City Manager
John K. Handeland

Port Director
Joy Baker

Harbormaster
Lucas Stotts

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NOME PORT COMMISSION
REGULAR MEETING AGENDA
THURSDAY, MARCH 21, 2019 @ 7:00 PM
COUNCIL CHAMBERS IN CITY HALL

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- 19-02-26 Regular Meeting

IV. CITIZEN'S COMMENTS

V. COMMUNICATIONS

- 19-02-27 Overview of Tanker Lightering in Western Alaska - Nuka
- 19-02-28 2 Bills Could Advance American Presence in Arctic – Arctic Today
- 19-03-12 US Navy Plans to Send Vessels Through The Arctic – Arctic Today
- 19-03-18 Incidents of National Significance Workshop Flyer - 19 April 2019

VI. HARBORMASTER REPORT

- Update on Planning, Repair & Maintenance

VII. PORT DIRECTOR REPORT/PROJECTS UPDATE

- 19-03-18 Port Director/Projects Status Report
  - Update on Corps Modification Feasibility Study

VIII. OLD BUSINESS

- Port-related planning & development plan updates

IX. NEW BUSINESS

- FY2020 Port & Harbor Operating & Capital Budget Drafts
- NOAA Survey of Nome Offshore Soundings – Anchorage Locations

X. CITIZEN'S COMMENTS

XI. COMMISSIONER COMMENTS

XII. NEXT REGULAR MEETING

- April 18, 2019 - 6:00 pm

XIII. ADJOURNMENT

MINUTES
NOME PORT COMISSION
RESCHEDULED REGULAR MEETING
February 26th, 2019

The Regular Meeting of the Nome Port Commission was called to order at 5:42 pm by Acting Chairman Henderson in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Smithhisler; Henderson; Sheffield; McLarty (left 5:58pm); Lean (arrive 5:54pm)

Absent: Rowe; West; (both excused)

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

In the audience: Emily Hofstaedter, KNOM; Austin Ahmasuk; Mark Johnson

APPROVAL OF AGENDA

Acting Chairman Henderson asked for a motion to approve the agenda

Motion was made by Smithhisler and seconded by McLarty:

At the Roll Call:
Ayes: Henderson, Sheffield, McLarty, Smithhisler
Nays:
Abstain:

The motion **CARRIED.**

APPROVAL OF MINUTES

Jan 17, 2019 Regular Meeting

Motion was made by McLarty, seconded by Sheffield to approve the minutes:

At the Roll Call:
Ayes: Henderson, Sheffield, McLarty, Smithhisler
Nays:
Abstain:

The motion **CARRIED.**

CITIZENS' COMMENTS

Austin Ahmasuk provided personal comments regarding the Council's recent discussion on advertising for vacancies on the Port Commission. He added comments on the history of the Port and Alaska Native's use of the facility back prior to the presence of non-natives, and reminded the Commission of the destruction of an archaeological site during the last major construction project.

(5:54pm Lean joined and assumed role as Chair - 5:58pm McLarty departed to make quorum at NJUB)

COMMUNICATIONS

- 19--12-21 Notice of Public Comment Period for Alaskan Arctic Coast Port Access Route Study – deadline 1 Sept 2019
- 19-01-24 Emergency Response in the Arctic (ERA) Advisory Committee
- 19-02-15 USCG Receives Funding for New Icebreaker – Maritime Executive

Discussion:
Vice-chair Lean asked for comments; PD Baker highlighted the request for comments on the Port Access Route Study that is specific to the Arctic coast this time around. Also, we were glad that UAF reached out to the City to participate in the ERA Committee – with the City choosing to send Harbormaster Stotts to the meeting.

Sheffield asked if the City would be commenting on the PARS-AAC proposed rulemaking – PD Baker replied that the intent of including in the packet is to see if there is any Commission or public interest to comment, but the City has not yet made any decision to comment. The Sept 1 2019 deadline allows sufficient time to determine extent of comments. (PD Baker will share the public notice document with the group.)

Sheffield asked what the intent is from the ERA Advisory meeting – HM Stotts indicated to give real world input on disasters and response drills for putting together an emergency response planning effort.

HARBORMASTER'S REPORT *(Verbal)*
HM Stotts gave a minimal update since he has been spending most of his time moving snow with Public Works. There is coordination ongoing between PD Baker, and staff from the Finance/Clerk's offices on collections and standard accounting tasks.

Discussion:
Smithhisler asked about personnel being in town for monitoring the mining barge in the outer harbor, HM Stotts confirmed 2 guys have been in Nome all winter. There was discussion regarding the frequent storms pushing water to the north and causing the ice to elevate and break free from its shore tie. Further group discussion ensued regarding development and use of the areas along the old channel, south of River St.

PORT DIRECTOR REPORT (Projects Update) (19-02-18 Report)
PD Baker asked if any questions the written report, highlighting that the DC meetings went well in updating interested agencies and delegation folks on the status of the port expansion study, and how that seems to align well with the next Water Resources Development Act (WRDA) scheduled for 2020.

PD Baker provided a little more information on the potential extension of the existing M5 route of the America Marine Highways System that would route along the Arctic coast line. The City is working to engage with Alaska DOT to determine their level of participation in identifying the route, prior to submitting to US DOT Maritime Administration.

PD Baker highlighted a notice for a webinar the following week for NOAA on their Hydrographic Survey Review Panel webinar being held in DC for those that are interested. While in DC, NOAA also mentioned some of their needs that would benefit their time in port at Nome; horizontal camel fenders to use at the Port, discharging waste and shore power.

Arctic Domain Awareness Center will be holding another workshop in Nome in mid to late April 2019, with a follow up meeting in Anchorage in mid-May. More on this as it is available.

Also, gave a brief update on good discussion with Representative Foster while in Juneau, who is thrilled with the progress on the study and looks forward to additional updates. He offered his assistance as we move forward, and interested on our coordination with ADOT on the port expansion study.

Update on Corps Modification Feasibility Study:
PD Baker informed the group that the scheduled TSP meeting (to choose a design plan) scheduled for this same meeting date, had been postponed at the last minute by a couple of weeks. Once this meeting occurs, more information will be made available on the results of this milestone and the path forward. This

TSP selection actually triggers a 60-day window for the Corps to have the draft report on the street and into their agency headquarters for comment.

S. 3740 SEAL Act (proposed federal legislation):
PD Baker briefly shared some details on this proposed legislation regarding establishing this organization in a similar pattern to the St. Lawrence Seaway, with the budget funded as fees donated from vessel operators. More to come on this as the legislation is refined...

OLD BUSINESS
None

NEW BUSINESS
Draft port-related updates to the Nome Comp Plan (coordinate joint work session w/Planning Commission)

Discussion:
Commissioners agreed that they should have input on the port-related matters being identified in the 2020 Comprehensive Plan so there is alignment with the Port's strategic development plan update. A decision was made to invite the Planning Commission to a work session at the 21 March 2019 meeting.

CITIZENS' COMMENTS
None

COMMISSIONERS' COMMENTS
C. Sheffield – latest satellite imagery, shows the only sea ice in the region is south of St. Lawrence. I don't see that we'll be able to recover from this. Also contacted by a guy with the National Park Service, regarding the jaw that was found during the dredging, just need to know who to forward that too. There was discussion at last night's Council meeting regarding the discharge of firearms – she's wondering if there was any context to that? PD Baker said it was just in relation to the agenda statement on the tariff revision, essentially passing that issue to the Council for their evaluation and decision-making.

C. Henderson – Kudos to the Public Works trying to move snow – they're doing a great job dealing with it.

C. Smithhisler - None

C. Lean – I've been watching the ice south of the Bering Strait, and waiting for the wind to switch and the shore-fast ice to break off since there's no back pressure. I'm part of the upcoming Anthropology Conference, to host ice-fishing for the visitors.

SCHEDULE OF NEXT MEETING
The next meeting is SCHEDULED for March 21, 2019

ADJOURNMENT
Motion was made by Smithhisler and seconded by Henderson for adjournment – 7:01 PM.

APPROVED and **SIGNED** this 21st day of March 2019.

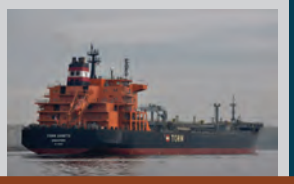
Jim West, Chairman

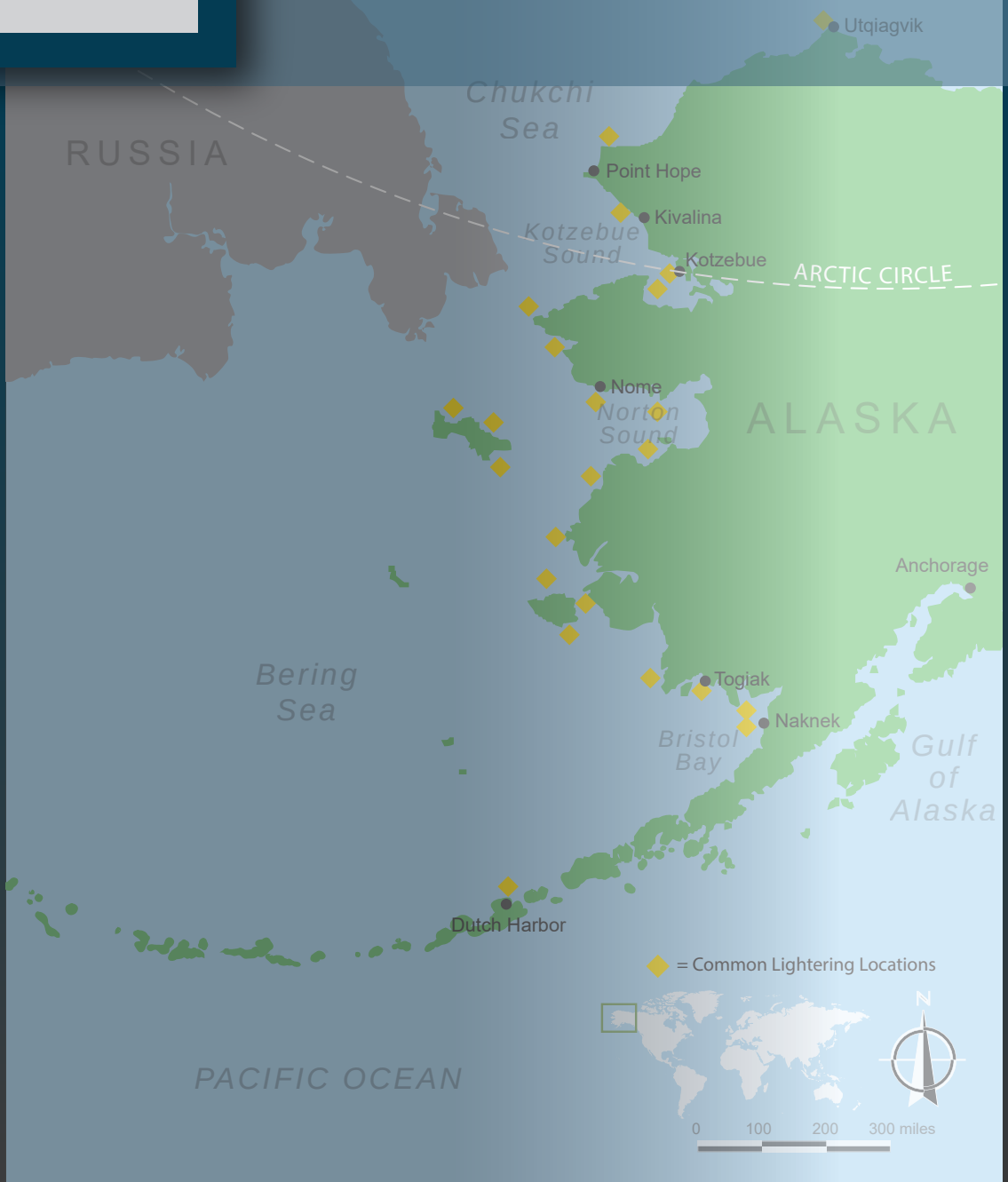
ATTEST:

Joy Baker, Port Director

OVERVIEW of Tanker Lightering in ARCTIC ALASKA

FEBRUARY 27, 2019





AUTHORS

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ACKNOWLEDGEMENTS

Nuka Research appreciates the information and comments provided by the following individuals:

David Arzt, Alaska Marine Pilots

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Steven Gabelein and Buddy Custard, Alaska Maritime Prevention and Response Network

Geoff Merrell, Alaska Department of Environmental Conservation

Dan Nutt, Kirby Offshore Marine, LLC

Leslie Pearson, Pearson Consulting, LLC

We have not attributed all comments at the request of those interviewed. Some interviewees preferred to provide information on background only without being identified. The fact that someone provided information does not indicate their endorsement of the report contents overall, nor the recommendations included in the report.

The companies chartering the tankers in Arctic Alaska that are the focus of this report all have a demonstrated commitment and track record for safe maritime operations and are delivering a vital service to communities and industry in the region. Nothing in this report is intended to imply otherwise. Recommendations proposed for consideration here are intended to enhance that level of safety for the protection of the marine environment and those who depend on it.

This report was funded by the Gordon and Betty Moore Foundation.

Photo used on cover, this page, title page, and back cover: The Torm Agnete is an example of a 600-foot long tanker that has delivered fuel to Arctic Alaska. It has a cargo capacity of 367,000 bbl. This size tanker commonly lighters outside state waters. (Photo by Marcel Coster; used with permission.)

OVERVIEW of Tanker Lightering in ARCTIC ALASKA

FEBRUARY 27, 2019

EXECUTIVE SUMMARY

Ocean Conservancy contracted Nuka Research to provide an overview of tanker lightering activity in Arctic Alaska and applicable regulations. This report also discusses risk mitigation measures applied in other parts of the country and recommends some which may be fruitful for consideration in Arctic Alaska. This report provides an introduction to these topics and does not constitute any type of risk assessment.

The most common means of delivering fuel to Arctic Alaska communities and local industry is via the sea. Most ports in the region are too small or shallow to take even a small tanker, and some communities have no port at all but are served by barges that navigate up rivers to land on shore. Deliveries can only happen during the ice-free months, which vary throughout the region but generally mean that a year's worth of fuel supplies must be provided between the months of May to September. These factors combined with the use of specialized equipment that can only be used for part of the year all contribute to the widely recognized high cost of fuel across the region.

In the past, barges of various sizes provided the bulk of the fuel deliveries, bringing gasoline, jet fuel, diesel, and other non-persistent oil products to Arctic Alaska communities from refineries in Alaska or Washington. Beginning around 2012, the practice began to shift to the use of tankers which bring product from East Asian refineries and may spend weeks or months transferring their much larger cargo off to barges for local deliveries. The tankers are typically foreign-flagged ships with a fuel capacity of around 300,000 bbl, mostly staying outside the 3-nautical mile boundary of state waters. This shift in practice does not mean that a larger volume of fuel is being delivered to the region, just that larger volumes are moved at one time.

Both the tanker operations and the actual transfers – commonly referred to as lightering – are subject to federal regulations and international norms. When they do occur in state waters, which happens in some cases, they are also subject to State of Alaska spill prevention and response planning requirements. When navigating certain waters, the tankers are required to have a state-licensed marine pilot on board. Tanker operators also apply their own maritime experience and knowledge of the region to determine the safest locations for lightering and routes between those locations. While there are some frequently used areas, there is no requirement that lightering be conducted in a particular location.

To date, there have been no recorded spills from lightering operations or the tankers involved. Community members point out that there are cases of observed sheens and oiled wildlife that remain unexplained. This does not necessarily mean that the oil came from fuel delivery operations. There are, however, some potential risk mitigation options that may be considered for application in the region. Drawing from examples in other locations, options for consideration by local mariners and communities relate to the sharing of information, identification of best practices, consideration of the suitability of the response equipment available on-scene during offshore transfers, enhancements to planning, and focused exercises and drills.

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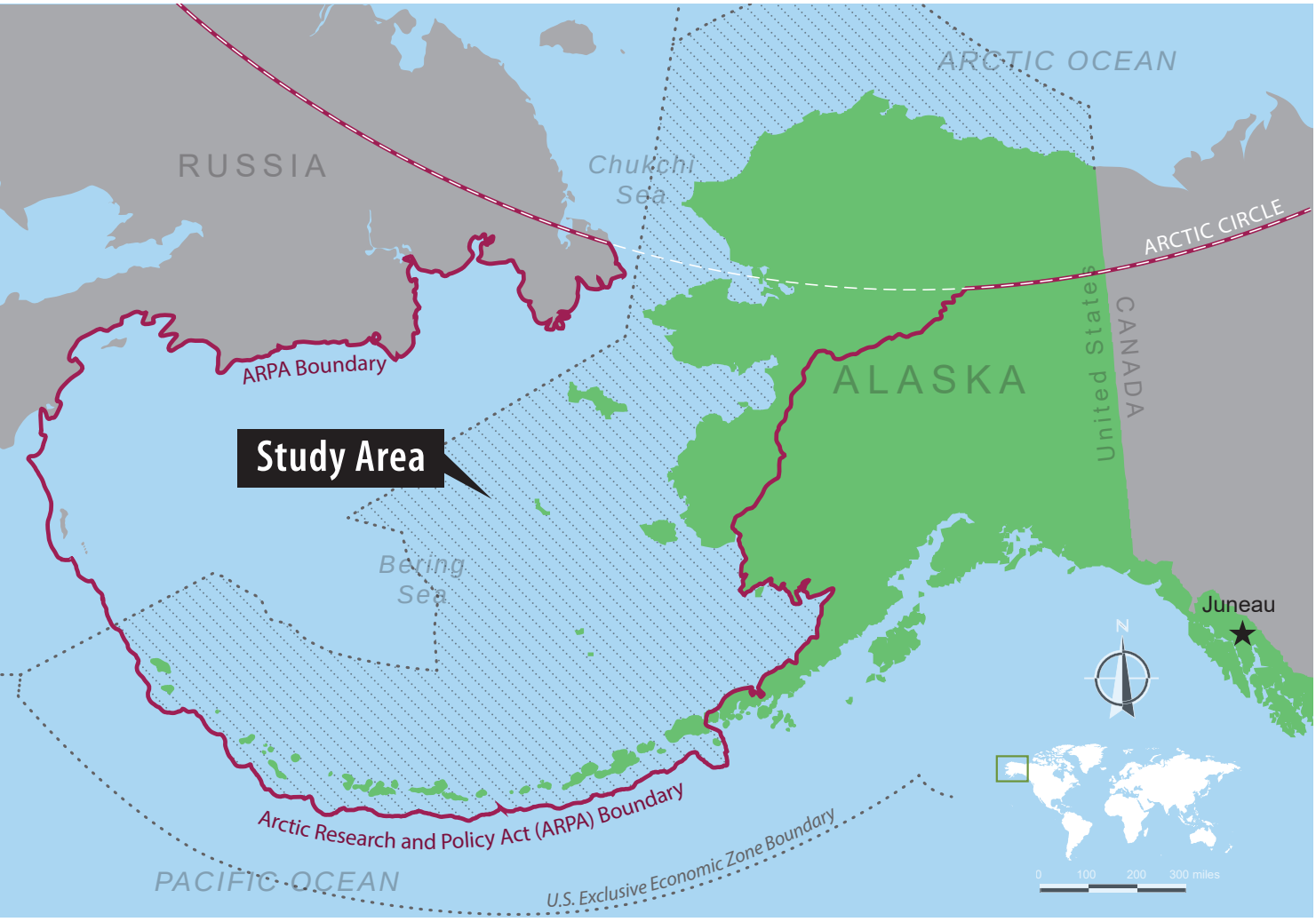


Figure 1. Geographic scope of study based in 1984 Arctic Research and Policy Act definition of "Arctic"

1. INTRODUCTION

Nuka Research and Planning Group, LLC developed this report for Ocean Conservancy to provide a general description of the tanker lightering operations conducted in Arctic Alaska, the applicable state and federal regulations, and risk mitigation procedures applied in Alaska and elsewhere. The report concludes with recommendations for consideration by the parties involved in lightering in Arctic Alaska.

This is a qualitative study that introduces the lay reader to the topics discussed. It is not a quantitative risk assessment of the practice of lightering or movement of tankers through the geographical area of focus.

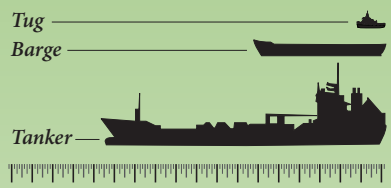
Geographic Scope

This study focuses on the U.S. waters included in the definitions of the "Arctic" defined in the Arctic Research and Policy Act of 1984 and depicted in Figure 1. This includes the U.S. waters in the Arctic Ocean; the Beaufort, Chukchi, and Bering Seas; and the Aleutian Island chain.

With respect to areas used in government oil spill response planning, the study area is within the Arctic and Western Alaska area.

Terminology

Lightering as discussed in this report is the process of transferring petroleum cargo from one vessel to another. Cargo transfers are sometimes used to offload oil from a large tanker to reduce its draft before it approaches a port (as in San Francisco; SF HSC, 2017) – essentially "lightening" or "lightering" the ship. However, in this case, we are focused on the transfer of petroleum cargo from tankers to barges for delivery. As described in Section 2, for larger vessels this process is called "ship to ship transfer" (STS) in regulations, or ship-to-barge (STB), though we found "lightering" to be commonly used for the practice discussed in this report. If a ship has grounded or is otherwise in jeopardy, emergency lightering may be used to minimize the potential release of oil to the environment. While this has been done in Alaska in the past, including the Exxon Valdez in 1989 (NTSB, 1990) and Selendang Ayu in 2005 (Unified Command, 2005), emergency lightering has many different logistics, constraints, and regulations, and is not the type of lightering considered in this study.



The tankers used in Arctic Alaska generally range from around 300 - 600-feet long. Barges vary widely in size depending on where they are designed to travel, but those active in the ocean (as opposed to rivers) are approximately 100-300 feet. However, there are outliers in each category and the largest barges may carry more fuel than the smallest tankers.

2. BACKGROUND ON FUEL DELIVERY IN ARCTIC ALASKA

Fuel is critical to community economies in general and in particular to the ability of people to meet their most basic needs as they fuel vehicles, snow machines, or boats, skiffs, and other watercraft for hunting, fishing, and other subsistence activities, along with heating and electricity generation for homes, businesses, schools, hospitals, and other community facilities. Fuel delivery by air is rare as it is prohibitively expensive, so almost all the fuel used in Western Alaska communities and industrial activities is delivered by vessel. Since sea ice prevents vessel traffic throughout the winter in most areas, all the fuel needed for the year is purchased and delivered in the ice-free season, roughly from May – October, though delivery timing varies as the sea ice retreats in the spring and returns in fall.

The high cost of fuel in Western Alaska communities is widely recognized (Bradner, 2012; Dodman, 2016). The price communities pay for fuel may depend in part on the price at the time the fuel is purchased, since it is bought in bulk a few times during the season and then distributed to storage facilities around the region (Bradner, 2012), though many communities opt for pricing tied to NYMEX or another commodity exchange. Thus, communities will be locked into higher prices when the cost is up at the time their fuel delivery is purchased, or lower prices if the opposite is true. Actual prices also vary significantly depending on the type of fuel, retailer, local taxes and subsidies, and logistics involved. As an example, average heating fuel prices have fluctuated from four to seven dollars per gallon in Western Alaska between 2005-2016, though there is considerable variation across communities as well (DCCED, 2016). Approximately 20-50% of the price comes from the cost of transport.

Fuel delivery by vessels has been standard in Arctic Alaska for years, done primarily with a network of tugs and barges of different sizes, some of which are designed to navigate up rivers and sometimes even land on beaches or river banks to make their deliveries (Pavellas, 2016). (Small tankers can go into the Ports of Nome and Dutch Harbor.) The combination of having fairly specialized assets combined with the fact that many of them are unable to be used for nearly half the year further contributes to the high transportation costs (Bradner, 2012). Delays in delivery due to weather or river/tide conditions are common, and safe navigation often relies heavily on the extensive local knowledge of the mariners involved due to the lack of recent hydrographic charting in many areas (Anderson, 2015).

In the past, most of the fuel sold in Arctic Alaska was loaded on barges from refineries in Alaska or Washington. Once in Arctic Alaska, fuel cargo would then be lightered to smaller barges as needed to reach remote communities (Bradner, 2012). However, since around 2012, both the source of the fuel and the method of delivery to the region have shifted. Today, fuel delivery companies serving Arctic Alaska charter tankers to bring fuel to the region from East Asian refineries, primarily in China, Japan, and South Korea. (While the companies typically own the tugs and barges, they do not actually own the tankers but will hire a tanker – with its master and crew – on a spot charter or time charter

basis.[1]) Once in the region, the tankers lighter to barges – sometimes to larger barges that then lighter to smaller barges – and conduct deliveries to communities as dictated by that community's location and associated logistics.

This shift from a strictly tug/barge-based system to using larger tankers has been driven by a variety of factors, including:

- **Source of the fuel:** One operator indicated that shifts in refining in both Alaska and Washington meant that the fuel products in demand in Western Alaska were no longer available.
- **Use of foreign-flagged tankers:** A foreign-flagged tanker costs tens of thousands of dollars less per day than a U.S.-flagged one, which would be required under the Jones Act if fuel was being delivered from another U.S. port.
- **Economy of scale created by bringing a larger delivery to the region:** The use of tankers also compensates for the lack of on-land storage capacity in the region – the ships can essentially serve as floating storage for the ice-free season.

The use of tankers changed how fuel is delivered to the region and means that larger volumes of fuel may be transported in one place at one time. It does not, however, represent an overall change in the volume of fuel transported over water. That quantity is determined by market demand in Alaskan communities.[2] At the same time that this transition has unfolded, there are still deliveries by barge only, as with the August 2018 delivery of fuel to the Prudhoe Bay oil fields by barge. This was covered in the press as the first marine fuel delivery in decades to the oil field operations, driven by an interest in reducing tank truck rollovers and lack of highway access due to road washouts (DeMarban, 2018).

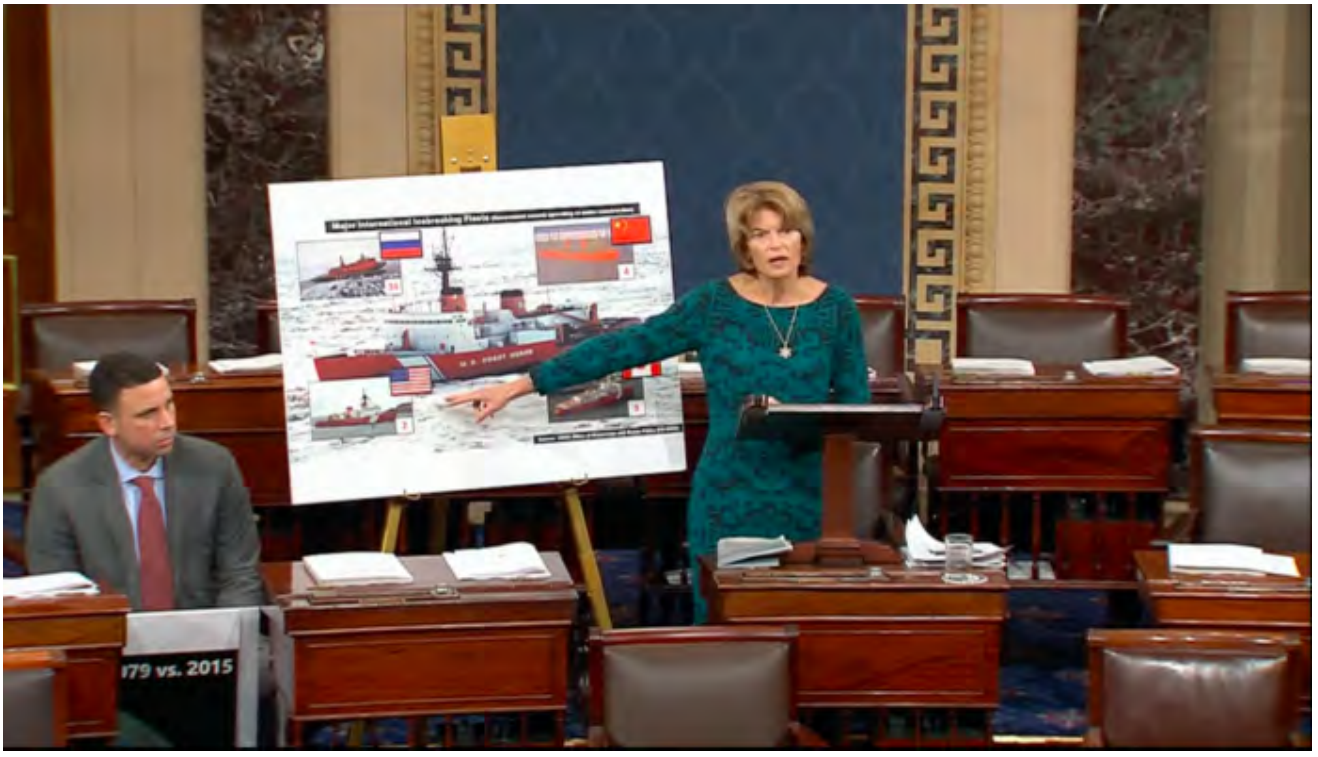
1 Spot charters carry cargo from port to port. They differ from time charters, which are longer-term arrangements where a vessel or fleet of vessels is hired for regular service.

2 Shell also used a tanker for fuel storage in the Chukchi Sea during its exploration program there. The tanker offloaded fuel to barges for delivery (Shell Gulf of Mexico, Inc., 2013).

Two U.S. bills could advance American presence in the Arctic

The Arctic Policy Act and the SEAL Act would help develop U.S. Arctic strategies, especially around shipping.

By **Melody Schreiber** - February 28, 2019



Sen. Lisa Murkowski introduces two bills to the U.S. Senate on Arctic strategies. (Courtesy Sen. Lisa Murkowski via YouTube)

A pair of bills due to be introduced in Congress later this year could help strengthen the United States' role in the Arctic, say backers.

The two bills — the Arctic Policy Act (APA) and the Shipping and Environmental Arctic Leadership Act (SEAL Act) — were both introduced late last year, but saw little movement before the session ended.

Alaska Sen. Murkowski, a Republican, plans to reintroduce them this spring.

Addressing the Alaska State Legislature on February 19, Murkowski framed both pieces of legislation as ways to shore up resources for Alaska and to compete on an increasingly international stage.

The two bills, she said, would work to "reinvigorate America's approach to the Arctic, bringing Indigenous voices to Arctic policy, and also to counterbalance Russia's increasing dominance over Arctic shipping."

"We can't forget about the people of the Arctic. We can't forget about the people who live there," she said. The legislation would, "most importantly and notably," provide funding for personnel to create a working Arctic policy for the country.

The first step toward building a stronger American presence in the Arctic, Murkowski said, is fully funding polar security cutters, also known as icebreakers. After that, building infrastructure in the Arctic would be key.

"Most critical for that is the development of a deepwater port in the Bering Sea," she said. "It can serve many, many uses. It can support the Navy, the Coast Guard, NOAA's research mission. It will support search and rescue activities that may be necessitated by increasing commercial vessel traffic in the Arctic."

Taken together, the two bills suggest the Arctic is growing in significance in Washington. While that focus tends to linger on security concerns, the Arctic is also seeing a rise in construction, tourism, natural resource extraction, shipping and community development, Murkowski pointed out when she introduced the legislation late last year: "The race to protect America's strategic interests in the Arctic demands attention on more than just defense."

The Arctic Policy Act

The APA bill would put into law the Arctic Executive Steering Committee, which was originally created by an Obama-era executive order. Although the order has not been rescinded, the Trump administration has left the committee dormant for the past two years.

John Farrell, executive director of the U.S. Arctic Research Commission who served on the committee, said, "We were working on shipping, energy issues, science issues, diplomacy, Coast Guard — you name it. And it really was, in my opinion, a quite effective way to bring coordination on Arctic issues to the forefront."

The bill would not only codify the committee, it would also transfer its chairmanship to the Department of Homeland Security, rather than the White House.

"That way, it's not based on each administration," Farrell said. "There would be long-term responsibility for this regardless of who is president. And it would be in law, so it couldn't easily be rescinded or eliminated, unless the law was changed."

Murkowski called the committee "the central coordinating body for Arctic issues" in the U.S. government. It would create a strategic plan and coordinate it across government agencies, she

In addition, the APA bill would also establish an Arctic Advisory Committee with members representing Alaska's eight Arctic regions (Arctic Slope, North West Arctic, Norton Sound, Interior, Yukon-Kuskokwim, Bristol Bay, the Aleutian Islands, and the Pribilof Islands). It would also establish regional tribal advisory groups, starting with the Bering Sea Regional Tribal Advisory Group, which was created by an Obama executive order but rescinded by the Trump administration. And it would add two Indigenous commissioners to the U.S. Arctic Research Commission.

Indigenous communities in Alaska have an advanced knowledge of the Arctic and deserve a seat at the table, Murkowski said in December. "In the Arctic, we've got an opportunity to show the world here how to integrate Indigenous knowledge and voices into policy and science."

The Shipping and Environmental Arctic Leadership Act (SEAL Act)

The SEAL Act, sometimes called "Uber for icebreakers," would move to begin developing a safe, secure and reliable Arctic seaway, Murkowski said, and it would "further ensure the Arctic becomes a place of international cooperation, rather than competition or conflict."

The idea draws from the example of the St. Lawrence Seaway Development Corporation, which stretches from the Great Lakes to the Atlantic Ocean. A vessel might cross the U.S.-Canadian border a dozen times, but if it encounters trouble at any point, there's a single international organization upon which to call.

Similarly, this act would establish an Arctic seaway development corporation that would collect a voluntary fee — as much as $500,000 — from each vessel traversing the U.S. Arctic. Those who pay the fee would receive maritime support, such as icebreaker assistance if they hit a rough spot. Those icebreakers would come from the U.S. Coast Guard and private U.S. fleets, as well as from other nations.

"When you can figure out a quicker way to get from Asia to Europe, when you can shave off days, when you can use less fuel — you are saving money," Murkowski said in December when she introduced the bill. "From a trade perspective, this is hugely significant."

An increase in Arctic shipping will lead to increased demands for support services — such as icebreaker support, harbors of refuge, ice forecasting, oil spill response, and support from a response tug if a vessel loses power or steerage — but those services cost money.

Take icebreakers, for instance. The U.S. icebreaker fleet contains only one medium polar-class vessel working in the Arctic, with one heavy icebreaker working in Antarctica and another recently funded for [illegible]. The United States' ability to provide icebreaking services or conduct search and

The U.S. Arctic Seaway Infrastructure Development Corporation that would be established by the SEAL Act would use the voluntary funds it collects to pay, for instance, for a rented icebreaker from Canada or Finland — hence the "Uber for icebreakers" moniker.

The funds would also support the construction of a system of deepwater ports in the U.S. Arctic in order to provide services for ships traveling through the region.

"Port infrastructure will also benefit rural Arctic communities and bring down costs for delivering fuel, groceries, and other necessities, which in my state at this time are just extraordinarily high," Murkowski said.

Many of the ideas in the SEAL Act have been championed in the past by Mead Treadwell, former lieutenant governor of Alaska, former chair of the Arctic Circle's Mission Council on Shipping and Ports and co-chair of the Polar Institute at the Woodrow Wilson Center.

"We want to make sure the shipping is done safely," he said. "This is a mechanism to help get there."

"We've written the rules," he continued, referring to the International Maritime Organization's Polar Code. But "we haven't figured out a way to get the resources there."

If the Arctic were to see 5 to 10 percent of the traffic currently moving through the Suez Canal, he said, that would mean an additional 900 to 1,800 vessels in Arctic waters every year. And if big ships cost, say, $100,000 to operate each day they are at sea, cutting their journey down by two weeks would mean a savings of $1.4 million — making the $500,000 fee economically feasible, he said — "provided the service is reliable."

"Because nobody owns the Arctic," he said, "it's really incumbent on us to set out an organizational effort that can bring enough money in to pay for the infrastructure to make the ocean safe."

While Treadwell wants this legislation to "change the impression of the United States in the Arctic," he argued that the U.S. isn't going to claim it can control the region, "like the Russians have in the Northern Sea Route."

"The idea here is to make sure that the Arctic is not the province of any one nation," he said.

Yet some Arctic observers have questioned whether the United States would be violating international laws by collecting fees to help vessels traverse the ocean.

U.S. waters "will be an issue for sure."

"Generally speaking, vessels do not have to pay money simply to transit ocean spaces," he told ArcticToday. "And the U.S. is among the biggest champions of freedom of navigation like that."

However, he said, there are exceptions to those rules, particularly for boats coming into ports.

"Those will be among the issues that will have to be examined carefully if the bill is going to pass," he said.

Although making the fee voluntary may avoid violating those international laws, he said, "you might wonder who would actually pay it."

Ensuring icebreaker support would be useful, he said. "But the United States is one of the richest countries in the world, if not the richest. It should be building its icebreakers anyway for its own purposes."

"Maybe this dynamic can be made to work," he said. "We don't know yet, do we?"

However, he said, preparing for expected increases in shipping in the Bering Strait region and the Arctic generally is a good idea, and some aspects of the bill would better position the United States to deal with those changes.

"I'm glad at least some people in Congress are focused on this, because there certainly will be an increase in shipping in the years to come," Balton added. "And we are not, as a country, well-prepared to deal with that."

US Navy plans to send surface vessels through the Arctic

The move comes in response to increased Russian activity in the region.

By **Malte Humpert, High North News** - March 12, 2019

Royal Norwegian Navy Skjold-class Corvettes HNOMS Storm and HNMOS Skudd ride alongside the U.S. Navy aircraft carrier USS Harry S. Truman during flight operations supporting Exercise Trident Juncture 2018 off the coast of Vestfjordern, Norway October 24, 2018. The exercise marked the first time in three decades a U.S. Navy surface ship sailed north of the Arctic Circle. But the Navy is beginning to pay more attention to the region, with plans for future sailings. (Mass Communication Specialist 2nd Class Thomas Gooley / U.S. Navy handout via Reuters)

The United States Navy is drawing up plans to send multiple surface vessels through the Arctic Ocean this summer, signaling a potential change in U.S. policy to more effectively counter and possibly contain Russia's influence in the region.

In a number of statements as recently as last week U.S. military leaders discussed a change of the country's policy and approach towards the Arctic region. In front of the Senate Armed Services Committee General Curtis Scaparrotti, commander of the US European Command, explained that the effect of climate change is altering the Navy's calculations.

"Now the Northern Sea Route is open more often, and there is a resource and commercial interest in it. […] This creates competition." Scaparrotti went on to explain that U.S. forces have updated their plans, including deployment of military forces and operational trends in order to provide containment. "We send a signal that the Arctic is important to us," he added.

[Russia sets out stringent new rules for foreign ships on the Northern Sea Route]

This sentiment was echoed by Navy Secretary Richard V. Spencer who explained that the rapid opening of the Arctic Ocean to shipping traffic requires the Navy's presence in the region. "As an example, this summer, the [chief of naval operations] and I have talked about having some ships make the transit in the Arctic." Spencer confirmed that the planned voyage would be a freedom of navigation exercise, but would not confirm if this would involve a voyage along or near Russia's Northern Sea Route.

US reacts to Russian activities

The Navy's plans may signal the beginning of a policy change and stronger efforts to assert U.S. interests in the region. "A U.S. Navy demonstration of the capability to operate in Arctic conditions is long overdue. The U.S. has been nearly alone among world powers in ignoring the Arctic. It is time to assert American rights in the far north," explains Andrew Holland, COO of the American Security Project, a non-partisan think tank based in Washington, D.C.

While the Navy has operated subsurface vessels, i.e. submarines, as well as patrol aircraft, in the Arctic since at least the 1960s, it has not regularly ventured above the Arctic Circle with surface vessels. In fact, in October 2018 the aircraft carrier Harry S. Truman and its strike group became the first surface vessels in nearly 30 years to travel into the Arctic when they participated in operation "Trident Juncture" off the coast of Norway.

The United States' plans to reassert itself in the Arctic come as a direct result of Russian activity in the region explains Scaparrotti. "Russia reopened ten of their airports there. […] They now have radar systems up. They've begun to move, on periodic times, different weapons systems up there for control of the area. So, those are all things that I have to bring into my planning. Russia is increasing its qualitative advantage in Arctic operations, and its military bases will serve to reinforce Russia's position."

Russia restricts access to Northern Sea Route

Russian officials did not respond to requests by HNN for comment, nor has Russia made any public statements responding to the U.S. Navy's plans. However, Russia has developed strongly-worded

week. The new policy asserts Russia's control over the route and stipulates new rules for any foreign naval vessel entering the route. These rules come on the heels of the French Navy Loire-class offshore support and assistance vessel Rhône traveled across Russia's NSR in September 2018 — the first military vessel by a NATO state to do so.

Under the new rules Russia requires notification of any voyage at least 45 days in advance and demands a host of information on the vessel and its route. In addition, it requires vessels to take on a Russian ice pilot for the duration of the trip, a stipulation foreign military vessels would likely not abide by.

Freedom of navigation in the Arctic

These new Russian requirements stand in contrast to the U.S. policy of enforcing freedom of navigation and the concept of "innocent passage" outside of territorial waters, as it does routinely e.g. in the South China Sea.

Growing U.S. Navy activity in the region on one hand, and Russia's assertions of its interests holds the potential for discord between the two countries. "If the U.S. Navy sends a fleet through the Northern Sea Route, it would be tremendously provocative, even if it stayed outside of territorial waters the whole time. At the same time, the fleet would be on solid legal grounds under the U.N. Law of the Sea," explains Holland.

While the U.S. may soon begin to challenge Russia's primacy in the Arctic, the risk for military conflict in the region remains low, at least in the near-term, confirms Scaparrotti.

Questions about U.S. capacity remain

Even with a change in rhetoric on the part of U.S. military officials calling for greater Arctic engagement, the United States' capabilities in the Arctic will continue to lag behind Russia's.

The last U.S. Navy vessel designed with a system to prevent the buildup of ice on the ship's superstructure, the Ticonderoga-class cruisers, were conceived in the 1970s. Newer Navy vessels do not have ice capabilities such as ice-hardened hulls.

This stands in stark contrast to Russian capacity in the region, including the country's Northern Fleet based out of Murmansk, several dozen traditional and nuclear-powered icebreakers, and the expansion and reactivation of a number of military and air bases across its northern territories.

Even without ice, the rough waters of the Arctic Ocean present a challenge to smaller escort vessels

smaller vessels faced more ice buildup and struggled with high waves. In fact, during a voyage from Iceland to Norway in October 2018, a smaller dock landing ship traveling with a larger amphibious assault ship, sustained damage in heavy seas and had to return to port.

ARCTIC DOMAIN AWARENESS CENTER
A DEPARTMENT OF HOMELAND SECURITY CENTER OF EXCELLENCE

Sandia National Laboratories

University of Alaska's Arctic Domain Awareness Center (and in partnership with Sandia National Labs)
Spring 2019 Arctic Related Incidents National Significance Workshop (Arctic-IoNS)

Arctic IoNS 2019 Workshop Planning Collaborators (including the advance consulting workshop in Nome)

Arctic IoNS 2019 Alaskan Native and Rural Arctic Consultation Workshop

18-19 Apr 2019, University of Alaska NW Campus, Nome.

Theme: "Stressing the system…managing a Complex Arctic crisis" An Arctic "operator driven, but research-focused" workshop consultation.

Registration: (Free), opens on 22 March 2019: @arcticdomainawarenesscenter.org
Next Planners Call: 9 AM Alaskan/1 PM Eastern, 29 March 2019 via:
https://meet.alaska.edu/rakee/7QDU539P
Dial-in Number: +1 (907) 786-6755 or +1 (844) 368-7867
Conference ID: 60250

Memo

To: John K. Handeland – Interim City Manager

From: Joy L. Baker – Port Director JLB

CC: Mayor & Common Council; Nome Port Commission

Date: 3/18/2019

Re: Port & Harbor Report/Projects Update – March 2019

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

Administrative:

The F19 Port Operating Budget at 28 February shows 66.9% revenue – with 39.5% expended. Fiscal year 2020 budget preparation is ongoing with some anticipated equipment repairs and scheduled maintenance, along with the purchasing of standard supplies. We anticipate seasonal staffing to remain consistent with F19 as crew-sharing with Public Works and Building Maintenance remains effective. Administrative efforts continue to in seeking funds for development, with possible award from EDA in pending status as we respond to requests for additional information, along with legislative coordination on priorities, and long-range development planning with the Commission.

The Port Commission will be holding a Joint Work Session with the Nome Planning Commission on Thursday, 21 March, 2019 at 5:30 pm in Chambers to discuss long-term planning and development. The intent is for the two groups to share ideas regarding onshore development, to ensure there is alignment within the updated 2020 Nome Comprehensive Plan and 2019 Port Strategic Plan.

The Arctic Domain Awareness Center (ADAC), managed through the University of Alaska, will be holding two workshops focused on managing a complex Arctic crisis. The advance workshop will be held in Nome on 19 April, 2019, with the main workshop scheduled at the University of Alaska in Anchorage on 20-22 May 2019.

Causeway:

<u>Arctic Deep Draft Port – Modification Feasibility Study (MFS):</u>

The Corps Project Delivery Team's held the Tentatively Selected Plan (TSP) milestone meeting on 8 March 2019, with the following results (please see attached drawings):

- District slated Alternative 8b as the best path forward based on analysis of combined authorities
- After a long discussion, Headquarters suggested that a plan be presented for each of 3 authorities
    - National Economic Determination (NED plan) – anticipated to be Alternative 8b @ -30'
    - Remote & Subsistence Harbors (RSH plan) – anticipated to be Alternative 4a @ -40'
    - National Security (NS plan) – anticipated to be 8b @ -40'
- Discussions continue between District/HQ on the process for determining a single selection on the combined authorities based on policy guidance interpretations (no precedent for combining these)

- Bottom line – the official TSP plan selection has not been determined as of the date of this report.
- Public/agency comment period of draft report anticipated to begin 8 May 2019 – 45 days
- Ship Simulations are scheduled for 2-12 April 2019 in Vicksburg, MS. Two Alaska Marine Pilots are contracted to attend, along with two Commissioners and the Port Director. This study element is critical to the ultimate navigability of the design layout and will determine specific tug assist needs.

Harbor:

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

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

Concrete Launch Ramp Replacement Project:

EDA submitted a request for additional information on 20 Feb, 2019, followed by a call for clarifications held on 5 Mar 2019. We await official word on the funding award, but remain hopeful that we will be successful.

Snake River Moorage & Vessel Haulout Facility:

A decision was made not to submit under the INFRA (Infrastructure for Rebuilding America) program, as the cost share match was nearly 40% for the non-federal sponsor. Initial work was accomplished with Rural Alaska First, so those efforts are on hold pending release of federal notice of the next BUILD or TIGER funding round.

Port Industrial Pad:

West Nome Tank Farm (Property Conveyance):

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

Port Road Improvements Project (ADOT):

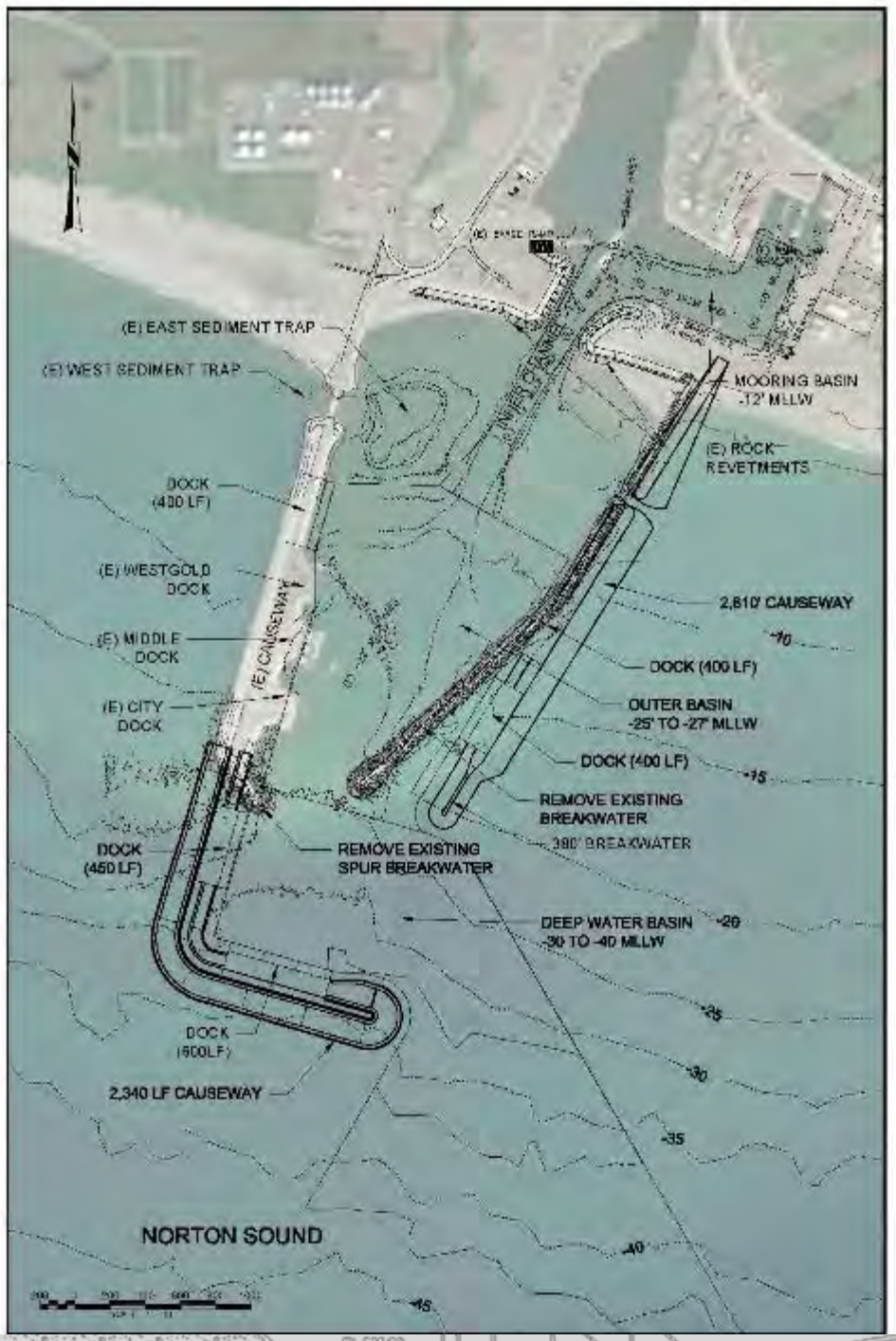
An update was received that ADOT is awaiting their share of FWHA funds to continue moving forward wit4h this project. Once received, Notice to Proceed will be given to PDC engineers for the next phase work to finalize ROW and property easements/access. City staff will be providing assistance to PDC on existing ROW permits, utilities and property owner coordination as needed. Construction is still anticipated for 2021.

External Facilities:

Cape Nome:

We received an update that personnel have returned to their regular project tasks. Therefore the official closeout process for the Cape Nome Jetty Repair project has resumed. We anticipate final docs within a few months.

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



ALT. 4A

2 harbors

- Outer (-28 ft MLLW)
- Deep (-30 to -40 ft MLLW)

L-shape W. Causeway - 2,340 ft

Repositioning/conversion of E. breakwater into a causeway

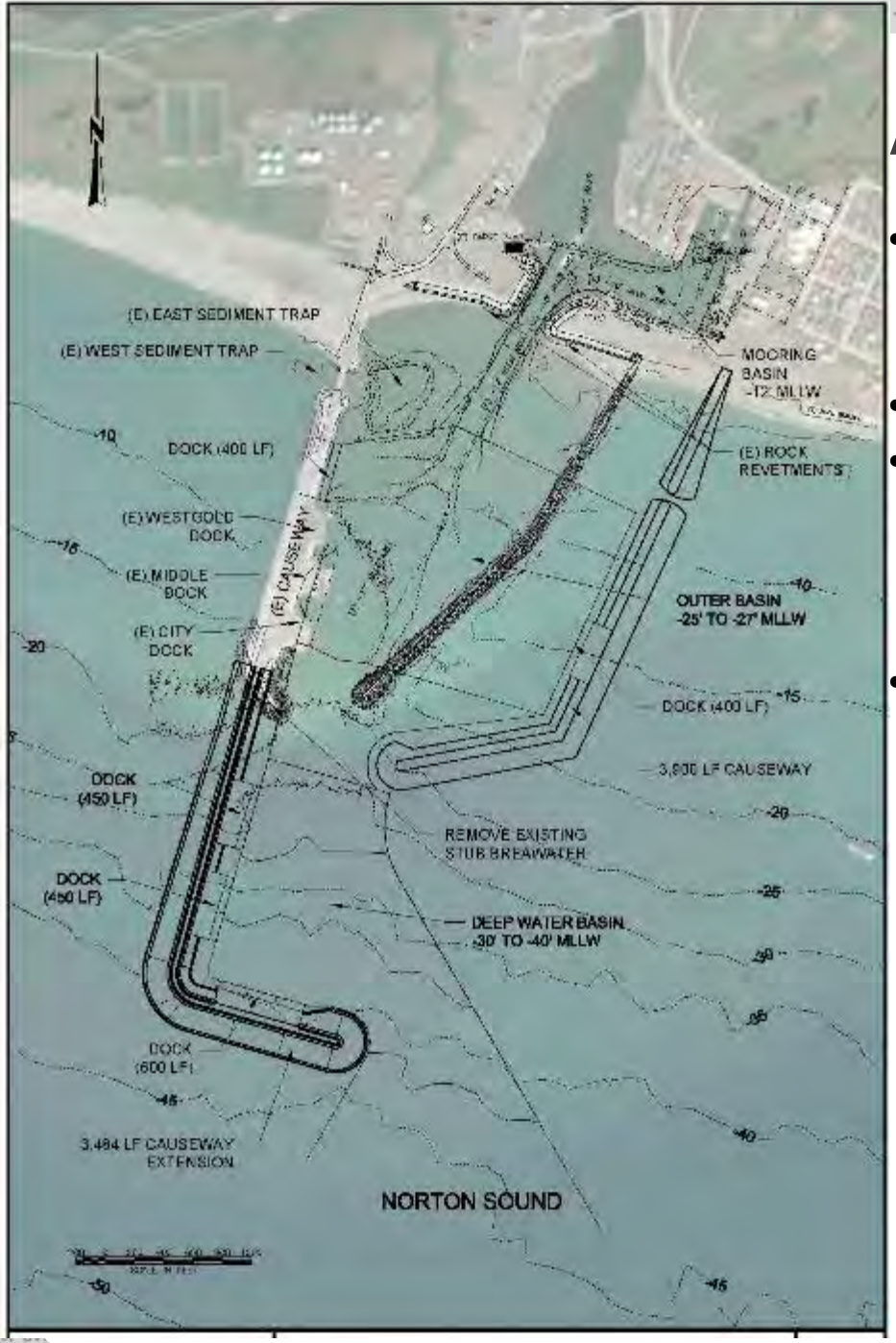
- Separate industrial/pedestrian traffic
- Widen harbor entrance

Add 5 docks:

- 2 deep water basin
- 2 e. causeway
- 1 shallow w. causeway

US Army Corps of Engineers

U.S.ARMY



ALT. 8A

- 2 harbors
  - Outer (-28 ft MLLW)
  - Deep (-30 to -40 ft MLLW)
- L-shape W. Causeway – 3,937 ft
- Reposition/conversion of E. breakwater into a causeway
  - Separate industrial/pedestrian traffic
  - Wider inner harbor basin
- Add 5 docks:
  - 3 deep water basin
  - 1 e. causeway
  - 1 shallow w. causeway

ALT. 8B

- L-shape W. Causeway – 3,844 ft

US Army Corps of Engineers

U.S.ARMY

CITY OF NOME
PORT OF NOME FUND

Account Number	Account Title	6/30/2015 2014 - 2015 Actual	6/30/2016 2015 - 2016 Actual	6/30/2017 2016 - 2017 Actual	6/30/2018 2017 - 2018 Actual	7/1/2018 2018 - 2019 Approved Budget	1/31/2019 2018 - 2019 YTD Actual	2018 - 2019 Amended Budget	PROJECTED 2019 - 2020 Budget Request	COMPLETE THE YELLOW HIGHLIGHTED CELLS Justification for Budget Request
	REVENUE									
	CAUSEWAY FACILITY									
80.3111.2001	Causeway Dockage	$ 53,062.17	$ 77,186.37	$ 98,972.01	$ 88,376.97	$ 90,000.00	$ 57,098.55	$ 90,000.00	$ 85,000.00	
80.3111.2002	Causeway Wharfage - Dry	$ 194,665.30	$ 184,158.44	$ 145,585.26	$ 192,255.43	$ 155,000.00	$ 126,296.08	$ 155,000.00	$ 160,000.00	
80.3111.2003	Causeway Wharfage - Fuel	$ 231,292.12	$ 229,185.90	$ 254,556.24	$ 273,780.75	$ 280,000.00	$ 213,273.74	$ 280,000.00	$ 275,000.00	
80.3111.2004	Causeway Wharfage - Gravel	$ 55,670.26	$ 75,200.89	$ 228,490.67	$ 76,835.26	$ 65,000.00	$ 61,693.51	$ 80,000.00	$ 80,000.00	
80.3111.2005	Causeway Storage Rental	$ 20,618.73	$ 9,966.72	$ 15,340.58	$ 9,816.00	$ 10,000.00	$ 2,478.72	$ 10,000.00	$ 10,000.00	
80.3111.2006	Causeway Utility Sales	$ 11,807.22	$ 13,920.87	$ 42,946.18	$ 23,762.52	$ 30,000.00	$ 12,478.34	$ 30,000.00	$ 25,000.00	
80.3111.2007	Causeway Misc Term Revenue	$ 34,381.46	$ 52,560.43	$ 238,089.53	$ 71,157.40	$ 65,000.00	$ 42,057.50	$ 65,000.00	$ 50,000.00	
80.3111.2008	Leases, Rentals, Land, Bldgs	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3111.2009	Sale of Property & Assets	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
	TOTAL - CAUSEWAY FACILITY	**$ 601,497.26**	**$ 642,179.62**	**$ 1,023,980.47**	**$ 735,984.33**	**$ 695,000.00**	**$ 515,376.44**	**$ 710,000.00**	**$ 685,000.00**	
	HARBOR FACILITY									
80.3211.1001	Harbor Seasonal Dock Permit	$ 133,967.29	$ 119,162.92	$ 109,446.54	$ 125,371.39	$ 120,000.00	$ 75,036.04	$ 120,000.00	$ 115,000.00	
80.3211.2001	Harbor Dockage	$ 42,879.34	$ 49,316.88	$ 63,496.72	$ 85,784.70	$ 85,000.00	$ 41,669.81	$ 85,000.00	$ 70,000.00	
80.3211.2002	Harbor Wharfage - Dry	$ 82,583.58	$ 68,084.40	$ 87,364.76	$ 95,989.07	$ 85,000.00	$ 67,250.47	$ 95,000.00	$ 90,000.00	
80.3211.2003	Harbor Wharfage - Fuel	$ 88,355.16	$ 30,120.34	$ 66,630.54	$ 91,110.21	$ 60,000.00	$ 35,805.93	$ 60,000.00	$ 60,000.00	
80.3211.2004	Harbor Wharfage - Gravel	$ 14,396.47	$ 754.80	$ 13,261.82	$ 34,937.20	$ 30,000.00	$ 1,519.80	$ 30,000.00	$ 25,000.00	
80.3211.2005	Harbor Storage Rental	$ 13,273.74	$ 36,148.12	$ 34,216.78	$ 33,282.67	$ 35,000.00	$ 22,421.18	$ 35,000.00	$ 35,000.00	
80.3211.2006	Harbor Utility Sales	$ 4,726.01	$ 6,366.99	$ 6,944.10	$ 8,070.74	$ 8,000.00	$ 3,879.38	$ 8,000.00	$ 8,000.00	
80.3211.2007	Harbor Misc Term Revenue	$ 3,040.45	$ 2,255.63	$ 1,401.08	$ 1,820.00	$ 3,000.00	$ -	$ 3,000.00	$ 3,000.00	
80.3211.2008	Leases, Rentals, Land, Bldgs	$ 80,405.39	$ 101,151.08	$ 79,110.49	$ 44,499.77	$ 45,000.00	$ 35,311.56	$ 45,000.00	$ 45,000.00	
80.3211.2009	Sale of Property & Assets	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
	TOTAL - HARBOR FACILITY	**$ 463,627.43**	**$ 413,361.16**	**$ 461,872.83**	**$ 520,865.75**	**$ 471,000.00**	**$ 282,894.17**	**$ 481,000.00**	**$ 451,000.00**	
	CAPE NOME FACILITY									
80.3311.2001	Quarry Dockage	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2002	Quarry Wharfage - Dry	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2003	Quarry Wharfage - Fuel	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2004	Quarry Wharfage - Gravel	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2005	Quarry Storage Rental	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2007	Quarry Misc Term Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.3311.2008	Leases, Rentals, Land, Bldgs	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
	TOTAL - CAPE NOME	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
	INDUSTRIAL PARK FACILITY									
80.3411.2005	Industrial Park Storage Rental	$ 193,570.26	$ 181,875.53	$ 197,426.68	$ 239,736.83	$ 245,000.00	$ 257,247.87	$ 270,000.00	$ 270,000.00	
80.3411.2008	Leases, Rentals, Land, Bldgs	$ 164,066.77	$ 136,574.10	$ 159,092.85	$ 160,120.61	$ 150,000.00	$ 146,675.10	$ 210,000.00	$ 200,000.00	
80.3411.2009	Sale of Property & Assets	$ -	$ -	$ -	$ -		$ -	$ -		
	TOTAL - INDUSTRIAL PARK FACILITY	**$ 357,637.03**	**$ 318,449.63**	**$ 356,519.53**	**$ 399,857.44**	**$ 395,000.00**	**$ 403,922.97**	**$ 480,000.00**	**$ 470,000.00**	
	OTHER REVENUE									
80.3511.0001	Copies, Fax, Publications	$ 2.00	$ 10.00	$ 4.00	$ 327.75	$ 150.00	$ 902.00	$ 1,000.00	$ 1,000.00	
80.3511.0002	Banking / NSF Check Fee	$ 105.00	$ 35.00	$ 16.01	$ -	$ 50.00	$ 35.00	$ 50.00		
80.3511.0003	Credit Card Service Fees	$ -	$ -	$ 0.30	$ 0.46	$ 5.00	$ -	$ 5.00		
80.3511.0004	Resale-Hats,Charts,Spills,Appl	$ 3,827.10	$ 5,661.50	$ 2,107.53	$ 2,801.20	$ 2,500.00	$ 901.22	$ 2,500.00	$ 1,500.00	
80.3511.0005	Other Port Revenue	$ 39,681.50	$ 83,488.64	$ 26,253.38	$ 3,298.17	$ 15,000.00	$ 4,003.78	$ 15,000.00	$ 15,000.00	
	TOTAL OTHER REVENUE	**$ 43,615.60**	**$ 89,195.14**	**$ 28,381.22**	**$ 6,427.58**	**$ 17,705.00**	**$ 5,842.00**	**$ 18,555.00**	**$ 17,500.00**	
	INTEREST EARNINGS									
80.3611.2001	Interest Earnings Port Op	$ 5,137.08	$ 5,255.55	$ 4,961.23	$ 6,347.79	$ 4,500.00	$ 3,457.23	$ 4,500.00		
80.3611.2002	Interest Earnings Causeway	$ 2,173.85	$ 616.64	$ 1,859.72	$ 1,255.66	$ 2,000.00	$ 1,666.94	$ 2,000.00		
80.3611.2003	Investment Earnings	$ -	$ 11,253.89	$ 14,331.17	$ 22,870.38	$ 10,000.00	$ 4,349.27	$ 10,000.00		
	TOTAL INTEREST EARNINGS	**$ 7,310.93**	**$ 17,126.08**	**$ 21,152.12**	**$ 30,473.83**	**$ 16,500.00**	**$ 9,473.44**	**$ 16,500.00**	**$ -**	
	CONTRIBUTIONS/OTHER									
80.3711.0001	StAK Employer On-Behalf PERS	$ 157,214.39	$ 28,730.33	$ 13,133.18	$ 12,355.91	$ 25,000.00	$ -	$ 13,000.00		
80.3711.0002	Other Contributions	$ -	$ -	$ 25,000.00	$ 84,587.95	$ -	$ -	$ -		
	TOTAL CONTRIBUTIONS/OTHER	**$ 157,214.39**	**$ 28,730.33**	**$ 38,133.18**	**$ 96,943.86**	**$ 25,000.00**	**$ -**	**$ 13,000.00**	**$ -**	
	TOTAL - PORT OF NOME OPERATING REVENUE	**$ 1,630,902.64**	**$ 1,509,041.96**	**$ 1,930,039.35**	**$ 1,790,552.79**	**$ 1,620,205.00**	**$ 1,217,509.02**	**$ 1,719,055.00**	**$ 1,623,500.00**	

2016-2017 YTD Actual data is updated as of January 19, 2017 and is subject to change.

CITY OF NOME
PORT OF NOME FUND

Account Number	Account Title	6/30/2015 2014 - 2015 Actual	6/30/2016 2015 - 2016 Actual	6/30/2017 2016 - 2017 Actual	6/30/2018 2017 - 2018 Actual	7/1/2018 2018 - 2019 Approved Budget	1/31/2019 2018 - 2019 YTD Actual	2018 - 2019 Amended Budget	PROJECTED 2019 - 2020 Budget Request	COMPLETE THE YELLOW HIGHLIGHTED CELLS Justification for Budget Request
	EXPENDITURE									
	CAUSEWAY FACILITY									
80.6111.1101	Salaries - Causeway Maint	$ 2,058.39	$ 2,218.90	$ 3,508.00	$ 3,038.13	$ 3,500.00	$ 636.19	$ 3,500.00	$ 3,500.00	
80.6111.1102	Salaries - Causeway Operations	$ 9,753.01	$ 7,730.97	$ 12,818.05	$ 12,515.56	$ 11,958.00	$ 10,796.38	$ 11,958.00	$ 11,958.00	
80.6111.1103	Salaries - Causeway Admin	$ 57,332.49	$ 87,326.17	$ 34,247.21	$ 68,484.96	$ 37,296.00	$ (17.50)	$ 37,296.00	$ 37,296.00	
80.6111.1411	Accrued Personal Leave - Cswy	$ 13,920.05	$ 14,217.97	$ 3,120.30	$ 15,245.28	$ 5,625.00	$ -	$ 5,625.00	$ 5,625.00	
80.6111.1421	Health Insurance - Cswy	$ 24,225.12	$ 30,810.78	$ 13,709.06	$ 28,903.61	$ 13,108.00	$ 3,033.35	$ 13,108.00	$ 13,108.00	
80.6111.1431	Life Insurance - Cswy	$ 32.00	$ 30.32	$ 134.58	$ 32.54	$ 198.00	$ 16.69	$ 198.00	$ 198.00	
80.6111.1441	FICA/Medicare - Cswy	$ 5,389.56	$ 8,970.79	$ 5,254.89	$ 6,448.27	$ 4,191.00	$ 952.54	$ 4,191.00	$ 4,191.00	
80.6111.1451	ESC - Causeway	$ 318.79	$ 247.38	$ 395.46	$ 368.61	$ 400.00	$ -	$ 400.00	$ 400.00	
80.6111.1461	PERS - Cswy	$ 47,775.55	$ 30,589.02	$ 49,068.50	$ 20,846.94	$ 11,520.00	$ 2,715.96	$ 11,520.00	$ 11,520.00	
80.6111.1471	Workers' Comp Ins - Cswy	$ 1,294.21	$ 1,675.45	$ 1,462.97	$ 1,844.06	$ 1,908.00	$ -	$ 1,908.00	$ 1,908.00	
80.6111.1481	Amortized Inflows/Outflows	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Personnel Expenses	**$ 162,099.17**	**$ 183,817.75**	**$ 123,719.02**	**$ 157,727.96**	**$ 89,704.00**	**$ 18,133.61**	**$ 89,704.00**	**$ 89,704.00**	
80.6111.1520	Vehicle/Boat Insurance	$ -	$ -	$ -	$ -	$ 499.00	$ 498.50	$ 498.50	$ 498.50	
80.6111.1530	Property/Building Insurance	$ 26,382.50	$ 26,427.50	$ 28,437.50	$ 28,700.00	$ 29,570.00	$ 28,025.00	$ 28,025.00	$ 28,025.00	
80.6111.1804	Prof Svcs - Arctic Deep Draft	$ 9,191.58	$ 3,829.85	$ -	$ -	$ -	$ -	$ -	$ -	
80.6111.1810	Audit/Accounting	$ -	$ 16,768.40	$ 17,635.86	$ 15,766.05	$ 15,750.00	$ 9,198.37	$ 15,750.00	$ 15,750.00	
80.6111.1820	Engineering/Architectural Svcs	$ 80,985.92	$ 4,500.46	$ 6,639.50	$ 6,135.00	$ 50,000.00	$ -	$ 50,000.00	$ 50,000.00	
80.6111.1830	Legal Services	$ -	$ -	$ 1,750.00	$ -	$ 1,500.00	$ -	$ 1,500.00	$ 2,000.00	
80.6111.1840	Survey/Appraisal Services	$ -	$ 3,427.50	$ -	$ -	$ 3,000.00	$ -	$ 3,000.00	$ 2,500.00	
80.6111.1870	Other Professional/Contract Sv	$ -	$ 45,975.78	$ 6,250.00	$ 200.00	$ 15,000.00	$ -	$ 15,000.00	$ 25,000.00	
80.6111.2010	Communications	$ 530.70	$ 1,040.97	$ 827.67	$ -	$ 500.00	$ -	$ 500.00	$ 500.00	
80.6111.2012	Computer Network/Hardware/Soft	$ -	$ -	$ -	$ -	$ 500.00	$ -	$ 500.00	$ 500.00	
80.6111.2040	Uniform/Clothing	$ -	$ 6.00	$ 50.01	$ 13.14	$ 50.00	$ -	$ 50.00	$ 100.00	
80.6111.2071	Operating & Repair Supplies	$ 3,598.94	$ 927.53	$ 1,092.93	$ 3,039.78	$ 1,500.00	$ 15.00	$ 1,500.00	$ 1,520.00	
80.6111.4010	Gas & Oil Supplies	$ -	$ 110.62	$ 283.20	$ 260.09	$ 500.00	$ 107.09	$ 500.00	$ 500.00	
80.6111.4020	Vehicle/Boat/Eq Parts & Supply	$ 577.31	$ 268.12	$ 204.98	$ 373.16	$ 500.00	$ 93.42	$ 500.00	$ 300.00	
80.6111.4030	Vehicle/Boat/Eq Maintenance	$ 741.04	$ 256.15	$ 957.44	$ 196.00	$ 3,000.00	$ -	$ 3,000.00	$ 2,500.00	
80.6111.4040	Vehicle/Boat Regis & Permits	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.6111.4050	Small Tools & Equipment	$ -	$ 7,300.69	$ 1,219.81	$ 1,036.55	$ 1,500.00	$ -	$ 1,500.00	$ 1,500.00	
80.6111.4060	Tools & Eq Repair & Maint	$ 4.57	$ -	$ 78.50	$ -	$ 1,000.00	$ -	$ 1,000.00	$ 2,000.00	repair/replace HML light $1500)
80.6111.4080	Road Maintenance Materials	$ 2,634.95	$ 11,695.89	$ 744.03	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 7,500.00	Water Trailer Improvements/upgrades
80.6111.4090	Docks & Foundations	$ 14,544.18	$ 22,783.58	$ -	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 10,000.00	
80.6111.4100	Fuel Lines Maintenance	$ 26,227.99	$ 18,461.28	$ 17,931.20	$ 2,977.00	$ 10,000.00	$ 8,338.73	$ 10,000.00	$ 12,000.00	
	Subtotal - Operating Expenses	**$ 174,311.48**	**$ 167,610.25**	**$ 84,102.63**	**$ 58,696.77**	**$ 144,369.00**	**$ 46,276.11**	**$ 142,823.50**	**$ 162,693.50**	
80.6111.7005	Building Maintenance Contracts	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
80.6111.7010	Bldg Maint Materials & Supply	$ 82.65	$ 490.57	$ 1,289.02	$ 202.27	$ 500.00	$ 1,018.90	$ 1,200.00	$ 1,200.00	
80.6111.7011	Janitorial Services & Supplies	$ -	$ -	$ 11.63	$ 38.49	$ 250.00	$ -	$ 100.00	$ 250.00	
80.6111.7021	Utilities - Electric	$ 1,097.37	$ 1,918.55	$ 2,415.65	$ 2,041.48	$ 3,300.00	$ 1,091.33	$ 3,300.00	$ 3,300.00	
80.6111.7022	Utilities - Water	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6111.7023	Utilities - Sewer	$ 2,850.00	$ 1,610.00	$ 1,000.00	$ 1,250.00	$ 1,500.00	$ 750.00	$ 1,500.00	$ 1,500.00	
80.6111.7024	Utilities - Garbage	$ 3,003.14	$ 1,671.78	$ 4,513.14	$ 5,987.14	$ 5,500.00	$ 4,726.36	$ 5,500.00	$ 5,500.00	
80.6111.7025	Utilities - Heat	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6111.7026	Utilities - Resale	$ 1,838.43	$ 2,640.84	$ 9,545.63	$ 7,277.74	$ 9,500.00	$ -	$ 9,500.00	$ 4,000.00	
	Subtotal - Building Maintenance Expenses	**$ 8,871.59**	**$ 8,331.74**	**$ 18,775.07**	**$ 16,797.12**	**$ 20,550.00**	**$ 7,586.59**	**$ 21,100.00**	**$ 15,750.00**	
80.6111.7510	Debt Interest Payment	$ 164,063.55	$ 159,524.23	$ 154,799.26	$ 149,883.01	$ 146,500.00	$ 22,467.27	$ 146,500.00	$ 146,500.00	
80.6111.7550	Bad Debt	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
	Subtotal - Other Expenses	**$ 164,063.55**	**$ 159,524.23**	**$ 154,799.26**	**$ 149,883.01**	**$ 146,500.00**	**$ 22,467.27**	**$ 146,500.00**	**$ 146,500.00**	
80.6111.8030	Machinery & Equipment	$ 3,375.50	$ -	$ -	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 5,000.00	
	Subtotal - Capital Outlay	**$ 3,375.50**	**$ -**	**$ -**	**$ -**	**$ 5,000.00**	**$ -**	**$ 5,000.00**	**$ 5,000.00**	
	TOTAL - CAUSEWAY	**$ 512,721.29**	**$ 519,283.97**	**$ 381,395.98**	**$ 383,104.86**	**$ 406,123.00**	**$ 94,463.58**	**$ 405,127.50**	**$ 419,647.50**	

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CITY OF NOME
PORT OF NOME FUND

Account Number	Account Title	6/30/2015 2014 - 2015 Actual	6/30/2016 2015 - 2016 Actual	6/30/2017 2016 - 2017 Actual	6/30/2018 2017 - 2018 Actual	7/1/2018 2018 - 2019 Approved Budget	1/31/2019 2018 - 2019 YTD Actual	2018 - 2019 Amended Budget	PROJECTED 2019 - 2020 Budget Request	COMPLETE THE YELLOW HIGHLIGHTED CELLS Justification for Budget Request
	HARBOR FACILITY									
80.6211.1101	Salaries - Harbor	$ 4,789.11	$ 3,261.14	$ 4,985.51	$ 2,979.00	$ 9,566.00	$ 1,354.18	$ 9,566.00	$ 9,566.00	
80.6211.1411	Accrued Personal Lv - Harbor	$ 1,388.47	$ 2,129.03	$ 2,785.22	$ 980.20	$ 988.00	$ -	$ 988.00	$ 988.00	
80.6211.1421	Health Insurance - Harbor	$ 3,772.48	$ 2,847.93	$ 4,336.95	$ 1,646.69	$ 3,023.00	$ 1,374.46	$ 3,023.00	$ 3,023.00	
80.6211.1431	Life Insurance - Harbor	$ 22.64	$ 11.59	$ 21.34	$ 14.99	$ 23.00	$ 19.52	$ 23.00	$ 23.00	
80.6211.1441	FICA/Medicare - Harbor	$ 558.07	$ 868.02	$ 1,043.35	$ 413.32	$ 983.00	$ 422.01	$ 983.00	$ 983.00	
80.6211.1451	ESC - Harbor	$ 175.98	$ 269.82	$ 352.99	$ 124.22	$ 300.00	$ -	$ 300.00	$ 300.00	
80.6211.1461	PERS - Harbor	$ 4,643.63	$ 2,728.10	$ 10,040.13	$ 1,362.37	$ 2,562.00	$ 1,213.68	$ 2,562.00	$ 2,562.00	
80.6211.1471	Workers' Comp Ins - Harbor	$ 535.87	$ 781.63	$ 3,797.34	$ 436.49	$ 1,128.00	$ -	$ 1,128.00	$ 1,128.00	
80.6211.1481	Amortized Inflows/Outflows	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Personnel Expenses	**$ 15,886.25**	**$ 12,897.26**	**$ 27,362.83**	**$ 7,957.28**	**$ 18,573.00**	**$ 4,383.85**	**$ 18,573.00**	**$ 18,573.00**	
80.6211.1520	Vehicle/Boat Insurance				$ -	$ 498.00	$ 498.50	$ 498.00	$ 498.00	
80.6211.1530	Property/Building Insurance	$ 16,163.50	$ 16,308.50	$ 20,964.50	$ 20,582.00	$ 21,200.00	$ 20,060.00	$ 20,060.00	$ 20,060.00	
80.6211.1802	Prof Svcs - Barge High Ramp	$ 9,191.80	$ 3,829.92	$ -	$ -	$ -	$ -	$ -	$ -	DELETE
80.6211.1803	Prof Svcs - Snake River	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	DELETE
80.6211.1807	Prof Svcs - Seawall Repairs	$ 7,101.75	$ -	$ -	$ -	$ -	$ -	$ -	$ -	DELETE
80.6211.1820	Engineering/Architectural Svcs	$ 3,236.97	$ 5,900.24	$ 58,861.50	$ 73,863.47	$ 15,000.00	$ 461.25	$ 15,000.00	$ 15,000.00	
80.6211.1870	Other Professional/Contract Sv	$ -	$ -	$ 602.03	$ 25,896.71	$ 10,000.00	$ 2,805.00	$ 10,000.00	$ 15,000.00	
80.6211.2010	Communications	$ 656.50	$ 611.10	$ 283.56	$ -	$ 500.00	$ -	$ 500.00	$ 500.00	
80.6211.2040	Uniform/Clothing	$ -	$ 120.09	$ 125.99	$ -	$ 150.00	$ -	$ 150.00	$ 150.00	
80.6211.2071	Operating & Repair Supplies	$ 7,175.77	$ 6,344.36	$ 2,623.47	$ 7,246.19	$ 5,000.00	$ 15.00	$ 5,000.00	$ 3,000.00	
80.6211.4010	Gas & Oil Supplies	$ -	$ 110.61	$ 283.20	$ 260.11	$ 500.00	$ 107.10	$ 500.00	$ 500.00	
80.6211.4020	Vehicle/Boat/Eq Parts & Supply	$ 577.27	$ 276.54	$ 372.63	$ 86.73	$ 500.00	$ -	$ 500.00	$ 500.00	
80.6211.4030	Vehicle/Boat/Eq Maintenance	$ -	$ 256.15	$ 2,235.55	$ 196.00	$ 2,500.00	$ -	$ 2,500.00	$ 2,500.00	
80.6211.4040	Vehicle/Boat Regis & Permits	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6211.4050	Small Tools & Equipment	$ -	$ 9,040.30	$ 680.94	$ 27,668.16	$ 2,000.00	$ 3,000.00	$ 2,000.00	$ 2,500.00	
80.6211.4080	Road Maintenance Materials	$ 2,372.50	$ 1,117.78	$ -	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 5,000.00	
80.6211.4090	Docks & Foundations	$ 10,762.03	$ 12,195.89	$ -	$ 3,244.75	$ 5,000.00	$ -	$ 5,000.00	$ 7,000.00	zincs on sheetpile ($4K)
80.6211.4100	Fuel Lines Maintenance	$ -	$ 1,809.12	$ -	$ -	$ 1,000.00	$ -	$ 1,000.00	$ 500.00	
	Subtotal - Operating Expenses	**$ 57,238.09**	**$ 57,920.60**	**$ 87,033.37**	**$ 159,044.12**	**$ 68,848.00**	**$ 26,946.85**	**$ 67,708.00**	**$ 72,708.00**	
80.6211.7005	Building Maintenance Contracts	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6211.7010	Bldg Maint Materials & Supply	$ 3,137.09	$ 8,166.80	$ 8,652.55	$ 2,435.56	$ 1,500.00	$ 4,162.58	$ 5,000.00	$ 5,000.00	ensure BM estimates repairs to bathroom (paneling/paint/doors)
80.6211.7011	Janitorial Services & Supplies	$ -	$ -	$ 11.63	$ 104.13	$ 500.00	$ -	$ 100.00	$ 100.00	
80.6211.7021	Utilities - Electric	$ 3,204.81	$ -	$ 4,110.08	$ 4,724.05	$ 6,500.00	$ 2,471.84	$ 6,500.00	$ 6,500.00	
80.6211.7022	Utilities - Water Meter	$ 2,735.36	$ 3,520.43	$ 3,290.09	$ 3,617.33	$ 3,850.00	$ 2,100.56	$ 3,850.00	$ 3,850.00	
80.6211.7023	Utilities - Sewer	$ 1,988.00	$ 3,045.76	$ 3,666.00	$ 3,273.04	$ 4,200.00	$ 2,871.52	$ 4,200.00	$ 4,200.00	
80.6211.7024	Utilities - Garbage	$ 11,356.38	$ 12,533.53	$ 14,755.75	$ 15,143.23	$ 16,500.00	$ 4,095.01	$ 16,500.00	$ 16,500.00	
80.6211.7025	Utilities - Heat	$ 2,541.98	$ 2,010.19	$ 2,565.46	$ 2,274.88	$ 3,800.00	$ 1,165.20	$ 3,800.00	$ 3,800.00	
	Subtotal - Building Maintenance Expenses	**$ 24,963.62**	**$ 29,276.71**	**$ 37,051.56**	**$ 31,572.22**	**$ 36,850.00**	**$ 16,866.71**	**$ 39,950.00**	**$ 39,950.00**	
80.6211.7560	Payment in Lieu of Tax	$ 20,277.60	$ 15,121.15	$ 15,121.15	$ 14,136.50	$ 14,137.00	$ -	$ 14,137.00	$ 15,000.00	
	Subtotal - Other Expenses	**$ 20,277.60**	**$ 15,121.15**	**$ 15,121.15**	**$ 14,136.50**	**$ 14,137.00**	**$ -**	**$ 14,137.00**	**$ 15,000.00**	
80.6211.8010	Land/Buildings	$ -	$ -	$ -	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 5,000.00	
80.6211.8030	Machinery & Equipment	$ 3,375.50	$ -	$ -	$ -	$ 5,000.00	$ 4,000.00	$ 5,000.00	$ 5,000.00	Paint and new containment for used oil tank
	Subtotal - Capital Outlay	**$ 3,375.50**	**$ -**	**$ -**	**$ -**	**$ 10,000.00**	**$ 4,000.00**	**$ 10,000.00**	**$ 10,000.00**	
	TOTAL - HARBOR	**$ 121,741.06**	**$ 115,215.72**	**$ 166,568.91**	**$ 212,710.12**	**$ 148,408.00**	**$ 52,197.41**	**$ 150,368.00**	**$ 156,231.00**	

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CITY OF NOME
PORT OF NOME FUND

Account Number	Account Title	6/30/2015 2014 - 2015 Actual	6/30/2016 2015 - 2016 Actual	6/30/2017 2016 - 2017 Actual	6/30/2018 2017 - 2018 Actual	7/1/2018 2018 - 2019 Approved Budget	1/31/2019 2018 - 2019 YTD Actual	2018 - 2019 Amended Budget	PROJECTED 2019 - 2020 Budget Request	COMPLETE THE YELLOW HIGHLIGHTED CELLS Justification for Budget Request
	CAPE NOME									
80.6311.1101	Salaries - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1411	Accrued Personal Lv -Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1421	Health Insurance - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1431	Life Insurance - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1441	FICA/Medicare - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1451	ESC - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1461	PERS - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6311.1471	Workers' Comp Ins - Cape Nome	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Personnel Expenses	**$ -**	**$ -**	**$ -**		**$ -**	**$ -**	**$ -**	**$ -**	
80.6311.1820	Engineering/Architectural Svcs	$ 43,842.50	$ 11,679.25	$ 206.90	$ -	$ 5,000.00	$ -	$ 2,500.00	$ 2,500.00	
80.6311.1830	Legal Services	$ -	$ 1,417.50	$ 837.50	$ 225.00	$ 1,500.00	$ -	$ 1,500.00	$ 1,000.00	
80.6311.1870	Other Professional/Contract Sv	$ -	$ -	$ -	$ -	$ 2,500.00	$ -	$ 2,000.00	$ 1,500.00	
80.6311.1940	Advertising			$ 344.00		$ -	$ -	$ -		
80.6311.2010	Communications	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Operating Expenses	**$ 43,842.50**	**$ 13,096.75**	**$ 1,388.40**	**$ 225.00**	**$ 9,000.00**	**$ -**	**$ 6,000.00**	**$ 5,000.00**	
80.6311.7520	Depreciation	$ -	$ -	$ -	$ -	$ -	$ -		$ -	
	Subtotal - Other Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
	TOTAL - CAPE NOME	**$ 43,842.50**	**$ 13,096.75**	**$ 1,388.40**	**$ 225.00**	**$ 9,000.00**	**$ -**	**$ 6,000.00**	**$ 5,000.00**	
	INDUSTRIAL PARK									
80.6411.1101	Salaries - Industrial Park	$ 2,205.64	$ 8,698.92	$ 1,237.53	$ -	$ 2,392.00	$ 801.76	$ 2,392.00	$ 2,392.00	
80.6411.1411	Accrued Personal Leave - IP	$ 494.86	$ 1,626.70	$ 231.42	$ -	$ 247.00	$ -	$ 247.00	$ 247.00	
80.6411.1421	Health Insurance - IP	$ 1,044.43	$ 3,006.33	$ 282.15	$ -	$ 756.00	$ -	$ 756.00	$ 756.00	
80.6411.1431	Life Insurance - IP	$ 4.53	$ 12.03	$ -	$ -	$ 6.00	$ -	$ 6.00	$ 6.00	
80.6411.1441	FICA/Medicare - IP	$ 197.89	$ 697.98	$ 94.65	$ -	$ 246.00	$ 61.32	$ 246.00	$ 246.00	
80.6411.1451	ESC - Industrial Park	$ 62.72	$ 206.16	$ 29.33	$ -	$ 100.00	$ -	$ 100.00	$ 100.00	
80.6411.1461	PERS - IP	$ 1,781.02	$ 2,499.29	$ 917.58	$ -	$ 641.00	$ 176.36	$ 641.00	$ 641.00	
80.6411.1471	Workers' Comp Ins - IP	$ 200.59	$ 700.26	$ 109.15	$ -	$ 282.00	$ -	$ 282.00	$ 282.00	
80.6411.1481	Amortized Inflows/Outflows	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Personnel Expenses	**$ 5,991.68**	**$ 17,447.67**	**$ 2,901.81**	**$ -**	**$ 4,670.00**	**$ 1,039.44**	**$ 4,670.00**	**$ 4,670.00**	
80.6411.1530	Property/Building Insurance	$ 597.00	$ 597.00	$ 610.00	$ 610.00	$ 630.00	$ 665.00	$ 665.00	$ 665.00	
80.6411.1820	Engineering/Architectural Svcs	$ 75,545.51	$ 9,151.08	$ -	$ 1,776.25	$ 15,000.00	$ 2,174.00	$ 15,000.00	$ 15,000.00	
80.6411.1830	Legal Services	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6411.1870	Other Professional/Contract Sv	$ -	$ -	$ 2,758.54	$ 15,900.00	$ 10,000.00	$ -	$ 5,000.00	$ 3,000.00	
80.6411.1940	Advertising	$ -	$ -	$ -	$ -	$ 500.00	$ -	$ 500.00	$ 250.00	
80.6411.2071	Operating & Repair Supplies	$ -	$ -	$ 447.70	$ -	$ 500.00	$ 1,116.96	$ 2,000.00	$ 1,500.00	
80.6411.4050	Small Tools & Equipment	$ -	$ 30,935.00	$ 200.00	$ -	$ 500.00	$ 12.08	$ 500.00	$ 500.00	
80.6411.4080	Road Maintenance Materials	$ 17,367.97	$ 27,183.58	$ -	$ -	$ 5,000.00	$ -	$ 5,000.00	$ 5,000.00	
80.6411.4100	Fuel Lines Maintenance	$ 108,539.19	$ 16,556.83	$ 17,931.20	$ 2,977.00	$ 10,000.00	$ 8,338.73	$ 10,000.00	$ 12,000.00	
	Subtotal - Operating Expenses	**$ 202,049.67**	**$ 84,423.49**	**$ 21,947.44**	**$ 21,263.25**	**$ 42,130.00**	**$ 12,306.77**	**$ 38,665.00**	**$ 37,915.00**	
80.6411.7005	Building Maintenance Contracts	$ -	$ 1,595.00	$ -	$ -	$ -	$ -	$ -	$ -	
80.6411.7010	Bldg Maint Materials & Supply	$ 427.28	$ 465.89	$ -	$ -	$ -	$ -	$ -	$ 2,000.00	ensure BM estimates for repairs to bathroom (paneling/paint/doors)
80.6411.7011	Janitorial Services & Supplies	$ -	$ -	$ 11.63	$ 38.48	$ 500.00	$ -	$ 500.00	$ 250.00	
80.6411.7020	Utilities	$ -	$ 1,750.00	$ -	$ -	$ -	$ -	$ -	$ -	
80.6411.7021	Utilities - Electric	$ 2,836.50	$ 3,545.87	$ 3,960.75	$ 3,840.44	$ 4,500.00	$ 1,942.66	$ 4,500.00	$ 4,500.00	
80.6411.7023	Utilities - Sewer	$ -	$ 250.00	$ 1,000.00	$ 1,250.00	$ 1,500.00	$ 750.00	$ 1,500.00	$ 1,500.00	
	Subtotal - Building Maintenance Expenses	**$ 3,263.78**	**$ 7,606.76**	**$ 4,972.38**	**$ 5,128.92**	**$ 6,500.00**	**$ 2,692.66**	**$ 6,500.00**	**$ 8,250.00**	
80.6411.7520	Depreciation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6411.7560	Payment in Lieu of Taxes	$ 16,754.00	$ 18,825.40	$ 17,713.30	$ 41,488.00	$ 41,488.00	$ -	$ 41,488.00	$ 41,488.00	
	Subtotal - Other Expenses	**$ 16,754.00**	**$ 18,825.40**	**$ 17,713.30**	**$ 41,488.00**	**$ 41,488.00**	**$ -**	**$ 41,488.00**	**$ 41,488.00**	
80.6411.8030	Machinery & Equipment	$ -	$ -	$ -	$ -	$ -	$ -		$ 5,000.00	
	Subtotal - Capital Outlay	**$ -**	**$ -**	**$ -**		**$ -**	**$ -**			
	TOTAL - INDUSTRIAL PARK	**$ 228,059.13**	**$ 128,303.32**	**$ 47,534.93**	**$ 67,880.17**	**$ 94,788.00**	**$ 16,038.87**	**$ 91,323.00**	**$ 92,323.00**	

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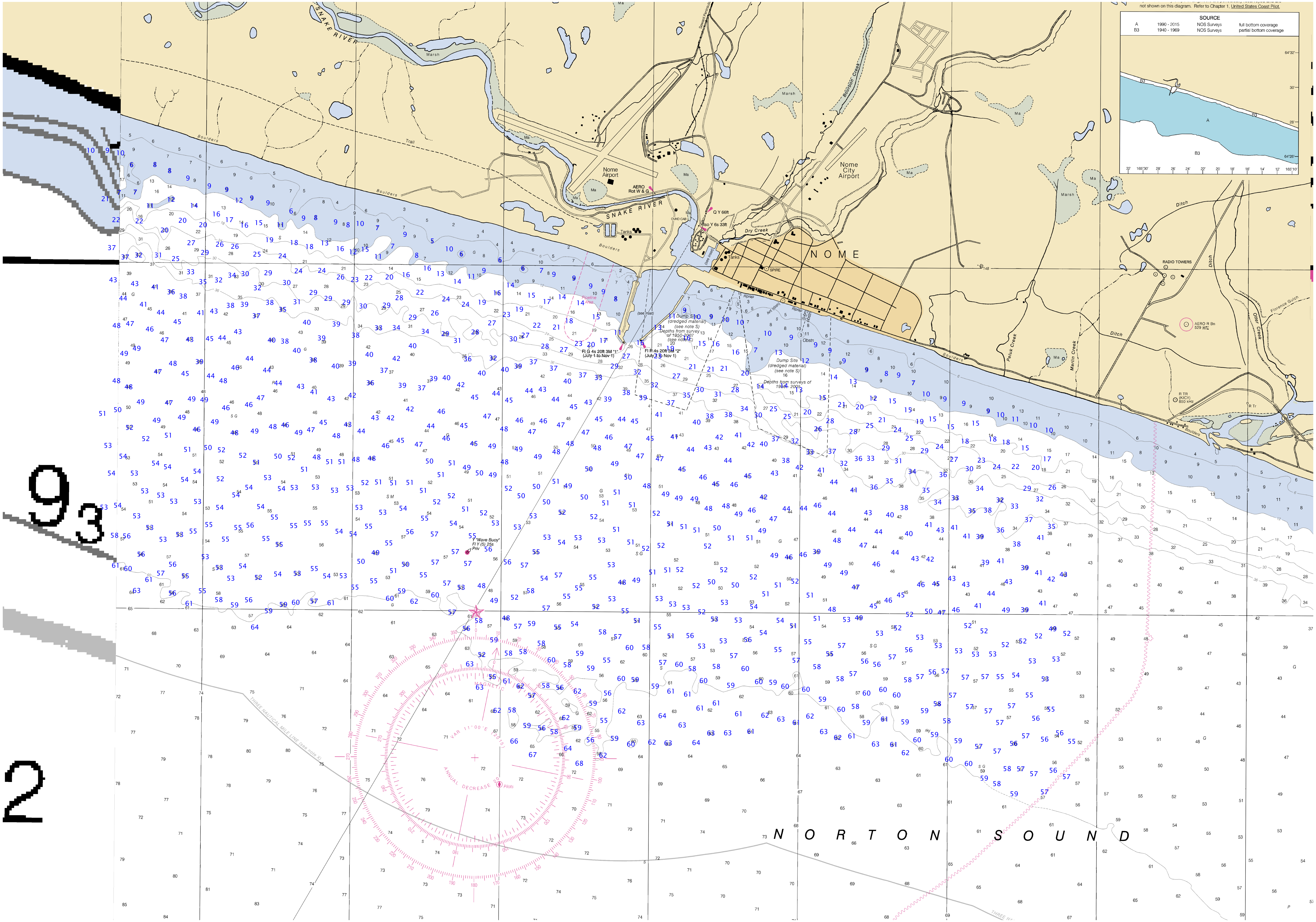
CITY OF NOME
PORT OF NOME FUND

Account Number	Account Title	6/30/2015 2014 - 2015 Actual	6/30/2016 2015 - 2016 Actual	6/30/2017 2016 - 2017 Actual	6/30/2018 2017 - 2018 Actual	7/1/2018 2018 - 2019 Approved Budget	1/31/2019 2018 - 2019 YTD Actual	2018 - 2019 Amended Budget	PROJECTED 2019 - 2020 Budget Request	COMPLETE THE YELLOW HIGHLIGHTED CELLS Justification for Budget Request
	PORT ADMIN OFFICE									
80.6711.1101	Salaries - Port Admin	$ 11,949.57	$ 2.00	$ 63,110.33	$ 77,847.67	$ 96,566.00	$ 40,955.75	$ 96,566.00	$ 96,566.00	
80.6711.1102	Salaries - Port Staff	$ 250,726.84	$ 242,823.79	$ 193,010.66	$ 215,989.90	$ 246,720.00	$ 94,005.47	$ 246,720.00	$ 246,720.00	
80.6711.1201	Salaries - Overtime	$ 5,135.92	$ 6,224.27	$ 16,446.26	$ 4,502.93	$ 9,500.00	$ 4,218.99	$ 9,500.00	$ 9,500.00	
80.6711.1301	Stipends - Port Commission	$ 560.00	$ 3,320.00	$ 3,120.00	$ 3,320.00	$ 2,480.00	$ 840.00	$ 2,480.00	$ 2,480.00	
80.6711.1411	Accrued Personal Lv - Port Adm	$ 6,614.75	$ 1,998.04	$ 2,491.80	$ 29,380.20	$ 14,232.00	$ 451.20	$ 14,232.00	$ 14,232.00	
80.6711.1421	Health Insurance - Port Adm	$ 39,661.74	$ 31,652.85	$ 36,922.10	$ 61,150.80	$ 51,541.00	$ 30,831.47	$ 51,541.00	$ 51,541.00	
80.6711.1431	Life Insurance - Port Adm	$ 384.30	$ 265.24	$ 384.68	$ 355.95	$ 519.00	$ 258.41	$ 519.00	$ 519.00	
80.6711.1441	FICA/Medicare - Port Adm	$ 20,048.81	$ 20,549.18	$ 22,706.57	$ 24,200.27	$ 26,545.00	$ 10,683.10	$ 26,545.00	$ 26,545.00	
80.6711.1451	ESC - Port Admin	$ 290.56	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.1461	PERS - Port Adm	$ 169,217.56	$ 67,202.50	$ 178,969.51	$ 68,296.86	$ 64,433.00	$ 27,191.23	$ 64,433.00	$ 64,433.00	
80.6711.1471	Workers' Comp Ins - Port Adm	$ 9,221.53	$ 12,888.81	$ 5,210.19	$ 13,212.62	$ 11,210.00	$ 9,124.11	$ 9,124.11	$ 9,124.11	
80.6711.1481	Amortized Inflows/Outflows	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	Subtotal - Personnel Expenses	**$ 513,811.58**	**$ 386,926.68**	**$ 522,372.10**	**$ 498,257.20**	**$ 523,746.00**	**$ 218,559.73**	**$ 521,660.11**	**$ 521,660.11**	
80.6711.1520	Vehicle/Boat Insurance	$ -	$ 2,996.00	$ 3,807.00	$ 2,996.00	$ 3,007.00	$ 3,007.00	$ 3,007.00	$ 3,007.00	
80.6711.1530	Property/Building Insurance	$ -	$ -	$ 181.00	$ 181.00	$ 197.00	$ 197.00	$ 197.00	$ 197.00	
80.6711.1810	Audit/Accounting	$ 17,996.45	$ 16,808.40	$ 17,635.85	$ 15,766.05	$ 15,800.00	$ 9,198.37	$ 15,800.00	$ 15,800.00	
80.6711.1820	Engineering/Architectural Svcs	$ -	$ 1,328.41	$ 92.50	$ -	$ 15,000.00	$ -	$ 10,000.00	$ 15,000.00	
80.6711.1830	Legal Services	$ 38,262.90	$ 1,964.00	$ 4,034.00	$ 4,285.50	$ 2,000.00	$ 425.50	$ 1,500.00	$ 2,500.00	
80.6711.1850	Lobbying	$ -	$ 100,610.00	$ 111,219.34	$ 92,250.00	$ 123,000.00	$ 22,505.24	$ 123,000.00	$ 123,000.00	
80.6711.1870	Other Professional/Contract Sv	$ 39,281.75	$ 38,402.08	$ 19,489.39	$ 11,722.06	$ 15,000.00	$ 5,211.32	$ 15,000.00	$ 25,000.00	
80.6711.1940	Advertising	$ 3,993.80	$ 8,669.45	$ 2,336.50	$ 3,445.05	$ 3,000.00	$ 91.50	$ 3,000.00	$ 3,000.00	
80.6711.1950	Buildings/Land Rental			$ 7.88	$ 5,638.48	$ 7,200.00	$ 3,187.79	$ 7,200.00	$ 7,200.00	
80.6711.2010	Communications	$ 4,811.60	$ 4,982.60	$ 4,613.39	$ 3,792.57	$ 4,100.00	$ 2,045.13	$ 4,100.00	$ 4,100.00	
80.6711.2012	Computer Network/Hardware/Soft	$ 13,482.79	$ 1,456.46	$ 3,837.18	$ 5,891.53	$ 4,000.00	$ 4,001.00	$ 4,001.00	$ 4,500.00	
80.6711.2020	Dues & Memberships	$ 284.00	$ 185.00	$ 185.00	$ 138.76	$ 250.00	$ 231.24	$ 250.00	$ 250.00	
80.6711.2030	Travel,Training & Related Cost	$ 18,351.04	$ 20,582.45	$ 21,844.13	$ 8,555.38	$ 15,000.00	$ 5,380.27	$ 15,000.00	$ 20,000.00	
80.6711.2070	Office Supplies	$ -	$ 977.37	$ 2,170.16	$ 1,456.89	$ 2,000.00	$ 356.08	$ 1,500.00	$ 1,200.00	
80.6711.2071	Operating Supplies	$ 6,737.50	$ 3,414.11	$ 5,686.82	$ 3,286.92	$ 2,000.00	$ 1,505.35	$ 2,000.00	$ 2,000.00	
80.6711.2073	Resale Supplies	$ 5,267.39	$ 2,233.64	$ 4,786.65	$ 5,439.66	$ 5,000.00	$ -	$ 3,500.00	$ 3,000.00	
80.6711.3010	Sponsorship/Donation/Contrib	$ -	$ -	$ 2,650.00	$ 460.00	$ 1,000.00	$ -	$ 1,000.00	$ 1,000.00	
80.6711.4010	Gas & Oil Supplies	$ -	$ 6,864.12	$ 5,392.40	$ 4,426.15	$ 3,500.00	$ 3,032.08	$ 3,500.00	$ 3,500.00	
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	$ 15,596.16	$ 3,521.55	$ 232.83	$ 820.87	$ -	$ 3,514.98	$ 4,000.00	$ 5,000.00	upgrade/repairs to fiberglass skiff $1K)
80.6711.4030	Vehicle/Boat/Eq Maintenance	$ -	$ -	$ -	$ -	$ -	$ 4,553.43	$ 5,000.00	$ 12,000.00	2012 GMC windshield ($2K) - Guardian bottom paint/service ($2K) - replace bed on Flatbed $5k)
80.6711.4040	Vehicle/Boat Regis & Permits	$ -	$ 40.00	$ 10.00	$ 40.00	$ 50.00	$ 10.00	$ 50.00	$ 50.00	
	Subtotal - Operating Expenses	**$ 164,065.38**	**$ 215,035.64**	**$ 210,212.02**	**$ 170,592.87**	**$ 221,104.00**	**$ 68,453.28**	**$ 222,605.00**	**$ 251,304.00**	
80.6711.7010	Bldg Maint Materials & Supply	$ -	$ 2,900.50	$ 6,502.03	$ 1,315.43	$ 6,500.00	$ 7,193.31	$ 8,000.00	$ 1,000.00	
80.6711.7011	Janitorial Services & Supplies	$ -	$ -	$ 166.51	$ 137.25	$ 250.00	$ 108.71	$ 200.00	$ 250.00	
80.6711.7021	Utilities - Electric	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.7022	Utilities - Water	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.7023	Utilities - Sewer	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.7024	Utilities - Garbage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.7025	Utilities - Heat	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
									$ -	
	Subtotal - Building Maintenance Expenses	**$ -**	**$ 2,900.50**	**$ 6,668.54**	**$ 1,452.68**	**$ 6,750.00**	**$ 7,302.02**	**$ 8,200.00**	**$ 1,250.00**	
80.6711.7510	Interest Payment	$ -	$ 1.66	$ 2,998.97	$ -	$ -	$ -	$ -	$ -	
80.6711.7520	Depreciation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
80.6711.7540	Banking/Credit Card Fees	$ 90.62	$ 83.31	$ 248.95	$ 20.00	$ 50.00	$ 17.00	$ 50.00	$ 50.00	
80.6711.7550	Bad Debt	$ 88,972.96	$ 3,076.62	$ (28,012.77)	$ 8,744.92	$ 3,000.00	$ -	$ 3,000.00	$ 2,000.00	
	Subtotal - Other Expenses	**$ 89,063.58**	**$ 3,161.59**	**$ (24,764.85)**	**$ 8,764.92**	**$ 3,050.00**	**$ 17.00**	**$ 3,050.00**	**$ 2,050.00**	
80.6711.8030	Machinery & Equipment	$ -	$ -	$ -	$ -	$ -	$ -		$ 5,000.00	
	Subtotal - Capital Outlay	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000.00**	
	TOTAL - PORT ADMINISTRATION OFFICE	**$ 766,940.54**	**$ 608,024.41**	**$ 714,487.81**	**$ 679,067.67**	**$ 754,650.00**	**$ 294,332.03**	**$ 755,515.11**	**$ 781,264.11**	
80.6888.8820	Transfer Out - Other Funds	$ -	$ -	$ -	$ 204,217.79	$ 350,000.00	$ -	$ 425,423.23	$ -	
	Subtotal - Transfers - Interfunds	**$ -**	**$ -**	**$ -**	**$ 204,217.79**	**$ 350,000.00**	**$ -**	**$ 425,423.23**	**$ -**	
	TOTAL - PORT OF NOME OPERATING EXPENDITURE	**$ 1,673,304.52**	**$ 1,383,924.17**	**$ 1,311,376.03**	**$ 1,547,205.61**	**$ 1,762,969.00**	**$ 457,031.89**	**$ 1,833,756.84**	**$ 1,454,465.61**	
	TOTAL - PORT OF NOME OPERATING REVENUE	**$ 1,630,902.64**	**$ 1,509,041.96**	**$ 1,930,039.35**	**$ 1,790,552.79**	**$ 1,620,205.00**	**$ 1,217,509.02**	**$ 1,719,055.00**	**$ 1,623,500.00**	
	NET SURPLUS/(DEFICIT) BEFORE DEPRECIATION	**$ (42,401.88)**	**$ 125,117.79**	**$ 618,663.32**	**$ 243,347.18**	**$ (142,764.00)**	**$ 760,477.13**	**$ (114,701.84)**	**$ 169,034.39**	

2016-2017 YTD Actual data is updated as of January 19, 2017 and is subject to change.



not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990 - 2015 NOS Surveys full bottom coverage
B3 1940 - 1969 NOS Surveys partial bottom coverage
SNAKE RIVER
Marsh
Trail
Boulders
Nome Airport
AERO Rot W & G
Tanks
Q Y 66ft
Dry Creek
NOME
SPIRE
Nome City Airport
RADIO TOWERS
Ditch
Dump Site (dredged material) (see note S)
Depths from surveys of 1950-2007
Fl G 4s 20ft 3M "1" (July 1 to Nov 1)
Fl R 4s 20ft 3M "2" (July 1 to Nov 1)
Y "Wave Buoy" Fl Y (5) 20s Priv
ANNUAL DECREASE
THREE NAUTICAL MILE LINE
N O R T O N S O U N D