

**City Manager**  
Tom Moran

**Port Director**  
Joy Baker

**Harbormaster**  
Lucas Stotts



**Nome Port Commission**  
Jim West, Jr., Chairman  
Charlie Lean, Vice Chairman  
Doug Johnson  
Mike Sloan  
Megan Alvanna-Stimpfle - Secretary  
Tony Cox  
Mark Johnson

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**AGENDA**  
**NOME PORT COMMISSION**  
**AUGUST 18, 2016**  
**REGULAR MEETING ~ 5:30 PM**  
**COUNCIL CHAMBERS**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
  - 06.16.16 Regular Meeting – Revised
  - 07.21.16 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
  - 07.23.16 AIS Vessel Tracking Snapshot – July 2016 Final Calendar
  - 08.01.16 Mayor Beneville to USCG D17 McCallister – Region SAR
  - 08.10.16 AK Link – Story on New Fish Inventory Assist Policy-Making
  - 08.13.16 ADN – Changing Arctic Fish Populations
- VI. CITY MANAGER REPORT**
  - 08.12.16 City Manager Report
- VII. HARBORMASTER REPORT**
  - Operations/Maintenance Update - Verbal
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
  - 08.04.16 Port Director/Projects Status Report
- IX. OLD BUSINESS**
  - Prioritization of Pending Port/Harbor Projects
- X. NEW BUSINESS**
- XI. CITIZEN’S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
  - September 15, 2016 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES  
NOME PORT COMMISSION  
REGULAR MEETING  
June 16th, 2016**

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

**ROLL CALL**

Members Present: Megan Alvanna-Stimpfle; Charlie Lean; Jim West Jr.; Doug Johnson; Mark Johnson; Tony Cox

Members Absent: Mike Sloan (excused)

Also Present: Joy Baker, Port Director; Lucas Stotts, Harbormaster; Shauntel Bruner, Recording Secretary; Tom Moran, City Manager

In the audience: Emily Russel, KNOM; Sandra Medearis, Arctic News; John Blees

**APPROVAL OF AGENDA**

Chairman West asked if there were any changes to the agenda.

A motion was made by C. Lean and seconded by C. M Alvanna-Stimpfle to approve the agenda as presented.

At the Roll Call:

Ayes: Lean, West, D Johnson, M Johnson, Cox, Alvanna-Stimpfle

Nays:

Abstain:

The motion **CARRIED.**

**APPROVAL OF MINUTES**

A motion was made by C. D. Johnson and seconded by C. T Cox to approve the 5/19/16 regular meeting minutes as presented.

At the Roll Call:

Ayes: West, D Johnson, M Johnson, Cox, M, Lean, M Alvanna-Stimpfle

Nays:

Abstain:

The motion **CARRIED.**

## **CITIZENS' COMMENTS**

There were no citizens' comments

## **COMMUNICATIONS**

- A. Letter of June 10<sup>th</sup>, 2016 from Mayor Richard Beneville to U.S. Army Corps of Engineers re: Response to Arctic Deep Draft Port Project Proposal.
  - B. Letter of January 28<sup>th</sup>, 2016 from Mayor Richard Beneville to the Honorable Shaun Donovan, Director/Office of Management and Budget re: Arctic Deep Draft Port Project Proposal.
  - C. Article written by Erica Martinson titled "Now Trending in DC: Arctic Issues."
  - D. Article written by Shady Grove Oliver with The Arctic Sounder titled "Coast Guard Icebreaker Departs for Arctic Mission."
  - E. Article written by Annie Zak titled "This Luxury Cruise Ship Will Soon Sail through the Arctic. Here's What That Means for Alaska."
- C Lean commented on the author's confusion about what dark water is in the article about the Crystal Serenity.
  - M Alvanna-Stimpfle inquired about the details of re-scoping found in the letter from Mayor Beneville to DC.
    - PD Baker explained that the Corps is trying to work a transition mechanism from the current economic study (NED) over to a remote and subsistence harbor and spoke briefly on how they plan to move forward.

## **CITY MANAGER'S REPORT** (Written)

- FY17 Budget has been passed by City Council. Although the general budget has been reduced by \$560,000, the Port will not be affected. No cuts were made with personnel, but there will be delays in renovations, other capital projects and equipment purchases.
- Spoke on meeting wrap up with the Coast Guard, as well as upcoming related activities in our area.
- CM Moran will also be attending the Chinook final planning meeting coming up the 28<sup>th</sup> and 29<sup>th</sup> of June keeping Nome on their radar.

Discussion:

**C. Lean** asks CM Moran to expand on Nome not being included in the drill.

**CM Moran** responds that Nome Emergency Response has been tested and did well but overall they were looking for a location better fit for training. He explained that the USCG also has a 5 year lease in Kotzebue, so this training will help solidify that relationship as well. Bottom line is that Tin City and Kotzebue were both next in line for training, Nome was excluded, it simply wasn't our turn.

**C. Lean** added that in his experience, although the Bering Sea has been declared Arctic waters, he has observed the Bering Sea region has not been included in research and civil defense activities in the area and states this is a disturbing trend.

**CM Moran** responds by stating that regardless, Nome will be pleased with the activity that will take place here. He also includes that the timing works in our favor as scheduled activities are taking place around the same time that the Crystal Serenity cruise ship will be here, which will also be beneficial for Nome. He continues discussing how the ship arrival is being prepared for, as well as, what the plan is for while they are here which has been organized by the Nome Chamber of Commerce and tour company based out of Anchorage. Point being, efforts and city presence will be needed for this event, therefore demonstrating that not being a part of the Coast Guard activities in Kotzebue works in our favor.

**Chairman West** comments that there will hopefully be more Coast Guard activity here in Nome over the next few years, specifying the amenities and benefits Nome has in the region.

**CM Moran** responds affirmatively.

**C. M Johnson** inquires about how the passengers of the Crystal Serenity will be ushered through the small boat harbor.

**HM Stotts** responds explaining that the inside of both floating docks will be utilized and tendered so passengers are able to come and go as they please. He also states there will be signs and buses put in place to help with transportation. He also goes into other preparations, such as signs and restroom accommodations that the Port will be putting into place to ensure a smooth transition.

**CM Moran** adds that a tour company, working with local Robin Johnson, will also be helping, especially with bathroom facilities.

**C Alvanna-Stimpfle** asks if any welcoming activities such as Eskimo dancing have been implemented.

**CM Moran** responds that all events and activities welcoming the guests of the cruise ship will happen at Anvil Square due to such a large number of expected visitors.

**PD Baker** interjects that it would also be a good idea to get on the same page as the Chamber of Commerce.

**CM Moran** replies affirmatively, suggesting that PD Baker and a few others from the city get together with the contact person of the tour company to discuss.

**PD Baker** agrees and points out that the staff at the Port Office should be in the loop.

**CM Moran** states that he has requested an itinerary but has not yet seen it but will be sure to forward it on when he does receive it.

**PD Baker** suggests inviting everyone involved with organizing the Crystal Serenity arrival and time spent here to the next Port Commission meeting to ensure the line of communication is kept open and be informed of what exactly is going on during their time here.

**C. D Johnson** also suggests reaching out to a local tour group here in Nome to see if they want to get the community more involved.

**CM Moran** adds that the Mayor recently sold his tour company and as of right now everyone seems to be involved but affirms that local businesses in Nome will benefit.

## **HARBORMASTER'S REPORT**

- Season is well underway. Most dredges are in the water
- Alaska Marine Excavation with the Alaskan Hawk is doing annual maintenance with the Corp.
- KNIK is currently stockpiling about on the West Gold Dock. First load is scheduled to load June 20<sup>th</sup> then revolve up's every 2-3 days for the next 100 days.
- A lot of security needs coming up, much more than in the past. Demand is mostly due to the Quintillion contract vessel, in addition to other foreign vessels. Roughly 20 days of security (40 total shifts in late June through mid-July which is the busiest the Port has been with security. Port provides security and access control at the dock and the vessels are ultimately responsible for what happens on the boat.
- Outer harbor navigation aids have been launched.

Discussion:

**C Cox** inquires if only foreign vessels require security.

**HM Stotts and PD Baker** confirm affirmatively than any foreign flagged vessels require a secured zone, access control and manifest of crew, passengers and any anticipated guests traversing the dock.

**C Cox** follows up by asking if we already have trained personnel in place to cover the increased security needs.

**HM Stotts and PD Baker** confirm that for the most part there are enough city employees with TWIC cards to help cover shifts. There are also a few previous City Employees in town with TWIC credentials help with covering weekend shifts.

**Chairman West** asks how the increased need for personnel impacts the Port budget.

**HM Stotts** explains that these costs are passed on to the individual vessels requiring security and will be good for revenue.

**PD Baker** adds that the fee covers typical staff shifts and additional charges are be added for overtime and holiday shifts.

**C M. Johnson** asks about the 100 days that Bering Strait is scheduled to haul rocks and whether or not that timeline will interfere with the Crystal Serenity being here.

**CM West** agrees that this is possible.

**PD Baker and HM Stotts** explain that the hauling schedule and location will not cause conflict with the Crystal Serenity as the ship's launches will be coming into the Small Boat Harbor, not the Port.

**C Cox** inquires about the stockpile being dangerously close to spilling over the edge.

**HM Stotts** replies that he has already spoken to someone about the issue and the transition to move has begun.

### **Port Director Report / Projects Update**

- Middle Dock Project is getting closer to completion. Currently working on pricing the concrete blocks to mitigate the surge impact, and once those are procured and in place and the surfacing issue is resolved, the project will be closed.
- Seawall Project-is awaiting the as-built survey from the contractor and final pay application. Looks like closeout contract price will be a bit lower than the original bid price.
- New business includes options use of grants funds for Snake River and Thornbush Site
- Bid opening for Cape Nome resulted in one bid, well over FEMA funding awarded.

**CM West** asks for the reason behind why the bid was so high, if it was a clerical error.

**City Engineer John Blees**, in the audience, explains that the city is still investigating the situation. He stated that some causes for such a high bid were that the grant funding period stipulated completion by December 2016 and it could take up to 8 weeks to make the rock. He believes by extending the timeline to next fall, and phasing the work, it might result in more and better bids.

**C M. Johnson** asks for an internal estimate of cost

**CE Blees** answers that the engineer's estimate of cost was \$2.7 million, and the bid was \$6.3. He suggests that rethinking the wording in the specifications might help get the price back down to a reasonable number, in addition to ensuring the scope of the project is understood.

**PD Baker** states we will think about it, talk to FEMA and figure out the next steps from there. There is FEMA criteria and guidelines that need to be followed, and then we can move forward administratively. She adds that within the next week or two a plan will be in place.

**CM West** asks CE Blees about adding material to the Mid Dock surfacing as a binder.

**CE Blees** responds saying he doesn't believe the rock surfacing has to be 18 inches thick and continues to explain that pulverization can't happen quickly enough this year for operations. ¾ will likely be added will help tighten it up.

**HM Stotts** clarifies and explains that AML, who just had their first barge of the season arrive, is having issues with tight pivots, and thinks the binding will assist.

**PD Baker** also adds that every year rock is moved to the North Yard, and after 3-4 months of use, everything turns to muck. In order to make it a workable surface, we need to find a happy medium.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

#### **Pending Projects and Discussion**

**PD Baker** starts the discussion with information regarding the GO-Bond Grant breakdown. She explains the source of the numbers and what they reflect. Final project expenditure reports will come after June 30<sup>th</sup>, 2016. The amount potentially still available/leftover from the grant is

approximately \$650,000. She goes on to discuss ongoing construction and funded projects. Items that have actually been authorized to use part of the GO-Bond Grant include the Thornbush Site Development, Snake River Development and outer harbor dolphins which can be included because they are classified as Port Design and Construction. PD Baker then explains that because this is such a high cost project based on the high dollar equipment required to drive pile offshore, the city should ensure the USACE includes this work during the Port expansion, when the existing outer harbor is dredger deeper and the toe limits are expanded to the east. First thought was to use money solely on filling Thornbush site, but a more cost effective approach to use the money would be to take some \$40-50K of the funds to develop a more affordable design, a phased approach to developing the river (deeper dredging) developing the shoreline (uplands) and putting in floats. Then use the remaining funds for filling the Thornbush site.

Discussion:

**CM West** asks what the amount of the excavated area in the Snake River would be.

**PD Baker** answers likely 30,000-40,000 yards and based on the quantity from the initial work done in conjunction with the High Ramp construction and how that would serve as a dual purpose beneficial option.

**C Lean** suggests the possibility of getting even more of the Thornbush site filled and thinks PD Baker's estimate is low.

**CM West** inquires about the limits of the permit and how deep it would allow us to dredge.

**PD Baker** replies that modifications on the harbor permit had been made but there are certain regulations they could impose. She also includes that the current permit encompasses the entire area; we are just working on the south half because that is the area we anticipated we could afford with the High Ramp funding.

**C D. Johnson** asks what the depth of the channel up near the marsh area is.

**HM Stotts** confirmed the area to be around 3-4 feet range.

**C D. Johnson** adds that there may be an issue if a barrier needs to be added to prevent silting, or the channel will have to be excavated further up in order to create a deeper path for the water. Otherwise everything that comes down the river will fall in the excavated moorage area.

**PD Baker** agrees that there would have to be some type of a barrier in place and adds the moorage area would have to be far enough to the west so allow the barrier to remain stable.

**C D. Johnson** agrees that without something in place, it would create a dredging burden.

**C Lean** adds that maintenance dredging would be required every year.

**CM West** includes that there hasn't been a lot of siltation due to less activity up stream which was caused by the gold company.

**PD Baker** states that if we kept the dredged area in a rectangular shape along the west bank, it would most likely be isolated from the barrier and river channel well enough, we can have the engineers sketch it out to give us an idea on how wide the barrier would need to be.

**CM West** comments that the further north, more materials would be at the base. He also adds that winter dredging and mining would still cause water run off until it freezes. He then asks if we have drilled yet to see what is underneath and see if there will be any future problems with sinking.

**C D Johnson** confirms that the area was drilled years back by Golder showing ice in places and suggests paying someone to mine the area to prevent issues that have been seen in other developed areas such as the tank farms.

**CM West** states that that idea is a possibility due to the value of the land making it worth it. It would be something that would have to be planned, if we want to have someone drill and see what is below. He adds that if the area is not developed as it should be, it will have to be constantly maintained.

**PD Baker** agrees but states that she doesn't believe that mining the property would be the practical option.

**C Cox** asks what the long term plan for the area is.

**PD Baker** responds explaining that Bonanza has the option to expand the portion of the parcel. The City's section is intended for equipment and cargo laydown.

**C D Johnson** adds that if the plan is to eventually have structures on the site, then drilling would be the direction to go.

**CM West** asks if it would potentially be possible to utilize the spoils from the outer harbor to have it pumped up there.

**PD Baker** comments that it would be a long way to pump a significant amount of spoils/water and the existing harbor dredge equipment won't push that far, and excavation of the expanded port project could be 4-5 years down the road.

**HM Stotts** agrees and says that not only the distance, but the increase in elevation would be problematic.

**CM West** asks if a decision needs to be made tonight.

**PD Baker** responds that a decision is not required at the moment, but rather just providing idea to mull over. Once the Mid Dock and Seawall projects are closed, we will have a better idea of total funds still available, which would be the time to decide what is next. She explains that because we only meet once a month, she wanted to get information on the table so that recommendations can be made to the Council in late July. She will gather more information and numbers on the issues discussed during this meeting and what would be the most cost effective use of the remaining funds.

**CM West** asks if there are any other questions or comments.

**C Cox** asks for clarification on the drawing, asking if that was when the original dredging was done.

**PD Baker** responds that that was the initial plan and explains what the estimate and drawings demonstrate.

**CITIZENS' COMMENTS**

There were no citizens' comments

**COMMISSIONERS' COMMENTS**

**C. Lean** no comments.

**C. D Johnson** no comments.

**C. Cox** no comments.

**C. Alvanna-Stimpfle** no comments.

**C. M. Johnson** no comments.

**Chairman West** comments that it was nice to see the Seawall finally addressed. He thought there would be more done to it but finds benefit in what has been done. He adds that he is looking forward to a good and busy summer.

**SCHEDULE OF NEXT MEETING**

The next meeting: July 21<sup>st</sup>, 2016 at 5:30PM.

**ADJOURNMENT**

A motion was made by C. Lean that the meeting be adjourned.

Hearing no objections, the Nome Port Commission adjourned at 6:58 PM.

**APPROVED** and **SIGNED** this 21<sup>st</sup> day of July, 2016.

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**Jim West Jr., Chairman**

**ATTEST:**

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**Megan Alvanna-Stimpfle, Secretary**

**MINUTES  
NOME PORT COMMISSION  
REGULAR MEETING  
July 21st, 2016**

The Regular Meeting of the Nome Port Commission was called to order at 5:32pm by Acting Chairman Lean in City Hall, located at 102 Division Street.

**ROLL CALL**

Members Present: Charlie Lean; Doug Johnson; Mark Johnson; Tony Cox, Mike Sloan  
Megan Alvanna-Stimpfle (*attended telephonically*)

Members Absent: Jim West Jr. (excused)

Also Present: Joy Baker, Port Director; Lucas Stotts, Harbormaster; Terrie Perkins,  
Recording Secretary; Tom Moran, City Manager

In the audience: Bryan Hudson, Doug Kenley and Garth Howlett (all PND); Emily Russel and  
Lauren Frost, KNOM; Mark Smith and Drew McIntyre, Vitus Marine ; Robin  
Johnson, Northern Logistics; Ken Hughes; Scot Henderson, Bonanza Fuel.

**APPROVAL OF AGENDA**

Commissioner Lean asked if there were any changes to the agenda.

A motion was made by C. M Johnson and seconded by C. Sloan to approve the agenda as presented.

At the Roll Call:

Ayes: Lean, D Johnson, M Johnson, Cox, Alvanna-Stimpfle,  
Sloan

Nays:

Abstain:

The motion **CARRIED**.

**APPROVAL OF MINUTES**

A motion was made by C. Cox and seconded by C. D Johnson to move the 6/16/16 regular meeting minutes into discussion. C. Cox noted errors regarding some questions and statements being made by him that were actually made by other Commissioners. PD Baker indicated the voices were likely confused by the Recording Secretary, but will be corrected.

C. Alvanna-Stimpfle recommended that the motion be tabled so the audio can be reviewed and corrected minutes be presented at the next regular meeting.

C. Cox and C. D Johnson revised motion to table the minutes for reconsideration at the August meeting.

At the Roll Call:

Ayes: D Johnson, M Johnson, Cox, Lean, Alvanna-Stimpfle, Sloan

Nays:

Abstain:

The motion **CARRIED**.

### **CITIZENS' COMMENTS**

There were no citizens' comments

### **COMMUNICATIONS**

- A. July 2016 Article Re: AIS Tracking Systems – AK Business Monthly
  - B. 07.01.16 USCG Kotzebue Station is Step in Right direction – Arctic Sounder
  - C. 07.13.16 Letter from Mayor Beneville to USACE ASACW Darcy on Artic Deep Draft Port Study
  - D. 07.14.16 Navy Teams UP with USCG to Build Icebreakers – Navy Times
- C Lean expressed concerns about the Corps of Engineers possibly backing away from the port.
    - PD Baker clarified that they are not necessarily backing away from the port; but in the process of evaluating existing language in the Water Resources Development Act (WRDA) 2014 for the authority to move the project forward versus the potential need of additional language in the next WRDA bill that would add more clarification.. She mentioned that she would be attending a meeting the following week with the District Corps office at JBER to get feedback on how they're approaching the next steps.

### **CITY MANAGER'S REPORT** *(Written)*

- CM Moran stated there was no additional, Port specific, news in addition to his written report. He mentioned the only topic he was going to touch on is included in the Harbormaster's report so will wait until covered then.

Discussion:

**C. Lean** asked about any new developments on the Arctic Chinook Drills

**CM Moran** responds with some information about the upcoming event. He states that Chip Leeper, Rec Center Director and Mass Shelter Director attended the final planning meeting in Anchorage June 28<sup>th</sup> and 29<sup>th</sup>. He explains that an additional Tabletop Training Exercise taking place in Nome has been added to the agenda and that this event will host and bring in some distinguished guests to the area. He adds that this multiagency event won't be disappointing for Nome.

**C. Alvanna-Stimpfle** inquires about any updates received during the City Manager's visit to Juneau for the fifth special session.

**CM Moran** responds that there wasn't much that was specifically Port related, but the new school debt repayment plans will help the City's bottom line overall, although not directly related to Port operating or capital improvement projects.

#### **HARBORMASTER'S REPORT**

- June was busy, but July has been even busier.
- Most of July will have barges scheduled back to back bringing in supplies and materials.
- Off shore vessels include tankers and cable laying foreign boats and planning to stay until August 5<sup>th</sup> or later.
- The Middle dock has been helpful in managing increased traffic, but the need for more dock space for the deeper draft vessels is always in mind.
- Both the Harbormaster and Harbormaster's assistant have been tackling various maintenance projects, specifically bathroom facilities, when time allows.

Discussion:

**C M Johnson** asks if security shift coverage for the foreign flagged vessels has been secured.

**HM Stotts** confirms affirmatively that there have been enough individuals in the community with TWIC cards, in addition to the Port staff to cover all shifts.

**C Cox** inquires about the vessel laying off the mouth of the Nome River being part of the cable laying project.

**HM Stotts** replies yes, that is the Networker vessel completing the shore tie connection with the land based infrastructure. He went on to explain the upcoming plans for another dockwise vessel coming in with another cable-laying vessel on it to discharge for more offshore work, in addition to other traffic coming in the upcoming month or so. HM Stotts reviews of the June/July traffic calendars demonstrating how busy the Port has been and ongoing need for additional space and water depth.

**HM Stotts** asks if there are any other questions, then proceeds to introduce Robin Johnson.

**Robin Johnson** introduces herself in addition to Northern Logistics with a brief history of what they do. For the last 6 years she has been working on turning ships here in Nome to facilitate their ground tours and transportation to and from the airport. She goes on to discuss their upcoming plans for the large cruise ship, the Crystal Serenity arriving August 21<sup>st</sup>, which is a much bigger undertaking due to the increased number of passengers. So instead of providing lunch and a short tour, NL will be providing a Salmonberry Festival in Anvil Square, hosting entertainment, food and craft vendors, dancing to allow for a more open/public activity that will allow the community to capitalize on the event. Additional options range from various time durations of bus tours, fixed wing flights, hiking, and helicopter tours.

**C Cox** Asks how everything is set up, whether it's first come, first serve or preplanned as well as what limitations are in place.

**Robin** responds explaining that they have been working with the Crystal Serenity for over a year now and everything was developed and advertised back in the fall to the passengers as part of the cruise.

**C M Johnson** asks if tourists are able to visit local restaurants and eat on their own because lunch will no longer be provided.

**Robin** explains that tourists are able to visit restaurants or there will be vendors at Anvil Square as well as the option to eat on the boat.

**PD Baker** asks if the cruise ship has conveyed to Robin how the passengers are going to be brought to shore.

**Robin** responds by explaining that passengers will be tendered in small groups which are organized and coordinated by tours. She also explains that the cruise ship has been good about understanding our local needs, and has expressed shuffling passengers in/out throughout the day so we aren't bombarded at one time.

**C Lean** asks if there is a specific time passengers are requested to get back at the dock and if we will be waving them back in.

**Robin** states that as far as she knows, they are only waving customers upon arrival and they are responsible for getting back to the small boat harbor by 9pm. She wasn't completely sure how they are going to handle waving the passengers back out.

**HM Stotts** interjects that the inside of both floating docks at the Small Boat Harbor have been reserved for tenders only to help avoid congestion. Also, he mentions that the parking lot will be cleared and set up the day before, including a large "Welcome to Nome" sign.

**Robin** concludes by letting everyone know that if they are interested in being a vendor at Anvil Square to get in touch with Sarah Hofstetter or Angela Hansen. Or, if anyone is interested in being a guide, they can contact her.

**C Lean** asks what the backup plan would be if weather doesn't end up being pleasant.

**Robin** responds that Old Saint Joe's is reserved for cruise ship passengers only for the day. Additionally, the Mini Convention Center is also rented out for vendors if the weather is bad. She also adds that passengers were informed that all tours are contingent on weather and advised how to dress accordingly.

#### **Port Director Report / Projects Update (Written)**

- Welcomes and introduces personnel PND Engineers currently in Nome to review the recently completed construction and evaluate pending projects.
- Budget draft from FY16 was presented and explained the work that needs to be done from different departments in the meantime until a final version is issued.
  - Explains that although a draft, PD Baker anticipates a budget surplus that would help alleviate project costs thought to need Port fund balances.

#### **OLD BUSINESS**

Recommendation on Allocation of Remaining GO Bond Grant Funds

- Thornbush Site Development – Draft Plan
- Snake River Moorage – Anchorage Area Expansion
- Looking at the breakdown of the GO Bond Grant, **PD Baker** explains the current position of the projects included in the grant. The Deep Draft Port has a little money left to spend. Middle Dock is on the way to closing, with the Seawall essentially closed (only expenses

related to as-built drawings remain). PD Baker predicts bottom line between 1.3 and 1.4 million remaining. Discussions between the Port Director, Harbormaster and City Manager indicate that the recommended use these funds would be best utilized on getting more spoils dredged out of the river as well as development of the Thornbush site. Both are eligible expenditures for use of the GO Bond Grant. PD Baker explains that she has drafted a short development plan that will be available soon and included in a bid packet compiled by Bristol Engineers. She encourages the commissioners to ask any questions of the PND engineers while they are here in Nome.

Discussion:

**C Lean** seeks clarification about whether or not the small boat harbor will be dredged as well. PD Baker responds that there is still some back and forth going on about what areas specifically will be covered and trying to keep a defined separation from the river channel.

**PND/Garth Howlett** explains that much will be determined by need. Additionally, river hydraulics plays a role as well. It makes sense to keep main flow within the outer radius. Keeping the area flushing out will prevent future maintenance needs. Before pursuing full development of the Snake River Moorage Facility, he suggests doing an inventory of current and future needs to determine the final development layout and better gauge the overall need for the long term development. He said it may be more effective and efficient to dredge the entire area out to minus 8 now, as there is equipment available to do so. He explains that this might be the most cost effective option as well.

**C. Lean** talks about the area along the river he has witnessed to be very low, where he suspects the sediment drops. He is concerned about where the sediment precipitate out.

**Garth** responds by explaining that the wider the area, the decreased velocity will lead to the sediment dropping out quicker and has been a maintenance problem in the past. He suggests keeping the sediment in the main channel where it can have the opportunity to drop off and flushing out.

**PND/Kenny Hughes** explains how some larger vessels working the ramp contribute to creating that sandbar. He goes on discussing the challenges facing the area and how the winds affect that range.

**PD Baker** talks about how the Corp maintenance dredging work extends to a certain area and is maintained but don't address anything north of that perimeter.

**HM Stotts** confirms that although the area is low and even with the north wind, very rarely do vessels bottom out. He suggests taking it down to 6 which would help as well.

**Kenny** ask how quickly 8 feet will fill up if that is all the permit will allow. He continues and asks if we go deeper now, if that would ultimately reduce maintenance in the upcoming years. The deeper we go, the more time we have before there is an issue.

**PD Baker** responds by explaining that the goal would be to keep the sediment flowing at least until the area where the Corp annually picks it up. She adds that digging deeper will also limit how far we can go into the basin in relation to overall cost. Basically, both options are more or less the same- the question remains whether we dig deeper or cover more area.

**C. Lean** identified the challenge and concern with the heavy equipment working on a 3<sup>rd</sup> phase if we don't dig to -8' now, and not having adequate support of the ice as a stable platform due to the increased depth of water. He suggests going the full depth in this project.

**C M. Johnson** asks if everything up river from that area is the responsibility of the City of Nome to dredge and take care of.

**PD Baker** replies affirmatively. She goes on by asking Garth Howlett to explain his theory on separating the basin from the river channel.

**Garth** replies by explaining that deeper flows around the outer radius, creating a trough effect, would be the best. By doing so, it would create a nice flow out of the channel.

**C D. Johnson** asks if it is possible to re-contour southern and western edges to keep the flow stable.

**Garth** agrees that is what we should promote and keep the flow as a body together for the most effective outcomes and will keep the area clear for navigation purposes.

**HM Stotts** brings up how he had to recently tow in a fisherman who was stuck in the outer harbor. He states that in the City boat, The Guardian, he had 8-10 feet of water under him just past the transition of the -10' to the river channel. It was deeper than he anticipated as you migrate into the river.

**C Lean** states that if the basin is dredged deeper than the channel, then the channel will want to jump into deeper water. Therefore, the goal would be to keep the channel just slightly lower than the river.

**PD Baker** indicates that would help determine the overall depth that should be dredged in the south half of the river basin

**C Lean** summarizes that the group is in agreement that the channel will determine the depth of the basin.

**PD Baker** concludes by informing everyone that there should be a better idea of the final dollar amount they will be working with by sometime in August.

**C Lean** asks if the group is ready to move on to discussion regarding the Thornbush site.

**Garth** is asked to comment on the report. He states he would prefer to have the entire report as opposed to just a summary, but he states overall it looks good. He stated that both the material and the site are acceptable but wouldn't suggest putting a permanent structure there without knowing more.

**C D. Johnson** agreed and commented that perhaps adding gravel and analyzing the ground would be practical steps to make before doing anything in the area. He also added that there might be some pipes still in the ground for drawing temperatures if needed.

**PD Baker** commented that she would send the full report out to everyone.

**C M. Johnson** asked if someone was building in that area was to lay down a gravel pad, about how long it would take to stabilize before doing construction.

**Garth** said it depends on the type of structure. He said a deep layer of surfacing gravel would assist stability if something wanted to be done sooner.

**C Lean** asks about the thickness needed for such a project.

**Garth** replies that it would depend, and likely require a survey of the land but probably anywhere between 4 and 10 feet.

**HB Stotts** comments that he has received a few inquiries from people in the area interested in opening up welding workshops looking for sites to do something like that. He includes in his comment that the Thornbush site would be the most practical due to various access points. He concludes that it would be a prime location for heavy equipment storage.

**C D. Johnson** asks what the current situation of progress regarding the air force tank farm is.

**PD Baker** replies that they are moving slowly but getting there. There is a new team working on the conveyance of the property, and they have made progress in meeting the environmental stipulations placed on them by ADEC. Although the field work is done, the reporting begins to acquire approval from ADEC and EPA, so the interim lease and ultimate conveyance to take place.

As discussion ended, the following motion was made on use of the remaining GO Bond funds:

**Motion:**

Moved by **Commission D. Johnson** and seconded by **C M. Johnson** the following motion be approved as written:

Recommend the Nome Common Council authorize use of the remaining State of Alaska FY2013 GO Bond funds be expended to develop Thornbush Subdivision Tract A, utilizing spoils from additional Snake River dredging and specified fill material through competitive procurement.

At the Roll Call:

Ayes: D Johnson, Sloan, Alvanna-Stimpfle, Lean, M Johnson

Nays: Cox

Abstain:

**The motion carried.**

Follow up discussion ensued regarding the motion:

**C Cox** states that his objections stems from the fact that other projects were not explored as thoroughly. He is not in favor of spending all remaining funds on one single project when there are other near term projects that might need to be addressed. He was hoping the Commission would've looked at appropriating some of this money for those as well. He concludes by stating that until other projects are discussed, he won't stand behind the motion to use the remaining GO Grand Funds on the Thornbush site alone.

**PD Baker** replies explaining that of the current pending port-related projects, only the development of the Thornbush property and Snake River, as well as outer harbor mooring dolphins were considered eligible for these grant dollars. All other pending projects do not qualify for the state GO

Bond grant funds as awarded. Specifically, the project Commissioner Cox mentioned as the need for a dead man mechanism for use at the haulout ramp was considered a maintenance issue and therefore did not qualify for use of the grant funds. PD Baker added, pursuit of the projects ineligible for the state grant funds would require use of operating revenue. She adds that we can task the engineers with a technical scope to provide some concepts and approximate costs of how to approach this and other projects, but that also requires the use of operating funds. She concluded by saying she would put something together for the Commission to review and prioritize at their next meeting that can be evaluated based on need, total costs and available funding.

**C Lean** requests a list of projects that have been recently discussed to be brought to the next meeting for consideration.

**C M. Johnson** asks if the motion needs to be resolved by the end of the summer.

**PD Baker** states that the deadline has recently been extended, but the timeline is still going to be tight. The idea is to see if the council is in agreement and to move forward with getting estimates on cost and quantities so bids can commence for winter river excavation, followed by summer fill.

#### **NEW BUSINESS**

None

#### **CITIZENS' COMMENTS**

There were no citizens' comments

#### **COMMISSIONERS' COMMENTS**

**C. Lean** no comments.

**C. D Johnson** comments that the moving of the guardrail has changed the site line on the corner and he says visibility has improved.

**C. Cox** I know expressed my concerns about the Thornbush development, and I didn't speak up quick enough, but just to give an update on the Snake River Bridge Stage 2 and Jafet Drive Lighting Improvements Project is basically complete. Final inspection on that project is expected to happen within the next week or two.

**C. Alvanna-Stimpfle** no comments (*Lost telephonic connection*).

**C. Sloan** Comments that it was nice to see the Coast Guard have assets in Western Alaska, recently regardless of exact location. He thinks the Arctic Chinook table top exercises are also great for the area. He adds that Nome Eskimo Community and Sitnasuak will be partnering up to put together some rock to build up the areas surrounding the cemetery.

**C. M. Johnson** thanks the engineers for coming and providing such helpful information as well as the local port user Kenny Hughes present to provide input as well.

#### **SCHEDULE OF NEXT MEETING**

The next meeting: August 18<sup>th</sup>, 2016 at 5:30PM.

**ADJOURNMENT**

A motion was made by C. D. Johnson and seconded by C Sloan that the meeting be adjourned.

Hearing no objections, the Nome Port Commission adjourned at 7:07 PM.

**APPROVED** and **SIGNED** this 18<sup>st</sup> day of August, 2016.

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**Charlie Lean, Acting Chairman**

**ATTEST:**

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**Megan Alvanna-Stimpfle, Secretary**

ARCTIC\_BEAR (0m)  
BONAY (2m)  
CAVEK (0m)  
CB.NETWORKER <^> (2m)  
CHAMPION EBONY (0m)  
DANA CRUZ (5m)  
EAGLES QUEST 2 (0m)  
GLENDA MERYL (2m)  
ILE DE BREHAT (0m)  
KING ISLAND (2m)  
NACHIK (0m)  
NANIQ (0m)  
NORDISLE (3m)  
NORDOCEAN (1m)  
NORMAN O (1m)  
NORTH PACIFIC (2m)  
PACIFIC FREEDOM (0m)  
PARAGON (0m)  
SICHEM EDINBURGH (0m)  
VOS THALIA (1m)

## Port of Nome, Alaska July 23, 2016





August 1, 2016

Rear Admiral Michael F. McAllister  
US Coast Guard D-17  
P.O. Box 25517  
Juneau, AK 99802

Dear Admiral McAllister,

For generations, the City of Nome has enjoyed a very productive and mutually valuable relationship with the USCG, especially D17 serving the State of Alaska. In light of recent events with SAR and response efforts performed by the Jayhawks stationed at the seasonal Forward Operating Location in Kotzebue, I felt compelled to express the City of Nome's gratitude for the decision to place a Forward Operating Location in the Arctic, which provides shortened response times to incidents in the region. The very premise of this operation is evidence that the federal government is acknowledging the significant need for SAR assets in the region, which is a win-win for all of the mariners and residents that work and live here.

It is clear that the USCG deemed the Kotzebue location a strategic choice in that it provides the broadest coverage between Barrow and the Yukon River. Although the Forward Operating Location was not scheduled for activation until July 1<sup>st</sup>, the purpose of the assets was immediately demonstrated in the immediate response to the 6/24/16 temporary grounding of the T/V Champion Ebony near Nunivak, the 6/27/16 deployment in the week long search of Nome's missing hiker, and the 7/6/16 SAR location of the F/V Charlotte adrift and inoperable near Emmonak, and the recently injured ATV rider airlifted to the hospital in Nome.

As these air assets are proving to be effective, the Port of Nome continues our long service as a Port of Call for the USCG buoy tenders, cutters, and icebreakers serving seasonal missions in the Arctic. Although our mooring facilities frequently accommodate the tenders/cutters, the City continues to pursue development in the design and construction of a deep draft port to provide the infrastructure necessary to support the larger marine assets required for the USCG to effectively serve and protect the Arctic region.

We are continuing our efforts with the Alaska Congressional Delegation, the White House, ALCOM, NORTHCOM and the Army Corps of Engineers, and I would like to reiterate our desire to include marine facilities in the port expansion design to support a seasonal homeported base for a USCG National Security Cutter, with the capability of supporting an icebreaker when necessary. As immediately proven with the seasonal air ops, the full-time presence of USCG marine assets will go a long way in ensuring the Arctic is adequately protected and monitored during the ice-free season. The significant planning efforts that have surrounded



the D17's Arctic Chinook tabletop and field exercise demonstrate the USCG's commitment to preparation for a large scale event in the Arctic.

Finally, the City would like to not only thank D17 for the Sector Anchorage personnel conducting inspections on fishing vessels, gold dredges, and facilities at the Port of Nome, but also offer seasonal office space to make it more convenient to serve these diversified missions while in town. Additionally, the City believes there are more ways to effectively work with the USCG in their Arctic missions, and wishes to collaborate with D17 in identifying those opportunities.

In regards to the unsuccessful results of the search for the missing hiker in Nome, the community and family are still recovering from the loss, but would like to extend a heartfelt thank you to D17 for the provision of two Jayhawks and pilots to aid in the search. As always, we commend the USCG's combined efforts in the region and are looking forward to continuing the long-term relationship of providing moorage facilities to the maritime fleet.

Sincerely,

CITY OF NOME

Richard Beneville  
Mayor

CC: Nome Common Council  
Nome Port Commission

[http://www.youralaskalink.com/news/new-fish-inventory-can-assist-in-arctic-policy-making/article\\_b09d1090-5f1f-11e6-9b61-b7b7a128576c.html](http://www.youralaskalink.com/news/new-fish-inventory-can-assist-in-arctic-policy-making/article_b09d1090-5f1f-11e6-9b61-b7b7a128576c.html)



PREVIOUS

Prep Football: East Rolls 33-0 over Palmer in Week 1, TBirds Kickoff Season on Right ...



## New Fish Inventory Can Assist in Arctic Policy-making

YourAKLink Newsroom Published Aug 10, 2016 09:27 am Updated Aug 10, 2016 01:25 pm



**North of the Bering Strait, Alaska** - A new report by the U.S. Geological Survey and the Bureau of Ocean Energy Management is providing valuable information in the management of fish populations. The study area includes U.S. marine waters north of the Bering Strait.

Reports like this relating to, fish biology, locations and effects of climate change, will help guide future research and Arctic policy-making; and be useful in directing future research needs and informing natural resource managers about high-priority marine fish species.

The updated marine fish inventory included 20 newly confirmed species and 104 new descriptions.

In a press release from the USGS, Lyman Thorsteinson, an emeritus scientist stated, “Alaska’s rapidly changing climate is affecting the region’s ecology and economic opportunities in the Arctic... The physical and biological qualities of hospitable marine habitats are developing in warming Arctic waters, and, with respect to human developments, previously ice-covered areas are opening and becoming accessible to new exploration.”

One of the fish highlighted in the study is the Arctic Cod, a small, ice-affiliated forage fish. Climate warming effects, among other analysis, were conducted on this species.

The Arctic Cod is an important link in the marine food web and is considered a keystone species. (A keystone species is often described as one whose removal allows a prey population to dramatically increase, often decreasing overall diversity and producing negative effects.)

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YourAKLink Newsroom

## Arctic

# Arctic fish populations changing as ice dwindles, report says

✎ Author: **Yereth Rosen** ⌚ Updated: 3 hours ago 📅 Published 3 hours ago



*(From U.S. Geological Survey and U.S. Bureau of Ocean Energy Management)*

Pacific cod, walleye pollock and some types of salmon have been found in more areas of U.S. Arctic waters, and sleeper sharks are now established there, according to a **new report** released by the U.S. Geological Survey and U.S. Bureau of Ocean Energy Management.

In all, 109 species of marine fishes have been identified in the Chukchi and Beaufort seas, and 20 are new to the list, according to the report, first posted on the USGS website Monday. Another 63 species have changed their ranges from what was previously documented, according to the report.

Though salmon, Pacific cod and pollock are important to Alaska commercial fishermen, most fishing in Alaska's Arctic marine waters is for subsistence purposes, **according to the state Department of Fish and Game**. State waters support some relatively small commercial harvests, but there is no commercial fishing in U.S. Arctic waters. The North Pacific Fishery Management Council in 2009 approved a **management plan that bars Arctic commercial harvests** for the foreseeable future. Despite its name, the North Pacific council has authority in the Arctic Ocean.

The report synthesizes findings of more than a decade's worth of fish surveys in U.S. marine waters north of the Bering Strait, where climate warming has been pronounced and where summer and fall ice has dwindled. The report was requested by BOEM to help that agency plan for future offshore oil development; BOEM and USGS both funded the work.

"These are important baselines for the future," said USGS scientist Lyman Thorsteinson, who co-authored the new report.

The previous comprehensive catalog of U.S. Arctic marine fish was in a 2002 publication also co-authored by Thorsteinson, "**Fishes of Alaska**."

Chukchi and Beaufort fish are not nearly as diverse and plentiful as those in the rich Bering Sea, where more than 400 species are found, Thorsteinson said. Still, there are signs that some types of fish are swimming to more northern waters.

"You have so many fish down in the Bering Sea and they're starting to poke their nose a little bit," he said.

Is it because of climate change? "You can't say for sure, but we're starting to see some fish that hadn't been reported in the past," he said.

Most Chukchi and Beaufort fish species are on the very low end of the food chain, dwelling deep and in low densities. But now higher-level fish like sharks and salmon are showing up in more places, he said. The presence of those fish-eating fish is "certainly an interesting change," he said.



Pacific sleeper sharks north of the Bering Strait are particularly interesting, he said. "The fact that they're beginning to show up is significant," he said.

The first **definitive record of a Pacific sleeper shark in the Chukchi** was in 1998, when a dead one was found at Point Hope. At the time, the theory was that the carcass had somehow drifted north from the Bering Sea, Thorsteinson said.

"Most believed that the carcass was so decomposed that it died and was carried north by the currents to the beach," he said.

But work with Russian and Norwegian scientists led to the conclusion that it was probably a more local specimen, he said. Now it is understood that Pacific sleeper sharks live in the U.S. Arctic, though they are still "relatively uncommon" there, he said.

Pacific sleeper sharks are the largest of the sharks that dwell in the Gulf of Alaska and Bering Sea, and they can grow to more than 20 feet long, **according to federal scientists**. There are **emerging signs of sleeper sharks preying on juvenile Steller sea lions** in Western Alaska, hindering recovery of that **endangered population**. Knowledge about Alaska's Pacific sleeper sharks and their role in the marine ecosystem **is incomplete**, however, scientists say.

Salmon have been found in Arctic waters, even as far north as Point Barrow, but so far there is no sign of juveniles growing there, Thorsteinson said. "What we're not seeing is successful colonization of rivers up there," he said.

Newly documented fish include some fairly obscure species. Among them are the **pale eelpout**, a small fish known to live in muddy waters off Greenland; the thorny sculpin, a fish found in the North Pacific from the Sea of Okhotsk to British Columbia; the **snake prickleback**, a long, thin fish found the Pacific waters from the Sea of Japan to Northern California; and the **sea tadpole** – small, gelatinous, pink-tinged fish found in the Arctic waters of Canada and Scandinavia.



## **CITY OF NOME**

City Manager's Office

P.O. Box 281

Nome, Alaska 99762

907.443.6600

[tmoran@nomealaska.org](mailto:tmoran@nomealaska.org)

### **City Manager's Report**

**From:** Tom Moran, City Manager  
**Reporting Period:** July 26 – August 12, 2016

---

- No new leads have turned up in the search for missing Nome resident Joseph Balderas. Even a minor clue could help break the case wide open, so if you know of anyone who knew him personally, please encourage them to talk to the State Troopers.
- As promised, notices of abatement proceedings were both tacked to designated structures and sent to owners of record (via certified mail) on Tuesday, July 26<sup>th</sup>.
- A big thank you to the Nome Arts Council for hosting the Salmonberry Jam Folk Fest, which took place from July 26<sup>th</sup> – 31<sup>st</sup>. A great time was had by all.
- Good luck to Police Officer Wade "Gray" Harrison, who left for the Sitka Police Academy on July 31<sup>st</sup>. With any luck, Officer Harrison will be back on patrol by Thanksgiving.
- We had a number of fruitful meetings with Senator Dan Sullivan on Monday, August 1<sup>st</sup> and Tuesday, August 2<sup>nd</sup>. Thank you to everyone who attended on behalf of the City.
- Similarly, we were able to catch up with Senator Lisa Murkowski on Tuesday, August 2<sup>nd</sup> and Wednesday, August 3<sup>rd</sup>. Needless to say, she continues to be a tireless advocate for Nome at the federal level.
- The Planning Commission met on August 2<sup>nd</sup> to begin discussion of Senator Olson's application to rezone the old hospital property. A targeted mailing was sent to all property owners in the affected area, with a public hearing scheduled for the Planning Commission's rescheduled meeting on August 30<sup>th</sup>.
- A big thank you to my wonderful Assistant Candace Weidler, the City Clerk's Office, and especially the Public Works Crew for holding Summer Clean-Up from August 1<sup>st</sup> – 5<sup>th</sup>. They received a great deal of public praise for adding the additional clean-up event. Another one is still on the docket for autumn.
- I met with the Department of Environmental Conservation (DEC) on August 5<sup>th</sup> to review the institutional controls that are in place at the City's "contaminated sites." As you may know, a few of our properties are deemed contaminated due to mining activities that took place before we acquired them. No violations were noted, but the final report from DEC has yet to be compiled.

- I regret to announce the resignation of Emergency Services Technician Mat Huntsinger, whose last day will be August 12<sup>th</sup>. Mat and his family will be leaving Nome shortly thereafter. My thanks go out to him for nearly two years of service. The vacancy will be posted forthwith.
- The Coast Guard will be in town on the weekend of August 13<sup>th</sup> to assist with a number of community service projects, including: painting the Fire Hall, painting grave markers at the Cemetery, cleaning out the old Museum, and cleaning up Middle Beach.
- FYI, Mayor Beneville and I will be traveling to the Conference of Municipal Mayors and Managers in Wasilla on Wednesday, August 17<sup>th</sup>.
- Final ARCTIC CHINOOK preparations are being made by all involved parties, including Nome's LEPC. Mayor Beneville and SAR Commander Jim West will be traveling to Kotzebue on August 23<sup>rd</sup> to participate in the live-action drill, while the rest of us hold a tabletop component at the Public Safety Building on August 24<sup>th</sup>. We're expecting VIPs to be present, so please let me know if you'd like to observe. Thanks to the Coast Guard, live action from Tin City and Kotzebue will be streaming at the Fire Hall.
- The Police Department is still recruiting for a Police Officer. This is not a new position, but one that is already built into the FY17 budget.
- Please see the attached TTX manual (partially redacted) for Nome's portion of ARCTIC CHINOOK. *Attachment 1*.



# Nome/Arctic Chinook TTX

August 24<sup>th</sup>, 2016  
2:00 pm - 6:00 pm

## Core Capabilities (Goals)

- ▶ **Mass Care Services:** Provide life-sustaining services to the affected population with a focus on hydration, feeding, and sheltering to those who have the most need, as well as support for reunifying families.
- ▶ **Operational Coordination:** Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of core capabilities.

# Exercise Objectives

## Mass Care Services:

- ▶ Examine plans and capabilities for coordinating Mass Care Services by the City of Nome
- ▶ Review Nome's capabilities to provide Sheltering and feeding of 50 people for 24 hours or more.
- ▶ Implement a support system for the evacuees:
  - Sheltering
  - Transportation to and from the shelter
  - Personal care
  - Secondary triage in Nome
- ▶ Account for the evacuees with 100% accuracy.

# Core Capabilities (Goals)

## Operational Coordination:

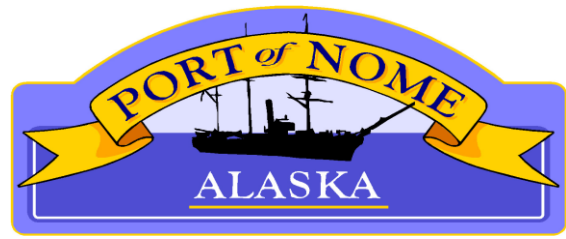
- ▶ Demonstrate the ability to alert, mobilize, and activate personnel for emergency response and maintain operations until the situation is brought under control.
- ▶ Discuss local emergency operations center (EOC) interface, coordination, and protocols.
- ▶ Assess the decision-making process, the capability to implement ICS.
- ▶ Examine the ability to employ various ICS functions.
- ▶ Establish and operate a Media Plan based on this scenario
- ▶ Discuss options to provide timely and accurate information to the public. Review plans to preclude dissemination of conflicting data.

# Exercise Guidelines/Rules

- ▶ This tabletop exercise will be a facilitated event.
- ▶ **This TTX will be held in an open, low-stress, no-fault environment. Varying viewpoints, even disagreements, are expected.**
- ▶ Your response should be based on your knowledge of current plans, policies, procedures and capabilities (i.e., you may use only existing assets) and insights derived from your training and operational events.
- ▶ Decisions are not precedent setting and may not reflect your organization's final position on a given issue. This exercise is an opportunity to discuss and present multiple options and possible solutions.
- ▶ Issue identification is not as valuable as suggestions and recommended actions that could improve response and preparedness efforts. Problem-solving efforts should be the focus.
- ▶ The situation updates, written material, and resources serve as the basis for discussion. There are no situational injects.
- ▶ During the exercise, you may need some specific information to assist you in making a decision. The appendices to this SitMan contain additional information you may use in your discussion. As you participate, draw on your experience and knowledge of how local, State, and Federal agencies work together in an emergency response situation

# Assumptions and Artificialities

- ▶ The scenario is plausible, and events occur as they are presented.
- ▶ There is no hidden agenda, and there are no trick questions.
- ▶ All players receive information at the same time.
- ▶ Nome's City Manager and Parks and Recreation Director are unavailable for this event.



# Memo

To: Tom Moran – City Manager  
From: Joy L. Baker – Port Director *JLB*  
CC: Mayor & Nome Common Council  
Nome Port Commission  
Date: 8/5/2016  
Re: Port & Harbor Report/Projects Update –August 2016

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

## **Administrative:**

Port staff remained very busy in July with cargo, fuel and ship traffic at the Causeway pushing dock occupancy at 92% for the month, compared to 75% for June. Shore-side staging continues to congest the Causeway as well as the uplands at the harbor loading ramps, but has so far been manageable. Between foreign cabling ships and fuel tankers, there is constant demand for facility security (per USCG regs), as well as header crews for the fuel transfers. This periodically strains Port and Public Works staff, but with a temporary port employee covering most nightshifts, the impact to both departments' regular daytime duties is being adequately managed.

Docking permits for the home-ported harbor fleet total 105 to date for 2016, but when combined with transient sailing vessels, regional fishing tenders transiting Nome on daily permits, research boats, as well as landing crafts, and tug/barge traffic, it proves for a very full and busy inner harbor. Additionally, invoiced activity for July shows the F17 budget achieving 20% of forecasted revenue – a good average for first month.

## **Causeway:**

Arctic Deep Draft Port Study: Communication with the USACE Alaska District and Headquarters continues on the ADDP Study rescoping. With the end of the 12 month Pause approaching in late October 2016, the Alaska District and Headquarter personnel are discussing plans for a meeting of the Project Vertical Team sometime in Sept/Oct 2016 to render a decision on the path forward. Through discussions last week with Senators Murkowski and Sullivan, and the week prior with Congressman Young, as well as ongoing follow up with their staff, the City will continue to encourage the USACE's use of existing WRDA language as a mechanism for moving forward with the project.

Middle Dock: The post-construction dredging survey has confirmed the controlling depth of -22.5' MLLW was obtained by the project subcontractor, and final dredge as-builts are being drafted. EDA grant administrators

were in town on July 19, 2016 to inspect the project and meet with City personnel to discuss additional project components that we eligible for expending the balance of the grant. The project schedule will essentially be extended to October 1, 2016 to allow for the ramp extension and inspection, with a final accounting of the project provided at closeout.

West Gold Dock: *Gravel staging at the West Gold Dock for the Hooper Bay export continues, with barge turns every 3-4 days and rotating through Sept/Oct 2016. The operation uses a large portion of the dock uplands, but ongoing coordination with the contractor is keeping operational impacts to a minimum.*

USACE O&M Dredging – the annual maintenance dredging has been completed for the 2016 season, with the post-dredge survey showing all of the shoaling in the outer harbor removed, as well as a portion of the east sump to the extent of available funds. Additional material will be removed from the sump next season, while the contractor is in town clearing the harbor entrance channel.

#### **Inner Harbor:**

Snake River Floats Phase II & Travel Lift: *This project remains in the planning/development phase for discussion. Although a funding source has not yet been identified, efforts continue to seek an appropriate mechanism or partner to develop this highly needed project. If use of GO grant funds is approved by the Council, dredging of additional material from the Snake River area is anticipated to be part of the development of Thornbush Subdivision Tract A as a means to gain additional anchorage depth as well as utilize the spoils as a base layer for the west side of Tract A. The work will combine winter excavation and clean up suction dredging in 2017.*

Garco Building Upgrade: *Staff looking into affordable ways to make improvements to this unit with new siding/roofing with insulated panels. EEIS ROM estimate was over \$500K, which exceeds budgetary limits at this time; therefore, we continue to evaluate options to reduce costs. Potential EDA grant opportunity for this project, once current EDA grant is closed.*

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#### **Port Industrial Pad:**

##### Port Pad Development:

If use of remaining GO Bond grant funding is approved by the Council, development of Thornbush Subdivision Tract A will be performed in 2017 through a combination of material from additional dredging in the Snake River and specified fill material through competitive procurement. River dredging methodology will consist of both winter excavation of spoils and dry fill material to maximize use of grant funds. Once approved by Council, a scope of work will be finalized with dredging/fill plans, and incorporated into a bid package for release in the September/October timeframe.

Port Road Improvements: *Periodic teleconferences with the ADOT planning team continue to occur to discuss progress on the scope of work/design based on the City's priorities for this project. Construction is scheduled for FY2018, based on STIP funding. We have requested the State provide an updated cost-share agreement and timeline for the design work.*

Snake River Bridge Stage II - Jafet Drive Lighting Improvements: *As most have noticed, this ADOT project has been completed with the guard rails pulled back for easier truck maneuvering, as well as increased visibility of oncoming traffic. Additional lighting was installed and will be effective in improving safety along the bridge and approaches during the dark winter months.*

West Nome Tank Farm (WNTF): The USAF is completing their final report to EPA, USACE and ADEC to reflect the environmental work done to meet federal/state requirements. The City should receive notice at some point during the latter part of 2017 to begin negotiating with the USAF on an interim lease that will facilitate final transfer of the property.

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**External Facilities:**

Seawall Erosion Repair: *Orion completed the Seawall Project in early June, both ahead of schedule and 3% under budget. The post-construction survey results have been received by the engineers, and as-built drawings are in verification. This will provide a base line for monitoring the structure for the future. The as-builts and final survey will be provided to the USACE for the historical record.*

Cape Nome:

The Cape Nome Jetty Repair revised bid package was released on 7/1/16 with bid opening scheduled for 3:00 pm on 8/4/16. We are hoping to receive multiple competitive bids, which will be evaluated and the recommended award submitted to FEMA for concurrence. We anticipate rock procurement to commence within a few weeks of project award, with placement occurring in 2017.

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

## PORT/HARBOR PROJECTS STATUS

PROJECTS				ESTIMATED	FUNDING	
TYPE	NAME	SCOPE	STATUS	SCHEDULE	SOURCE	Estimate
<b>ONGOING CONSTRUCTION (FUNDED)</b>						
	CSWY MIDDLE DOCK	Construct 3rd sheetpile dock on Causeway w/roto ramp	Dock complete - dredging/painting and ramp modification remain	Completion Aug 2016	NSEDC, EDA/SOA Grants	\$8M +/-
	<i>Pending Change Order</i>	Extend concrete ramp to minimize erosion loss during storms	Contractor Pricing Final Design	Completion Aug 2016	SOA Grant	pending
	SEAWALL EROSION REPAIR	Repair seawall from long term storm erosion - replace missing core rock and armor stone	Construction Complete - As-built drawings under verification	Completed July 2016	SOA Grant	\$750K
	SECURITY CAMERA SYSTEM	Install 24 camera security system in Port/Harbor w/desktop stations, server, software and fiber connections	Compiling RFP for equip/software	Completion Sept 2016	FEMA CITY	\$202K \$70K
	CAPE NOME JETTY REPAIR	Repair Jetty from Nov 2011 storm - replace missing core rock and key in armor stone surface layers-remove scattered rock	Round 2 Bids opened 4 Aug 2016 - Low Bid Knik Const. \$4.55M - awaiting FEMA verification/award	Completion Oct 2016	ADHES FEMA	\$2.298M
	HARBOR OFFICE EXPANSION	Addition of existing City project office to north side of harbor building to provide additional office/storage space needed	85% of interior work complete - exterior work in Aug/Sept 2016	Completion Sep 2016	P&H Op Funds	\$10K
	VESSEL SCRAP	Hazmat Cleanup/Demo Cabin/Disposal of 65' tugboat	Costs estimated for cleanup, cabin demo & hauling	City cleanup/demo - contractor haul	P&H Op Funds	ROM \$20K
	THORNBUSH SITE DEVELOP.	Development of 18 acre parcel with approx. 185K CY of fill and 15K CY of surfacing for needed uplands space.	Conducting surveys and compiling bid docs for soliciting Sept 2016	Spring 2017 River Ex: - Summer Site fill	SOA Grant	pending

### PENDING (SECURING FUNDS)

	PORT RD IMPROVEMENTS	Cost-share project w/ADOT to widen, resurface Port Rd w/drainage and safety improvements (sidewalks)	In design phase at SOA	Completion Sept 2016	SOA City	pending

## PORT/HARBOR PROJECTS STATUS

PROJECTS				ESTIMATED	FUNDING	
TYPE	NAME	SCOPE	STATUS	SCHEDULE	SOURCE	Estimate
<b>PROPOSED (IN PLANNING)</b>						
	ARCTIC DEEP DRAFT PORT STUDY & DESIGN	Cost-share project w/USACE for a rescope of the draft Arctic Deep Draft Port Study, followed by the design of the project, once authorized by Congress. Execution of cost-share agreement pending confirmation of state grant funds and USACE rescoping plans.	Awaiting USACE to finalize their transition plan/timeline for rescoping	Rescoping/Design 2016 - 2019	SOA F17 Grant Funds	\$1.6M
	SNAKE RIVER DEVELOPMENT ADDT'L DREDGING	Additional dredging to -8' MLLW along west bank of Snake River, installation of floating docks, shore protection and uplands to reduce congestion in SBH - potential travel lift component	Additional river dredging to occur as part of TBS development	Spring/Summer 2017	SOA Grant	pending
	SNAKE RIVER DEVELOPMENT COM	Rescoping of original design to more economically feasible, reduced scale or phased construction. Re-evaluate shore protection and uplands development	Pursuing reduced scale design to find grant funds for construction.	Unknown	potential grant	Full design ROM @ \$13M
	WNTF SITE DEVELOPMENT	Development of 7 acre parcel to provide additional vessel storage near existing and future launch ramps. USAF installed fence in 2015 and placed cap in 2016	Awaiting ADEC approval of USAF mitigation measures to do interim lease & final conveyance	Anticipated 2017	Unknown	Unknown
	GARCO BUILDING UPGRADE	Demo existing walls/roof, Install new roof/panels, prep interior for insulation install - concrete curb around perimeter	Evaluating source of funds	Unknown	EDA??	ROM \$550K
	OUTER HARBOR DOLPHINS	Design/procure/install large diameter dolphins inside east breakwater in outer harbor for vessel standby.	Evaluating priority before expending design funds	Unknown	Unknown	Unknown
	SHOWER FACILITIES	Design/install shower facilities by SBH floats, extend existing water/sewer from Office & coin-op or credit card mechanism	Evaluating priority and ROM costs - specifically water/sewer charges	Unknown	Unknown	Unknown
	ELECTRICAL SHORE POWER	Design/install electrical outlets near base of street lights, develop suitable mechanism to charge users to access	Evaluating priority and ROM costs - specifically charging mechanism	Unknown	Unknown	Unknown
	SHORE-SIDE FUELING	Work w/terminal fuel operators to develop fueling station in SBH, identify most suitable site and preferential access agrmt	Practical discussions with fuel operators still underway	Unknown	Fuel Co's City	Unknown
	WASTE OIL/BILGE PUMPOUT	Pursue as adjacent operation to terminal operator fueling station - potential cost-share	Part of discussion w/fuel co's. Cost-savings with fueling station	Unknown	Unknown	Unknown

## PORT/HARBOR PROJECTS STATUS

PROJECTS				ESTIMATED	FUNDING	
TYPE	NAME	SCOPE	STATUS	SCHEDULE	SOURCE	Estimate
<b>MAINTENANCE</b>						
	PORT RD OH LINE BURY	Bury overhead lines crossing Port Rd & WNTF entrances to allow for unobstructed vessel/equipment movement	In discussion w/utility companies	Anticipated 2017	P&H Op Funds	Unknown
	CSWY BRIDGE FUEL LINE HANGAR/ROLLER REPAIRS	Replace corroded hangars/rollers - recommend USACE adjust fill behind backwalls located under bridge approaches	Photos taken by Bristol-PND drafting repair summary for 2016 repair work	Winter 2016/17	P&H Op Funds	Unknown
	HYDROTESTS & CP INSPECT - PORT FUEL LINES	Annual maintenance tests/inspection/maintenance on port fuel lines system to meet compliance/ensure integrity	Securing 2016 cost estimates	July/Aug 2016	P&H Op Funds	ROM      \$22K
	LAUNCH RAMP REPAIR	Remove upper concrete planks at harbor launch ramp and fill with grout to fill in voids and increase structure support	Evaluating scope & costs	Anticipated 2016/17	P&H Op Funds	Unknown
	INNER HARBOR SURVEY/DREDGING	There is a periodic need to survey/dredge the SBH and Snake River ramp approaches to ensure control depth maintained	Evaluate pre & post COE 2016 surveys - determine if shoaling	Anticipated 2017	P&H Op funds	Unknown