

City Manager
Tom Moran

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, MAY 18, 2017 @ 5:30/7:00 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30PM:

Discussion on Port Navigation Parameters – Ed Page, Marine Exchange of Alaska

REGULAR MEETING – 7:00PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 04.20.17 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
 - Port of Nome Ship Schedule at 5.15.17
 - FY17 Energy-Water Omnibus Appropriations – PON Excerpts
- VI. CITY MANAGER REPORT**
 - 17-05-15 City Manager Report
- VII. HARBORMASTER REPORT**
 - Verbal Update on Maintenance/Repairs – Dock Schedule
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 17-05-15 Port Director/Projects Status Report
- IX. OLD BUSINESS**
 - Launch Ramp – Haul Out Anchor/Deadman
- X. NEW BUSINESS**
 - South Wall Ladder Additions – Draft Schematic
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - June 15, 2017 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
April 20th, 2017**

The Regular Meeting of the Nome Port Commission was called to order at 6:32pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: C. Lean, C. West Jr.; C. Henderson; C. McLarty

Absent: C. Cox; C. Johnson; C. Smithhisler

Also Present: Lucas Stotts, Harbormaster; Tom Moran, City Manager; Julie Liew, Finance Director; Joy Baker, Port Director; (telephonically)

In the audience: Lauren Frost, KNOM; Sandra Medearis, Arctic News;

APPROVAL OF AGENDA

Chairman West asked for an approval of the agenda.

A motion was made by C. Lean and seconded by C. McLarty to approve the agenda as presented.

At the Roll Call:

Ayes: Lean, West, Henderson, McLarty

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

March 23, 2017 Regular Meeting

A motion was made by C. Henderson and seconded by C. Lean to approve the minutes.

At the Roll Call:

Ayes: West, Henderson, McLarty, Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

There were none.

COMMUNICATIONS

- April 2017 Arctic Encounter Symposium Agenda – Seattle, WA
- 04.17.17 Port of Nome 2017 Ship Schedule
- Excerpt from April 4, 2017 Draft Planning Comm Minutes – Cruise Tender Floats

Discussion: None

CITY MANAGER'S REPORT (04/10/17 Written)

Moran touched on a few items of his report; Candace Weidler's retirement luncheon and Nathan Barron's retirement party, both of which will be sorely missed. The City has a new hire for Animal Control Officer. Calcium has been added to the Greg Kruschek Road in preparation for the busy hauling season, with a new water truck enroute for the Public Works Dept. The Mayor and I listened online to audio of Joy's testimony at the Congressional Hearing on Alaska's Ports. Along with Sitnasuak personnel, we've been tag teaming the Arctic events to ensure the message on Nome's ADDP is kept in the discussion. The City and SNC are teaming up again for the City picnic to be held sometime in May. Budget discussions are ongoing for the F18 fiscal year.

Discussion: None

HARBORMASTER'S REPORT (Verbal)

Stotts gave a quick update on his transition back to the Port & Harbor. Wrapping up the 2nd round of impounds, and planning for maintenance and repair projects, with Public Works. We are currently wrapping up the final snow removal/cleanup of the pads to enable users to access their property to prepare for the ice-free season.

Resolve Marine is in town this week, working to dismantle the beached Phoenix barge for stacking on the lower barge ramp pad. Just started recruitment of staff and should have personnel on board by early to mid-May.

Discussion: None

Port Director Report / Projects Update (Written)

04.17.17 Port Director/Projects Status Report

Baker highlighted the sea floor change at the Cape Nome Jetty, which impacts the repair design in reconfiguring the base of the armor slope. PND is currently developing estimates on the reduced rock quantities and costs for submission to DHS/FEMA for review/approval.

Discussion:

Lean inquired about the river dredging; Baker responded that the river work has ceased due to instability of the ice. It is anticipated that 75% of the material was captured, but the post-dredge survey to be done by the contractor will provide an accurate number of removed and remaining. Although there is an option to capture the remaining material through suction dredging, there is a better option to capture the material in spring 2018, with a small grant that doesn't expire until Dec 2018. Lean said he would be concerned about using the cutter head on virgin digging as there's risk to hit engine parts, tires, etc.

West inquired about the basis of the material quantity removed; Baker replied, truck counts versus footprint of the excavated area to achieve an approximate calculation. McLarty inquires on whether a survey was occurring during excavation. No, a post-dredge will occur when the contractor arrives in early June.

OLD BUSINESS There was none.

NEW BUSINESS

Port & Harbor Development Analysis Draft

Discussion:

Henderson asked for the ultimate purpose for the document; is there an option to accept the report once phase 2 is complete? (Better to approve the phases as they are completed.)

Lean indicated he would like more time to review, but believes that it should be approved within the next month or so.

Moran weighed in that it should probably be approved and sent to the Council at some point, but there wasn't a rush for it to happen tonight. Phase 2 would then proceed with a target to be complete by end of the summer.

McLarty inquired if there are additional items that need to be changed can they be made before the document goes final? Is there an option to add in projections for reduced tariff rates? (New scope would require more contract budget for Phase 1, but that can be considered.)

There was a consensus to hold a work session the week of 8 May, 2017 to further discuss the report and draft F18 Port & Harbor budget.

CITIZENS' COMMENTS - None

COMMISSIONERS' COMMENTS

C. Henderson – good work session, different ideas. Glad we're taking more time to review the report, as sometimes differing opinions result in a better product. Also, I did attend the Arctic Encounter and witnessed Joy's presentation; she did an outstanding job compressing her power point in the reduced window allowed, and she does a great job promoting Nome's Port.

C. McLarty – welcome back Harbormaster.

C. Lean – think this development report is far superior to the past one, actually able to understand this one better. Good work.

C. West – agrees with Charlie, definitely a much better document that can be carried to the Council. Lorraine is well versed in this area and looking forward to her next report.

SCHEDULE OF NEXT MEETING

The next meeting: May 18, 2017 at 7:00PM, with a Work Session at 5:30pm.

ADJOURNMENT

Motion was made by C. Henderson for adjournment – meeting adjourned at 7:12 PM.

APPROVED and **SIGNED** this 18 day of May, 2017.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director



2017 SHIP DATES

July

2-3	Prof. Multanovskiy (Russian R/V)
7	Silver Discoverer (Cruise)
13-14	Bremen (Cruise)
14-17	NOAA Ship
14-16	Oshoro Maru (Japanese R/V)

August

4-7	NOAA Ship
5-7	Sikuliaq (R/V)
17	Bremen (Cruise)
20	Crystal Serenity (Cruise-ANC)
22-25	Sikuliaq (R/V)
25-28	NOAA Ship

June

5/31-6/1	Prof. Multanovskiy	(Russian R/V)
7-9	Sikuliaq	(R/V)
28-30	Sikuliaq	(R/V)

September

13	Le Boreal	(Cruise-ANC)
18-20	Sikuliaq	(R/V)
19-20	Sedna IV	(Canadian)



Xerox

DIVISION D—ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES
APPROPRIATIONS ACT, 2017

The following statement to the House of Representatives and the Senate is submitted in explanation of the agreed upon Act making appropriations for energy and water development for the fiscal year ending September 30, 2017, and for other purposes.

This explanatory statement, while repeating some report language for emphasis, does not intend to negate the language and allocations set forth in House Report 114–532 and Senate Report 114–236 and that direction shall be complied with unless specifically addressed to the contrary in the accompanying bill or explanatory statement. Additionally, where this explanatory statement states that the “agreement only includes” or “the following is the only” direction, any direction included in the House or Senate report on that matter shall be considered as replaced with the direction provided within this explanatory statement. In cases where the House or the Senate has directed the submission of a report, such report is to be submitted to the Committees on Appropriations of both Houses of Congress. House or Senate reporting requirements with deadlines prior to or within 15 days of the enactment of this Act shall be submitted no later than 60 days after the enactment of this Act. All other reporting deadlines not changed by this explanatory statement are to be met.

Funds for the individual programs and activities within the accounts in this Act are displayed in the detailed table at the end of the explanatory statement for this Act. Funding levels that are not displayed in the detailed table are identified in this explanatory statement.

In fiscal year 2017, for purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99–177), the following information provides the definition of the term “program, project, or activity” for departments and agencies under the jurisdiction of the Energy and Water Development Appropriations Act. The term “program, project, or activity” shall include the most specific level of budget items identified in the Energy and Water Development Appropriations Act, 2017 and the explanatory statement accompanying the Act.

National Ocean Policy.—No specific funding was provided in fiscal year 2016 and none was requested by any agencies funded in this Act in fiscal year 2017 to implement the National Ocean Policy. Consequently, no specific funds for National Ocean Policy activities are included for any agency funded in this Act.

CORPS OF ENGINEERS - OPERATION AND MAINTENANCE
(AMOUNTS IN THOUSANDS)

	BUDGET REQUEST	FINAL BILL
ALABAMA		
ALABAMA - COOSA COMPREHENSIVE WATER STUDY, AL	176	176
ALABAMA RIVER LAKES, AL	14,080	14,080
BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	24,101	24,101
GULF INTRACOASTAL WATERWAY, AL	6,075	6,075
INSPECTION OF COMPLETED WORKS, AL	215	215
MOBILE HARBOR, AL	23,389	23,389
PROJECT CONDITION SURVEYS, AL	190	190
SCHEDULING RESERVOIR OPERATIONS, AL	100	100
TENNESSEE - TOMBIGBEE WATERWAY WILDLIFE MITIGATION, AL & MS	1,700	1,700
TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	29,218	29,218
WALTER F GEORGE LOCK AND DAM, AL & GA	11,930	11,930
WATER/ENVIRONMENTAL CERTIFICATION, AL	20	20
ALASKA		
ANCHORAGE HARBOR, AK	11,868	10,668
CHENA RIVER LAKES, AK	9,663	9,663
CHIGNIK HARBOR, AK	200	200
DILLINGHAM HARBOR, AK	1,050	860
HOMER HARBOR, AK	462	462
INSPECTION OF COMPLETED WORKS, AK	225	225
KETCHIKAN, THOMAS BASIN, AK	3,100	3,100
LOWELL CREEK TUNNEL (SEWARD) AK	591	591
NINILCHIK HARBOR, AK	345	345
NOME HARBOR, AK ← O&M dredging	2,920	2,420
PROJECT CONDITION SURVEYS, AK	700	700
ARIZONA		
ALAMO LAKE, AZ	1,260	1,260
INSPECTION OF COMPLETED WORKS, AZ	96	96
PAINTED ROCK DAM, AZ	830	830
SCHEDULING RESERVOIR OPERATIONS, AZ	102	102
WHITLOW RANCH DAM, AZ	317	317
ARKANSAS		
BEAVER LAKE, AR	9,019	9,019
BLAKELY MT DAM, LAKE OUACHITA, AR	8,157	8,157
BLUE MOUNTAIN LAKE, AR	1,908	1,908
BULL SHOALS LAKE, AR	8,305	8,305
DEGRAY LAKE, AR	6,121	6,121
DEQUEEN LAKE, AR	1,780	1,780
DIERKS LAKE, AR	1,768	1,768
GILLHAM LAKE, AR	1,556	1,556

accordance with only the direction in this agreement. In lieu of all House and Senate report direction regarding additional funding and new starts, the Corps shall follow the direction included in this explanatory statement.

The Corps again is directed to develop rating systems for use in evaluating studies and projects for allocation of the additional funding provided in this title. These evaluation systems may be, but are not required to be, individualized for each account, category, or subcategory. Each study and project eligible for funding shall be evaluated under the applicable ratings system. A study or project may not be excluded from evaluation for being "inconsistent with Administration policy." The Corps retains complete control over the methodology of these ratings systems. The executive branch retains complete discretion over project-specific allocation decisions within the additional funds provided, subject to only the direction here and under the heading "Additional Funding" or "Additional Funding for Ongoing Work" within each of the Investigations, Construction, Mississippi River and Tributaries, and Operation and Maintenance accounts.

The Administration is reminded that these funds are in addition to the budget request, and Administration budget metrics shall not be a reason to disqualify a study or project from being funded. It is expected that all of the additional funding provided will be allocated to specific programs, projects, or activities. The focus of the allocation process shall favor the obligation, rather than expenditure, of funds. With the significant backlog of work in the Corps' inventory, there is no reason for funds provided above the budget request to remain unallocated.

A project or study shall be eligible for additional funding within the Investigations, Construction, and Mississippi River and Tributaries accounts if: (1) it has received funding, other than through a reprogramming, in at least one of the previous three fiscal years; (2) it was previously funded and could reach a significant milestone, complete a discrete element of work, or produce significant outputs in fiscal year 2017; or (3) as appropriate, it is selected as one of the new starts allowed in accordance with this Act and the additional direction provided below. None of the additional funding in any account may be used for any item where funding was specifically denied or for projects in the Continuing Authorities Program. Funds shall be allocated consistent with statutory cost share requirements.

Funding associated with each category may be allocated to any eligible study or project, as appropriate, within that category; funding associated with each subcategory may be allocated only to eligible studies or projects, as appropriate, within that subcategory. The list of subcategories is not meant to be exhaustive.

Work Plan.—Not later than 45 days after the enactment of this Act, the Corps shall provide to the Committees on Appropriations of both Houses of Congress a work plan including the following information: (1) a detailed description of the ratings system(s) developed and used to evaluate studies and projects; (2) delineation of how these funds are to be allocated; (3) a summary of the work to be accomplished with each allocation, including phase of work; and (4) a list of all studies and projects that were considered eligible for funding but did not receive funding, including an explanation of whether the

study or project could have used funds in fiscal year 2017 and the specific reasons each study or project was considered as being less competitive for an allocation of funds.

New Starts.—The agreement includes up to six new study starts and six new construction starts to be distributed across the three main mission areas of the Corps. Of the new study starts, one shall be for a navigation study, one shall be for a flood and storm damage reduction study, three shall be for additional navigation or flood and storm damage reduction studies, and one shall be for an environmental restoration study. Of the new construction starts, one shall be for a navigation project, one shall be for a flood and storm damage reduction project, three shall be for additional navigation or flood and storm damage reduction projects, and one shall be for an environmental restoration project. No funding shall be used to initiate new studies, programs, projects, or activities in the Mississippi River and Tributaries or Operation and Maintenance accounts.

The Corps is directed to propose a single group of new starts as a part of the work plan. The Corps may not change or substitute the new starts selected once the work plan has been provided to the Committees on Appropriations of both Houses of Congress. Each new start shall be funded from the appropriate additional funding line item. Any project for which the new start requirements are not met by the end of fiscal year 2017 shall be treated as if the project had not been selected as a new start; such a project shall be required to compete again for new start funding in future years. Consideration of studies and projects for selection as new starts shall not be limited to only those proposed in the fiscal year 2017 budget request. As all new starts are to be chosen by the Corps, all shall be considered of equal importance, and the expectation is that future budget submissions will include appropriate funding for all new starts selected.

There continues to be confusion regarding the executive branch's policies and guidelines regarding which studies and projects require new start designations. Therefore, the Corps is directed to notify the Committees on Appropriations of both Houses of Congress at least 7 days prior to execution of an agreement for construction of any project except environmental infrastructure projects and projects under the Continuing Authorities Program. Additionally, the agreement reiterates and clarifies previous congressional direction as follows. Neither study nor construction activities related to individual projects authorized under section 1037 of the Water Resources Reform and Development Act (WRRDA) of 2014 shall require a new start or new investment decision; these activities shall be considered ongoing work. No new start or new investment decision shall be required when moving from feasibility to preconstruction engineering and design (PED). A new start designation shall be required to initiate construction of individually-authorized projects funded within programmatic line items. No new start or new investment decision shall be required to initiate work on a separable element of a project when construction of one or more separable elements of that project was initiated previously; it shall be considered ongoing work. A new construction start shall not be required for work undertaken to correct a design deficiency on an existing federal project; it shall be considered ongoing work.

In addition to the priority factors used to allocate all additional funding provided in the Investigations account, the Corps should give careful consideration to the out-year budget impacts of the studies selected and to whether there appears to be an identifiable local sponsor that will be ready and able to provide, in a timely manner, the necessary cost share for the feasibility and PED phases. The Corps is reminded that the flood and storm damage reduction mission area can include instances where non-federal sponsors are seeking assistance with flood control and unauthorized discharges from permitted wastewater treatment facilities.

In addition to the priority factors used to allocate all additional funding provided in the Construction account, the Corps also shall consider the out-year budget impacts of the selected new starts; legal requirements, including responsibilities to Tribes; and the cost sharing sponsor's ability and willingness to promptly provide the cash contribution (if any), as well as required lands, easements, rights-of-way, relocations, and disposal areas. When considering new construction starts, only those that can execute a project cost sharing agreement not later than September 30, 2017, shall be chosen.

To ensure that the new construction starts are affordable and will not unduly delay completion of any ongoing projects, the Secretary is required to submit to the Committees on Appropriations of both Houses of Congress a realistic out-year budget scenario prior to issuing a work allowance for a new start. It is understood that specific budget decisions are made on an annual basis and that this scenario is neither a request for nor a guarantee of future funding for any project. Nonetheless, this scenario shall include an estimate of annual funding for each new start utilizing a realistic funding scenario through completion of the project, as well as the specific impacts of that estimated funding on the ability of the Corps to make continued progress on each previously funded construction project (including impacts to the optimum timeline and funding requirements of the ongoing projects) and on the ability to consider initiating new projects in the future. The scenario shall assume a Construction account funding level at the average of the past three budget requests.

INVESTIGATIONS

The agreement includes \$121,000,000 for Investigations. The agreement includes legislative language regarding parameters for new study starts.

The allocation for projects and activities within the Investigations account is shown in the following table:

actions to date will serve to undermine, rather than promote, the use of P3s. For instance, the executive branch selected a P3 project as one of its fiscal year 2016 new starts, yet did not include funding for this project in its fiscal year 2017 budget request, claiming the project did not meet budget criteria. Without a clear signal from the federal government that it will honor its commitments under a P3 arrangement, it is unlikely that communities or private investors will put their resources at risk with a P3 arrangement.

More broadly, concerns persist that the Corps is attempting to develop individual, project-specific P3 arrangements, rather than developing the policy by which such arrangements, developed by project stakeholders and private investors, will be evaluated. This program will generate stronger interest and allow all interested non-federal sponsors equal opportunity to develop P3 proposals for the Corps to review under established guidelines. An established policy would also ensure that selected projects will meet budget criteria.

It was for these reasons that the Congress, in fiscal year 2016, directed the Corps to develop a policy on how P3 proposals will be considered by the Corps and how these partnerships will be incorporated into the budget policy. There has been no indication that the Corps has done any work to comply with this direction. Therefore, due to the concerns detailed above and until such time as a comprehensive policy is established and provided to the Committees on Appropriations of both Houses of Congress, the Corps shall discontinue all work on project-specific public-private partnerships beyond the P3 project selected as a new start in fiscal year 2016.

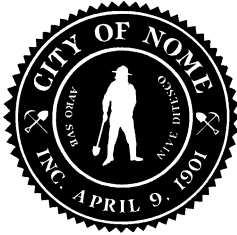
OFFICE OF THE ASSISTANT SECRETARY OF THE ARMY FOR CIVIL WORKS

The agreement includes \$4,764,000 for the Office of the Assistant Secretary of the Army for Civil Works. The agreement includes legislative language that restricts the availability of funding until the Secretary submits a work plan that allocates at least 95 percent of the additional funding provided in each account (i.e., 95 percent of additional funding provided in Investigations, 95 percent of additional funding provided in Construction, etc.). This restriction shall not affect the roles and responsibilities established in previous fiscal years of the Office of the Assistant Secretary of the Army for Civil Works, the Corps headquarters, the Corps field operating agencies, or any other executive branch agency.

The Congress counts on a timely and accessible executive branch in the course of fulfilling its constitutional role in the appropriations process. The requesting and receiving of basic, factual information is vital in order to maintain a transparent and open governing process. Some discussions internal to the executive branch are pre-decisional in nature and, therefore, not subject to disclosure. However, the access to facts, figures, and statistics that inform these decisions are not subject to this same sensitivity and are critical to the budget process. The Administration needs to ensure timely and complete responses to these inquiries.

CORPS OF ENGINEERS - OPERATION AND MAINTENANCE
(AMOUNTS IN THOUSANDS)

	BUDGET REQUEST	FINAL BILL
REMAINING ITEMS		
ADDITIONAL FUNDING FOR ONGOING WORK		
NAVIGATION MAINTENANCE	---	24,365
DEEP-DRAFT HARBOR AND CHANNEL	---	268,000
DONOR AND ENERGY TRANSFER PORTS	---	28,000
INLAND WATERWAYS	---	46,500
SMALL, REMOTE, OR SUBSISTENCE NAVIGATION	---	49,000
OTHER AUTHORIZED PROJECT PURPOSES	---	40,000
AQUATIC NUISANCE CONTROL RESEARCH	675	675
ASSET MANAGEMENT/FACILITIES AND EQUIP MAINT (FEM)	3,250	3,250
BUDGET MANAGEMENT SUPPORT FOR O&M BUSINESS PROGRAMS		
STEWARDSHIP SUPPORT PROGRAM	950	950
PERFORMANCE-BASED BUDGETING SUPPORT PROGRAM	4,200	4,200
RECREATION MANAGEMENT SUPPORT PROGRAM	1,550	1,550
OPTIMIZATION TOOLS FOR NAVIGATION	322	322
CIVIL WORKS WATER MANAGEMENT SYSTEM (CWWMS)	10,000	10,000
COASTAL INLET RESEARCH PROGRAM	2,700	2,700
COASTAL OCEAN DATA SYSTEM (CODS)	2,500	6,000
CULTURAL RESOURCES (NAGPRA/CURATION)	1,500	1,500
DREDGE MCFARLAND READY RESERVE	11,690	11,690
DREDGE WHEELER READY RESERVE	15,000	15,000
DREDGING DATA AND LOCK PERFORMANCE MONITORING SYSTEM	1,119	1,119
DREDGING OPERATIONS AND ENVIRONMENTAL RESEARCH (DOER)	6,450	6,450
DREDGING OPERATIONS TECHNICAL SUPPORT PROGRAM (DOTS)	2,820	2,820
EARTHQUAKE HAZARDS REDUCTION PROGRAM	100	100
FACILITY PROTECTION	3,500	4,000
FISH & WILDLIFE OPERATING FISH HATCHERY REIMBURSEMENT	5,400	5,400
GREAT LAKES TRIBUTARY MODEL	600	600
HARBOR MAINTENANCE FEE DATA COLLECTION	795	795
INLAND WATERWAY NAVIGATION CHARTS	4,500	4,500
INSPECTION OF COMPLETED FEDERAL FLOOD CONTROL PROJECTS	30,500	30,500
INTERAGENCY PERFORMANCE EVALUATION TASK FORCE/HURRICANE PROTECTION DECISION-CHRONOLOGY (IPET/HPDC) LESSONS LEARNED IMPLEMENTATION	2,000	2,000
MONITORING OF COMPLETED NAVIGATION PROJECTS	2,300	8,000
NATIONAL COASTAL MAPPING PROGRAM	6,300	6,300
NATIONAL DAM SAFETY PROGRAM (PORTFOLIO RISK ASSESSMENT)	10,000	10,000
NATIONAL EMERGENCY PREPAREDNESS PROGRAM (NEPP)	4,500	4,500
NATIONAL (LEVEE) FLOOD INVENTORY	5,000	5,000
NATIONAL (MULTIPLE PROJECT) NATURAL RESOURCES MANAGEMENT ACTIVITIES	5,000	5,000
NATIONAL PORTFOLIO ASSESSMENT FOR REALLOCATIONS	800	800
REGIONAL SEDIMENT MANAGEMENT PROGRAM	1,800	1,800
RESPONSE TO CLIMATE CHANGE AT CORPS PROJECTS	6,000	6,000
REVIEW OF NON-FEDERAL ALTERATIONS OF CIVIL WORKS PROJECTS (SECTION 408)	3,000	3,000
SUSTAINABLE RIVERS PROGRAM (SRP)	400	400



CITY OF NOME

City Manager's Office

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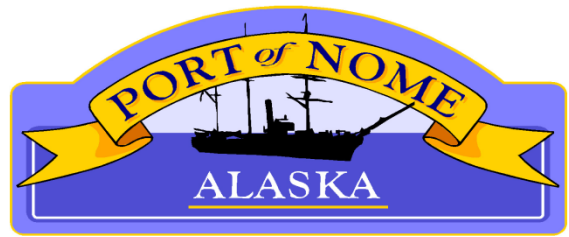
tmoran@nomealaska.org

City Manager's Report

From: Tom Moran, City Manager
Reporting Period: April 25 – May 15, 2017

- Good news from the Spring Quarterly Board Meeting of the Alaska Municipal League Joint Insurance Association (AMLJIA) in Anchorage on Tuesday, April 25th. The Board voted to reduce the aggregate coverage limit per incident from \$1B to \$500M, which caused the underwriters to offer a price reduction. Therefore, even with the potential of losing pool members due to State cuts to Community Revenue Sharing, our rates should hold steady for FY18.
- Unfortunately, all good things must come to an end, and three long-term employees recently announced their retirements: Nathan Barron (Public Works); Candace Weidler (Manager's Assistant); and Vickie Erickson (Ambulance Chief). They'll all be sorely missed, but as they say in the theater, the show must go on.
- Along those lines, please join me in welcoming Nathan's replacement (Roy Walluck, formerly with AKDOT), Candace's replacement (Cheryl Thompson, formerly the Museum Collections Assistant), and Vickie's replacement (Jimmy West, formerly the Lieutenant). They all have some big shoes to fill, but I'm sure they're up to the task.
- A group of concerned local organizations has been meeting at City Hall on Friday afternoons to discuss the seemingly recent increase in homelessness and public inebriation. Though I do think there's some profitability in selling the old museum and library building, I'm starting to come around to the idea of keeping it for use as an alcohol-free day shelter. No final decisions will be made without Council blessing.
- As of May 1st, the City has a new Animal Control Officer under contract. Through her first two weeks, Dawn Ubelaker has proven to be a very valuable asset and a hard worker. Nome's animal population can finally rejoice!
- The Planning Commission met on Tuesday, May 2nd to continue discussing how to deal with junk vehicles around town. Until a salvage yard comes to fruition (hopefully sooner rather than later), they propose holding an annual lottery with 25 randomly selected volunteers being offered \$200 to surrender one junk vehicle. The idea certainly needs a little more refinement, but I do think it has some promise.
- The Board of Equalization met on Wednesday, May 3rd at 5:30. It's not a fun job, so I appreciate everyone's efforts to resolve appeals, especially Arne's and Bryant's.

- Congratulations to KNOM, who announced the hiring of its new General Manager on Thursday, May 4th. Please join me in welcoming Margaret DeMaioribus (current News Director) and bidding a fond farewell to Ric Schmidt. Ric's last day will be on June 30th.
- The Bering Straits Leadership Team (BSLT) met with University of Alaska President Jim Johnsen on Friday, May 5th to discuss the comprehensive evaluation that the University is undergoing. Our goal, of course, is to maintain a strong postsecondary education system within the region.
- Congratulations to our three Employees of the Month for the month of April: Nathan Barron, Candace Weidler, and Vickie Erickson. No surprises there, right?
- Alas, as Bill Shakespeare wrote, it was "Much Ado About Nothing" over the *Cold Case Alaska* television show that was being filmed with the help of NPD. Apparently, Discovery Channel decided that filming was taking too long all across the state, so they pulled the plug on the entire series (not just the Nome portion).
- Of course City Hall will be closed on Monday, May 29th in observance of Memorial Day, but it will also be closed on Friday, May 26th for our own spring cleaning event. This is not a day off for staff, but rather a day when the doors stay locked and the phones stay on their cradles so that we can properly file/archive/dispose of our plethora of loose documents (according to the State of Alaska Records Retention Schedule).
- "Happy trails" to Sitnasuak CEO Richard Strutz, whose last day with the Corporation will be on Wednesday, May 31st. Richard has been a pleasure to work with during his tenure, and he will be missed. Sitnasuak plans to hold a community meet-and-greet to introduce his replacement, Bobbi Quintavell. Stay tuned for details.
- A reminder that AMLJIA has decided to hold its Summer Quarterly Board Meeting in Nome from July 24th through the 26th. Stay tuned for details.



Memo

To: Tom Moran – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
Date: 5/15/2017
Re: Port & Harbor Report/Projects Update – May 2017

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

Administrative:

The Port initiated staff recruitment in April to fill the positions of Office Manager and Dock Watch, with continued focus on procurement and seasonal maintenance coordination with Public Works and external contractors. Preliminary activity has begun around the facility, with users preparing their equipment for launch.

F18 budget prep has been ongoing, with conservative projections made for operational expenses to account for reduced revenue from gravel/construction equipment shipping, due to the lack of state capital projects funding. The F17 Port Budget at 30 April 2017 shows revenue at 85.2% – with 45.87% expended. Port vehicles reactivated during the 2nd week of May.

Causeway:

Arctic Deep Draft Port (ADDP) Study:

Alaska Corps District personnel were requested by Headquarters to compile a list of pending Alaska projects for funding consideration under the F17 Work Plan based on the recently passed Omnibus bill. The rescoping effort for an Arctic Deep Draft Port (ADDP) at Nome is part of that package, with full support of the Alaska Delegation for moving the project off pause. Per the legislation, projects that can demonstrate a local sponsor with existing cost-share funding are deemed favorable for matching federal funds. The F17 Work Plan package goes to Congress in early July, with project awards in late Aug/early Sept.

The Nome project was also the subject of discussion at the 9 May, 2017 Environmental & Public Works Hearing in D.C. In the hearing, Senator Sullivan questioned LT. General Semonite with Army Corps Headquarters on the lack of forward movement of the Nome ADDP project, after passage of the WIIN Act in December 2016. A follow up meeting between both parties was to be scheduled to discuss the issue. The hearing webcast can be found here: <https://www.epw.senate.gov/public/index.cfm/hearings> titled - Water Resources: The Role of the Public & Private Sectors, with excerpt attached.

Middle Dock Project (Concrete Ramp Extension):

Orion Marine will move in crew in late May to meet the first barge arrival of the steel beams/rebar to build the foundation of the ramp extension, with concrete pour to follow. Project is anticipated being complete by 20 June.

Port Industrial Pad:

Industrial Pad Development:

Bathymetric survey of the river excavation is anticipated to be performed in early to mid-June to confirm the excavated quantity. This will dictate the quantity of material for removal in Feb/Mar 2018 via winter excavation. A change order is in process to install culverts at the Thornbush site to address drainage needs for the portion of the property that will not be filled this year.

Phase 2 will begin in late June to fill the eastern portion of the Thornbush Site with select borrow, and then topped with crushed material for surfacing. Trucking will continue through July with pad prep through August.

External Facilities:

Cape Nome:

Knik crew has arrived on site and working to open the pit and begin making rock for the project. A pending contractor RFI has been submitted to DHS/FEMA for review and approval to address changed conditions on the sea floor. These changes have required a redesign of the lower elevation armor placement, resulting in reduced quantities on the project. After discussion w/DHS, we anticipate FEMA approval of the design modifications.

Additional information on any of these projects is available upon request.

WATER RESOURCES: THE ROLE OF THE PUBLIC AND PRIVATE SECTORS

TUESDAY, MAY 9, 2017

U.S. SENATE

Committee on Environment and Public Works

Subcommittee on Transportation and Infrastructure

Washington, D.C.

The subcommittee met, pursuant to notice, at 2:33 p.m. in room 406, Dirksen Senate Building, the Honorable James Inhofe [chairman of the subcommittee] presiding.

Present: Senators Inhofe, Capito, Boozman, Moran, Ernst, Sullivan, Shelby, Cardin, Merkley, Gillibrand, Markey, Duckworth and Harris.

Senator Sullivan. Thank you, Mr. Chairman.

I want to shift the focus a little bit more north to where I am from. General, we have a lot of interest in the Arctic right now. I think a lot of people are waking up to that. As a matter of fact, the Arctic Council is having a ministerial in Fairbanks, Alaska starting tomorrow, two days in Alaska. All foreign ministers of the Arctic nations are going to be up there.

You may have seen in the NDAA a requirement for the Secretary of Defense and the Secretary of Homeland Security to designate a strategic Arctic court given our increasing interest in the Arctic in shipping traffic, natural resources, search and rescue and protecting the environment. There is a lot going on up there.

I want to talk to you about two ports. I know we are looking at all kinds of ports. First is the Port of Nome. As you probably know, the Corps has over a 100-year history in Nome, Alaska.

There is a focus on the deepwater port draft study and there has been some back and forth after Shell left Alaska and the oil and gas exploration. There were two additional WRDA provisions just this past bill, the WIIN Act, that came into law in December. Those were actually designed to help get the Corps focused again on Nome.

Can you commit to having Nome as part of your work plan

moving forward again on the deep draft port study and work that was ongoing until we had the hiccup of some of those oil and gas issues?

General Semonite. Senator Sullivan, thanks for the question.

We are actively working Nome right now. The study was put on hold pending coordination with DoD and Homeland Security based on WRDA 16. The benefit cost ratio is below 1 percent. I think that is why there was a request.

Senator Sullivan. But there are also provisions in the WRDA bill that essentially said, you have entire other areas to look at. Particularly, for example, in the law now, Nome services 54 different communities throughout western Alaska and the Nome area. That gives you authority to kind of take a hard look?

General Semonite. Yes, sir. We have sent out letters to both the Department of DoD, Navy and Homeland Security to be able to make sure that we understand where their potential use might be. We are waiting for those responses.

I can certainly get with you offline and tell you what we hear from them to be able to see if, in fact, there is an additional reason from both of them to be able to expand the Port of Nome.

Senator Sullivan. I would like to get offline with you

because there are two specific provisions in the WRDA bill, just signed into law, that are very focused on that and are intended. I know we worked with your staff on the language to get the Corps moving again.

If there are delays, I need to understand why there are delays when the law has been changed to actually get the Corps to move out on this issue.

General Semonite. We are working implementation guidance to be able to see. I think the best thing is I come and see you, Senator, and I will lay this out. I am not exactly aware of the two extra provisions you are talking about right now.

The information I have is that we are waiting for responses from the two departments as to what would be a strategic rationale to be able to have Nome not necessarily what you are talking about.

Senator Sullivan. The NDAA is a different issue?

General Semonite. Yes, sir. Let me come back and I will get with you. We will lay this out and walk our way through this.

Senator Sullivan. Good. Thank you.

Let me ask about another potential port in the area. What is the Corps' view of the effectiveness of possibly using public-private partnerships for the development of Port Spencer which is actually also in the area?

General Semonite. Senator, I do not know on Spencer. We are, again, very interested in anything with a P-3. The challenge is, how do we put together the right package to be able to continue to make it through the system. If we get together, I will certainly lay out Spencer for you as well.

Senator Sullivan. Great. Section 119 of the WIIN Act amends the law related to the territorial partial cost share waiver to add federally-recognized Indian tribes as entities eligible for a limited waiver of local cost sharing for Army Corps studies and projects.

Can you give me a sense of the Corps' timing on that new provision and how you are looking at it? The Alaska District has a lot of interest, as you know, on that provision. We would welcome your engagement.

General Semonite. Senator, we support this as well. This is for a cost share of the first \$450,000, mainly for Native American tribes. This is something we will do. We are writing through exactly what the implementation guidance is to be able to say here is how you would qualify for that.

However, those tribes that do not have enough money to be able to come into a study, we do not think they should be disadvantaged. We support that, we just have to get the details together so we can put it on the street and people know how to apply for that.

Senator Sullivan. Great. Thank you.

MEET NO: **1** OF **1**

NOME HARBOR IMPROVEMENTS

PORT OF NOME

SOUTH DOCK LADDER REPLACEMENT

APRIL 2017, NOME, ALASKA

PROJECT
LOCATION

SHEET INDEX

COVER & SHEET INDEX	1
EXISTING LADDER LAYOUT	2
NEW LADDER LAYOUT	3
LADDER ELEVATION & DETAILS	4
GENERAL NOTES	5

STATE OF ALASKA



PROJECT
LOCATION

NOME OUTER HARBOR VICINITY

SCHEMATIC
APRIL 2017

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Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

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ENGINEERS, INC.

NOME INNER HARBOR

COVER

DESIGNED BY:	GH	DATE:	APRIL 2017
CHECKED BY:	GH	PROJECT NO:	161021

SHEET NO: **1** OF **5**

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EXISTING Z-PILE, TYP

2'-4 3/4"±
TYP

EXISTING
LADDER
℄

7'-1 3/4"±
TYP

CAMEL
℄

14'-5"±
TYP

CAMEL
℄

CAMEL
℄

14'-4"±
TYP

EXISTING
LADDER
℄

9'-7"±
TYP

EXISTING
LADDER, TYP

EXISTING LADDER & CAMEL LAYOUT

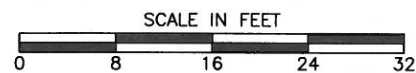
NOTE:
ADJUSTING POSITIONS OF FENDER
CAMELS TO INSTALL NEW LADDERS
WILL REQUIRE NEW FENDER CHAIN
MOUNTING LOCATIONS, MATCH
EXISTING. USE EXISTING LADDER
LOCATIONS FOR MEASUREMENTS.

MATCHLINE 2

MATCHLINE 1

MATCHLINE 2

MATCHLINE 1



EXISTING SOUTH WALL LADDER & FENDER LAYOUT PLAN

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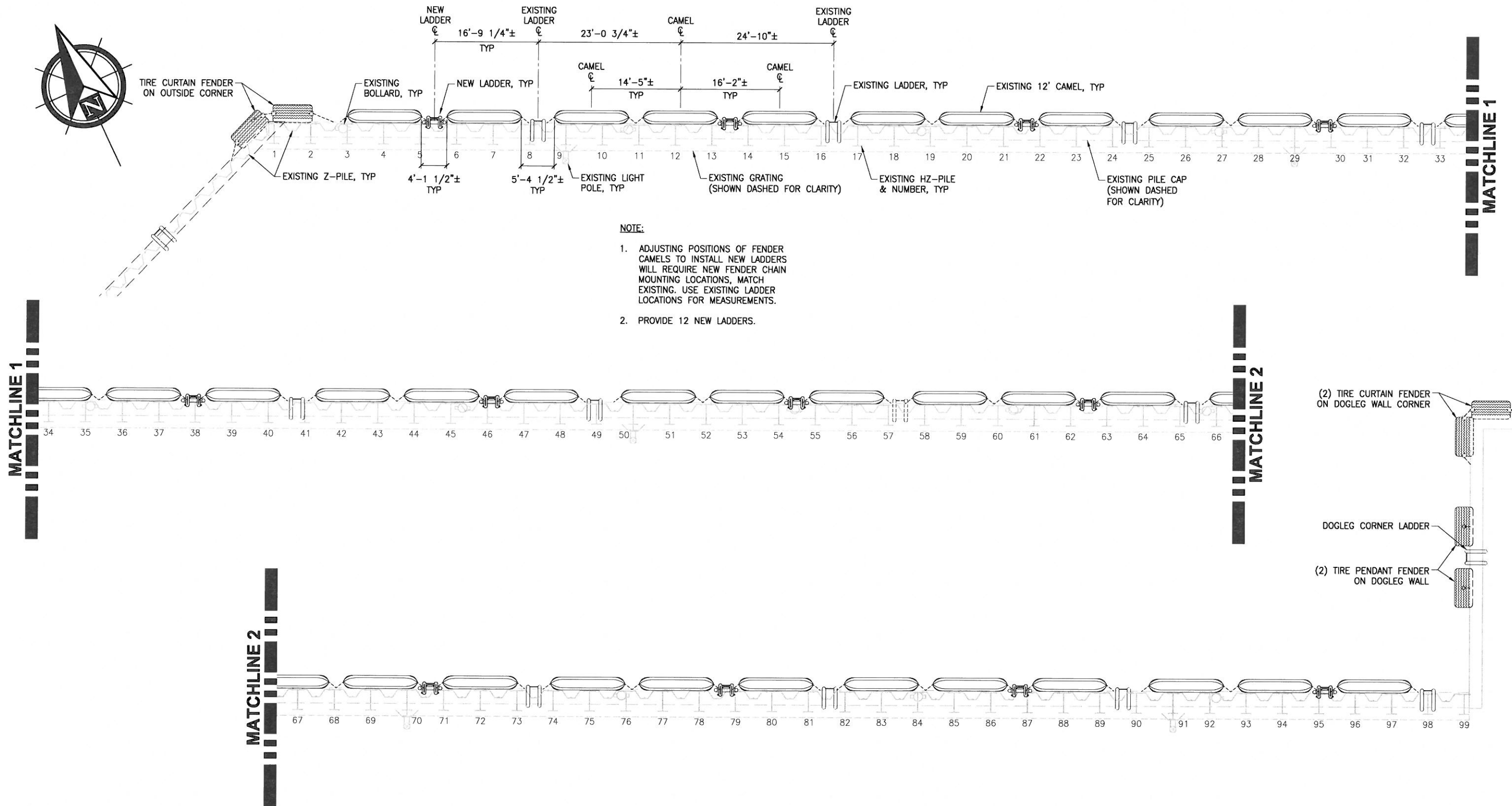
DATE: _____

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PROJECT: NOME INNER HARBOR			
TITLE: EXISTING LAYOUT PLAN			
DESIGNED BY: GH	DATE: APRIL 2017	SHEET NO: 2 OF 5	
CHECKED BY: GH	PROJECT NO: 161021		

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SOUTH WALL LADDER LAYOUT PLAN

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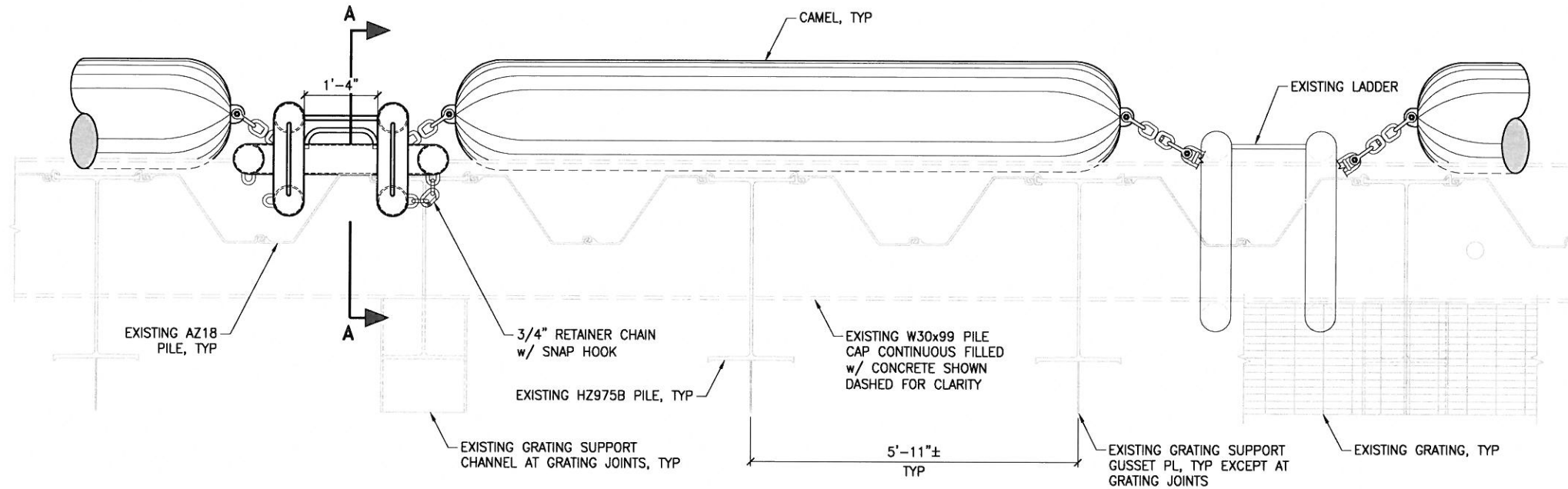
DATE: _____

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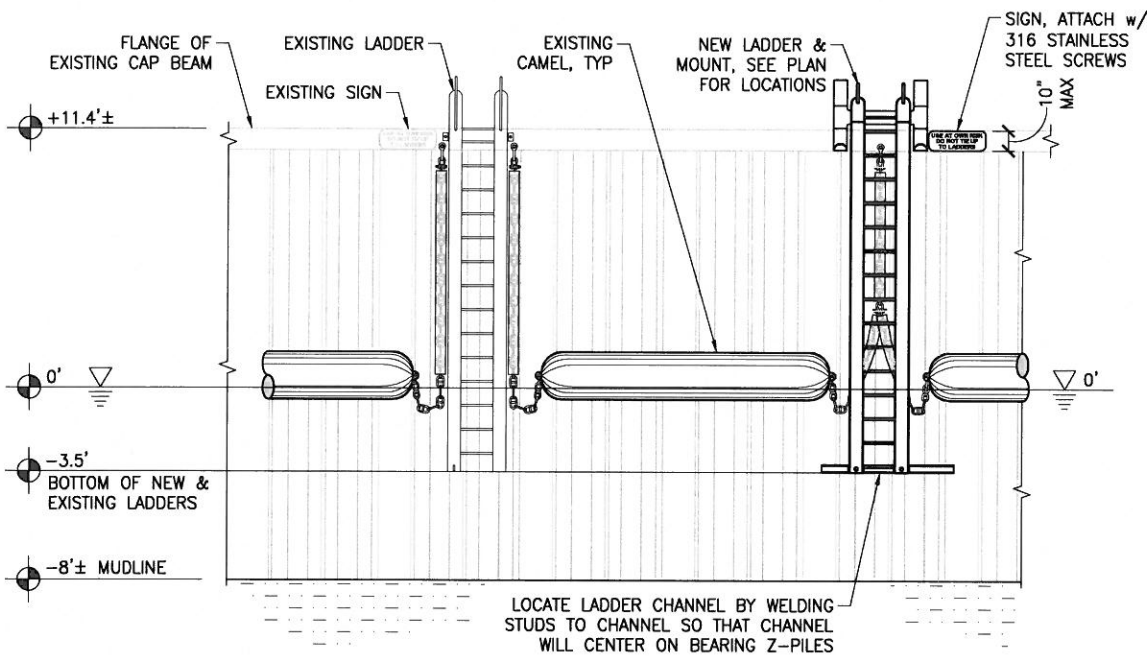
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ENGINEERS, INC.

PROJECT: NOME INNER HARBOR		
TITLE: LADDER LAYOUT PLAN		
DESIGNED BY: GH	DATE: APRIL 2017	SHEET NO: 3 OF 5
CHECKED BY: GH	PROJECT NO: 161021	

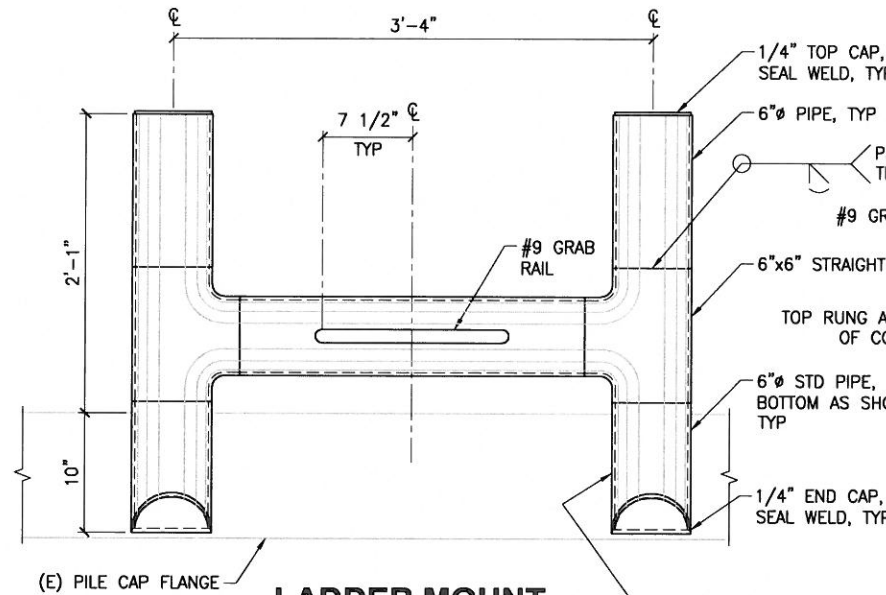
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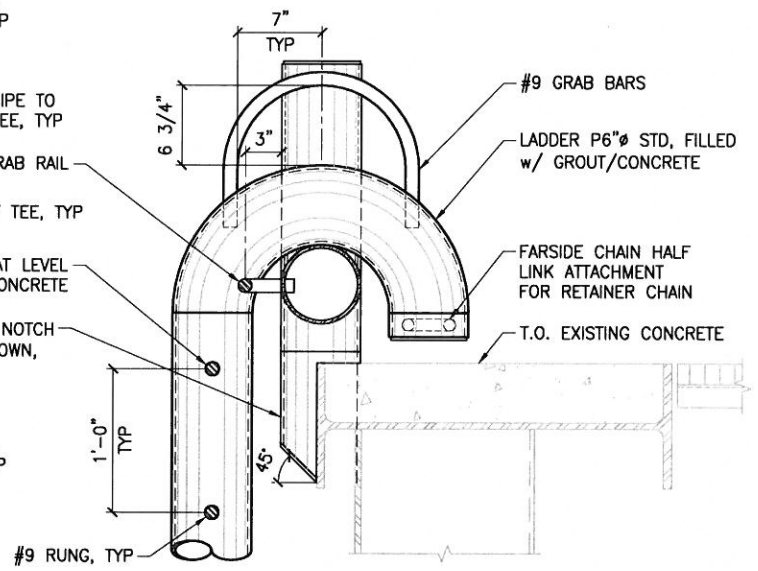
TYPICAL CAMEL PLAN
NTS



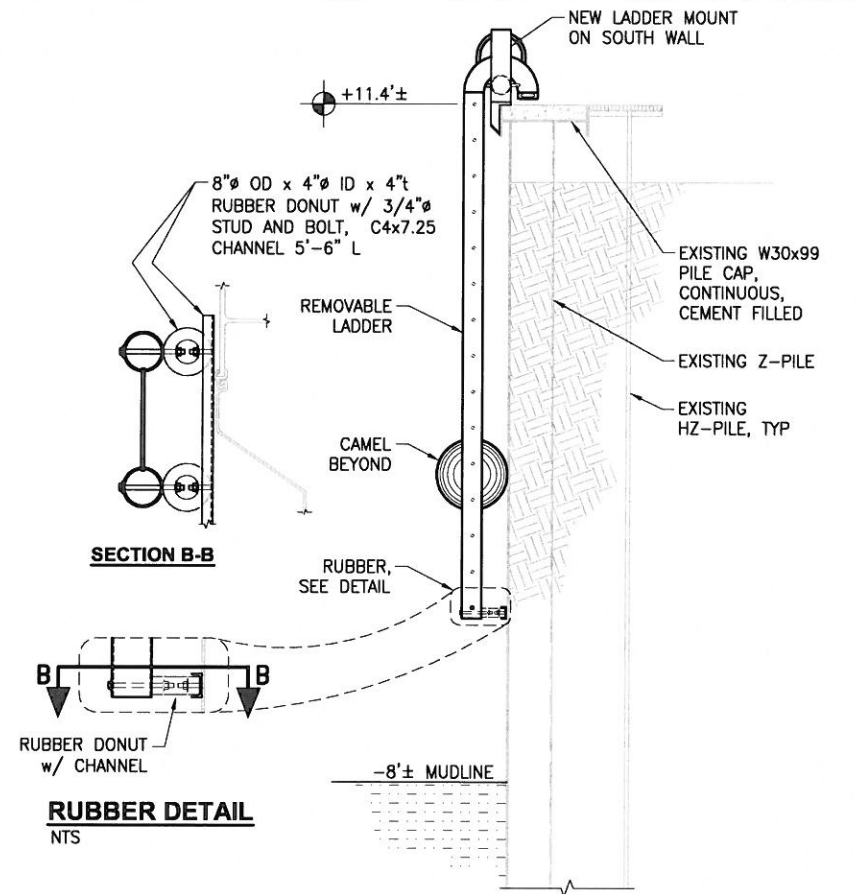
LADDER ELEVATION
NTS



LADDER MOUNT
NTS



LADDER MOUNT SECTION A-A
NTS



RUBBER DETAIL
NTS

LADDER SIDE ELEVATION
NTS

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PROJECT: NOME INNER HARBOR			
TITLE: LADDER ELEVATION AND DETAILS			
DESIGNED BY: GH	DATE: APRIL 2017	SHEET NO: 4 OF 5	
CHECKED BY: GH	PROJECT NO: 161021		

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GENERAL NOTES

ALL DESIGN AND CONSTRUCTION SHALL CONFORM TO OSHA REQUIREMENTS.

LOADS
XXX

MATERIALS

STEEL:
STEEL SHALL CONFORM TO ASTM A6.
FLAT BAR (FB) ASTM A36.
PLATE AND ROLLED SECTIONS ASTM A572 GRADE 50.
PIPE SHALL CONFORM TO ASTM A53 GRADE B, 35 KSI MIN.

FABRICATION SHALL COFORM TO ASW D1.1.

BOLTS SHALL CONFORM TO ASTM A325.
NUTS SHALL MATCH BOLTS.
REBAR SHALL BE ASTM A706 GRADE 60.
CHAIN AND HARDWARE SHALL CONFORM TO _____.

COATINGS:
ALL STEEL SHALL BE HOT DIP GALVANIZED (HDG) AFTER FABRICATION IN
CONFORMANCE WITH ASTM A123, A153 AND A385?
FIELD REPAIRS SHALL BE BY GALV STICK ZINK SOLDER WITH (2) 3 MIL
COATS OF ZINC-RICH PATCH (80% MIN ZINC SOLIDS).

RUBBER:
RUBBER ENERGY ABSORBER SHALL BE _____.

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PROJECT: NOME INNER HARBOR			
TITLE: GENERAL NOTES			
DESIGNED BY: GH		DATE: APRIL 2017	SHEET NO: 5 OF 5
CHECKED BY: GH		PROJECT NO: 161021	