a Drop-Tape Measuring Device and recorded to observe current scour profiles. CP measurements were taken to observe the effectiveness of the cathodic protection systems to mitigate corrosion. These measurements were taken with a Cathodic Protection Measuring Device at various elevations below the waterline. UT measurements were taken to observe current sheet pile thickness which may have been lessened due to corrosion. These measurements were taken with an Ultrasonic Thickness Measuring device and recorded for present evaluation as well as for use in future inspections. A summary of the above observed measurements for Waterfront Facilities 1 through 6 are provided in this report.

The table below summarizes the notable immediate and short term recommended repairs upon inspection of the Nome Port Facilities. Each deficiency noted has been categorized based on urgency as;

- Immediate Action Needed (1-3 months)
- Short Term Action Needed (1-2 years)

Note: Recommendations in this table are general and may exclude full repair details, refer to each facility's inspection report for complete repair recommendations.

Urgency	Facility	Deficiency	Recommendation
Immediate	West Gold Dock	Crack in Wye 5-6.	Repair as per West Gold Dock Emergency Repairs provided by PND.
Short Term	West Gold Dock	Pitting and corrosion of the steel sheets in the splash zone.	Continue to monitor during future inspections.
		2.5' long vertical crack on Cell 4.	Drill a 2" diameter hole at bottom of crack and weld a steel plate across crack.
	City Dock	Anodes have passed their useful life.	Install additional anodes at regular intervals.
	Fish Dock	Fender completely missing near Wye 3-4.	Replace fender.
		Fender south connection bolt on Cell 3 completely sheared.	Replace galvanized steel bolt, washer, and nut.
	Floats and Gangway at Small Boat Harbor	Exposed bolt on east side of West Floating Dock.	Secure bolt.
		East Float Gangway U.H.M.W. skid guides no longer on bearing plates.	Adjust aluminum bearing plate next winter cycle when floats are removed.
	Nome Barge Ramp	Settlement and wear of concrete panels above and below MLLW.	PND is aware the City is procuring funding for a replacement project. No immediate action required.

The table below summarizes the recommendations based on the Cathodic Protection (CP) and ultrasonic thickness (UT) measurements obtained during the inspection of the Nome Port Facilities. See each facility's full corrosion protection recommendation in the corresponding inspection reports provided for more detail.

Facility	CP Condition	Recommended CP Replacement ¹	Estimated Life (w/o CP Maint.) ²	Recommended Inspection Cycle
West Gold Dock	Poor	0 years	10 – 15 years	4 years
City Dock	Poor	0 years	5 – 10 years	4 years
Middle Dock	Excellent	10 – 15 years	20 years	4 years
Fish Dock	Fair	5 – 10 years	10 – 15 years	4 years
Low Dock	Excellent	10 – 15 years	20 years	4 years
High Ramp	Excellent	10 – 15 years	20 years	4 years

1. Approximate time to end of CP useful life. For use in budget planning for future City maintenance expenses.
2. Approximate time to negative effects from corrosion if CP is not replaced at end of useful life.

Nome Port Facilities Map



Floats and Gangways

High Ramp

Barge Ramp

Low Dock

Fish Dock

Causeway Bridge

Causeway Revetment

West Gold Dock

Middle Dock

City Dock

East Breakwater

Seawall Revetment

West Gold Dock

2019 West Gold Dock Inspection

General

West Gold Dock is a 30-year-old OPEN CELL SHEET PILE™ (OCSP) type dock constructed in 1989. Designed by PND, eight (8) cells comprised of typically 3/8-inch thick 50-foot long used PS28 steel sheet piles make up the structure. Cells are connected to the tail walls by wyes which span approximately 57.5-feet from the face of the dock, secured by an HP14x89 anchor pile. The cells were filled with 6-inch minus gravel fill with the top twelve (12) inches consisting of 3-inch minus gravel fill. Seabed design depth is -22' MLLW with a maximum seabed dredge depth of -29' MLLW.

During the 2007 City of Nome Harbor Improvements, six (6) new 24-inch rubber fenders and a 3-inch diameter bull rail were installed along with additional anodes.

Upon completion of construction, the West Gold Dock was estimated to be able to withstand axle loads of over 60 tons and uniform loads of up to 2,000 psf. However, loads close to the dock face were limited to 1,000 psf uniform.

Inspection History

The last known inspection of this facility was performed by PND in 2001. The report noted the heavy sheet pile damage in Cell #8 and recommended that additional anodes be installed particularly around the armor slopes on Cell #1 and Cell #8 where wave action and sediment abrasion likely increase corrosion rates.

Inspection Findings

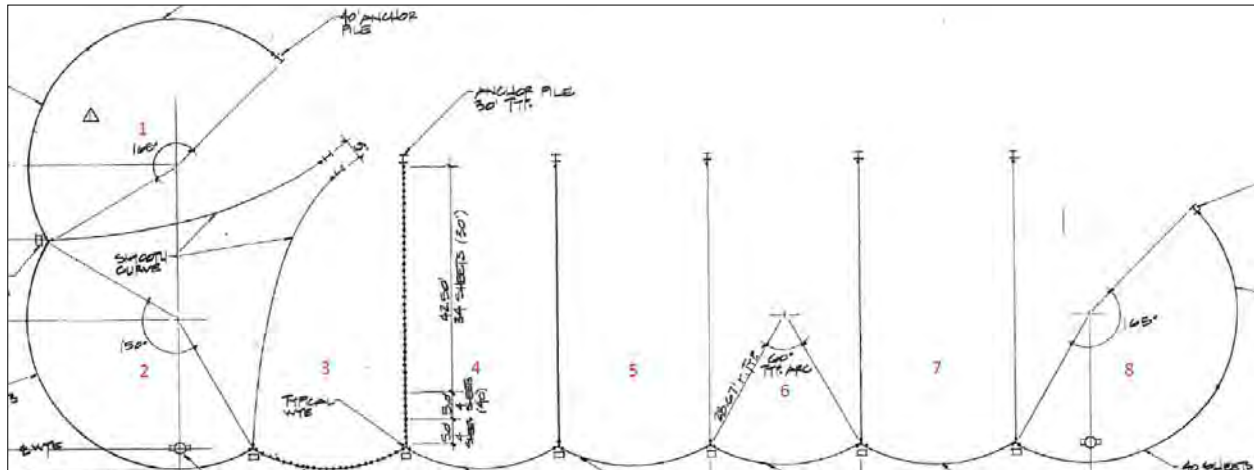
This structure was inspected by Bryan Hudson and Taylor Mortensen of PND Engineers Inc. (PND) on 6/16/2019.

The findings of the inspection are given below. Each deficiency noted has been categorized based on urgency as;

- Immediate Action Needed (1-3 months)
- Short Term Action Needed (1-2 years)
- Long Term Action Needed (2 or more years)

Following each deficiency are actions taken thus far (as applicable) as well as further action recommended by PND in *italics*.

Note: Cells are not labeled in design drawings. The diagram below indicates cell numbering for the purpose of this report only.



Immediate

- Wye 5-6 is cracked at the face to approximately elevation +1 MLLW. This condition was noted prior to performing the routine inspection. Prior to the inspection PND recommended that the cell be excavated. Following excavation, it was uncovered that the wye is also separated from the tailwall to at least the mudline (Photos 2 and 3). The crack appears to be the result of an impact to the fender at this location. Though the time of impact is unknown the crack did exhibit signs of corrosion indicating some age.
 - Upon discovery of the crack the City contacted PND to mobilize to the site and develop an initial plan to mitigate further damage until a long-term repair could be accomplished.
 - The cells around the damaged wye were excavated to approximately +1' MLLW and steel plate was welded from the damaged wye pile to reconnect to the tailwall above mudline. All loading and traffic was restricted from utilizing the dock in this area, including the fenders.
 - Note that this initial repair work was only intended to mitigate additional damages to adjacent cells. With the tailwall cracking extending below waterline removal of face sheets and re-driving of new sheet pile will be required for long-term repair.
 - PND is currently working with the City to provide repair plans and specifications.

Short Term

- As noted in the 2001 report, pitting of the steel sheets is evident within the splash zone. (Photo 9). General corrosion as measured above the waterline was found to be approximately 1/1000th of an inch per year. No underwater corrosion measurements

were taken as part of this scope of work. Corrosion potential measurements indicate that the anodes on the dock face are past the end of their useful life and should be replaced within the next one to two years. Current and previous ultrasonic thickness (UT) and corrosion potential (CP) measurements are included attached to this report

- *Continue to monitor pitting, corrosion and corrosion potential during future inspections.*
 - *Install additional anodes at regular intervals along the face of the sheets to minimize additional corrosion and extend the life of the dock.*
 - *Underwater UT and PT measurements are recommended during the installation of the anodes to serve as a baseline for future inspections and corrosion monitoring.*
- A 2.5' long vertical crack on Cell 4 was observed eight (8) sheets from Wye 4-5 (Photo 5).
 - *It is recommended that this crack be repaired by drilling a 2" diameter hole at the bottom of the crack and welding a 3/8" A572 Gr 50 steel plate across the crack on the interior or exterior of the cell with a 5/16" fillet weld on each side. It is important that qualified welders an AWS D1.1 welding procedure be utilized when making this repair.*
 - *The contractor for the repair project for the damaged wye outlined in the "Immediate" section above will likely have appropriate materials, qualified welders and qualified welding procedures to accomplish this repair.*

Long Term

- The last dock inspection was conducted in 2001.
 - *Dock inspection should be conducted on intervals not to exceed four (4) years. Regular inspection will help identify needed maintenance and mitigation measures to ensure the safety of the dock and prolong its lifespan.*
- The ladder at Wye 3-4 is cracked and bent from impact damage. (Photo 6)
 - *Monitor during future inspections. No immediate action necessary.*
- As noted in the 2001 report, there is a large dent and horizontal cracking in Cell 8. (Photo 4)
 - *Monitor during future inspections. No immediate action necessary.*
- Minor to moderate wear on rubber fenders (typical). (Photo 8)
 - *Monitor during future inspections. No immediate action necessary.*
- Cracking of bull rails is typical across the dock. (Photo 10)
 - *Monitor during future inspections. No immediate action necessary.*

Inspection Schedule

Based on the current condition of the dock it is recommended that routine and underwater inspections be performed on intervals not to exceed four (4) years.

Structure Life \ Corrosion

As noted in the short-term section above there is pitting and corrosion of the face sheets occurring on this structure. While corrosion within the tidal zone has progressed at a relatively low rate since the last measurements in 2001, the cathodic protection at this facility is past its useful life and needs to be replaced to avoid accelerated corrosion. Average corrosion rates at the nearby City Dock are nearly triple those at this site likely due to the lack of useful cathodic protection from 2001 through 2009. Replacement of the cathodic protection at this site will maintain the low levels of section loss and minimize, but not arrest, the pitting. It should be expected that minor patch repairs above and below water to address pitting may be required within the next 10 years even with updated cathodic protection.

It is important to note that no underwater UT measurements were taken during this inspection as dive work was outside of the inspection scope. Measurements collected by divers in 2001 showed consistent thickness measurements from tideline to mudline in all locations. As described above, it is recommended that additional below waterline measurements be taken in a similar manner to the 2001 measurements if new cathodic protection is put in place.

If corrosion protection is replaced and pitting is addressed as needed it is expected that corrosion will not limit the lifespan of the structure. If corrosion protection is not addressed the structure could be negatively affected within the next 10 – 15 years.

Attachments

West Gold Dock Photos
West Gold Dock Mudline, CP and UT Measurement
West Gold Dock Crack in Sheet Pile Repair (Cell 4)

West Gold Dock Photos

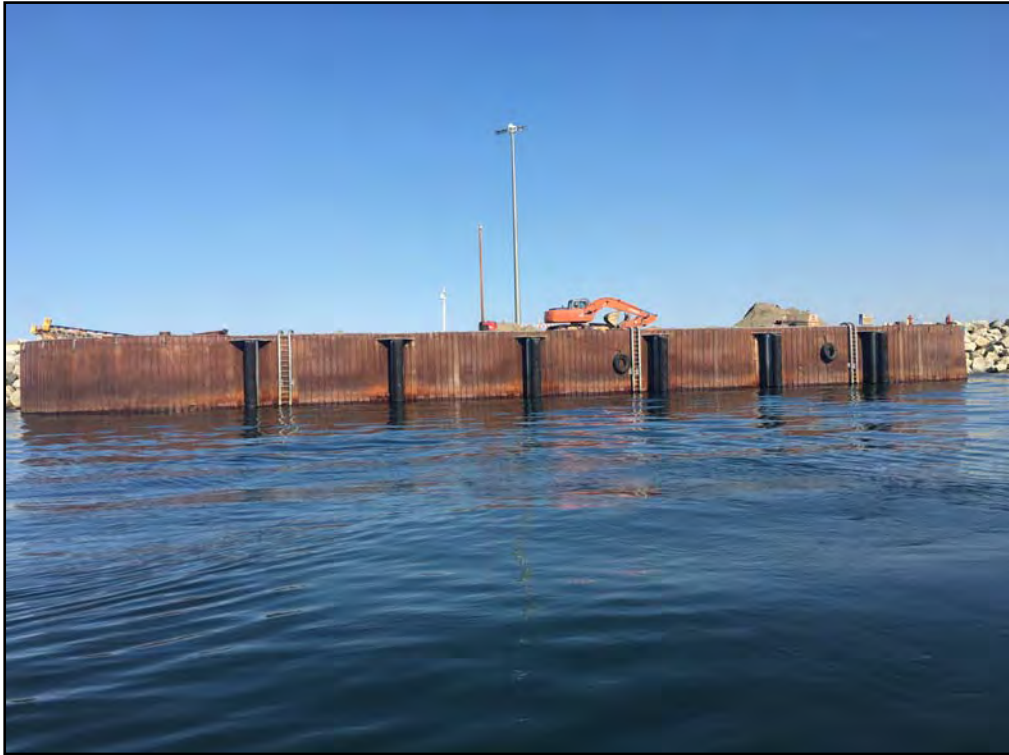


Photo 1 – West Gold Dock (facing West)



Photo 2 – West Gold Dock inside view of cracked wye joining Cells 5 and 6



Photo 3 – West Gold Dock outside views of cracked wye joining Cells 5 and 6



Photo 4 – West Gold Dock large dent and cracking on Cell 8



Photo 5 – West Gold Dock 2.5-foot vertical crack on Cell 4, eight sheets from Wye 4-5



Photo 6 – West Gold Dock cracked and bent ladder at Wye 3-4

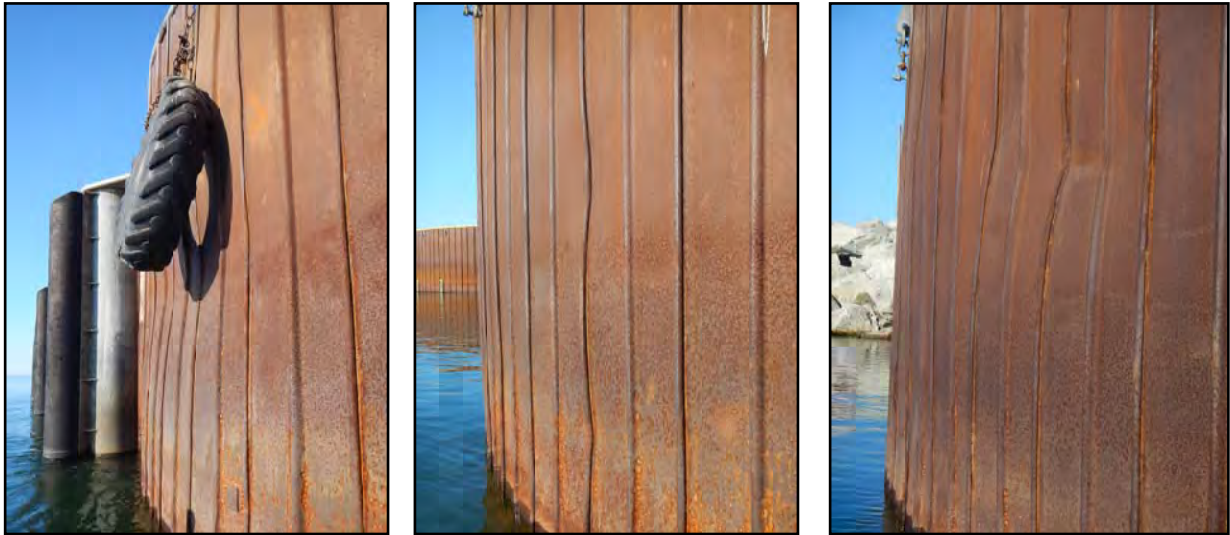


Photo 7 – West Gold Dock typical denting due to impact

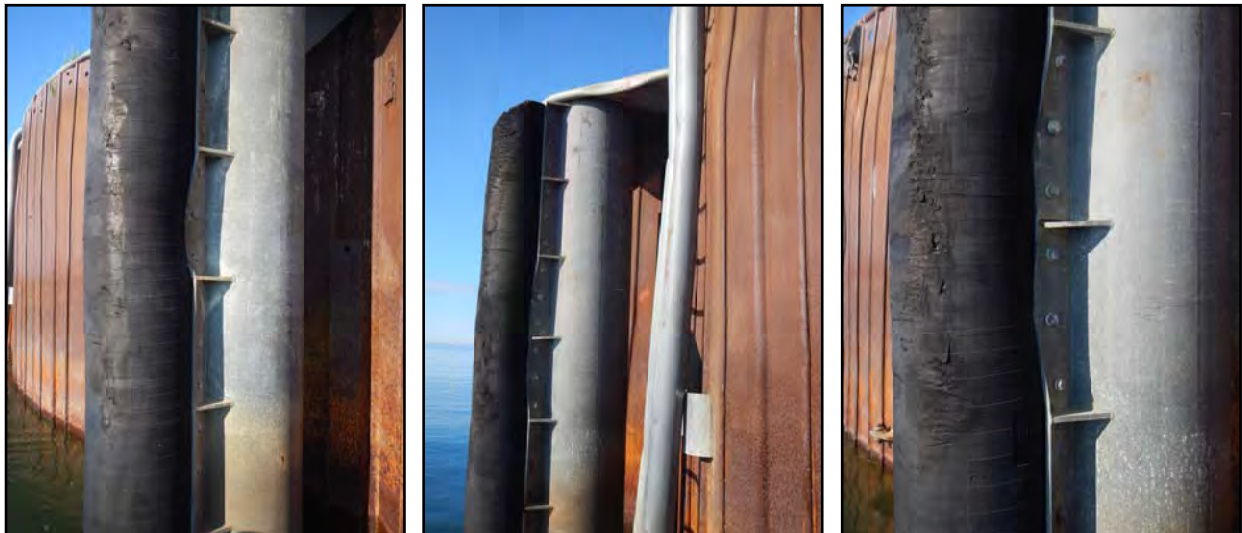


Photo 8 – West Gold Dock typical fender deterioration



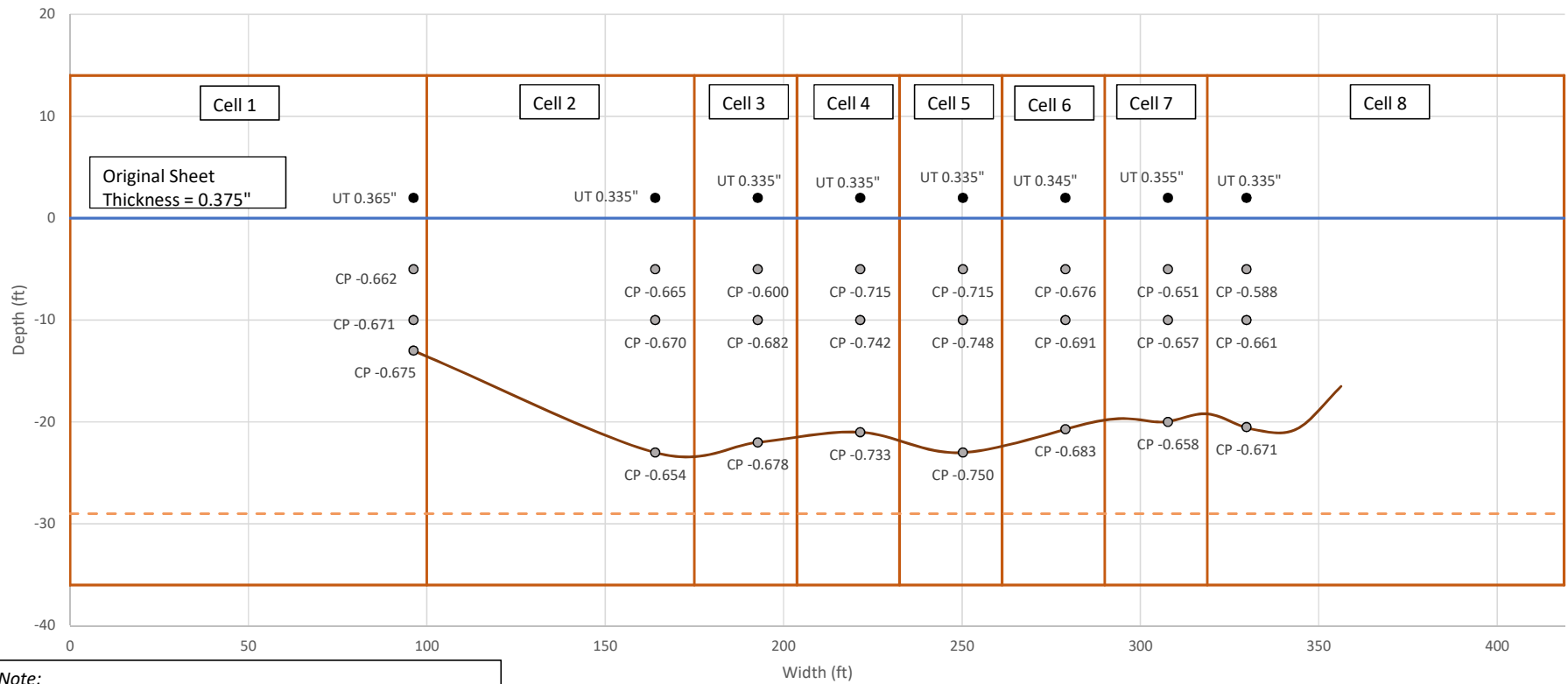
Photo 9 – West Gold Dock typical pitting corrosion at splash zone



Photo 10 – West Gold Dock typical cracking on bull rail

West Gold Dock Mudline, CP and UT Measurements

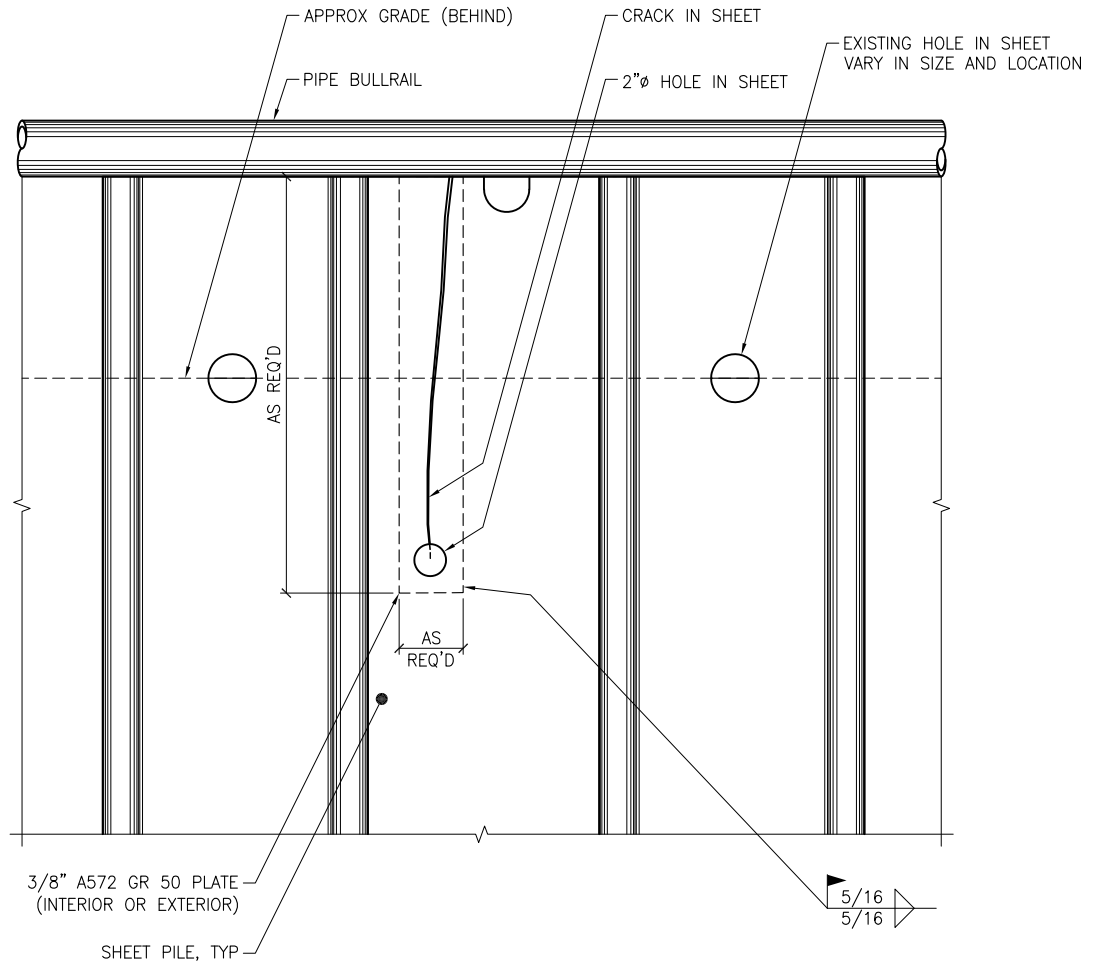
West Gold Dock



Note:
CP > 0.8 V considered adequate for corrosion protection
CP < 0.8 V considered inadequate for corrosion protection

— MLLW — Mudline • UT • CP - - - Design Max Scour

West Gold Dock Crack in Sheet Pile Repair (Cell 4)



ELEVATION

NTS

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
www.pndengineers.com
AK. LIC# AECC250



PROJECT:

WEST GOLD DOCK REPAIRS

TITLE:

CRACK IN SHEET PILE REPAIR

DESIGNED BY: BH

DATE:

7/08/2019

CHECKED BY: BH

PROJECT NO:

191075

SHEET NO:

1

OF

1

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
September 19, 2019**

The Regular Meeting of the Nome Port Commission was called to order at 6:30 pm by Vice-Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Smithhisler; Lean; Henderson; Sheffield; McLarty;

Absent: West; Rowe; (excused)

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

In the audience: Sandra Medearis, Arctic News; Howard Farley; Randy Harper; Daniel Keese

APPROVAL OF AGENDA

Vice-Chairman Lean asked for a motion to approve the agenda:

Motion made by Henderson to approve the agenda, seconded by Sheffield;

At the Roll Call:

Ayes: Lean, Henderson, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

August 15, 2019 Motion made by McLarty, seconded by Sheffield to approve minutes;
Regular Meeting

At the Roll Call:

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

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Sandra Medearis advised that the link to the 2019 ship schedule on the website was not working. Randy Harper thanked the group for considering his request to position his jack up barge on the southeast side of the harbor for winter.

COMMUNICATIONS

- 19-08-22 With global warming and less sea ice – Seafood News
- 19-09-05 Topside Mining (Harper) Winter Storage Request
- 19-09-09 Interim City Manager Report (Handeland)
- 19-09-16 City Public Notice Calendar

Discussion:

Commissioners inquired on details regarding the Topside Mining request, and whether other potential vessels' winter plans. HM Stotts advised on the handout reflecting a similar request from Phoenix Marine. It was decided that the requests will be addressed under New Business.

Lean talked about an article in National Geographic showing a graph reflecting a straight shot over the pole from Bering Straits to Europe as being ice free by 2037. This is well ahead of what was previously projected as being ice free in 2050 – much faster than anyone suspected.

Sheffield commented that yesterday the sea ice edge was 410 miles north of Barrow, and based on information gathered by the research vessels, the bottom sea surface temps in the Chukchi were much warmer than previously recorded.

COMMISSIONERS' UPDATES

Sheffield indicated she joined the visiting VIP delegation on 20 Aug with Senator Wicker, Admiral Bell and Admiral Ray for a port tour and discussion.

HARBORMASTER'S REPORT *(Verbal)*

Harbormaster Stotts stated how having 3 cruise ships in port in 4 days was a bit challenging, but actually went very well. This was a good lesson as cruise ship traffic continues to increase. We are still awaiting the last fuel deliveries for all 3 tank farms later in the month, along with AML's last barge and the last rock barge. This leaves one more potential cargo barge before end of season. There has been a surge of sailboats this month, which is much better than last year. HM Stotts shared some photos of the laydown areas for large vessel storage, demonstrating the growing need to gain access to the old tank farm for more space.

Discussion:

Sheffield asked if there had been any fishing processor type vessels working the cod fishery. HM Stotts indicated we had 4 of those in port, and one deep-draft vessel offshore, but no product was discharged. Additional discussion ensued on managing space for large vessels.

PORT DIRECTOR REPORT (19-09-05 Written Reports)

PD Baker advised of another VIP visit on 27 Aug from NORAD/NORTHCOM General O'Shaughnessy and the Alaska Corps District Commander, Colonel Borders, for a port tour and discussion. The visit went very well and we were able to answer all of the General's questions regarding capability and capacity, along with design features that would accommodate his fleet.

Baker also indicated that the port expansion study team was rehashing some metrics associated with regional viability and economic benefits to strengthen the plan justification under the 2006 Remote & Subsistence Harbors authority.

STG has completed the primary work on the Westgold Dock Repair Project, with the closeout work anticipated to begin on Saturday, as survey has now shown settling of the fill to be complete. PND will send an inspector to observe the final work, and then the dock will be turned over to the Port.

Lastly, the CAP 107 project to deepen the Small Boat Harbor to -12' MLLW is moving forward with the Corps. I have received cost-share documents for review, and once the Corps Division team issues the Determination Letter, we can move forward with the required documents. This work will be funded through a portion of the DC-008 grant from the Alaska Dept. of Commerce.

Discussion: None

OLD BUSINESS

Fiscal Plan for Funding Major Asset Repair/Replacement & Capital Improvements for
Recommendation to Council

Discussion:

Extensive discussion occurred with various questions on the F19 revenue/expense report to bring clarity to the fiscal strategy discussion. Henderson asked numerous financial questions, which brought benefit to the group on revenue and expense trends. Henderson added that the ANC CPI adjustment essentially serves to inflation-proof the tariff structure. Lean stated that our strategy has been hit and miss over the years with 5% here and there, yet no plan beyond that, so this would be a more gradual way to address increases. McLarty said using the CPI adjustment as a baseline, but leave it as an option to be evaluated each year. Then talk about a long-range plan for some percent of annual increase that is necessary to support increasing costs of operations. Sheffield stated she thought evaluating the increase annually versus automatic was a good idea. Lean advised that his earlier suggestion to establish a fixed amount be set aside for repairs and maintenance, but he's changed his mind and agree that the CPI is a good idea. He also agrees with Derek that it should be considered every year before being applied. Henderson compared the CPI to a surcharge on fuel, which also flexes similar to the CPI being averaged over a 5 year period. The state's passenger vessel tax and fisheries business tax were discussed as revenues being minimal, but as cruise ship traffic grows, and fisheries develop, these revenues will increase.

PD Baker contributed options for the path forward; 1/implement the annual CPI adjustment, to be revisited annually, which could serve as a base layer to work from; 2/establish a separate account specific to capital improvements, maintenance and repairs and assign a percentage of net or gross each year; 3/continue to evaluate tariff rates annually. Henderson expressed concern about taking a percentage of gross, and recommends a percentage off the net (surplus). He suggested staff use the inspection report to establish a list for the group with some costs to evaluate and prioritize, and agrees that we have to start somewhere and soon. Smithhisler added that getting an overall picture of what the deferred maintenance needs are, then we can determine what the

percentage should be to begin building these accounts. Lean recommended that we continue this conversation in another meeting. A potential motion was discussed, but rescinded.

NEW BUSINESS

Winter Storage of Jack-Up Vessels – John Keeley and Randy Harper

Discussion:

McLarty reiterated the issue with limited space on land, and the ability of these vessels to safely jack up in the harbor he'd like to see these requests approved. He also suggested that we revisit the tariff and that we have some type of form protocol to evaluate these requests based on standard requirements, instead of the language precluding the winter storage in ice. Sheffield suggested specifying that the requests would be for the inner harbor. Lean indicated that the unit stored last year went well as it was firmly grounded and the platform elevated above high tideline. He believes that adding another unit does not have a large impact as there is space, but we should evaluate a long-term plan. Henderson agreed and suggested that the process be similar to what happens in the summer, so wouldn't need a vote of approval. McLarty and Lean both indicated that as long as the tariff precludes vessels wintering in ice, the Commission should address it. Sheffield added that if a request involves the outer harbor, then it becomes a larger discussion, to which Lean concurred yes, those requests would most likely be for vessels that are not jack-ups.

MOTION: Motion made by McLarty, seconded by Henderson to approve the requests from Phoenix Marine (John Keeley) and Topside Mining (Randy Harper) to jack-up in the Small Boat Harbor ice for the 2019/2020 winter season, in a location designated by the Harbormaster.

At the Roll Call:

Ayes: Sheffield, McLarty, Smithhisler, Lean, Henderson

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Randy Harper and John Keeley thanked the Commission for considering/approving the requests.

COMMISSIONERS' COMMENTS

S. Smithhisler – good discussion tonight about the repair needs, and looking forward to getting input from Commissioner Rowe, who was unable to join tonight. Also, posed a hypothetical question regarding if the cruise ship fee would be eligible to fund construction of the anticipated dock on the relocated east breakwater during the expansion.

C. Sheffield – saw the notice about the sewage release in the Small Boat Harbor, asking if that was corrected yet. Also inquired if the Parlow report was final and available.

C. Henderson – no comment.

McLarty – good discussion and appreciates the photos of the laydown area. He'd like to see the backlog of projects and costs, with a timeline needed for the work.

C. Lean – apologize for the meeting running too long, but finances are important.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to October 17th, 2019.

ADJOURNMENT

Motion was made by Henderson and seconded by Smithhisler for adjournment – 8:27 pm.

APPROVED and **SIGNED** this 17th day of October 2019.

Charlie Lean, Vice-Chairman

ATTEST:

Joy Baker, Port Director



[Home](#) » [News & Analysis](#) » Arleigh Burke Destroyers Are Most Viable Option for Near-Term Navy Presence in Arctic

Arleigh Burke Destroyers Are Most Viable Option for Near-Term Navy Presence in Arctic

By: **Ben Werner**

September 18, 2019 5:15 PM





Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG-79) transits the Arctic Circle Sept. 5, 2017. US Navy Photo

WASHINGTON, D.C. – In the high latitudes, where presence increasingly equals power, the U.S. Coast Guard shoulders much of today's mission load. But experts think the Arleigh Burke destroyers of the future could share the operational burden.

There is a simple reason the surface navy's current Arctic operation are minimal, explained Jim Webster, the director of the Naval Sea Systems Command (NAVSEA) naval architecture division's platform integrity and performance engineering group. Webster appeared as part of a panel at the recent American Society of Naval Engineers' Arctic Day 2019 conference.

"We're completely dependent on the U.S. Coast Guard providing us with something to break the ice," Webster said.

Currently, when the Navy sends surface ships to the Arctic, these operations rely heavily on support from the Coast Guard because the Navy hasn't had ice-capable surface ships since the Cold War, Scott Dix, a capabilities analyst for U.S. Northern Command, said during the conference.

The result, Dix said, is that "the surface presence is not as prevalent in the Arctic."

As Navy leaders consider platforms to increase their Arctic operations, the solution is possibly closer to being realized than many might think, said Glen Sturtevant, director of science and technology at NAVSEA.

"We're going back to the Arctic and we're going to be back there routinely, that's my opinion," Sturtevant said. "We're going to build about 93 DDG-51s, and we're going to start seeing these guys and a cruiser and other surface ships up in the Arctic, in my estimation, in the not too distant future."

The Navy needs more surface ships that are capable of operating in what's considered diminished ice seas, which don't require icebreaking but do require strengthened hulls with gear outfitted for extreme cold, Dix said. Russia is steadily bulking up its Arctic presence, developing nuclear-powered icebreakers and reestablishing Arctic bases.

"Russia is far outpacing us in developing that capability," Webster said. "We're going to have to catch up to that if we want to compete."

The Navy, NORTHCOM and lawmakers recognize a growing Arctic capability gap exists, and Webster said the Pentagon secured a validated capability requirement to operate surface vessels in diminished ice waters.

"That's something that was a big win for us at the command to get that requirement validated," Webster said. "That was the beginning of the acquisition process of getting an ice-capable ship that will be able to operate in ice-diminished waters."

Webster's team has been testing various hull designs the Navy currently uses to see how well they perform in diminished ice seas. The results provide an idea of what Arctic operations the Navy could reasonably achieve in the near future.

For instance, moving large numbers of equipment and personnel will remain a challenge unless the Navy is traveling with Coast Guard icebreakers. Testing proved the Navy's LHD and LHA amphibious assault ships do not perform well in diminished ice conditions, Webster said.

"We found there would be extensive modifications needed to that hull form to be able to support mobility," Webster said.

The amphibious assault ships don't have enough power to push through ice, and their submerged transoms get stuck, Webster explained. "It's just not really good."

"However, the DDG-51 hull form is quite good at moving through ice," Webster added. "This is without addressing limitations for hull structures. There's sufficient power for the ship to move through up to 0.8 meters of ice; however, the structure would not withstand more than 0.3 meters of ice."

There are some inherent capabilities with the Arleigh Burke-class destroyers, but they would need some significant upgrades. Strengthening the hull is the primary concern, Webster said. Naval engineers also need to develop a cold-weather HVAC system, cold-weather water distillation system and a way to de-ice mission systems equipment.

Upgrading the Arleigh Burke design for Arctic missions will cost money, but Webster said the alternative is more expensive.

"There is a big cost difference between ice-hardening and icebreaking," Webster said. "Icebreaking, we would not expect a surface combatant to undertake that mission. We're completely reliant on our Coast Guard to be able to do that."

ROGER F. WICKER

MISSISSIPPI

United States Senate

WASHINGTON, DC 20510

September 19, 2019

Mr. Joy Baker
Port Director
City of Nome
PO Box 281
102 Division Street
Nome, Alaska 99762-0281

Dear Joy,

It was good to see you recently in Alaska. Thank you for your hospitality during my visit. I am glad we had the chance to discuss the strategic importance of the Port of Nome and our nation's economic and security interests in the Arctic.

Be assured I will keep our meeting in mind as Congress considers legislation affecting port infrastructure development. In the meantime, please do not hesitate to contact me if I can ever assist you.

With best wishes, I am

Sincerely yours,


Roger F. Wicker

RFW/jr

RECEIVED

OCT 8 / 2019

CITY OF NOME
CLERKS DEPARTMENT

From: [Anderson, Julie B \(CED\)](#)
To: [Thomas Okleasik](#); wendyc@gci.net; [Richard Beneville](#); [Joy Baker](#); [John Handeland](#)
Subject: RE: Economic opportunity zone designation
Date: Thursday, September 26, 2019 10:07:33 AM

Good morning,

Congratulations on your recent grant! We are continuing in our effort to expand the Opportunity Zones throughout Alaska, and I will keep you posted as we move forward.

Regards,
Julie Anderson

From: Stone, Laura (Federal) <lstone1@eda.gov>
Sent: Wednesday, September 25, 2019 2:12 PM
Subject: U.S. Department of Commerce Invests to Provide Critical Infrastructure Upgrades to Serve Alaska Opportunity Zones



FOR IMMEDIATE RELEASE
Wednesday, September 25, 2019
JAtwood@eda.gov

Contact: John Atwood

U.S. Department of Commerce Invests to Provide Critical Infrastructure Upgrades to Serve Alaska Opportunity Zones

WASHINGTON – Today, U.S. Secretary of Commerce Wilbur Ross announced that the Department’s Economic Development Administration (EDA) is investing \$4.7 million in the state of Alaska to help build and repair critical infrastructure needed to support business. The EDA grants, to be located in or to serve [Tax Cuts and Jobs Act](#) designated [Opportunity Zones](#), will be matched with \$4.4 million in local funds and are expected to help create or retain more than 180 jobs and spur \$36.1 million in private investment.

“The Trump Administration’s economic goal is to create American jobs and to ensure U.S. business communities can thrive,” **said Secretary of Commerce Wilbur Ross**. “These infrastructure upgrades will support business ventures and jobs across Alaska. These grants highlight how President Trump’s Opportunity Zone initiative can be joined with private capital.”

“President Trump has once again demonstrated his understanding and commitment to Alaska, its people and responsible economic development,” **said Governor Michael J. Dunleavy**.

“Both grants will make a tangible difference in Wrangell, Nome and the surrounding areas with new jobs, private investment and opportunity so I want to thank President Trump and Commerce Secretary Ross for their leadership.”

“Today’s announcement is great news and I thank the administration for recognizing the importance of the impact these investments can have on our smaller communities,” **said Senator Murkowski**. “Not only will these funds improve existing critical infrastructure for maritime use, but through support for new construction of a water treatment plant we are also creating jobs. Safe drinking water is a basic necessity that we cannot take for granted. These investments will truly have a lasting impact on Alaska.”

The EDA investments announced today are:

- The city and borough of Wrangell will receive \$2.9 million to support the construction of a water treatment plant that will provide a potable water supply. The EDA grant, to be matched with \$3.9 million in local funds, is expected to help create 71 jobs and generate \$18.5 million in private investment.
- The city of Nome will receive \$1.69 million for the repair of a sea vessel launch ramp at Nome Inner Harbor. The improved infrastructure will enable maritime business enterprises to expand operations. The grant, to be matched with \$423,103 in local funds, is expected to help create 63 jobs, retain 49 jobs and generate \$17.6 million in private investment.

The funding for the city and borough of Wrangell is being invested in a designated Opportunity Zone and the funding for the city of Nome will serve a nearby Opportunity Zone. Opportunity Zones were created by President Donald J. Trump’s [Tax Cuts and Jobs Act of 2017](#) to spur economic development by giving tax incentives to investors in economically-distressed communities nationwide. In June 2019, EDA added Opportunity Zones as an [Investment Priority](#), which increases the number of catalytic Opportunity Zone-related projects that EDA can fund to fuel greater public investment in these areas. To learn more about the Opportunity Zone program, see the Treasury Department resources page [here](#). To learn more about the Commerce Department’s work in Opportunity Zones, read our [blog post](#).

About the U.S. Economic Development Administration (www.eda.gov)

The mission of the U.S. Economic Development Administration (EDA) is to lead the federal economic development agenda by promoting competitiveness and preparing the nation's regions for growth and success in the worldwide economy. An agency within the U.S. Department of Commerce, EDA makes investments in economically distressed communities in order to create jobs for U.S. workers, promote American innovation, and accelerate long-term sustainable economic growth.

Dream it, Plan it, Build it

AAHPA Conference

September 30th – October 4th

Monday September 30th - Travel

- 9 am AAHPA Board of Directors Strategic Planning – **Sponsored by R&M Consultants**
- 1 pm Optional Tour: Whale Watching Trip – **Gastineau Guiding**
- 4:30 to 8 pm Welcome Reception – Buoy Deck – **Hors d' oeuvres – HDR & Hosted Bar – Global Diving**

Tuesday October 1st

- 7:45 am Breakfast – **Moffatt & Nichol**
- 8:15 am Welcome & Conference Activities
President Peterson – Central Council Tlingit & Haida Indian Tribes of Alaska (Invited)
Mayor Beth Weldon – Mayor City & Borough of Juneau
Don Etheridge - CBJ Harbor Board Chair

9:00 am History of Juneau – Gary Gillette (Port of Juneau)

9:30 am Building the Juneau Waterfront – Carl Uchytel (Port of Juneau)

10:15 am Networking Break – **Sponsored by R&M Consultants**

10:30 am Call of the Sustaining Members

Noon – 1:00 Lunch - SPONSORSHIP AVAILABLE - **\$2,500**

1:00 pm Thinking Big Thoughts - Planning your waterfront future
Rorie Watt – Manager, City & Borough of Juneau
Ronny McPherson - HDR

Speakers will provide insight to visualizing successful projects. Where does the inspirations for projects come from? How do successful projects get the necessary public buy-in to move forward?

2:00 pm Executing effective Public Outreach
Chris Mertl – Corvus Design

What does an effective community public meeting look like? How to avoid pitfalls and tips to keep the vocal minority from coopting an otherwise well planned gathering. Learn workshop techniques to build a defensible process in advancing the goals of your project.

2:45 pm Networking Break– **Sponsored by Port of Alaska**

Dream it, Plan it, Build it

AAHPA Conference

September 30th – October 4th

3:00 pm	Innovative Revenue Ideas Michael Fisher – Northern Economics <i>Non-typical port/harbor fund generation – Poll members on how they generate income a part from typical tariffs to spark ideas on non-typical income sources. Share innovative ideas and stories.</i>
3:30 pm	Call of the Ports
5 pm	Break – Sustaining Members Reception
Evening	Scavenger Hunt
Wednesday	October 2nd
7:45 am	Breakfast Sponsored by TRANSPAC
8:00 am	Welcome & Conference Activities Nils Andreassen – Alaska Municipal League
8:15 am	Project Communications and leveraging effective Social Media Lisa Phu – City & Borough of Juneau Public Information Officer Josie Wilson - HDR <i>Transparent communications and communicating through social media is an absolute imperative in the 21st Century. How does one build support for project and galvanize the community and decision makers? What does a successful communications plan look like and how should you avoid pitfalls.</i>
9:00 am	Communicating with your Boards & Elected officials Kevin Jardell - City & Borough of Juneau State Lobbyist Katie Kachel - City & Borough of Juneau Federal Lobbyist Dana Herndon – Local representative for Senator Murkowski and Senator Sullivan <i>Communications is an art...communicating with individuals who are empowered to allocate resources or establish policy requires skill, tact and diplomacy. What are the pitfalls to avoid in meeting with your boards and elected officials? What steps can you take to ensure a positive outcome?</i>
9:45 am	Networking Break – Sponsored by Bellingham Marine
10:00 am	Federal Grant Opportunity Panel Tim Pickering - MARAD

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AAHPA Conference

September 30th – October 4th

Paul Bauer – US DOT

Jen Cate/Cindy Upah – USACE, Alaska District

Paul Cyr - ADF&G

Each invited federal agency will be provided with 10-15 minutes to outline programs which ports/harbors could leverage in building out or recapitalizing existing facilities. The remainder of the time will be a panel dialogue with questions from the attendees. Programs including BUILD, INFRA, MARAD Port Infrastructure Grant and Dingle-Johnson Sportfish funding will be shared.

11:30 am ADOT Harbor Grant Unveil
Jim Potdevin – ADOT

Noon – 1:00 Lunch (ADOT Commissioner MacKinnon) **SPONSORSHIP AVAILABLE - \$2,500**

1:00 pm Webinar: Tsunami effects on Ports and Harbors
Dr. Patrick Lynett – University of Southern California

1:45 pm Seismic Resilience Planning for Alaska Ports and Harbors
John Daly – R&M Engineers

Background on Alaska earthquakes including the November 30, 2018 event. Identification of ports and harbors as an important lifeline. Typical seismic risks for ports and harbors - what is likely to happen and mitigation of risks - what to do about it.

2:30 pm Networking Break **Sponsored by R&M Consultants**

2:45 pm USACE/NMFS Permitting and Planning
Randy Vigil & Matthew Brody – USACE Regulatory Branch Juneau

What is the new normal in Alaska when it comes to permitting in-water construction projects? Presenters from the US Army Corps of Engineers – Regulatory Division in Juneau will discuss what you need to know to properly manage schedule and expectations with your constituents.

3:15 pm Coordination, Cooperation & Communication - Keys to Successful Mega-Project Execution
John DeMuth – PND Engineers
Jim Parkins - Concrete Tech

Presenters will share successful lessons learned from the largest public works project completed by the City & Borough of Juneau. The \$54M new cruise ship docks (aka 16B

Dream it, Plan it, Build it

AAHPA Conference

September 30th – October 4th

Project) was completed on time over two consecutive winters with change orders amounting to only 0.12%. The presentation will culminate with a tour of the recently completed cruise ship dock project and walk-by of the ongoing Archipelago construction site.

4:00 pm Walking tour to Cruise Ship (via Cruise Ship Dock Field Trip)

5-7 pm Cocktails on Cruise Ship NORWEGIAN JEWEL

Thursday October 3rd

7:45 am Breakfast **SPONSORSHIP AVAILABLE \$1,800**

8:00 am Welcome & Conference Activities – Call of the Ports

8:45 am Tourism Best Management Practices /Tourism Works for Juneau
Liz Perry – Travel Juneau
Kirby Day – Holland American/Princess Cruise & TBMP
Bob Janes – Owner Gastineau Guiding
Dan Blanchard – CEO, UnCruise Adventures

Each presenter will discuss an aspect of tourism relevant to Alaskan harbormasters. Topics will include the economic, philosophical and marketing necessities to develop an organic tourism culture. Juneau best management practices will be shared which help mitigate the local impacts of attracting and catering to visitors. Responsible and forward thinking of tourism will be presented to ensure perishable resources are not depleted.

10:30 am Networking Break **Sponsored by Bellingham Marine**

10:45 am Coast Guard & Harbors working together to strengthen maritime communities
Captain Stephen White – Commanding Officer Sector Juneau

Juneau Sector Commander Stephen White will present on opportunities to build on federal/local partnerships in strengthening the Alaska maritime relationships. Discussion will include updates to safety/security requirements and plans to improve the effectiveness of the Area Maritime Security Committees (AMSC).

Noon – 1:00 Lunch - CG Admiral Bell **Sponsored by WSP USA**

1:00 pm Annual Membership Meeting (AAHPA Board)

1:45 pm Tour Docks & Harbors Facilities (ABMS/Statter/Aurora/AKMX/DiPAC)

Dream it, Plan it, Build it

AAHPA Conference

September 30th – October 4th

6 -10 pm Banquet – **PND Engineers & One SPONSORSHIP AVAILABLE \$5500**

Friday October 4th

8:00 am Breakfast **SPONSORSHIP AVAILABLE \$1,800**

8:15 am Changes to the Alaska Clean Harbor Program
Jen Karnik – Marine Exchange of Alaska

8:45 am Asset Management
Erich Schaal – Juneau Port Engineer

Once the shine on your penny wears off and your facilities begin to depreciate, what tools are available to manage your investment ensuring the maximum the useable life? The importance of preventative maintenance and a process for tracking costs and repairs will be emphasized.

9:15 am Maintaining your Assets
Dave Borg – Juneau Harbormaster
Matt Creswell – Juneau Deputy Harbormaster
John Osborn – Juneau Harbor Operations Supervisor

10:00 am Networking Break - **SPONSORSHIP AVAILABLE**

10:15 am New trends in Harbor Electrical
Mark Morris, P.E. - Morris Electrical Engineering Group

Presenter will discuss the latest in electrical pedestal designs, lighting fixture updates, and changes to the National Electrical Code (NEC).

11:15 am Derelict Vessels – What next?
Rachel Lord – Executive Secretary AAHPA

Noon Farewell

Climate change will hit some of Alaska's Bering Sea fisheries harder than others

Rockfish, flathead sole and Tanner crab are especially vulnerable. Pollock and Pacific cod are less so — for now.

By **Yereth Rosen** - October 8, 2019



A commercial Alaska cod and pollock trawler returning from the Bering Sea sails into Kodiak, Alaska on September 5, 2018. (Gordon Leggett / CC BY-SA 4.0 via Wikimedia Commons)

As the Bering Sea warms and becomes more acidic, rockfish, flathead sole and Tanner crab are the most vulnerable to the changes, said an analysis completed by scientists with the National Oceanic and Atmospheric Administration. But commercially important pollock and Pacific cod, which are able to migrate to colder northern waters, are less vulnerable, at least for now, the study said.

The findings, detailed in a [study](#) published in the journal *Global Change Biology*, analyzed 36 stocks in the eastern Bering Sea and ranked them by climate-change sensitivity and vulnerability.

Factors analyzed included sea-surface temperature, temperatures at depth, salinity, ocean acidification and phytoplankton bloom timing.

[How an accelerated warming cycle in Alaska's Bering Sea is creating ecological havoc]

The study did not address the specific commercial values of the fish stocks that were analyzed, but the authors and others at NOAA acknowledge the analyzed fish stocks have huge economic importance to Alaska and the United States. The Bering Sea and Aleutian Islands harvests in 2016 represent 58 percent of the nation's commercial fish landings by volume and 29 percent of the nation's commercial fish ex-vessel value, and the importance goes beyond dollars, Robert Foy, science and research director of NOAA Fisheries' Alaska Fisheries Science Center, said in a statement.

"In the past few years water temperatures have been much warmer than average making the need for studies like this all the more imperative. Our science both in the field and in the lab is critical to monitor ecosystem changes and provide short-term and long-term forecasts to help commercial, recreational and subsistence communities anticipate and respond to changes that impact their way of life," Foy said in the statement.

The fish stocks are ranked by sensitivity to climate change and vulnerability to that change.

The two qualities are different, though related, said Paul Spencer, a NOAA fisheries biologist and the lead author of the study.

“Sensitivity refers to the degree to which a stock would be affected by climate change. Exposure is the degree to which the stock would be exposed to climate change (i.e., changes in environmental or biological conditions),” he said in an email. “Vulnerability depends on both sensitivity and exposure. For example, a stock could be very sensitive to climate change but expected to have little exposure, or a stock could be exposed to climate change but have low sensitivity, and in either of these cases the vulnerability would be ranked as low.”

Those Bering Sea stocks that rank highest on the climate-change sensitivity scale have low population growth, limited spawning cycles and, in the case of crab, sensitivity to ocean acidification.

Pacific cod, pollock and giant Pacific octopus were ranked as having low sensitivity to climate change because their ability to move, their dispersal during key life stages and their relatively high population growth, the study said.

The study’s aim was to include representative stocks of the major groups of Bering Sea groundfish, salmon and crabs, Spencer said.

The information could be used in the [Bering Sea Ecosystem Plan](#) that federal fisheries regulators approved last December, he said.

There is evidence that boreal species are moving north as Bering Sea temperatures rise. Among the evidence is a new [study](#), also by researchers from NOAA’s Alaska Fisheries Science Center, that find genetic ties of Pacific cod found in the northern Bering Sea in 2017 to Pacific cod found farther south in the Bering.

“Our study supports the hypothesis that climate change will extend the range for many subarctic species including Pacific cod,” said the study, published in the journal *Evolutionary Applications*.

Meanwhile, there are signs of problems in the Bering Sea Tanner crab population. Stocks are depressed, and the Alaska Department of Fish and Game on Oct. 6 [canceled the 2020 harvest](#), a closure that followed a [similar Bering Sea Tanner crab fishery cancelation](#) for 2019.

“Estimated mature male biomass in the eastern and western Bering Sea areas are below thresholds required for fishery openings,” the department’s announcement said.

Some other Bering Sea crab stocks are also in weaker-than-normal conditions. The department also canceled 2020 harvests for [blue king crab](#) in waters near St. Matthew Island and [blue and red king crab harvests](#) in waters around the Pribilof Islands.

However, snow crab stocks appear to be in good shape and the department has been able to increase the harvest quotas.

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Views

Report: 377 Vessels Could Operate in the U.S. Arctic by 2030

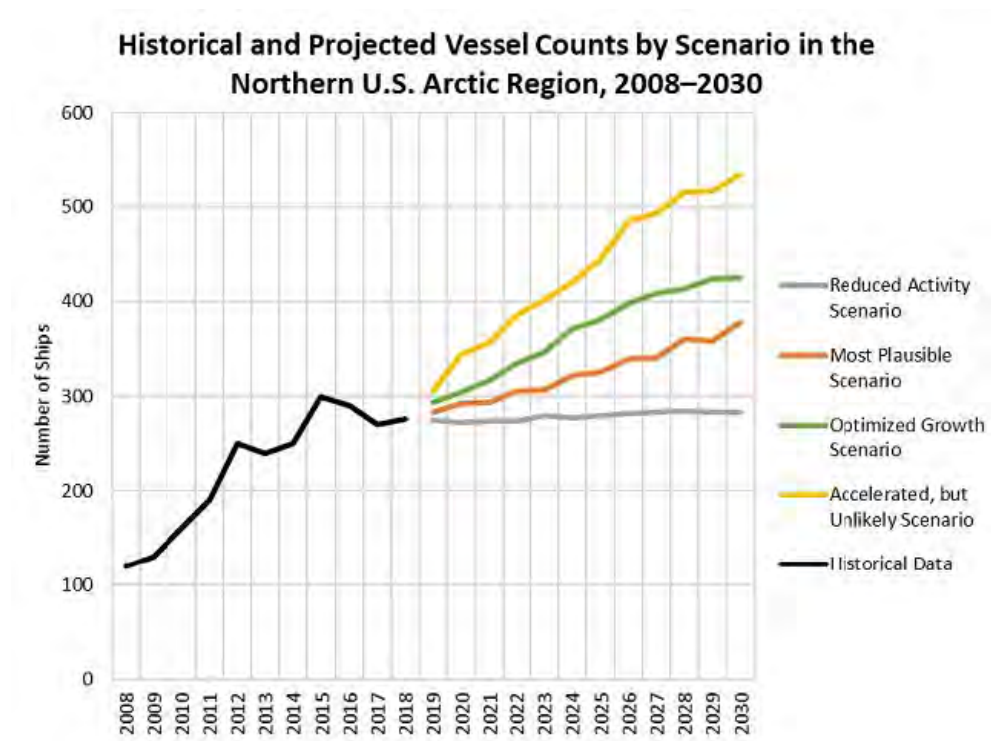


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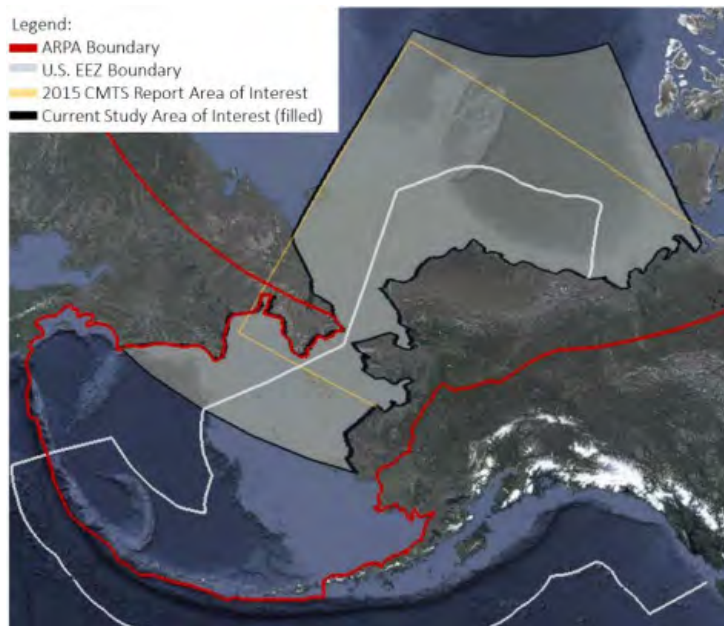
BY **THE MARITIME EXECUTIVE** ([HTTPS://WWW.MARITIME-EXECUTIVE.COM/AUTHOR/MAREX](https://www.maritime-executive.com/author/marex)) 2019-10-21 19:59:44

The U.S. Committee on the Marine Transportation System (CMTS) has released its report, *A Ten-Year Projection of Maritime Activity in the U.S. Arctic Region, 2020–2030*, estimating that 377 vessels could be operating in the region by 2030.

The report details how future natural resource activities, commercial shipping, infrastructure development, oceanographic research, tourism and ship construction may influence vessel traffic in the region over the next 10 years. The Most Plausible Scenario estimate of 377 vessels represents nearly 50 percent growth over current levels and over 200 percent growth from 2008 levels.



The U.S. is an Arctic Nation, with over 46,600 miles (75,000 kilometers) of shoreline in Alaska, including the Aleutian Islands. Three Arctic seas bound the State of Alaska: the Bering, the Chukchi, and the Beaufort.



Over the next decade, it is anticipated that natural resource activities in the Arctic, particularly the growth of LNG shipments from Russia and vessels needed to resupply mining operations in northern Canada, will play a large role in the volume of traffic transiting through the Bering Strait.

Other highlights of the report include:

- The Arctic waters around the Bering Strait are transitioning from having a mix of regional operators to an increasingly diverse and international set of operators, with the number of unique vessel flag states increasing by 28 percent in recent years;
- The coastal waters in the Bering Strait remain some of the most heavily transited in the region;
- The navigation season grew from 159 days in 2016 to 180 days in 2018, as measured by vessel presence.

The report is available [here](https://www.cmts.gov/downloads/CMTS_2019_Arctic_Vessel_Projection_Report.pdf) (https://www.cmts.gov/downloads/CMTS_2019_Arctic_Vessel_Projection_Report.pdf).

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P.O. Box 281 • Nome, Alaska 99762
telephone 907.443.6663 fax 907.443.5349

October 25, 2019

Mr. A. Leonard Smith
Regional Director
Economic Development Administration
U.S. DEPARTMENT OF COMMERCE
915 Second Ave., Room 1890
Seattle, WA 98174

RE: Investment No. 09-01-07499
Nome Inner Harbor Launch Ramp
Repair/Upgrade Project

Dear Mr. Smith:

The City of Nome is indeed pleased to receive your correspondence of September 25, advising of EDA's approval of our application resulting in your significant investment to support Nome's Inner Harbor Launch Ramp Repair and Upgrade Project. The Inner Harbor Launch Ramp is an important part of our facility, and with your kind assistance, it will continue to serve maritime interests well in to the future.

As directed, kindly find enclosed two (2) executed originals of the Financial Assistance Award, along with the ACH Vendor Enrollment Form.

Again, our gratitude for your partnership, and we look forward to moving ahead with this project in accordance with the Award to complete the authorized scope of work contained therein.

Nome continues to actively pursue an expansion of our Port Causeway facilities, and are actively engaged with the U.S. Army Corps of Engineers in that regard. We have seen significant increases in port calls, and expect this trend only to continue as sea lanes remain open longer each year and there is a new focus on the Arctic.

Sincerely,

CITY OF NOME/PORT OF NOME


John K. Handeland
City Manager (Interim)

cc: Nome Common Council
J. Baker, Port Director

Enclosures (as stated)

"There's no place like Nome"
www.nomealaska.org



U. S. DEPARTMENT OF COMMERCE

Economic Development Administration
915 Second Avenue, Room 1890
Seattle, WA 98174
Fax: 206.220.7669
Voice: 206.220.7660

September 25, 2019

In reply refer to:
Investment No.: 07-01-07499

Mr. John K. Handeland
City Manager
City of Nome
102 Division Street
Nome, AK 99762-0281

OCT - 5 2019

City of Nome

Dear Mr. Handeland,

I am pleased to inform you that the Department of Commerce's Economic Development Administration (EDA) has approved your application for a \$1,692,413 EDA investment to support Nome's "Inner Harbor Launch Ramp Repair and Upgrade" project.

Enclosed are three signed copies of the Financial Assistance Award. Your agreement to the terms and conditions of the award should be indicated by the signature of your principal official on each of the signed copies of the Financial Assistance Award. **Two executed originals should be returned to A. Leonard Smith, Regional Director, EDA Seattle Regional Office, 915 Second Avenue, Room 1890, Jackson Federal Building, Seattle, Washington 98174. If not signed and returned within 30 days of receipt, EDA may declare the Award null and void. Please retain one executed original for your records.**

Please do not make any commitments in reliance on this award until you have carefully reviewed and accepted the terms and conditions. Any commitments entered into prior to obtaining the approval of EDA in accordance with its regulations and requirements will be at your own risk.

EDA's mission is to lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. EDA implements this mission by making strategic investments in the nation's most economically distressed communities that encourage private sector collaboration and creation of higher-skill, higher wage jobs. EDA investments are results driven, embracing the principles of technological innovation, entrepreneurship and regional development.

I share your expectations regarding the impact of this investment and look forward to working with you to meet the economic development needs of your community.

Sincerely,

A. Leonard Smith
Regional Director

Enclosures

Copy: Shalini Bansal, Economic Development Specialist
Shirley Kelly, Economic Development Representative

☒ GRANT ☐ COOPERATIVE AGREEMENT

FINANCIAL ASSISTANCE AWARD

FEDERAL AWARD ID NUMBER

07-01-07499; URI: 112833

RECIPIENT NAME

City of Nome

PERIOD OF PERFORMANCE

60 months from the date of award

STREET ADDRESS

102 Division Street

FEDERAL SHARE OF COST

\$ 1,692,413.00

CITY, STATE, ZIP CODE

Nome, AK 99762-0281

RECIPIENT SHARE OF COST

\$ 423,103.00

AUTHORITY

42 U.S.C. 3141, Section 201 of the Public Works and Economic Development Act of 1965 (Public Law 89-135), as amended by the Economic Development Administration Reauthorization Act of 2004 (Public Law 108-373)

TOTAL ESTIMATED COST

\$ 2,115,516.00

CFDA NO. AND NAME

11.300/Public Works & Economic Development Facilities Program

PROJECT TITLE

Nome Inner Harbor Launch Ramp Repair

This Award Document (Form CD-450) signed by the Grants Officer constitutes an obligation of Federal funding. By signing this Form CD-450, the Recipient agrees to comply with the Award provisions checked below and attached. Upon acceptance by the Recipient, the Form CD-450 must be signed by an authorized representative of the Recipient and returned to the Grants Officer. If not signed and returned without modification by the Recipient within 30 days of receipt, the Grants Officer may unilaterally withdraw this Award offer and de-obligate the funds.

☐ DEPARTMENT OF COMMERCE FINANCIAL ASSISTANCE STANDARD TERMS AND CONDITIONS (30 April 2019)☐ R & D AWARD☐ FEDERAL-WIDE RESEARCH TERMS AND CONDITIONS, AS ADOPTED BY THE DEPT. OF COMMERCE☒ SPECIAL AWARD CONDITIONS☐ LINE ITEM BUDGET☒ 2 CFR PART 200, UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS, AS ADOPTED PURSUANT TO 2 CFR § 1327.101☐ 48 CFR PART 31, CONTRACT COST PRINCIPLES AND PROCEDURES☐ MULTI-YEAR AWARD. PLEASE SEE THE MULTI-YEAR SPECIAL AWARD CONDITION.☒ OTHER(S): U.S. Department of Commerce Economic Development Administration Standard Terms and Conditions for Construction Projects (February 12, 2016)

SIGNATURE OF DEPARTMENT OF COMMERCE GRANTS OFFICER

A. Leonard Smith, Regional Director

DATE

09/25/19

PRINTED NAME, PRINTED TITLE, AND SIGNATURE OF AUTHORIZED RECIPIENT OFFICIAL

JOHN K. HANDELAND, CITY MANAGER

DATE

10/21/19



Wednesday, October 30th, 2019



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SEMITISM »

Senate bill would create new Department of Defense Regional Center in the Arctic

Wednesday, October 30, 2019 by Dave Kovalesski



Legislation that would create a new Department of Defense Regional Center in the Arctic was introduced in the U.S. Senate this week.

The center, the Ted Stevens Arctic Center for Security Studies, would be named after the longtime Alaska Senator Ted Stevens. The Defense Department has five academic Regional Centers for Europe, Asia-Pacific, Africa, Near East-South Asia, and the Northern Hemisphere. The centers support defense strategy objectives and policy priorities through a unique academic forum. The centers are designed to foster research and outreach and develop relationships among security practitioners throughout the region.

“Ted Stevens knew the importance of the Arctic and a strong national defense to Alaska and to our nation. With the growing prominence of the Arctic in global geopolitical and strategic affairs, now is the time to give the DoD the tools it needs to foster the research and dialogues that will be critical to our nation’s national security,” Sen. Lisa Murkowski (R-AK), one of the bill’s sponsors, said. “No leader invokes bipartisanship, strategic focus, and support for peaceful multilateralism in the Arctic better than Ted Stevens. It is my hope that through a center for security studies, Ted’s spirit will permeate another generation that will lead America – and the world – into the coming Arctic century.”

Murkowski is considered the leading expert in Congress on the Arctic. Murkowski and Sen. Angus King (I-ME) formed the Senate Arctic Caucus to advance issues important to the Arctic and to the people who live there. Further, Murkowski is the U.S. Representative to the Standing Committee of Parliamentarians of the Arctic Region.

Which would you choose?

**Prices found on 1/31*

	\$52	\$41	
With Amazon			With V

Her senate colleague from Alaska, Sen. Dan Sullivan (R-AK), also sponsored the bill.

“I am pleased to cosponsor this legislation authorizing the creation of a Department of Defense regional center in the Arctic,” Sullivan said. “Since statehood, Alaska’s congressional delegation has worked tirelessly to educate Congress and the Defense Department on Arctic issues. This Arctic center will ensure that our military can further study security challenges in the region and pioneer creative solutions to address these issues. It is only fitting that this center be named after the late Senator Ted Stevens, one of the fiercest advocates for Alaska’s crucial role in national security, and a man who devoted his life to advancing the interests of our state.”

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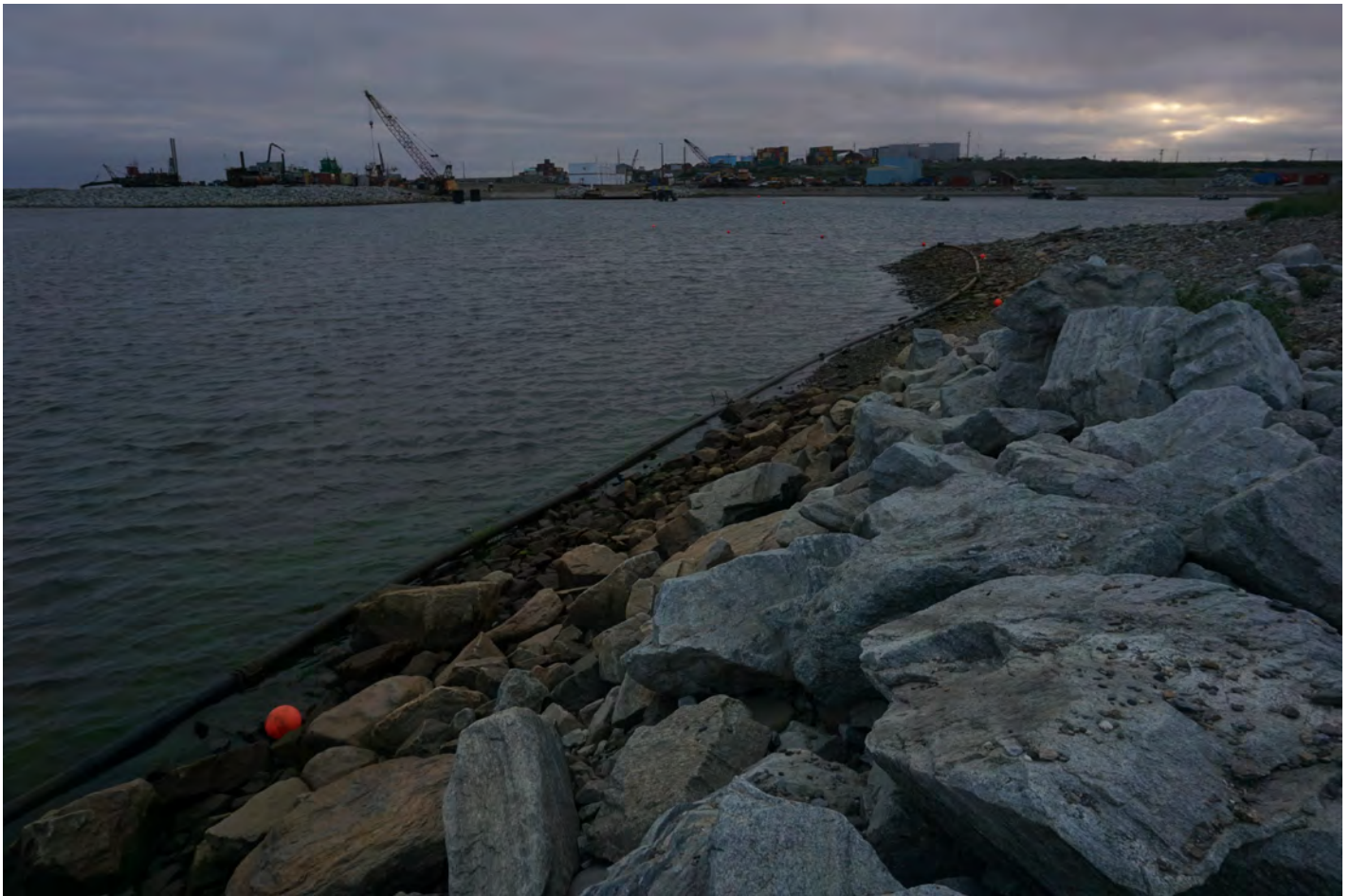
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Alaska's US senators push for a new Arctic shipping committee

A proposed Arctic Shipping Federal Advisory Committee would study new and emerging seaways, the feasibility of deepwater ports and safety and environmental policies.

By **Melody Schreiber** - November 13, 2019



The Port of Nome handles an increasing amount of Arctic shipping. A new advisory committee could help guide U.S. federal policy on shipping and ports in the Arctic. (Yereth Rosen)

A new formal advisory committee could be one way to consolidate existing but scattered discussions about the U.S. federal approach to Arctic ports and shipping — and lead to better policies.

That's the promise behind a bill introduced last week by Alaska's two U.S. senators, Lisa Murkowski and Dan Sullivan (both Republicans), to create an Arctic Shipping Federal Advisory Committee.

The bill, which was also sponsored by Mississippi senator Roger Wicker, comes as Arctic maritime activity is on the rise.

The proposed committee would make recommendations on the development of Arctic sea routes, the construction and operation of deepwater ports, and the establishment of policies for traversing Arctic seaways safely and reliably.

It would have 15 members from federal agencies, Alaska and Washington state, Alaska Native groups, coastal communities, subsistence groups, and shipping industry representatives.

Ed Page, a retired captain in the U.S. Coast Guard and the executive director of the Marine Exchange of Alaska, said the committee could give structure to the ad-hoc meetings around maritime shipping and safety that currently take place.

A more “structured” committee charged with studying these issues would have “a better chance of actually getting some traction and doing something,” he said. “Get the right cross-section of people in there and I think it stands a better chance of getting it right.”

Travel logistics and costs are one major challenge to giving key participants — especially those in Indigenous communities — a seat at the table, Page said. Creating a committee that would help with logistics and costs could remove a major barrier to full participation from a variety of people.

One of the policies the committee would review is the possibility of a “fee-for-service model,” sometimes referred to as “Uber for icebreakers,” in Arctic waterways. Earlier this year, Sen. Lisa Murkowski introduced two bills to [further the United States’ presence in the Arctic](#): the Arctic Policy Act and the Shipping and Environmental Arctic Leadership Act, which would create an Arctic seaway fee-for-service program.

The bill also calls for the appointment of a Special Representative for the Arctic Region to coordinate international cooperation with members and observers of the Arctic Council. The previous Arctic representative position was created in 2014 and eliminated in 2017.

Another part of the committee's work would be responding to maritime incidents, improving maritime safety and protecting the environment.

In a [statement](#), the three Republican senators highlighted rapid changes in the Arctic and an accompanying rise in maritime activity.

"As we see increased activity in the Arctic, we must be proactive in developing a strategic plan to support safe maritime transportation in the region," said Sen. Murkowski. Sen. Sullivan said that the United States is "in the midst of a national awakening regarding the importance of the Arctic," and bills like these will help strengthen American presence in the region.

"The United States has a vital interest in the safety and security of the Arctic region – especially as a corridor for commerce and trade," Sen. Wicker added. His home state, Mississippi, is also home to VT Halter, the shipbuilder [awarded the contract](#) for the new U.S. Coast Guard heavy icebreaker in April.

Shipping in the Arctic, Page said, can be complex and divisive issue. "A lot of people have different perspectives on it," he said. But he believes Arctic shipping will continue to grow — and it will bring safety and regulatory issues along with it.

"Let's manage whatever this new challenge is," he said. "Let's close the barn door before the horses get out."

Page worked on the Exxon Valdez oil spill response when he was in the Coast Guard, and he saw the "tremendous effort" it takes to try to contain even part of the damage caused by such a spill.

"We're not in extremis right now," Page said. "But this is the time to do this stuff, not after the accident. Before things go wrong."



Memo

To: John K. Handeland – Interim City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 10/11/2019
Re: Port & Harbor Report/Projects Update – October 2019

Administrative:

In between the back to back storms of the past several weeks, staff have been servicing and storing equipment for winter, along with coordinating with the homeported fleet for the annual Tetris game of storing vessels to optimize user of the available space. In addition to the harbor fleet, the remaining port traffic consists of the final fuel delivery for all three terminals, two cargo barges of the season. Although other southbound vessels may stop over for fuel in the next month, there is nothing presently confirmed on the schedule.

I would like to commend staff for their continued commitment to the 24/7 port operations, this and every season, which includes the supporting crews from Public Works and Building Maintenance as well. The Port's functionality depends on the flexibility and reliability of this expandable crew, and they are all appreciated.

Harbormaster Stotts attended the 40th Annual Alaska Harbormaster's Conference in Juneau from October 1-4, 2019. A number of useful management techniques were shared regarding vessel management software, derelict vessels, permitting, and asset management. This conference routinely provides beneficial topics for the majority of the attendees, with presenters paying sponsorship fees in exchange for offering their expertise or products to the members. As this conference has not been held in Nome since 1994, the members took a vote and decided Nome was the destination for the 2020 conference. At this time, we anticipate a window around mid-September, but exact dates will be shared when firmed up with association staff and members. Juneau saw nearly two hundred members and associated professionals. We are working with association staff to estimate numbers for Nome-2020.

I will be attending the Alaskan Command Arctic Symposium in Fairbanks from 13-15 November 2019. The event is in support of USNORTHERN Command's Arctic Security and Defense Mission, with the theme of *Advancing Strategic Partners in Securing America's Arctic Interests*. Similar to the previous event held last August at JBER, this is a great opportunity to network directly with agency decisionmakers regarding the resupply/refueling needs of their fleet.

The 19 September Port Commission Work Session reviewed the PND Facility Inspection Report Summary on short, medium and long-term maintenance recommendations at the Port/Harbor. In an effort to prioritize, it was decided that staff would prepare a comprehensive list combining the PND summary with the existing facility maintenance list. The full listing will be presented at the 17 October Work Session for discussion to prioritization.

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

The Corps Project Delivery Team held their monthly meeting on 10 Oct 2019, with the following updates:

- The results of the error found in the HarborSym modeling program has eliminated the team's ability to use the National Economic Determination (NED) authority which is based on achieving a positive benefit/cost ratios (BCR) to justify the project. The team has shifted to the second eligible authority, the 2006 Remote & Subsistence Harbors, and is evaluating adjustments to Alternative 4a to address concerns raised by the Alaska Marine Pilots (AMP) on the Deep Water basin being too small to safely navigate the design vessel. Once revised, this will trigger updated quantities and costs which will inform whether this plan can be supported under this authority.
- The remaining authority is referred to as the Federal or National Security plan but cannot be used until the Navy or USCG commit funds to the project that correlate to the percentage of project benefits their fleets will realize through use of the facility. The 8b plan is presently justified by this authority, and therefore discussions continue to secure one or both of these commitments.
- For schedule, the next target date is the Agency Decision Milestone (ADM) on 27 Jan 2020 where the selected plan, project costs and supporting information is presented to the Reviewers for approval to move forward with the study. I do have concerns with potential delays caused by the modeling error, but the team has indicated they can still hit the ADM target date.
- I am anticipating the team's efforts to produce some type of hybrid plan between Alternatives 8b and 4a (attached), and will continue to work with AMP to ensure the new plan is safely navigable. Once the team's recommendation is available, it will be shared in subsequent reports.
- Concerns were expressed in the last Council meeting regarding the project's impacts to residents and the community. The draft report, released in May 2019, includes more information about the project, along with detail regarding local and regional economics and impacts. Attached is the Finding of No Significant Impact (FONSI) which provides an overview of environmental impacts and the level of impact. I've also compiled a packet containing other report sections that should give more insight on the issue. For those who wish to discuss further or review other aspects of the project, I can be reached at 907-304-1905 or jbaker@nomealaska.org.

West Gold Dock Sheet Pile Repair Project:

Construction is complete, including all punch list work, and the crew has fully demobilized from the site. A PND inspector was in Nome at the end of the punch list tasks and verified the quality control of the contractor's work as being built per design specifications. Per the construction agreement, all financial obligations of the contractor have been confirmed as being paid for this project, which meets the requirement for release of the retainage held by the City. PND will be providing the project as-builts in both paper and electronic format in the next few weeks.

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

The Corps has provided a draft budget and scope on the project, along with draft cost-share agreement for review by the City. As this project has been separated from the larger expansion project, additional changes were required within the City's letter of interest that will be submitted in the next few days. Once the final letter has been transmitted to the Corps, the review team will authorize an official determination letter to be released. This will allow the District and the City to begin conferring on the study cost-share agreement.

Concrete Launch Ramp Replacement Project:

The City received the attached award notice from the Department of Commerce-Economic Development Administration on 25 September 2019 for \$1.692M in funding to replace the concrete launch ramp. These federal funds will be matched with a \$300K grant from NSEDC's Large Infrastructure Program, and \$123K from the Port of Nome. We anticipate official award documents in the coming weeks, followed by an RFP solicitation to secure

engineering services for the design completion and bid package prep, before letting the construction bid in 2020. Information on the RFP solicitation and project schedule will be shared once the grant award is signed.

Snake River Moorage & Vessel Haulout Facility:

In coordination with Cordova Consulting, the City submitted an application for funding to the U.S. DOT BUILD program on 13 July 2019 to fund the Snake River Moorage & Vessel Haulout Facility Project. Grant awards are anticipated to be announced in December 2019.

Port Industrial Pad:

West Nome Tank Farm (Property Conveyance):

The USAF recently provided an updated timeline to Senator Sullivan's staff for completing preparation of the property transfer documents and transmitting to the City by January 2020. These documents will include a specific, step-by-step breakdown of each party's short and long-term responsibility for the property. Port and NJUS staff are working together with the City Engineer to determine long-range development of the area.

External Facilities:

Cape Nome:

The City has been contacted by a new DHS staff member that has been assigned to address the remaining the Cape Nome Repair Project, and reconcile reports along with the pending reimbursement requests.

Italics reflects information with\ no change from last report. Additional information is available on request.

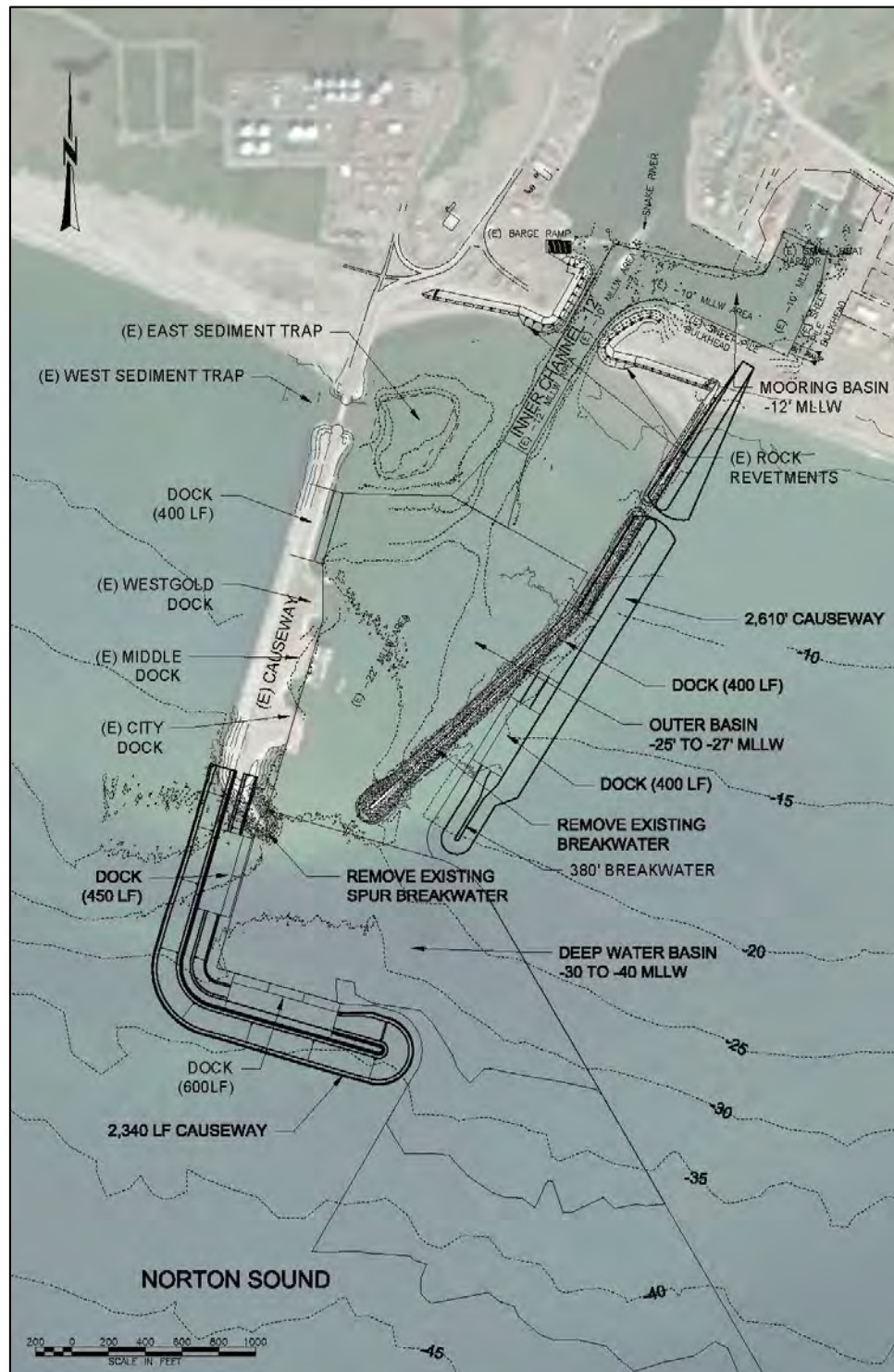


Figure 55. Concept Drawing – Alternative Plan 4

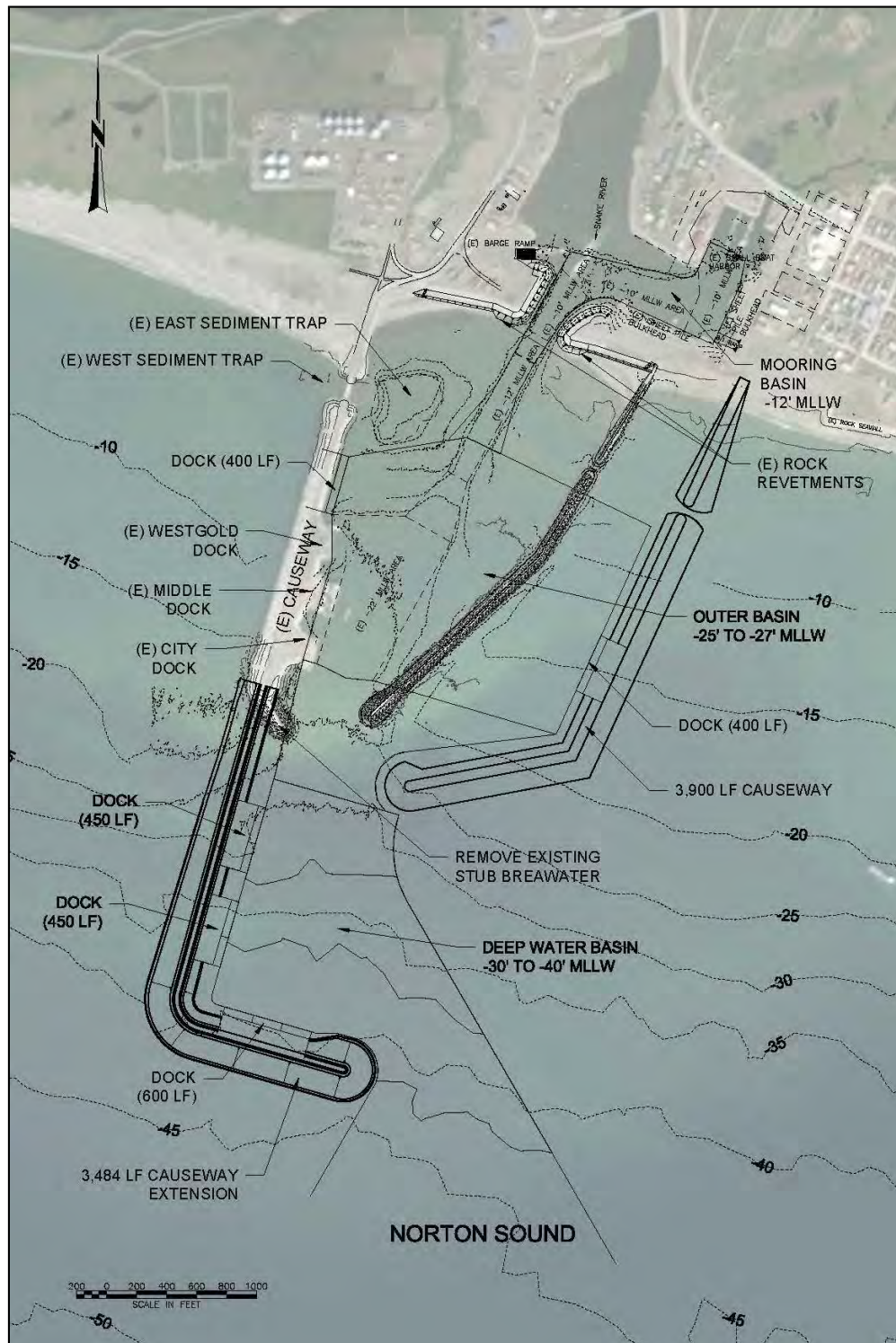


Figure 59. Concept Drawing – Alternative Plan 8b



**US Army Corps
of Engineers**

Alaska District

**Draft Integrated Feasibility Report
and Environmental Assessment
and Draft Finding of No Significant Impact**

Port of Nome Modification Feasibility Study Nome, Alaska



**US Army Corps
of Engineers**

Alaska District

May 2019

DRAFT FINDING OF NO SIGNIFICANT IMPACT

Port of Nome Modification Feasibility Study Nome, Alaska

The U.S. Army Corps of Engineers, Alaska District (Corps) has conducted an environmental analysis in accordance with the National Environmental Policy Act of 1969, as amended. The final Integrated Feasibility Report and Environmental Assessment (IFR/EA) dated 8 May 2019, for the Port of Nome Modification addresses navigational improvement opportunities and feasibility in Nome, Alaska. The final recommendation is contained in the report of the Chief of Engineers, dated DATE OF CHIEF'S REPORT.

The Final IFR/EA, incorporated herein by reference, evaluated various alternatives that would provide safe, reliable and efficient waterborne transportation systems for movement of commerce, national security, and recreation at the Port of Nome in the study area. The recommended plan is the National Economic Development (NED) Plan and includes:

Outer Basin Modification Components

- Remove the existing breakwater stub of the end of the existing west causeway to increase entrance width.
- Remove existing east breakwater (some of the rock can be reused in new causeway)
- Add a 3,900 ft east causeway aligned with F-Street and extending to approximately -25 ft mean lower low water (MLLW) (Outer Basin entrance width increases to 650 ft).
- Deepen Outer Basin from -22 ft MLLW to -28 ft MLLW (dredge depth limited by existing sheet pile docks on west causeway).
- Add one 400 ft long dock to west causeway north of the West Gold Dock.
- Add a 400 ft long dock with the new east causeway.

Deep Water Basin Components

- Add approximately 3,484 ft of "L"-shaped causeway extended to approximately -40 ft MLLW.
- Deepen the Deep Water basin to either -30 ft MLLW or -40 ft MLLW (depth to be determined during optimization before the final report).
- Add two 450 ft docks and one 650 ft dock.
- Extend utilities to the new docks (fuel marine header, water, sewer with associated piping, and electrical service as needed).

Dredged Material Placement

- New work – mechanical dredge with near shore placement east of the existing port
- Maintenance – hydraulic dredge and beach placement east of harbor is current USACE practice which is expected to continue

In addition to a "no action" plan, six structural alternatives were evaluated. The alternatives each included a combination of modifications, including extending the existing causeway, modifying or replacing the existing breakwater, additional docks, and several alternative depths for the Outer Basin and Deep Water Basin:

- Alternatives 3a, 3b, 3c. 2,340 ft long L-Shaped West Causeway extension to approximately -30 ft MLLW bottom elevation and modify the East Breakwater.
- Alternative 4. Similar to Alternative 3a-3c, except a portion of the East Breakwater is converted to causeway.
- Alternatives 8a, 8b. A 3,937 ft (Alt. 8a) or 3,484 ft (Alt. 8b) extension of the West Causeway to approximately the -45 ft MLLW (Alt 8a) or -40 ft MLLW (Alt 8b) benthic elevation, remove the East Breakwater, and construct new East Causeway aligned with F-Street).

Each alternative was evaluated for various navigation channel dredge depths. The dredge depth for the Outer Basin was limited by the sheet pile design along the existing causeway to a maximum of -28 ft MLLW; as a result the two dredge depths -26 ft MLLW and -28 ft MLLW (max pay) were evaluated for the Outer Basin. The Deep Water Basin was evaluated for dredge depths of -30 ft MLLW, -35 ft MLLW and -40 ft MLLW

For all alternatives, the potential effects were evaluated, as appropriate. A summary assessment of the potential effects of the recommended plan are listed in Table 1:

Table 1: Summary of Potential Effects of the Recommended Plan

	Insignificant effects	Insignificant effects as a result of mitigation*	Resource unaffected by action
Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aquatic resources/wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Invasive species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fish and wildlife habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Threatened/Endangered species/critical habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Subsistence Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous, toxic, & radioactive waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hydrology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise levels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socio-economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tribal trust resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Climate change	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

All practicable and appropriate means to avoid or minimize adverse environmental effects were analyzed and incorporated into the recommended plan. Best management practices (BMPs) as detailed in the IFR/EA will be implemented, if appropriate, to minimize impacts:

- Prior to the start of construction dredging, representative samples of the material to be dredged would be sampled and analyzed for a broad range of potential contaminants. The material would be tested for total organic carbon, ammonia, and sulfides. An elutriate test appropriate to the anticipated construction dredging conditions would also be performed. (Section 8.7.2.10)
- Dredging would be conducted so as to minimize the amount of suspended sediment generated. (Section 8.7.2.10)
- The contractor would be required to prepare and implement an Oil Spill Prevention and Control Plan. Reasonable precautions and controls would be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. (Section 8.7.2.10)
- The contractors would be required to use equipment that is in good repair and meets applicable emission standards. Best management practices such as wetting work surfaces would be applied if visible lofted dust is noted. (Section 8.7.2.11)
- High-noise activities, such as pile-driving, can be timed to minimize impacts on residential areas. Port workers can be informed of the location and timing of high-noise activities, and offered hearing protection. (Section 8.7.2.12)
- During all pile-driving, dredging, and other in-water work, qualified marine mammal observer(s) would be present. All observers must be able to spot and identify marine mammals; and record applicable data during all types of weather during all in-water activity. (Sections 8.7.3.2.1 and 8.7.3.2.2)
- Marine mammal observers would have the authority to immediately stop pile-driving operations, and/or lower noise levels to less than 120 dB, when marine mammals are visible within the exclusion zone, a 350 m (1,148 ft.) radius from the pile-driving location. (Sections 8.7.3.2.1 and 8.7.3.2.2)
- For dredging, rock-placement, and other in-water activities in which accidental contact is a greater threat than injurious noise, the exclusion zone would be 50 m. (Sections 8.7.3.2.1 and 8.7.3.2.2)
- Pile driving or any work with potential to generate noise levels above 120 dB (impact and/or vibratory hammers) shall start at low intensity to allow for marine mammals to evacuate the exclusion zone. (Sections 8.7.3.2.1 and 8.7.3.2.2)
- To reduce the risk of collisions with protected species, proposed action-related vessels would be limited to a speed of 8 knots or the slowest speed above 8 knots, consistent with safe navigation:

- when within 3 nautical miles of any Steller sea lion haul outs or rookeries;
 - when transiting the North Pacific right whale CH areas; and
 - when transiting the Cook Inlet beluga whale CH areas.
- Vessel operators would strive not to approach within 100 yards of a marine mammal to the extent practicable, given navigational and safety constraints. (Sections 8.7.3.2.1 and 8.7.3.2.2)
- The timing of the proposed construction activities would be coordinated with the Alaska Department of Fish and Game. (Section 8.7.3.3)
- To the extent practicable, the existing fish passages in the causeway and breakwater would be kept passable during construction through removal of accumulated sediment as necessary. (Section 8.7.3.3)
- The recommended plan east causeway would incorporate a serviceable fish passage breach, and nearshore construction would be timed to minimize impacts on migrating fish. (Section 8.7.3.3)
- The USACE would work with the NMFS and the ADFG to develop a plan to replace cobble habitat impacted by construction of the expanded port. The construction footprint of the selected alternative would be surveyed to determine the extent, nature, and density of hard bottom habitat that would be impacted. The NMFS further recommends (NMFS 2019) that the USACE “pursue the beneficial ocean placement of appropriate coarse grain dredge spoils... (e.g., cobble and boulders) excavated during the project to mitigate the loss of EFH through the creation of habitat in deeper waters offshore that do not currently support living substrates or the critical life stages for species such as crab.” (Sections 8.7.3.3)
- The USACE would conduct a survey of submerged portions of the existing rubblemound causeway and breakwater, establish long-term monitoring of the new/extended rubblemound structures. (Section 8.7.3.3)
- Rock for new rubblemound construction would be free of contaminants and invasive species. To the extent practicable, rock material removed from the existing rubblemound structures in the course of construction would be reused at the project site. (Section 8.7.3.3)
- An archaeological monitor who meets the Secretary of Interior’s Professional Qualifications Standards, would be present during all terrestrial ground-disturbing activities. The archaeological monitoring and treatment of any unexpected discoveries would adhere to the provisions identified in the Memorandum of Understanding (MOU) under development: *Memorandum of Understanding among the U.S. Army Corps of Engineers, Nome Eskimo Community, and Kawerak, Incorporated, Regarding the Proposed Navigation Improvements at the Port of Nome, Alaska*. (Section 8.7.4)
- The USACE will continue to consult with local Alaska Native communities to avoid and minimize the short term effects of construction on subsistence species and subsistence access, particularly with regards to the timing of construction operations. (Section 8.7.5)

- The contractor will be required, to the extent practicable, to provide and maintain temporary housing (i.e., a man-camp) for its project workers. (Section 8.8.1)

No compensatory mitigation is required as part of the recommended plan.

Public review of the draft IFR/EA and FONSI was completed on DATE DRAFT EA AND FONSI REVIEW PERIOD ENDED. All comments submitted during the public review period will be responded to in the Final IFR/EA and FONSI.

Pursuant to section 7 of the Endangered Species Act of 1973, as amended, the Corps determined that the recommended plan may affect, but is not likely to adversely affect, the following federally listed species or their designated critical habitat:

- Ringed seal (*Pusa hispida*) – Arctic Distinct Population Segment (DPS).
- Bearded seal (*Erignathus barbatus*) – Beringia DPS.
- Steller sea lion (*Eumetopias jubatus*) – Western DPS.
- Bowhead whale (*Balaena mysticetus*).
- Humpback whale (*Megaptera novaeangliae*) – Mexico and Western Pacific DPSs.
- N. Pacific right whale (*Eubalaena japonica*).
- Gray whale (*Eschrichtius robustus*) - Western North Pacific DPS.
- Sperm whale (*Physeter microcephalus*).
- Fin whale (*Balaenoptera physalus*).
- Blue whale (*Balaenoptera musculus*).
- Beluga whale (*Delphinapterus leucas*) – Cook Inlet DPS.
- Polar bear (*Ursus maritimus*).
- Spectacled eider (*Somateria fischeri*).
- Steller's eider (*Polysticta stelleri*).

The U.S. Fish and Wildlife Service (USFWS) concurred with the Corps' determination (on species under their jurisdiction, i.e., polar bear, spectacled eider, and Steller's eider) in a letter dated 12 March 2019. Concurrence from the NMFS was sought in a determination letter dated 31 December 2018, and is pending.

The Corps additionally determined that the recommended plan will have no effect on the following federally listed species or their designated critical habitat:

- Northern sea otter (*Enhydra lutris kenyoni*) – Southwestern Alaska DPS.
- Short tailed albatross (*Phoebastria albatrus*).

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the Corps determined that historic properties would not be adversely affected by the recommended plan. Concurrence from the State Historic Preservation Officer (SHPO) was sought in a determination letter dated 8 April 2019, and is pending.

Pursuant to the Magnuson Stevens Fishery Conservation and Management Reauthorization Act of 2006, the U.S. Army Corps of Engineers determined that the recommended plan would adversely affect EFH, but in minor, localized ways that can be offset through best management practices and conservation measures. The NMFS concurred with the Corps' determination in a letter dated 5 March 2019.

Pursuant to the Fish and Wildlife Coordination Act of 1934, as amended, the Corps offered to engage with and provide funding to the USFWS under the provisions of the FWCA. The USFWS declined engagement, and stated that no Coordination Act Report was necessary at this time in a letter dated 11 March 2019.

Pursuant to the Clean Water Act of 1972, as amended, the discharge of dredged or fill material associated with the recommended plan has been found to be compliant with section 404(b)(1) Guidelines (40 CFR 230). The Clean Water Act Section 404(b)(1) Guidelines evaluation is found in Appendix A of the IFR/EA.

A water quality certification pursuant to section 401 of the Clean Water Act will be sought from the Alaska Department of Environmental Conservation (ADEC) Division of Water prior to the end of Feasibility Phase. By the ADEC's preference, the agency review under section 401 of the CWA will be concurrent with the public review of the attached IFR/EA. All conditions of the water quality certification will be implemented in order to minimize adverse impacts to water quality.

The State of Alaska withdrew from the voluntary National Coastal Zone Management Program on July 1, 2011. Within the State of Alaska, Federal agencies are not required to seek concurrence that their activities conform to a State-implemented coastal zone management plan.

All applicable environmental laws have been considered and coordination with appropriate agencies and officials has been completed, or is near completion.

Technical, environmental, and economic criteria used in the formulation of alternative plans were those specified in the Water Resources Council's 1983 Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies. All applicable laws, executive orders, regulations, and local government plans were considered in evaluation of alternatives. Based on this report, the reviews by other Federal, State, and local agencies; Tribes; input of the public; and the review by my staff, it is my determination that the recommended plan would not cause significant adverse effects on the quality of the human environment; therefore, preparation of an Environmental Impact Statement is not required.

Date

Phillip J. Borders
Colonel, Corps of Engineers
District Commander

From: Stanfield, Darmika (Federal) <DStanfield@doc.gov>

Sent: Wednesday, September 25, 2019 11:01 AM

Subject: Notice of Investment Award - City of Nome

Notice of Investment Award

Title: Harbor Launch Ramp Repair Project

DOC Bureau: Economic Development Administration

Investment No and Type: 07-01-07499 – Public Works

Applicant: City of Nome

Contact Information: Joy Baker, Port Director
(907) 304-1905; jbaker@nomealaska.org

City/County, State: Nome/Nome, AK

U.S. Congressional District 1

EDA Investment Amount: \$1,692,413

Total Project Cost: \$2,115,516

Anticipated Impact/Outcome: \$17.6 million in private investment leveraged.

Description: This EDA investment funds the renovation of a sea vessel launch ramp at Nome Inner Harbor in Nome, Alaska. The shipping infrastructure improvements will enable maritime business enterprises to expand operations to serve a nearby Opportunity Zone, which will support export development, build business resiliency, and drive regional economic growth.

EDA grants are awarded through a competitive process based upon the application's merit, the applicant's eligibility, and the availability of funds. More information on EDA's grant process and investment process can be found at www.eda.gov.

Should you have any questions, please contact EDA at (202) 482-2900.



21 Aug 2019

Arctic Domain Awareness Center (ADAC)
A U.S. Department of Homeland Security
Center of Excellence

Request for Proposal (RFP) in Association with ADAC's Arctic-related Incidents of National Significance (Arctic IoNS) 2019 Workshops

Seeking solutions to support the U.S. Coast Guard in managing a complex Arctic crisis

Introduction and summary

The Arctic Domain Awareness Center is a U.S. Department of Homeland Security (DHS), Center for Maritime Research (CMR), led by the University of Alaska Anchorage. ADAC seeks to develop and transition technology solutions, innovative products and educational programs to improve situational awareness and crisis response capabilities related to emerging maritime challenges posed by the dynamic Arctic environment. The ADAC research network is comprised of academic and industry teams focused on delivering solutions to problems faced by the United States Coast Guard (USCG) and other DHS mission operators across the Arctic maritime region.

ADAC announces a competitive search to address research challenges associated with multiple Arctic response capability gaps and shortfalls in science and technology discerned from a two part workshop conducted via “**Stressing the System...managing a complex Arctic Crisis**” Arctic-related Incidents of National Significance workshop, (Arctic-IoNS). These workshops were conducted at University of Alaska Fairbanks Northwest Campus, Nome Alaska on 18-19 April 2019 and at the University of Alaska Anchorage from 20-22 May 2019. These workshops were jointly led by the Arctic Domain Awareness Center and Sandia National Laboratories. The Nome Arctic IoNS 2019 workshop was chiefly focused in gaining Alaska Native and other rural Arctic Alaskan resident insights into specific concerns and needs associated with the workshop scenario. The Anchorage Arctic IoNS 2019 workshop was associated with examining shortfalls and gaps in science and technology oriented in conducting response to the workshop scenario, conducted via plenary scenarios, tabletop exercises and breakout group sessions.

The following are the specific research questions developed from the 20-22 May 2019 Anchorage Arctic IoNS Rapporteur's Report research questions and tasks. These questions attempt to prioritize and synthesize the large number of gaps and shortfalls identified at the workshop into scientific research questions that facilitate responses capable of advancing both the scientific merit of the proposed research as well as its relevancy to the Arctic response management community.

Accordingly, ADAC is seeking proposals *responding to these research questions* or knowledge gaps, to improve the science of Arctic response and crisis management through creating knowledge products, advancing decision support, or developing needed technology that results in improved capabilities in managing complex Arctic Crisis situations.

In order to be very clear, it is important to note, that while the Anchorage Arctic IoNS workshop developed a total of 6 categories and 32 potential research questions, the below 4 categories and 9 research questions have been selected by HQ USCG and coordinated with DHS S&T UP reflect the highest priority for additional research and should be the only questions in which researchers should respond. These research questions are aligned to categories of research to assist responding teams in developing proposals.

Research area 1: Communicating with Vessel Master, Responders, and Remote Communities in the Arctic Technologies:

1. What options are available and can be developed for more effective maritime (vessel-to-vessel, vessel-to-air, vessel-to-land, air-to-land) communications in the Alaska environment, including voice, data, video, and direction finding?
2. How can unmanned and remotely operated systems be utilized in remote locations to: (1) assist with facility inspections and oil tank leak detection, and/or (2) inspect and repair distant communications infrastructure?
3. How can we develop, optimize, and maintain a common operating picture to support decision making and maritime domain awareness? The solution should be available to responders; communities; and Federal, state, local, tribal, international, and private/industry elements.

Research area 2: Maritime Domain Awareness Technologies:

1. What technological solutions and best practices for bulk fuel containers/tanks can be developed or put into use to reduce the potential of oil spills and to predict risk from existing containers?

Research area 3: Latent Detection Challenge Technologies:

1. How do we accomplish rapid/ad-hoc, large area information collection for an event/response?

2. What are the cyber security vulnerabilities of detection and communication technologies that could impact Arctic operations? How can we best determine information is not compromised?
3. What sensors are capable of detecting chemicals and metals in the U.S. Arctic region, and how can those sensor capabilities be used for response decision making?

Research area 4: Technologies to Establish Communications w/ Remote Populations w/ Compromised Infrastructure:

1. What technical communication and policy approaches can be developed to both: (1) provide affordable and widespread hi-bandwidth capabilities in remote Alaskan locations, and (2) have flexible or minimal infrastructure needs?
2. Power systems are a critical component to supporting remote communications. What technologies could be developed to provide an affordable, Arctic-capable power storage capability to support communication sites?

Award Information

1. Funding Availability:

ADAC anticipates approximately three to five projects in varying funding amounts may be awarded under this solicitation. In order to facilitate suitable alignment to the research questions and associated project length as described in this RFP, ADAC respectfully recommends proposals scoped between approximately \$200,000 to \$350,000 U.S. dollars. After evaluation, ADAC reserves the right to determine the number of projects funded. The exact amount of awarded funds to projects will be determined during the negotiations between the proposal applicants, ADAC and/or DHS at time of award. Publication of this notice does not obligate ADAC to award any specific project or to obligate funds. Following award selection under this RFP, ADAC has no obligation to provide additional funding in connection with the award.

Notwithstanding written assurances from the University of Alaska Anchorage (UAA), there is no obligation on the part of DHS or ADAC to cover Pre-Award costs unless approved by UAA, Office of Sponsored Programs (OSP) as part of the terms when executing a proposal award.

Final determination on project selection will depend on proposal merit in addressing research questions and customer relevancy. ADAC encourages applicants to carefully observe and diligently comply with each requirement of this RFP in submitting a response.



Common Operating Picture via 3D Digital Platform

Port of Nome, Stakeholder Involvement and Review: We are pleased to include local stakeholder support in our project, via the Port of Nome. A statement from Port Director Joy Baker follows:

The Port of Nome supports Fugro’s proposal to develop a valuable dataset tool that can be used to better inform responders during simulated or real-life catastrophes in our remote region. An integrated network of critical information regarding local resources, infrastructure, communications, trained personnel, maritime services, maps, etc., is essential to successful decision-making during a maritime or land-based emergency response. The Port of Nome agrees to fully participate in this research project, should it be funded, by providing Fugro with existing pertinent data, as well as work with the team to identify datasets that are needed to fill any gaps. Emergency preparedness in remote areas like Western Alaska absolutely requires the incorporation of local knowledge within the response tool box, or crucial and time-sensitive resources can easily be overlooked and result in negative outcomes.

From our perspective, the Port’s involvement in this project is critical, helping to provide a “bottom-up” approach to domain awareness, emergency readiness and response. Developing a common operating picture requires input from all parties—local, state, federal. The Port’s involvement will ensure that local knowledge is considered from the beginning and is incorporated through all stages of the project in coordination with the U.S. Coast Guard (USCG).

USCG, Stakeholder Involvement and Review: As a major beneficiary of this research, the Research Team intends to engage with a central point of contact from the USCG, as designated by the agency after successful grant award and contracting.

1.2 Research Question

Our proposal addresses Research Area 1: Communicating with Vessel Master, Responders and Remote Communities in the Arctic Technologies. Our work will be focused on **Question 3: How can we develop, optimize, and maintain a common operating picture to support decision making and maritime domain awareness?** We recognize that the solution should be available to responders; communities; and Federal, state, local, tribal, international, and private/industry elements.

1.3 Goal and Objectives

The goal of our research project is to deliver a cost-effective, scalable prototype tool for managing and serving a wide range of existing and streamed datasets to ensure a common operating picture of the land-sea environment and related facilities scenario planning and incident response. The tool will provide a wide range of stakeholder groups with real-time access to critical information via desktop and web-based, user-friendly format, specific to different user needs.

The tool will be developed based on an existing land-based tool known as Fugro SIMmetry. Powered by Skyline software, Fugro SIMmetry is an advanced 3D modeling platform for GIS-enabled data management, connection and communication to improve situational awareness, planning and decision-making. The existing land-based tool has been used by numerous local, state and federal agencies for applications such as mission planning, mineral rights and property management, community geographic information data gathering, emergency response simulation and



communication. The platform makes it possible to integrate existing and new datasets with multiple coordinate systems, such as topography, land hydrography, engineering as-built drawings, surface and subsurface utility (natural gas and drainage features), facilities (universities, federal and state government and large commercial properties) and transmitted signal data (such as security cameras, flood gauges, vehicle locators, etc.). For the ADAC research project, Fugro will modify the existing platform to include a variety of existing and real-time marine datasets in and around the Port of Nome to ensure a common operating picture that supports maritime domain awareness, planning and response.

We have selected the Port of Nome as our test facility because it has strategic geographic importance to Arctic operations. While both public and private sector entities have defined requirements of the Port, the USCG (as a requisite interface for this undertaking) plays a significant role in the maritime safety and security requirements of both the port and the region. Our envisioned deliverable, a smart digital platform that spans sea-land interface, will make it possible to effectively plan for catastrophic events through what-if scenarios and response simulations. While incident training has historically occurred in the summer—when conditions are optimal—this tool will help facility managers, first responders and community members plan for incidents in a wide range of conditions, and in all seasons. As such, the project aims to help improve the quality of information and the speed of communications between vessel masters, responders and public in this remote Arctic community and beyond.

Project objectives are to:

- Understand the Port of Nome’s needs for facility management, domain awareness, and emergency readiness/response. We’ll also contact state and federal stakeholders to ensure a tool that supports requirements for a common operating picture during an incident of national significance.
- Identify and gather existing datasets (and data streams) and harmonize them for ingestion into a GIS environment. Of special importance is bathymetry data, which will be critical for creating what-if scenarios and modelling response to various IoNS and their impact on the Port of Nome and the larger community.
- Adapt the existing Fugro SIMmetry platform to ensure multiple user groups can view data of different specificity, from different platforms and at different speeds of connectivity. Additionally, we will create a plan for how this tool can remain effective should communication systems fail.
- Perform testing and hands-on training with end-users after draft deliverable is developed. We’ll incorporate information from these tests into a report for improvement during the transition phase of the project.

In summary, the study will deliver a systematic review of existing and needed datasets for integration into a SIMmetry platform, moving this from a land-based solution to one that includes marine data. The final deliverable will either be a powerful prototype for other coastal facilities to emulate or it will deliver a concrete route by which such tool could be developed with additional research. Importantly, the project will flow from the bottom up to ensure local knowledge is incorporated into every stage of the tool’s development, improving a documented area of concern regarding Arctic domain awareness, and incident planning and response.



Memo

To: Glenn Steckman – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 11/18/2019
Re: Monthly Report/Capital Projects Update – November 2019

Administrative:

2019 statistics for vessel traffic and commodity volumes are being compiled, and will be provided with a comparison to previous seasons in the next report. The season went well, with steady traffic, an increased number of cruise ships and a large volume of gravel/rock export. However, it is anticipated that the stats are still feeling the impact of the delayed recession recovery, namely related to construction projects.

In addition to the recently awarded EDA grant to repair the harbor launch ramp, the Port currently has two grants with the State Dept. of Commerce, Community & Economic Development, each for \$1.6M. The first grant is serving as the City's cost-share on the port expansion feasibility study with the Corps, and a good portion of the other will fund the design of the project. All of the final closing reports for the FEMA grant on the Cape Nome Jetty Repair have been submitted, but the City is still awaiting the final reimbursement of funds. Lastly, we submitted an application to the U.S. DOT BUILD grant program earlier this year, and are waiting for awards to be announced.

The U.S. Committee of Marine Transportation Systems (CMTS) has updated their *2015 Arctic Vessel Projections Report* for 2020-2030. There is good information to be found in this report, which can be found at www.cmts.gov/arctic/documents - along with several other useful Arctic reports. We have been coordinating with the CMTS on vessel traffic for about 5 years, and have developed a great relationship with this resourceful team.

A.P. Parlow & Associates has completed the *2019 Commercial Arctic Shipping Assessment* for the Port, and contains information regarding shipping, ports and geopolitics across the Arctic. The report is available on the port page of the City's website for those interested in reviewing, or a printed copy can be provided upon request.

PND Engineers has submitted the final facility inspection report on the Port & Harbor infrastructure performed early in the 2019 season, which outlines some minor repairs needed, as well as some long-term maintenance. These items will be incorporated into the Port's Project Prioritization list, and prioritized for planning capital funding needs. As the October meeting of the Port Commission was canceled for lack of a quorum, this evaluation is rescheduled for the 21 Nov 2019 work session and meeting.

I attended the Alaskan Command Arctic Symposium in Fairbanks on 13-15 Nov 2019. There was a great deal of information shared reflecting the unclassified portions of the USNORTHERN Command's Arctic Security and Defense Mission. Presentations included lessons learned in recent training, unknown elements, Arctic and near-Arctic states coordinating to protect their security interests, and reassurance that the American military has their eye on the Arctic. As usual, the ability to network directly with agency decision makers is what makes these events beneficial.

Causeway:

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

The Corps Project Delivery Team will be holding the monthly meeting on 14 Nov 2019 - the latest updates are:

- Recent actions at Corps HQ have resulted in the Agency Decision Milestone (ADM) being moved up from late Jan 2020 to late Nov 2019. Additionally, the team has shifted focus to the preferred 8b/40' alternative, rather than the 4a plan that the Alaska Marine Pilots identified as too small to safely navigate and maneuver. Evaluation of the 8b@40 feet will continue under the 2006 Remote & Subsistence Harbors authority, to precisely identify the risk, costs and benefits.
- Discussion continue regarding the Federal/National Security plan but so far, there is no commitment by the Navy or USCG to commit funds to the project, which would correlate to the percentage of project benefits their fleets would realize through use of the facility.
- Based on HJR 14 passed by the Alaska Legislature requesting Alaska DOT support for the Nome Arctic Deep-Draft Port project, the City recently engaged with Commissioner MacKinnon to discuss the level of support. For the F20 fiscal year, we will be engaging with Michael Lukshin, a long-term Harbor's Engineer for the state, which Port staff have worked with before. As the F20 budget is very tight, assistance will be limited to input on critical milestones until funds are available.
- Anyone who wishes to discuss aspects of the project, can contact me at 907-304-1905 or jbaker@nomealaska.org, or click on the project link on the port page at www.nomealaska.org.

West Gold Dock Sheet Pile Repair Project:

As-built survey drawings have been submitted by the contractor, and verified by PND Engineers. As-built record drawings have been submitted by PND, and the dock will be back in full service in 2020. Total project costs came in just under the \$1.5M estimate, at \$1,497,378.68, for the emergency and permanent repair work combined.

Sediment at Causeway Bridge:

The sediment shoaling under the Causeway Bridge has been worsening over the last few years. The Alaska Corps District Operations Branch is considering modifying the existing contract to use a combination of excavation and dredging to remove enough material to achieve sufficient depth and perimeter to prevent frequent shoaling.

Harbor:

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

The Corps is waiting for the review team to authorize the project through an official determination letter. Once received, the City and Corps can begin conferring on the feasibility cost-share agreement, the percentage of which will be less than the current 50/50 that is in place for the Modification Feasibility Study. The reduced share for this CAP project will be funded from the \$1.6M grant received from the state in 2017.

Concrete Launch Ramp Replacement Project:

The City has executed the grant agreement with EDA, and the startup project conference is scheduled for later this month. The conference will allow the project to commence, which will consist of design completion and bid document prep. It is anticipated that the project will be going out to bid in Feb/Mar 2020, with construction occurring between July and September 2020.

Snake River Moorage & Vessel Haulout Facility:

Last week the U.S. Department of Transportation announced awards for the BUILD program. The Port of Anchorage was the only recipient for Alaska as there is a \$25M limit per state and Anchorage was awarded the entire amount. We will continue to look for other funding opportunities for this project.

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

The USAF provided an updated timeline on the property transfer documents, which the City should receive in early December. These documents will include a specific, step-by-step breakdown of each party's short and long-term responsibility for the property. Port and NJUS staff did a site visit in mid-October to discuss the long-range development plan for these 7 acres, with a focus on access, drainage and modifying the pad to increase usability.

External Facilities:**Cape Nome:**

The City received questions to clarify portions of the final submittal, and has submitted responses. We are expecting final closeout by DHS staff and release of the last reimbursement payment.

Italics reflects information with\ no change from last report. Additional information is available on request.

PORT & HARBOR
FISCAL HEALTH STRATEGIES

Per discussion at the Port Commission Work Session on Tuesday 11 June 2019, the following options are being presented for discussion:

OPTIONS FOR 2020 OPERATING SEASON:

1. Annual CPI Adjustment:

- Tariff rates would be adjusted annually per the 5-year average ANC CPI (present 2%).

2. Asset Repair/Replace & Capital Improvements Fee:

- a. Setup new fund account – annually set aside funds to be authorized for specific use
 - A percentage of closing net revenues set aside for deferred maintenance
 - F20 is presently budgeted for a surplus of \$23,359.
 - F19 closed out at a deficit of \$163,653.
 - F18 closed out at a deficit of \$168,806
 - F17 closed out at a surplus of \$243,347, which would've generated (just as an example):

3.5%	5%	10%
\$8,517	\$12,167	\$24,335

3. Tariff Rate Increase:

- Evaluate specific rate adjustments for increased labor, utilities, insurance, taxes.
- Establish an annual or bi-annual percentage of increase on all or specific rates.
- Set aside percentage of annual depreciation.

OTHER REVENUE SOURCES

State Shared Business Taxes:

- Commercial Passenger Vessel Tax – state collects \$34.50 per passenger (under specific criteria) and shares \$5 with each of the first 7 ports on the voyage (see attached detail)
 - Juneau charges a local head tax of \$5, plus a \$3 per pax port development fee.
 - Ketchikan charges a local head tax of \$7/dockside and \$4/lightered.
- Fisheries Business Tax – state collects from persons/business processing or exporting raw fish within the municipality limits and shares 50% of that revenue with that city (see attached detail)

Local Passenger Fee:

- Option to create a local passenger fee, but cruise ship companies are on a 2-year lead time so any new fee would need to be developed to be assessed 2 years out.

Source: State of Alaska Department of Labor and Workforce Development
<http://live.laborstats.alaska.gov/cpi/index.cfm>

	Urban Alaska					
Year	1st Half	Percent Change	2nd Half	Percent Change	Annual	Percent Change
2018	223.099	2.1	227.992	4	225.545	3
2017	218.616	0.7	219.131	0.2	218.873	0.5
2016	216.999	-0.1	218.66	0.9	217.83	0.4
2015	217.111	1.1	216.706	-0.1	216.909	0.5
2014	214.777	1.9	216.833	1.4	215.805	1.6
2013	210.853	2.7	213.91	3.5	212.381	3.1
2012	205.215	2.5	206.617	2	205.916	2.2
2011	200.278	2.8	202.576	3.6	201.427	3.2
2010	194.834	2.5	195.455	1	195.144	1.8
2009	190.032	1.3	193.456	1.1	191.744	1.2
2008	187.659	4.6	191.335	4.5	189.497	4.6
2007	179.394	1.5	183.08	2.9	181.237	2.2
2006	176.7	4.2	177.9	2.2	177.3	3.2
2005	169.6	2.4	174.1	3.8	171.8	3.1
2004	165.6	2.8	167.8	2.4	166.7	2.6
2003	161.1	2.3	163.9	3.1	162.5	2.7
2002	157.5	2	159	1.9	158.2	1.9
2001	154.4	2.9	156	2.7	155.2	2.8
2000	150	0.9	151.9	2.4	150.9	1.7

5-year average CPI	Annual
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2018 225.545 current year
 2014 215.805 back five
 1.948 difference divided by 5

PORT UTILITIES BREAKDOWN

UTILITIES	FY16	FY17	FY18	FY19 - 6.30.19	CATEGORY TOTAL	% of Total	DRAFT FY20
Electric	\$ 5,464.42	\$ 10,486.48	\$ 10,605.97	\$ 10,736.64	\$ 44,432.19	24.63%	\$ 14,300.00
Water Meter	\$ 3,520.43	\$ 3,290.09	\$ 3,617.33	\$ 3,759.68	\$ 16,922.89	9.38%	\$ 3,850.00
Sewer	\$ 6,655.76	\$ 5,666.00	\$ 5,773.04	\$ 7,078.04	\$ 30,010.84	16.64%	\$ 7,200.00
Garbage	\$ 14,205.31	\$ 19,268.89	\$ 21,130.37	\$ 8,247.51	\$ 77,211.60	42.81%	\$ 22,000.00
Heat	\$ 2,010.19	\$ 2,565.46	\$ 2,274.88	\$ 2,402.38	\$ 11,794.89	6.54%	\$ 3,800.00
subtotal	\$ 31,856.11	\$ 41,276.92	\$ 43,401.59	\$ 32,224.25	\$ 180,372.41		\$ 51,150.00
Utilities - Resale	\$ 2,640.84	\$ 9,545.63	\$ 7,277.74	\$ 2,007.54	\$ 21,302.64		\$ 9,500.00
Total	\$ 34,496.95	\$ 50,822.55	\$ 50,679.33	\$ 34,231.79	\$ 201,675.05		\$ 60,650.00

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>CAUSEWAY FACILITY</u>					
80.3111.2001	Causeway Dockage	90,000.00	70,528.14	70,528.14	19,471.86	78.4
80.3111.2002	Causeway Wharfage - Dry	155,000.00	191,514.37	191,514.37	(36,514.37)	123.6
80.3111.2003	Causeway Wharfage - Fuel	280,000.00	213,273.74	213,273.74	66,726.26	76.2
80.3111.2004	Causeway Wharfage - Gravel	80,000.00	94,089.00	94,089.00	(14,089.00)	117.6
80.3111.2005	Causeway Storage Rental	10,000.00	3,569.60	3,569.60	6,430.40	35.7
80.3111.2006	Causeway Utility Sales	30,000.00	13,080.34	13,080.34	16,919.66	43.6
80.3111.2007	Causeway Misc Term Revenue	65,000.00	44,062.50	44,062.50	20,937.50	67.8
	Total CAUSEWAY FACILITY	710,000.00	630,117.69	630,117.69	79,882.31	88.8
	<u>HARBOR FACILITY</u>					
80.3211.1001	Harbor Seasonal Dock Permit	120,000.00	94,536.94	94,536.94	25,463.06	78.8
80.3211.2001	Harbor Dockage	85,000.00	53,519.30	53,519.30	31,480.70	63.0
80.3211.2002	Harbor Wharfage - Dry	95,000.00	83,271.17	83,271.17	11,728.83	87.7
80.3211.2003	Harbor Wharfage - Fuel	60,000.00	67,074.74	67,074.74	(7,074.74)	111.8
80.3211.2004	Harbor Wharfage - Gravel	30,000.00	1,519.80	1,519.80	28,480.20	5.1
80.3211.2005	Harbor Storage Rental	35,000.00	22,617.83	22,617.83	12,382.17	64.6
80.3211.2006	Harbor Utility Sales	8,000.00	6,414.46	6,414.46	1,585.54	80.2
80.3211.2007	Harbor Misc Term Revenue	3,000.00	1,365.00	1,365.00	1,635.00	45.5
80.3211.2008	Leases, Rentals, Land, Bldgs	45,000.00	35,311.56	35,311.56	9,688.44	78.5
	Total HARBOR FACILITY	481,000.00	365,630.80	365,630.80	115,369.20	76.0
	<u>INDUSTRIAL PARK FACILITY</u>					
80.3411.2005	Industrial Park Storage Rental	270,000.00	273,139.80	273,139.80	(3,139.80)	101.2
80.3411.2008	Leases, Rentals, Land, Bldgs	210,000.00	188,256.72	188,256.72	21,743.28	89.7
	Total INDUSTRIAL PARK FACILITY	480,000.00	461,396.52	461,396.52	18,603.48	96.1
	<u>OTHER MISC REVENUE</u>					
80.3511.0001	Copies, Fax, Pubs, Film Lcns	1,000.00	1,202.00	1,202.00	(202.00)	120.2
80.3511.0002	Banking / NSF Check Fee	50.00	110.00	110.00	(60.00)	220.0
80.3511.0003	Credit Card Service Fees	5.00	.00	.00	5.00	.0
80.3511.0004	Resale-Hats,Charts,Spills,Appl	2,500.00	2,557.72	2,557.72	(57.72)	102.3
80.3511.0005	Other Port Revenue	15,000.00	4,159.13	4,159.13	10,840.87	27.7
	Total OTHER MISC REVENUE	18,555.00	8,028.85	8,028.85	10,526.15	43.3

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>INTEREST EARNINGS</u>					
80.3611.2001	Interest Earnings Port Op	4,500.00	2,750.00	2,750.00	1,750.00	61.1
80.3611.2002	Interest Earnings Causeway	2,000.00	1,711.12	1,711.12	288.88	85.6
80.3611.2003	Investment Earnings	10,000.00	38,137.34	38,137.34	(28,137.34)	381.4
	Total INTEREST EARNINGS	16,500.00	42,598.46	42,598.46	(26,098.46)	258.2
	<u>CONTRIBUTIONS/OTHER</u>					
80.3711.0001	StAK Employer On-Behalf PERS	13,000.00	18,332.09	18,332.09	(5,332.09)	141.0
	Total CONTRIBUTIONS/OTHER	13,000.00	18,332.09	18,332.09	(5,332.09)	141.0
	<u>TRANSFERS - INTERFUNDS</u>					
80.3888.8820	Transfers In - Other Funds	.00	16,698.79	16,698.79	(16,698.79)	.0
	Total TRANSFERS - INTERFUNDS	.00	16,698.79	16,698.79	(16,698.79)	.0
	<u>FUND BALANCE APPROPRIATION</u>					
80.3899.9999	Port of Nome Use Fund Balance	114,701.84	.00	.00	114,701.84	.0
	Total FUND BALANCE APPROPRIATION	114,701.84	.00	.00	114,701.84	.0
	Total Fund Revenue	1,833,756.84	1,542,803.20	1,542,803.20	290,953.64	84.1

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** CAUSEWAY FACILITY **						
80.6111.1101 Salaries - Causeway Maint	3,500.00	1,487.94	1,487.94	.00	2,012.06	42.5
80.6111.1102 Salaries - Causeway Operations	11,958.00	11,007.87	11,007.87	.00	950.13	92.1
80.6111.1103 Salaries - Causeway Admin	37,296.00	25,791.45	25,791.45	.00	11,504.55	69.2
80.6111.1411 Accrued Personal Leave - Cswy	5,625.00	7,342.73	7,342.73	.00	(1,717.73)	130.5
80.6111.1421 Health Insurance - Cswy	13,108.00	10,224.83	10,224.83	.00	2,883.17	78.0
80.6111.1431 Life Insurance - Cswy	198.00	16.69	16.69	.00	181.31	8.4
80.6111.1441 FICA/Medicare - Cswy	4,191.00	3,008.27	3,008.27	.00	1,182.73	71.8
80.6111.1451 ESC - Causeway	400.00	930.62	930.62	.00	(530.62)	232.7
80.6111.1461 PERS - Cswy	11,520.00	9,188.33	9,188.33	.00	2,331.67	79.8
80.6111.1471 Workers' Comp Ins - Cswy	1,908.00	1,345.97	1,345.97	.00	562.03	70.5
80.6111.1520 Vehicle/Boat Insurance	498.50	498.50	498.50	.00	.00	100.0
80.6111.1530 Property/Building Insurance	28,025.00	28,025.00	28,025.00	.00	.00	100.0
80.6111.1810 Audit/Accounting	15,750.00	15,595.67	15,595.67	.00	154.33	99.0
80.6111.1820 Engineering/Architectural Svcs	50,000.00	8,071.30	8,071.30	.00	41,928.70	16.1
80.6111.1830 Legal Services	1,500.00	58.50	58.50	.00	1,441.50	3.9
80.6111.1840 Survey/Appraisal Services	3,000.00	.00	.00	.00	3,000.00	.0
80.6111.1870 Other Professional/Contract Sv	15,000.00	2,675.70	2,675.70	.00	12,324.30	17.8
80.6111.2010 Communications	500.00	.00	.00	.00	500.00	.0
80.6111.2012 Computer Network/Hardware/Soft	500.00	.00	.00	.00	500.00	.0
80.6111.2040 Uniform/Clothing	50.00	.00	.00	.00	50.00	.0
80.6111.2071 Operating Supplies	1,500.00	1,064.65	1,064.65	.00	435.35	71.0
80.6111.4010 Gas & Oil Supplies	500.00	228.00	228.00	.00	272.00	45.6
80.6111.4020 Vehicle/Boat/Eq Parts & Supply	500.00	145.40	145.40	.00	354.60	29.1
80.6111.4030 Vehicle/Boat/Eq Maintenance	3,000.00	147.00	147.00	.00	2,853.00	4.9
80.6111.4050 Small Tools & Equipment	1,500.00	306.48	306.48	.00	1,193.52	20.4
80.6111.4060 Tools & Eq Repair & Maint	1,000.00	.00	.00	.00	1,000.00	.0
80.6111.4080 Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6111.4090 Docks & Foundations	5,000.00	.00	.00	.00	5,000.00	.0
80.6111.4100 Fuel Lines Maintenance	10,000.00	8,338.73	8,338.73	.00	1,661.27	83.4
80.6111.7010 Bldg Maint Materials & Supply	1,200.00	1,018.90	1,018.90	.00	181.10	84.9
80.6111.7011 Janitorial Services & Supplies	100.00	.00	.00	.00	100.00	.0
80.6111.7021 Utilities - Electric	3,300.00	1,880.68	1,880.68	.00	1,419.32	57.0
80.6111.7023 Utilities - Sewer	1,500.00	1,350.00	1,350.00	.00	150.00	90.0
80.6111.7024 Utilities - Garbage	5,500.00	2,671.45	2,671.45	.00	2,828.55	48.6
80.6111.7026 Utilities - Resale	9,500.00	2,007.54	2,007.54	.00	7,492.46	21.1
80.6111.7510 Debt Interest Payment	146,500.00	154,327.62	154,327.62	.00	(7,827.62)	105.3
80.6111.8030 Machinery & Equipment	5,000.00	824.80	824.80	.00	4,175.20	16.5
Total ** CAUSEWAY FACILITY **	405,127.50	299,580.62	299,580.62	.00	105,546.88	74.0

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** HARBOR FACILITY **						
80.6211.1101 Salaries - Harbor	9,566.00	2,314.03	2,314.03	.00	7,251.97	24.2
80.6211.1411 Accrued Personal Lv - Harbor	988.00	1,162.65	1,162.65	.00	(174.65)	117.7
80.6211.1421 Health Insurance - Harbor	3,023.00	1,884.12	1,884.12	.00	1,138.88	62.3
80.6211.1431 Life Insurance - Harbor	23.00	19.52	19.52	.00	3.48	84.9
80.6211.1441 FICA/Medicare - Harbor	983.00	495.43	495.43	.00	487.57	50.4
80.6211.1451 ESC - Harbor	300.00	147.35	147.35	.00	152.65	49.1
80.6211.1461 PERS - Harbor	2,562.00	1,481.85	1,481.85	.00	1,080.15	57.8
80.6211.1471 Workers' Comp Ins - Harbor	1,128.00	556.82	556.82	.00	571.18	49.4
80.6211.1520 Vehicle/Boat Insurance	498.00	498.50	498.50	.00	(.50)	100.1
80.6211.1530 Property/Building Insurance	20,060.00	20,118.50	20,118.50	.00	(58.50)	100.3
80.6211.1820 Engineering/Architectural Svcs	15,000.00	9,497.51	9,497.51	.00	5,502.49	63.3
80.6211.1870 Other Professional/Contract Sv	10,000.00	12,447.48	12,447.48	.00	(2,447.48)	124.5
80.6211.2010 Communications	500.00	.00	.00	.00	500.00	.0
80.6211.2040 Uniform/Clothing	150.00	.00	.00	.00	150.00	.0
80.6211.2071 Operating Supplies	5,000.00	2,444.15	2,444.15	.00	2,555.85	48.9
80.6211.4010 Gas & Oil Supplies	500.00	235.21	235.21	.00	264.79	47.0
80.6211.4020 Vehicle/Boat/Eq Parts & Supply	500.00	51.98	51.98	.00	448.02	10.4
80.6211.4030 Vehicle/Boat/Eq Maintenance	2,500.00	147.00	147.00	.00	2,353.00	5.9
80.6211.4050 Small Tools & Equipment	2,000.00	3,306.52	3,306.52	.00	(1,306.52)	165.3
80.6211.4080 Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.4090 Docks & Foundations	5,000.00	2,223.75	2,223.75	.00	2,776.25	44.5
80.6211.4100 Fuel Lines Maintenance	1,000.00	.00	.00	.00	1,000.00	.0
80.6211.7010 Bldg Maint Materials & Supply	5,000.00	4,211.88	4,211.88	.00	788.12	84.2
80.6211.7011 Janitorial Services & Supplies	100.00	.00	.00	.00	100.00	.0
80.6211.7021 Utilities - Electric	6,500.00	4,637.68	4,637.68	.00	1,862.32	71.4
80.6211.7022 Utilities - Water Meter	3,850.00	3,759.68	3,759.68	.00	90.32	97.7
80.6211.7023 Utilities - Sewer	4,200.00	4,378.04	4,378.04	.00	(178.04)	104.2
80.6211.7024 Utilities - Garbage	16,500.00	5,576.06	5,576.06	.00	10,923.94	33.8
80.6211.7025 Utilities - Heat	3,800.00	2,402.38	2,402.38	.00	1,397.62	63.2
80.6211.7560 Payment in Lieu of Tax	14,137.00	15,550.15	15,550.15	.00	(1,413.15)	110.0
80.6211.8010 Land/Buildings	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.8030 Machinery & Equipment	5,000.00	4,824.78	4,824.78	.00	175.22	96.5
Total ** HARBOR FACILITY **	150,368.00	104,373.02	104,373.02	.00	45,994.98	69.4

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>** CAPE NOME FACILITY **</u>						
80.6311.1820	Engineering/Architectural Svcs	2,500.00	.00	.00	.00	2,500.00	.0
80.6311.1830	Legal Services	1,500.00	.00	.00	.00	1,500.00	.0
80.6311.1870	Othe Professional/Contract Sv	2,000.00	.00	.00	.00	2,000.00	.0
	<u>Total ** CAPE NOME FACILITY **</u>	<u>6,000.00</u>	<u>.00</u>	<u>.00</u>	<u>.00</u>	<u>6,000.00</u>	<u>.0</u>

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
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** INDUST PARK FACILITY **						
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80.6411.1101 Salaries - Industrial Park	2,392.00	801.76	801.76	.00	1,590.24	33.5
80.6411.1411 Accrued Personal Leave - IP	247.00	149.93	149.93	.00	97.07	60.7
80.6411.1421 Health Insurance - IP	756.00	182.80	182.80	.00	573.20	24.2
80.6411.1431 Life Insurance - IP	6.00	.00	.00	.00	6.00	.0
80.6411.1441 FICA/Medicare - IP	246.00	61.32	61.32	.00	184.68	24.9
80.6411.1451 ESC - Industrial Park	100.00	19.00	19.00	.00	81.00	19.0
80.6411.1461 PERS - IP	641.00	223.39	223.39	.00	417.61	34.9
80.6411.1471 Workers' Comp Ins - IP	282.00	70.39	70.39	.00	211.61	25.0
80.6411.1530 Property/Building Insurance	665.00	665.00	665.00	.00	.00	100.0
80.6411.1820 Engineering/Architectural Svcs	15,000.00	2,870.25	2,870.25	.00	12,129.75	19.1
80.6411.1870 Other Professional/Contract Sv	5,000.00	2,375.70	2,375.70	.00	2,624.30	47.5
80.6411.1940 Advertising	500.00	.00	.00	.00	500.00	.0
80.6411.2071 Operating Supplies	2,000.00	1,609.01	1,609.01	.00	390.99	80.5
80.6411.4050 Small Tools & Equipment	500.00	12.08	12.08	.00	487.92	2.4
80.6411.4080 Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6411.4100 Fuel Lines Maintenance	10,000.00	8,338.73	8,338.73	.00	1,661.27	83.4
80.6411.7011 Janitorial Services & Supplies	500.00	.00	.00	.00	500.00	.0
80.6411.7021 Utilities - Electric	4,500.00	4,218.28	4,218.28	.00	281.72	93.7
80.6411.7023 Utilities - Sewer	1,500.00	1,350.00	1,350.00	.00	150.00	90.0
80.6411.7560 Payment in Lieu of Taxes	41,488.00	45,636.80	45,636.80	.00	(4,148.80)	110.0
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Total ** INDUST PARK FACILITY **	91,323.00	68,584.44	68,584.44	.00	22,738.56	75.1
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City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** PORT ADMIN OFFICE **						
80.6711.1101 Salaries - Port Admin	96,566.00	85,144.43	85,144.43	.00	11,421.57	88.2
80.6711.1102 Salaries - Port Staff	246,720.00	174,622.14	174,622.14	.00	72,097.86	70.8
80.6711.1201 Salaries - Overtime	9,500.00	6,374.24	6,374.24	.00	3,125.76	67.1
80.6711.1301 Stipends - Port Commission	2,480.00	3,040.00	3,040.00	.00	(560.00)	122.6
80.6711.1411 Accrued Personal Lv - Port Adm	14,232.00	5,573.16	5,573.16	.00	8,658.84	39.2
80.6711.1421 Health Insurance - Port Adm	51,541.00	46,427.73	46,427.73	.00	5,113.27	90.1
80.6711.1431 Life Insurance - Port Adm	519.00	354.84	354.84	.00	164.16	68.4
80.6711.1441 FICA/Medicare - Port Adm	26,545.00	20,468.05	20,468.05	.00	6,076.95	77.1
80.6711.1451 ESC - Port Admin	.00	611.66	611.66	.00	(611.66)	.0
80.6711.1461 PERS - Port Adm	64,433.00	56,601.57	56,601.57	.00	7,831.43	87.9
80.6711.1471 Workers' Comp Ins - Port Adm	9,124.11	9,138.73	9,138.73	.00	(14.62)	100.2
80.6711.1520 Vehicle/Boat Insurance	3,007.00	3,007.00	3,007.00	.00	.00	100.0
80.6711.1530 Property/Building Insurance	197.00	197.00	197.00	.00	.00	100.0
80.6711.1810 Audit/Accounting	15,800.00	15,595.67	15,595.67	.00	204.33	98.7
80.6711.1820 Engineering/Architectural Svcs	10,000.00	1,825.75	1,825.75	.00	8,174.25	18.3
80.6711.1830 Legal Services	1,500.00	2,225.50	2,225.50	.00	(725.50)	148.4
80.6711.1850 Lobbying	123,000.00	109,409.12	109,409.12	.00	13,590.88	89.0
80.6711.1870 Other Professional/Contract Sv	15,000.00	12,900.23	12,900.23	.00	2,099.77	86.0
80.6711.1940 Advertising	3,000.00	2,626.50	2,626.50	.00	373.50	87.6
80.6711.1950 Buildings/Land Rental	7,200.00	6,935.68	6,935.68	.00	264.32	96.3
80.6711.2010 Communications	4,100.00	3,928.00	3,928.00	.00	172.00	95.8
80.6711.2012 Computer Network/Hardware/Soft	4,001.00	5,074.54	5,074.54	.00	(1,073.54)	126.8
80.6711.2020 Dues & Memberships	250.00	231.24	231.24	.00	18.76	92.5
80.6711.2030 Travel, Training & Related Cost	15,000.00	14,648.90	14,648.90	.00	351.10	97.7
80.6711.2070 Office Supplies	1,500.00	846.58	846.58	.00	653.42	56.4
80.6711.2071 Operating Supplies	2,000.00	2,898.31	2,898.31	.00	(898.31)	144.9
80.6711.2073 Resale Supplies	3,500.00	4,706.98	4,706.98	.00	(1,206.98)	134.5
80.6711.3010 Sponsorship/Donation/Contrib	1,000.00	.00	.00	.00	1,000.00	.0
80.6711.4010 Gas & Oil Supplies	3,500.00	4,798.97	4,798.97	.00	(1,298.97)	137.1
80.6711.4020 Vehicle/Boat/Eq Parts & Supply	4,000.00	4,214.68	4,214.68	.00	(214.68)	105.4
80.6711.4030 Vehicle/Boat/Eq Maintenance	5,000.00	5,759.52	5,759.52	.00	(759.52)	115.2
80.6711.4040 Vehicle/Boat Regis & Permits	50.00	10.00	10.00	.00	40.00	20.0
80.6711.7010 Bldg Maint Materials & Supply	8,000.00	19,401.63	19,401.63	.00	(11,401.63)	242.5
80.6711.7011 Janitorial Services & Supplies	200.00	108.71	108.71	.00	91.29	54.4
80.6711.7540 Banking/Credit Card Fees	50.00	22.00	22.00	.00	28.00	44.0
80.6711.7550 Bad Debt	3,000.00	14,132.74	14,132.74	.00	(11,132.74)	471.1
80.6711.8030 Machinery & Equipment	.00	1,699.00	1,699.00	.00	(1,699.00)	.0
Total ** PORT ADMIN OFFICE **	755,515.11	645,560.80	645,560.80	.00	109,954.31	85.5

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** TRANSFERS - INTERFUNDS **</u>						
80.6888.8820 Transfers Out - Other Funds	425,423.23	588,356.85	588,356.85	.00	(162,933.62)	138.3
Total ** TRANSFERS - INTERFUNDS *	425,423.23	588,356.85	588,356.85	.00	(162,933.62)	138.3
 Total Fund Expenditures	 1,833,756.84	 1,706,455.73	 1,706,455.73	 .00	 127,301.11	 93.1
 Net Revenue Over Expenditures	 .00	 (163,652.53)	 (163,652.53)	 .00	 163,652.53	 .0

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>PORT GRANTS & AWARDS</u>						
85.3811.0010	DR-4050-AK PW17 Cape Nome	2,829,967.00	1,407,934.16	1,407,934.16	.00	1,422,032.84	49.8
85.3811.0020	17-DC-005 Arctic DDP Design	1,306,719.00	1,098,404.68	1,098,404.68	.00	208,314.32	84.1
85.3811.0021	19-DC-008 Support Design ADDP	1,600,000.00	.00	.00	.00	1,600,000.00	.0
85.3811.0023	NOAA-AOOS Weather Camera	.00	4,162.77	4,162.77	.00	(4,162.77)	.0
	<u>Total PORT GRANTS & AWARDS</u>	<u>5,736,686.00</u>	<u>2,510,501.61</u>	<u>2,510,501.61</u>	<u>.00</u>	<u>3,226,184.39</u>	<u>43.8</u>
	<u>TRANSFERS - INTERFUNDS</u>						
85.3888.8820	Transfers In - Other Funds	425,423.23	588,356.85	588,356.85	.00	(162,933.62)	138.3
	<u>Total TRANSFERS - INTERFUNDS</u>	<u>425,423.23</u>	<u>588,356.85</u>	<u>588,356.85</u>	<u>.00</u>	<u>(162,933.62)</u>	<u>138.3</u>
	<u>Total Fund Revenue</u>	<u>6,162,109.23</u>	<u>3,098,858.46</u>	<u>3,098,858.46</u>	<u>.00</u>	<u>3,063,250.77</u>	<u>50.3</u>

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>PORT GRANTS & AWARDS</u>							
85.6811.1100	DR-4050-AK PW17 Cape Nome	2,829,967.00	1,391,235.37	1,391,235.37	.00	1,438,731.63	49.2
85.6811.1421	Health Insurance - Port Grants	2,000.00	.00	.00	.00	2,000.00	.0
85.6811.1431	Life Insurance - Port Grants	100.00	.00	.00	.00	100.00	.0
85.6811.1441	FICA/Medicare - Port Grants	1,500.00	.00	.00	.00	1,500.00	.0
85.6811.1461	PERS - Port Grants	4,500.00	.00	.00	.00	4,500.00	.0
85.6811.2100	19-DC-008 Support Design ADDP	1,600,000.00	.00	.00	.00	1,600,000.00	.0
85.6811.2200	17-DC-005 Arctic DDP Design	1,306,719.00	1,098,404.68	1,098,404.68	.00	208,314.32	84.1
85.6811.2300	NOAA-AOOS Weather Camera	.00	4,162.77	4,162.77	.00	(4,162.77)	.0
85.6811.5000	14-DC-108 Port Improvements	344.50	.00	.00	.00	344.50	.0
85.6811.8002	Barge Ramp Lighting Improvmts	19,905.16	19,263.56	19,263.56	.00	641.60	96.8
85.6811.8003	Garco Bldg Lighting Improvmts	6,690.57	6,690.57	6,690.57	.00	.00	100.0
85.6811.8004	Bridge Fuel Line Replacements	54,906.00	50,755.00	50,755.00	.00	4,151.00	92.4
85.6811.8005	Concrete Barge Ramp Repairs	300,000.00	27,801.65	27,801.65	.00	272,198.35	9.3
85.6811.8006	Port Waste Reception Facility	5,000.00	.00	.00	.00	5,000.00	.0
85.6811.8008	DOT/Port Road Improvements	30,477.00	30,477.00	30,477.00	.00	.00	100.0
85.6811.8009	WestGold Dock Emergency Repair	.00	449,887.81	449,887.81	.00	(449,887.81)	.0
85.6811.8010	Ramp Deadman Anchor Project	.00	3,481.26	3,481.26	.00	(3,481.26)	.0
Total PORT GRANTS & AWARDS		6,162,109.23	3,082,159.67	3,082,159.67	.00	3,079,949.56	50.0

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2019

PORT CAPITAL PROJECTS FUND

		<u>Budget</u>	<u>Period ACT</u>	<u>YTD ACT</u>	<u>YTD ENC</u>	<u>Unexpended</u>	<u>Pcnt</u>
	<u>Department 6888</u>						
85.6888.8820	Transfers Out - Other Funds	.00	16,698.79	16,698.79	.00	(16,698.79)	.0
	Total Department 6888	.00	16,698.79	16,698.79	.00	(16,698.79)	.0
	Total Fund Expenditures	6,162,109.23	3,098,858.46	3,098,858.46	.00	3,063,250.77	50.3
	Net Revenue Over Expenditures	.00	.00	.00	.00	.00	.0

City of Nome
Revenues with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>CAUSEWAY FACILITY</u>					
80.3111.2001	Causeway Dockage	85,000.00	22,363.31	22,363.31	62,636.69	26.3
80.3111.2002	Causeway Wharfage - Dry	160,000.00	66,200.98	66,200.98	93,799.02	41.4
80.3111.2003	Causeway Wharfage - Fuel	275,000.00	91,160.75	91,160.75	183,839.25	33.2
80.3111.2004	Causeway Wharfage - Gravel	120,000.00	74,487.03	74,487.03	45,512.97	62.1
80.3111.2005	Causeway Storage Rental	10,000.00	871.11	871.11	9,128.89	8.7
80.3111.2006	Causeway Utility Sales	25,000.00	4,364.76	4,364.76	20,635.24	17.5
80.3111.2007	Causeway Misc Term Revenue	80,000.00	24,989.00	24,989.00	55,011.00	31.2
	Total CAUSEWAY FACILITY	755,000.00	284,436.94	284,436.94	470,563.06	37.7
	<u>HARBOR FACILITY</u>					
80.3211.1001	Harbor Seasonal Dock Permit	115,000.00	81,656.27	81,656.27	33,343.73	71.0
80.3211.2001	Harbor Dockage	70,000.00	24,323.09	24,323.09	45,676.91	34.8
80.3211.2002	Harbor Wharfage - Dry	90,000.00	40,624.59	40,624.59	49,375.41	45.1
80.3211.2003	Harbor Wharfage - Fuel	60,000.00	.00	.00	60,000.00	.0
80.3211.2004	Harbor Wharfage - Gravel	25,000.00	5,267.36	5,267.36	19,732.64	21.1
80.3211.2005	Harbor Storage Rental	35,000.00	12,635.01	12,635.01	22,364.99	36.1
80.3211.2006	Harbor Utility Sales	8,000.00	2,273.50	2,273.50	5,726.50	28.4
80.3211.2007	Harbor Misc Term Revenue	12,000.00	966.00	966.00	11,034.00	8.1
80.3211.2008	Leases, Rentals, Land, Bldgs	45,000.00	35,644.76	35,644.76	9,355.24	79.2
	Total HARBOR FACILITY	460,000.00	203,390.58	203,390.58	256,609.42	44.2
	<u>INDUSTRIAL PARK FACILITY</u>					
80.3411.2005	Industrial Park Storage Rental	270,000.00	97,037.26	97,037.26	172,962.74	35.9
80.3411.2008	Leases, Rentals, Land, Bldgs	200,000.00	90,551.93	90,551.93	109,448.07	45.3
	Total INDUSTRIAL PARK FACILITY	470,000.00	187,589.19	187,589.19	282,410.81	39.9
	<u>OTHER MISC REVENUE</u>					
80.3511.0001	Copies, Fax, Pubs, Film Lcns	1,000.00	600.00	600.00	400.00	60.0
80.3511.0002	Banking / NSF Check Fee	50.00	.00	.00	50.00	.0
80.3511.0003	Credit Card Service Fees	5.00	.00	.00	5.00	.0
80.3511.0004	Resale-Hats,Charts,Spills,Appl	1,500.00	1,240.80	1,240.80	259.20	82.7
80.3511.0005	Other Port Revenue	15,000.00	.00	.00	15,000.00	.0
	Total OTHER MISC REVENUE	17,555.00	1,840.80	1,840.80	15,714.20	10.5

City of Nome
Revenues with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>INTEREST EARNINGS</u>					
80.3611.2001	Interest Earnings Port Op	4,000.00	1,235.45	1,235.45	2,764.55	30.9
80.3611.2002	Interest Earnings Causeway	1,000.00	35.39	35.39	964.61	3.5
80.3611.2003	Investment Earnings	15,000.00	2,547.52	2,547.52	12,452.48	17.0
	Total INTEREST EARNINGS	20,000.00	3,818.36	3,818.36	16,181.64	19.1
	<u>CONTRIBUTIONS/OTHER</u>					
80.3711.0001	StAK Employer On-Behalf PERS	13,000.00	.00	.00	13,000.00	.0
	Total CONTRIBUTIONS/OTHER	13,000.00	.00	.00	13,000.00	.0
	Total Fund Revenue	1,735,555.00	681,075.87	681,075.87	1,054,479.13	39.2

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** CAUSEWAY FACILITY **						
80.6111.1101 Salaries - Causeway Maint	3,500.00	.00	.00	.00	3,500.00	.0
80.6111.1102 Salaries - Causeway Operations	13,282.00	10,259.31	10,259.31	.00	3,022.69	77.2
80.6111.1103 Salaries - Causeway Admin	34,989.00	.00	.00	.00	34,989.00	.0
80.6111.1411 Accrued Personal Leave - Cswy	3,405.00	.00	.00	.00	3,405.00	.0
80.6111.1421 Health Insurance - Cswy	3,401.00	1,424.89	1,424.89	.00	1,976.11	41.9
80.6111.1431 Life Insurance - Cswy	98.00	10.23	10.23	.00	87.77	10.4
80.6111.1441 FICA/Medicare - Cswy	4,007.00	784.85	784.85	.00	3,222.15	19.6
80.6111.1451 ESC - Causeway	400.00	.00	.00	.00	400.00	.0
80.6111.1461 PERS - Cswy	11,065.00	2,237.59	2,237.59	.00	8,827.41	20.2
80.6111.1471 Workers' Comp Ins - Cswy	1,549.00	.00	.00	.00	1,549.00	.0
80.6111.1520 Vehicle/Boat Insurance	498.00	498.50	498.50	.00 (.50)	100.1
80.6111.1530 Property/Building Insurance	32,450.00	27,665.00	27,665.00	.00	4,785.00	85.3
80.6111.1810 Audit/Accounting	15,750.00	.00	.00	.00	15,750.00	.0
80.6111.1820 Engineering/Architectural Svcs	40,000.00	9,113.50	9,113.50	10,000.00	20,886.50	47.8
80.6111.1830 Legal Services	2,000.00	117.00	117.00	.00	1,883.00	5.9
80.6111.1840 Survey/Appraisal Services	2,500.00	.00	.00	.00	2,500.00	.0
80.6111.1870 Other Professional/Contract Sv	20,000.00	3,834.00	3,834.00	166.00	16,000.00	20.0
80.6111.2040 Uniform/Clothing	100.00	.00	.00	.00	100.00	.0
80.6111.2071 Operating Supplies	1,500.00	467.86	467.86	.00	1,032.14	31.2
80.6111.4010 Gas & Oil Supplies	500.00	2.00	2.00	.00	498.00	.4
80.6111.4020 Vehicle/Boat/Eq Parts & Supply	300.00	.00	.00	.00	300.00	.0
80.6111.4030 Vehicle/Boat/Eq Maintenance	2,500.00	404.59	404.59	.00	2,095.41	16.2
80.6111.4050 Small Tools & Equipment	1,500.00	.00	.00	.00	1,500.00	.0
80.6111.4060 Tools & Eq Repair & Maint	2,000.00	.00	.00	.00	2,000.00	.0
80.6111.4080 Road Maintenance Materials	7,500.00	3,632.33	3,632.33	.00	3,867.67	48.4
80.6111.4090 Docks & Foundations	25,000.00	.00	.00	.00	25,000.00	.0
80.6111.4100 Fuel Lines Maintenance	14,000.00	16,491.50	16,491.50	.00 (2,491.50)	117.8
80.6111.7010 Bldg Maint Materials & Supply	1,200.00	151.15	151.15	.00	1,048.85	12.6
80.6111.7011 Janitorial Services & Supplies	250.00	.00	.00	.00	250.00	.0
80.6111.7021 Utilities - Electric	3,300.00	303.00	303.00	.00	2,997.00	9.2
80.6111.7023 Utilities - Sewer	1,500.00	600.00	600.00	950.00 (50.00)	103.3
80.6111.7024 Utilities - Garbage	5,500.00	1,421.34	1,421.34	.00	4,078.66	25.8
80.6111.7026 Utilities - Resale	9,500.00	.00	.00	.00	9,500.00	.0
80.6111.7510 Debt Interest Payment	155,656.00	78,498.33	78,498.33	.00	77,157.67	50.4
80.6111.8030 Machinery & Equipment	23,000.00	.00	.00	.00	23,000.00	.0
Total ** CAUSEWAY FACILITY **	443,700.00	157,916.97	157,916.97	11,116.00	274,667.03	38.1

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** HARBOR FACILITY **						
80.6211.1101 Salaries - Harbor	10,625.00	363.29	363.29	.00	10,261.71	3.4
80.6211.1411 Accrued Personal Lv - Harbor	192.00	.00	.00	.00	192.00	.0
80.6211.1421 Health Insurance - Harbor	2,721.00	108.71	108.71	.00	2,612.29	4.0
80.6211.1431 Life Insurance - Harbor	23.00	1.59	1.59	.00	21.41	6.9
80.6211.1441 FICA/Medicare - Harbor	1,064.00	27.80	27.80	.00	1,036.20	2.6
80.6211.1451 ESC - Harbor	300.00	.00	.00	.00	300.00	.0
80.6211.1461 PERS - Harbor	2,694.00	79.90	79.90	.00	2,614.10	3.0
80.6211.1471 Workers' Comp Ins - Harbor	1,110.00	.00	.00	.00	1,110.00	.0
80.6211.1520 Vehicle/Boat Insurance	498.00	498.50	498.50	.00	(.50)	100.1
80.6211.1530 Property/Building Insurance	22,066.00	20,152.00	20,152.00	.00	1,914.00	91.3
80.6211.1820 Engineering/Architectural Svcs	20,000.00	8,322.50	8,322.50	5,000.00	6,677.50	66.6
80.6211.1870 Other Professional/Contract Sv	25,000.00	1,050.00	1,050.00	.00	23,950.00	4.2
80.6211.2040 Uniform/Clothing	150.00	.00	.00	.00	150.00	.0
80.6211.2071 Operating Supplies	3,000.00	368.69	368.69	.00	2,631.31	12.3
80.6211.4010 Gas & Oil Supplies	500.00	2.00	2.00	.00	498.00	.4
80.6211.4020 Vehicle/Boat/Eq Parts & Supply	500.00	.00	.00	.00	500.00	.0
80.6211.4030 Vehicle/Boat/Eq Maintenance	2,500.00	420.36	420.36	.00	2,079.64	16.8
80.6211.4040 Vehicle/Boat Regis & Permits	.00	10.00	10.00	.00	(10.00)	.0
80.6211.4050 Small Tools & Equipment	2,500.00	.00	.00	.00	2,500.00	.0
80.6211.4080 Road Maintenance Materials	5,000.00	3,632.33	3,632.33	.00	1,367.67	72.7
80.6211.4090 Docks & Foundations	8,000.00	.00	.00	.00	8,000.00	.0
80.6211.4100 Fuel Lines Maintenance	500.00	.00	.00	.00	500.00	.0
80.6211.7010 Bldg Maint Materials & Supply	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.7011 Janitorial Services & Supplies	100.00	.00	.00	.00	100.00	.0
80.6211.7021 Utilities - Electric	6,500.00	579.04	579.04	.00	5,920.96	8.9
80.6211.7022 Utilities - Water Meter	3,850.00	792.36	792.36	.00	3,057.64	20.6
80.6211.7023 Utilities - Sewer	4,200.00	1,783.84	1,783.84	1,395.00	1,021.16	75.7
80.6211.7024 Utilities - Garbage	16,500.00	2,368.90	2,368.90	.00	14,131.10	14.4
80.6211.7025 Utilities - Heat	3,800.00	306.58	306.58	.00	3,493.42	8.1
80.6211.7560 Payment in Lieu of Tax	14,137.00	.00	.00	.00	14,137.00	.0
80.6211.8010 Land/Buildings	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.8030 Machinery & Equipment	23,000.00	.00	.00	.00	23,000.00	.0
Total ** HARBOR FACILITY **	191,030.00	40,868.39	40,868.39	6,395.00	143,766.61	24.7

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** CAPE NOME FACILITY **</u>							
80.6311.1820	Engineering/Architectural Svcs	2,500.00	.00	.00	.00	2,500.00	.0
80.6311.1830	Legal Services	1,000.00	.00	.00	.00	1,000.00	.0
80.6311.1870	Othe Professional/Contract Sv	1,500.00	.00	.00	.00	1,500.00	.0
Total ** CAPE NOME FACILITY **		5,000.00	.00	.00	.00	5,000.00	.0

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
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** INDUST PARK FACILITY **						
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80.6411.1101 Salaries - Industrial Park	2,656.00	.00	.00	.00	2,656.00	.0
80.6411.1411 Accrued Personal Leave - IP	72.00	.00	.00	.00	72.00	.0
80.6411.1421 Health Insurance - IP	680.00	.00	.00	.00	680.00	.0
80.6411.1431 Life Insurance - IP	6.00	.00	.00	.00	6.00	.0
80.6411.1441 FICA/Medicare - IP	266.00	.00	.00	.00	266.00	.0
80.6411.1451 ESC - Industrial Park	100.00	.00	.00	.00	100.00	.0
80.6411.1461 PERS - IP	673.00	.00	.00	.00	673.00	.0
80.6411.1471 Workers' Comp Ins - IP	277.00	.00	.00	.00	277.00	.0
80.6411.1530 Property/Building Insurance	665.00	916.00	916.00	.00	(251.00)	137.7
80.6411.1820 Engineering/Architectural Svcs	15,000.00	.00	.00	5,000.00	10,000.00	33.3
80.6411.1870 Other Professional/Contract Sv	15,000.00	.00	.00	5,000.00	10,000.00	33.3
80.6411.1940 Advertising	250.00	.00	.00	.00	250.00	.0
80.6411.2071 Operating Supplies	1,500.00	.00	.00	.00	1,500.00	.0
80.6411.4050 Small Tools & Equipment	1,500.00	.00	.00	.00	1,500.00	.0
80.6411.4080 Road Maintenance Materials	5,000.00	3,632.34	3,632.34	.00	1,367.66	72.7
80.6411.4100 Fuel Lines Maintenance	14,000.00	20,928.50	20,928.50	.00	(6,928.50)	149.5
80.6411.7010 Bldg Maint Materials & Supply	4,000.00	.00	.00	.00	4,000.00	.0
80.6411.7011 Janitorial Services & Supplies	250.00	.00	.00	.00	250.00	.0
80.6411.7021 Utilities - Electric	4,500.00	734.33	734.33	.00	3,765.67	16.3
80.6411.7023 Utilities - Sewer	1,500.00	600.00	600.00	950.00	(50.00)	103.3
80.6411.7560 Payment in Lieu of Taxes	45,637.00	.00	.00	.00	45,637.00	.0
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Total ** INDUST PARK FACILITY **	113,532.00	26,811.17	26,811.17	10,950.00	75,770.83	33.3
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City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** PORT ADMIN OFFICE **							
80.6711.1101	Salaries - Port Admin	111,088.00	23,942.75	23,942.75	.00	87,145.25	21.6
80.6711.1102	Salaries - Port Staff	239,350.00	64,887.27	64,887.27	.00	174,462.73	27.1
80.6711.1201	Salaries - Overtime	5,000.00	4,391.02	4,391.02	.00	608.98	87.8
80.6711.1301	Stipends - Port Commission	2,480.00	840.00	840.00	.00	1,640.00	33.9
80.6711.1411	Accrued Personal Lv - Port Adm	10,583.00	.00	.00	.00	10,583.00	.0
80.6711.1421	Health Insurance - Port Adm	51,265.00	19,670.29	19,670.29	.00	31,594.71	38.4
80.6711.1431	Life Insurance - Port Adm	519.00	150.06	150.06	.00	368.94	28.9
80.6711.1441	FICA/Medicare - Port Adm	27,192.00	7,131.52	7,131.52	.00	20,060.48	26.2
80.6711.1461	PERS - Port Adm	67,475.00	16,414.67	16,414.67	.00	51,060.33	24.3
80.6711.1471	Workers' Comp Ins - Port Adm	8,926.00	8,261.83	8,261.83	.00	664.17	92.6
80.6711.1520	Vehicle/Boat Insurance	3,007.00	3,007.00	3,007.00	.00	.00	100.0
80.6711.1530	Property/Building Insurance	246.00	246.00	246.00	.00	.00	100.0
80.6711.1810	Audit/Accounting	15,800.00	.00	.00	.00	15,800.00	.0
80.6711.1820	Engineering/Architectural Svcs	20,000.00	.00	.00	.00	20,000.00	.0
80.6711.1830	Legal Services	35,000.00	2,320.50	2,320.50	.00	32,679.50	6.6
80.6711.1850	Lobbying	130,000.00	10,739.38	10,739.38	44,009.38	75,251.24	42.1
80.6711.1870	Other Professional/Contract Sv	35,000.00	4,100.66	4,100.66	5,850.00	25,049.34	28.4
80.6711.1940	Advertising	3,000.00	.00	.00	1,281.75	1,718.25	42.7
80.6711.1950	Buildings/Land Rental	7,200.00	1,820.00	1,820.00	2,400.00	2,980.00	58.6
80.6711.2010	Communications	4,100.00	303.38	303.38	1,631.77	2,164.85	47.2
80.6711.2012	Computer Network/Hardware/Soft	1,000.00	3,573.45	3,573.45	.00	(2,573.45)	357.4
80.6711.2020	Dues & Memberships	250.00	185.00	185.00	.00	65.00	74.0
80.6711.2030	Travel, Training & Related Cost	25,000.00	3,862.76	3,862.76	140.00	20,997.24	16.0
80.6711.2070	Office Supplies	1,500.00	.00	.00	.00	1,500.00	.0
80.6711.2071	Operating Supplies	2,000.00	880.72	880.72	1,258.39	(139.11)	107.0
80.6711.2073	Resale Supplies	3,000.00	.00	.00	.00	3,000.00	.0
80.6711.3010	Sponsorship/Donation/Contrib	1,000.00	.00	.00	.00	1,000.00	.0
80.6711.4010	Gas & Oil Supplies	3,500.00	1,801.47	1,801.47	250.00	1,448.53	58.6
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	5,000.00	717.47	717.47	1,219.82	3,062.71	38.8
80.6711.4030	Vehicle/Boat/Eq Maintenance	5,000.00	863.39	863.39	138.43	3,998.18	20.0
80.6711.4040	Vehicle/Boat Regis & Permits	50.00	.00	.00	.00	50.00	.0
80.6711.7010	Bldg Maint Materials & Supply	1,000.00	593.68	593.68	24.21	382.11	61.8
80.6711.7011	Janitorial Services & Supplies	250.00	.00	.00	.00	250.00	.0
80.6711.7540	Banking/Credit Card Fees	50.00	5.00	5.00	.00	45.00	10.0
80.6711.7550	Bad Debt	5,000.00	.00	.00	.00	5,000.00	.0
Total ** PORT ADMIN OFFICE **		830,831.00	180,709.27	180,709.27	58,203.75	591,917.98	28.8

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>** TRANSFERS - INTERFUNDS **</u>						
80.6888.8820	Transfers Out - Other Funds	128,103.00	.00	.00	.00	128,103.00	.0
	Total ** TRANSFERS - INTERFUNDS *	128,103.00	.00	.00	.00	128,103.00	.0

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** CONTRIB TO FUND BALNCE **</u>						
80.6999.9999 Contribution to Fund Balance	23,359.00	.00	.00	.00	23,359.00	.0
Total ** CONTRIB TO FUND BALNCE *	23,359.00	.00	.00	.00	23,359.00	.0
 Total Fund Expenditures	 1,735,555.00	 406,305.80	 406,305.80	 86,664.75	 1,242,584.45	 28.4
 Net Revenue Over Expenditures	 .00	 274,770.07	 274,770.07	 (86,664.75)	 (188,105.32)	 .0

City of Nome
Revenues with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>PORT GRANTS & AWARDS</u>					
85.3811.0020	17-DC-005 Arctic DDP Design	260,000.00	15,486.82	15,486.82	244,513.18	6.0
85.3811.0021	19-DC-008 Support Design ADDP	1,550,000.00	.00	.00	1,550,000.00	.0
85.3811.0050	NSEDC Hbr Concrete Ramp Repair	300,000.00	.00	.00	300,000.00	.0
	Total PORT GRANTS & AWARDS	2,110,000.00	15,486.82	15,486.82	2,094,513.18	.7
	<u>TRANSFERS - INTERFUNDS</u>					
85.3888.8820	Transfers In - Other Funds	128,103.00	.00	.00	128,103.00	.0
	Total TRANSFERS - INTERFUNDS	128,103.00	.00	.00	128,103.00	.0
	Total Fund Revenue	2,238,103.00	15,486.82	15,486.82	2,222,616.18	.7

City of Nome
Expenditures with Comparison to Budget
For the 4 Months Ending October 31, 2019

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>PORT GRANTS & AWARDS</u>						
85.6811.1421	Health Insurance - Port Grants	.00	457.52	457.52	.00	(457.52)	.0
85.6811.1431	Life Insurance - Port Grants	.00	6.70	6.70	.00	(6.70)	.0
85.6811.1441	FICA/Medicare - Port Grants	.00	276.68	276.68	.00	(276.68)	.0
85.6811.1461	PERS - Port Grants	.00	795.67	795.67	.00	(795.67)	.0
85.6811.2100	19-DC-008 Support Design ADDP	1,550,000.00	.00	.00	.00	1,550,000.00	.0
85.6811.2200	17-DC-005 Arctic DDP Design	260,000.00	21,175.60	21,175.60	7,815.00	231,009.40	11.2
85.6811.8001	Grant Match Port Contribution	123,103.00	.00	.00	.00	123,103.00	.0
85.6811.8005	Concrete Barge Ramp Repairs	300,000.00	.00	.00	.00	300,000.00	.0
85.6811.8006	Port Waste Reception Facility	5,000.00	.00	.00	.00	5,000.00	.0
85.6811.8009	WestGold Dock Emergency Repair	.00	988,911.37	988,911.37	48,479.50	(1,037,390.87)	.0
	<u>Total PORT GRANTS & AWARDS</u>	<u>2,238,103.00</u>	<u>1,011,623.54</u>	<u>1,011,623.54</u>	<u>56,294.50</u>	<u>1,170,184.96</u>	<u>47.7</u>
	 Total Fund Expenditures	 <u>2,238,103.00</u>	 <u>1,011,623.54</u>	 <u>1,011,623.54</u>	 <u>56,294.50</u>	 <u>1,170,184.96</u>	 <u>47.7</u>
	 Net Revenue Over Expenditures	 <u>.00</u>	 <u>(996,136.72)</u>	 <u>(996,136.72)</u>	 <u>(56,294.50)</u>	 <u>1,052,431.22</u>	 <u>.0</u>