

**City Manager**  
Glenn Steckman

**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, AUGUST 20, 2020 @ 5:30/6:30 PM  
COUNCIL CHAMBERS IN CITY HALL**

**WORK SESSION – 5:30PM:**

LANDSIDE DEVELOPMENT – PLANNING FOR GROWTH/MEETING ARCTIC DEEP DRAFT PORT NEEDS

**REGULAR MEETING – 6:30PM:**

**I. ROLL CALL**

**II. APPROVAL OF AGENDA**

**III. APPROVAL OF MINUTES**

- 20-06-18 Regular Meeting
- 20-07-16 (Cancelled for Lack of Quorum)

**IV. CITIZEN’S COMMENTS**

**V. COMMUNICATIONS**

- 20-06-09 Memo on Safeguarding U.S. National Interests in Arctic – White House
- 20-06-24 Senator Murkowski Statement for the Record re Mayor Beneville
- 20-06-24 Non-Credentialed Mariner Positive Drug Tests – USCG Safety Bulletin
- 20-07-15 Congressman Young Statement for the Record re WRDA 2020
- 20-07-15 Letter to Sector ANC Partners from CAPT MacKenzie (USCG)
- 20-07-28 Letter to Port Director from USACE re 2021-2023 Maintenance Dredging

**VI. COMMISSIONER UPDATES**

**VII. HARBORMASTER REPORT**

- 20-08-07 Harbormaster Report 1<sup>st</sup> QTR F21
  - Operations Update
  - Pending Maintenance List Status

**VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**

- 2020-08-06 Port Director/Projects Status Report
  - Modifications Feasibility Study – Signed Chief’s Report
  - Corps CAP 107 Study – Status of Project Elements

**IX. OLD BUSINESS**

- Landside Property Development – Laydown & Access

**X. NEW BUSINESS**

- 

**XI. CITIZEN’S COMMENTS**

**XII. COMMISSIONER COMMENTS**






**XIII. NEXT REGULAR MEETING**

- September 17<sup>th</sup>, 2020 - 5:30pm

**XIV. ADJOURNMENT**





-  Land not currently owned by the City of Nome
-  Private Property
-  City of Nome Property
-  Future Infrastructure
-  Dredging

- 1 Container and Laydown Area
- 2 Cargo and Launch Ramp
- 3 Inner Harbor High Ramp
- 4 Private Property
- 5 Boat Travel Lift
- 6 Service Area
- 7 Dredge to -8 ft MLLW
- 8 Private Property
- 9 Belmont Small Boat Launch
- 10 Small Watercraft Moorage
- 11 Storage and Bonded Warehouse
- 12 Small Boat Launch Facility
- 13 Private Property
- 14 Land Leased Out by the City of Nome
- 15 Boat Storage and Laydown Area
- 16 Future Storage Pad
- 17 Future Container Laydown Area
- 18 NSEDC Fish Plant & Freezer Plant
- 19 Fish Dock
- 20 Floating Docks
- 21 Low Level Dock
- 22 East Dock
- 23 South Dock
- 24 Ramp and Floating Docks

PORT OF NOME  
STRATEGIC DEVELOPMENT PLAN  
UPLANDS DEVELOPMENT







# Nome Master GIS







# Nome Master GIS







# Nome Master GIS







# Nome Master GIS












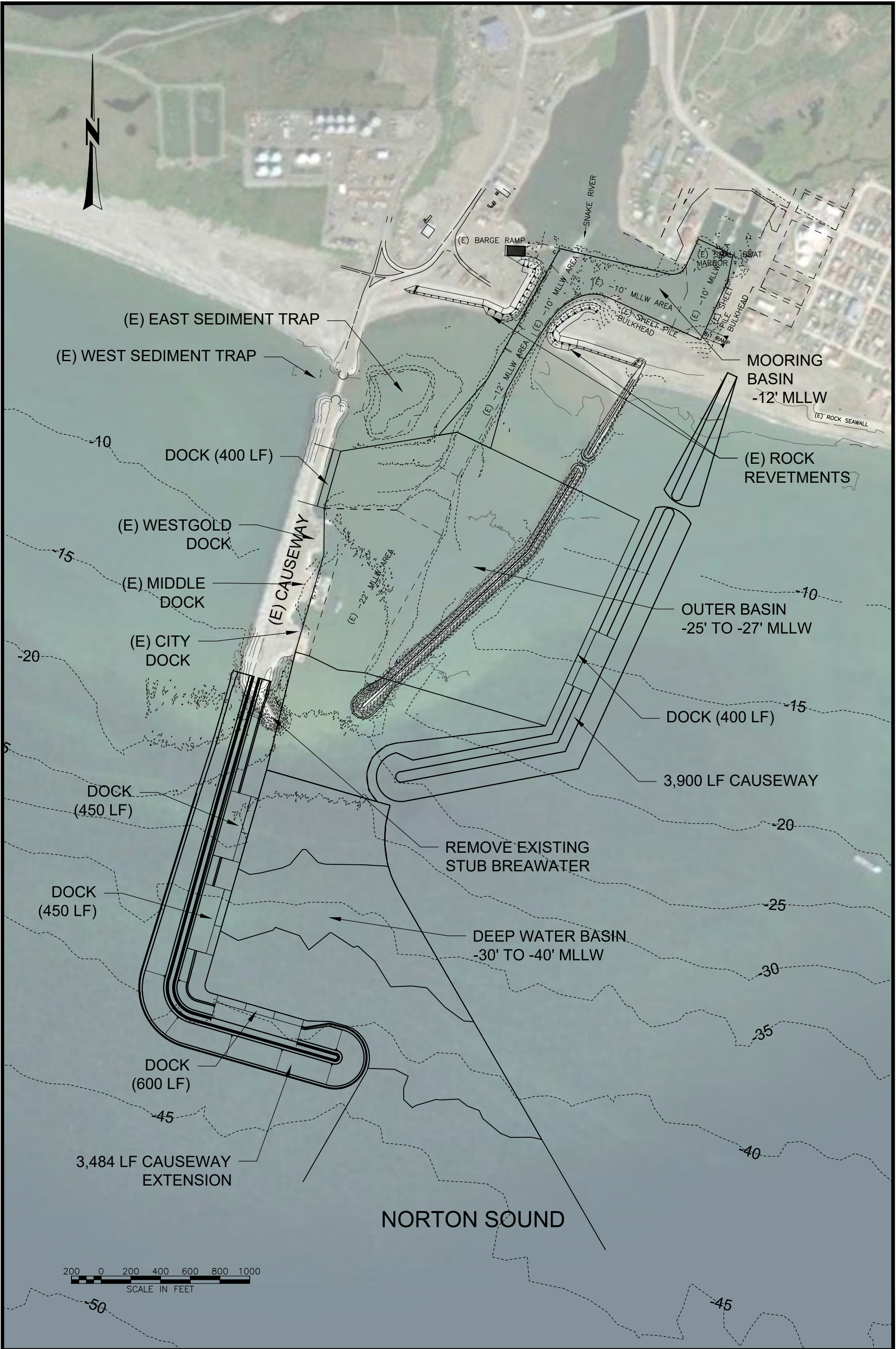
addt'l leased to NSEDC 2005



## PROPERTY OWNERS

- |   |                |   |                       |
|---|----------------|---|-----------------------|
|  | James West Sr. |  | C. Fagerstrom         |
|  | James West Jr. |  | City of Nome          |
|  | C. Dahl        |  | Sitnasuak Native Corp |
|  | G. Ozenna      |   |                       |







**MINUTES  
NOME PORT COMISSION  
REGULAR MEETING  
June 18, 2020**

The Regular Meeting of the Nome Port Commission was called to order at 5:31 pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

**ROLL CALL**

Members Present: Smithhisler; Lean; West; Henderson; McLarty (Sheffield arrived late)

Absent: Rowe

Also Present: Lucas Stotts, Harbormaster; Glenn Steckman, City Manager; Joy Baker, Port Director

In the audience: James Mason (Nugget)

**APPROVAL OF AGENDA**

Chairman West asked for a motion to approve the agenda:

Motion to approve made by Lean, seconded by Smithhisler.

At the Roll Call:

Ayes: Lean, West, Henderson, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

May 21, 2020                      Motion made by Henderson, seconded by Sheffield to approve minutes;  
Regular Meeting

At the Roll Call

Ayes: West; Henderson; McLarty; Smithhisler; Lean

Nays:

Abstain:

The motion **CARRIED**.

**CITIZENS' COMMENTS**

None.



## COMMUNICATIONS

- 20-20-05-29 City & Army Corps Press Releases on Signed Nome Chief's Report
- 20-06-01 Port of Nome "Open for Business" PSA
- 20-06-11 Corps approves long-sought \$618M Nome Port Expansion – ADN
- 2020 Port of Nome Ship Call Schedule (Updated)

### Discussion:

- Henderson asked if we had more ship cancellations since the last meeting, PD Baker responded that we have gone from 5 to 3 cruise ships now and are hopeful that those companies keep with their August and September schedules, but no guarantees.
- Lean commented that PD Baker didn't get enough credit in getting the USACE Chief's Report signature and passing, and how large of a milestone it is in developing the Port of Nome expansion. PD Baker added that Sen. Sullivan was key in getting the project into the WRDA Bill in time, along with Sen. Murkowski and Congressman Young.

## COMMISSIONER'S UPDATES

- Lean commented that the Russians have determined a harvestable amount of cod north of the Bering Straits and have brought up 3 factory trawlers who are now working that area. This is noteworthy as the Canada and US have agreed to not fish in the arctic. Also noted a yellow waxy substance washing up on the beach near Gambell, that has a likelihood of being fish oil, a by-product of processing fish.

## HARBORMASTER'S REPORT

### Harbormaster Report – Operations & Maintenance Update:

HM Stotts reported the following:

- Overview of vessel traffic moving fuel, cargo and gravel.
- East Floating Docks have been in the water for a bit over a month and are being used by both fishermen and dredgers. The West floats have their last coat of paint curing and they should be ready to be installed early next week.
- Commercial vessels have been working with port staff and City Hall on Nome's required COVID-19 protocols, with most vessel companies in agreement to keep crews onboard to eliminate potential to expose the crew or community.
- Incident with private skiff striking the ALASKAN HAWK dredge pipe while departing the outer harbor. ALASKAN HAWK announced a security call the pipe would be floating and attempted to hail the skiff on VHF 16 but was unable to reach the operator. Port staff are putting up more signs at all launches around the facility, warning about possible floating pipe and to contact on the dredge crew on VHF 79 for passing instructions.
- Incident involving the DIANE H/KUMTUX on 6.17.20 that struck a Middle Dock fender at a bad angle while on approach to the facility. The impact caused a small crack in the top of the sheetpile. The vessel owner is coordinating with a local contractor to drill out, grind, weld and plate the crack in the sheetpile.
- Facility restrooms are open to the public and so far are being used without any issues.
- SEAKERS has finished the repair to setting fuel lines outside of Bonanza's containment wall. Part of the hydro-testing is complete, and the remaining work will be finished by next week.
- Crowley planning for June 27<sup>th</sup> -30<sup>th</sup> as a rough window for BFI's next fuel delivery, but this could be affected by weather.



## **PORT DIRECTOR'S REPORT**

PD Baker commented the following:

- Working on the Cap 107 Study with the USACE to finalize the project management agreement and drafting the scope of work for review. This will be followed by coordinating with Bristol to develop an RFP to secure a geotech company to perform sampling and analysis that align with USACE spec. Samples needed from a 2ft-3ft deep in the Small Boat Harbor and Snake River. AOOS and MXAK are working on a current sensor for the mouth of the Outer harbor.
- Chairman West commented that the City may benefit from owning and self-operating a small harbor tug for assisting vessels and fire suppression. There was group discussion of how much horsepower was needed in an assist tug for Nome. 6k HP is the largest we would ever see here but typical tugs in this region are 1,500-3,000 HP.

### West Causeway Beach Dredging:

- USACE working to clear the material log for West Sediment Trap and area under the Cswy bridge and how that will be included in next contract through 2023.
- Tidelands are owned by the City of Nome. Uplands owners are Bering Straits and Sitnasuak, but the beach accretion changes the property delineation for the uplands owner, same as beach erosion would reduce land for the uplands owner. USACE now determining how to incorporate this new information into the dredging contract bid package.
- Lean commented the ridge that forms on West beach is a deposit of a large amount of material constantly replenished by wave action and generates annually.
- It was noted that material deposited in the last 30-40 years along West Beach has created a new beach line about 370ft thick from shore.
- Lean commented that the Cswy bridge opening is more about salinity, and having a good mix of water to ensure a less difficult transition for young fish in those areas vs fish actually transiting under the bridge.
- McLarty commented that dredge material at the Causeway dock faces seems to have been caused by the USACE not maintaining the sediment trap inside the outer harbor, causing the fill to migrate toward the dock faces and become a City problem.
- PD Baker added that we have not dredged the dock faces for a number of years and the buildup is just an accumulation.
- Chairman West asked who owns the material being deposited in front of the Nome Seawall. Lean commented that there is an old platted City of Nome Street along that beach and most likely the City owns it.

## **OLD BUSINESS**

None.

## **NEW BUSINESS**

West Industrial Laydown Property Definition and Access

- HM Stotts asked the commission for input for a layout plan on the TBS Pad to solve issues associated with defined boundaries for users, and keeping dredges/containers/work areas all in one location to better track space for billing.

### Discussion:

TBS Pad laydown options for longer term container storage, mixed work area/container/dredge storage and general development of the area.

- West asked the group if it would be beneficial for the City to do ground penetrating radar on the TBS pad to check the subsurface material and condition, voids, ice lenses, etc.

- Henderson commented that he recalls old drilling logs for that area by Goulder that noted that the samples looked more like dirty ice instead of icy dirt.
- PD Baker noted to the group that we can anticipate lease requests for at least 2-4 acres for long term leasing. We have developed and filled about 9 acres and have an additional 9 acres remaining to be filled. PD Baker wanted everyone to be thinking about the future use of the pad and how those uses will mesh.
- Smithhisler commented he wanted to make sure we kept right of ways and traffic flow on the new TBS pad in mind during layout and to separate use as much as possible.
- HM Stotts added that using the edges of the TBS pad for long term laydown, saving the middle and East sides for temp laydown use and putting long term leases to the West may provide the best user/traffic separation.

### **CITIZENS COMMENTS**

James Mason commented that he owns a container that is stored on Port property and has observed that a lot of container owners have a bunch of junk and debris accumulating around and on top of their containers. HM Stotts encourage Mr. Mason to contact port staff if anything like that happens again.

### **COMMISSIONERS COMMENTS**

McLarty stated that some port users have asked when the fisherman's (west) floating docks will be installed, but can now pass on info they will be launched next week.

Henderson commented that the Small Boat Harbor seemed less busy than in the past so would like port staff to consider allowing subsistence users to utilize the floating docks if there was empty, unused space.

Lean commented that all users need to be aware of the industrial nature of the port area and need to have good communication with larger commercial port users to ensure safety for all.

Smithhisler asked if we can provide a list of all leased property and all stored items to help get a better picture of how much space is being utilized by how much equipment, etc.

Sheffield commented that she was late to the meeting due to working at the lab with a white substance found on 9 birds 20 miles from Savoonga. It is a greasy, sticky semi-solid that reacts to heat. Gambell, Savoonga and the USCG are all aware and working to identify the substance and its origin. This material will go to the USCG and the birds to the Nation Wildlife Center for further study but could be fish oil or another petroleum product. It was also commented that puffins and other seabirds have been found with health issues in the region. It was noted that there are currently over 50 Russian fishing vessels near Cape Navarin so that shows industrial activity near St. Lawrence Island. Lastly it was noted that near the Yukon at Pilot Point station the water surface temps are about +9 degrees (17 C) Fahrenheit above normal conditions. A change of 18 degrees Celsius is lethal to a lot of fish so this is concerning.



West commented that Mayor Richard Beneville's funeral procession through town will be this weekend at 10am for a parade to Old St Joes to serve cheese cake and listen to singers and then to the burial site around 1:30pm. This will be a celebration of life by the community of Nome for the passing of our Mayor.

**SCHEDULE OF NEXT MEETING**

The next Regular Meeting is SCHEDULED for July 16<sup>th</sup>, 2020 – 5:30pm

**ADJOURNMENT**

Motion was made by Smithhisler and seconded by Sheffield for adjournment –8:02pm.

**APPROVED** and **SIGNED** this 16th day of July, 2020.

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**Jim West, Chairman**

**ATTEST:**

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**Joy Baker, Port Director**

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PRESIDENTIAL MEMORANDA

# Memorandum on Safeguarding U.S. National Interests in the Arctic and Antarctic Regions

NATIONAL SECURITY & DEFENSE

Issued on: June 9, 2020



MEMORANDUM FOR THE SECRETARY OF STATE  
THE SECRETARY OF DEFENSE  
THE SECRETARY OF COMMERCE  
THE SECRETARY OF ENERGY  
THE SECRETARY OF HOMELAND SECURITY  
THE DIRECTOR OF THE OFFICE OF MANAGEMENT AND  
BUDGET  
THE ASSISTANT TO THE PRESIDENT FOR NATIONAL  
SECURITY AFFAIRS

SUBJECT: Safeguarding U.S. National Interests in the  
Arctic and Antarctic Regions

To help protect our national interests in the Arctic and Antarctic regions, and to retain a strong Arctic security presence alongside our allies and partners, the United States requires a ready, capable, and available fleet of polar security icebreakers that is operationally tested and fully deployable by Fiscal Year 2029. Accordingly, by the authority vested in me as President by the Constitution and the laws of the United States of America, I hereby direct the following:

Section 1. Fleet Acquisition Program. The United States will develop and execute a polar security icebreaking fleet acquisition program that supports our national interests in the Arctic and



Antarctic regions.

(a) The Secretary of Homeland Security, in coordination with the Secretary of State, the Secretary of Defense, the Secretary of Commerce, and the Director of the Office of Management and Budget (OMB), shall lead a review of requirements for a polar security icebreaking fleet acquisition program to acquire and employ a suitable fleet of polar security icebreakers, and associated assets and resources, capable of ensuring a persistent United States presence in the Arctic and Antarctic regions in support of national interests and in furtherance of the National Security Strategy and the National Defense Strategy, as appropriate. Separately, the review shall include the ability to provide a persistent United States presence in the Antarctic region, as appropriate, in accordance with the Antarctic Treaty System. The Secretary of Homeland Security and the Director of OMB, in executing this direction, shall ensure that the United States Coast Guard's (USCG) Offshore Patrol Cutter acquisition program is not adversely impacted.

(b) The Secretary of Homeland Security, acting through the Commandant of the Coast Guard, in coordination with the Secretary of Defense, acting through the Secretary of the Navy, and the Secretary of Energy, as appropriate, shall conduct a study of the comparative operational and fiscal benefits and risks of a polar security icebreaking fleet mix that consists of at least three heavy polar-class security cutters (PSC) that are appropriately outfitted to meet the objectives of this memorandum. This study shall be submitted to the President, through the Director of OMB and the Assistant to the President for National Security Affairs, within 60 days from the date of this memorandum and at a minimum shall include:

(i) Use cases in the Arctic that span the full range of national and economic security missions (including the facilitation of resource exploration and exploitation and undersea cable laying and maintenance) that may be executed by a class of medium PSCs, as well as analysis of how these use cases differ with respect to the anticipated use of heavy PSCs for these same activities. These use cases shall identify the optimal number and type of polar security icebreakers for ensuring a persistent presence in both the Arctic and, as appropriate, the Antarctic regions;

(ii) An assessment of expanded operational capabilities, with estimated associated costs, for both heavy and medium PSCs not yet contracted for, specifically including the maximum use of any such PSC with respect to its ability to support national security objectives through the use of the following: unmanned aviation, surface, and undersea systems; space systems; sensors and other systems to achieve and maintain maritime domain awareness; command and control systems;



secure communications and data transfer systems; and intelligence-collection systems. This assessment shall also evaluate defensive armament adequate to defend against threats by near-peer competitors and the potential for nuclear-powered propulsion;

(iii) Based on the determined fleet size and composition, an identification and assessment of at least two optimal United States basing locations and at least two international basing locations.

The basing location assessment shall include the costs, benefits, risks, and challenges related to infrastructure, crewing, and logistics and maintenance support for PSCs at these locations. In addition, this assessment shall account for potential burden-sharing opportunities for basing with the Department of Defense and allies and partners, as appropriate; and

(iv) In anticipation of the USCGC POLAR STAR's operational degradation from Fiscal Years 2022-2029, an analysis to identify executable options, with associated costs, to bridge the gap of available vessels as early as Fiscal Year 2022 until the new PSCs required to meet the objectives of this memorandum are operational, including identifying executable, priced leasing options, both foreign and domestic. This analysis shall specifically include operational risk associated with using a leased vessel as compared to a purchased vessel to conduct specified missions set forth in this memorandum.

(c) In the interest of securing a fully capable polar security icebreaking fleet that is capable of providing a persistent presence in the Arctic and Antarctic regions at the lowest possible cost, the Secretary of State shall coordinate with the Secretary of Homeland Security in identifying viable polar security icebreaker leasing options, provided by partner nations, as a near- to mid-term (Fiscal Years 2022-2029) bridging strategy to mitigate future operational degradation of the USCGC POLAR STAR. Leasing options shall contemplate capabilities that allow for access to the Arctic and Antarctic regions to, as appropriate, conduct national and economic security missions, in addition to marine scientific research in the Arctic, and conduct research in Antarctica in accordance with the Antarctic Treaty System. Further, and in advance of any bid solicitation for future polar security icebreaker acquisitions, the Secretary of State shall coordinate with the Secretary of Homeland Security to identify partner nations with proven foreign shipbuilding capability and expertise in icebreaker construction.

(d) The Secretary of Defense shall coordinate with the Secretary of State and the Secretary of Homeland Security to continue to provide technical and programmatic support to the USCG integrated program office for the acquisition, outfitting, and operations of all classes of PSCs.

Sec. 2. General Provisions. (a) Nothing in this memorandum shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department or agency, or the head thereof; or

(ii) the functions of the Director of OMB relating to budgetary, administrative, or legislative proposals.

(b) This memorandum shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This memorandum is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

DONALD J. TRUMP



guidance and training, a generation of CBO analysts think harder, dig deeper, and ask more probing questions when analyzing the estimated costs of legislation. Kim set high standards for himself and for the Natural Resources Unit, and we are confident that they will continue to provide timely and thorough analyses for the Congress thanks to what they have learned under Kim's leadership.

I, along with House Budget Committee Chairman JOHN YARMUTH, wish to thank Kim for his years of dedicated service to the Congress and extend to him our best wishes for a well-deserved retirement.

#### ADDITIONAL STATEMENTS

##### REMEMBERING RICHARD BENEVILLE

• Ms. MURKOWSKI. Mr. President, I rise today to honor the legacy of a friend and one of Alaska's truly unique individuals, the mayor of Nome, Richard Beneville. We lost the mayor last month when he succumbed to pneumonia in the town he called home for more than 32 years. Richard's life story was colorful. He left New York City as a young man struggling with alcoholism and searching for a new life. Alaska was as far away as he could go, and he often said Alaska saved him. He spent a few years in Barrow before moving to Nome in 1988, and I think it is fair to say that the town has never been the same since. His career began on Broadway, and Richard channeled his creative energy to inspire youth and adults in Nome through the Nome Arts Council. He directed more than three dozen plays, including "The Sound of Music," "Music Man," and "Fiddler on the Roof," and inspired generations in the community to appreciate the stage.

Ever the showman, Richard was a tireless ambassador for Nome and Arctic tourism. He founded Nome Discovery Tours in 1994, and he never missed an opportunity to promote Nome and the surrounding region and its rich history. Watching him entertain a tour group with tales of Nome's early gold mining days, while he demonstrated how to pan for gold, audience captivated, was a real treasure.

For the past 4½ years, he served as mayor of Nome, and there was no better cheerleader for this remote community. Some of my colleagues may recall running into him in the halls of the Hart and Dirksen Buildings, wearing his signature "Hello Central" knit hat, a Port of Nome, vest and always sporting his I love Nome! button. Never shy, Richard would greet Senators, staff, and visitors alike, quickly asking them how their day was and what they were up to as he worked the halls and made new friends. His friendly banter and genuine interest in people was refreshing in an environment all too often filled with hustle and tension.

For those of you who have never had the fortune to visit Nome, there are only three ways to get there from Anchorage—airplane, boat, and dog sled. Nome is 2000 miles closer to the North Pole than to New York City, and in 2016 when the *Crystal Serenity* called on the Port of Nome during its maiden voyage from Seward to Manhattan, the mayor was there to greet these intrepid Arctic adventurers. I had the privilege to travel with Richard to many Arctic conferences, and it was a joy to watch as he shared his vision for Arctic tourism and a positive future for this fascinating and challenging part of the world.

The mayor was a passionate champion of the Iditarod and I last saw him on Saturday, March 7, in Anchorage at the ceremonial start of the race. He had just been released from the hospital, having persuaded his doctors and nurses that the "show must go on" to be there for the festivities.

He loved people, the arts, flowers, and above all, Nome to the end. His passing is a true loss for my State. I will miss his boundless enthusiasm and his trademark greeting to all he ran into, "Hello Central!"

#### RECOGNIZING MERCEDES SCIENTIFIC

• Mr. RUBIO. Mr. President, as chairman of the Senate Committee on Small Business and Entrepreneurship, each week I recognize a small business that exemplifies the American entrepreneurial spirit at the heart of our country. It is my privilege to recognize a woman-owned small business that provides critical medical supplies to hospitals and laboratories nationwide. This week, it is my pleasure to honor Mercedes Scientific of Lakewood Ranch, FL, as the Senate Small Business of the Week.

In 1991, Noelle Haft and Hank Traynor founded Mercedes Scientific in New Hyde Park, NY. The two were veterans of the medical supply industry, combining their scientific expertise and knowledge of laboratory distribution to start their own small business. At the time, it was known as Mercedes Medical. Drawn by the weather and welcoming business regulations, Mercedes Medical relocated to Florida in 1993. When Hank retired, Noelle and her husband, Rob, continued running the company along with their daughter, Alex Miller.

Over the next few decades, Mercedes Medical remained a family-owned company as it grew into a notable medical supplier. The company moved into their Lakewood Ranch facility in 2018 and expanded to provide laboratory equipment and personal protective equipment, PPE. They rebranded as Mercedes Scientific in 2019 due to their growing focus on serving the research, laboratory, and scientific communities.

Mercedes Scientific is active in the community. They donate medical sup-

plies to local organizations and businesses, as well as educational institutions nationwide. The company supports international nonprofit missions, such as helping medical facilities recover from natural disasters. Closer to home, Mercedes Scientific is a team build partner with Habitat for Humanity in Sarasota, FL. They also work with the Lakewood Ranch Business Alliance to promote local economic development.

Like many small businesses in Florida, Mercedes Scientific experienced supply chain disruptions due to the coronavirus pandemic. As a medical supply company, they play a critical role in securing laboratory supplies, PPE, and COVID-19 test kits. Mercedes Scientific works tirelessly with laboratories and hospitals in Florida and throughout the Nation to ensure they receive the resources needed to combat the pandemic.

When the U.S. Small Business Administration launched the Paycheck Protection Program, PPP, Mercedes Scientific applied for funding. The PPP provides forgivable loans to impacted small businesses and nonprofits who maintain their payroll during the COVID-19 pandemic. Thanks to a PPP loan, Mercedes Scientific was able to keep their 67 employees paid and remain focused on its mission sourcing medical supplies.

Mercedes Scientific is a notable example of the key role small businesses play in America's medical supply chains. I commend their continued work to provide essential hospital and laboratory supplies as the United States confronts the coronavirus pandemic. Congratulations to Noelle, Rob, Alex, and the whole team. I look forward to your continued success, growth, and success in the Lakewood Ranch area.

#### MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Ms. Ridgway, one of his secretaries.

#### EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Armed Services.

(The messages received today are printed at the end of the Senate proceedings.)

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-4871. A communication from the Federal Register Liaison Officer, Office of the



# Marine Safety Information Bulletin

United States Coast Guard  
Captain of the Port Western Alaska

MSIB Number: 01-20  
Date: June 24, 2020

Sector Anchorage  
P.O. Box 5800  
JBER, AK 99505-0800

Phone: (907) 428-4200  
Fax: (907) 428-4218  
Email: [WesternAlaskaIO@uscg.mil](mailto:WesternAlaskaIO@uscg.mil)

## NON-CREDENTIALLED MARINER POSITIVE DRUG TESTS ON THE RISE

USCG Sector Anchorage Investigation Division has identified an upward trend in the number of positive drug tests for non-credentialed mariners throughout the Arctic and Western Alaska. The most common drug mariners test positive for is marijuana. The use, sale and possession of **marijuana** in the United States is **illegal under federal law** despite Alaska Statute 17.38, regulations for the use of marijuana. Non-credentialed mariners should be aware and educate themselves on the long term consequences of failing a Department of Transportation chemical test (post-accident, random, periodic, pre-employment, or reasonable cause). The long-term consequences will have a significant impact during the application process with the National Maritime Center and could cause delay or preclude issuance of a USCG mariner credential.

### WHAT HAPPENS WHEN THE USCG RECEIVES A NON-CREDENTIALLED MARINER POSITIVE DRUG TEST?

1. USCG Sector Anchorage must notify the National Maritime Center to lock the non-credentialed mariner out of the normal USCG credential application process.
2. In addition to completing the normal application, the non-credentialed mariner must now provide proof of completion of the following:
  - i. Enrollment in a drug rehabilitation program.
  - ii. Successful completion of all elements of drug rehabilitation program.
  - iii. Participate in a random, unannounced drug-testing program for a minimum period of one-year following successful completion of the drug rehabilitation program (at least 12 random drug tests spread reasonably throughout the year).
  - iv. Attend a substance abuse monitoring program (such as AA/NA) for a minimum period of one-year following successful completion of drug rehabilitation program (at least 2 meetings per month).
  - v. Obtain and file a copy of the Medical Review Officer's letter that indicates you are drug-free and the risk of subsequent use of dangerous drugs is sufficiently low to justify return to work.

Questions regarding the enforcement of mariner positive drug tests should be directed to Sector Anchorage Investigation Division at (907) 428-4200, Press Option 4 (twice), or by email at [WesternAlaskaIO@uscg.mil](mailto:WesternAlaskaIO@uscg.mil).



**DON YOUNG**  
CONGRESSMAN FOR ALL ALASKA  
**WASHINGTON OFFICE:**  
2314 RAYBURN BUILDING  
WASHINGTON, DC 20515  
202-225-5765

**DEAN OF THE HOUSE**



COMMITTEE ON  
NATURAL RESOURCES  
  
REPUBLICAN LEADER, SUBCOMMITTEE  
ON NATIONAL PARKS, FORESTS AND  
PUBLIC LANDS  
  
COMMITTEE ON  
TRANSPORTATION & INFRASTRUCTURE  
  
REPUBLICAN  
STEERING COMMITTEE

July 15, 2020

RE: Statement for the record, H.R. 7575, The Water Resources Development Act of 2020

Thank you Chairman DeFazio, Ranking Member Graves, Chairwoman Napolitano and Ranking Member Westerman for staying the course and producing a bipartisan Water Resources Development Act for 2020, H.R. 7575. This bill harkens back to the way this committee should operate by authoring bills in a collaborative fashion with bipartisan buy in that will become law and benefit the constituents we serve.

Alaska's 33,904 miles of shoreline dwarf the Lower 48 and with fewer miles of paved road than Rhode Island, Alaska's rivers are our highways and our ports are the lifeblood of our state's communities. The Committee continues to make incremental progress on embracing the unique challenges Alaskan communities face with respect to port and harbor improvements, inland waterway navigation, flood and storm protection and other water resource infrastructure overseen by the Army Corps of Engineers.

The Army Corps Alaska District is an integral partner to Alaska's communities managing significant project demand with limited resources. However, need continues to outpace available appropriations and Corps resources to get projects completed. The reform to the Harbor Maintenance Trust Fund included in this bill is a step in the right direction and I will continue to advocate for greater federal investment for our nation's water infrastructure.

This WRDA bill includes several provisions to benefit Alaska and is a critical milestone in my work to develop Alaska's Arctic infrastructure with a deep draft port in Nome, AK that will allow Alaska to capitalize on forthcoming economic benefits in the Arctic.

The authorization of \$490,919,000 for the Arctic Deep Draft Port project in Nome included in this bill has been a long time coming, and it is a positive step forward for Alaska and the country. The Port of Nome, due to its geographic location, is a strategic transportation hub that meets the needs of U.S.

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Arctic Policy by strengthening U.S. presence in the region. The Port of Nome expansion is critical to ensure more effective search and rescue and environmental response activities as vessel traffic increases throughout the Arctic. The port will serve the country's National interests and support Coast Guard and Navy operations. It will also expand an existing logistics hub for more than 50 Alaskan coastal communities to help reduce the cost of living and create economic opportunity throughout Alaska and the Pacific Northwest.

I want to commend the Army Corp's Alaska District, General Semonite and Assistant Secretary James for all of their hard work to get the Chief's report done in time for this bill. As a former tugboat captain in Alaska I know how important it is to have good ports, and I would like to thank the Chairman and the Ranking Member for including this provision in the bill.

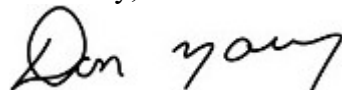
The bill also provides for the authorization of two additional much needed projects to benefit Alaskan harbors. The bill authorizes a \$34,937,000 dredging project for Unalaska Dutch Harbor. Dutch Harbor is one of the nation's top fishing ports measured by catch volume and value and is essential to the Alaska fishing economy and the nation's food supply. The project will dredge the entrance channel of the harbor to 58 feet improving the ability of commercial, U.S. Coast Guard, U.S. Navy, U.S. military assets and ships from allied nations to utilize the harbor.

The bill also includes language to include the authorization for St. George's navigation improvements project pending the timely release of a positive Chief's Report from the Army Corps. The project will provide for the operability, safety and reliability of the St. George Harbor as promised by the federal government to aid the transition of the economy of the Pribilof Islands away from harvesting fur seals to commercial fishing.

Importantly, the bill makes an improvement to the Tribal Partnership Program by increasing the per project federal cost share cap to \$15 million dollars from \$12.5 million. This improvement is a step in the right direction and begins to take into account the challenges Alaska faces with higher project costs. In forthcoming WRDA bills, I will continue to work with my colleagues and the Committee to ensure that Corps policies regarding benefit-cost ratios, existing authorities and cost share requirements treat Alaska fairly and take into account all the unique environmental challenges present in Alaska.

Again, I want to thank the Chairman and Ranking member of the full committee and the WRDA subcommittee for their work on this important bill and I look forward to supporting this bill on the floor in the near future.

Sincerely,

A handwritten signature in black ink that reads "Don Young". The signature is written in a cursive, flowing style.

DON YOUNG

Congressman for All Alaska





July 15, 2020

Dear Partner of Sector Anchorage,

I hope this finds you, your crew, and your family safe and healthy in this time of uncertainty and concern due to the COVID-19 pandemic. I am happy to report the Coast Guard personnel of Sector Anchorage and surrounding units are doing well and have maintained remarkable resilience and readiness while carrying out all Coast Guard missions in our dynamic and demanding area of responsibility. You have been alongside us in our response efforts to search and rescue cases, vessel groundings, law enforcement activities, and fisheries as well as our statutory oversight of the marine transportation system, maritime security challenges, and environmental protection. For that, I sincerely thank you.

While balancing crew safety and daily business, the Coast Guard is transferring personnel across the country and around the world, as we regularly do as a military service. To this end, I have completed my assignment as Sector Commander at Sector Anchorage today and will be transferring to my new post at Africa Command in Germany. It has been an honor and a privilege to command Sector Anchorage and to serve alongside you. I am humbled by the collaboration and results we have achieved together over the past three years. The public and private stakeholders in Alaska are the best in the country and we succeed by communicating and working together.

Due to the present circumstances, the Change of Command ceremony was limited to immediate family and unit crew. As a result, I will take this opportunity to introduce my relief as Sector Anchorage Commander, Captain Leanne Lusk. Leanne is an outstanding choice to take over as Sector Commander. She is coming to Alaska after serving as Deputy Commander at Sector Lake Michigan. I know she will ensure the Coast Guard remains ready, effective, and collaborative in the Alaska region. I am confident you will find her to be a great partner.

If I was unable to personally thank you, please know that I will forever be grateful for the partnerships and friendships I have formed during my tour at Sector Anchorage.

Sean MacKenzie  
Captain, U.S. Coast Guard



DEPARTMENT OF THE ARMY  
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 6898  
JBER, AK 99506-0898

CEPOA-PM-C-ER

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

JUL 28 2020

Dear Ms. Baker:

The U.S. Army Corps of Engineers (USACE) Alaska District Operations Branch is planning to conduct dredging at the Nome Harbor in Nome, Alaska. In compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 [36 CFR § 800.2(a)(4)], the purpose of this letter is to notify your organization of a Federal undertaking and to invite consultation on an assessment of effect.

You are receiving this letter because we believe that the Port of Nome may have an interest in cultural resources in the general project area. A letter addressed to the Alaska State Historic Preservation Officer (SHPO), which assesses the proposed undertaking, is enclosed. It describes the present state of identification and known cultural resources in the area, and an evaluation of the impact that the proposed undertaking may have on those resources. Per Section 101(b)(3) of the NHPA, the SHPO advises and assists Federal agencies in carrying out their Section 106 responsibilities. The SHPO cooperates with agencies, local governments, organizations, and individuals to ensure that historic properties in Alaska are taken into consideration at all levels of Federal planning and development. Per 36 CFR § 800.3(c)(4), the SHPO has 30 days to respond to the USACE's notification; within this time period, we invite you to bring any cultural resources concerns or information to our attention.

If you have questions or concerns about this project, or would like to share information with us, please email me at [kelly.a.eldridge@usace.army.mil](mailto:kelly.a.eldridge@usace.army.mil) or call at 907-753-2672.

Sincerely,

Kelly A. Eldridge  
Archaeologist  
Environmental Resources Section





DEPARTMENT OF THE ARMY  
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 6898  
JBER, AK 99506-0898

CEPOA-PM-C-ER

Ms. Judith Bittner  
State Historic Preservation Officer  
Office of History and Archaeology  
550 West 7<sup>th</sup> Avenue, Suite 1310  
Anchorage, AK 99501-3565

28 Jul 2020

Dear Ms. Bittner,

The U.S. Army Corps of Engineers (USACE) Alaska District, Civil Works Operations and Maintenance Program, is planning to continue dredging at Nome Harbor, Nome, Alaska (Section 26, T11S, R34W, Kateel River Meridian, USGS Quad Nome C-1; Figure 1). In compliance with Section 106 of the National Historic Preservation Act of 1966, the purpose of this letter is to notify you of a Federal undertaking [36 CFR § 800.3(c)(3)] and to seek your review regarding our determination of effect on historic properties from the proposed undertaking [36 CFR § 800.5(b)].

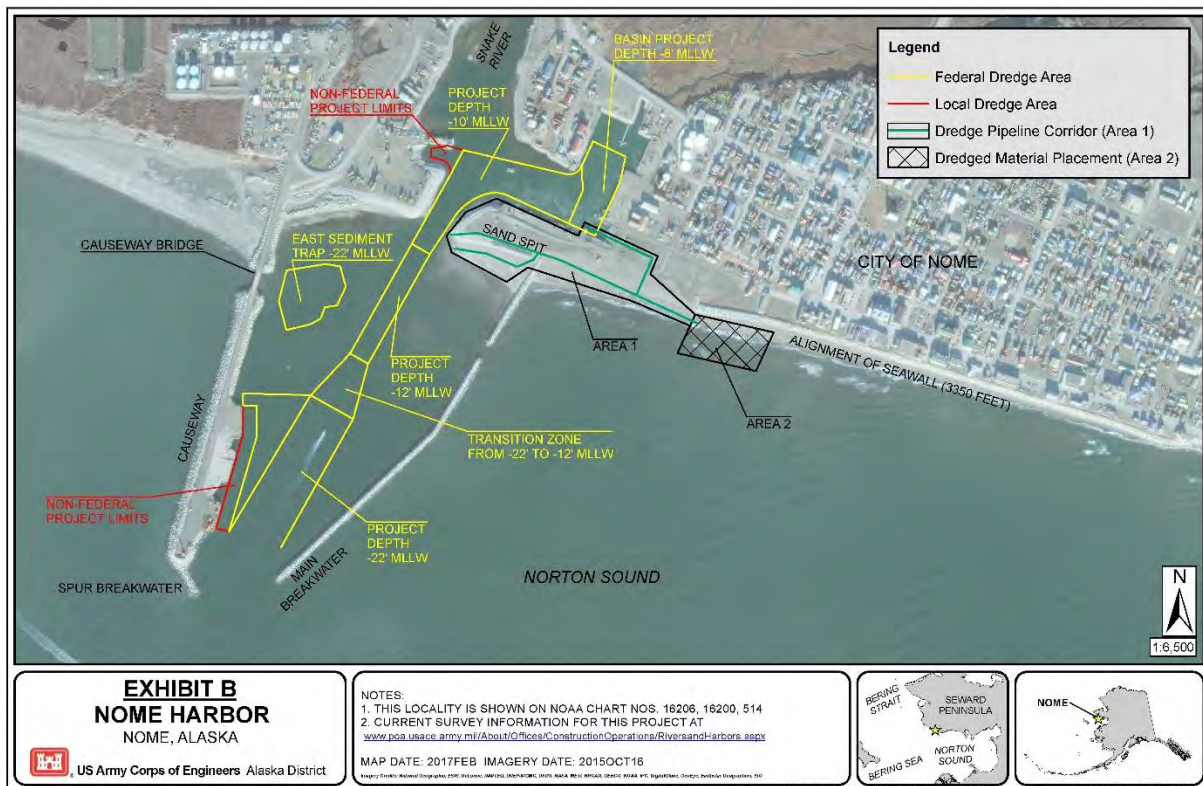


Figure 1. Location of Nome Harbor; Federal navigation features indicated in yellow.

## Historic Context

The City of Nome is located at the northern edge of Norton Sound, which forms the southern boundary of the Seward Peninsula. Norton Sound is the geographic break between two Indigenous peoples: the Iñupiaq to the north and the Yup'ik to the south. The Seward Peninsula has been occupied for more than 12,000 years (Goebel et al. 2013); Norton Sound has been occupied for at least 5,000 years, as demonstrated by the Iyatayet site on Cape Denbigh (Tremayne et al. 2018). Previous archaeological research in the general vicinity of Nome includes Hrdlička's (1930) survey of Safety Sound in 1926, and limited excavations at Cape Nome and Safety Sound by Rainey in 1950, Hopkins in 1951, Hadleigh-West in 1960 (Bockstoe and Rainey 1970:42-43), Townsend in 1969 (Townsend 1969), Bockstoe in 1972 (Bockstoe 1979), and Smith in 1977 (Smith 1985).

The mouth of the Snake River at Nome was the site of a permanent village, now known as the Snake River Sandspit Site. Excavated features of the site were radiocarbon-dated to approximately 200 years old (Eldridge 2014). Outsiders began impacting the Norton Sound region in the nineteenth century, with the establishment of the Saint Michael Redoubt in 1833 (Black 2004). In 1848, Captain Thomas Roys entered the Bering Strait on the whaling ship *Superior* and encountered massive numbers of whales (Bockstoe 1986). This event resulted in a significant increase in commercial whaling activity in the region. Between 1848 and 1854, more regular foreign incursions into the Bering Strait region occurred as part of the search for the missing British Arctic expedition of Sir John Franklin (Bockstoe 1979), and in the 1860s, members of the Western Union Telegraph Expedition surveyed the Bering Strait and Norton Sound in an effort toward establishing a telegraph link between America and Europe (Sherwood 1965).

In 1897, gold was discovered on the Seward Peninsula during an expedition led by Daniel Libby. Additional discoveries just a few miles from the current location of Nome the following year resulted in a major influx of wealth seekers to the area, and in 1900 the population had increased from approximately 12,000 to 20,000 residents in less than 6 months. This early mining settlement was known as Anvil City; the name of the community was changed to Nome in 1899. In April of 1901, the City of Nome was officially incorporated, and soon thereafter, the town possessed electric lights, piped water, a public library, three churches, and a 50-bed hospital. However, the original platting of the town was problematic in terms of its confined layout and proximity to the Bering Sea. Devastating fires in 1901, 1905, and 1934 and severe Bering Sea storms in 1902 and 1913 resulted in the decision to redraw the city plat further inland (Phillips-Chan 2019). In 1904, a private company was granted permission to dredge the mouth of the Snake River out to the open beach and to protect the resulting channel with jetties; however, after a year's preliminary work, the project was dropped. In 1915 and 1916, the USACE examined the community's navigation problem. This study resulted in dredging a small harbor and the construction of two jetties at the mouth of the Snake River in 1923; maintenance dredging of the harbor has occurred on an annual basis since 1924 (USACE 1976).



During World War II, Nome was the final stop for airplanes flying from the United States to the Soviet Union for the Lend-Lease Program. The Lend-Lease policy was enacted on March 11, 1941, to distribute food, oil, warships, warplanes, and other weaponry to Allied nations. One of the Lend-Lease routes, the Alaska-Siberia (ALSIB) route, was approved by the United States and the Soviet Union in September 1942. Between September 1942 and September 1945, the Soviets accepted 7,924 fighters, bombers, and transports at Ladd Field in Fairbanks, and ferried them through Nome on the way to Siberia (Hays 1996). During the Cold War, the White Alice Communications System (WACS) was constructed across Alaska. A WACS tropospheric station linking Granite Mountain and Northeast Cape was built on Anvil Mountain at Nome. Construction began on the facility in 1957; the Anvil Mountain WACS was in operation from 1958 to 1978 (USACE 1994). The WACS antennas dominate the city skyline today, serving as an important historical marker and navigational aid.

### **Project Description**

The USACE is responsible for maintaining approximately 3,950 linear feet of navigation channel at Nome Harbor, ranging from -22 feet below mean lower low water (MLLW) to -10 feet MLLW (see Figure 1). Littoral transport and storms deposit large quantities of marine sediment, primarily sand, within the channel. In order to maintain the authorized project depths, the USACE has been conducting annual maintenance dredging of Nome Harbor since 1924. Annual maintenance dredging of the current configuration of Federal navigation features at Nome Harbor has been conducted since 2007. Materials are dredged from the channel and east sediment trap with a cutter-head suction pipeline dredge and deposited in near-shore waters just east of the eastern breakwater as part of a beach nourishment program.

In addition to continuing this annual maintenance dredging, the USACE proposes to conduct at least one dredging episode under the western causeway bridge and along the western beach (Figure 2). An estimated volume of 49,000 cubic yards of accreted marine sediment will be removed via mechanical dredging with land-based equipment. The dredging along the western beach is intended to create a new sediment trap that will reduce the amount of material that builds up under the causeway bridge. Materials dredged from the western beach and causeway breach will be stockpiled on the upper western beach, just north of the dredged area. This stockpiled material would be available to the landowners for their beneficial use.



Figure 2. Proposed new dredging and disposal area along the west beach, Nome Harbor. Project APE in red, dredging area in green and blue, disposal area in yellow.

## Assessment of Effect

The proposed project's Area of Potential Effect (APE) includes both the original maintenance dredging locations (navigation channel and east sediment trap as shown in Figure 1), and the proposed new dredging locations at the western beach and causeway breach (see Figure 2). Within the APE are also the proposed dredged material placement areas and access routes associated with the original maintenance dredging locations and new dredging locations. The access route for the new dredging locations will be the same unimproved trail between the Nome Harbor causeway and the western beach that is used by the community for beach access.

There are 21 known cultural resources in the vicinity of the proposed project's APE (Table 1). One of these resources, the Nome Subsurface Historic District (NOM-00158), may partially fall within the proposed APE. The eastern boundary of the proposed dredged materials disposal area corresponds with the western boundary of the subsurface historic district. As the boundaries of the Nome Subsurface Historic District are approximate and have not been verified, it is unknown whether the district falls



within the APE. The second-closest known cultural resource is the Sitnasuanmiut Qunjuwit Cemetery (NOM-00264); the southern boundary of the cemetery is located approximately 30 meters north of the boundary of the proposed western dredged materials disposal area.

Table 1. Known cultural resources in the vicinity of the APE (AHRs 2020).

AHRs #	Site Name	NRHP Status	In APE
NOM-00025	Sitnasuak	Unevaluated	No
NOM-00040	Old St. Joseph's Catholic Church	<b>Listed</b>	No
NOM-00083	Fort Davis Guardhouse	<i>Not Eligible</i>	No
NOM-00146	Snake River Sandspit Site	<b>Eligible</b>	No
NOM-00158	Nome Subsurface Historic District	Unevaluated	<b>Yes</b>
NOM-00167	Nome Historic District	Unevaluated	No
NOM-00176	Belmont Cemetery	<i>Not Eligible</i>	No
NOM-00178	Cowin Hut – South Example	<i>Not Eligible</i>	No
NOM-00225	1003 Seppala Drive	Unevaluated	No
NOM-00226	Garage on Seppala Drive	Unevaluated	No
NOM-00227	Blue-Green House on Belmont Street	Unevaluated	No
NOM-00228	308 Belmont Street	Unevaluated	No
NOM-00229	312 Belmont Street	Unevaluated	No
NOM-00230	Belmont Apartments	Unevaluated	No
NOM-00231	315 McLain Lane	Unevaluated	No
NOM-00244	Samuelson Trail	<b>Eligible</b>	No
NOM-00264	Sitnasuanmiut Qunjuwit Cemetery	Unevaluated	No
NOM-00286	Small House 1	<i>Not Eligible</i>	No
NOM-00287	Small House 2	<i>Not Eligible</i>	No
NOM-00291	710 Seppala Drive	Unevaluated	No
NOM-00307	Single-story Building	Unevaluated	No

NOTE: Cultural resources listed in the AHRs but identified as destroyed are not included.

Due to the proposed location of the western dredged materials placement area, this project has the potential to impact the Nome Subsurface Historic District (NOM-00158). However, as the project action consists of adding local materials (e.g., sands, gravels) to the beach surface, it is unlikely to have any adverse effect on any potential subsurface historical materials associated with the historic district.

## Conclusion

The proposed dredging at Nome Harbor is not expected to impact any known cultural resources. As such, and per 36 CFR § 800.5(b), the USACE requests your review regarding our determination that the proposed undertaking will have **no adverse effect** on historic properties. If you have any questions about this project, please contact me by phone at 907-753-2672, or by email at [kelly.a.eldridge@usace.army.mil](mailto:kelly.a.eldridge@usace.army.mil).

Sincerely,



Kelly A. Eldridge  
Archaeologist  
Environmental Resources

**cc:**

Tiffany Martinson, Executive Director, Nome Eskimo Community  
Jacob Martin, Tribal Resource Director, Nome Eskimo Community  
Benjamin Payenna, President, King Island Native Community  
Charles Ellanna, Assistant Land Manager, Sitnasuak Native Corporation  
Ukallaysaaq Okleasik, Vice President, Natural Resources, Sitnasuak Native Corporation  
Julie Raymond-Yakoubian, Social Science Program Director, Kawerak, Inc.  
Melanie Bahnke, President and CEO, Kawerak, Inc.  
Larry Pederson, Vice President of Nome Operations, Bering Straits Native Corporation  
Kevin Bahnke, Lands and Resources Department, Bering Straits Native Corporation  
John Handeland, Interim Mayor, City of Nome  
Joy Baker, Port Director, City of Nome  
Amy Phillips-Chan, Museum Director, Carrie M. McLain Memorial Museum

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# Memo

**To:** Glenn Steckman – City Manager  
**From:** Lucas Stotts – Harbormaster  
**CC:** Joy Baker – Port Director  
**Date:** August 7, 2020  
**Re:** 1st Quarter Report F2021

---

## **Office/Accounting:**

Over the past few weeks, Port staff and supporting finance personnel worked seamlessly together to complete all F20 invoicing almost 3 weeks sooner than last year. Through this process, the team built a comprehensive spreadsheet for tracking port storage more efficiently. The teamwork approach has been an effective way to manage the wide variety of operations occurring simultaneously, along with the many items stored on port property, and ensure everything is billed accurately. Assistant Harbormaster Chris Schuneman continues to be immersed in all facility operations and various maintenance and cleanup projects around the facility. Chris interfaces with port users daily to receive feedback and give direction on tariff rates and facility rules.

## **Operations:**

The Port of Nome received the new CDIP weather buoy in July to replace the one damaged last fall by offshore traffic. Port staff are currently working to get the buoy and mooring system set up and ready for deployment offshore which will provide real time wave, current and other data to weather forecasters, local mariners and subsistence users. Maintaining this buoy and supporting the implementation of other similar devices in the region will bring increased safety for all through better forecasting and real time data.

This is the time of year when we would normally begin the busiest part of our cruise ship season, with vessels typically arriving to the area in July and operating in the region through August and September. Although COVID-19 issues have removed all cruise ships from our schedule board, the Port of Nome has continued to see steady traffic through July and now into August with freight, fuel and gravel operations.





Ridge Marine's tug SITKA has been towing large loads of gravel from Nome to Kotlik, but unexpectedly lost their port main engine while loading at the Port of Nome in July. We have now had both the SITKA and its 250' barge stored on the Small Boat Harbor East Wall since July 1<sup>st</sup> effecting those repairs on the SITKA. When vessels need to lay over long term at the Port of Nome, they typically contribute to the existing congestion due to lack of dock space. However, this repair operation has worked out so far as we are able to utilize the flat-deck barge as a mooring dock for other large vessels needing to layover in the harbor. Several other carriers in the region have joined to support the Kotlik gravel haul, while still moving material for their own gravel projects. This will keep both the Middle and West Gold docks very busy through August and September with over 60k tons of gravel exported in July so far.

Crowley was busy though all of July with fuel lightering operations from offshore tankers to smaller barges into the Nome Small Boat Harbor for delivery to their east Nome tank farm. Those tankers also served as a steady resupply station for multiple deliveries to Bonanza Fuel. Product off the tanker was also lightered, to villages in the region. During the month of July Bonanza and Crowley received a rough total of abo (This total does not yet include the fuel lightered by Crowley to their own West Nome Tank Farm.) 5,102,824

The USCG icebreaker *HEALY* was offshore August 4<sup>th</sup> and 5<sup>th</sup> conducting resupply and crew operations.

Through July and into the beginning of Aug 2020, the Port of Nome has seen total days at the dock by vessel type of; 57 cargo, 38 fuel, 80 gravel and construction, 12 research, 40 misc., 41 anchored and 2 government.

#### **Maintenance:**

Spring maintenance tasks around the Small Boat Harbor and Causeway that have been completed to date are:

- Inspect steel pontoons, replace timbers on both and paint West Floats with new epoxy coating.
- Clean up old zinc anodes on Floating Docks, add cleats and Install Floats in the SBH.
- Re-align floating dock anchor chain system and clean up ramp surfaces for additional grip.
- Repair SBH water hose connections and ball valves for public use.
- Finish fuel line repair and hydrotest all lines to ensure use for 2020 season deliveries.
- Install new ring buoy stands on Middle Dock and other locations around facility.
- Resurfacing of Causeway dock faces and the Belmont Beach boat launch due to erosion.

Maintenance scheduled for fall 2020:

- Replace Causeway marine fuel headers air hose connections and ball valves.
- Remove and replace SBH ladder hand rails with heavy duty hand rails.
- Increase chain lengths on south wall camel fenders to hang individually.
- Assist NJUS and AFS on installation of a taller light pole and new security camera at barge loading ramps.
- Upgrade of all Port of Nome signs to provide enhanced safety and guidance on facility rules for all users.
- Work with Public Works Road Crew to maintain existing pads and address settling issues that have become more prevalent in recent years, with the port seeing major settling in areas never before.
- Upgrade and maintain Kids Don't Float (KDF) lifejacket stations and stock although that program currently has lost its funding. Caring for our existing inventory and limiting how many we set out at the KDF stations.



(Alaska Marine Lines- POLAR KING/ALEUTIAN TRADER, Alaska Logistics- FISH HAWK/LOGISTICS PROVIDER, Ridge- SITKA/RM250)

### **Vehicle Status:**

- 2012 GMC Sierra Crew Cab 4X4 (Good) Needs cracked windshield repaired (2020/2021)
- 2008 GMC Ext Cab 4X4 (Fair) Minor dents and scratches. ~~Rear suspension needs work.~~ **Repaired**
- 2002 FORD F350 Flatbed (Fair) Possible transition to PWR for fulltime use with sander/other.
- 2005 CHEVY Trailblazer (Fair) ~~Leaks and burns engine oil,~~ engine ticking noise. **Repaired**
- 2010 Guardian Trailer (Good) Minor lights to be replaced 2020 season.
- 2010 Guardian SAR/Workboat (Good).

### **Accounting:**

Port staff are actively working through the Account Receivable list to determine which accounts qualify to be included in the next round of impoundments. Office Manager Joelene Kacena is making the calls, and working with users to create payment plans that avoid impoundment and sale at the next public auction. Users that fail to pay within a defined window, will be sent certified mail notifying them of the potential for impoundment, and provide a deadline for payment, or the specific date and time for an official hearing to work out a payment plan.

As of June 30, we have achieved 63% of budgeted FY21 revenue, with 49.5 % expended.





# Memo

To: Glenn Steckman – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Acting Mayor & Common Council; Nome Port Commission  
Date: August 6, 2020  
Re: Monthly Report/Capital Projects Update – August 2020

---

**Administrative:**

The transshipment of cargo and fuel throughout the region have kept the Port & Harbor busier than expected during this strange 2020 year of 2020, but more significantly is the quantity of gravel being exported to some large coastal projects, like Barrow and Kotlik. Since the season began, over 11K tons of cargo and 5.2M gallons of fuel have crossed the dock, and over 60K tons of gravel exported. Both of these projects exceed the minimum 40K ton rate break, but a portion of the material may have to wait until 2021 to be shipped due to the short delivery season.

The Port Commission will be having a Regular Meeting on Thursday, 20 August 2020 to receive an update on the evolving scope for the Inner Harbor CAP 107 Feasibility Study underway with the Alaska Corps District. The project consists of deepening the federal dredging limits within the Inner Harbor an additional 2 feet, along with expanding the footprint of the federal limits to enable sufficient maneuvering and navigating area for the barges/landing crafts using the loading ramps on the west side of the harbor. Additionally, there will be discussion on development strategies for the laydown property along the Snake River to ensure coordination with anticipated waterside development.

Near the end of the 2019 season, a vessel destroyed a wave buoy positioned off Nome that had been providing data to the maritime and research community. However, we are happy to announce that a new buoy was successfully procured and has arrived in Nome for launch. Through the Port's partnership with the Alaska Ocean Observing Systems (AOOS), the Coastal Data Information Program (CDIP), and the Marine Exchange (MxAK), the original buoy proved very useful with public data links receiving many hits per day to access the information. We are thankful the vessel company that inadvertently snagged the original buoy quickly ponied up the necessary funds, and our partnering group worked together to locate a new buoy and get the necessary programs uploaded before the deadline for shipping to Nome. Port staff will coordinate with CDIP staff to activate the equipment and deliver it to the site to launch.

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

The U.S. Army Corps of Engineers recently released the signed version of the attached Finding of No Significant Impact (FONSI) associated with the Nome Modification Feasibility Study. This is yet another milestone achievement within the Army Corps process, and checks another required box for the project to move forward for authorization by Congress

in the next Water Resources & Development Act (WRDA) legislation, expected during the 2020 Congress. Additionally, as part of the WRDA 2020 bill, Congressman Don Young read the attached statement into the record during a hearing of the House Committee of Transportation & Infrastructure consideration of H.R. 7575 on the WRDA 2020 legislation. The bill passed successfully out of committee and will now move to the House Floor for voting.

- Anyone with questions on this project can call 907-304-1905 or email [jbaker@nomealaska.org](mailto:jbaker@nomealaska.org), and further info on the project study is located on the Port of Nome page at [www.nomealaska.org](http://www.nomealaska.org).

**\*Sediment at Causeway Bridge:**

The Alaska Corps District, Operations Branch, are presently compiling a scope and determining real estate requirements to include removal of the sediment underneath and west of the Causeway Bridge in the next contract awarded through the 2021-2024 Nome Maintenance Dredging bid documents.

**Harbor:**

**\*Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):**

The Alaska Corps District held a Charrette on 14 July 2020 to gather user and stakeholder input on this project, to ensure all aspects of the potential scope are being considered and received public input. The Corps team collaborated with the City Engineer and Port Director to define a scope of work for sediment sampling of the Inner Harbor floor, with the City bidding out a services contract as Work-in-Kind under the project cost-share agreement. The Request for Proposal's was released on 6 August 2020, with proposals due at City Hall by 3:00 pm on 27 August 2020. The City's share of this project will be paid by an existing 2019 State of Alaska grant (19-DC-008).

**Concrete Launch Ramp Replacement Project:**

*The bid opening held on 16 April 2020 yielded no bids, so this project is on hold and will be rebid in October 2020.*

**Snake River Moorage & Vessel Haulout Facility:**

*An application to the US Department of Transportation's BUILD Grant Program was submitted on 18 May 2020 to fund the development of an additional moorage facility within the Snake River, and alleviate the risks of mixing large and small vessels, resulting from significant overcrowding in the Small Boat Harbor. Nome Eskimo Community (NEC) signed on as a co-applicant to the grant and committed \$200K funds, to be matched to the \$300K in local funds being provided by the City as combined in-kind and cash.*

**Port Industrial Pad:**

**\*Settling of Buried Fuel Pipelines Crossing Frankie Okleasik Av. at tie-in to Bonanza Fuel Tank Farm:**

Seakers completed all portions of this work prior to the arrival of the first line-haul barge into the dock, with the modifications successfully supporting multiple transfers from the offshore tanker to the receiving tank farms. All project closeout reports and testing results have been provided by the contractor and will remain on file at the Harbormaster's Office as part of the permanent maintenance and repair records.

**\*West Nome Tank Farm (Property Conveyance):**

The City, NJUS and City attorney held a teleconference with the USAF on 9 July 200 to discuss concerns relating to the USAF draft conveyance documents, which held various restrictions to Nome's beneficial use of the property. After a thorough telecon discussion, the City submitted written comments on 5 August 2020 for the USAF's consideration.

**Port Rd. Improvements (ADOT Project cost-shared with City/Port):**

ADOT has presently advised that this project will be on schedule for the 2021 construction season. The design team (PDC Engineers) is asking questions as they arise. We hope to see a draft set of documents soon.

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\*Asterisks reflect new project information.

## **FINDING OF NO SIGNIFICANT IMPACT**

### **Port of Nome Modifications Nome, Alaska**

The U.S. Army Corps of Engineers, Alaska District (USACE) 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 March 2020, for the Port of Nome Modifications addresses navigational improvement opportunities and feasibility in Nome, Alaska. The final recommendation is contained in the report of the Chief of Engineers, dated 29 May 2020.

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 a cost-effective plan based on the cost effectiveness/incremental cost analysis and includes the following:

- A new deep water basin formed by extending the existing west causeway by approximately 3,484 feet (ft.) to a depth of approximately -40 ft. Mean Lower Low Water (MLLW). The extension is "L" shaped with a 2,100 ft. long north-south section and a 1,384 ft. long west-east section.
- Two 450 ft. long docks and a 650 ft. long dock incorporated into the west causeway extension.
- The outer basin modifications include removing the existing breakwater stub (spur) from the south end of the existing causeway, extending the causeway to deep water.
- Existing east breakwater is removed and replaced by a new 3,900 ft. east causeway/breakwater combination that extends to approximately -25 ft. MLLW.
- The outer basin channel entrance width increases to approximately 670 ft. and 400 ft. long docks are added to the west and east causeways.
- The outer basin is deepened from -22 ft. MLLW to -28 ft. MLLW.
- Material dredged during construction would be placed in water in front of the sea wall east of the port between bathymetric contours of -15 ft. MLLW to -30 ft. MLLW. Total dredged quantity estimate from construction is 2,533,400 cubic yards.
- The annual operation and maintenance dredged material quantities are estimated at 104,000 cubic yards with placement at the beach east of the existing port.

In addition to a "no action" plan, six structural alternatives were evaluated. The alternatives each included a combination of modifications, including extending the existing west causeway, modifying or replacing the existing east breakwater, additional docks, and several alternative depths for the outer basin and deep water basin. Each alternative was evaluated for various navigation channel dredged depths.

Several non-structural measures were considered; however, only dredging and installation of aids to navigation were carried forward. The non-federal sponsor has stated that all of the non-structural measures not carried forward have already been implemented by the City of Nome. Environmental considerations were not a factor in determining if non-structural measures were to be carried forward. Refer to Section 5 of the IFR/EA for discussion of alternative formulation and alternative selection.



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**

Resource Category	Insignificant effects	Insignificant effects as a result of mitigation	Resource unaffected by action
Climate	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wind	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sea Ice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bathymetry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Geology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Soils & Sediments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tides	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Currents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sea Level Rise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Habitat & Wildlife	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ESA-Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MMPA-Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Migratory Birds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Aquatic Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Properties & Cultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Subsistence Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protected Tribal Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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. A summary BMPs and mitigation measures is found in Section 8.9 of the IFR/EA.

Public review of the initial draft IFR/EA and FONSI extended from 8 May to 7 June 2019. A revised IFR and supplemental EA was provided for public review from 31 December 2019 to 30 January 2020. All comments submitted during both public review periods were responded to in the Final IFR/EA and FONSI (Appendix L).

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, USACE has coordinated with the U.S. Fish and Wildlife Service (USFWS) for species under their jurisdiction. USACE determined that the recommended plan may affect but is not likely to adversely affect

the polar bear, spectacled eider or Steller's eiders. The USFWS concurred in their letter dated 12 March 2019.

Pursuant to Section 7 of the Endangered Species Act (ESA) of 1973, as amended, USACE has coordinated their preliminary effects determinations for six ESA listed marine mammal species that fall under the purview of the National Marine Fisheries Service (NMFS). USACE determined that the recommended plan may affect but is not likely to adversely affect the beluga whale. USACE determined that the recommended plan is likely to adversely affect the ringed seal, bearded seal, Steller sea lion, humpback whale and gray whale, requiring formal consultation. By letter dated 22 April 2019, NMFS indicated that they will need more details regarding the timing and duration of construction activities, specifically on the dredging, pile driving and dock construction activities. The details necessary to initiate formal consultation on the listed marine mammals are not typically known until later in project development. Therefore, consultation with NMFS under the ESA will continue through the Pre-construction, Engineering and Design phase of project development.

An Incidental Harassment Authorization (IHA) under the Marine Mammal Protection Act will also be sought during the Pre-construction Engineering and Design (PED) phase for construction impacts to marine mammals from this project. The IHA consultation will be concurrent with the ESA Section 7 formal consultation.

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, USACE 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; concurrence was received in a letter dated 7 May 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 provisional water quality certification pursuant to Section 401 of the Clean Water Act was issued by the Alaska Department of Environmental Conservation (ADEC) Division of Water on 12 July 2019.

By operation of Alaska State law, the federally-approved Alaska Coastal Management Program expired on 1 July 2011, resulting in a withdrawal from participation in the CZMA's National Coastal Management Program. The CZMA Federal consistency provision, Section 307, no longer applies in Alaska.

Pursuant to the Magnuson Stevens Fishery Conservation and Management Act, as amended, USACE determined that the recommended plan would adversely affect Essential Fish Habitat (EFH), but in minor, localized ways that can be offset through BMPs and conservation measures as summarized in Section 8.9 of the IFR/EA. NMFS concurred with the USACE determination in a letter dated 5 March 2019.

All applicable environmental laws have been considered and coordination with appropriate agencies and officials has been completed.

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.

July 29, 2020  
Date

David R. Hibner  
David R. Hibner  
Colonel, Corps of Engineers  
District Commander





DEPARTMENT OF THE ARMY  
U.S. ARMY CORPS OF ENGINEERS  
441 G STREET, NW  
WASHINGTON, DC 20314-1000

DAEN

SUBJECT: Port of Nome Modifications, Nome, Alaska

MAY 29 2020

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress my report on navigation improvements for the Port of Nome, Nome, Alaska. It is accompanied by the report of the District and Division Commanders. These reports were prepared in partial response to Section 204 of the Flood Control Act of 1948, which provided that "[t]he Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood controls and allied purposes to be made under the direction of the Chief of Engineers, in drainage areas of the United States and Territorial possessions, which include the following named localities: Harbors and Rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses." These reports are also prepared utilizing authority provided by Section 2006 of the Water Resources Development Act (WRDA) of 2007, as amended, Remote and Subsistence Harbors, which provides that in conducting a study of harbor and navigation improvements the Secretary may recommend a project without demonstrating that the improvements are justified solely by National Economic Development (NED) benefits, if the Secretary determines that the improvements meet certain criteria. Preconstruction Engineering and Design (PED) activities, if funded, would be continued under the authority cited. Additional authority under Section 1202(c)(3) of WRDA 2016 was utilized that allows for the consideration of national security benefits to communities located within the region served by a remote and subsistence harbor when evaluating navigation improvements for the harbor.

2. The Port of Nome is a regional port located on the Seward Peninsula and adjacent to the Norton Sound, which is centrally located along the Western Alaska coast. Nome has no access to the Alaska road system and is approximately 545 miles northwest of Anchorage. Nome is considered a hub city for 50 communities in western and northern Alaska, and is located in proximity to mining operations, offshore petroleum operations, shipping lanes, and native communities in the Bering Strait Native Corporation region. The existing port facilities in the region are overcrowded and have insufficient draft to accommodate new, deeper drafting vessel traffic. Large vessels delivering fuel and cargo to Nome for transshipment to other vessels for delivery to surrounding villages are often forced to anchor offshore or lighter goods to the port.

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SUBJECT: Port of Nome Modifications, Nome, Alaska

3. The reporting officers recommend a plan to improve navigation access to the Port of Nome, Alaska. Based on an economic evaluation of alternative plan costs and economic benefits, none of the alternatives were economically justified. In accordance with the implementation guidance for Section 2006 of WRDA 2007, as amended, a Cost Effectiveness/Incremental Cost Analysis (CE/ICA) was undertaken to consider justification based on the contributions of the alternative plans to the long term viability of the region. The recommended plan results in a safe, reliable and efficient waterborne transportation system for the movement of commerce, national security benefits, and recreation at the Port of Nome, that allows for economic opportunities in the region and supports the long term viability of surrounding villages. The plan creates a new deep water basin and modifies the existing harbor outer basin to make the basin larger with a wider entrance channel. The components would be constructed in sequence. Material dredged during construction would be placed in water in front of the sea wall east of the port between bathymetric contours of -15 feet (ft) Mean Lower Low Water (MLLW) to -30 ft MLLW.

a. The new deep water basin is formed by extending the existing west causeway by approximately 3,484 ft to a depth of approximately -40 ft MLLW. This extension is "L" shaped with a 2,100 ft long north-south section and a 1,384 ft long west-east section. Two 450-ft docks and a 650-ft long dock are incorporated into the west causeway extension. The basin is deepened to -40 ft MLLW.

b. The outer basin modifications include removing the existing breakwater stub (spur) from the south end of the existing west causeway, extending this causeway to deep water. The existing east breakwater is removed and replaced by a new 3,900 ft east causeway/breakwater combination that extends to approximately -25 ft MLLW. The outer basin channel entrance width increases to approximately 670 ft and 400 ft long docks are added to the west and east causeways. The outer basin is deepened from -22 ft MLLW to -28 ft MLLW.

4. The reporting officers found that a regional hub port at Nome has the unique opportunity in remote Alaska to improve the viability of numerous Alaska native communities, strengthen the resiliency of the region, and serve as a critical outpost for national security. The stemming effects from the regional port improvements include community viability factors that reduce costs to add or replace critical infrastructure, reduce the risk of relocation, reduce food insecurity, and increase access to resources for subsistence. In the Alaska statewide threat assessment, five of the top ten communities (as ranked for highest combined climate change risk including erosion, flooding, and thawing permafrost) are in the Nome region. The villages in the Nome region are confronted with increasing risks associated with lack of critical infrastructure and deteriorating infrastructure that impacts their viability and needs replacement. Others are threatened by climate change impacts from thawing permafrost, rising sea

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levels, more frequent storms, and coastal erosion. High costs associated with improving these conditions include the expense of bringing building materials into these remote Alaska communities, which impedes necessary upgrades and leads to increased difficulties such as overtaking existing infrastructure and, in some instances, an increased risk of failure. Critical infrastructure for these native communities include housing, water and sewer services, transportation facilities (airstrips, small harbors, barge landings), schools and medical clinics, bulk fuel facilities, and other public structures required for the health and welfare. The recommended regional hub port at Nome provides the opportunity to efficiently make those community viability improvements. There are also opportunities for the nation's security to benefit incidental to the port's modification.

5. The recommended plan was developed in coordination and consultation with federal, state, and local agencies and Tribes, and has been determined to be environmentally acceptable. The recommended plan would not have any significant adverse effects; therefore, no compensatory mitigation measures would be required. Pursuant to Section 7 of the Endangered Species Act (ESA) of 1973, as amended, the U.S. Army Corps of Engineers (USACE) has completed informal consultation with the U.S. Fish and Wildlife Service. USACE expects to continue coordination with the National Marine Fisheries Service regarding effects of ESA-listed marine mammals while its application is pending for Incidental Harassment Authorization under the Marine Mammal Protection Act during the PED phase. This concurrent coordination would be for anticipated confined underwater blasting required during construction, which may reach level B harassment values for disturbance to marine mammals.

6. Project Cost Breakdown based on Fiscal Year (FY) 2020 (October 2019) prices.

a. Project First Cost: The estimated project first cost of the recommended plan is \$490,919,000, which includes the cost of constructing the General Navigation Features (GNF) and the value of lands, easements, right-of-way, and relocations (LERR) estimated as follows: \$463,104,000 for GNF, \$22,000 for LERRs, \$9,342,000 for PED, and \$18,451,000 for construction management.

b. Additional 10 Percent Payment: The non-federal sponsor is also required to pay, over 30 years, an additional 10 percent of the project first cost minus the LERR cost. This amount is estimated to be \$49,089,700. The LERR cost will be credited against this 10 percent amount.

c. Estimated Federal and Non-Federal Cost Shares: The cost of construction in support of channel depths between 20 feet and 50 feet MLLW is shared 75 percent federal and 25 percent non-federal. The federal and non-federal shares of the project



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SUBJECT: Port of Nome Modifications, Nome, Alaska

first cost, adjusted for the non-federal LERR costs credited against the additional 10 percent payment, are estimated to be \$368,173,000 and \$122,746,000, respectively.

d. Operation and Maintenance Costs: Annual operation, maintenance, repair, replacement and rehabilitation (OMRR&R) for the recommended plan is estimated to be \$3,712,000.

e. Associated Costs: Estimated associated federal costs of \$96,000 include navigation aids, a U.S. Coast Guard expense.

f. Local Service Facilities: The associated costs for local service facilities is approximately \$127,906,000 for docks, mooring, causeway, and berthing areas. These are non-federal costs and are not included in the project first cost for the recommended plan.

g. Authorized Project Cost and Section 902 Calculation. The project first cost, for the purposes of authorization and calculating the maximum cost of the project pursuant to Section 902 of WRDA 1986, as amended, includes estimates for GNF construction costs and the value of LERR. Based on FY 2020 price levels (October 2019), the estimated project first cost for these purposes is \$490,919,000.

7. The recommended plan is supported by the City of Nome, which is the non-federal sponsor. Because benefit to cost ratios range from 0 to 0.3, including consideration of national security benefits, no NED plan was identified. Consistent with Section 2006 of WRDA 2007, a CE/ICA was completed to support plan selection. Section 2006 benefit categories were identified that represent issues of importance to the Nation and to the region served by the port. To characterize the long-term community viability at Nome and other communities served in the region by the port, a set of variables that were perceived to impact community viability were identified and ranked, and collectively referred as Community Viability Units (CVUs). The CE/ICA conducted without consideration of national security benefits was used to identify a cost-effective recommended plan. Community viability was also taken into account with national security considerations as a sensitivity analysis. This recommended plan was also selected because the marine pilots that participated in the navigation simulation exercises expressed concerns regarding maneuverability safety for the physically smaller plans.

8. The recommended plan provides average annual benefits of \$1,849,000 without national security considerations and \$5,455,000 with national security considerations. The average annual cost is \$27,217,000. The benefit to cost ratio is 0.1 without national security and 0.2 with national security. Economic analyses are based on a 50-year period of analysis and the FY 2020 federal discount rate of 2.75 percent.

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The recommended plan would produce 950 CVUs and 1,950 with national security considerations. The respective cost for each component, constructed in sequence is \$297,409,000 for the deep water basin and \$193,510,000 for the outer basin modifications.

9. Risk and uncertainty were addressed during the study by sensitivity analyses that evaluated the cost effective plan's performance. This evaluation included sensitivity to sea level change and potential national security benefits for the U.S Coast Guard and Navy vessels. In addition, the implementation risk was evaluated and established that the deep water basin is identified as a construction priority as it meets the objective of having a deep water basin at the Port of Nome to improve navigation efficiency with the intent of reducing transportation costs, especially for fuel and construction materials for community viability. It improves the harbor condition for existing facilities by adding wave protection from the predominant south, southwest and west wave conditions. The west causeway extension should have the least impact to existing operations when compared to relocation of the east breakwater in the outer basin. After construction, the deep water basin could protect and improve access to the existing outer basin and construction of outer basin improvements. Constructing the outer basin modifications (demolition of the east breakwater and relocation of a causeway/breakwater), combined with a construction delay for the deep water basin could result in unacceptable wave and wind impacts in the outer basin. During construction, the existing east breakwater would be deconstructed for materials for the new breakwater and causeway, leaving the outer basin exposed to east and southeast waves for a period of time. This condition could potentially influence operations during a short shipping season. The goals and objectives included in the Campaign Plan of the Corps were fully integrated into the Port of Nome modification study process. The study report fully describes the potential risks and opportunities associated with the recommended plan. These risks have been communicated to the non-federal sponsor.

10. In accordance with USACE policy on the review of decision documents, all technical, engineering and scientific work underwent an open, dynamic and vigorous review process to ensure technical quality. This included two Agency Technical Reviews, and two Headquarters USACE policy and legal reviews. In addition, a Type I Independent External Peer Review (IEPR) was completed. All concerns identified during the above reviews have been addressed and incorporated in the final report. The reviews have resulted in the improvement of the technical quality of the report.

11. Washington level review indicates that the project recommended by the reporting officers is technically sound, environmentally and socially acceptable, and cost effective. The plan complies with all essential elements of the U.S. Water Resources Council's Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies and complies with other administrative and

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SUBJECT: Port of Nome Modifications, Nome, Alaska

legislative policies and guidelines. Also, the views of interested parties, including federal, state, and local agencies have been considered.

12. I concur in the findings, conclusions, and recommendations of the reporting officers. Accordingly, I recommend that the navigation improvements for the Port of Nome, Alaska be authorized in accordance with the reporting officers' recommended plan. My recommendation is subject to cost sharing, financing, and other applicable requirements of federal laws and policies, including Sections 101 and 103 of the WRDA 1986, as amended (33 U.S.C. 2211 and 2213). The non-federal sponsor is responsible for providing the non-federal share of project costs and all lands, easements, and rights of way, including those necessary for the borrowing of material and the disposal of dredged or excavated material, and would perform or assure the performance of all relocations, including utility relocations. This recommendation is subject to the non-federal sponsor agreeing to comply with applicable federal laws and policies. Prior to implementation, the non-federal sponsor shall agree to:

a. Provide, during the periods of design and construction, funds necessary to make its total contribution for commercial navigation equal to:

i. 10 percent of the cost of design and construction of the general navigation features attributable to dredging to a depth not in excess of -20 ft MLLW, plus

ii. 25 percent of the cost of design and construction of the GNF attributable to dredging to a depth in excess of -20 ft MLLW but not in excess of -50 ft MLLW, plus

iii. 50 percent of the cost of design and construction of the GNF attributable to dredging to a depth in excess of -50 ft MLLW.

b. Provide all lands, easements, rights-of-way, and relocations, including those necessary for the borrowing of material and placement of dredged or excavated material, and perform or assure performance of all relocations, including utility relocations, as determined by the Federal Government to be necessary for the construction or operation and maintenance of the GNF, all in compliance with applicable provisions of the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601-4655) and the regulations contained in 49 C.F.R. Part 24;

c. Pay with interest, over a period not to exceed 30 years following completion of the period of construction of the GNF, an additional amount equal to 10 percent of the total cost of construction of the GNF less the amount of credit afforded by the Federal Government for the value of the lands, easements, rights-of-way, and relocations, including utility relocations, provided by the non-federal sponsor for the GNF. If the



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amount of credit afforded by the Federal Government for the value of lands, easements, rights-of-way, and relocations, including utility relocations, provided by the non-federal sponsor equals or exceeds 10 percent of the total cost of construction of the GNF, the non-federal sponsor shall not be required to make any contribution under this paragraph, nor shall it be entitled to any refund for the value of lands, easements, rights-of-way, and relocations, including utility relocations, in excess of 10 percent of the total costs of construction of the GNF;

d. Provide 50 percent of the excess cost of operation and maintenance of the project over that cost which the Secretary determines would be incurred for operation and maintenance if the project had a depth of 50 ft;

e. Prevent obstructions or encroachments on the project (including prescribing and enforcing regulations to prevent such obstructions or encroachments) such as any new developments on project lands, easements, and rights-of-way or the addition of facilities which might reduce the outputs produced by the project, hinder operation and maintenance of the project, or interfere with the project's proper function;

f. Provide, operate, and maintain, at no cost to the Federal Government, the local service facilities in a manner compatible with the project's authorized purposes and in accordance with applicable federal and state laws and regulations and any specific directions prescribed by the Federal Government;

g. Hold and save the United States free from all damages arising from the construction or operation and maintenance of the project, any betterments, and the local service facilities, except for damages due to the fault or negligence of the United States or its contractors;

h. Perform, or ensure performance of, any investigations for hazardous substances that are determined necessary to identify the existence and extent of any hazardous substances regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 USC 9601-9675, that may exist in, on, or under lands, easements, rights-of-way, relocations, and disposal areas that the Federal Government determines to be necessary for the construction or operation and maintenance of the GNF. However, for lands, easements, or rights-of-way that the Federal Government determines to be subject to the navigation servitude, only the Federal Government shall perform such investigation unless the Federal Government provides the non-federal sponsor with prior specific written direction, in which case the non-federal sponsor shall perform such investigations in accordance with such written direction;

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SUBJECT: Port of Nome Modifications, Nome, Alaska

i. Assume complete financial responsibility, as between the Federal Government and the non-federal sponsor, for all necessary cleanup and response costs of any hazardous substances regulated under CERCLA that are located in, on, or under lands, easements, rights-of-way, relocations, and disposal areas required for the construction or operation and maintenance of the project;

j. Agree, as between the Federal Government and the non-federal sponsor, that the non-federal sponsor shall be considered the operator of the local service facilities for the purpose of CERCLA liability, and, to the maximum extent practicable, perform its obligations related to the project in a manner that will not cause liability to arise under CERCLA.

13. The recommendation contained herein reflects the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program or the perspective of higher review levels within the Executive Branch. Consequently, the recommendation may be modified before it is transmitted to the Congress as a proposal for authorization and implementation funding. However, prior to transmittal to Congress, the sponsor, the state, interested federal agencies, and other parties will be advised of any significant modifications and will be afforded an opportunity to comment further.

PLEASED TO SUPPORT  
THIS VITAL PROJECT TO  
SUPPORT AND DEFEND OUR  
NATION'S ARCTIC INTERESTS  
AND THE NATIVE PEOPLES OF  
ALASKA

  
TODD T. SEMONITE  
Lieutenant General, USA  
Chief of Engineers

## **REQUEST FOR PROPOSAL**

### **PROFESSIONAL SERVICES TO CONDUCT ANALYTICAL SAMPLING OF DREDGE SEDIMENT PORT OF NOME INNER HARBOR NOME, ALASKA**

**OWNER: CITY OF NOME  
P.O. BOX 281  
NOME, ALASKA 99762  
907-443-6663 (PHONE)  
907-443-5345 (FAX)**

The City of Nome is requesting fee proposals to perform sampling and analysis of sediment from the inner harbor at the Port of Nome in Nome, Alaska.


Interested persons may receive a copy of the RFP by registering with the City Engineer by email at [jblees@bristol-companies.com](mailto:jblees@bristol-companies.com). Proposal Documents will be available August 6, 2020.


One complete set of Proposal Documents will also be available for review at The Plans Room, 4831 Old Seward Hwy # 202, Anchorage, AK 99503, 907-563-2029.


One complete set of Proposal Documents will also be available for review at The Associated General Contractors of Alaska, 3750 Bonita Street, Fairbanks, AK 99701, 907-452-1809.

The deadline for submission of proposals is August 27, 2020 at 3:00 p.m. local time.



 Existing Federal Project DMMUs

 Other Area DMMUs

 Proposed Core Sampling Stations

