

City Manager
Tom Moran

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
REGULAR MEETING AGENDA
THURSDAY, JULY 19, 2018 @ 7:00 PM
COUNCIL CHAMBERS IN CITY HALL**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 18-06-04 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 18-06-25 Secretary Mattis Highlights U.S. Arctic (KUAC)
 - 18-07-02 Gold Fever: A Driving Force in Nome (USCG Blog)
 - 18-07-09 Circumnavigating the Arctic, Nome to Norway (Arctic Today)
 - 18-07-16 Nome CDIP Wave/Current Buoy Flyer & Data Files
- VI. CITY MANAGER REPORT**
 - 18-07-09 Manager Report
- VII. HARBORMASTER REPORT**
 - Update on Operations, Repairs and Maintenance
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 18-07-13 Port Director/Projects Status Report
 - Draft F18 Port & Harbor Operating & Capital Budgets
- IX. OLD BUSINESS**
 - None
- X. NEW BUSINESS**
 - U.S. DOT Discretionary Grant Application – Snake River Moorage
 - Banning Heavy Fuel Oil in the Arctic – USCG Presentation (IMO)
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - August 16, 2018 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
RESCHEDULED REGULAR MEETING
June 14th, 2018**

The Regular Meeting of the Nome Port Commission was called to order at 5:30pm by Vice-Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: C. Lean, C. Henderson; C. Sheffield; C. McLarty; C. Smithhisler (arrived 6:05 pm)

Absent: None

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

In the audience: Zoe Grueskin, KNOM; Sandra Medearis, Arctic News; Megan Kohen, ADEC; Kathy Shea, ADEC; Jon Dale, USCG; Jereme Altendorf, USCG

APPROVAL OF AGENDA

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

A motion was made by Sheffield and seconded by Henderson.

At the Roll Call:

Ayes: Lean, Henderson, Sheffield, McLarty

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

April 19, 2018 Regular
Meeting (Revised)

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

May 17, 2018 Regular
Meeting

After a brief discussion to confirm revisions to April 19th minutes, a motion was made by Henderson, seconded by Sheffield to approve the April 19 and May 17, 2018 meeting minutes:

At the Roll Call:

Ayes: Henderson, Sheffield, McLarty, Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS

Meg Kohen from ADEC Spill Prevention and Response spoke to say hello and just wished to observe the meeting while in town for the ADHS & EM Workshop.

COMMUNICATIONS

- Legislative Consultants – End of 2018 Session Report
- 18-05-22 Mayor Letter to Governor Walker – F19 ADDP \$1.6M
- 18-05-23 Mayor Letter to Congressional Delegation – USCG Regulations
- 18-06-01 Elements of Mining/Projects by Region – Alaska Business Monthly
- 18-06-07 House Transportation & Infrastructure - Subcommittee Hearing on USCG and Arctic Maritime Transportation

Discussion:

PD Baker provided a news blurb regarding the 5/22/18 Mayor letter on the ADDP funding, citing an ADN story that indicated the Governor just signed both the Operating and Capital Budgets for F19, with Nome's \$1.6M ADDP design funding intact.

CITY MANAGER'S REPORT *(18-06-08 Report)*

In the Manager's absence, PD Baker provided one comment on behalf of his report; giving kudos to Charlie Lean for his committed attendance in all 3 days of the ADHS&EM Workshop that concluded today. She commended his dedication to the success of emergency services response in Nome and across the region, despite being retired from service – we are fortunate that Charlie doesn't seem to know the difference between being active or inactive which is beneficial to Nome and the region.

Henderson asked what role ADEC had in the offshore mining operations. Megan Kohen with ADEC responded that if the operation is located inside state waters (3 miles) then they play an active role in the review and approval of discharge permits. Lean added that those are considered internal waters, to which Henderson added he was curious as far as jurisdiction based on the fuel transfers occurring further offshore. Lean further added the more restricted regulations inside state waters pushes the offshore tankers outside those limits in order to avoid the costs and effect of the state regulation.

HARBORMASTER'S REPORT *(Verbal)*

HM Stotts reported that fuel transfers have been occurring over the last few weeks lightering fuel from offshore. Several cargo barges have been and gone, along with a third cargo company, Bering Pacific, offering an alternative carrier option. Alaska Logistics should be in later this evening but have been held off for wind. Gravel loading has been active in the past few weeks with rotating loads for Bering Pacific, Brice and Ridge Contracting. Stockpiling of gravel will continue to meet project quantity needs at the delivery sites. Lighting materials have begun arriving for the Barge Ramp Lighting Project, and once all have landed, a schedule will be determined for trenching along the ditch line, just north of the barge ramp pad to bury service. Small maintenance projects continue to address minor issues and repairs.

Discussion:

Lean inquired as to any concerns about staging area for the cargo operations, to which HM Stotts replied not yet as the crew is working closely with the cargo companies for staging among the vessels on the ramp pad that have not yet launched. Henderson asked if these vessels are late getting in the water – Stotts replied yes, it is later than normal for the rigs to still be on land. Lean stated it looks like the Fish Dock piling fared well through last winter – Stotts replied yes, he's been taking routine photos through winter-spring and comparing them to determine if any movement has occurred with the piling.

Henderson asked if the Port was going to make budget for the closing fiscal period. PD Baker responded that we are at 98% Revenue with 72% Expense, but there will be expenses coming in through the end of July. Henderson added that the barge traffic Lucas was describing sounds like a good revenue boost to the closing budget. PD Baker clarified that the annual scheduled barges are included in the projected accruals, but cautioned that when using an accrual accounting system, the budgeted figures do not reflect what is

actually collected from users as there is always a percentage of users that delay making payments and have to be pursued. The Period Actual and Year-To-Date Actual reflect what has been billed out, and then the Accounts Receivable ledger indicates what has been paid – so the budget is not so black and white. Henderson further asked if the equipment stored on the new pad translates into unanticipated revenue for the F19 season that could possibly offset the projected deficit. Baker agreed, but countered with the flipside is there are often unanticipated expenses that can increase the deficit so there are two sides to the equation. Henderson indicated he didn't want to restart the budget discussion but wanted to make his point that the additional revenues added to the projected dollars could balance the budget.

McClarty inquired as to the collection practice, and whether folks wanting to get in the harbor this year could not get a docking permit unless they had cleared any open balance with the Clerk's office. PD Baker clarified that under the tariff, there is language that talks about port users owing money to the Clerk's office – so this year, anyone wishing to get a docking permit and owes money to the City, is being sent to discuss the debt with the Clerk's office. McClarty further asked if this also applied to real property or business tax – Baker stated that it related to any balance and would be up to the Clerk to work out. McClarty added that if a customer has a balance with the Clerk's office and is making payments, then why is the Port doubling down and making sure it's happening and what business is it of the Port's that this is happening? Baker reiterated the Port is coordinating with the Clerk's office to capture debt owed to the City as well as the Port since we are part of the same organization.

McClarty further inquired about the Net 30 issue – and whether the larger companies are paying on Net 30 or not, as he wants to ensure there is continuity across the playing field and whether Crowley, Bonanza and Alaska Logistics or any user has ever paid interest on their account have lost their Net 30. Baker replied that net 30 accounts that are 60-90 days past due and become a collection issue are given cash only status.

Sheffield inquired as to whether an offline look at the tariff would be helpful. Lean stated that input from the City Manager and Finance Director would be helpful.

PORT DIRECTOR REPORT (Projects Update)_(18-06-11 Report)

PD Baker advised that the FY19 Port Budget was passed by the City Council with a \$142K deficit – but as discussed earlier, the revenues and expense will fluctuate throughout the fiscal year.

The USAF will have a surveyor in town near the end of the month to conduct the 2nd Environmental Baseline survey which the City will not be paying for – which is good news.

The Port and NVFD will meet next week to outline an MOU for shared use of the Guardian to ensure that the costs of insuring, fueling and maintaining the vessel are not fully borne by the Port.

The USACE maintenance dredging is underway and going well, with them currently digging in the sump. Once they complete that location they are shifting into the Small Boat Harbor to dig back the toe line just south of the fish plant and open up that channel. While I'm at the Alaska District office next week, I plan to request a push up river on the north federal limit line to allow barges backing away from the ramps to have more maneuvering room.

Q Trucking received one final change order to address some drainage on the pad, and once the survey is received by PND, the quantity will be verified we can pay the contractor, engineers and close this project just in time to meet the funding deadline of 30 June.

The Cape contractor will be mobing out next week to drill/shoot the final quantity of rock needed to be placed. We will have an inspector on site for the work which shouldn't take but a week or so – then this project will be closed as well, and all grant reports submitted sometime in July/August as the disaster funds ends December 2018.

Port staff has put together a comprehensive list of ancillary services for the Port, and although short, the companies listed have been thoroughly reviewed and shown to be in full compliance of the requirements

to have a sales tax license and liability insurance to work on the property. In putting together this list we have verified there are still a couple of companies that are operating out of compliance with the Port, and as we have been periodically advised by the vessel companies that these folks are still offering their services, they are a liability risk to the City for operating out of compliance. We are working with the attorney's office to determine a legal avenue for resolution to this matter and will proceed accordingly.

Draft Agreement w/AOOS, NOAA and Marine Exchange for Nome Wave/Data Buoy Deployment

Baker touched on the purpose of the draft agreement is to outline responsibilities for each party to ensure the success of the buoy placement and data monitoring. The buoy is currently aboard the NOAA Ship *Fairweather* and should arrive in Nome in early July. Port staff and Public Works will accept delivery of the buoy and store until the CDIP technician arrives in Nome for final programming and activation. Port staff will transport the buoy aboard the *Guardian* to the defined coordinates, where the technician will be training staff on handling and launch. Data is anticipated to begin transmitting immediately and will be available at the AOOS, NOAA, MXAK and Port of Nome websites.

Discussion:

Sheffield asked when the buoy would come out of the water. Baker replied, in the Fall as there are sensors that can't freeze, and warm storage is required.

OLD BUSINESS - None

NEW BUSINESS

Draft Ship Waste Incinerator Proposal – Bristol Engineering

Baker explained this was being brought back to the group just to keep the group informed and what kind of engineering costs are going to be required to pursue development of the incinerator.

Discussion:

A few alternatives were discussed as potential funding paths. Sheffield stated that she had made a few inquiries and received mixed reaction but interested in getting more information. Lean mentioned that this issue was part of the discussion at the DHS&EM workshop in regards to vessel traffic increase and potential impact to the Arctic – this seems like a constructive solution. Henderson asked if the incinerator could be used for any other purpose – Lean indicated it couldn't be used for medical waste. There's potential it could be used for other types of trash waste that required incineration. HM Stotts added that in checking with the cruise ship agent, he received confirmation that each of the vessels calling on Nome now would take advantage of the opportunity to discharge regulated waste in Nome. McLarty added that it would be beneficial to have additional information from the engineers at some point regarding other potential uses.

Motion:

The following motion was moved by Henderson and seconded by McLarty:

Recommend Port staff investigate funding mechanism to develop an Incinerator Facility for accepting and managing regulated galley waste from foreign vessels.

At the Roll Call:

Ayes: Henderson, Sheffield, McLarty, Smithhisler, Lean

Nays:

Abstain:

The motion **CARRIED**.

Coastal Response Research Center – Dispersant Use in Arctic Waters

Baker updated the group on the source of this material coming from USCG Arctic staff to give communities in the Arctic an opportunity to weigh in on the potential impacts of dispersant use in regards to food safety. Lt. Altendorf with the USCG was present at the meeting, and stepped to the podium to provide more info.

Lt. Altendorf indicated the Coastal Response Research Center is under contract to Arctic Domain Awareness Center (funded by DHS) to research this issue for the USCG. The ultimate decision on dropping dispersants in the Arctic falls under the authority of the USCG Captain of the Port through a specific process and under consultation to the Alaska Regional Response Team as defined in the Unified Plan. He recommended the group do a thorough review of the material to understand when the USCG ever apply or seek to potentially apply dispersants, which is actually a very specific set of circumstances. Henderson asked if input from the Commission was required or is this just informational. Lean stated he would definitely like to think about it a little more. Sheffield added that dispersant use is tricky with subsistence resources since, for example; seabirds have natural oil that would also be affected by dispersant use. This is just one of the potential effects of the transboundary resources in the Bering Strait region. What are the impacts if the birds ingest the dispersant which is then ingested by humans – if there is no research?

Altendorf added that ADEC also has a website that provides guidance on dispersant use. He recommends the Commission consider more direct engagement with the USCG Area Committee to discuss dispersants if desired. Per regulatory directive the USCG Sub-Area Committees in Alaska will now be redefined into Area Committees to be in line with the Lower 48 USCG protocol.

CITIZENS' COMMENTS

None

COMMISSIONERS' COMMENTS

C. Smithhisler - asked how Public Works staff is compensated for hours worked at the Port. Is there a way to define the hours it was costing the Port each day they work.

C. McLarty - none

C. Henderson – interesting meeting, and believe the dispersant issue is a relevant issue. Appreciate the USCG giving us the details and offering further. Glad to see some of the projects that staff has been working on for years are coming to fruition. It's great to see the achievements – so hats off to staff. Glad to see budget season is over and very interested to see how the budget shakes out – and glad to see the Port busy again.

C. Sheffield – interesting meeting and thanks for discussing the dispersant issue as I believe it has important implications for the marine environment. There is a seabird die off happening right now - they are washing ashore north of St. Lawrence Island and south of Diomedes. If anyone sees a carcass, please call Gay or Brandon Ahmasuk at Kawerak. She has a poster to share if anyone wants to post it at their office.

C. Lean – the salmon are arriving, chum are reported in Norton Bay and Elim. Some of us biologist types think we're going to have an excellent chum run; they're really strong for this time of year. Red salmon are showing at Port Clarence, which is a little early. This dispersant issue has got me confounded as the use would indicate that we've had a horrible oil spill to begin with, so it's just a bum trade off that we need to evaluate what would need to be done. Very happy to hear the USAF property may be transferred soon.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to July 19, 2018

ADJOURNMENT

Motion was made by Henderson and seconded by McLarty for adjournment – adjournment at 6:42 PM.

APPROVED and **SIGNED** this 19th day of July 2018.

Charlie Lean, Vice-Chairman

ATTEST:

Joy Baker, Port Director

Defense secretary highlights Alaska's strategic military role during Eielson visit



By Tim Ellis, KUAC-Fairbanks | June 26, 2018 | Federal Government , Interior , Military

The U.S. military increasingly relies on Alaska, the defense secretary said Monday, both to provide a base of operations to maintaining dominance of the Indian and Pacific oceans to the south and to enable the Coast Guard and Navy to maintain control of U.S. Arctic waters, to the north.

U.S. Defense Secretary James Mattis spoke at a news conference Monday morning at Eielson Air Force Base, after a tour of the missile-defense facility at Fort Greely.

Mattis stopped at Eielson during the first of a five-day trip to Asia, where he'll meet separately with Chinese, South Korean and Japanese officials.

He told reporters at Eielson before resuming his trip that the military sees Alaska as the key to the U.S. military's policy of maintaining dominance of what he calls the Indo-Pacific region.



Secretary of Defense James N. Mattis speaks with Alaska Senator Dan Sullivan on June 25, 2018 on the Eielson Air Force Base, Alaska, flight line. Mattis and Sullivan held a joint press conference after a visit to Fort Greely, Alaska. (Photo by Airman 1st Class Eric M. Fisher/U.S. Air Force)

"It is probably the gateway to the Pacific in many, many ways," Mattis said.

Mattis has just returned from a quick tour of the missile-defense base at Fort Greely.

He says the interceptor missiles there constitute the cornerstone of the defense of the homeland – and two adjacent and increasingly important regions.

“The interceptors we have up here – I will just tell you ladies and gentlemen that Alaska is in

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The secretary says the Pentagon is challenged to respond to the opening of the Arctic Ocean because of retreating sea ice, which has opened sea lanes and access to resources in the region.

Other nations, especially Russia and China, are taking advantage of that, he said, and are increasingly active in the Arctic, which the Pentagon now considers a region of growing strategic importance.

“It’s cited as an area of concern with our national-security strategy, as it looks more broadly,” Mattis said. “As a national defense strategy, it looks more specifically how we deal with certain other countries in the world.”

Mattis appreciates Congress’s efforts to support construction of six icebreakers, three heavy vessels and three medium, to replace the nation’s two aging heavy icebreakers – one of which has been in drydock in Seattle for eight years now.

The U.S. needs more infrastructure to support the new vessels, he said, including a deepwater port on the Bering Sea coast. But Mattis says the nation has a ways to go to acquire the assets needed to protect U.S. interests in the Arctic.

“The reality is that we’re going to have to deal with the developing Arctic – and it is developing,” Mattis said. “It’s also going to open not just to transport, but also to energy exploration.”

Sen. Dan Sullivan, who accompanied Mattis on his flight to Alaska, says the Senate last week approved a provision in this year’s National Defense Authorization Act to fund construction of the six icebreakers.

The senator said he’ll work to keep that provision from being stripped out of the final version that’s now being worked on in a conference committee.

Congress has already authorized a federal study on a Western Alaska port to support the new icebreakers.

“Two years ago, we did get a provision in there – again, into law – for the Pentagon and the

Sullivan said in a follow-up interview that the Senate also has authorized a study of further expansion of the missile-defense base at Fort Greely beyond the project now under way that would increase the number of interceptor missiles to 60.

“Last year’s bill, we did put in a provision for them to look at a study for a hundred silos there – so that would be total, a total of a hundred,” Sullivan said.

Sullivan said those additional interceptors would still be needed even if U.S. negotiators secure an agreement with North Korea to give up its nuclear-tipped intercontinental ballistic missiles, the nation’s defense would still require the additional interceptors.

“You still have Iran,” Sullivan said. “You still have other rogue nations.”

Sullivan predicts continued expansion of the base at Greely and other missile-defense facilities, including radar sites at Clear and Shemya, and more testing at the Pacific Space Launch Complex in Kodiak.



COAST GUARD Alaska

Official Blog of the 17th Coast Guard District

Gold Fever: A Driving Force in Nome

Posted by Petty Officer 3rd Class Lauren Dean, Monday, July 2, 2018



Coast Guard personnel meet with dredge owners to discuss requirements for a passing vessel inspection in Nome, Alaska, June 14, 2018.

The snow has thawed enough for the gold dredging season to kick off, and these dredgers in Nome are ready to be on the water in search of hidden treasures on the Bering Sea floor. With boats in the water and deckhands aboard, these gritty and independent men and women are ready to hit the season hard in hopes of finding their lucky cache.

However, before these pioneers can seek out their awaiting treasures on their unique vessels, they must first obtain an inspection from the U.S. Coast Guard. An approved Coast Guard vessel inspection is also required by the Department of Natural Resources in order for dredgers to obtain a seasonal permit to dredge in Nome. They are off to a later start than usual this year, which made for a bustling week of inspections that picked up steam as the week went on.

Lt. Cmdr. Mason Wilcox, the Sector Anchorage chief of inspections, Lt. Jonathan Dale, an inspections and investigations officer, and Jeff Ahlgren, a port security specialist, spent the week of June 11-15, 2018 in Nome conducting dredging inspections, fishing vessel inspections, and a foreign tank vessel inspection, in efforts to help the dredgers and fisherman alike get back out on the water with the knowledge and equipment to mitigate potential risks encountered on the Bering Sea.

“Gold dredgers must contact the Alaska DNR Division from Fairbanks or part-time office in Nome to obtain a DNR mining permit number to dredge the waters of Nome,” said Ahlgren. “Coast Guard dredge inspectors conduct the gold dredge safety portion of the inspection. If they pass, currently, they receive a gold dredge safety check equipment examination good for the current season.”



Coast Guard Sector Anchorage and District 17 personnel mark points of structural instability within the inner framework of gold dredging vessel Myrtle Irene in Nome, Alaska, June 12, 2018.

Between climbing in and out of the underbelly of the Myrtle Irene, one of the largest dredges, and maintaining the high pace of the numerous inspections conducted on smaller vessels, the marine vessel inspectors were hustling to keep up with the pace, but they did it with flying colors under the vibrant Alaskan sun that never sets.

Over the course of the week, Wilcox, Dale, and Ahlgren conducted 17 gold dredge inspections, six fishing vessel inspections, and one foreign tank vessel inspection, Ahlgren said.



Lt. Jonathan Dale, a Coast Guard District 17 Inspections, Investigations, and Prevention officer, walks down a pier to conduct gold dredge vessel inspections in Nome, Alaska, June 13, 2018.

"I conducted six commercial fishing vessel exams," said Dale. "CFV exams are required for vessels operating more than three miles from the territorial sea baseline. Carriage requirements for vessels are based upon length, number of persons on board and how far from shore they operate. Once a vessel is in compliance, it receives a decal which is good for two years."

Gold dredging has been an on-going expedition in Nome, but the Coast Guard's involvement with inspections has been minimal until 2011, and as more safety concerns have arisen. Dredging for gold in such frigid waters is dangerous; currently dive certifications are not required for the gold dredge operators or those aboard the vessels. Divers are going out deeper every year, and without a permanent Coast Guard presence in Nome, it is paramount that the Coast Guard returns yearly for these inspections, both to maintain vessel safety and to answer any questions that may arise.

"As the easy to reach near shore gold has mostly been picked over, operators are designing larger dredges able to mine in deeper waters," said Dale. "The new dredges are crossing regulatory thresholds requiring more detailed Coast Guard inspections."



Lucas Stotts, the Nome Harbormaster, stands at the top of the pier at the Port of Nome harbor, Alaska, June 15, 2018.

Lucas Stotts, the Harbormaster with the Port of Nome, said there are a variety of requirements for the dredges and their operators; they have the Coast Guard requirements as well as others from the Department of Natural Resources and from the State of Alaska before they can begin their quest underwater. June is a busy month because they have to get everyone permitted, make sure they have insurance, and then get everyone on the water, which is what they are in the process of doing now, he said.

"The Department of Natural Resources is going to give them a mining claim permit," said Stotts. "I'm going to give them a permit to use our improved facilities based on foot length."

Stotts said his job as the harbormaster is primarily to dispatch in and out all large vessel traffic, which can be difficult with the minimal amount of docking space.

"With the dredging fleet and the fisherman, it's more so with the dredgers, it's constantly managing where everybody is," said Stotts. "It's like playing tetris every day."

There are no assigned slips, so docking is on a first-come, first-served basis, Stotts said.

Compared to previous years, the number of vessels in the harbor is down for June, said Ahlgren. It could just be a late start to the season, he said. The harbor is usually filled by the first week of June, but either way, the inspectors worked relentlessly all week to respond to the inspection calls when they came in.



A welder on the gold dredging vessel Myrtle Irene welds a section onto the frame of the vessel to comply with Coast Guard regulations required to obtain a passing inspection in Nome, Alaska, June 13, 2018.

Ahlgren said the dredging season ranges from early June until October, with some vessels dredging longer into November, depending on the ice formation in the Nome Harbor.

“Weather is very unforgiving in the Nome and Bering Sea area,” said Ahlgren. “Most gold dredgers pay attention to the rapidly changing wind and weather conditions and prefer to conduct activities in calm winds and seas, and under clear visibility.”

However, Ahlgren said, just like with any other vessel, gold dredge vessels do break down, engines and equipment can fail and human error may occur on occasion. For this reason the Coast Guard highly encourages vessel inspections to reduce the chances of things like this happening.





“Gold dredgers are advised to treat safety as paramount to the mission, observe all forecasted weather and sea conditions prior to departure and always file a float plan or initiate an emergency contact plan with another person ashore prior to getting underway,” said.

Additional dredge and fishing vessel inspections are scheduled to be conducted July 16-20, 2018, in Nome, Alaska. For any questions regarding dredge inspection or fishing vessel inspection requirements, please see the attached link below:

https://www.pacificarea.uscg.mil/Portals/8/District%2017/Sector%20Anchorage/GOLD%20DREDGING/Nome%20Gold%20Dredge%20Info%20Handout_2018.pdf?ver=2018-01-10-134925-523



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For a hefty price, you might soon be able to circumnavigate the Arctic

A luxury cruise ship plans to sail from Nome to Tromsø next summer, and then on to Canada. Depending on how that voyage goes, the company is considering a complete circumnavigation option in 2020.

By **Thomas Nilsen, The Independent Barents Observer** - July 9, 2018



Tromsø, the largest town in Northern Norway, will be a port of call of an voyage beginning in Nome, Alaska and traveling along the Northern Sea Route. (Thomas Nilsen / The Independent Barents Observer)

A luxury cruise ship will sail next summer from Nome, Alaska to Tromsø, Norway via the Northern Sea Route and then on to Newfoundland via Greenland. In 2020, the idea is to circumnavigate the entire Arctic.

"This is your chance to become the polar pioneer you have always dreamt of," says the tempting promotion on Silversea Expeditions' portal, listing famous explorers who have sailed part of the same route; Nansen, Nordenskiöld, DeLong and Amundsen.

The [25-day-long voyage](#) on the Silver Explorer next August will sail as far north as the ice allows — "ice edge cruising" as Silversea calls it.

Starting in Nome, Alaska, the expedition sails across the Bering Strait to Chukotka and further

to visit Russian Arctic islands like Medvezhiy, Wrangel, Gvernorskiy, Zemlya Novaya, Zemlya



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and weather. Back in Europe, the voyage will make port calls in Murmansk, Svalbard and at the bird-cliffs at Gjesverstappan before ending in Tromsø, Norway.

From Tromsø, a new [30-days voyage](#) with the same ship sails via Iceland and Greenland to St John's in Newfoundland, Canada.

If shopping both itineraries in one of the cheapest suites on board, you can enjoy the nearly circumpolar 2019 navigation for €50,000 (at bit less than \$59,000 at the time of publication), butler service included. If choosing only one of the voyages, the Northern Sea Route option costs from €33,480, while the Tromsø to Canada tour has fares from €16,600. Should you have more to spend that's no problem; larger cabins cost a few thousand euros more. The most expensive suites already have waiting lists.

The Silver Explorer can take 144 passengers and has a crew of 118.

The cruise in 2019 will not be the first time a foreign cruise liner has been allowed to sail along Russia's Northern Sea Route. In 2016, the Hanseatic [sailed the same route](#). This time, however, will be first when you can combine two voyages on the same ship starting in the U.S. Arctic and ending in Canada after visiting all five Arctic coastal nations.

Building on the 2019 experiences, Silversea will make a decision on a full circumpolar navigation for the 2020 season, including both the Northern Sea Route and the Northwest Passage all way back to Alaska, managing director of the company, Mark Conroy, told [Travel Weekly](#).

He said a challenge, though, is that a Northern Sea Route cruise can't be commercially insured, meaning passengers won't get full refunds if the cruise has to be aborted because of ice clogging the route. While sailing in ice-covered waters north of Siberia, the ship will be followed by a Russian icebreaker.

WAVE CONDITIONS

NOME - ALASKA

NOAA # 46265 CDIP STATION # 241



Deployed: 7/2018
Location: Lat 64° 28.34' N
Long 165° 28.46' W
Depth: Feet 60



Buoy measures wave height,
wave direction, wave period, surface current
and sea surface temperature.

The data are broadcast on
<http://ndbc.noaa.gov> and the
NWS Marine Weather Channel. Data are also
UPDATED EVERY 30 MINUTES on the web at

<http://aoos.org>
<http://cdip.ucsd.edu>
(click on RECENT).

*At night time, the buoy will emit
a yellow color Coast Guard compliant flashing light.*

Support for this buoy and data is provided by the
U.S. Army Corps of Engineers Coastal Data
Information Program (CDIP), the Alaska
Ocean Observing System (AOOS), the Port of Nome
and the Marine Exchange of Alaska(MXAK)


AOOS will also partner with the MXAK in making the
data available to all mariners through the AIS
system, as well as posting a link to the near real-
time data display on the AOOS Data Portal and the
City of Nome's website
www.nomealaska.org

Buoy is being operated and maintained by
AOOS
City of Nome

For questions concerning
the data, contact
**SCRIPPS INSTITUTION OF
OCEANOGRAPHY**
La Jolla, CA
858-534-3032
Email: www@cdip.ucsd.edu

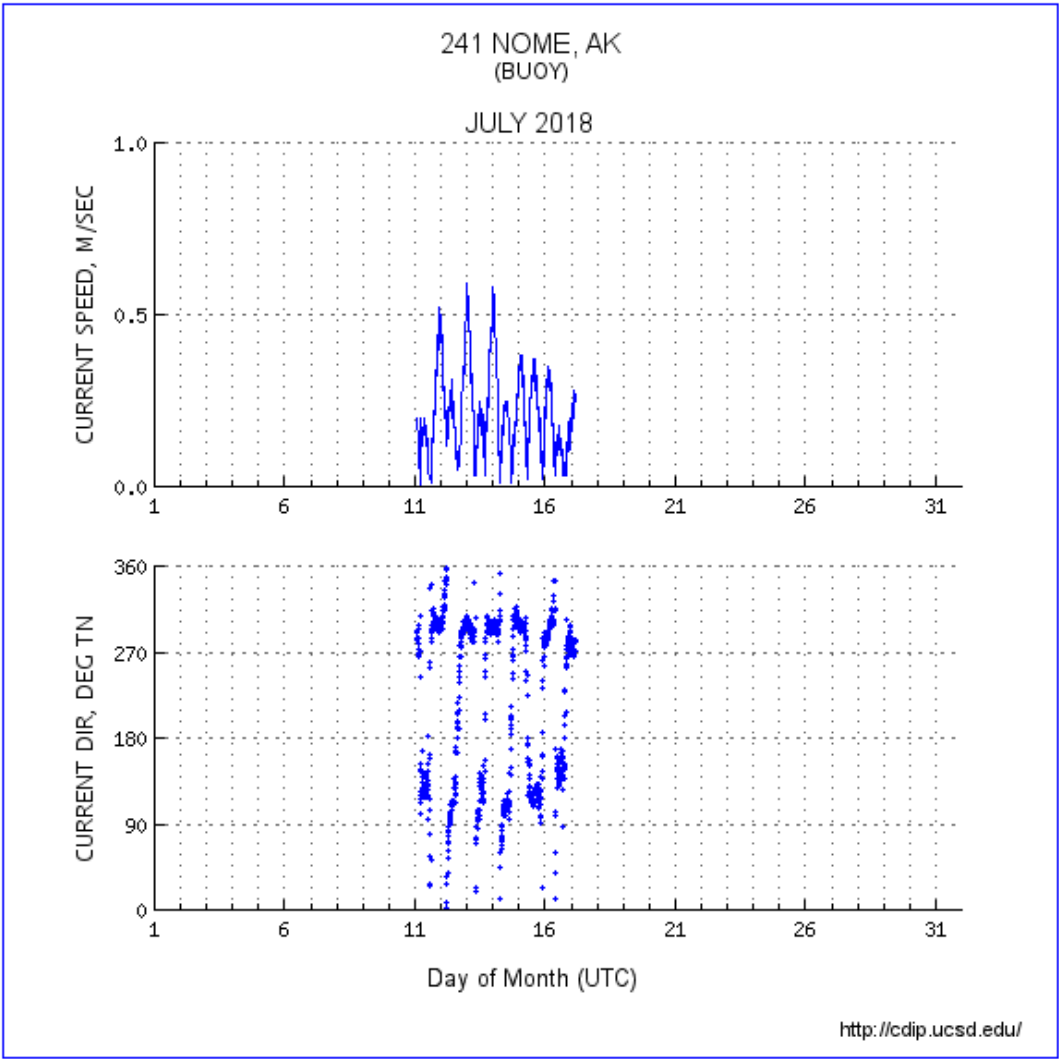
Station 241 - info
NOME, AK

Data Tables
Parameter
9-band energy
9-band direction
Daily & Weekly Plots
Waves - 1 day
Waves - 1 week
Temperature
Max wave history
Monthly Plots
Compendium plot
Mountain plot
Feather plot
Temperature plot
Current plot
Latest Data Run
9-band plot
Spectral plot
Directional spectrum
Time series plot
Spectral file
Time series file
Wave histogram
Descriptions/Help
Historic & Metadata

Station:
RSS 

Plot size: [Small](#) | [Large](#)

241 NOME, AK
(BUOY)
JULY 2018



<http://cdip.ucsd.edu/>

Station 241 - info

NOME, AK

Data Tables

Parameter
9-band energy
9-band direction

Daily & Weekly Plots

Waves - 1 day
Waves - 1 week
Temperature
Max wave history

Monthly Plots

Compendium plot
Mountain plot
Feather plot
Temperature plot
Current plot

Latest Data Run

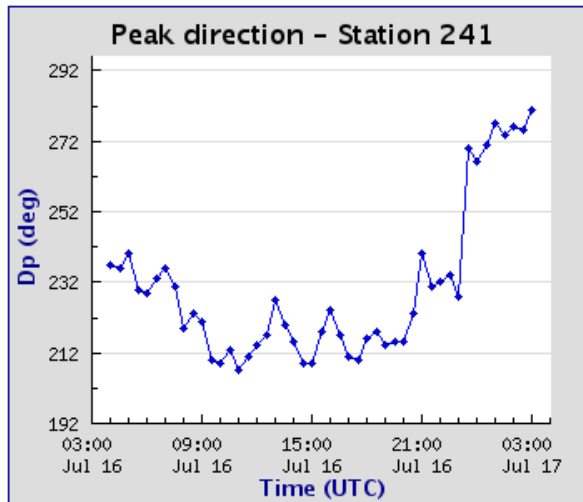
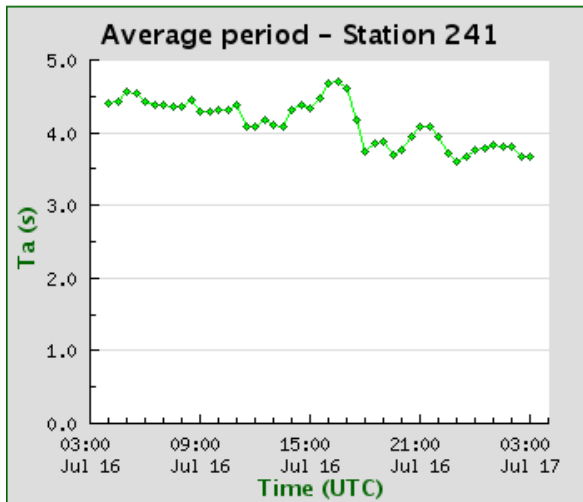
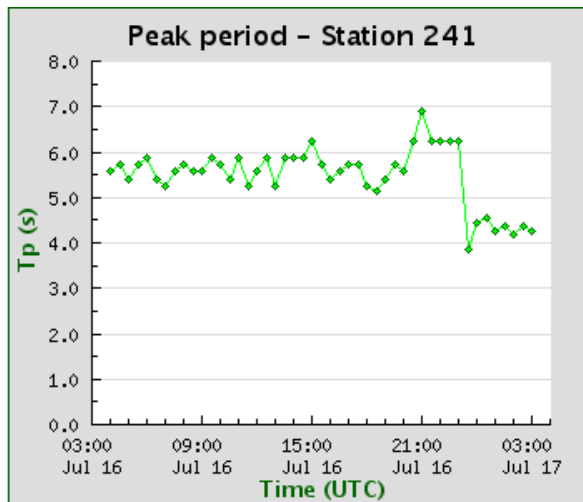
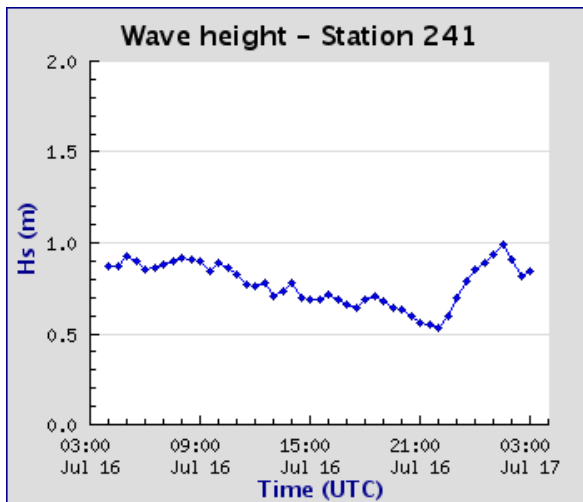
9-band plot
Spectral plot
Directional spectrum
Time series plot
Spectral file
Time series file
Wave histogram

Descriptions/Help

Historic & Metadata

Station: 
 RSS 

Please wait while your plot is being generated....



Official Web Page of the University of California, San Diego



Station 241 - info
NOME, AK

Data Tables

- Parameter
- 9-band energy
- 9-band direction

Daily & Weekly Plots

- Waves - 1 day
- Waves - 1 week
- Temperature
- Max wave history

Monthly Plots

- Compendium plot
- Mountain plot
- Feather plot
- Temperature plot
- Current plot

Latest Data Run

- 9-band plot
- Spectral plot
- Directional spectrum
- Time series plot
- Spectral file
- Time series file
- Wave histogram

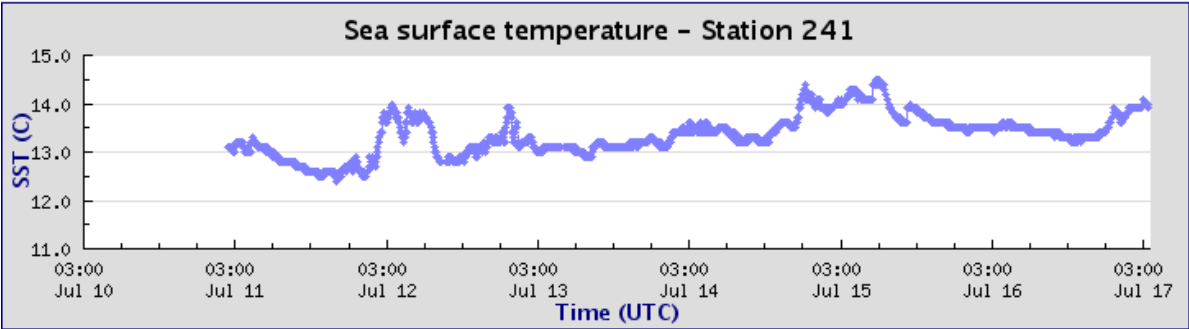
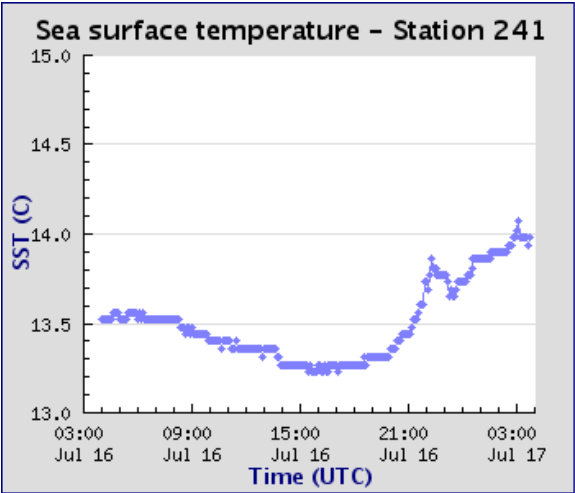
Descriptions/Help

Historic & Metadata

Station: 241 

RSS 

Please wait while your plot is being generated....



Station 241 - info

NOME, AK

Data Tables

Parameter

9-band energy

9-band direction

Daily & Weekly Plots

Waves - 1 day

Waves - 1 week

Temperature

Max wave history

Monthly Plots

Compendium plot

Mountain plot

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Spectral plot

Directional spectrum

Time series plot

Spectral file

Time series file

Wave histogram

Descriptions/Help

Historic & Metadata

Station:

241

RSS

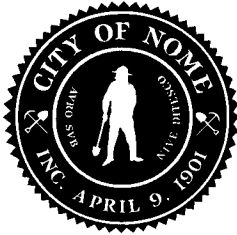
Stn 241: Parameters

Units: english

Timezone: UTC

update

Date/Time (UTC)	Hs (ft)	Tp (s)	Dp (deg)	Ta (s)	SST (F)
07-17-2018 03:00	2.76	4.26	281	3.68	57.2
07-17-2018 02:30	2.69	4.35	275	3.68	57.0
07-17-2018 02:00	2.99	4.17	276	3.81	57.0
07-17-2018 01:30	3.25	4.35	274	3.81	57.0
07-17-2018 01:00	3.08	4.26	277	3.83	57.0
07-17-2018 00:30	2.92	4.55	271	3.79	56.8
07-17-2018 00:00	2.79	4.44	266	3.77	56.7
07-16-2018 23:30	2.59	3.85	270	3.68	56.5
07-16-2018 23:00	2.30	6.25	228	3.59	56.8
07-16-2018 22:30	1.97	6.25	234	3.72	56.8
07-16-2018 22:00	1.74	6.25	232	3.94	56.7
07-16-2018 21:30	1.80	6.25	231	4.09	56.5
07-16-2018 21:00	1.84	6.90	240	4.09	56.1
07-16-2018 20:30	1.97	6.25	223	3.95	56.1
07-16-2018 20:00	2.07	5.56	215	3.77	56.1
07-16-2018 19:30	2.10	5.71	215	3.70	55.9
07-16-2018 19:00	2.23	5.41	214	3.88	55.9
07-16-2018 18:30	2.33	5.13	218	3.86	55.9
07-16-2018 18:00	2.26	5.26	216	3.74	55.9
07-16-2018 17:30	2.10	5.71	210	4.17	55.9
07-16-2018 17:00	2.17	5.71	211	4.62	55.9
07-16-2018 16:30	2.26	5.56	217	4.70	55.9
07-16-2018 16:00	2.36	5.41	224	4.67	55.9
07-16-2018 15:30	2.26	5.71	218	4.48	55.9
07-16-2018 15:00	2.26	6.25	209	4.33	55.9
07-16-2018 14:30	2.30	5.88	209	4.38	55.9
07-16-2018 14:00	2.56	5.88	215	4.31	55.9
07-16-2018 13:30	2.40	5.88	220	4.09	56.1
07-16-2018 13:00	2.33	5.26	227	4.11	56.1
07-16-2018 12:30	2.56	5.88	217	4.17	56.1
07-16-2018 12:00	2.49	5.56	214	4.09	56.1
07-16-2018 11:30	2.53	5.26	211	4.09	56.1
07-16-2018 11:00	2.72	5.88	207	4.38	56.1
07-16-2018 10:30	2.82	5.41	213	4.31	56.1
07-16-2018 10:00	2.92	5.71	209	4.31	56.1
07-16-2018 09:30	2.76	5.88	210	4.28	56.1
07-16-2018 09:00	2.95	5.56	221	4.30	56.3
07-16-2018 08:30	2.99	5.56	223	4.44	56.3
07-16-2018 08:00	3.02	5.71	219	4.36	56.3
07-16-2018 07:30	2.95	5.56	231	4.35	56.3
07-16-2018 07:00	2.89	5.26	236	4.37	56.3
07-16-2018 06:30	2.82	5.41	233	4.38	56.3
07-16-2018 06:00	2.79	5.88	229	4.43	56.3
07-16-2018 05:30	2.95	5.71	230	4.55	56.5
07-16-2018 05:00	3.05	5.41	240	4.57	56.3
07-16-2018 04:30	2.85	5.71	236	4.43	56.3



CITY OF NOME

City Manager's Office

P.O. Box 281

Nome, Alaska 99762

907.443.6600

tmoran@nomealaska.org

City Manager's Report

From: Tom Moran, City Manager
To: Nome City Council
Date: June 26 – July 6, 2018

- Kendall Gee (DOWL HKM) was in town on June 27th regarding Kawerak's renovations of the childcare building on 6th Avenue, but I was able to steal him for an hour to discuss the status of the Richard Foster Building. Though we've "closed out" the DCCED grant, the building's general contractor (ASKW) still owes us some warranty work free-of-charge. Kendall has agreed to remain on as project manager until that work has been completed, which is a big relief.
- June 29th was Lewis Payne's last day at the front counter of City Hall. Good luck to Lewis in Minnesota, and welcome aboard to his replacement – Ms. Brandy Head.
- Congratulations to our June Employee-of-the-Month, Daniel Stang (Building Inspector). Since being hired, Daniel has taken on a full-time job elsewhere, yet still manages to devote 20 hours a week to making sure that Nome's building codes and permitting processes are being followed. Keep up the good work, Daniel!
- Please see the July 2nd abatement property updates from the Building Inspector. *Attachment 1.*
- Also on July 2nd, I attended a monthly teleconference on a statewide mass pandemic drill (Alaska Shield 2019) being scheduled for April. Though the drill itself is a long ways off, it requires early stakeholder input from across Alaska. As a FYI, someone from Nome will need to attend a meeting at JBER in October.
- Nome's 119th Independence Day celebration is now in the books, and I can confidently say that it was a *roaring* success. Though a huge number of people helped, special thanks to:
 - Organizers: Bryant Hammond, Christine Piscoya, Joe Horton, JJ Alvanna, Dave Barron, Troy Miller, and Ron Jodsaas
 - Volunteers: Bryant Hammond, Christine Piscoya, Marguertie LaRiviere, Derek McLarty, Dawn Ubelaker, Erin Lillie, Traci McGarry, Spencer Cook, John Handeland, and the entire Nome Volunteer Fire Department
 - Presenters: St. Lawrence Island Dance Group, Nome Rotary, VFW Post #9569, Girl Scouts, Cub Scouts, Jill Nederhood and Alyssa Heers, Sarah Hofstetter and the Buffleheads, Pastor Dan Ward, Crystal Booth, and Mayor Beneville
- Please see the memorandum from Finance Director Liew on rates of hotel/motel and rental vehicle taxation in other Alaskan municipalities. *Attachment 2.*

- Per Councilman Andersen's request, please see the aerial map showing the hockey rink's future location behind the Rec Center. *Attachment 3*.
- The KNOM Radio Mission will be holding its quarterly board meeting in Nome on July 13th. I serve on the board in a volunteer capacity, but this shouldn't affect my work schedule for Friday.
- The USACE Alaska District has request a joint work session with the Council, Port Commission, and Planning Commission on Thursday, July 19th. This work session will take place at 5:30 (before the Port Commission's regular meeting). Please try to attend.
- Advance notice that I will be at the quarterly AMLJIA Board Meeting in Yakutat on July 26th and 27th. All costs are covered by AMLJIA.



Memo

To: Tom Moran – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
Date: 7/16/2018
Re: Port & Harbor Report/Projects Update – July 2018

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

Administrative:

In partnership with the Alaska Ocean Observing System, Marine Exchange of Alaska and the Army Corps of Engineers, the Port of Nome deployed a wave and current buoy approximately 1.5 miles off the entrance to the Port in 60 feet of water. This collaborative effort was made possible through months of coordination to acquire, program and ship the equipment on the NOAA Ship *Fairweather*. Additional efforts occurred to outline launch, retrieval, maintenance and insurance responsibilities under the deployment agreement. Data began uploading immediately and is being made publicly available to all mariners on AOOS, NOAA, MXAK and Port of Nome websites. Great news for Nome!

USCG Pacific Area Commander (VADM) Fagan and Alaska D17 Commander (ADM) Bell stopped by Nome on 12 July for a brief visit with City officials and tour of the port facility. The purpose was to provide Vice-Admiral Fagan a personal tour of some of the Arctic's coastal communities. Based on overlapping schedules, Dr. Alyson Azarra with the Maritime Administration and her USCG counterpart shared info on how the International Maritime Organization (IMO) is addressing the use of Heavy Fuel Oil (HFO) in the Arctic.

Admiral Shep Smith, Director of NOAA's Office of Coastal Survey will be in Nome on 2 Aug 2018 to meet with City Officials, which is just prior to the scheduled Change of Command for the NOAA Ship *Fairweather* on 3 Aug 2018. The event is by invite only, and coordination is ongoing for the ship to host City Officials for the ceremony

I traveled to Washington D.C. to serve on a panel at the 11 July 2018 Senate Oceans Caucus Briefing on the Blue Economy. The briefing focused on the various economies generated on the ocean and how ability to have real-time ocean data is critical to the safety and success of these economies. My briefing comments were specific to the maritime safety associated with having accurate data for mariners, as well as increased vessel traffic in the Arctic driving the need for more maritime infrastructure and ocean data reporting. While in D.C., Jay Sterne and I met with staff in all three Congressional Delegation offices for the purpose of providing an update on the first 4 months of progress with the Alaska Corps District on the port expansion feasibility study. Each office appreciated the being kept in the loop and asked that we continue to provide periodic updates on the study's progress.

While in Senator Sullivan's office, we followed up on the Mayor's letter regarding the USCG's load line requirement on the larger mining vessels at Nome. The letter asked if the USCG would consider performing an evaluation of the larger offshore mining vessels affected by the load line requirement to determine whether alternative compliance may be warranted since there are no regulations specific to this one-of-a-kind maritime fleet. The Senator's staff indicated that they had held numerous meetings and calls with HQ personnel on the issue and have been advised that the USCG will not grant any exemptions, waivers or extensions to this fleet on the load line requirement. Vessels over 79 ft. in length or over 300 gross tons will be required to meet compliance.

The F18 Port Budget at 9 July shows 111.4 % revenue – with 72.5% expended. In addition to handling day-to-day operations, Port personnel have spent the last few weeks focused on closing out all billing activity for the ending fiscal year period. This includes short and long term storage across the facility, which, despite rumors to the contrary, is charged to each person leaving anything at rest on port property (with the exception of short-term cargo staging). Preliminary figures on F18 indicate the Port may experience another surplus year, but the finance office is still processing the last of the expenses so final accounting is not yet available. We anticipate having unaudited figures available for the August 2018 Commission meeting.

Causeway:

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

The Army Corps Alaska District's Project Delivery Team (PDT) successfully achieved the Alternatives Milestone on 27 June 2018, through an approval by the Vertical Team (HQ & Division staff). This process included presenting the current array of alternatives and the PDT's vision of the study analysis path to allow HQ and Division to give input and issue concurrence on the path forward. Next steps include in-depth analysis on design alternatives and the social/economic benefits. The next milestone is the Tentatively Selected Plan (TSP) in October 2018.

Inner Harbor:

Snake River Moorage & Vessel Haulout Facility:

Bathymetric survey was reviewed by PND Engineers and approved without exception by 25 June 2018, for a total dredged quantity of 14,800 CY. This project is now closed – and closeout grant reporting is underway.

In collaboration with Cordova Consulting, we are preparing a funding application for submission under the U.S. DOT BUILD Program for a \$14M grant to develop the Snake River Moorage Facility. Applications are due by 18 July 2018, and through City Council Resolution R-18-07-01, the City's cost-share contribution will be \$1M. Grant awards will not be announced until December 2018, so in the interim, efforts will be made to secure additional cost-share funds for the City's \$1M obligation – through other grant opportunities and local partners.

Port Industrial Pad:

Industrial Pad Development (Thornbush Site):

A total of 2,860 CY of surfacing material was added to the southern portion of the pad to assist with drainage. The final survey and inspection were completed by 30 June to close the project and meet grant funding deadline.

West Nome Tank Farm (Property Conveyance):

The USACE performed the additional Environmental Baseline Survey on 27 June 2018. The report is scheduled to be delivered to the USAF by 1 Sept 2018. Updates will be provided as more information comes available.

External Facilities:

Cape Nome:

The contractor has mobilized to the site to generate the small quantity of remaining rock required to finish this project. Construction window will be defined once material is stockpiled to allow PND construction inspector to travel to Nome for rock placement. Final work is anticipated to take less than a week to complete – followed by final inspection and survey to close this project. Disaster funding deadline is 27 December 2018.

Additional information is available upon request.

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>CAUSEWAY FACILITY</u>					
80.3111.2001	Causeway Dockage	85,000.00	.00	88,376.97	(3,376.97)	104.0
80.3111.2002	Causeway Wharfage - Dry	175,000.00	.00	192,255.43	(17,255.43)	109.9
80.3111.2003	Causeway Wharfage - Fuel	250,000.00	.00	273,780.75	(23,780.75)	109.5
80.3111.2004	Causeway Wharfage - Gravel	100,000.00	.00	76,835.26	23,164.74	76.8
80.3111.2005	Causeway Storage Rental	15,000.00	.00	9,816.00	5,184.00	65.4
80.3111.2006	Causeway Utility Sales	30,000.00	.00	23,762.52	6,237.48	79.2
80.3111.2007	Causeway Misc Term Revenue	50,000.00	.00	71,157.40	(21,157.40)	142.3
	Total CAUSEWAY FACILITY	705,000.00	.00	735,984.33	(30,984.33)	104.4
	<u>HARBOR FACILITY</u>					
80.3211.1001	Harbor Seasonal Dock Permit	115,000.00	.00	125,371.39	(10,371.39)	109.0
80.3211.2001	Harbor Dockage	55,000.00	.00	85,784.70	(30,784.70)	156.0
80.3211.2002	Harbor Wharfage - Dry	75,000.00	.00	95,989.07	(20,989.07)	128.0
80.3211.2003	Harbor Wharfage - Fuel	55,000.00	.00	91,110.21	(36,110.21)	165.7
80.3211.2004	Harbor Wharfage - Gravel	10,000.00	.00	34,937.20	(24,937.20)	349.4
80.3211.2005	Harbor Storage Rental	35,000.00	.00	33,282.67	1,717.33	95.1
80.3211.2006	Harbor Utility Sales	6,500.00	.00	8,070.74	(1,570.74)	124.2
80.3211.2007	Harbor Misc Term Revenue	3,000.00	.00	1,820.00	1,180.00	60.7
80.3211.2008	Leases, Rentals, Land, Bldgs	105,000.00	.00	44,499.77	60,500.23	42.4
	Total HARBOR FACILITY	459,500.00	.00	520,865.75	(61,365.75)	113.4
	<u>INDUSTRIAL PARK FACILITY</u>					
80.3411.2005	Industrial Park Storage Rental	200,000.00	.00	238,087.39	(38,087.39)	119.0
80.3411.2008	Leases, Rentals, Land, Bldgs	160,000.00	.00	160,120.61	(120.61)	100.1
	Total INDUSTRIAL PARK FACILITY	360,000.00	.00	398,208.00	(38,208.00)	110.6
	<u>OTHER MISC REVENUE</u>					
80.3511.0001	Copies, Fax, Pubs, Film Lcns	10.00	.00	327.75	(317.75)	3277.5
80.3511.0002	Banking / NSF Check Fee	35.00	.00	.00	35.00	.0
80.3511.0003	Credit Card Service Fees	.00	.00	.46	(.46)	.0
80.3511.0004	Resale-Hats,Charts,Spills,Appl	5,000.00	.00	2,691.20	2,308.80	53.8
80.3511.0005	Other Port Revenue	50,000.00	.00	3,645.48	46,354.52	7.3
	Total OTHER MISC REVENUE	55,045.00	.00	6,664.89	48,380.11	12.1

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>INTEREST EARNINGS</u>					
80.3611.2001	Interest Earnings Port Op	3,000.00	.00	6,347.79	(3,347.79)	211.6
80.3611.2002	Interest Earnings Causeway	3,000.00	.00	1,255.66	1,744.34	41.9
80.3611.2003	Investment Earnings	10,000.00	.00	22,870.38	(12,870.38)	228.7
	Total INTEREST EARNINGS	16,000.00	.00	30,473.83	(14,473.83)	190.5
	<u>CONTRIBUTIONS/OTHER</u>					
80.3711.0002	Other Contributions	.00	.00	84,587.95	(84,587.95)	.0
	Total CONTRIBUTIONS/OTHER	.00	.00	84,587.95	(84,587.95)	.0
	Total Fund Revenue	1,595,545.00	.00	1,776,784.75	(181,239.75)	111.4

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** CAUSEWAY FACILITY **						
80.6111.1101 Salaries - Causeway Maint	1,000.00	.00	3,038.13	.00	(2,038.13)	303.8
80.6111.1102 Salaries - Causeway Operations	11,359.00	.00	12,515.56	.00	(1,156.56)	110.2
80.6111.1103 Salaries - Causeway Admin	54,549.00	.00	(52.50)	.00	54,601.50	(.1)
80.6111.1411 Accrued Personal Leave - Cswy	7,072.00	.00	2,908.54	.00	4,163.46	41.1
80.6111.1421 Health Insurance - Cswy	6,792.00	.00	5,600.87	.00	1,191.13	82.5
80.6111.1431 Life Insurance - Cswy	150.00	.00	32.54	.00	117.46	21.7
80.6111.1441 FICA/Medicare - Cswy	5,601.00	.00	1,205.15	.00	4,395.85	21.5
80.6111.1451 ESC - Causeway	300.00	.00	368.61	.00	(68.61)	122.9
80.6111.1461 PERS - Cswy	15,666.00	.00	3,057.68	.00	12,608.32	19.5
80.6111.1471 Workers' Comp Ins - Cswy	2,140.00	.00	1,412.28	.00	727.72	66.0
80.6111.1530 Property/Building Insurance	29,291.00	.00	28,700.00	.00	591.00	98.0
80.6111.1803 Prof Svcs - Middle Dock	2,500.00	.00	.00	.00	2,500.00	.0
80.6111.1804 Prof Svcs - Arctic Deep Draft	20,000.00	.00	.00	.00	20,000.00	.0
80.6111.1810 Audit/Accounting	17,500.00	.00	15,766.05	.00	1,733.95	90.1
80.6111.1820 Engineering/Architectural Svcs	40,000.00	.00	98,305.97	1,022.75	(59,328.72)	248.3
80.6111.1830 Legal Services	1,750.00	.00	.00	.00	1,750.00	.0
80.6111.1840 Survey/Appraisal Services	3,500.00	.00	.00	.00	3,500.00	.0
80.6111.1870 Other Professional/Contract Sv	15,000.00	.00	200.00	.00	14,800.00	1.3
80.6111.2010 Communications	1,200.00	.00	.00	.00	1,200.00	.0
80.6111.2012 Computer Network/Hardware/Soft	500.00	.00	.00	.00	500.00	.0
80.6111.2040 Uniform/Clothing	50.00	.00	13.14	.00	36.86	26.3
80.6111.2071 Operating Supplies	6,000.00	.00	3,039.78	.00	2,960.22	50.7
80.6111.4010 Gas & Oil Supplies	500.00	.00	260.09	.00	239.91	52.0
80.6111.4020 Vehicle/Boat/Eq Parts & Supply	500.00	.00	373.16	.00	126.84	74.6
80.6111.4030 Vehicle/Boat/Eq Maintenance	2,000.00	.00	196.00	.00	1,804.00	9.8
80.6111.4050 Small Tools & Equipment	3,000.00	.00	1,036.55	.00	1,963.45	34.6
80.6111.4060 Tools & Eq Repair & Maint	1,000.00	.00	.00	.00	1,000.00	.0
80.6111.4080 Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6111.4090 Docks & Foundations	10,000.00	.00	.00	.00	10,000.00	.0
80.6111.4100 Fuel Lines Maintenance	15,000.00	.00	2,977.00	.00	12,023.00	19.9
80.6111.7010 Bldg Maint Materials & Supply	1,000.00	.00	202.27	.00	797.73	20.2
80.6111.7011 Janitorial Services & Supplies	.00	.00	38.49	.00	(38.49)	.0
80.6111.7021 Utilities - Electric	4,000.00	.00	2,041.48	.00	1,958.52	51.0
80.6111.7023 Utilities - Sewer	2,500.00	.00	1,000.00	.00	1,500.00	40.0
80.6111.7024 Utilities - Garbage	3,500.00	.00	5,987.14	.00	(2,487.14)	171.1
80.6111.7026 Utilities - Resale	3,500.00	.00	7,277.74	.00	(3,777.74)	207.9
80.6111.7510 Debt Interest Payment	152,000.00	.00	160,283.59	.00	(8,283.59)	105.5
80.6111.8030 Machinery & Equipment	5,000.00	.00	.00	.00	5,000.00	.0
Total ** CAUSEWAY FACILITY **	450,420.00	.00	357,785.31	1,022.75	91,611.94	79.7

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** HARBOR FACILITY **						
80.6211.1101 Salaries - Harbor	11,359.00	.00	2,979.00	.00	8,380.00	26.2
80.6211.1411 Accrued Personal Lv - Harbor	1,143.00	.00	980.20	.00	162.80	85.8
80.6211.1421 Health Insurance - Harbor	2,938.00	.00	1,646.69	.00	1,291.31	56.1
80.6211.1431 Life Insurance - Harbor	28.00	.00	14.99	.00	13.01	53.5
80.6211.1441 FICA/Medicare - Harbor	1,079.00	.00	413.32	.00	665.68	38.3
80.6211.1451 ESC - Harbor	300.00	.00	124.22	.00	175.78	41.4
80.6211.1461 PERS - Harbor	2,774.00	.00	1,185.20	.00	1,588.80	42.7
80.6211.1471 Workers' Comp Ins - Harbor	1,281.00	.00	436.49	.00	844.51	34.1
80.6211.1530 Property/Building Insurance	21,600.00	.00	20,582.00	.00	1,018.00	95.3
80.6211.1820 Engineering/Architectural Svcs	25,000.00	.00	32,713.50	2,875.00 (	10,588.50)	142.4
80.6211.1870 Other Professional/Contract Sv	15,000.00	.00	34,425.46	1,748.75 (	21,174.21)	241.2
80.6211.2010 Communications	650.00	.00	.00	.00	650.00	.0
80.6211.2040 Uniform/Clothing	50.00	.00	.00	.00	50.00	.0
80.6211.2071 Operating Supplies	5,000.00	.00	7,246.19	.00 (	2,246.19)	144.9
80.6211.4010 Gas & Oil Supplies	1,000.00	.00	260.11	.00	739.89	26.0
80.6211.4020 Vehicle/Boat/Eq Parts & Supply	500.00	.00	86.73	.00	413.27	17.4
80.6211.4030 Vehicle/Boat/Eq Maintenance	1,500.00	.00	196.00	.00	1,304.00	13.1
80.6211.4050 Small Tools & Equipment	3,000.00	.00	27,668.16	3,000.00 (	27,668.16)	1022.3
80.6211.4080 Road Maintenance Materials	5,000.00	.00	.00	.00	5,000.00	.0
80.6211.4090 Docks & Foundations	5,000.00	.00	3,211.75	.00	1,788.25	64.2
80.6211.7010 Bldg Maint Materials & Supply	7,500.00	.00	2,435.56	.00	5,064.44	32.5
80.6211.7011 Janitorial Services & Supplies	.00	.00	104.13	.00 (	104.13)	.0
80.6211.7021 Utilities - Electric	5,000.00	.00	4,724.05	.00	275.95	94.5
80.6211.7022 Utilities - Water Meter	4,000.00	.00	3,617.33	.00	382.67	90.4
80.6211.7023 Utilities - Sewer	5,000.00	.00	3,083.04	.00	1,916.96	61.7
80.6211.7024 Utilities - Garbage	25,000.00	.00	15,143.23	.00	9,856.77	60.6
80.6211.7025 Utilities - Heat	3,500.00	.00	2,274.88	.00	1,225.12	65.0
80.6211.7560 Payment in Lieu of Tax	15,122.00	.00	14,136.50	.00	985.50	93.5
80.6211.8010 Land/Buildings	10,000.00	.00	.00	.00	10,000.00	.0
80.6211.8030 Machinery & Equipment	10,000.00	.00	.00	.00	10,000.00	.0
Total ** HARBOR FACILITY **	189,324.00	.00	179,688.73	7,623.75	2,011.52	98.9

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
** CAPE NOME FACILITY **							
80.6311.1820	Engineering/Architectural Svcs	10,000.00	.00	.00	.00	10,000.00	.0
80.6311.1830	Legal Services	2,500.00	.00	.00	.00	2,500.00	.0
80.6311.1870	Othe Professional/Contract Sv	5,000.00	.00	.00	.00	5,000.00	.0
Total ** CAPE NOME FACILITY **		17,500.00	.00	.00	.00	17,500.00	.0

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

	Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>** INDUST PARK FACILITY **</u>						
80.6411.1101 Salaries - Industrial Park	14,996.00	.00	.00	.00	14,996.00	.0
80.6411.1411 Accrued Personal Leave - IP	906.00	.00	.00	.00	906.00	.0
80.6411.1421 Health Insurance - IP	2,938.00	.00	.00	.00	2,938.00	.0
80.6411.1431 Life Insurance - IP	28.00	.00	.00	.00	28.00	.0
80.6411.1441 FICA/Medicare - IP	1,079.00	.00	.00	.00	1,079.00	.0
80.6411.1451 ESC - Industrial Park	500.00	.00	.00	.00	500.00	.0
80.6411.1461 PERS - IP	2,774.00	.00	.00	.00	2,774.00	.0
80.6411.1471 Workers' Comp Ins - IP	1,281.00	.00	.00	.00	1,281.00	.0
80.6411.1530 Property/Building Insurance	610.00	.00	610.00	.00	.00	100.0
80.6411.1820 Engineering/Architectural Svcs	20,000.00	.00	1,776.25	.00	18,223.75	8.9
80.6411.1870 Other Professional/Contract Sv	10,000.00	.00	15,900.00	.00	(5,900.00)	159.0
80.6411.1940 Advertising	500.00	.00	.00	.00	500.00	.0
80.6411.2071 Operating Supplies	500.00	.00	.00	.00	500.00	.0
80.6411.4050 Small Tools & Equipment	500.00	.00	.00	.00	500.00	.0
80.6411.4080 Road Maintenance Materials	10,000.00	.00	.00	.00	10,000.00	.0
80.6411.4100 Fuel Lines Maintenance	10,000.00	.00	2,977.00	.00	7,023.00	29.8
80.6411.7010 Bldg Maint Materials & Supply	5,000.00	.00	.00	.00	5,000.00	.0
80.6411.7011 Janitorial Services & Supplies	.00	.00	38.48	.00	(38.48)	.0
80.6411.7021 Utilities - Electric	4,500.00	.00	3,840.44	.00	659.56	85.3
80.6411.7023 Utilities - Sewer	1,000.00	.00	1,000.00	.00	.00	100.0
80.6411.7560 Payment in Lieu of Taxes	17,713.00	.00	41,488.00	.00	(23,775.00)	234.2
Total ** INDUST PARK FACILITY **	104,825.00	.00	67,630.17	.00	37,194.83	64.5

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<hr/>							
** PORT ADMIN OFFICE **							
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80.6711.1101	Salaries - Port Admin	96,566.00	.00	76,174.25	.00	20,391.75	78.9
80.6711.1102	Salaries - Port Staff	230,575.00	.00	142,968.91	.00	87,606.09	62.0
80.6711.1201	Salaries - Overtime	9,500.00	.00	4,394.29	.00	5,105.71	46.3
80.6711.1301	Stipends - Port Commission	3,360.00	.00	3,320.00	.00	40.00	98.8
80.6711.1411	Accrued Personal Lv - Port Adm	5,404.00	.00	18,039.15	.00	(12,635.15)	333.8
80.6711.1421	Health Insurance - Port Adm	58,705.00	.00	37,848.06	.00	20,856.94	64.5
80.6711.1431	Life Insurance - Port Adm	639.00	.00	355.95	.00	283.05	55.7
80.6711.1441	FICA/Medicare - Port Adm	29,927.00	.00	18,485.24	.00	11,441.76	61.8
80.6711.1461	PERS - Port Adm	74,082.00	.00	42,654.37	.00	31,427.63	57.6
80.6711.1471	Workers' Comp Ins - Port Adm	10,798.00	.00	9,938.64	.00	859.36	92.0
80.6711.1520	Vehicle/Boat Insurance	3,807.00	.00	2,996.00	.00	811.00	78.7
80.6711.1530	Property/Building Insurance	181.00	.00	181.00	.00	.00	100.0
80.6711.1810	Audit/Accounting	17,500.00	.00	15,766.05	.00	1,733.95	90.1
80.6711.1820	Engineering/Architectural Svcs	30,000.00	.00	1,407.50	.00	28,592.50	4.7
80.6711.1830	Legal Services	2,000.00	.00	4,637.00	.00	(2,637.00)	231.9
80.6711.1850	Lobbying	96,250.00	.00	92,250.00	.00	4,000.00	95.8
80.6711.1870	Other Professional/Contract Sv	35,000.00	.00	11,266.14	.00	23,733.86	32.2
80.6711.1940	Advertising	7,042.00	.00	3,445.05	.00	3,596.95	48.9
80.6711.1950	Buildings/Land Rental	.00	.00	5,694.73	.00	(5,694.73)	.0
80.6711.2010	Communications	4,100.00	.00	3,331.84	.00	768.16	81.3
80.6711.2012	Computer Network/Hardware/Soft	2,000.00	.00	5,891.53	.00	(3,891.53)	294.6
80.6711.2020	Dues & Memberships	250.00	.00	138.76	.00	111.24	55.5
80.6711.2030	Travel, Training & Related Cost	20,000.00	.00	8,573.10	.00	11,426.90	42.9
80.6711.2070	Office Supplies	3,000.00	.00	1,365.14	.00	1,634.86	45.5
80.6711.2071	Operating Supplies	2,000.00	.00	3,286.92	53.81	(1,340.73)	167.0
80.6711.2073	Resale Supplies	3,000.00	.00	5,439.66	.00	(2,439.66)	181.3
80.6711.3010	Sponsorship/Donation/Contrib	3,000.00	.00	460.00	.00	2,540.00	15.3
80.6711.4010	Gas & Oil Supplies	5,000.00	.00	4,426.15	.00	573.85	88.5
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	1,500.00	.00	820.87	.00	679.13	54.7
80.6711.4030	Vehicle/Boat/Eq Maintenance	3,000.00	.00	.00	.00	3,000.00	.0
80.6711.4040	Vehicle/Boat Regis & Permits	40.00	.00	40.00	.00	.00	100.0
80.6711.7010	Bldg Maint Materials & Supply	1,500.00	.00	1,315.43	.00	184.57	87.7
80.6711.7011	Janitorial Services & Supplies	250.00	.00	137.25	.00	112.75	54.9
80.6711.7540	Banking/Credit Card Fees	500.00	.00	20.00	.00	480.00	4.0
80.6711.7550	Bad Debt	3,000.00	.00	52.44	.00	2,947.56	1.8
80.6711.8030	Machinery & Equipment	5,000.00	.00	.00	.00	5,000.00	.0
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Total ** PORT ADMIN OFFICE **		768,476.00	.00	527,121.42	53.81	241,300.77	68.6
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City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT OPERATING FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
	<u>** TRANSFERS - INTERFUNDS **</u>						
80.6888.8820	Transfers Out - Other Funds	65,000.00	.00	.00	.00	65,000.00	.0
	Total ** TRANSFERS - INTERFUNDS *	65,000.00	.00	.00	.00	65,000.00	.0
	Total Fund Expenditures	1,595,545.00	.00	1,132,225.63	8,700.31	454,619.06	71.5
	Net Revenue Over Expenditures	.00	.00	644,559.12	(8,700.31)	(635,858.81)	.0

City of Nome
Revenues with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	Unearned	Pcnt
	<u>PORT GRANTS & AWARDS</u>					
85.3811.0003	13-GO-012 Port Design, Constr	890,000.00	.00	613,116.69	276,883.31	68.9
85.3811.0005	14-DC-108 - Port Improvements	500,000.00	.00	369,980.18	130,019.82	74.0
85.3811.0009	FEMA Port Security Grant	201,869.00	.00	186,061.44	15,807.56	92.2
85.3811.0010	DR-4050-AK PW17 Cape Nome	3,890,000.00	.00	.00	3,890,000.00	.0
85.3811.0020	17-DC-005 Arctic DDP Design	1,550,000.00	.00	189,570.58	1,360,429.42	12.2
	Total PORT GRANTS & AWARDS	7,031,869.00	.00	1,358,728.89	5,673,140.11	19.3
	<u>TRANSFERS - INTERFUNDS</u>					
85.3888.8820	Transfers In - Other Funds	65,000.00	.00	.00	65,000.00	.0
	Total TRANSFERS - INTERFUNDS	65,000.00	.00	.00	65,000.00	.0
	Total Fund Revenue	7,096,869.00	.00	1,358,728.89	5,738,140.11	19.2

City of Nome
Expenditures with Comparison to Budget
For the 12 Months Ending June 30, 2018

DRAFT

PORT CAPITAL PROJECTS FUND

		Budget	Period ACT	YTD ACT	YTD ENC	Unexpended	Pcnt
<u>PORT GRANTS & AWARDS</u>							
85.6811.1100	DR-4050-AK PW17 Cape Nome	3,890,000.00	.00	1,055,858.39	.00	2,834,141.61	27.1
85.6811.1421	Health Insurance - Port Grants	.00	.00	1,479.80	.00	(1,479.80)	.0
85.6811.1431	Life Insurance - Port Grants	.00	.00	26.19	.00	(26.19)	.0
85.6811.1441	FICA/Medicare - Port Grants	.00	.00	1,540.03	.00	(1,540.03)	.0
85.6811.1461	PERS - Port Grants	.00	.00	4,431.22	.00	(4,431.22)	.0
85.6811.2200	17-DC-005 Arctic DDP Design	1,550,000.00	.00	(59,121.45)	50,585.00	1,558,536.45	(.6)
85.6811.3100	13-GO-012 Causeway Middle Dock	270,000.00	.00	456.75	.00	269,543.25	.2
85.6811.3500	13-GO-012 Thornbush TractA Dev	620,000.00	.00	611,310.29	.00	8,689.71	98.6
85.6811.5000	14-DC-108 Port Improvements	500,000.00	.00	528,544.67	.00	(28,544.67)	105.7
85.6811.8001	Grant Match Port Contribution	65,000.00	.00	22,528.99	.00	42,471.01	34.7
85.6811.8002	Barge Ramp Lighting Improvmts	.00	.00	19,252.24	19,423.59	(38,675.83)	.0
85.6811.8003	Garco Bldg Lighting Improvmts	.00	.00	.00	6,670.06	(6,670.06)	.0
85.6811.9000	FEMA Port Security Grant	201,869.00	.00	257,619.11	.00	(55,750.11)	127.6
Total PORT GRANTS & AWARDS		7,096,869.00	.00	2,443,926.23	76,678.65	4,576,264.12	35.5
Total Fund Expenditures		7,096,869.00	.00	2,443,926.23	76,678.65	4,576,264.12	35.5
Net Revenue Over Expenditures		.00	.00	(1,085,197.34)	(76,678.65)	1,161,875.99	.0

Presented By:
Mayor Beneville
Action Taken:
Yes 6
No 0
Abstain 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-18-07-01

**A RESOLUTION AUTHORIZING THE CITY OF NOME TO APPLY FOR AND PARTICIPATE IN
THE USDOT BUILD DISCRETIONARY GRANT PROGRAM FOR THE FUNDING OF THE
SNAKE RIVER MOORAGE AND VESSEL HAULOUT FACILITY PROJECT**

WHEREAS, the U.S. Department of Transportation (USDOT) administers the Better Utilizing Investments to Leverage Development (BUILD) Grant Program; and

WHEREAS, the City of Nome owns the Port & Harbor, which serves as the regional maritime hub facility for over fifty (50) western Alaska communities, transshipping fuel, cargo, and gravel throughout the region during the ice-free season; and

WHEREAS, Nome's Inner Harbor has experienced an escalation in vessel congestion in the last five (5) years which has created numerous vessel incidents and significant delays in the transshipment of goods and services across the region; and

WHEREAS, the City of Nome identified the Snake River Moorage and Vessel Haulout Facility as one of the priority projects in the Port of Nome Strategic Development Plan in an effort to increase shipping efficiencies deemed critical in the limited ice-free maritime window; and

WHEREAS, barge operators have demonstrated written project support in an effort to reduce risks of conflicts with smaller vessels that result in damage and potential crew injury, as well as increase shipping efficiencies and space capacity; and


WHEREAS, thorough discussion and investigation has identified available funding options for the local cost match that is recommended but not required by the program, and the project requirements align well with the needs of the community and the region.

NOW, THEREFORE, BE IT RESOLVED that the Nome Common Council supports application to the USDOT BUILD Grant Program for development of the Snake River Moorage and Vessel Haulout Facility Project, and agrees, subject to selection by USDOT, to enter into a grant agreement with USDOT for a BUILD Discretionary Grant.

APPROVED and SIGNED this 9th day of July, 2018.


RICHARD BENEVILLE, Mayor

ATTEST:


BRYANT HAMMOND, Clerk

**PORT OF NOME
SNAKE RIVER DEVELOPMENT
FUNDING STRATEGY**

AGENCY	U.S. Department of Transportation
PROGRAM	BUILD Discretionary Grants
DESCRIPTION	Better Utilizing Investments to Leverage Development
FUNDING	\$1.5B Total (10% Max per State – 30% Max to rural projects)
ELIGIBILITY	State, local & tribal governments
FED SHARE	80% of urban projects – up to 100% for rural projects
MINIMUM	\$1M for rural projects
MAXIMUM	\$25M per project; \$150M per State
DEADLINE	07/18/18

Primary Selection Criteria:

Transportation Safety
State of Good Repair
Economic Competitiveness
Environmental Protection

Secondary Selection Criteria:

Demonstrated Project Readiness
Project Costs and Benefits
Geographic Diversity among Recipients

SNAKE RIVER MOORAGE FACILITY – PROJECT PURPOSE:

As regional and international vessel traffic in the Bering Strait and Arctic Regions continues to increase, congestion in the Small Boat Harbor drives elevated safety concern for users and the Port, requiring constant coordination to ensure vessel and crew safety, minimize shipping delays and address vessel conflicts timely. Extensive efforts are undertaken to ensure a wide variety of fleet types ranging from 200-foot cargo barges to 40-foot fiberglass sailboats; all vying for space within a confined area to conduct operations.

The Small Boat Harbor is framed by 1,800 linear feet of sheet-pile wall, with two floating dock systems that host an additional 880-foot of mooring capacity. This equates to a total of 2,680 feet of total mooring space in the Small Boat Harbor without any vessel rafting. However, the technique of rafting is essential in Nome, therefore all fleet types are required to raft to vessels of similar size. Hypothetically, if all vessels rafted at least 3 deep (difficult with large vessels), we could achieve 8,040 feet of combined vessel length in the harbor. Our 2016 records reflect the combined vessel length for home-ported vessels totaled 10,237 feet, with an additional 15,340 feet in transient traffic revolving through the harbor. The delta demonstrates a severe shortage of dock space in the Nome Small Boat Harbor, even with large craft alternating positions at the west loading ramps.

As the only protected harbor of refuge in the Bering Strait and Arctic Regions, it is very common to have a large number of vessels set course for Nome to evade an impending and often brutal Bering Sea storm. It is during this time that the Port of Nome makes every effort to accommodate as many vessels as physically and safely possible into the protected harbor to keep mariners out of harm's way. However, in order to continue serving this role, a secondary moorage space must be established to meet the increasing demand of the maritime industry relying on Nome's protection and services.

The pressure of this significant operating congestion and overwhelming storm level occupancy can be relieved through the development of the Snake River basin. This location will contain sufficient shore-side infrastructure to support vessels drafting less than 8 feet, and eliminate any need for them to access the Small Boat Harbor where the larger vessels would be operating in a much more manageable space with similarly-sized vessels, thereby significantly reducing risks of vessel or dock damage, crew injury, or shipping delays resulting from limited dock access or maneuverability issues.

PROJECT DESCRIPTION:

The proposed basin area will provide 7 acres for vessel moorage, access and maneuvering, with 2,240 feet of floating docks space suitable for 56 each of 40-foot vessels.

The facility would also contain in-water piers protruding from shore, with sufficient capacity to support a 75 ton travel lift, with an adjacent bulkhead to the north that would serve as a location to load fuel, water, supplies, and cargo. This bulkhead also serves a dual purpose of protecting the boat lift piers from lateral ice movement during winter storms and spring breakup.

Uplands development consists of approximately 1.23 acres and includes a paved wash down area for removing seawater from vessels after haul out, with environmentally approved containment, runoff separation and appropriate drainage features. Fuel will be delivered by truck, with fresh water service tied into a water main buried along Port Rd. Additional services to include restrooms, garbage receptacles and overhead lighting with buried tie-in to service along road. Vessels will be transported across the paved road to a City-owned property for repairs or long-term storage once wash-down operations are complete.

Project Budget:

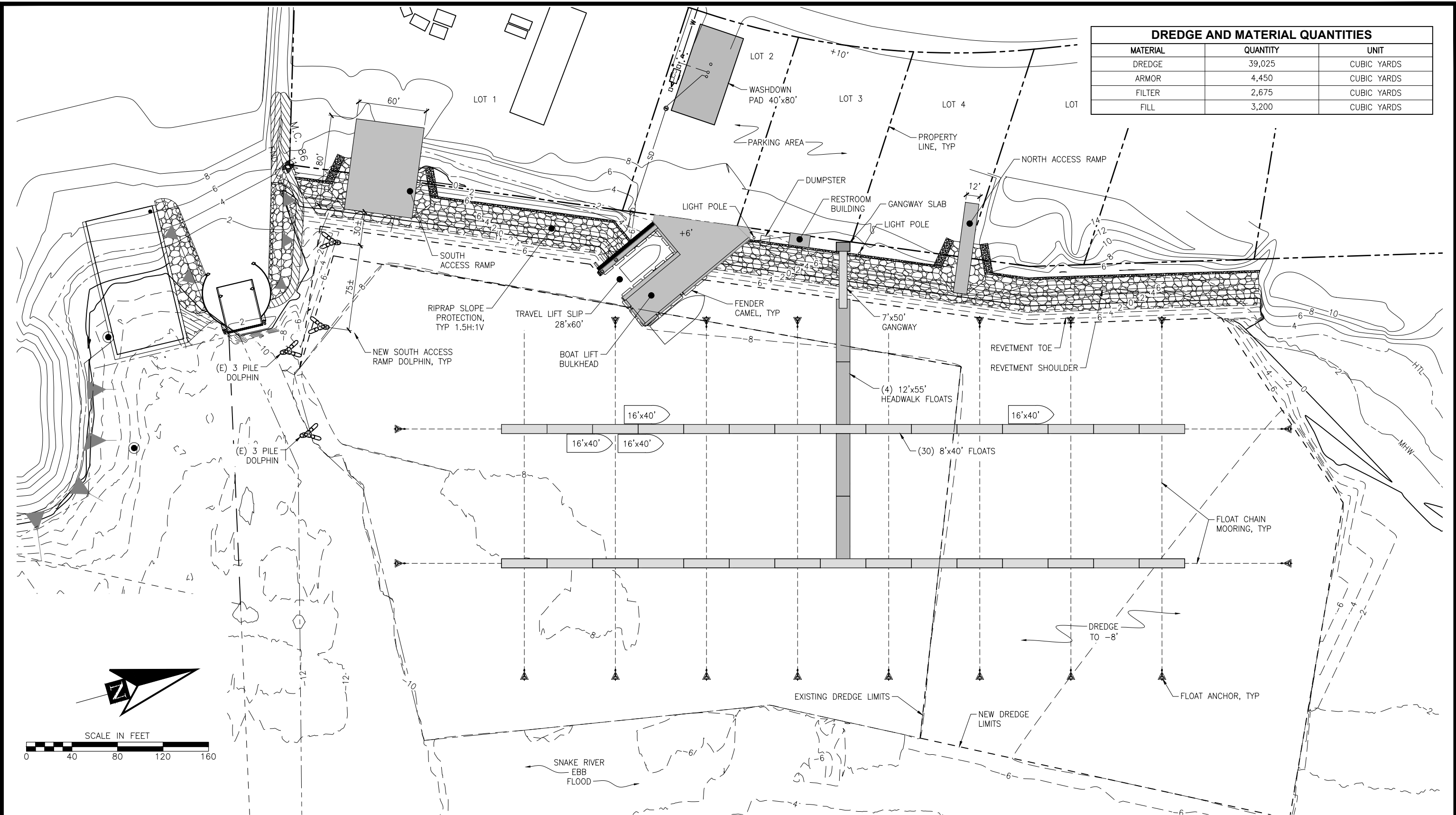
Total Estimated Construction Cost	\$14,000,000
Federal Funding Requested	13,000,000
Local Cost-Share Match:	1,000,000
Total Funds	\$14,000,000

The City has historically engaged in multiple public-private partnerships with local and regional organizations that hold similar development missions that serve Alaska's coastal residents. These joint efforts have effectively achieved a variety of large port and harbor construction projects that served local and regional maritime needs, and resulted in a model that will also be utilized for the Snake River Moorage Facility Project. Please see attached letters from our public-private-partners who are committed to furthering development at the Port of Nome.

RECOMMENDATION:

Request the Port Commission recommend the City make application to the USDOT BUILD grant program for the development of the Snake River Moorage & Vessels Haulout Facility.

J:\2017\171086 Nome Floats & Boatlift\Drawings\03 Site Plan.dwg, 03, 7/10/2018 7:26:18 AM, James, 1:2



FOR CITY OF NOME FUNDING PROPOSAL APPLICATION
USDOT BUILD DISCRETIONARY GRANT PROGRAM
7/10/2018

PND Engineers, Inc. is not responsible for safety programs, methods or procedures of operation, or the construction of the design shown on these drawings. Where specifications are general or not called out, the specifications shall conform to standards of industry. Drawings are for use on this project only and are not intended for reuse without written approval from PND. Drawings are also not to be used in any manner that would constitute a detriment directly or indirectly to PND.

REV	DATE	DESCRIPTION

DATE: _____



DATE: 7/10/18

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com



CITY OF NOME SNAKE RIVER MOORAGE & VESSEL HAULOUT FACILITY

TITLE: **SITE PLAN**

DESIGNED BY: BJ/ZC/GH DATE: 7/10/18
CHECKED BY: GH PROJECT NO: 171086

SHEET NO: **3** OF 21

HFO in the Arctic



U.S. Coast Guard
Office of Operating and Environmental Standards
Environmental Standards Division (CG-OES-3)

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What is HFO?

HFO stands for Heavy Fuel Oil.

But really, what is it?

It's also called "residual oil" or "bunker C" or "No. 6"...





Diesel Fuel



Bunker Fuel

- ✓ Black in color and tar-like in texture
- ✓ Solid or semi-solid at room temperatures
- ✓ Needs to be heated in order to be poured or pumped

Why is HFO in the Arctic being discussed at IMO?

- ✓ Ship traffic is increasing in the Arctic.
- ✓ Spills response in the Arctic is difficult for any spill.
- ✓ While portions of lighter fuels (marine diesels) can weather and evaporate, heavy fuel oil persists for a long time when spilled and can have long-term environmental effects.
- ✓ HFO weathers extremely slowly, sinks and gets trapped under ice, and can emulsify in water which can increase its original volume.
- ✓ Damage to the environment can have lasting effects on food security and subsistence in the Arctic.

What is the U.S. Government doing about HFO in the Arctic?

Arctic Council workgroups: Protection of the Arctic Marine Environment (PAME); and, Emergency Prevention, Preparedness and Response (EPPR)

International Maritime Organization (IMO) Marine Environmental Protection Committee (MEPC) and Sub-Committee on Pollution Prevention and Response (PPR)



INTERNATIONAL
MARITIME
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MARINE ENVIRONMENT PROTECTION
COMMITTEE
71st session
Agenda item 14

MEPC 71/14/4
31 March 2017
Original: ENGLISH

WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

**Measures to reduce risks of use and carriage of heavy fuel oil as
fuel by ships in Arctic waters**

**Submitted by Canada, Finland, Germany, Iceland, Netherlands,
Norway and the United States**

SUMMARY

Executive summary: This document contains a proposal for inclusion of a new output in the Committee's work programme to develop measures to reduce risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters

Strategic direction: 7.1

MARINE ENVIRONMENT PROTECTION
COMMITTEE
72nd session
Agenda item 11

MEPC 72/11/1
2 February 2018
Original: ENGLISH

**DEVELOPMENT OF MEASURES TO REDUCE RISKS OF USE AND CARRIAGE OF
HEAVY FUEL OIL AS FUEL BY SHIPS IN ARCTIC WATERS**

Proposal to ban heavy fuel oil use and carriage as fuel by ships in Arctic waters

**Submitted by Finland, Germany, Iceland, the Netherlands, New Zealand, Norway,
Sweden and the United States**

SUMMARY

Executive summary: This document contains a proposal to ban the use and carriage of heavy fuel oil (HFO) as fuel on ships in Arctic waters

*Strategic direction,
if applicable:* 6

Output: 6.11

What would an HFO ban entail?

It would only cover HFO carried in fuel tanks or used as fuel by ships. It would not cover HFO carried as cargo.

Using the MARPOL definition, the ban would cover only the heaviest HFOs in use.

The ban would only cover Arctic waters within the Polar Code definition of the Arctic.

Many ships would have to stop using HFO as soon as 2021.

Ships with fuel tank protections already in place would get an extra 5 years to comply with the ban.

Polar Code Arctic



What is the process to decide on a ban or other mitigation measures?

September 2016 – US held listening session in DC

July 2017 – At MEPC 71, the US and others proposed a new work item at IMO

April 2018 – At MEPC 72, the US and others proposed an HFO ban

April 2018 – August 2018 – the US collaborates with other countries in a Canadian-led, informal correspondence group on developing a methodology to assess impact of a ban on Arctic communities



July 2018 – informal outreach in the US Arctic

October 2018 – At MEPC 73 the US plans to propose methodology to assess impacts on Arctic communities and industries

February 2019 – At PPR6, work on ban and other proposed mitigation measures will begin, taking into account impact assessments from Arctic countries

February 2020 – At PPR 7, continue work on ban and other proposed mitigation measures

Spring 2020 – MEPC 76 – if PPR finishes, this is the earliest that a ban could be approved

January 2021 – earliest date an HFO ban would take effect

Questions?



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