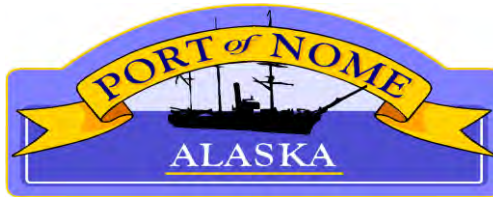


City Manager
John K. Handeland

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

102 Division St. • P.O. Box 281
Nome, Alaska 99762
(907) 443-6619
Fax (907) 443-5473

**NOME PORT COMMISSION
REGULAR MEETING AGENDA
THURSDAY, APRIL 18, 2019 @ 6:00 PM
COUNCIL CHAMBERS IN CITY HALL**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 19-03-21 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 19-4-2 ERA Advisory Committee Letter
 - 19-3-25 House Joint Resolution No.14
 - 19-3-23 Navy High-Tech Warship Frist Trip to Arctic
- VI. HARBORMASTER REPORT**
 - Update on Planning, Repair & Maintenance
 - Harbor Work Skiff Procurement Options
- VII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 19-04-15 Port Director/Projects Status Report
- VIII. OLD BUSINESS**
 - Vessel Haul Out Plan Submittal Form (Draft)
- IX. NEW BUSINESS**
 - Consideration of Tariff Rate Adjustments/Capital Improvements Fee
- X. CITIZEN'S COMMENTS**
- XI. COMMISSIONER COMMENTS**
- XII. NEXT REGULAR MEETING**
 - May 16, 2019 - 5:30pm
- XIII. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
March 21st, 2019**

The Regular Meeting of the Nome Port Commission was called to order at 7:28pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Lean; West; Henderson; Rowe; Smithhisler; McLarty;

Absent: Sheffield (excused);

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

In the audience: Sandra Medearis, Arctic News; Ken Hughes; Capt. Howard Farley;

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

Motion was made by Lean to approve the agenda, seconded by Smithhisler:

At the Roll Call:

Ayes: Henderson, Rowe, West, Smithhisler, Rowe

Nays:

Abstain: McLarty

The motion **CARRIED**.

APPROVAL OF MINUTES

February, 18th, 2019 Motion was made by Rowe, seconded by McLarty to approve the minutes:
Regular Meeting

At the Roll Call:

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

Nays:

Abstain: McLarty

The motion **CARRIED**.

CITIZENS' COMMENTS

Ken Hughes, as a citizen, noted that he was unable to find the PC regular packet on the City's website as early as he had hoped and asked if it could be posted sooner so the public can access. Ken Hughes, as a Planning Commission member, thanked the Port Commission for the joint work session, it was helpful.

COMMUNICATIONS

- 19-02-27 Overview of the Tanker Lightering in Western Alaska- Nuka.
- 19-02-28 2 Bills Could Advance American Presence in the Arctic- Arctic Today.
- 19-03-12 US Navy Plans to Send Vessel Through The Arctic- Arctic Today.
- 19-03-18 Incidents of National Significance Workshop Flyer- 19 April 2019.
- Letter to Andrew Lee on need for adequate vessel to maneuver his barge this season.

Discussion: There was some discussion on letter to Mr. Lee, specific to the content and intent of the letter, followed by his immediate response that he is working on securing a tug boat for maneuvering his vessel. There was a brief discussion on the exact location of the Boundary Line and USCG management.

HARBORMASTER'S REPORT (Verbal)

HM Stotts advised Commissioners that he was scheduled to return to the Port office on 1 April 2019, and had been already receiving numerous requests for snow removal in all of the port storage areas. He will continue coordinating with PWR until this has been achieved. The focus on debt collection continues, with further impoundment efforts underway in preparation for a spring surplus sale. HM Stotts provided an overview on the various cruise ships coming to Nome, both into the docks and anchoring offshore, and elaborated on some alternative landing sites for the cruise ship tenders with floating dock configurations.

Discussion:

West asked about how the Fuel Float was connected to the sheet pile walls and also if we had any extra. HM Stotts indicated there were mooring lines to pad-eyes to secure the float and that there were no extra floats, but the Fuel Float could be used if modified and we purchased another ramp for access. West also asked about the old steel ramp that the port currently has for use on the causeway, with HM Stotts giving specifics on the ramp actually being too short.

Smithhisler asked about snow removal at the Port facility and if people who were paying for storage and access have to wait for that snow removal. HM Stotts responded that in the winter months we typically get PWR to give someone access within 3-4 days of the request but that this year that was difficult. Smithhisler asked about the port hiring private contractors for snow removal in the spring and if there should be a line item in the budget for that expense. There was more discussion on the port's Closed Season as defined in the tariff, and that snow removal during that time is considered an extra service to users and provided as needed, and as equipment is available. McLarty added that he had brought up in the past the idea to lower the price of winter storage fees so people could then afford to hire private contractors to do the snow removal for them.

PORT DIRECTOR REPORT (Projects Update) (19-03-18 Report)

PD Baker updated the commission on some highlights including;

The Alaska Corps District is working with Headquarters to on how to use the combined authorities under the study (Economics, Remote/Subsistence Harbors and National Security) to justify the plan selection.

The District has received confirmation from Headquarters on the Federal Interest Determination for the Section 107 CAP Program to deepen the SBH and Snake River to -12.5' and to push the federal dredge limits further up river in an effort to capture the future expanded moorage facility area. The Corps is preparing appropriate documents to make formal notification to the City.

Discussion:

West asked if anything under -8' the City would have to pay for. PD Baker responded that the SBH is currently -10' and that papers were submitted last year requesting to take the SBH down an additional -2' to prevent vessels from grounding. PND Engineers has confirmed that their sheet pile walls in the SBH have a dredge tolerance -14 (allowing for 1-foot over-dredge), except for the Low Dock with a max of -9' MLLW.

There was discussion on the port expansion, with the potential removal of alternative 4A due to the steady infill of the dredged access channel through a shallower contour into a deeper basin. Lean added that the TAMS study showed compact soils, suitable for construction, overlain with ten feet of soft sand at the 30 foot depth. That sand flows along the shore and will fill the dredged channel on most storm events. 4A

dredged to 40 feet would not be realistic. West asked if this Causeway project would extend out into mining claims and if that could cause some issues. PD Baker responded that she believes there are some mining claims in the approach to the expansion area, but the Corps Real Estate Division is working that out with the State of Alaska.

There discussion on KNIK to use the TBS pad to operate their asphalt batch plant for the temporary runway repairs. This work should only last a couple weeks, with the plant then shut down and relocated. Information exchanges are underway between Knik and the City Engineer regarding the ADEC permitting requirements to meet inspection, monitoring and reporting compliance during the brief operations.

Discussion:

Lean asked if the batch plant would put up a big steam plume and if that would impact the Nome runways. PD Baker responded that the h batch plant operation site has been given approval through DOT and the airport. Henderson asked if there would be vibration concerns, with a general consensus that the plant would not generate vibration. West noted there would be truck traffic up there and there will be some heat but should not be any open flame. It would be about 350 tons of final product so would be short term.

OLD BUSINESS

Port-related planning & development plan updates

PD Baker noted this was New Business in the last meeting and wanted to see if any ideas had sprung from the work session or if we were ready to start on some to-do lists and achieving goals that require action or if we are not there yet. No questions or discussion.

NEW BUSINESS

FY20 Port & Harbor Operating & Capitol Budget Drafts

PD Baker gave an overview of the budget numbers and line items (expenditures and revenue), noting that she and HM Stotts will be meeting with the City Manager and Finance Director next week, with several work sessions to follow with the City Council. PD Baker encourage Commissioners to please inquire if any further questions arose regarding the FY20 budgets, and final numbers will be brought back to the table.

Discussion:

PD Baker touched on the need for a new harbor work skiff for oil response and SBH operations.. HM Stotts gave a brief overview of the current 16' Boston Whaler work skiff and its condition. West asked if we could store it for the winter inside to dry out the saturated foam hull. Lean commented that fiberglass hulls were hard to fully dry out and took an extremely long time. Discussion continued on platform options and most cost efficient solutions.

NOAA Survey of Nome Offshore Soundings – Anchorage Locations

PD Baker asked the Commissioners if they had any input for suitable anchorage locations offshore of Nome that could be shared with visiting vessels, and codified in the Coastal Federal Regulations (CFR). She has been in communication with NOAA and the USCG on the issue, which have requested input from the City.

Discussion:

Howard Farley suggested asking the Alaska Marine Pilots as they have some preferred locations offshore. Lean noted the location of the sewage outflow and the Quintillion fiber optic line as areas to be avoided, as well as not anchoring in line with the approach to the port entrance. Rowe recommended that maybe we should just identify the areas to be avoided instead of preferred anchorage locations. PD Baker indicated that was a good idea and she will discuss with NOAA and the USCG to determine which areas are already identified and which need to be added.

CITIZENS' COMMENTS (None)

COMMISSIONERS' COMMENTS

C. McLarty – none

C. Henderson – Enjoyed the work session with the Planning Commission, as it sparked good discussion on housing and business development. The seasonality of Nome can sometime hurt with a significant closed season, but a larger facility combined with longer shoulder seasons will decrease that extreme. The longer summers could bring more people but that may not affect the winter season as much. Good meeting.

C. Rowe – Appreciated the discussion with the planning commission and thanked Ken Hughes and Howard Farley for sticking around for the regular meeting as well. Agreed with Smithhisler on snow removal and that people would want to access their stored items and maybe we should look at adding money to hire contractors if needed. The port project may increase jobs in the region during construction but that would die down after completion. He recently visited NACTEC and saw the heavy equipment simulators and encourages the youth to get training and look for possible employment in the region.

S. Smithhisler – The Planning Commission asked a lot of good questions during the work session and asked why there isn't a City Manager Report included in the Port Commission meeting packets. PD Baker explained that was due to us having an interim City Manager that is very busy with both jobs.

C. Lean – This year's crab quota is much reduced from last year's we will see but crab seasons do cycle and we may see lower numbers for the next few years. Concerning training in the region, there have been 6 pack and vessel familiarization trainings in Nome over the years, but most of this is demand related so if people are interested, they should approach NSEDC, Kawerak or NW Campus to request training. There is opportunity, and locals should encourage others to get the training needed for these jobs in the region.

C. West – Spoke of fish migrating north and that in the future Nome may be more ice free than now and have increased shoulder seasons. The meeting with the Planning Commission went well and both groups have a lot of diversity between the two and is a great benefit to the community of Nome and as we grow, so will Nome. Noted the utilities settling pond needing to be expanded as it is at capacity and that local housing has always been an issue.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to April 18th, 2019.

ADJOURNMENT

Motion was made by Smithhisler and seconded by Henderson for adjournment.

APPROVED and **SIGNED** this 18th day of April 2019.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director



Dear Advisory Committee Member,

We would like to thank you for your participation in our first Emergency Response in the Arctic (ERA) Advisory Committee meeting. Your input was really valuable and we look forward to continuing the conversation with you. In this letter, we would like to highlight some of the major insights we took away from the meeting. These include:

- **Locations for community visits:** There will be significant differences between larger “hub” communities (Nome, Kotzebue, Utqiagvik) and smaller communities in the same areas in terms of emergency response and infrastructure benefits. If possible, we should make sure to visit both hub communities and villages.
- **Timing of community visits:** The key will be to time our visits so they don’t conflict with subsistence activities. There may be open time windows during the summer, fall, and winter.
- **Tiered or “cascading” response:** Some emergencies will be “tiered” or resources will move into the incident area over time. This means we could focus on locating resources necessary for immediate response in remote communities and then additional “secondary” resources (for the next response phase) at more central locations.
- **Response training:** An important issue in response is that people will try and help as much as they can, given the resources available to them. Therefore, filling gaps in emergency response training for community responders is important.
- **Communications infrastructure:** Improving communications infrastructure and reliability is a great example of “dual-use” infrastructure – it is necessary for emergency response and can greatly benefit the communities. Potential benefits include telemedicine and distance education.
- **Consider expanding our list of emergencies:** We should consider the impacts of fires and resource exploration in the Bering Sea as well as the oil spills and search and rescue.
- **Understand other impacts in responding to an emergency:** We should understand the impacts of the emergency and its response on the communities. For example, we should factor in impacts to subsistence resources and make sure community resources needed during the response, like water and fuel, can be quickly restored.

Please feel free to reach out to us in case we have misinterpreted any of these major points, if you have any comments on the above list, or advice for the project going forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Sharkey', written in a cursive style.

Thomas Sharkey

On behalf of Thomas Birkland, Martha Grabowski, Marie Lowe, and William (Al) Wallace

HOUSE JOINT RESOLUTION NO. 14

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-FIRST LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE FOSTER

Introduced: 3/25/19

Referred: Transportation

A RESOLUTION

1 **Urging the Alaska Congressional delegation to pursue infrastructure funding for a deep**
2 **draft Arctic port in Nome; requesting the Department of Transportation and Public**
3 **Facilities to send a letter from the state to the Alaska Congressional delegation**
4 **supporting a deep draft Arctic port in Nome; and requesting the Department of**
5 **Transportation and Public Facilities to work collaboratively with the City of Nome on a**
6 **deep draft Arctic port in Nome.**

7 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

8 **WHEREAS** Alaska is the only state in the United States that borders the Arctic
9 Ocean; and

10 **WHEREAS** the retreat of Arctic sea ice is increasing the seasonal navigability of the
11 Arctic Ocean, which has resulted in an influx of marine traffic in the circumpolar Arctic; and

12 **WHEREAS** the other seven Arctic nations have been very proactive in addressing the
13 changing situation in the Arctic and have begun to assert their interest in the region; and

14 **WHEREAS** the United States Army Corps of Engineers launched the Alaska Deep-

1 Draft Arctic Port System study in 2012 to evaluate potential locations for a deep draft Arctic
2 port on the northern and western coasts of the state and determine the feasibility of
3 constructing navigation improvements as part of a large system of port facilities in the Arctic
4 and subarctic regions; and

5 **WHEREAS**, in 2015, the United States Army Corps of Engineers released a draft
6 feasibility report and environmental assessment that selected the Port of Nome as the
7 preferred site to establish a deep draft Arctic port; and

8 **WHEREAS** the state, the Alaska State Legislature, and the Arctic Policy Commission
9 realize that access to newly open Arctic waterways is vitally important to the state; and

10 **WHEREAS** the Alaska State Legislature appropriated \$1,600,000 in the fiscal year
11 ending June 30, 2017, and \$1,600,000 in the fiscal year ending June 30, 2019, to fund the City
12 of Nome's 50/50 match requirement for the United States Army Corps of Engineers feasibility
13 and design studies; and

14 **WHEREAS** the first year of the accelerated two year study is almost complete and the
15 selection of a preferred project design alternative is scheduled for March 2019; and

16 **WHEREAS** the timeline for developing a deep draft Arctic port is fairly short, with
17 construction potentially beginning in 2023 or 2024 if the project is authorized by Congress in
18 2020; and

19 **WHEREAS** the Alaska State Legislature recognizes the urgency of developing key
20 infrastructure and defense capabilities in the Arctic;

21 **BE IT RESOLVED** that the Alaska State Legislature urges the Alaska Congressional
22 delegation to pursue all infrastructure funding that recognizes the region's importance in
23 addressing the nation's critical security concerns, vital energy supply, and significant
24 opportunities to decrease intercontinental shipping distances; and be it

25 **FURTHER RESOLVED** that the Alaska State Legislature requests the Department
26 of Transportation and Public Facilities to send a letter from the state to the Alaska
27 Congressional delegation supporting a deep draft Arctic port in Nome; and be it

28 **FURTHER RESOLVED** that the Alaska State Legislature requests the Department
29 of Transportation and Public Facilities to work collaboratively with the City of Nome to
30 provide technical support through the completion of the feasibility and design phases of
31 establishing a deep draft Arctic port and assist the City of Nome in developing innovative

- 1 funding strategies for the city's construction cost share.
- 2 **COPIES** of this resolution shall be sent to the Honorable Lisa Murkowski and the
- 3 Honorable Dan Sullivan, U.S. Senators, and the Honorable Don Young, U.S. Representative,
- 4 members of the Alaska delegation in Congress.



The guided-missile destroyer USS Zumwalt, left, is underway in formation with the littoral combat ship USS Independence on the final leg of its three-month journey to its new homeport in San Diego. The USS Zumwalt arrived in Ketchikan Saturday. (Courtesy Photo |U.S. Navy photo by Petty Officer 1st Class Ace Rheume)

Navy's high-tech warship makes first trip to Alaska, stops in Ketchikan

Trip offers chance for training and public tours.

By Ben Hohenstatt

Saturday, March 23, 2019 11:00am | NEWS STATE & LEGISLATURE

Ketchikan has a rare visitor this weekend.

The [USS Zumwalt](#), part of the Navy's newest class of warships, arrived in Ketchikan Saturday morning, and it will be open to public tours 11 a.m.-4 p.m. Sunday.

"The point of this stop in port is to engage with the community, and let them see where their tax dollars are going and what the Navy is out there doing" said Commander Brandon Raile, a Navy Chief, in an interview with

the Juneau Empire.

Raile said the last time a Navy ship made a stop at Ketchikan was in 2005 when the USS Ogden was in port, and Juneau was visited by the USS O’Kane in May 2017.

Steve Corporon, director of port and harbors for the City of Ketchikan, said some bigger fenders were needed to make sure the ship would fit at the dock without damaging either the vessel or the dock.

He said the ship’s presence would be a departure from the pre-cruise ship season status quo.

“This time of year everything is exciting, I guess,” Corporon said.

[Calling all beardos, there’s a new club for you]

Raile said that nearly 15-year gap between visits to Ketchikan likely played a role in why Ketchikan was chosen for a visit. Plus, there’s a strategic reason to send the high-tech ship to Southeast Alaska.



The USS Zumwalt pictured here during a voyage to San Diego is in Ketchikan this weekend. (Courtesy Photo | U.S. Navy photo courtesy of General Dynamics Bath Iron Works/Released)

“From Alaska, for air times you can get to pretty much anywhere in the northern hemisphere in under nine hours,” Raile said. “Another reason is, as we’re all aware, is the changing environment up here.”

He said receding ice in the Arctic is creating water ways that previously didn’t exist and that means “everybody is more interested in the area for trade and other purposes.”

“It’s important that the Navy does more and more exercise up in this part of the world,” Raile said. “We have the opportunity of a ship that needs something to do and something that needs to be done. It works out pretty well.”

[Going to bat for Juneau’s winged mammals]

The trip from San Diego, where the ship is based, to Ketchikan serves as a chance for servicemen to familiarize themselves with operating the 610-footlong ship also known as DDG 1000.

“The purpose of this whole underway for them is training and testing out the new equipment,” Raile said. “This is a very new ship.”

Construction on the Zumwalt started in 2009, and according to the Navy, it is the largest advanced surface combatant in the world.



The future USS Zumwalt, pictured here underway for the first time conducting at-sea tests and trials on the Kennebeck River, made a stop in Ketchikan Saturday, March 23. (Courtesy Photo | U.S. Navy photo)

The ship is named for Admiral Elmo R. Zumwalt Jr., a World War II, Vietnam and Korea veteran, who served as the 19th Chief of Naval Operations.

The USS Zumwalt was launched in October 2013, according to the Navy.

It recently made a [similar trip to British Columbia](#) and more travel will be in its future after the stop in Ketchikan.

“I can’t talk about where it is going after that, but back underway,” Raile said.

• Contact reporter Ben Hohenstatt at (907)523-2243 or bhohenstatt@juneauempire.com. Follow him on Twitter at [@BenHohenstatt](https://twitter.com/BenHohenstatt).



PORT OF NOME

*WESTERN ALASKA'S MOST
NORTHERN PUBLIC PORT FACILITY*

Port of Nome Vessel Haul Out/Launch Plan

Vessels over 50ft in length.

- Vessel information: (length, beam and gross tons)
- Launch/Haul out time and date
- Launch/Haul out method (airbag, trailer, other)
- Equipment to be used during operation:
 - (anchors, dead-man, heavy equipment, cables, snatch blocks etc)
- List of crew members involved (full names)
- Name of responsible person of operation Name of person responsible for safety
- Detailed description of operational plan
- Duration of haul out or launch
- Checklist of required information: (vessel Insurance, approved docking permit application (which ensures no City debt)



Memo

To: John K. Handeland – Interim City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 4/15/2019
Re: Port & Harbor Report/Projects Update – April 2019

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

Administrative:

The F19 Port Operating Budget at 31 March shows 68.7% revenue – with 40.4% expended. Fiscal year 2020 budget preparation continues with slightly higher quotes for annual fuel line hydro-tests and cathodic protection testing, along with a dredging survey to determine if any shoaling has occurred in the City areas. Administrative efforts have ramped up for the start of the operating season, including discussion for strategic and conservative ways to approach maintenance and repair projects, creative ways to fund projects and seeking cost-share partners for development.

The Port Commission held a Joint Work Session with the Nome Planning Commission on 21 March, 2019 to discuss long range planning and development. This proved very beneficial in bringing new ideas to both tables and aligning future plans for the groups' respective 2020 Nome Comprehensive Plan and 2019 Port Strategic Plan updates. A large planning map was requested for future joint and individual work sessions, and is near completion for sharing.

The Arctic Domain Awareness Center (ADAC), managed through the University of Alaska, will be holding an advance workshop in Nome on 19 April, 2019, with a focus on managing a complex maritime crisis in the Bering Sea. This advance workshop will be used to better inform discussion tools and pragmatic response at the main workshop scheduled at the University of Alaska in Anchorage on 20-22 May 2019.

Causeway:

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

The Corps Project Delivery Team held their monthly planning meeting on 11 April 2019, with these updates:

- After further discussions with the Alaska District and Headquarters, these TSP's we chosen:
 - National Economic Determination (NED plan) – anticipated to be Alternative 8b @ -30'
 - National Security (NS plan) – anticipated to be 8b @ -40'
- Additional internal discussions on national security benefits continue, with more info to come
- Public/agency comment period on draft report will begin on 8 May 2019 – duration 45 days
- Ship Simulations held in Vicksburg, MS 2-10 April 2019. Commissioner Lean, the Port Director and two Alaska Marine Pilots participated. Sims revealed consistent navigation/maneuvering limitations with the 3a/4a plans, ultimately reducing docking benefits and highlighting 8b as the safest plan.

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

Preliminary investigation by the Alaska District to deepen the Inner Harbor to -12.5' MLLW has produced a high-positive benefit/cost ratio (BCR), and has therefore been deemed worthy of federal interest. The Corps is now working to determine a draft budget and scope for the project, for sharing with the City for review. This will be submitted with the official determination letter, but the work has effectively already been separated from the larger expansion project. A separate feasibility study and cost-share agreement will follow scope/budget.

Concrete Launch Ramp Replacement Project:

We are awaiting official word on the funding award, following submission of additional engineering and environmental information.

Snake River Moorage & Vessel Haulout Facility:

We are presently awaiting for the next round of U.S. DOT BUILD or TIGER grant (anticipated 2019).

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

We received an update from the USAF that the final Environmental Baseline Survey has been signed by the proper authorities, and the property will now shift to the Real Estate department for preparing the property transfer documents. These will include a step-by-step breakdown of tasks to be completed by each party for the transfer to become effective.

External Facilities:Cape Nome:

The City's funding reimbursement request is finally in processing, and the official closeout process for the Cape Nome Jetty Repair project is underway.

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