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John K. Handeland

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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**NOME PORT COMMISSION
WORK SESSION & REGULAR MEETING AGENDA
THURSDAY, MAY 16, 2019 @ 5:30/7:00 PM
COUNCIL CHAMBERS IN CITY HALL**

WORK SESSION – 5:30PM:

Discuss potential revenue-generating options for funding repairs, maintenance and capital replacement and/or improvement projects for recommendation to City Council.

REGULAR MEETING – 7:00PM:

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 19-04-18 Regular Meeting
- IV. CITIZEN’S COMMENTS**
- V. COMMUNICATIONS**
 - April 2019 Corps Public Notice on Floating Recovery Devices
 - 19- 05-02 Senator Murkowski urges admin to continue Arctic training - APM
 - 19-05-02 Navy plans to be more active in the Arctic - APM
 - May 2019 Infrastructure Week – Flyer on Wilson Center Event
- VI. HARBORMASTER REPORT**
 - Update on Operations, Repair & Maintenance
- VII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 19-05-09 Port Director/Projects Status Report
 - 16 April 2019 Corps Study Cost-Share Letter
 - Planning/Development Map of Port & Harbor
- VIII. OLD BUSINESS**
 - Draft Port FY2020 Operating and Capital Budgets
- IX. NEW BUSINESS**
 - Consideration to Develop Plan to Fund Repairs, Maintenance & Capital Improvements for Recommendation to Council
- X. CITIZEN’S COMMENTS**
- XI. COMMISSIONER COMMENTS**
- XII. NEXT REGULAR MEETING**
 - June 20, 2019 - 5:30pm
- XIII. ADJOURNMENT**



Memo

TO: John Handeland – City Manager
FROM: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
DATE: 4/11/2019
RE: Port Fiscal Health Summary

The following provides a historical summary and current state of affairs of the Port & Harbor, in terms of overall fiscal health and sustainability. (Updated from Feb 2016.)

Following completion of the Causeway construction in 1987, the City began formally operating the Port/Harbor with recorded revenues for fuel/cargo import/export. Operating and labor costs were fairly low, but principal and interest payments on construction loans produced negative net revenues from FY89 to FY94. In FY95, the City reached a 10-year moratorium with NOAA on the CEIP bonds, leaving only the smaller Farmers Home loan payment. This temporary reprieve on the NOAA debt (achieved by the lack of predicted offshore development following Causeway construction), allowed the facility to see modest annual profits that helped to grow the Port Fund Balance for anticipated future capital improvements, maintenance and grant match funds.

Through the 90's, port activity increased on a gradual basis, allowing staffing to remain light with Public Works assisting when needed. This kept operating expenses low, with an occasional capital cost expended to maintain or improve infrastructure. Coordination with the USACE on the port expansion began in FY02 and continued through FY07, and included other harbor infrastructure components which were funded mostly through grants from NSEDC and EDA, but still required a local match. This expansion triggered the first significant layer of increased activity, and while boosting revenues, also elevated operating costs to operate and maintain the additional facilities.

With the Farmers Home loan ending in FY02, and payments to NOAA not resuming until FY09, annual profits continued to be sufficient through this period, allowing the City to provide matching funds for an additional sheet pile dock and floats in the harbor, as well as the City's match to the USACE for replacement of the two federal sheet pile docks, on the south & east sides of the harbor. Through this period, deferred facility maintenance and planning/design for more improvements continued, with a seasonal staff person added in 2009 to help manage the additional traffic.

The number of harbor docking permits rose in the 2010 season as a result of the slight increase in offshore dredges that now equaled the number of fishing vessels. The number of dredges then doubled in 2011, and that figure tripled in the 2012 season. The number of dredges (+support craft) held in the 120-125 range through 2015. Since 2016, the number has averaged around 100, which now includes larger mining barges as a growing element of that fleet, plus fishing vessels/tenders and transient sailboats. As this significant increase in offshore dredges was occurring, the number of larger vessels operating at the Causeway increased as well, generating a backlog of anchored vessels that could frequently take several days to clear. These factors mandated two more staff in 2012, resulting in increased labor costs, but were directly attributable to the surge in vessel traffic.


This additional vessel traffic equated to increased use of uplands storage, which not only required more staff time, but maximized available laydown space and thus prompting the purchase of the 18 acre Thornbush parcel for \$1.2M (paid by the port fund balance). This land purchase, combined with feasibility/design costs and 25%-50% for cost-sharing on grants, put a dent in the fund balance. Therefore, increased operating costs and a dwindling fund balance dictated the need to increase tariff rates to maintain fiscal health.

As noted in the 2013 Northern Economics Tariff Rate Study, in order to meet rising operating costs and future demands for capital improvements plus deferred maintenance costs, a 50% rate increase was recommended, but acknowledged as too drastic in one step. It was therefore recommended that a more gradual approach be taken in the case of high grant funding, with periodic increases every year. This was the path ultimately chosen by the Port Commission and Common Council, with 10% in 2013, followed by 5% in both 2014 and 2015.

In an effort to expand upon the 2013 study, the City contracted with Cordova Consulting for the 2017 Port & Harbor Development Analysis which made recommendations for annual capital replacement fees, cruise ship head tax, CPI adjustments and rising labor costs. To bring the report and graphs current through the 2018 season, Cordova Consulting was asked to update the trends for revenue and expense, as well as the recommendations. [Please see attached PowerPoint.](#)

Although the Port's annual operating budgets fluctuate between a surplus and deficit, expenses are paid up front by the General Fund (acting like a central treasury) and reimbursed by the Port as accrued revenues are collected. This means the fund balance is always changing based on the monies owed for expenses, grant matches, capital projects or debt service. Today, the fund balance is approximately \$300K, with potential for a surplus at closing F19. Basically, if the port only had to fund operating expenses and nothing else, it would be able to build sufficient reserves to fund its operations without the General Fund serving as its bank. However, in order to grow the Port and responsibly maintain the infrastructure, it is essential to fund not only operational costs, but to plan for ongoing maintenance, repairs and capital improvements.

Incremental rate increases is the fiscally responsible approach to effectively managing the financial health of the port. As growing traffic demands continue to drive labor costs, there is the NOAA debt service until 2035, infrastructure to maintain, and additional shoreside development necessary to effectively serve the regional and Arctic maritime fleet. This will require a strategic approach to a structured plan that considers gradual rate increases, adjustments for inflation, and perhaps setting aside a percentage of gross receipts each year for capital improvements.



Nome Port and Harbor Development Analysis

Update to the November 2017 report

March 31, 2019

Prepared by: Cordova Consulting

Sections

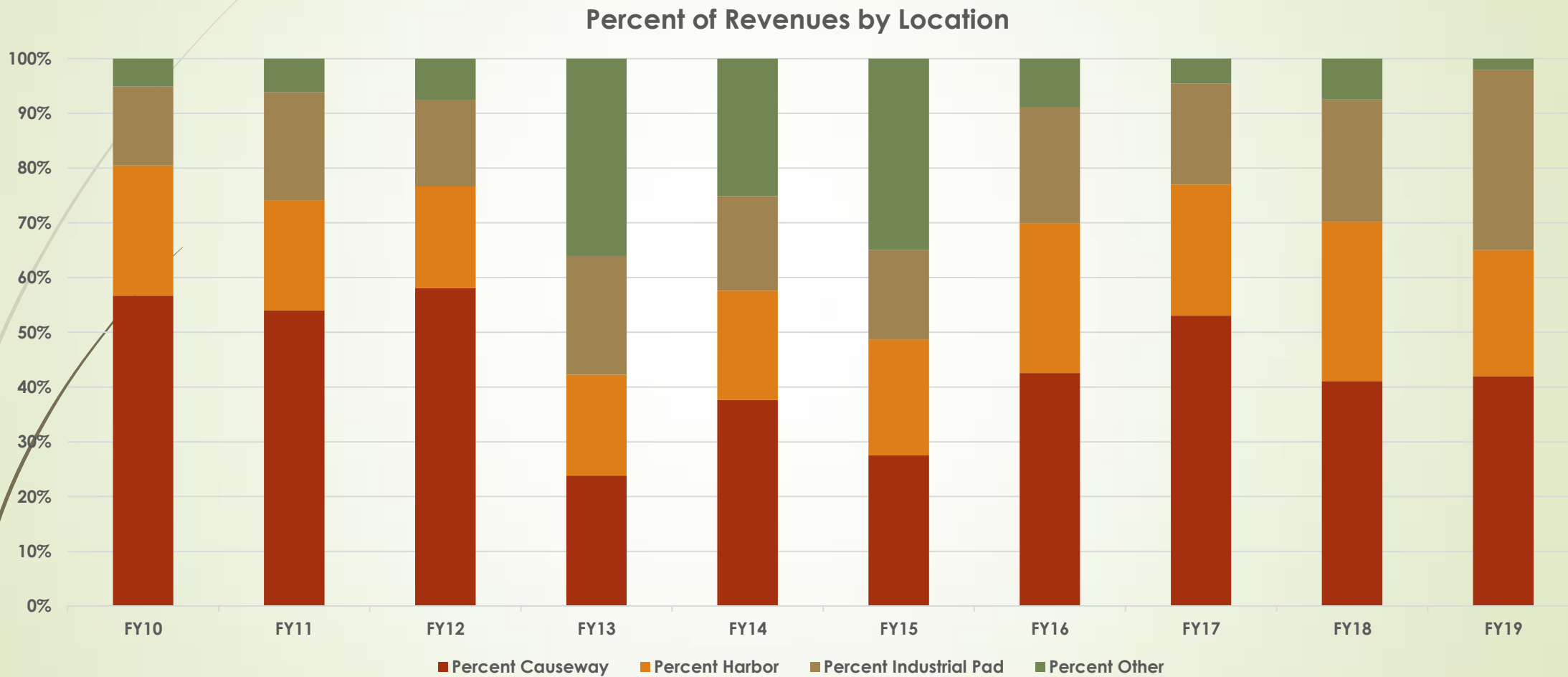
- Revenues
- Expenses
- Operations profit (losses)
- Recommendations

Revenues

Revenue Category	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Dockage	87,094	75,296	68,249	98,213	106,647	95,942	126,503	162,469	174,162	98,768
Dock permits	46,841	47,747	66,957	117,485	118,167	133,967	119,163	109,447	125,371	75,036
Fuel Whfg	302,304	244,876	375,836	302,944	443,231	319,647	259,306	321,187	364,891	249,080
Cargo Whfg	277,346	280,540	353,312	407,008	374,843	277,249	252,243	232,950	288,245	193,547
Gravel Whfg	231,658	123,020	93,104	60,390	68,341	70,067	75,956	241,752	111,772	63,213
Storage Rental	92,236	135,378	139,270	173,522	246,946	227,463	227,990	246,984	282,836	282,148
Land leases	140,047	153,398	152,046	210,761	250,038	244,472	237,725	238,203	204,620	214,272
Utility Sales	25,721	19,912	15,282	27,840	26,471	16,533	20,288	49,890	31,833	16,358
Misc revenue	25,795	36,877	36,570	511,540	84,944	81,038	144,011	267,872	79,405	48,217
Interest earnings	7,615	7,542	5,873	11,217	7,609	7,311	17,126	21,152	30,474	19,436
STAK PERS reimbursement	11,709	17,268	27,835	28,920	52,126	157,214	28,730	38,133	96,944	0
Total revenues	1,248,365	1,141,853	1,334,332	1,949,839	1,779,364	1,630,903	1,509,042	1,930,039	1,790,553	1,260,073

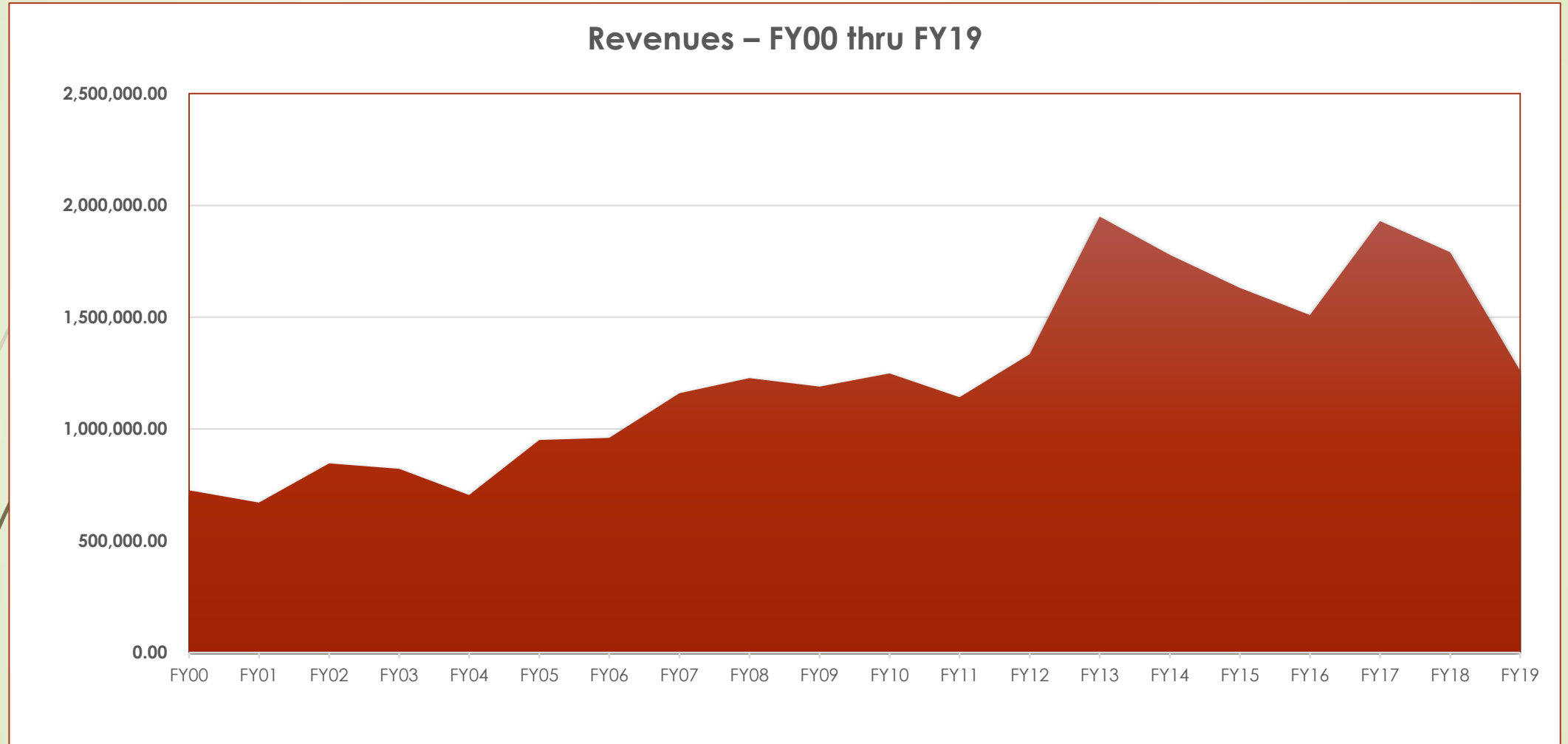
Note: FY19 is preliminary through 3/31/19

Causeway/Harbor/Industrial Park Percentages



Note: FY19 is preliminary through 3/31/19

Total Revenues - Historical



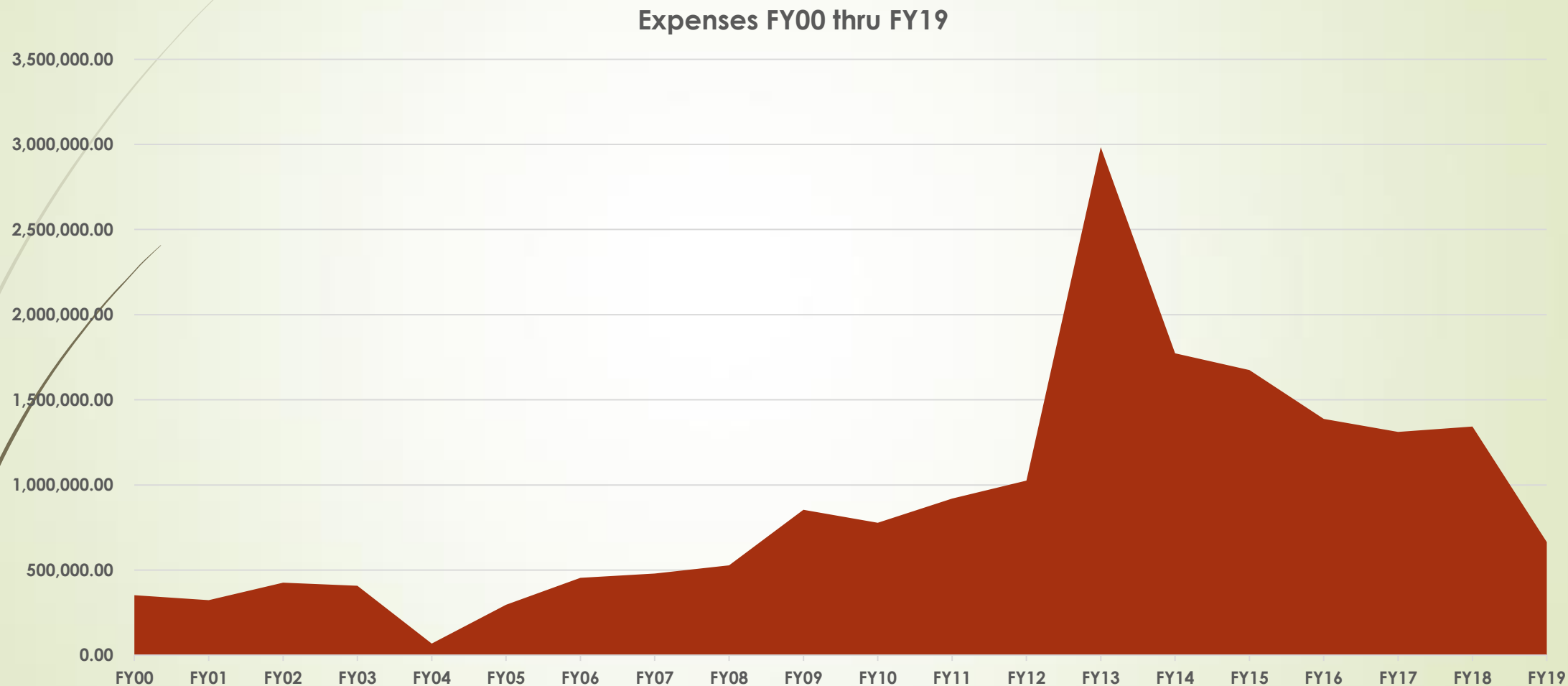
Note: FY19 is preliminary through 3/31/19

Expenses

Expense Category	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19
Labor and benefits	279,443	355,543	416,653	479,776	610,871	697,789	601,089	676,356	663,942	284,013
Utilities	21,451	31,926	24,026	23,750	29,307	33,452	38,349	50,823	50,679	25,470
Supplies	38,501	23,757	52,305	69,847	42,074	42,672	36,582	42,922	31,441	23,267
Insurance	19,100	28,626	28,526	28,624	42,473	43,143	46,329	54,000	53,069	52,951
Professional services	74,767	116,115	144,596	511,551	572,392	327,732	269,423	248,013	263,786	117,612
Repairs and Maintenance	45,260	37,750	22,350	1,574,678	209,283	197,553	161,718	41,989	38,335	24,241
Equipment rental	350	335	585	0	0	0	0	0	0	0
Bad debt expense	(3,787)	(1,905)	(3,127)	90,197	37,595	88,973	3,077	(28,013)	8,745	8,601
Principal/Interest expense	283,812	284,184	151,636	147,612	159,998	164,064	159,526	157,798	149,883	102,280
Other/Misc expense	3,406	23,241	157,629	24,165	34,493	42,201	37,737	34,654	27,482	26,055
Payment in Lieu of Taxes (PILT)	15,479	20,323	30,244	33,268	34,606	37,032	33,947	32,834	55,625	0
Subtotal	777,782	919,894	1,025,422	2,983,467	1,773,091	1,674,610	1,387,776	1,311,376	1,342,988	664,490

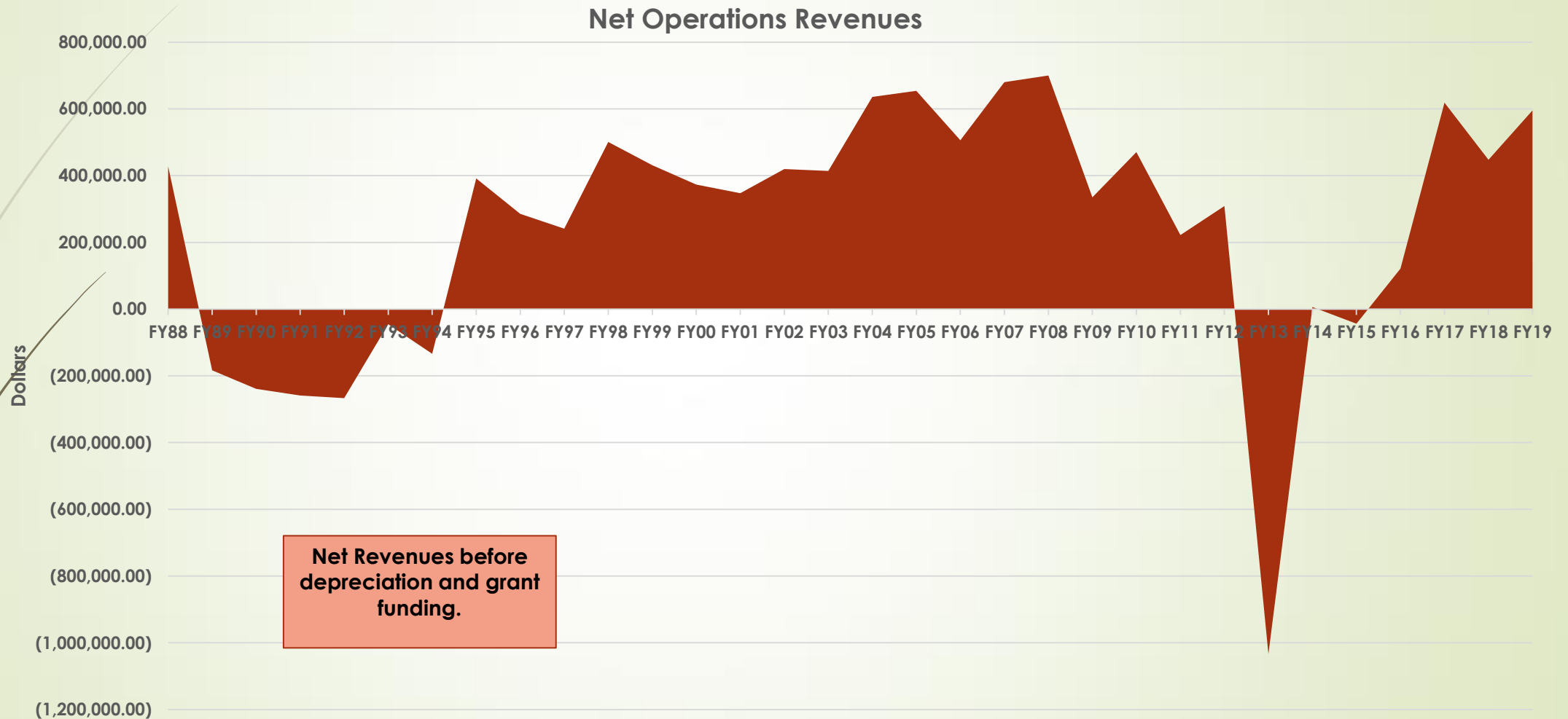
Note: FY19 is preliminary through 3/31/19

Total Expenses - Historical



Note: FY19 is preliminary through 3/31/19 (FY13 represents \$1.2 ADOT grant match for Harbor Upgrades.)

Operations - Profit and Loss Historical



Note: FY19 is preliminary through 3/31/19. (This slide represents operations only, and does not include figures for depreciation expense, capital improvements or grant funding/match expense.)

A note about depreciation

- Adding depreciation to expenses results in negative net revenues each year
- Typically, taking depreciation allows an entity to save funds for eventual replacement of aging infrastructure.
- Not all infrastructure will require replacement – Causeway for instance.
- Depreciated items that require replacement over time – docks for instance – should consist of funds accumulated over time. (i.e. Saving money to buy a car before the purchase is less expensive than financing.)
- A hybrid depreciation schedule (setting aside a percentage of depreciation value each year) for infrastructure that will need replacing will allow the Port to effectively maintain efficient Port operations.
- Capital replacement user fees is another mechanism for setting aside funds for infrastructure repair and replacement.

Summary

- Historically, total revenues have generally enjoyed an upward climb, though some high revenue years have been followed by years with less revenue.
- Insurance, utility, and labor expenses continue a steady rise.
- Large repair and maintenance projects require the Port to maintain a cushion to absorb these blows.
- There is presently little to no reserves for capital replacement.
- Adding depreciation to expenses results in negative net revenues.

Recommendations for Consideration

➤ 1. Add capital replacement fee

- The City currently takes depreciation on its infrastructure investment. However, once the infrastructure is fully depreciated, the City would need to borrow funds or receive grants to be in a position to replace these items.
- Consider current and future capital improvement needs. Not all infrastructure will require replacing so an itemized list should be developed with goals toward fund balances.
- These funds would be set aside for the specific purpose of infrastructure replacement.
- Seward charges:

Capital renewal and replacement fee		
Vessels up to 21-ft LOA	5.00	per month
Vessels 22-ft to 44-ft	10.00	per month
Vessels 45-ft to 79-ft	15.00	per month
Vessels 80-ft or greater	20.00	per month

Recommendations (Continued)

➤ 2. **Add Cruise ship passenger fee**

- As global climate change continues to make the Arctic more accessible, the City of Nome can expect to have more passengers visiting the City for brief periods of time. Initiating this fee would allow the City to recoup expenses associated with police, fire, transportation, and other services provided. Doing so now will allow Cruise ship operators to anticipate this charge.
- Seward, Cordova, and Valdez charge \$3.50, \$2.00, and \$1.00 per passenger respectively.

Recommendations (Continued)

- **3. Change security, line handling, and other harbor staff assist rates to a minimum and a cost-plus structure for more complicated operations**
 - A minimum charge assures ease of billing for most operations. Keep line handling for vessels under 300' at \$700 per visit.
 - For vessels in the Over 300' category, a cost-plus structure allows the City to capture changes in personnel and equipment costs in future years without having to repeatedly revisit the tariff.
 - If time and day of the call puts the Port into overtime or holiday pay status, the rate structure should reflect actual costs plus a premium.

Recommendations (Continued)

➤ 4. Consider increasing upland storage rates.

- This will be particularly important as the Port expands operations and uplands become more scarce and in demand for other activity.

- Homer charges:

Upland storage fishing gear unsecured	0.12sq ft/per month
Upland storage non-fishing gear unsecured	0.17sq ft/per month
Upland storage secured	0.22sq ft/per month

- Seward charges \$0.26 per square foot per month
- Valdez charges \$0.30 per square foot per month

Recommendations (Continued)

- **5. Allow dockage, wharfage, and storage rates to automatically increase based on Anchorage CPI**

- Regular small increases are going to be much more palatable to the Port's customers and will allow the City to recoup the ever-increasing operations at the Port. Absent Nome Census Area specific information, the Anchorage Consumer Price Index is generally accepted as representing price increases statewide.

- Seward uses the following language in its tariff:

Automatic Annual Adjustment in Moorage Rates. All moorage rates shall be adjusted annually so as to be effective as of January 1st, to reflect the five previous published years' average increase in the Consumer Price Index, All Items, 1982-84=100 for all Urban Consumers, Anchorage, Alaska ("CPI") as published by the United States Department of Labor, Bureau of Labor Statistics. Bills sent out prior to January 1st will reflect the upcoming January 1st adjusted rates. (For example, 2017 rates reflect an increase based on the average CPI for 2010-2014).

NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE AMOUNT		Fiscal Year
ASSET REPAIR/REPLACE/IMPROVE					(red = Port \$)		
1	CSWY BRIDGE FUEL LINE HANGAR & ROLLER REPLACEMENT	Replace corroded hangars/rollers on underside of bridge to allow free-floating movement of fuel line casing when bridge flexes	Seakers received materials in October and completed install in early Nov 2018	COMPLETED NOV 201	PORT FUNDS	\$55K	F19
2	LAUNCH RAMP REPAIR/REPLACE	Remove and replace existing concrete launch ramp in harbor - excavate and stabilize subsurface w/rock-piling-timber	EDA \$1.7M grant applied - await award NSEDG \$300K grant awarded City funds budgeted F19 (Capital)	Bid/construct 2019 - if EDA \$\$ awards	EDA NSEDG City	\$1.7M \$300K \$123K	F20 or F21
3	REPLACE HARBOR SKIFF/TRAILER	Replace old boston whaler that was refurbished from an abandoned vessel - along with failing trailer	Scoping vessel minimums/getting quotes	Potential 2019	PORT FUNDS	\$35K	F20
4	GARCO BUILDING REHAB PROJECT	Demo existing walls/roof, Install new roof/panels, prep interior for insulation install - concrete curb around perimeter	Seeking suitable funding opportunity	UNKNOWN	UNKNOWN	\$900K	
5	ADDITIONAL HARBOR LADDERS	User request for additional ladders to avoid wasting dock space and allow crew to reach top of dock	Purchased/shipped 3 in Aug 2018	will complete June 20	PORT FUNDS	\$31K	F19
	VESSEL SCRAP	Hazmat Cleanup/Demo Cabin/Disposal of 65' tugboat	Haul to monofil by Q for City disposal	COMPLETED OCT	PORT FUNDS	\$15.5K	F18
	BARGE/LAUNCH RAMPS LIGHTING	Purchase/Install poles and buried service for overhead lighting at barge ramp pad, for safety, security and and operational needs	Final work completed in Sept 2018	COMPLETED SEPT 201	PORT FUNDS	\$38K	F19
	HAUL OUT - DEAD MAN	Design/procure/ship/fabricate/install dead man mechanism to serve as anchoring point for equipment in vessel haul-outs	City crews installed in Sept 2018	COMPLETED SEPT 201	PORT FUNDS	\$20K	F19
	IP/THORNBUSH PAD LIGHTING	Install overhead lighting at new TBS pad for safety, security and and operational needs	NJUS has provided estimates for budgeting purposes	UNKNOWN	PORT FUNDS	\$15K	F20
	PURCHASE NEW VEHICLE	Replace oldest of Port & Harbor vehicle fleet (1995)	Awaiting budgetary funds	UNKNOWN	PORT FUNDS	\$35K	

MAINTENANCE							
	HYDROTESTS & CP INSPECT - PORT FUEL LINES	Annual maintenance tests/inspection/maintenance on port fuel lines system to meet compliance/ensure integrity	Hydrotesting Complete CP Work Scheduled	Performed Annually	PORT FUNDS	\$26K	ALL
	CSWY & 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 2018 surveys - determine if shoaling	As needed	PORT FUNDS	\$35K	F20

SEEKING FUNDS							
	SNAKE RIVER MOORAGE AND VESSEL HAULOUT FACILITY	Procure, ship and install floating docks/gangways/anchors/piling - shore protection and uplands development, and -8' dredged basin	seeking design/construction funds	UNKNOWN	UNKNOWN	\$12M \$1M	
	THORNBUSH SITE COMPLETION	Develop remainng 9 of 18 acre parcel for needed uplands space.	seeking construction funds	UNKNOWN	UNKNOWN	\$1M	
	PWRF INCINERATOR - ENGINEERING PHASE	95% design, ROM estimate to develop/permit incinerator and building to be located at landfill (regulated waste disposal)	seeking design funds	UNKNOWN	UNKNOWN	\$120K	

INDICATES COMPLETED PROJECT

NOME PORT/HARBOR CAPITAL PROJECTS

Fiscal Year	PROJECT TITLE	SCOPE OF WORK	STATUS	ESTIMATED SCHEDULE	FUNDING SOURCE	AMOUNT	Fiscal Year
IN FEASIBILITY/DESIGN							
	ARCTIC DEEP DRAFT PORT - MODIFCATION FEASIBILITY STUDY	50/50 Cost-share study w/Corps to move forward with results of the 2015 ADDP Regional Study, under existing and new WRDA authorization supporting regional economic viability justification.	Project Development Team (PDT) doing analysis of economics and other social effects, design costs & benefits	Feasiblity Report Due to Congress March 2018	SOA 17-DC-005 Grant	\$1.6M	F18-20
	ARCTIC DEEP DRAFT PORT - MODIFICATION DESIGN	Design phase resulting from project layout justified in feasibility study report conclusion and authorized by Congress.	Funds being held until completion of study	2020-2021	SOA 19-DC-008 Grant	\$1M	F21-22
	INNER HARBOR DREDGING TO -12.5' MLLW	Deepening inner harbor to minimize number of draft conflicts due to frequency of wind-driven tide set downs	Corps is drafting cost-share partnering agreement for feasibility under CAP 107	2019-2020	SOA 19-DC-008 Grant	\$600K	F20
	PORT RD IMPROVEMENTS w/ALASKA DOT	Cost-share project w/ADOT to widen, resurface Port Rd w/drainage and safety improvements (sidewalks)	PDC Engineers working feasibility/environmental/ROW access	Construction 2021	SOA City Paid City obligated	\$7.1M \$51K \$381K	F20-22

IN PLANNING							
	PORT WASTE RECEPTION FACILITY (PWRF)	Concepts/ROM Costs for buried/surface infrastructure to receive ship's waste materials-assess NJUS WWT capacity & City handling capabilities for accommodating additional marine volumes	Bristol completed feasibility on all wastes Planning wastewater capacity/development	Feasibility done 2018 Wastewater plan 2019	PORT FUNDS	\$40K Unknown	F18 F20
	PORT RD OH LINE BURY	Bury overhead lines crossing Port Rd & WNTF entrances to allow for unobstructed vessel/equipment movement	Obtained estimate from EPS	Unknown	UNKNOWN	\$670K	
		Permitting - engineering - design	Estimate from EPS	Identifying Funds	PORT FUNDS	\$56K	
	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	
	CRUISE TENDER FLOATS	Evaluate/conceptualize establishing disembarking floats at ramp in SE corner of harbor for cruise ship tenders to minimize congestion	Evaluating options for in-house float use before new construction	Unknown	UNKNOWN	\$265K/eng. est. \$25K/in-house est	
	SHOWER/LAUNDRY FACILITIES	Design/install shower facilities by SBH floats, extend existing water/sewer from Office & coin-op or credit card mechanism	Awaiting private sector project options recently expressed by resident	Unknown	PRIVATE INDUSTRY	\$800K	
	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	\$35K	
	SHORE-SIDE FUELING	Work w/terminal fuel operators to develop fueling station in SBH, identify most suitable site and preferential access agrmt	ROM/Concept Design Underway with In-house City Engineer	Unknown	PRIVATE INDUSTRY	UNKNOWN	
	WASTE OIL/BILGE PUMPOUT	Pursue as adjacent operation to terminal operator fueling station for potential cost-share (also option as part of Waste Reception Facility)	ROM/Concept Design Underway with In-house City Engineer	Unknown	UNKNOWN	UNKNOWN	

NOME PORT/HARBOR CAPITAL PROJECTS

PRIORITY	PROJECT TITLE	PROJECT SCOPE	CONTRACTOR	COMPLETION	SOURCE	FUNDING AMOUNT	Fiscal Year
CONSTRUCTION COMPLETED							
	HIGH MAST LIGHTS	Design/procure/install 3 phase power and high mast lights at 3 Cswy docks	PND/ASRC/NJUS/BESC	JUNE 2013	DENALI CITY	\$667K \$314K	F12-13
	THORNBUSH PROPERTY SITE	Purchased 21.43 acre parcel from Nome Gold for Port laydown expansion	(3.36 acres sold to SNC/BFI)	SPRING 2013	PORT FUNDS	\$1.2M	F13
	INNER HARBOR HIGH RAMP	Design/bid/construct open cell +8' loading ramp adjacent to launch ramp	PND/PPM/BESC	OCT 2014	SOA GO Grant	\$5.3M	F13-15
	HARBOR REPAIRS/UPGRADES	Repair/replace ladders, install camel fenders & security lighting	PND/PPM/NJUS/BESC	OCT 2014	ADOT-50% CITY-50%	\$1.2M \$1.5M	F12-15
	LULU BARGE REMOVAL	Demo and remove sunken barge from outer harbor	Q TRUCKING/BESC	JUNE 2014	PORT FUNDS	\$305K	F14
	CSWY MIDDLE DOCK	Construct 3rd sheetpile dock on Causeway w/roto ramp	ORION MARINE CONTRACTORS	OCT 2016	NSEDC, EDA/SOA	\$8M	F15-16
	Authorized project Change Order	Extend concrete ramp to minimize erosion loss during storms	ORION MARINE CONTRACTORS	JUNE 2017	SOA Grant		
	SEAWALL EROSION REPAIR	Repair seawall from long term storm erosion - replace missing core rock and armor stone	ORION MARINE CONTRACTORS	JULY 2016	SOA Grant	\$750K	F16
	THORNBUSH SITE DEVELOP.	Developed 9 of 18 acre parcel for needed uplands space.	Q TRUCKING	JUNE 2017	SOA GO & DC-108 GRANTS	\$1.375	F17-18
	SNAKE RIVER DREDGING OF EXPANSION MOORAGE AREA	Additional dredging to -8' MLLW along west bank of Snake River to accommodate light draft anchorage	Q TRUCKING	JUNE 2018			F16-18
	SECURITY CAMERA SYSTEM	Install 24 camera security system in Port/Harbor w/desktop stations, server, software and fiber connections	ARCTIC FIRE & SECURITY NJUS - PK ELECTRIC	MAR 2018	DHS CITY	\$202K \$115K	F18
	CAPE NOME JETTY REPAIR	Repair Jetty from Nov 2011 storm - replace missing core rock and key in armor stone surface layers-remove scattered rock	KNIK CONSTRUCTION	AUG 2018	FEMA ADHS/EM	\$4.05M	F11-19

INDICATES COMPLETED PROJECT

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
DOCKAGE	Dockage up to 200' in length	ft./day	\$ 1.00	\$ 1.10	\$ 1.16	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.21	\$ 1.25	\$ 1.27	\$ 1.33
	Dockage >200' in length	"	\$ 1.50	\$ 1.65	\$ 1.73	\$ 1.82	\$ 1.82	\$ 1.82	\$ 1.85	\$ 1.85	\$ 1.91	\$ 1.94	\$ 2.04
	Anchorage-Outer Harbor	"	\$ 0.50	\$ 0.55	\$ 0.58	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.61	\$ 0.63	\$ 0.64	\$ 0.67
	Harbor Dock Permit - Daily	day	<i>deleted</i>						(some rate rounding)				
	Harbor Dock Permit - Weekly	week											
	32' and under	"	\$ 75.00	\$ 82.50	\$ 86.625	\$ 90.960	\$ 90.960	\$ 90.960	\$ 91.00	\$ 91.00	\$ 93.73	\$ 95.55	\$ 100.10
	over 32' to 52'	"	40%**	40%**	40%	40%	40%	40%	40%	40%	40%	40%	40%
	over 52' to 72'	"	55%**	55%**	55%	55%	55%	55%	55%	55%	55%	55%	55%
	over 72' to 92'	"				65%	65%	65%	65%	65%	65%	65%	65%
	over 92' to 125'	"				75%	75%	75%	75%	75%	75%	75%	75%
	over 125' to 175'	"								85%	85%	85%	85%
	over 175'	"								90%	90%	90%	90%
	Harbor Dock Permit - Month	month											
	32' and under	"	\$ 225.00	\$ 247.50	\$ 259.875	\$ 272.870	\$ 272.870	\$ 272.870	\$ 273.00	\$ 273.00	\$ 281.19	\$ 286.65	\$ 300.30
	over 32' to 52'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 52' to 72'	"	35%**	35%**	35%	35%	35%	35%	35%	35%	35%	35%	35%
	over 72' to 92'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 92' to 125'	"				55%	55%	55%	55%	55%	55%	55%	55%
	over 125' to 175'	"								65%	65%	65%	65%
	over 175'	"								75%	75%	75%	75%
	Harbor Dock Permit - Season	season											
	32 and under	"	\$ 650.00	\$ 715.00	\$ 750.75	\$ 788.29	\$ 788.29	\$ 788.29	\$ 789.00	\$ 789.00	\$ 812.67	\$ 828.45	\$ 867.90
	over 32' to 52'	"	15%**	15%**	15%	15%	15%	15%	15%	15%	15%	15%	15%
	over 52' to 72'	"	25%**	25%**	25%	25%	25%	25%	25%	25%	25%	25%	25%
	over 72' to 92'	"				35%	35%	35%	35%	35%	35%	35%	35%
	over 92' to 125'	"				45%	45%	45%	45%	45%	45%	45%	45%
	over 125' to 175'	"								55%	55%	55%	55%
	over 175'	"								65%	65%	65%	65%
	**Note - percentages are calculated on daily dockage rate and vessel length												
	Causeway Dock Permit - Daily	day								Calc on daily rate			
	under 200'	"								75%	75%	75%	75%
	over 200'	"								85%	85%	85%	85%
	Causeway Dock Permit - Monthly	month											
	under 200'	"								65%	65%	65%	65%
	over 200'	"								75%	75%	75%	75%
	Causeway Dock Permit - Season	season											
	under 200'	"								55%	55%	55%	55%
	over 200'	"								65%	65%	65%	65%

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
WHARFAGE	Fuel - IN	per gal	\$ 0.03	\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Fuel - OUT	"	\$ 0.02	\$ 0.022	\$ 0.022	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.023	\$ 0.024	\$ 0.024	\$ 0.025
	Fuel - O/S	"	\$ 0.01	\$ 0.011	\$ 0.011	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.012	\$ 0.013	\$ 0.013
	Inter-Facility Transfer	"		\$ 0.033	\$ 0.033	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.035	\$ 0.036	\$ 0.037	\$ 0.039
	Cargo - IN/OUT	per ton	\$ 10.00	\$ 11.00	\$ 11.00	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.55	\$ 11.90	\$ 12.13	\$ 12.71
	Cargo - THRU/OS	"	\$ 5.00	\$ 5.50	\$ 5.50	\$ 5.78	\$ 5.78	\$ 5.78	\$ 5.80	\$ 5.80	\$ 5.97	\$ 6.09	\$ 6.38
	Inter-Facility Transfer	"		\$ 8.25	\$ 8.25	\$ 8.66	\$ 8.66	\$ 8.66	\$ 8.70	\$ 8.70	\$ 8.96	\$ 9.14	\$ 9.57
	2000 Tons or under per barge load	"	\$ 2.10	\$ 2.31	\$ 2.426	\$ 2.550	\$ 2.550	\$ 2.550	\$ 2.55	\$ 2.55	\$ 2.63	\$ 2.68	\$ 2.81
	Gravel >2000 tons/load	"	\$ 1.60	\$ 1.76	\$ 1.848	\$ 1.940	\$ 1.940	\$ 1.940	\$ 1.95	\$ 1.95	\$ 2.01	\$ 2.05	\$ 2.15
	Gravel >40,000 tons/proj.	"	\$ 1.35	\$ 1.49	\$ 1.565	\$ 1.640	\$ 1.640	\$ 1.640	\$ 1.65	\$ 1.65	\$ 1.70	\$ 1.73	\$ 1.82
	Project Cargo >2000 tons	"	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*	75% of rate*
<i>*Note - percentage calculated against full published rate based on direction of cargo</i>									(some rate rounding)				
STORAGE	Storage - Causeway	sq.ft./wk	\$ 0.05	\$ 0.07	\$ 0.074	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.080	\$ 0.082	\$ 0.084	\$ 0.088
	Storage - Harbor East of Snake	"											
	Storage - Harbor West of Snake	"											
	Storage - Harbor (all except Cswy)	"	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	Secured storage (pallets or parcels)	day							\$ 18.00	\$ 18.00	\$ 18.54	\$ 18.90	\$ 19.80
	Summer Idle Vessel - all lengths	season	\$ 400.00	deleted									
	Summer Idle Vessel - 32' and under	"		\$ 440.00	\$ 400.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 420.00	\$ 432.60	\$ 441.00	\$ 462.00
	Summer Idle Vessel - over 32' to 42'							\$ 630.00	\$ 630.00	\$ 630.00	\$ 648.90	\$ 661.50	\$ 693.00
	Summer Idle Vessel - over 42' to 52'	"		\$ 770.00	\$ 800.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 840.00	\$ 865.20	\$ 882.00	\$ 924.00
	Summer Idle Vessel - over 52' to 62'							\$ 1,260.00	\$ 1,260.00	\$ 1,260.00	\$ 1,297.80	\$ 1,323.00	\$ 1,386.00
	Summer Idle Vessel - over 62' to 72'	"		\$ 1,100.00	\$ 1,600.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,680.00	\$ 1,730.40	\$ 1,764.00	\$ 1,848.00
	Summer Idle Vessel - over 72' to 92'				\$ 2,200.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,310.00	\$ 2,379.30	\$ 2,425.50	\$ 2,541.00
	Summer Idle Vessel - over 92' to 125'				\$ 3,300.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,465.00	\$ 3,568.95	\$ 3,638.25	\$ 3,811.50
	Summer Idle Vessel - over 125' to 175'									\$ 5,545.00	\$ 5,711.35	\$ 5,822.25	\$ 6,099.50
	Summer Idle Vessel - over 175'									\$ 8,595.00	\$ 8,852.85	\$ 9,024.75	\$ 9,454.50
	Summer IV at Waterline	"	deleted										
	Winter Idle Vessel - all lengths	season											
	Winter Idle Vessel - under 25'	"	\$ 400.00	deleted									
	Winter Idle Vessel - over 25'	"	\$ 700.00	deleted									
	Winter Idle Vessel - 32' and under	"		\$ 550.00	\$ 500.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 525.00	\$ 540.75	\$ 551.25	\$ 577.50
	Winter Idle Vessel - over 32' to 42'							\$ 787.50	\$ 788.00	\$ 788.00	\$ 811.64	\$ 827.40	\$ 866.80
	Winter Idle Vessel - over 42' to 52'	"		\$ 880.00	\$ 1,000.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,050.00	\$ 1,081.50	\$ 1,102.50	\$ 1,155.00
	Winter idle Vessel - over 52' to 62'							\$ 1,575.00	\$ 1,575.00	\$ 1,575.00	\$ 1,622.25	\$ 1,653.75	\$ 1,732.50
	Winter Idle Vessel - over 62' to 72'	"		\$ 1,320.00	\$ 2,000.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,100.00	\$ 2,163.00	\$ 2,205.00	\$ 2,310.00
	Winter Idle Vessel - over 72' to 92'				\$ 2,800.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 2,940.00	\$ 3,028.20	\$ 3,087.00	\$ 3,234.00
	Winter Idle Vessel - over 92' to 125'				\$ 4,500.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,725.00	\$ 4,866.75	\$ 4,961.25	\$ 5,197.50
	Winter Idle Vessel - over 125' to 175									\$ 7,560.00	\$ 7,786.80	\$ 7,938.00	\$ 8,316.00
	Winter Idle Vessel - over 175'									\$ 11,720.00	\$ 12,071.60	\$ 12,306.00	\$ 12,892.00
	Winter IV at Waterline	"	deleted										
									(some rate rounding)				

PORT OF NOME TARIFF HISTORY		Tariff #	#8	#9	#10	#11	#12	#13	#14	Current #15	Rate Increase Options		
			<i>Amend 06/13/12</i>	<i>Amend 05/22/13</i>	<i>amend 04/14/14</i>	<i>amend 02/17/15</i>	<i>amend 03/28/16</i>	<i>amend 03/01/17</i>	<i>amend 03/26/18</i>	<i>amend 03/25/19</i>	Increase	Increase	Increase
				10% increase	5%incr except whfg	5% increase	0% increase	0% increase	0% increase	0% increase	@ 3%	@ 5%	@ 10%
	<u>Tariff Item</u>	<u>Basis</u>	<u>2012 Rates</u>	<u>2013 Rates</u>	<u>2014 Rates</u>	<u>2015 Rates</u>	<u>2016 Rates</u>	<u>2017 Rates</u>	<u>2018 Rates</u>	<u>2019 Rate</u>			
AMENITIES	Line Handling (300' and over)	per visit	\$ 850.00	\$ 935.00	\$ 981.75	\$ 1,030.84	\$ 1,030.84	\$ 1,030.84	\$ 1,400.00	\$ 1,400.00	\$ 1,442.00	\$ 1,470.00	\$ 1,540.00
	Line Handling (up to 300')	per visit							\$ 700.00	\$ 700.00	\$ 721.00	\$ 735.00	\$ 770.00
	Unregulated Waste	per load	\$ 350.00	\$ 385.00	\$ 404.25	\$ 424.46	\$ 424.46	\$ 424.46	\$ 425.00	\$ 425.00	\$ 437.75	\$ 446.25	\$ 467.50
	Unregulated Waste - additional	per load											
	Regulated Waste	"	\$ 2,000.00	\$ 2,200.00	deleted								
	H2O - any quantity (harbor only)	per gal											
	H2O Flat Rate	1000 gal	\$ 150.00	\$ 165.00	\$ 173.25	\$ 181.91	\$ 181.91	\$ 181.91	\$ 182.00	\$ 182.00	\$ 187.46	\$ 191.10	\$ 200.20
	H2O 1001-9999	per gal	\$ 0.05	\$ 0.055	\$ 0.058	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.060	\$ 0.062	\$ 0.063	\$ 0.066
	H2O 10K and over	"	\$ 0.03	\$ 0.033	\$ 0.035	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.040	\$ 0.041	\$ 0.042	\$ 0.044
	Garbage	per visit	\$ 35.00	\$ 38.50	\$ 40.425	\$ 42.450	\$ 42.450	\$ 42.450	\$ 43.000	\$ 43.000	\$ 44.29	\$ 45.15	\$ 47.30
	Security Fee	per 12 hrs	\$ 1,500.00	\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	Waste Oil	per 55 gal	\$ 1,950.00	\$ 2,145.00	\$ 2,252.25	\$ 2,364.86	\$ 2,364.86	\$ 2,364.86	\$ 2,365.00	\$ 2,365.00	\$ 2,435.95	\$ 2,483.25	\$ 2,601.50
	E-Call Stand by	per call	\$ 2,500.00	deleted									
	E-Call Stand by - flat rate	First hour		\$ 1,650.00	\$ 1,732.50	\$ 1,819.13	\$ 1,819.13	\$ 1,820.00	\$ 1,820.00	\$ 1,820.00	\$ 1,874.60	\$ 1,911.00	\$ 2,002.00
	E-Call Stand by - addt'l hrs	per hour		\$ 1,100.00	\$ 1,155.00	\$ 1,212.75	\$ 1,212.75	\$ 1,212.75	\$ 1,213.00	\$ 1,213.00	\$ 1,249.39	\$ 1,273.65	\$ 1,334.30
	Labor Charges -- Reg/Straight Time	per hour				\$ 103.27	\$ 103.27	\$ 103.27	\$ 104.00	\$ 104.00	\$ 103.27	\$ 103.27	\$ 103.27
	Over-time	per hour				\$ 160.04	\$ 160.04	\$ 160.04	\$ 161.00	\$ 161.00	\$ 160.04	\$ 160.04	\$ 160.04
	Double Time	per hour				\$ 213.40	\$ 213.40	\$ 213.40	deleted				
	Holiday time	per hour				\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00	\$ 290.00
	After Hours Call Out	per hour	\$ 145.00	\$ 159.50	\$ 167.475	\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Stand By	per hour				\$ 317.24	\$ 317.24	\$ 317.24	\$ 318.00	\$ 318.00	\$ 317.24	\$ 317.24	\$ 317.24
	Trailer Parking Fee	ft./season	\$ 3.50	\$ 4.68	\$ 4.914	\$ 5.160	deleted						
	Smart Ash Burning	per hour		\$ 110.00	\$ 115.50	\$ 121.28	\$ 121.28	\$ 121.28	\$ 122.00	\$ 122.00	\$ 125.66	\$ 128.10	\$ 134.20
	Gangway Rental	per day		\$ 137.50	\$ 144.38	\$ 151.59	\$ 151.59	\$ 151.59	\$ 152.00	\$ 152.00	\$ 156.56	\$ 159.60	\$ 167.20
	Guardian Assist AFTER HOURS	Flat Rate	\$ 750.00	\$ 825.00	\$ 866.25	\$ 909.56	\$ 909.56	\$ 909.56	\$ 910.00	\$ 910.00	\$ 937.30	\$ 955.50	\$ 1,001.00
	Guardian Assist REGULAR HOURS	"	\$ 220.00	\$ 242.00	\$ 254.10	\$ 266.81	\$ 266.81	\$ 266.81	\$ 267.00	\$ 267.00	\$ 275.01	\$ 280.35	\$ 293.70
	Guardian Assist Fuel	per hour	\$ 55.00	\$ 60.50	\$ 63.525	\$ 18.750	\$ 18.750	\$ 18.750	\$ 19.000	\$ 19.000	\$ 19.57	\$ 19.95	\$ 20.90
	Guardian Assist Labor					see labor chgs	see labor chgs	see labor chgs	see labor chgs				
	Harbor Skiff Assist	"	\$ 25.00	\$ 27.50	\$ 28.875	\$ 30.320	\$ 30.320	\$ 30.320	\$ 31.000	\$ 31.000	\$ 31.93	\$ 32.55	\$ 34.10
	Film License Application Fee	season		\$ 150.00	\$ 157.50	\$ 165.34	\$ 165.34	\$ 300.00	\$ 300.00	\$ 300.00	\$ 309.00	\$ 315.00	\$ 330.00
	Author's Notes:								(some rate rounding)	Rates set by Finance			
	1. Tariff #3 should be verified from hard files												
	2.Tariffs #1 and #2 hardfiles to be located for inclusion.												

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
April 18th, 2019**

The Regular Meeting of the Nome Port Commission was called to order at 6:06pm by (acting) Chairman Lean in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

Members Present: Lean; Henderson; Rowe; Smithhisler (telephonic); Sheffield;

Absent: West (excused); McLarty (excused);

Also Present: Lucas Stotts, Harbormaster;

In the audience: Sandra Medearis, Arctic News

APPROVAL OF AGENDA

Chairman Lean asked for a motion to approve the agenda:

Motion was made by Sheffield to approve the agenda, seconded by Henderson:

At the Roll Call:

Ayes: Henderson, Rowe, Lean, Smithhisler, Sheffield

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

March 21st, 2019 Motion was made by Henderson, seconded by Rowe to approve the minutes:
Regular Meeting

At the Roll Call:

Ayes: Henderson, Rowe, Smithhisler, Sheffield, Lean

Nays:

Abstain:

The motion **CARRIED**.

CITIZENS' COMMENTS None

COMMUNICATIONS

- 19-4-2 ERA Advisory Committee Letter
- 19-3-25 House Joint Resolution No.14
- 19-03-23 Navy High-Tech Warship First Trip to the Arctic
- (Added) Port Commissioner Verbal Update

Discussion: There was some discussion on the Emergency Response in the Arctic (ERA) Advisory Committee meeting and a brief overview of the teleconference, noting the highlights and takeaways. Sheffield asked

for clarification on who the Rensselaer group, UAA and NC State were and what was the purpose of the meeting, what other communities or voices were heard at this meeting and also asked who the person who contacts the tribes was.

There was also some discussion on the House Joint Resolution No.14. Lean added there was a House Transportation hearing on HJR 14 earlier today that he listened/watched at the legislative office. Lean noted that our Mayor (Richard Beneville) and Rep. Neil Foster spoke on the subject. Port Director Joy Baker attended telephonically as well. Sheffield asked how people knew this was going on and Lean noted that he was contacted by Josie Stiles. Lean noted that the meeting was not open for testimony but there will be future meetings that would be. Lean thought the legislators were frustrated with getting too much information and suggested if anyone was going to testify in the future to keep it focused to a few points only for clarity. Lean noted that everything seemed fairly well received and that the purpose for this was not to ask for money but to request DOT to assist the City with technical advice and write a letter to the delegation saying this was a good idea and to push Congress for funding.

There was a brief overview on the Navy's high-tech destroyer that visited Ketchikan. It was asked how far the vessel would go north into the Arctic and noted that they were only stopping in Ketchikan. Sheffield noted that she is curious about the special hull paint on these high-tech vessels and how they would withstand the impacts of ice and clearing ice off hulls and bulwarks.

Sheffield spoke about her being invited to meet with USCG Sr. Policy Advisor Shannon Jenkins and staff in Council Chambers along with the Mayor and a few Nome City Council members. It was noted that Mr. Jenkins wanted to know what the big issues were in 'our eyes'. Sheffield recapped her update on the loss of the cold water barrier separating the south and northern ecosystems and how this shift should increase anticipation of large fishery traffic in the future. It was also stated that the research community was very interested in this issue and has been ramping up projects in the region, contributing to the increased traffic.

Lean noted that things are changing and it is all unknown but the changes are coming faster than anyone anticipated.

Lean updated the group on the ship simulations at the USACE research office in Vicksburg, MS that he attended and witnessed for over 8 days with two Alaska Marine Pilots and PD Joy Baker. Lean gave a good overview of the simulations, vessels and facility design models that were used (3A modest approach, 4A USACE engineer's preference and 8B as the Pilots and City's favorite). The overall takeaway from the Pilots and City seemed to be that 8B was the most preferred option due to more maneuvering space and protection. There was group discussion on the designs and justifications on selecting which one, pro and cons. Lean stated that he hopes this testing will bring new light to the economic analysis as that is what the Washington USACE is focused on.

Sheffield stated that we should push more on the justification for 4b?? being that we would be a better port of refuge for mariners. Lean stated that he didn't think this simulation was designed to show that and the people at the simulations were not prepared to discuss that at this time. It was noted that with the larger design we would also be able to more easily allow vessels to have greater protection in the winter months while stored in the ice.

HARBORMASTER'S REPORT *(Verbal)*

Harbormaster Stotts updated the commission on tasks to be completed around the Port Office including; Updating seasonal forms and documents, prepping the office for season start, obtaining quotes needed for spring ordering and PO's, debt collection calls/impoundments and spring surplus sale, as well as installing facility ladders and fenders.

HM Stotts provided a brief update on snow removal around the port facility and the status of PWR equipment needed to do so. There was also mention of the Causeway and Lower IP surfacing and that we will need to do some grade work this spring due to heavy traffic at the end of last season after the ground froze. A copy of the latest ship schedule was provided to the group, along with an overview of the types

and numbers of cruises and vessels that will be here this season and how port staff will have to manage those lightering cruises to meet all security needs shore side.

HM Stotts advised that Assistant Harbormaster Chris Schuneman will transition back to the port facility from PWR on May 6th and the Office Manager from last season, Caitlin LeClair, will be returning May 20th having previously trained staff is a huge help when starting up the season. It was noted that the Dock Watch position is presently being advertised.

Discussion:

There was group discussion on the cruise schedule and how it is increasing, putting ships in this region later in the season when the weather is much stormier. There was a discussion on the need for additional port staff with a TWIC to assist in security points for cruise ships, mainly when we have overnight vessels and multiple cruises lightering to the SBH at the same time.

Harbormaster Stotts provided the commission three different harbor work skiff options presently being considered for possible purchase. There was much discussion on the various models, with good and bad things noted. The majority of the PC members liked the *Tuff Boat* model and design vs the *Catalyst Marine Engineering* and *Metal Shark* designs and costs. It is most likely to be the skiff model that we will purchase. HM Stotts said he will work with the *Tuff Boat* manufacturer on vessel particulars and get a total package quote for bringing back to the group. Commissioner Smithhisler commented on the City's procurement policy and asked that we be sure we were within those guidelines as he ran into small issues with the NVFD new firetruck during purchasing.

Commissioner Henderson commented on the current state of Port Road and that several areas are sinking in the road and beginning to cause damages to their fuel trucks. HM Stotts said he would convey this to Joe Horton with Public Works but that Joe is already aware of the issue and working on a fix. C. Rowe commented that Bering Air has had to issue some complaints or requests to DOT over the winter on the state of Airport Road and that it would be good for local businesses to comment directly to PWR or City Hall on road requests.

PORT DIRECTOR REPORT (Projects Update) (19-04-15 Report)

HM Stotts updated the commission for PD Baker on some highlights including;

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Mention of the Arctic Domain Awareness Center's reception that was held prior to this meeting at the Richard Foster Building and also of the workshop being held the following day (April 18) at Northwest Campus that would discuss various elements of managing a complex crisis in the Arctic. PC members were encouraged to participate if they were able, and noted that Charlie Lean and Capt. Howard Farley would be participating in the storytelling section.

C. Sheffield commented that the exercise had this scenario involving a container ship in the Southern Bering Sea but it was being located far south in the deep water of the trade route and that this exercise was frustrating and soft - C. Lean agreed.

OLD BUSINESS

Vessel Haul Out Plan Submittal Form (Draft)

HM Stotts provided an overview and discussion points on info that may be included on the new Port of Nome Vessel Haul Out form. The new procedure was included in Tariff No. 15 for vessels over 50 ft in length. Port staff would require this form to be submitted and approved prior to vessels launching or hauling out. Some info discussed to be included was; all vessel information (length, beam, weight), desired haul out/launch date and time, method of haul out/launch (airbags, trailer, skids, spuds), list of equipment to be used, crew info

as well as foreman and safety officer designation and names, detailed description of operational plan, and a checklist of items required by the port prior to launch (vessel insurance, approved docking permit application, ect). HM Stotts noted that there are several facilities around the state that require the same type of application prior to haul out/launch.

Discussion:

C. Smithhisler commented that we should be sure to include a section to identify the location and position the vessel will be stored on the uplands to ensure it ends up in the correct location. C. Henderson asked if port staff anticipate any additional requests to store other vessels in the Outer or Inner Harbor ice now that we have had the *TAGIUK PROVIDER* and Phoenix Marine Jack-up rig both winter in the ice. HM Stotts added that as of now we have not had any additional requests but that there are several other new mining operations heading to Nome this season and it is possible others could ask. HM Stotts commented on a 125ft landing craft called the *THORS HAMMER* coming from the Washington State area but that as of now they plan to travel back south for the winter, but that was subject to change once they arrive in Nome.

C. Henderson asked if the Port would be receptive to new folks wanting to store in the ice like the current two are. HM Stotts stated that this would be covered in the new vessel haul out plan form and that each case would be looked at individually and there will be a process. There was group discussion on what the PC body had talked about at past meetings concerning the wintered vessels in the ice and the conditions that were required prior to allowing them to do so. C. Henderson commented that we should all be thinking about where we could possibly allow others of a similar size to winter in the ice to be prepared for others in the future requesting to do so. C. Henderson also asked if port staff had heard more on if there would be an assist tug positioning themselves in Nome this 2019 season and would that reduce the number of day's commercial vessels are delayed at getting into the facility.

NEW BUSINESS

Consideration of Tariff Rate Adjustments/Capital Improvements Fee

C. Lean stated that at the previous joint work session with the City Council, it was suggested that the PC review the tariff and rate schedule and that a late season tariff adjustment may be considered by the Council.

Discussion:

C. Lean added that one reason not to change anything at this time was due to how close the season start was and that companies have already made business plans for the summer and that a mid-summer switch in the tariff would not be well received by anyone. There was discussion that the Council expressed the desire to begin talking on this subject this fall so there could be a full discussion and not have to compress a complex and important subject like this into the early spring annual tariff revision. HM Stotts added that PD Baker would be in Nome the week of May 13th and asked if we would like to hold a work session to begin talking about this subject. C. Sheffield commented that she felt it would be helpful to wait and observe part of this summer season so we can see the future coming make a decision with that in mind.

C. Lean added that this would be a tariff adjustment in the fall that would be effective for the winter season but that there could also be another tariff adjustment in the spring to include other changes if needed. C. Rowe commented that Council had asked for something back from the PC group by the end of June but that City Manager John Handeland had added that maybe this was something that the PC should think on a little longer so maybe wait closer to the end of summer or fall to present something to the City Council. C. Henderson added that since it is such a hot topic he was fine with starting discussions on this a little sooner and if we felt the need for a work session in May to reach out and check everyone's availability. C. Henderson also states that the joint work session with the City Council went very well and that the council seemed very receptive to what the PC group was thinking. It was also noted that when we wait until spring to do the entire tariff revision things seems a little rushed sometimes so getting an early start on it would

be nice.

C. Lean added that he would like a work session but would like some of the ideas that were recently presented by PD Baker explained more, such as; inflation, proofing and some things that other ports do that we don't, such as head tax. This would not need to be effective now but could help us plan ahead for maybe next season. C. Henderson added that he was very interested as well on subjects such as a head tax and what would that mean in terms of total revenue and felt this would help in him be able to more effectively suggest a tariff increase. C. Henderson also noted that if we begin talks this summer about any increases to the tariff, more port users would be in Nome and available to participate in discussion on this subject vs in the winter when everyone is gone. C. Sheffield added that she would like to see some type of a 'road-map' on the ports revenue and expenses so it was easier to see the flow of money between the City's General fund and the Port. That was echoed by several other members as a useful tool for the future.

CITIZENS' COMMENTS (None)

COMMISSIONERS' COMMENTS

S. Smithhisler – None.

C. Rowe – None.

C. Henderson – Felt this work session is a really good idea and also felt this more recent analysis provided at the joint work session was the best yet and provided great information on how the port currently operates. Also stated that the more everyone talks about this subject, it is getting a little better each time so is glad we are keeping up with this conversation.

C. Sheffield- Commented on the Ice Flow Impacts Study provided in the packet and thought it was interesting information. Also noted that we should make sure we get the packet up on the city website as soon as possible so the public can get it and participate more.

C. Lean – Noted that he was wanting to get into his container at the port facility and was waiting on some snow removal by port staff when they could get to it. C. Lean also stated that we will most likely see more marine sea mammals hauling up on the Port facility and causeway rocks and we will have to see if that causes any issues here.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to May 16th, 2019.

ADJOURNMENT

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

APPROVED and **SIGNED** this 16th day of May 2019.

Jim West, Chairman

ATTEST:

Joy Baker, Port Director



US Army Corps
of Engineers
Alaska District

Special Public Notice

ANCHORAGE
Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

ISSUANCE DATE:	April 12, 2019
EXPIRATION DATE:	May 11, 2019
REFERENCE NUMBER:	POA-2007-00372-M2

PROPOSAL TO REISSUE GENERAL PERMIT (GP) 2007-00372-M1 STATE OF ALASKA FLOATING RECOVERY DEVICES FOR MINING IN NAVIGABLE WATERS GENERAL PERMIT

The public is hereby notified that the Alaska District, United States (U.S.) Army Corps of Engineers (Corps), is proposing to reissue and modify General Permit (GP) 2007-00372-M1 under authority of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). This GP would authorize floating devices in navigable waters of the United States (U.S.), for the purpose of mineral recovery in the State of Alaska.

The Corps is soliciting and accepting comments for the next 30 days on our intent to modify and reissue this GP. Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Michael R. Gala at 907-753-2821, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at michael.r.gala@usace.army.mil if further information is desired concerning this notice.

General Permits are considered appropriate for the activities which are substantially similar in nature, cause only minimal individual or cumulative environmental impacts, and would provide more effective administration of the Rivers and Harbors Act without creating an undue burden on the public.

If reissued, this GP will be in effect for five more years and will be renamed GP 2007-00372-M2. The activities intended for re-authorization under this GP are essentially the same, with the following changes:

- **NOTIFICATION REQUIREMENTS:** For all operations regardless of reporting or non-reporting authorized under RGP# POA-2007-00372-M2, the permittee (the person(s) or entity) shall submit a yearly compliance inspection report (Attachment 1) to the Corps by October 1st of each year and for each individual mining location.
- **TIMING WINDOWS:** For all operations, the following timing windows are in effect to conserve and protect red king crab and salmonids essential fish habitat.
 - Red king crab - No dredging shall be conducted between March 1st and May 31st.

- Salmon - No dredging shall be conducted within 1 nautical mile of an anadromous stream or river between June 1st and July 15th.
- **WATER DEPTH:** The Corps is proposing to allow floating recovery devices in water depths out to minus 30 feet mean lower low water statewide without notification to the Corps. The operator is responsible to meet the Special Conditions of the General Permit.

The new notification requirements are to allow the Corps the ability to assess cumulative environmental impacts resulting from this GP. The increase in water depth and timing windows were based on the National Marine Fisheries 2013, Magnuson Stevens Act / Essential Fish Habitat implications for Red King Crab talking paper and slide show, which included discussions with ADF&G that listed -30 feet as the restricted depth for mining activities.

The Corps has completed a Preliminary Determination that the proposed activities are in compliance with the requirements for issuance of a general permit. A copy of this Preliminary Determination is available upon request from the letterhead contact information or by contacting michael.r.gala@usace.army.mil.

Background: On July 3, 2007, the Corps authorized GP 2007-00372, which expired July 3, 2012. The GP was re-issued October 1, 2012 with minor changes which expired October 1, 2017. The GP was extended to allow the Corps time to review the conditions of the permit and issue a new public notice. The 2012 reissuance of the GP changed the permit to only include section 10 waters, remove nozzle restrictions, and mirror the new Nationwide Permit Conditions. The estimated impacts for the previous 5 years are 4.7 million cubic yards of material, in waters of the U.S. primarily offshore of Nome, Kotzebue, and within Norton Sound. The new yearly reporting requirement is being added to allow the Corps the ability to conduct more accurate cumulative analysis for impacts on the marine environment.

ENDANGERED SPECIES: The Corps has conditioned the GP to protect threatened and endangered species.

Preliminarily, the described activity will not affect endangered or threatened species, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with U.S. Fish and Wildlife Service and the National Marine Fisheries Service. Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

Preliminarily, the described activity with special conditions would have no more than minimal impact and would not result in any substantive adverse effects on EFH. This Public Notice initiates the EFH Consultation with NFMS. Any comments or recommendations they may have concerning EFH will be considered in our final assessment of the described work.

CULTURAL RESOURCES: The Corps has conditioned the GP to protect cultural resources.

Any comments the State Historic Preservation Officer has concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. Subject to any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

AUTHORITY: This permit will be issued or denied under the following authority:

(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

District Commander
U.S. Army, Corps of Engineers

GENERAL PERMIT POA-2007-372-M2
FLOATING DEVICES IN NAVIGABLE WATERS OF THE UNITED STATES, FOR THE
PURPOSE OF MINERAL RECOVERY, IN THE STATE OF ALASKA.

The United States (U.S.) Army Corps of Engineers (Corps) has regulatory responsibilities pursuant to Section 10 of the Rivers and Harbors Act of 1899 (Section 10) and Section 404 of the Clean Water Act (Section 404). This General Permit (GP) authorizes floating devices in navigable waters of the U.S., for the purpose of recovering precious metals within the state of Alaska. The authorized work shall be conducted under the specific conditions listed below. The conditions of the GP are intended to ensure that impacts to navigation are minimal under Section 10.

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AUTHORIZED ACTIVITIES:

WITHIN SECTION 10 WATERS: Section 10 waters are navigable waters defined as “those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.” All tidal and marine waters are considered navigable. Also, the Alaska District has approved 47 segments of waters that are not tidally influenced, but are considered navigable. Specifically, the Corps regulates work in, over, or under navigable waters of the U.S., or which affects the course, location, condition or capacity of the Section 10 waters. For example, in a Section 10 water such as Norton Sound, the Corps regulates the floating device in the navigable waters. The Corps DOES NOT regulate the discharge or release of rocks and or sediment from a sluice box mounted on a recovery device. Floating devices result in a discharge from a sluice box regulated by the Alaska Department of Environmental Conservation (ADEC) under a State of Alaska, Alaska Pollutant Discharge Elimination System Permit. The Corps does not require a permit for an action regulated and permitted by ADEC. Therefore, the discharge into navigable water from a sluice, trommel, screen, and or any other classification device mounted on a floating device is regulated by ADEC.

The GP would authorize an operator to float a device in navigable waters of the U.S., for the purpose of recovering precious metals or stones within the state of Alaska. Activities must comply with the terms and conditions of the GP listed below.

WATER DEPTH: All operations in marine waters working in less than minus 30 feet Mean Lower Low Water (MLLW) are approved for operation if they comply with the terms and conditions of this GP.

Operations in navigable water depths deeper than minus 30 feet MLLW water will require notification to the Corps as well as written Corps verification.

WITHIN SECTION 404 WATERS: No authorization is required under Section 404 of the Clean Water Act for a floating device. Precious metal recovery results in a discharge regulated by ADEC under an Alaska Pollutant Discharge Elimination System Permit. The Corps does not require a permit for an action regulated and permitted by ADEC. Therefore, the discharge into 404 water from a sluice, trommel, screen, and or any other classification device mounted on a floating device is regulated by ADEC.

NOTIFICATION REQUIREMENTS: For all operations regardless of reporting or non-reporting authorized under this GP, the permittee (the person or entity) shall submit a yearly compliance inspection report (Attachment 1) to the Corps by October 1st of each year and for each individual mining location.

TIMING WINDOWS: For all operations, the following timing windows are in effect to conserve and protect red king crab and salmon essential fish habitat.

- Red King Crab- No dredging shall be conducted between March 1st and May 31st.
- Salmon- No dredging shall be conducted within 1 nautical mile of an anadromous stream or river between June 1st and July 15th.

Exceptions to these time periods require case-specific written approval from the Corps and the National Marine Fisheries Service.

EXCLUSIONS: This GP does not cover the following operations:

- Habitat: This GP does not apply to projects in coral, eelgrass beds, seagrass beds, kelp beds, macro-algae, vegetated shallows, shellfish beds, mudflats, or wetlands.
- Essential Fish Habitat: The GP does not apply to projects that would adversely affect Essential Fish Habitat (EFH).

Additionally, this GP does not apply unless appropriate coordination is completed through the respective agency:

- State Designated Special Areas: **Unless** the activity is specifically authorized by the agency with jurisdiction over these lands. Examples of these special areas are Game Refuges and Sanctuaries, and Critical Habitat Areas.
- Federally Designated Areas (existing or nominated): **Unless** the activity is specifically authorized by the agency with jurisdiction over these lands. Examples of these designated areas are National Wildlife Refuges, National Parks.
- Endangered Species: The GP does not apply to projects that would adversely affect endangered species; unless Section 7 consultation is completed. See condition #7.
- Archaeological, cultural, or historic properties: In cases where the District Commander determines that the activity may affect properties listed, or eligible for listing, in the National Register of Historic Places, the activity is not authorized, until

the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied. See condition #8.

SPECIAL CONDITIONS OF THE GENERAL PERMIT:

1. Your use of the permitted activity must not interfere with the public's right to free navigation on all navigable waters of the U.S.
2. You must install and maintain, at your expense, any safety lights and signals prescribed by the U.S. Coast Guard (USCG), through regulations or otherwise, on your authorized facilities. The USCG may be reached at the following address and telephone number: Commander (oan), 17th Coast Guard District, P.O. Box 25517, Juneau, Alaska 99802, (907) 463-2272
3. The permittee understands and agrees that, if future operations by the U.S. require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the U.S. No claim shall be made against the U.S. on account of any such removal or alteration.
4. No grounding of floating structures shall occur at any tidal stage.
5. Operations which are located in waters used by anadromous fish species shall be consistent with State of Alaska Department of Fish and Game and comply with any Alaska Department of Fish and Game, Fish Habitat Permit issued for the project under Alaska Statute if a permit is required. Violation of the Fish Habitat permit shall be grounds to suspend or revoke the authorization granted by this GP.
6. The proposed activity shall not adversely affect Essential Fish Habitat (EFH). Section 305 (b) of the Magnuson-Stevens Fishery Conservation and Management Act and 50 CFR Part 600 provide the requirements for EFH consultation. The District Commander (DC) shall make a determination whether or not the action will adversely affect EFH. The determination and an EFH assessment (per 50 CFR 600.920) shall be provided in any subsequent notice should the action adversely affect EFH. If necessary, the National Marine Fisheries Service (NMFS) will provide EFH Conservation Recommendations as defined in Section 305 (b)(4)(A) and 50 CFR Part 600.
 - **Timing windows:** For all operations, the following timing windows are in effect to conserve and protect red king crab and salmon EFH.
 - a) Red King Crab- No dredging shall be conducted between March 1st and May 31st.
 - b) Salmon- No dredging shall be conducted within 1 nautical mile of an anadromous stream or river between June 1st and July 15th.

Exceptions to these time periods require case-specific written approval from the Corps and the NFMS.

7. The proposed operation activity shall be in compliance with applicable State of Alaska, Department of Environmental Conservation, Alaska Pollution Discharge Elimination System Permit.
8. (a) No activity is authorized under any GP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify the critical habitat of such species. No activity is authorized under any GP which "may affect" a listed species or critical habitat, unless Section 7 consultation addressing the effects of the proposed activity has been completed.

(b) Permittees must submit a notification to the Corps if any listed species or designated critical habitat might be affected or is in the vicinity of the project, or if the project is located in designated critical habitat, and shall not begin work on the activity until receiving a permit authorization from the Corps. For activities that might affect Federally-listed endangered or threatened species or designated critical habitat, the notification must include the name(s) of the endangered or threatened species that might be affected by the proposed work or that utilize the designated critical habitat that might be affected by the proposed work. The Corps will determine whether the proposed activity "may affect" or will have "no effect" to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps' determination within 45 days of receipt of a complete notification. In cases where the non-Federal applicant has identified listed species or critical habitat that might be affected or is in the vicinity of the project, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification the proposed activities will have "no effect" on listed species or critical habitat, or until Section 7 consultation has been completed. If the applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(c) As a result of formal or informal ESA consultation with the U.S. Fish and Wildlife Service (USFWS) or NMFS the Corps may add species-specific regional endangered species conditions to the GP.

(d) Authorization of an activity by a GP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the USFWS or the NMFS, The Endangered Species Act prohibits any person subject to the jurisdiction of the U.S. to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word "harm" in the definition of "take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(e) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the USFWS and NMFS or their World Wide Web pages at <http://www.fws.gov/> and <https://www.fisheries.noaa.gov/> respectively.

9. (a) In cases where the Corps determines that the activity may affect properties listed, or eligible for listing, in the National Register of Historic Places, the activity is not authorized, until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Permittees must submit a notification to the Corps if the authorized activity may have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the notification must state which historic properties may be affected by the proposed work or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of or potential for the presence of historic resources can be sought from the State Historic Preservation Officer or Tribal Historic Preservation Officer, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing notifications, the Corps will comply with the current procedures for addressing the requirements of Section 106 of the NHPA. The Corps shall make a reasonable and good faith effort to carry out appropriate identification efforts, which may include background research, consultation, oral history interviews, sample field investigation, and field survey. Based on the information submitted and these efforts, the Corps shall determine whether the proposed activity has the potential to cause an effect on the historic properties. Where the applicant has identified historic properties on which the activity may have the potential to cause effects and so notified the Corps, the applicant shall not begin the activity until notified by the Corps either that the activity has no potential to cause effects or that consultation under Section 106 of the NHPA has been completed.

- (c) The Corps will notify the prospective permittee within 45 days of receipt of a complete notification whether NHPA Section 106 consultation is required. Section 106 consultation is not required when the Corps determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR §800.3(a)). If NHPA section 106 consultation is required and will occur, the Corps will notify the non-Federal applicant that he or she cannot begin work until Section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

- (d) Prospective permittees should be aware that section 110k of the NHPA (16 U.S.C. 470h2(k)) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of Section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties are known to have a legitimate interest in the impacts to the permitted activity on historic properties.

INSPECTION: You must allow the Corps to inspect the authorized activity at any time deemed necessary to ensure work is being or has been, accomplished in accordance with the terms and conditions of this GP.

In the event that work is being or has been performed in noncompliance with this GP, appropriate measures will be taken to resolve the violation. This may include a requirement to obtain an individual permit.

Refusing access to an inspection of the authorized activities shall be considered non-compliance with the terms and conditions of this GP.

Any operator found in non-compliance with this GP may not be issued another GP authorization until the non-compliance is resolved.

Non-compliance with reporting requirements may result in permit revocation, directed restoration of affected areas, and/or imposition of civil and criminal penalties.

APPLICATION PROCEDURES:

Application Requirement: Required for all operators floating a device in water depths deeper than minus 30 feet MLLW.

The operator must complete a Department of the Army permit application (ENG FORM 4345) [available at a Corps office or at our website:

<https://www.poa.usace.army.mil/Missions/Regulatory/>

Applications will receive an initial review for completeness within fifteen days of receipt.

The application request must include:

- a legible map showing the location of the proposed work
- a description of the floating device, size, and anchoring mechanism to be used
- plan drawings that show the operation relative to tidal datums
- Latitude and Longitude of the project area

The application and accompanying drawings must have sufficient detail for the application to be considered complete. The Corps will contact the applicant for additional drawings and/or information if necessary. After receipt of a complete application, the Corps will notify the applicant to confirm that their work will be covered under this GP, or that an individual permit is required.

Authorization Process: All operations proposed for authorization under this GP will be authorized as follows:

1. Applicant notifies the Corps by the methods outlined above.
2. The Corps will review the application and preliminarily determine that the GP is applicable.
3. Agency coordination will be initiated by the Corps on complete applications.

4. Agencies have 10 calendar days from the date this notification is transmitted to contact the Corps in writing, by FAX, e-mail, or by telephone, with comments on the project.
5. The Corps sends the applicant a GP verification letter, or based upon review, the Corps notifies the applicant that a GP is not appropriate for the proposed operation. Special conditions can be added to the GP letter.
6. Permittee should retain all original authorizations in a safe location, and a duplicate copy at the operation site in possession of the operator for review by visiting agencies.

OTHER INFORMATION:

•**Reevaluation of a Permit Decision:** The Corps may reevaluate its decision to issue a GP authorization at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- The permittee fails to comply with the terms and conditions of this permit.
- Appropriate new information surfaces, which this office did not consider in reaching the original public interest decision.

A reevaluation may result in:

- a decision to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7
- A decision to use enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. These enforcement procedures provide for the issuance of an administrative order requiring compliance with the terms and conditions of the permit and for the initiation of legal action where appropriate.

The permittee will be required to pay for any corrective measures ordered by this office, and if there is a failure to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract, or otherwise, and bill you for the cost.

Extension, modification, and revocation of the general permit:

- This GP may be revoked by the issuance of a Public Notice at any time the Corps' District Commander (DC) determines that the singular or cumulative effects of the activities authorized herein are having an unacceptable adverse impact upon the public interest. Following such revocation, all new applications will be processed under individual permit application review procedures and the Corps would decide on a case-by-case basis if previously authorized activities should be revoked, suspended, or modified.
- The DC has the discretionary authority to review any individual mining activity, or class of activities to determine whether the activity complies with the GP. If the DC finds that the activity has more than minimal individual or cumulative net adverse impacts on the environment or otherwise may be contrary to the public interest, prospective permittees will be required to apply for an individual permit.

- This GP will be effective for a period of five (5) years. During that time, the DC may modify it if he determines that the singular or cumulative impacts of the activities authorized by this GP have an unacceptable adverse effect upon the public interest. During its fifth year, this GP and the work authorized under it shall be reviewed to determine if this GP should be modified, extended, or discontinued.
- Activities that are authorized/underway prior to the GP expiration date must be completed within twelve (12) months of the GP's expiration date, and the permittee must notify the Corps of his/her intent to continue mining. Further time extensions may be considered on a case-by-case basis under the provisions of 33 CFR 325.6.

Penalties for Violations: Failure to comply with the terms and conditions of this GP may result in:

- suspension of work
- revocation of permit
- directed restoration of waters
- imposition of penalties as provided under Section 301 of the Clean Water Act (33 USC 1319), or Section 9 of the Rivers and Harbors Act of 1899 (33 USC 401).

Limits of This Authorization:

- This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
- This permit does not grant any property rights or exclusive privileges.
- This permit does not authorize any injury to the property or rights of others.
- This permit does not authorize interference with any existing or proposed Federal Project.

Limits of Federal Liability: In issuing this permit, the Federal Government does not assume any liability for the following:

- Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- Design or construction deficiencies associated with the permitted work.
- Damage claims associated with any future modification, suspension, or revocation of this permit.

TERM:

This GP is effective for 5 years from the date of issuance unless otherwise modified, suspended, or revoked. Authorized work must be completed by the date specified in the authorization letter.

FOR THE DISTRICT COMMANDER:

Shannon Morgan
Chief, North Branch
Regional Regulatory Division
Alaska District, Corps of Engineers

Date

DRAFT

Sen. Lisa Murkowski urges administration to continue training opportunities in Alaska's Arctic



Sen. Lisa Murkowski addresses Alaska media in Dec. 2018 (KTUU)

By Laura Holman | Posted: Thu 5:28 PM, May 02, 2019

ANCHORAGE (KTUU) - During a Defense Appropriations Subcommittee hearing to talk about the Navy and Marine Corps budget requests for 2020 in the Capitol, Senator Lisa Murkowski, R-Alaska, questioned the leaders about plans the branches have for future military exercises in the Arctic region.

According to a press release from Sen. Murkowski's office, Chief of Naval Operations, Admiral John Richardson, says they have exercises planned for this year.

"We sent the Harry S. Truman north of the Arctic Circle for the first time since 1991. And we've got more planned— a major exercise with the Marine Corps up in Alaska this fall and looking forward to continuing to build our skills there," Richardson said.

The Commandant of the U.S Marine Corps, Robert Neller, had similar thoughts, echoing his desire to send more teams to the state. "We're always looking at places to train or to deploy to get advantage of the training areas, and there's great training at Elmendorf-Richardson, and also up at Wainwright."

Also during the meeting, Sen. Murkowski asked the U.S. Navy Secretary, Robert Spencer, about the possibility of the Navy having a deep-water port in the Bering Sea.

"When it comes to the port, while we do not have a requirement for a port, yes, having a deep-water port such as Nome would be an advantage in the area," said Secretary Spencer. "This summer, the CNO (Chief of Naval Operations) and I have talked about having an exercise go to the Bering Sea."

Secretary Spencer also said that Navy has plans for training in Adak, including an amphibious exercise, and making use of Adak's airstrip.

Get the latest updates from ktuu.com delivered to your browser

Navy plans to be more active in the Arctic

By **Liz Ruskin, Alaska Public Media** - May 2, 2019



Northern Edge military exercise in the Gulf of Alaska. (2016 photo: U.S. Navy)

The U.S. Navy is increasing its presence in the Arctic, and Navy Secretary Richard Spencer said he'd like to send a ship through the Northwest Passage this summer.

0:00 / 1:47

"We're still exploring to see if we could do a full passage. There's still ice up there in some places," Spencer told a U.S. Senate Appropriations subcommittee this week.

If the voyage happens, it would be a freedom-of-navigation exercise. That's a way the U.S. asserts itself and its maritime rights in an area. Spencer said he wants to do more of them in the Arctic.

As sea ice shrinks, countries are sending more and more ships through waters not previously considered navigable. The U.S. is particularly concerned about Russian and Chinese ambitions in the Far North.

Spencer said his wake-up call came at his first Arctic Council meeting, shortly after he became secretary of the Navy in 2017.

"It truly was an eye-opener for me," Spencer said, "because sitting across the table was our Russian counterpart, talking about the 10,000 *spetsnaz* (special operations troops) he has up there, and the runways that he's bringing back to life for 'search and rescue.'"

The secretary made air quotes with his fingers, suggesting he doesn't believe the build up is just for civilian purposes.

The U.S. Navy added Arctic exercises in 2018 and 2019 and is planning more. Spencer said the Navy and Marines are considering using Adak for an exercise in September.

The U.S. has no deepwater ports in the Arctic, and Spencer isn't asking for any, at least not now.

"While we do not have a requirement for a port, yes, having a deepwater port such as Nome would be an advantage in the area."

At the hearing, Spencer, covered a range of topics, from building new submarines to improving childcare for Navy families. He didn't mention the Arctic in his written remarks but readily discussed it in response to questions from Sen. Lisa Murkowski.

Liz Ruskin, Alaska Public Media

<http://www.alaskapublic.org>

Liz Ruskin covers Alaska issues in Washington as the network's D.C. correspondent. She was born in Anchorage and is a West High grad. She has degrees from the University of Washington and the University of Missouri School of Journalism in Columbia. She previously worked at the Homer News, the Anchorage Daily News and the Washington bureau of McClatchy Newspapers. She also freelanced for several years from the U.K. and Japan, in print and radio. Liz has been APRN's Washington, D.C. correspondent since October 2013. She welcomes your news tips at [lruskin \(at\) alaskapublic \(dot\) org](mailto:lruskin@alaskapublic.org) | [About Liz](#)





Infrastructure in the Arctic: Building for Tomorrow

This distinguished panel will highlight the challenges of land and coastal-based infrastructure development in the U.S. Arctic's unique operating environment, including projections of future maritime traffic, existing development activities, and the emerging vision of the Alaska of tomorrow. #BuildforTomorrow



Friday, May 17, 2019 | 11:00AM—12:30PM ET

Wilson Center 6th Floor Auditorium

1300 Pennsylvania AVE NW, Washington, DC 20004

Panelists include:

- Ambassador David Balton | *Senior Fellow, Wilson Center Polar Institute*
- The Honorable Richard Beneville | *Mayor, Nome, Alaska*
- Ms. Helen Brohl | *Executive Director, U.S. Committee on the Marine Transportation System*
- Ms. Sherri Goodman | *Senior Fellow, Wilson Center Polar Institute*
- Ms. Sarah Harrison | *Arctic Marine Transportation Specialist, U.S. Committee on the Marine Transportation System*
- Mr. Jeff San Juan | *Senior Infrastructure Development Finance Officer, Alaska Industrial Development & Export Authority*

POC: Jaya.Ghosh@cmts.gov | 202.366.3612

RSVP: <https://www.wilsoncenter.org/event/infrastructure-the-arctic-building-for-tomorrow>

Infrastructure Week



Infrastructure Week (May 13-20, 2019) is a collaborative effort by businesses, civic groups, organizations, and other infrastructure stakeholders to bring awareness to the importance of infrastructure in our nation. Through

events, advocacy, webinars, and social media taking place around the country, participants will bring attention to infrastructure. Infrastructure Week is the largest, most diverse, non-partisan coalition of organizations dedicated to strengthening America by rebuilding our infrastructure. See how you can be involved at <http://infrastructureweek.org>.



Memo

To: John K. Handeland – Interim City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Common Council; Nome Port Commission
Date: 5/9/2019
Re: Port & Harbor Report/Projects Update – May 2019

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

Administrative:

The F19 Port Operating Budget at 30 April shows 69.1% revenue – with 47.7% expended, with the balance of activity occurring within the last two months of the fiscal year as vessel operations commence. The Harbormaster transitioned back to the Port office on April 1st to get a jump on purchasing, maintenance planning, staffing and scheduling vessel traffic. Assistant Harbormaster Schuneman transitioned back to the Port on 6 May, and Office Manager Caitlin LeClair is expected back on 20 May. Advertising for the seasonal position of Dock Watch was put on the street in mid-April, and will remain open until filled. Interested applicants should submit a completed job application to the front desk at City Hall or to the Port office.

The Port Commission held a Joint Work Session with the City Council on 16 April 2019 to discuss tariff rate increases, with the resulting consensus of developing a short and long-range plan for how to plan for rising operating costs and capital project funding. The Port Commission will be holding a work session on Thursday, 16 May 2019, just prior to the regular monthly meeting to discuss and recommend a plan to the Council.

Efforts continue to update the 2016 Port of Nome Strategic Development plan, with the development of a large planning map by Bristol Engineers for use by both the Port and Planning Commissions for long range development. Another joint work session with the Planning Commission is anticipated later in the summer.

Attached House Joint Resolution 14, sponsored by Representative Foster, supports the development of an Arctic Deep Draft Port at Nome. The resolution was first heard by the House Arctic Policy and Economic Development and Tourism Committee on 16 April, and the House Transportation Committee on 18 April. Mayor Beneville presented in support of the resolution at both hearings, which was passed both committees and was heard on the House Floor on 23 April. The bill passed unanimously and was moved to the Senate where it was heard by the Senate Community & Regional Affairs, with the Port Director presenting. The resolution passed unanimously, and will be heard on the Senate Floor in the near future. We commend the hard work by Representative Foster and his staff.

The Mayor also attended the 6th Annual Arctic Encounter Symposium in Seattle on 25-26 April, with a panel speaking role on Day 2 to promote the community of Nome and progress in the expansion of the Port. This is a very high level event that brings great networking opportunity for the City while in pursuit of this large scale development.

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

The Corps Project Delivery Team held their monthly planning meeting on 9 May 2019, with these updates:

- The Corps released the Draft Integrated Feasibility Report and Environmental Assessment on 8 May 2019 – comments are due within 30 days by mail or email provided in the attached Public Notice.
- The report contains these two Alternatives, which will be pared down to one in the final report:
 - National Economic Determination (NED plan) – Alternative 8b @ -30' and 8b @ -40'
 - National Security (NS plan) – anticipated to be 8b @ -40'
- Ship simulation results from the April trip Vicksburg MS did not make the cutoff for the draft report, but will be incorporated in the final document.
- Additional discussions on national security benefits continue within the Corps - more detail will be made available once it's cleared for external release.
- A public meeting on the draft report will be held in Nome on 18 June 2019 – more details soon.
- The public is encouraged to review and comment on the report.

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 recently contacted the City requesting some additional information on the pending grant application, with a deadline of 28 May 2019. The requested information is either on file or obtainable, and will be provided prior to the deadline. We are anticipating official word on the funding award in the next 60-90 days. (NSEDC matching funds have been awarded and await the award of federal funds).

Snake River Moorage & Vessel Haulout Facility:

The U.S. DOT BUILD program announced release of another round of funding available for application on 18 April 2019. We are working with Jenny Evans, with Rural Alaska First, for submitting an application for this project prior to the deadline of 15 July 2019.

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

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

External Facilities:**Cape Nome:**

There were delays at the regional level with processing the City's funding reimbursement request. However, it is finally moving forward, and the City funds expended in advance should be received soon. The official closeout process for the Cape Nome Jetty Repair will follow the reimbursement of funds.

Additional information is available on request.

HOUSE JOINT RESOLUTION NO. 14

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-FIRST LEGISLATURE - FIRST SESSION

BY REPRESENTATIVES FOSTER, Tuck, Vance, Tarr, Kopp, Spohnholz, Josephson, Hannan

Introduced: 3/25/19

Referred: Transportation

A RESOLUTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Civil Project Management Branch

Public Notice

**Alaska District
U.S. Army Corps of Engineers**

Date 8 May 2019 Identification No. ER-19-007
Please refer to the identification number when replying.

The U.S. Army Corps of Engineers, Alaska District (Corps), has prepared a Draft Integrated Feasibility Report and Environmental Assessment, and draft Finding of No Significant Impact for the following project:

Port of Nome Modification Nome, Alaska

The proposed project and initial analysis of potential environmental impacts are described in the draft report. The report evaluates six structural alternatives, as well as the no-action alternative, proposed to improve navigational efficiencies at the Port of Nome. The recommended plan would extend the existing west causeway by 3,484 feet; remove the existing east breakwater and replace it with a new 3,900-foot causeway; deepen the existing Outer Basin to 28 feet below mean lower low water (MLLW); create a Deep Water Basin to minus 30 or 40 feet below MLLW; and construct 5 new docks. Dredged material would be placed in water near the shore to augment the beach adjacent to the Nome seawall.

The public and agency comment period on the draft report extends for 30 days from the date of this Public Notice. The report may be viewed on the Alaska District's website at: www.poa.usace.army.mil. Click on the *Reports and Studies* button on the right-hand sidebar, look under *Documents Available for Public Review*, then click on the Civil Works link.

A printed copy of the report will be available at the front desk of Nome City Hall, 102 Division Street, Nome, Alaska, (907) 443-6663.

Comments on the draft report may be submitted in writing to the postal address below, or by email to the contact email provided below.

U.S. Army Corps of Engineers, Alaska District
ATTN: CEPOA-PM-C-PL
P.O. Box 6898
Joint Base Elmendorf-Richardson, AK 99506-0898

For information on the proposed project, please contact Ms. Jenipher Cate, Project Manager, at Jenipher.R.Cate@usace.army.mil or (907) 753-2837.

STATE OF ALASKA WATER QUALITY CERTIFICATION

Notice is hereby given that the Corps will be applying for State Water Quality certification from the Alaska Department of Environmental Conservation (ADEC). ADEC may certify there is a reasonable assurance this proposed action and any discharge that might result will comply with the Clean Water Act, Alaska Water Quality Standards, and other applicable State laws. ADEC's certification may authorize a mixing zone and/or a short-term variance under 18 AAC 70, Water Quality Standards, amended as of April 6, 2018. ADEC may also deny or waive certification. Any person desiring to comment on the project with respect to Water Quality Certification may submit written comments to the address below or to the email address dec-401cert@alaska.gov within 30 days of the date of this Public Notice. Mailed comments must be postmarked on or before the last day of the public comment period.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WDAP/401 CERTIFICATION
555 CORDOVA STREET
ANCHORAGE, AK 99501-2617
PHONE: (907) 269-2711 | EMAIL: dec-401cert@alaska.gov



Michael R. Salyer
Chief, Environmental Resources Section



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

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

Dear Ms. Baker:

In accordance with the Port of Nome Modification Feasibility Study Cost Sharing Agreement dated 02 February 2018, Article III, here is the cost share status report through 16 April 2019.

As of 16 April 2019, we have expended a total of \$1,075,376 on the study. To this point, \$602,908 in City funds has been expended. One work-in-kind package was submitted for \$45,117.18 on 26 October 2018. Currently there is \$700,898 in Federal funds remaining and \$570,467 in non-Federal funds. At this time, the project is funded to \$2,301,323. Of the agreed study amount of \$3,000,000, \$76,635 Federal and \$71,742 non-federal still remain to be funded.

	Total	Federal	Sponsor Cash	Sponsor Work-In-Kind
Agreement	\$3,000,000	\$1,500,00	\$1,200,000	\$300,000
Funds received	\$2,301,623	\$1,173,36	\$1,128,258	~
Funds expended	\$1,075,376	\$472,467	\$557,791	\$45,117
Funds remaining	\$1,526,247	\$700,898	\$570,467	\$254,883

If you have any questions, please do not hesitate to contact me at (907) 753-2837 or via email at Jenipher.R.Cate@usace.army.mil

Sincerely,

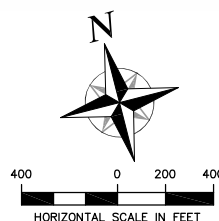
Jenipher Cate, PhD
Project Manager

Cc:
Mark Viotto

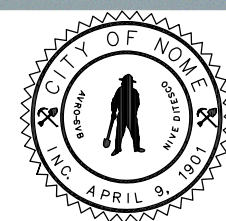


Aerial Photography by GPS Aerial Services, Inc.
taken on 09/25/08

**This map is for illustrative purposes
only and is not a legal document.**



Nome Harbor Property Ownership Map

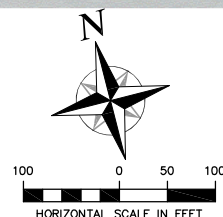


Bristol
ENGINEERING
SERVICES COMPANY, LLC

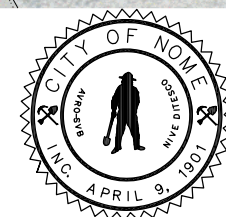


Aerial Photography by GPS Aerial Services, Inc.
taken on 09/25/08

This map is for illustrative purposes
only and is not a legal document.



Nome Harbor Property Ownership Map










Bristol
ENGINEERING
SERVICES COMPANY, LLC

addt'l leased to NSEDC 2005



PROPERTY OWNERS

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

CITY OF NOME
PORT OF NOME FUND

					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020	
REVENUE														
CAUSEWAY FACILITY														
80.3111.2001	Causeway Dockage	\$ 77,186.37	\$ 98,972.01	\$ 88,376.97	\$ 90,000.00	\$ 57,098.55	\$ 90,000.00	\$ 32,901.45	37%	\$ 85,000.00	\$ (5,000.00)	-6%		
80.3111.2002	Causeway Wharfage - Dry	\$ 184,158.44	\$ 145,585.26	\$ 192,255.43	\$ 155,000.00	\$ 126,296.08	\$ 155,000.00	\$ 28,703.92	19%	\$ 160,000.00	\$ 5,000.00	3%		
80.3111.2003	Causeway Wharfage - Fuel	\$ 229,185.90	\$ 254,556.24	\$ 273,780.75	\$ 280,000.00	\$ 213,273.74	\$ 280,000.00	\$ 66,726.26	24%	\$ 275,000.00	\$ (5,000.00)	-2%		
80.3111.2004	Causeway Wharfage - Gravel	\$ 75,200.89	\$ 228,490.67	\$ 76,835.26	\$ 65,000.00	\$ 61,693.51	\$ 80,000.00	\$ 18,306.49	23%	\$ 80,000.00	\$ -	0%		
80.3111.2005	Causeway Storage Rental	\$ 9,966.72	\$ 15,340.58	\$ 9,816.00	\$ 10,000.00	\$ 2,478.72	\$ 10,000.00	\$ 7,521.28	75%	\$ 10,000.00	\$ -	0%		
80.3111.2006	Causeway Utility Sales	\$ 13,920.87	\$ 42,946.18	\$ 23,762.52	\$ 30,000.00	\$ 12,478.34	\$ 30,000.00	\$ 17,521.66	58%	\$ 25,000.00	\$ (5,000.00)	-17%		
80.3111.2007	Causeway Misc Term Revenue	\$ 52,560.43	\$ 238,089.53	\$ 71,157.40	\$ 65,000.00	\$ 42,057.50	\$ 65,000.00	\$ 22,942.50	35%	\$ 80,000.00	\$ 15,000.00	23%	Increase due to cruise ships coming to port	
80.3111.2008	Leases, Rentals, Land, Bldgs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3111.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
TOTAL - CAUSEWAY FACILITY					\$ 695,000.00	\$ 515,376.44	\$ 710,000.00	\$ 194,623.56	27%	\$ 715,000.00	\$ 5,000.00	1%		
HARBOR FACILITY														
80.3211.1001	Harbor Seasonal Dock Permit	\$ 119,162.92	\$ 109,446.54	\$ 125,371.39	\$ 120,000.00	\$ 75,036.04	\$ 120,000.00	\$ 44,963.96	37%	\$ 115,000.00	\$ (5,000.00)	-4%		
80.3211.2001	Harbor Dockage	\$ 49,316.88	\$ 63,496.72	\$ 85,784.70	\$ 85,000.00	\$ 41,669.81	\$ 85,000.00	\$ 43,330.19	51%	\$ 70,000.00	\$ (15,000.00)	-18%		
80.3211.2002	Harbor Wharfage - Dry	\$ 68,084.40	\$ 87,364.76	\$ 95,989.07	\$ 85,000.00	\$ 67,250.47	\$ 95,000.00	\$ 27,749.53	29%	\$ 90,000.00	\$ (5,000.00)	-5%		
80.3211.2003	Harbor Wharfage - Fuel	\$ 30,120.34	\$ 66,630.54	\$ 91,110.21	\$ 60,000.00	\$ 35,805.93	\$ 60,000.00	\$ 24,194.07	40%	\$ 60,000.00	\$ -	0%		
80.3211.2004	Harbor Wharfage - Gravel	\$ 754.80	\$ 13,261.82	\$ 34,937.20	\$ 30,000.00	\$ 1,519.80	\$ 30,000.00	\$ 28,480.20	95%	\$ 25,000.00	\$ (5,000.00)	-17%		
80.3211.2005	Harbor Storage Rental	\$ 36,148.12	\$ 34,216.78	\$ 33,282.67	\$ 35,000.00	\$ 22,421.18	\$ 35,000.00	\$ 12,578.82	36%	\$ 35,000.00	\$ -	0%		
80.3211.2006	Harbor Utility Sales	\$ 6,366.99	\$ 6,944.10	\$ 8,070.74	\$ 8,000.00	\$ 3,879.38	\$ 8,000.00	\$ 4,120.62	52%	\$ 8,000.00	\$ -	0%		
80.3211.2007	Harbor Misc Term Revenue	\$ 2,255.63	\$ 1,401.08	\$ 1,820.00	\$ 3,000.00	\$ -	\$ 3,000.00	\$ 3,000.00	100%	\$ 6,000.00	\$ 3,000.00	100%	Increase due to anchored ships	
80.3211.2008	Leases, Rentals, Land, Bldgs	\$ 101,151.08	\$ 79,110.49	\$ 44,499.77	\$ 45,000.00	\$ 35,311.56	\$ 45,000.00	\$ 9,688.44	22%	\$ 45,000.00	\$ -	0%		
80.3211.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
TOTAL - HARBOR FACILITY					\$ 471,000.00	\$ 282,894.17	\$ 481,000.00	\$ 198,105.83	41%	\$ 454,000.00	\$ (27,000.00)	-6%		
CAPE NOME FACILITY														
80.3311.2001	Quarry Dockage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2002	Quarry Wharfage - Dry	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2003	Quarry Wharfage - Fuel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2004	Quarry Wharfage - Gravel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2005	Quarry Storage Rental	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2007	Quarry Misc Term Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3311.2008	Leases, Rentals, Land, Bldgs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
TOTAL - CAPE NOME					\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
INDUSTRIAL PARK FACILITY														
80.3411.2005	Industrial Park Storage Rental	\$ 181,875.53	\$ 197,426.68	\$ 239,736.83	\$ 245,000.00	\$ 257,247.87	\$ 270,000.00	\$ 12,752.13	5%	\$ 270,000.00	\$ -	0%		
80.3411.2008	Leases, Rentals, Land, Bldgs	\$ 136,574.10	\$ 159,092.85	\$ 160,120.61	\$ 150,000.00	\$ 185,636.72	\$ 210,000.00	\$ 24,363.28	12%	\$ 200,000.00	\$ (10,000.00)	-5%		
80.3411.2009	Sale of Property & Assets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
TOTAL - INDUSTRIAL PARK FACILITY					\$ 395,000.00	\$ 442,884.59	\$ 480,000.00	\$ 37,115.41	8%	\$ 470,000.00	\$ (10,000.00)	-2%		
OTHER REVENUE														
80.3511.0001	Copies, Fax, Pubs, Film Lcns	\$ 10.00	\$ 4.00	\$ 327.75	\$ 150.00	\$ 902.00	\$ 1,000.00	\$ 98.00	10%	\$ 1,000.00	\$ -	0%		
80.3511.0002	Banking / NSF Check Fee	\$ 35.00	\$ 16.01	\$ -	\$ 50.00	\$ 40.00	\$ 50.00	\$ 10.00	20%	\$ 50.00	\$ -	0%		
80.3511.0003	Credit Card Service Fees	\$ -	\$ 0.30	\$ 0.46	\$ 5.00	\$ -	\$ 5.00	\$ 5.00	100%	\$ 5.00	\$ -	0%		
80.3511.0004	Resale-Hats,Charts,Spills,Appl	\$ 5,661.50	\$ 2,107.53	\$ 2,801.20	\$ 2,500.00	\$ 937.22	\$ 2,500.00	\$ 1,562.78	63%	\$ 1,500.00	\$ (1,000.00)	-40%		
80.3511.0005	Other Port Revenue	\$ 83,488.64	\$ 26,253.38	\$ 3,298.17	\$ 15,000.00	\$ 4,315.80	\$ 15,000.00	\$ 10,684.20	71%	\$ 15,000.00	\$ -	0%		
TOTAL OTHER REVENUE					\$ 89,195.14	\$ 28,381.22	\$ 6,427.58	\$ 12,359.98	67%	\$ 17,555.00	\$ (1,000.00)	-5%		

					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020	
INTEREST EARNINGS														
80.3611.2001	Interest Earnings Port Op	\$ 5,255.55	\$ 4,961.23	\$ 6,347.79	\$ 4,500.00	\$ 2,166.81	\$ 4,500.00	\$ 2,333.19	52%	\$ 4,000.00	\$ (500.00)	-11%		
80.3611.2002	Interest Earnings Causeway	\$ 616.64	\$ 1,859.72	\$ 1,255.66	\$ 2,000.00	\$ 1,700.88	\$ 2,000.00	\$ 299.12	15%	\$ 1,000.00	\$ (1,000.00)	-50%		
80.3611.2003	Investment Earnings	\$ 11,253.89	\$ 14,331.17	\$ 22,870.38	\$ 10,000.00	\$ 16,016.21	\$ 10,000.00	\$ (6,016.21)	-60%	\$ 15,000.00	\$ 5,000.00	50%		
TOTAL INTEREST EARNINGS					\$ 16,500.00	\$ 19,883.90	\$ 16,500.00	\$ (3,383.90)	-21%	\$ 20,000.00	\$ 3,500.00	21%		
CONTRIBUTIONS/OTHER														
80.3711.0001	StAK Employer On-Behalf PERS	\$ 28,730.33	\$ 13,133.18	\$ 12,355.91	\$ 25,000.00	\$ -	\$ 13,000.00	\$ 13,000.00	100%	\$ 13,000.00	\$ -	0%		
80.3711.0002	Other Contributions	\$ -	\$ 25,000.00	\$ 84,587.95	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3711.0003	Denali Commsn High Mast Lights	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.3711.0004	NSEDC Anchor Floats System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
TOTAL CONTRIBUTIONS/OTHER					\$ 25,000.00	\$ -	\$ 13,000.00	\$ 13,000.00	100%	\$ 13,000.00	\$ -	0%		
TOTAL - PORT OPERATING REVENUE					\$ 1,509,041.96	\$ 1,930,039.35	\$ 1,719,055.00	\$ 451,820.88	26%	\$ 1,689,555.00	\$ (29,500.00)	-2%		

CITY OF NOME
PORT OF NOME FUND

					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020	
EXPENDITURE														
CAUSEWAY FACILITY														
80.6111.1101	Salaries - Causeway Maint	\$ 2,218.90	\$ 3,508.00	\$ 3,038.13	\$ 3,500.00	\$ 636.19	\$ 3,500.00	\$ 2,863.81	82%	\$ 3,500.00	\$ -	0%		
80.6111.1102	Salaries - Causeway Operations	\$ 7,730.97	\$ 12,818.05	\$ 12,515.56	\$ 11,958.00	\$ 10,796.38	\$ 11,958.00	\$ 1,161.62	10%	\$ 16,575.00	\$ 4,617.00	39%	5% shared costs with PW Road Maintenance	
80.6111.1103	Salaries - Causeway Admin	\$ 87,326.17	\$ 34,247.21	\$ 68,484.96	\$ 37,296.00	\$ -	\$ 37,296.00	\$ 37,296.00	100%	\$ 34,989.00	\$ (2,307.00)	-6%	Finance staff cost-share (split with Port Admin)	
80.6111.1411	Accrued Personal Leave - Cswy	\$ 14,217.97	\$ 3,120.30	\$ 15,245.28	\$ 5,625.00	\$ -	\$ 5,625.00	\$ 5,625.00	100%	\$ 2,721.00	\$ (2,904.00)	-52%		
80.6111.1421	Health Insurance - Cswy	\$ 30,810.78	\$ 13,709.06	\$ 28,903.61	\$ 13,108.00	\$ 3,033.35	\$ 13,108.00	\$ 10,074.65	77%	\$ 5,419.00	\$ (7,689.00)	-59%		
80.6111.1431	Life Insurance - Cswy	\$ 30.32	\$ 134.58	\$ 32.54	\$ 198.00	\$ 16.69	\$ 198.00	\$ 181.31	92%	\$ 113.00	\$ (85.00)	-43%		
80.6111.1441	FICA/Medicare - Cswy	\$ 8,970.79	\$ 5,254.89	\$ 6,448.27	\$ 4,191.00	\$ 952.54	\$ 4,191.00	\$ 3,238.46	77%	\$ 4,565.00	\$ 374.00	9%		
80.6111.1451	ESC - Causeway	\$ 247.38	\$ 395.46	\$ 368.61	\$ 400.00	\$ -	\$ 400.00	\$ 400.00	100%	\$ 400.00	\$ -	0%		
80.6111.1461	PERS - Cswy	\$ 30,589.02	\$ 49,068.50	\$ 20,846.94	\$ 11,520.00	\$ 2,715.96	\$ 11,520.00	\$ 8,804.04	76%	\$ 12,890.00	\$ 1,370.00	12%		
80.6111.1471	Workers' Comp Ins - Cswy	\$ 1,675.45	\$ 1,462.97	\$ 1,844.06	\$ 1,908.00	\$ -	\$ 1,908.00	\$ 1,908.00	100%	\$ 2,618.00	\$ 710.00	37%	Assume 10% increase	
80.6111.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
Subtotal - Personnel Expenses		\$ 183,817.75	\$ 123,719.02	\$ 157,727.96	\$ 89,704.00	\$ 18,151.11	\$ 89,704.00	\$ 71,552.89	80%	\$ 83,790.00	\$ (5,914.00)	-7%		
80.6111.1520	Vehicle/Boat Insurance	\$ -	\$ -	\$ -	\$ 499.00	\$ 498.50	\$ 498.50	\$ -	0%	\$ 498.00	\$ (0.50)	0%		
80.6111.1530	Property/Building Insurance	\$ 26,427.50	\$ 28,437.50	\$ 28,700.00	\$ 29,570.00	\$ 28,025.00	\$ 28,025.00	\$ -	0%	\$ 32,450.00	\$ 4,425.00	16%	Assume 10% increase	
80.6111.1810	Audit/Accounting	\$ 16,768.40	\$ 17,635.86	\$ 15,766.05	\$ 15,750.00	\$ 15,595.67	\$ 15,750.00	\$ 154.33	1%	\$ 15,750.00	\$ -	0%		
80.6111.1820	Engineering/Architectural Svcs	\$ 4,500.46	\$ 6,639.50	\$ 6,135.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	100%	\$ 50,000.00	\$ -	0%	General engineering; RAP Causeway Road	
80.6111.1830	Legal Services	\$ -	\$ 1,750.00	\$ -	\$ 1,500.00	\$ -	\$ 1,500.00	\$ 1,500.00	100%	\$ 2,000.00	\$ 500.00	33%		
80.6111.1840	Survey/Appraisal Services	\$ 3,427.50	\$ -	\$ -	\$ 3,000.00	\$ -	\$ 3,000.00	\$ 3,000.00	100%	\$ 2,500.00	\$ (500.00)	-17%		
80.6111.1870	Other Professional/Contract Sv	\$ 45,975.78	\$ 6,250.00	\$ 200.00	\$ 15,000.00	\$ 300.00	\$ 15,000.00	\$ 14,700.00	98%	\$ 25,000.00	\$ 10,000.00	67%	RAP Causeway Road	
80.6111.2010	Communications	\$ 1,040.97	\$ 827.67	\$ -	\$ 500.00	\$ -	\$ 500.00	\$ 500.00	100%	\$ -	\$ (500.00)	-100%		
80.6111.2012	Computer Network/Hardware/Soft	\$ -	\$ -	\$ -	\$ 500.00	\$ -	\$ 500.00	\$ 500.00	100%	\$ -	\$ (500.00)	-100%		
80.6111.2040	Uniform/Clothing	\$ 6.00	\$ 50.01	\$ 13.14	\$ 50.00	\$ -	\$ 50.00	\$ 50.00	100%	\$ 100.00	\$ 50.00	100%		
80.6111.2071	Operating Supplies	\$ 927.53	\$ 1,092.93	\$ 3,039.78	\$ 1,500.00	\$ 15.00	\$ 1,500.00	\$ 1,485.00	99%	\$ 1,500.00	\$ -	0%		
80.6111.4010	Gas & Oil Supplies	\$ 110.62	\$ 283.20	\$ 260.09	\$ 500.00	\$ 168.09	\$ 500.00	\$ 331.91	66%	\$ 500.00	\$ -	0%		
80.6111.4020	Vehicle/Boat/Eq Parts & Supply	\$ 268.12	\$ 204.98	\$ 373.16	\$ 500.00	\$ 393.57	\$ 500.00	\$ 106.43	21%	\$ 300.00	\$ (200.00)	-40%		
80.6111.4030	Vehicle/Boat/Eq Maintenance	\$ 256.15	\$ 957.44	\$ 196.00	\$ 3,000.00	\$ 603.05	\$ 3,000.00	\$ 2,396.95	80%	\$ 2,500.00	\$ (500.00)	-17%		
80.6111.4040	Vehicle/Boat Regis & Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6111.4050	Small Tools & Equipment	\$ 7,300.69	\$ 1,219.81	\$ 1,036.55	\$ 1,500.00	\$ -	\$ 1,500.00	\$ 1,500.00	100%	\$ 1,500.00	\$ -	0%		
80.6111.4060	Tools & Eq Repair & Maint	\$ -	\$ 78.50	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 1,000.00	100%	\$ 2,000.00	\$ 1,000.00	100%	Repair/replace high mast lights (\$1.5K)	
80.6111.4080	Road Maintenance Materials	\$ 11,695.89	\$ 744.03	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 7,500.00	\$ 2,500.00	50%	Water trailer improvements/upgrades	
80.6111.4090	Docks & Foundations	\$ 22,783.58	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 25,000.00	\$ 20,000.00	400%	Camel fendering for ship moorage (NOAA)	
80.6111.4100	Fuel Lines Maintenance	\$ 18,461.28	\$ 17,931.20	\$ 2,977.00	\$ 10,000.00	\$ 8,338.73	\$ 10,000.00	\$ 1,661.27	17%	\$ 14,000.00	\$ 4,000.00	40%	Hydrotests/Cathodic protection	
Subtotal - Operating Expenses		\$ 167,610.25	\$ 84,102.63	\$ 58,696.77	\$ 144,369.00	\$ 53,937.61	\$ 142,823.50	\$ 88,885.89	62%	\$ 183,098.00	\$ 40,274.50	28%		
80.6111.7005	Building Maintenance Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6111.7010	Bldg Maint Materials & Supply	\$ 490.57	\$ 1,289.02	\$ 202.27	\$ 500.00	\$ 1,018.90	\$ 1,200.00	\$ 181.10	15%	\$ 1,200.00	\$ -	0%		
80.6111.7011	Janitorial Services & Supplies	\$ -	\$ 11.63	\$ 38.49	\$ 250.00	\$ -	\$ 100.00	\$ 100.00	100%	\$ 250.00	\$ 150.00	150%		
80.6111.7020	Causeway Utilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6111.7021	Utilities - Electric	\$ 1,918.55	\$ 2,415.65	\$ 2,041.48	\$ 3,300.00	\$ 1,537.41	\$ 3,300.00	\$ 1,762.59	53%	\$ 3,300.00	\$ -	0%		
80.6111.7022	Utilities - Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6111.7023	Utilities - Sewer	\$ 1,610.00	\$ 1,000.00	\$ 1,250.00	\$ 1,500.00	\$ 750.00	\$ 1,500.00	\$ 750.00	50%	\$ 1,500.00	\$ -	0%		
80.6111.7024	Utilities - Garbage	\$ 1,671.78	\$ 4,513.14	\$ 5,987.14	\$ 5,500.00	\$ 1,782.82	\$ 5,500.00	\$ 3,717.18	68%	\$ 5,500.00	\$ -	0%		
80.6111.7025	Utilities - Heat	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6111.7026	Utilities - Resale	\$ 2,640.84	\$ 9,545.63	\$ 7,277.74	\$ 9,500.00	\$ -	\$ 9,500.00	\$ 9,500.00	100%	\$ 9,500.00	\$ -	0%		
Subtotal - Building Maintenance Expenses		\$ 8,331.74	\$ 18,775.07	\$ 16,797.12	\$ 20,550.00	\$ 5,089.13	\$ 21,100.00	\$ 16,010.87	76%	\$ 21,250.00	\$ 150.00	1%		

CITY OF NOME PORT OF NOME FUND					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020	
80.6111.7510	Debt Interest Payment	\$ 159,524.23	\$ 154,799.26	\$ 149,883.01	\$ 146,500.00	\$ 102,279.81	\$ 146,500.00	\$ 44,220.19	30%	\$ 155,656.00	\$ 9,156.00	6%		
80.6111.7520	Depreciation						\$ -	\$ -	#DIV/0!	\$ -				
80.6111.7550	Bad Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
	Subtotal - Other Expenses	\$ 159,524.23	\$ 154,799.26	\$ 149,883.01	\$ 146,500.00	\$ 102,279.81	\$ 146,500.00	\$ 44,220.19	30%	\$ 155,656.00	\$ 9,156.00	6%		
80.6111.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 20,000.00	\$ 15,000.00	300%	Split cost with Harbor facility - Upgrade/purchase work boat skiff	
	Subtotal - Capital Outlay	\$ -	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 20,000.00	\$ 15,000.00	300%		
TOTAL - CAUSEWAY		\$ 519,283.97	\$ 381,395.98	\$ 383,104.86	\$ 406,123.00	\$ 179,457.66	\$ 405,127.50	\$ 226,665.34	56%	\$ 463,794.00	\$ 58,666.50	14%		

CITY OF NOME
PORT OF NOME FUND

					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020	
80.6211.1101	HARBOR FACILITY													
80.6211.1411	Salaries - Harbor	\$ 3,261.14	\$ 4,985.51	\$ 2,979.00	\$ 9,566.00	\$ 1,715.14	\$ 9,566.00	\$ 7,850.86	82%	\$ 16,060.00	\$ 6,494.00	68%		
80.6211.1421	Accrued Personal Lv - Harbor	\$ 2,129.03	\$ 2,785.22	\$ 980.20	\$ 988.00	\$ -	\$ 988.00	\$ 988.00	100%	\$ 284.00	\$ (704.00)	-71%		
80.6211.1431	Health Insurance - Harbor	\$ 2,847.93	\$ 4,336.95	\$ 1,646.69	\$ 3,023.00	\$ 1,374.46	\$ 3,023.00	\$ 1,648.54	55%	\$ 4,335.00	\$ 1,312.00	43%		
80.6211.1441	Life Insurance - Harbor	\$ 11.59	\$ 21.34	\$ 14.99	\$ 23.00	\$ 19.52	\$ 23.00	\$ 3.48	15%	\$ 35.00	\$ 12.00	52%		
80.6211.1451	FICA/Medicare - Harbor	\$ 868.02	\$ 1,043.35	\$ 413.32	\$ 983.00	\$ 449.62	\$ 983.00	\$ 533.38	54%	\$ 1,510.00	\$ 527.00	54%		
80.6211.1461	ESC - Harbor	\$ 269.82	\$ 352.99	\$ 124.22	\$ 300.00	\$ -	\$ 300.00	\$ 300.00	100%	\$ 300.00	\$ -	0%		
80.6211.1471	PERS - Harbor	\$ 2,728.10	\$ 10,040.13	\$ 1,362.37	\$ 2,562.00	\$ 1,293.09	\$ 2,562.00	\$ 1,268.91	50%	\$ 4,153.00	\$ 1,591.00	62%		
80.6211.1481	Workers' Comp Ins - Harbor	\$ 781.63	\$ 3,797.34	\$ 436.49	\$ 1,128.00	\$ -	\$ 1,128.00	\$ 1,128.00	100%	\$ 1,907.00	\$ 779.00	69%		
	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
	Subtotal - Personnel Expenses	\$ 12,897.26	\$ 27,362.83	\$ 7,957.28	\$ 18,573.00	\$ 4,851.83	\$ 18,573.00	\$ 13,721.17	74%	\$ 28,584.00	\$ 10,011.00	54%		
80.6211.1520	Vehicle/Boat Insurance			\$ -	\$ 498.00	\$ 498.50	\$ 498.00	\$ (0.50)	0%	\$ 498.00	\$ -	0%		
80.6211.1530	Property/Building Insurance	\$ 16,308.50	\$ 20,964.50	\$ 20,582.00	\$ 21,200.00	\$ 20,060.00	\$ 20,060.00	\$ -	0%	\$ 22,066.00	\$ 2,006.00	10%	Assume 10% increase	
80.6211.1820	Engineering/Architectural Svcs	\$ 5,900.24	\$ 58,861.50	\$ 73,863.47	\$ 15,000.00	\$ 894.25	\$ 15,000.00	\$ 14,105.75	94%	\$ 25,000.00	\$ 10,000.00	67%		
80.6211.1870	Other Professional/Contract Sv	\$ -	\$ 602.03	\$ 25,896.71	\$ 10,000.00	\$ 5,805.00	\$ 10,000.00	\$ 4,195.00	42%	\$ 25,000.00	\$ 15,000.00	150%	Hydrographic survey in river and ramps	
80.6211.2010	Communications	\$ 611.10	\$ 283.56	\$ -	\$ 500.00	\$ -	\$ 500.00	\$ 500.00	100%	\$ -	\$ (500.00)	-100%		
80.6211.2040	Uniform/Clothing	\$ 120.09	\$ 125.99	\$ -	\$ 150.00	\$ -	\$ 150.00	\$ 150.00	100%	\$ 150.00	\$ -	0%		
80.6211.2071	Operating Supplies	\$ 6,344.36	\$ 2,623.47	\$ 7,246.19	\$ 5,000.00	\$ 15.00	\$ 5,000.00	\$ 4,985.00	100%	\$ 3,000.00	\$ (2,000.00)	-40%		
80.6211.4010	Gas & Oil Supplies	\$ 110.61	\$ 283.20	\$ 260.11	\$ 500.00	\$ 168.09	\$ 500.00	\$ 331.91	66%	\$ 500.00	\$ -	0%		
80.6211.4020	Vehicle/Boat/Eq Parts & Supply	\$ 276.54	\$ 372.63	\$ 86.73	\$ 500.00	\$ 300.15	\$ 500.00	\$ 199.85	40%	\$ 500.00	\$ -	0%		
80.6211.4030	Vehicle/Boat/Eq Maintenance	\$ 256.15	\$ 2,235.55	\$ 196.00	\$ 2,500.00	\$ 603.04	\$ 2,500.00	\$ 1,896.96	76%	\$ 2,500.00	\$ -	0%		
80.6211.4040	Vehicle/Boat Regis & Permits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6211.4050	Small Tools & Equipment	\$ 9,040.30	\$ 680.94	\$ 27,668.16	\$ 2,000.00	\$ 3,000.00	\$ 2,000.00	\$ (1,000.00)	-50%	\$ 2,500.00	\$ 500.00	25%	Paint and new containment for used oil tank	
80.6211.4080	Road Maintenance Materials	\$ 1,117.78	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 5,000.00	\$ -	0%		
80.6211.4090	Docks & Foundations	\$ 12,195.89	\$ -	\$ 3,244.75	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 9,000.00	\$ 4,000.00	80%	Zinc on sheetpile (\$4K)	
80.6211.4100	Fuel Lines Maintenance	\$ 1,809.12	\$ -	\$ -	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 1,000.00	100%	\$ 500.00	\$ (500.00)	-50%		
	Subtotal - Operating Expenses	\$ 57,920.60	\$ 87,033.37	\$ 159,044.12	\$ 68,848.00	\$ 31,344.03	\$ 67,708.00	\$ 36,363.97	54%	\$ 96,214.00	\$ 28,506.00	42%		
80.6211.7005	Building Maintenance Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!		
80.6211.7010	Bldg Maint Materials & Supply	\$ 8,166.80	\$ 8,652.55	\$ 2,435.56	\$ 1,500.00	\$ 4,205.58	\$ 5,000.00	\$ 794.42	16%	\$ 7,000.00	\$ 2,000.00	40%	Repairs to bathroom (paneling/paint/doors)	
80.6211.7011	Janitorial Services & Supplies	\$ -	\$ 11.63	\$ 104.13	\$ 500.00	\$ -	\$ 100.00	\$ 100.00	100%	\$ 100.00	\$ -	0%		
80.6211.7021	Utilities - Electric	\$ -	\$ 4,110.08	\$ 4,724.05	\$ 6,500.00	\$ 3,782.61	\$ 6,500.00	\$ 2,717.39	42%	\$ 6,500.00	\$ -	0%		
80.6211.7022	Utilities - Water Meter	\$ 3,520.43	\$ 3,290.09	\$ 3,617.33	\$ 3,850.00	\$ 2,930.12	\$ 3,850.00	\$ 919.88	24%	\$ 3,850.00	\$ -	0%		
80.6211.7023	Utilities - Sewer	\$ 3,045.76	\$ 3,666.00	\$ 3,273.04	\$ 4,200.00	\$ 3,094.78	\$ 4,200.00	\$ 1,105.22	26%	\$ 4,200.00	\$ -	0%		
80.6211.7024	Utilities - Garbage	\$ 12,533.53	\$ 14,755.75	\$ 15,143.23	\$ 16,500.00	\$ 4,095.01	\$ 16,500.00	\$ 12,404.99	75%	\$ 16,500.00	\$ -	0%		
80.6211.7025	Utilities - Heat	\$ 2,010.19	\$ 2,565.46	\$ 2,274.88	\$ 3,800.00	\$ 2,402.38	\$ 3,800.00	\$ 1,397.62	37%	\$ 3,800.00	\$ -	0%		
	Subtotal - Building Maintenance Expenses	\$ 29,276.71	\$ 37,051.56	\$ 31,572.22	\$ 36,850.00	\$ 20,510.48	\$ 39,950.00	\$ 19,439.52	49%	\$ 41,950.00	\$ 2,000.00	5%		
80.6211.7520	Depreciation						\$ -	\$ -	#DIV/0!	\$ -				
80.6211.7560	Payment in Lieu of Tax	\$ 15,121.15	\$ 15,121.15	\$ 14,136.50	\$ 14,137.00	\$ 15,550.15	\$ 14,137.00	\$ (1,413.15)	-10%	\$ 14,137.00	\$ -	0%		
	Subtotal - Other Expenses	\$ 15,121.15	\$ 15,121.15	\$ 14,136.50	\$ 14,137.00	\$ 15,550.15	\$ 14,137.00	\$ (1,413.15)	-10%	\$ 14,137.00	\$ -	0%		
80.6211.8010	Land/Buildings	\$ -	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 5,000.00	\$ -	0%		
80.6211.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ 5,000.00	\$ 4,000.00	\$ 5,000.00	\$ 1,000.00	20%	\$ 20,000.00	\$ 15,000.00	300%	Split cost with Causeway facility - Upgrade/purchase work boat skiff	
	Subtotal - Capital Outlay	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 4,000.00	\$ 10,000.00	\$ 6,000.00	60%	\$ 25,000.00	\$ 15,000.00	150%		
	TOTAL - HARBOR	\$ 115,215.72	\$ 166,568.91	\$ 212,710.12	\$ 148,408.00	\$ 76,256.49	\$ 150,368.00	\$ 74,111.51	49%	\$ 205,885.00	\$ 55,517.00	37%		

CITY OF NOME
PORT OF NOME FUND

					4/30/2019											
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020			
CAPE NOME																
80.6311.1101	Salaries - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1411	Accrued Personal Lv -Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1421	Health Insurance - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1431	Life Insurance - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1441	FICA/Medicare - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1451	ESC - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1461	PERS - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1471	Workers' Comp Ins - Cape Nome	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
Subtotal - Personnel Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.1820	Engineering/Architectural Svcs	\$ 11,679.25	\$ 206.90	\$ -	\$ 5,000.00	\$ -	\$ 2,500.00	\$ 2,500.00	100%	\$ 2,500.00	\$ -	0%				
80.6311.1830	Legal Services	\$ 1,417.50	\$ 837.50	\$ 225.00	\$ 1,500.00	\$ -	\$ 1,500.00	\$ 1,500.00	100%	\$ 1,000.00	\$ (500.00)	-33%				
80.6311.1870	Other Professional/Contract Sv	\$ -	\$ -	\$ -	\$ 2,500.00	\$ -	\$ 2,000.00	\$ 2,000.00	100%	\$ 1,500.00	\$ (500.00)	-25%				
80.6311.1940	Advertising	\$ -	\$ 344.00	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6311.2010	Communications	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
Subtotal - Operating Expenses		\$ 13,096.75	\$ 1,388.40	\$ 225.00	\$ 9,000.00	\$ -	\$ 6,000.00	\$ 6,000.00	100%	\$ 5,000.00	\$ (1,000.00)	-17%				
80.6311.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
Subtotal - Other Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
TOTAL - CAPE NOME		\$ 13,096.75	\$ 1,388.40	\$ 225.00	\$ 9,000.00	\$ -	\$ 6,000.00	\$ 6,000.00	100%	\$ 5,000.00	\$ (1,000.00)	-17%				

CITY OF NOME
PORT OF NOME FUND

					4/30/2019											
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020			
80.6411.1101	INDUSTRIAL PARK Salaries - Industrial Park	\$ 8,698.92	\$ 1,237.53	\$ -	\$ 2,392.00	\$ 801.76	\$ 2,392.00	\$ 1,590.24	66%	\$ 4,015.00	\$ 1,623.00	68%				
80.6411.1411	Accrued Personal Leave - IP	\$ 1,626.70	\$ 231.42	\$ -	\$ 247.00	\$ -	\$ 247.00	\$ 247.00	100%	\$ 107.00	\$ (140.00)	-57%				
80.6411.1421	Health Insurance - IP	\$ 3,006.33	\$ 282.15	\$ -	\$ 756.00	\$ -	\$ 756.00	\$ 756.00	100%	\$ 1,301.00	\$ 545.00	72%				
80.6411.1431	Life Insurance - IP	\$ 12.03	\$ -	\$ -	\$ 6.00	\$ -	\$ 6.00	\$ 6.00	100%	\$ 11.00	\$ 5.00	83%				
80.6411.1441	FICA/Medicare - IP	\$ 697.98	\$ 94.65	\$ -	\$ 246.00	\$ 61.32	\$ 246.00	\$ 184.68	75%	\$ 378.00	\$ 132.00	54%				
80.6411.1451	ESC - Industrial Park	\$ 206.16	\$ 29.33	\$ -	\$ 100.00	\$ -	\$ 100.00	\$ 100.00	100%	\$ 100.00	\$ -	0%				
80.6411.1461	PERS - IP	\$ 2,499.29	\$ 917.58	\$ -	\$ 641.00	\$ 176.36	\$ 641.00	\$ 464.64	72%	\$ 1,038.00	\$ 397.00	62%				
80.6411.1471	Workers' Comp Ins - IP	\$ 700.26	\$ 109.15	\$ -	\$ 282.00	\$ -	\$ 282.00	\$ 282.00	100%	\$ 477.00	\$ 195.00	69%				
80.6411.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
Subtotal - Personnel Expenses		\$ 17,447.67	\$ 2,901.81	\$ -	\$ 4,670.00	\$ 1,039.44	\$ 4,670.00	\$ 3,630.56	78%	\$ 7,427.00	\$ 2,757.00	59%				
80.6411.1530	Property/Building Insurance	\$ 597.00	\$ 610.00	\$ 610.00	\$ 630.00	\$ 665.00	\$ 665.00	\$ -	0%	\$ 916.00	\$ 251.00	38%				
80.6411.1820	Engineering/Architectural Svcs	\$ 9,151.08	\$ -	\$ 1,776.25	\$ 15,000.00	\$ 2,174.00	\$ 15,000.00	\$ 12,826.00	86%	\$ 15,000.00	\$ -	0%	General engineering; RAP Okleasik Avenue			
80.6411.1830	Legal Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6411.1870	Other Professional/Contract Sv	\$ -	\$ 2,758.54	\$ 15,900.00	\$ 10,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 15,000.00	\$ 10,000.00	200%	RAP Okleasik Avenue			
80.6411.1940	Advertising	\$ -	\$ -	\$ -	\$ 500.00	\$ -	\$ 500.00	\$ 500.00	100%	\$ 250.00	\$ (250.00)	-50%				
80.6411.2071	Operating Supplies	\$ -	\$ 447.70	\$ -	\$ 500.00	\$ 1,116.96	\$ 2,000.00	\$ 883.04	44%	\$ 1,500.00	\$ (500.00)	-25%				
80.6411.4050	Small Tools & Equipment	\$ 30,935.00	\$ 200.00	\$ -	\$ 500.00	\$ 12.08	\$ 500.00	\$ 487.92	98%	\$ 500.00	\$ -	0%				
80.6411.4080	Road Maintenance Materials	\$ 27,183.58	\$ -	\$ -	\$ 5,000.00	\$ -	\$ 5,000.00	\$ 5,000.00	100%	\$ 5,000.00	\$ -	0%				
80.6411.4100	Fuel Lines Maintenance	\$ 16,556.83	\$ 17,931.20	\$ 2,977.00	\$ 10,000.00	\$ 8,338.73	\$ 10,000.00	\$ 1,661.27	17%	\$ 14,000.00	\$ 4,000.00	40%	Hydrotests/Cathodic protection			
Subtotal - Operating Expenses		\$ 84,423.49	\$ 21,947.44	\$ 21,263.25	\$ 42,130.00	\$ 12,306.77	\$ 38,665.00	\$ 26,358.23	68%	\$ 52,166.00	\$ 13,501.00	35%				
80.6411.7005	Building Maintenance Contracts	\$ 1,595.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6411.7010	Bldg Maint Materials & Supply	\$ 465.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ 7,000.00	\$ 7,000.00	#DIV/0!	Repairs to bathroom (paneling/paint/doors)			
80.6411.7011	Janitorial Services & Supplies	\$ -	\$ 11.63	\$ 38.48	\$ 500.00	\$ -	\$ 500.00	\$ 500.00	100%	\$ 250.00	\$ (250.00)	-50%				
80.6411.7020	Utilities	\$ 1,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6411.7021	Utilities - Electric	\$ 3,545.87	\$ 3,960.75	\$ 3,840.44	\$ 4,500.00	\$ 2,967.78	\$ 4,500.00	\$ 1,532.22	34%	\$ 4,500.00	\$ -	0%				
80.6411.7023	Utilities - Sewer	\$ 250.00	\$ 1,000.00	\$ 1,250.00	\$ 1,500.00	\$ 750.00	\$ 1,500.00	\$ 750.00	50%	\$ 1,500.00	\$ -	0%				
Subtotal - Building Maintenance Expenses		\$ 7,606.76	\$ 4,972.38	\$ 5,128.92	\$ 6,500.00	\$ 3,717.78	\$ 6,500.00	\$ 2,782.22	43%	\$ 13,250.00	\$ 6,750.00	104%				
80.6411.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
80.6411.7560	Payment in Lieu of Taxes	\$ 18,825.40	\$ 17,713.30	\$ 41,488.00	\$ 41,488.00	\$ 45,636.80	\$ 41,488.00	\$ (4,148.80)	-10%	\$ 45,637.00	\$ 4,149.00	10%				
Subtotal - Other Expenses		\$ 18,825.40	\$ 17,713.30	\$ 41,488.00	\$ 41,488.00	\$ 45,636.80	\$ 41,488.00	\$ (4,148.80)	-10%	\$ 45,637.00	\$ 4,149.00	10%				
80.6411.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ 5,000.00	\$ 5,000.00	#DIV/0!				
Subtotal - Capital Outlay		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ 5,000.00	\$ 5,000.00	#DIV/0!				
TOTAL - INDUSTRIAL PARK		\$ 128,303.32	\$ 47,534.93	\$ 67,880.17	\$ 94,788.00	\$ 62,700.79	\$ 91,323.00	\$ 28,622.21	31%	\$ 123,480.00	\$ 32,157.00	35%				

CITY OF NOME PORT OF NOME FUND					4/30/2019								Budget Notes for FY2020
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	
80.6711.1101	PORT ADMIN OFFICE Salaries - Port Admin	\$ 2.00	\$ 63,110.33	\$ 77,847.67	\$ 96,566.00	\$ 70,715.18	\$ 96,566.00	\$ 25,850.82	27%	\$ 111,088.00	\$ 14,522.00	15%	1 Port Director FT 12 months
80.6711.1102	Salaries - Port Staff	\$ 242,823.79	\$ 193,010.66	\$ 215,989.90	\$ 246,720.00	\$ 108,846.33	\$ 246,720.00	\$ 137,873.67	56%	\$ 239,349.30	\$ (7,370.70)	-3%	1 Harbormaster FT 9 months; 1 Harbormaster Assistant; 1 Office Manager temp seasonal; 30% of Finance shared staff costs
80.6711.1201	Salaries - Overtime	\$ 6,224.27	\$ 16,446.26	\$ 4,502.93	\$ 9,500.00	\$ 4,534.83	\$ 9,500.00	\$ 4,965.17	52%	\$ 5,000.00	\$ (4,500.00)	-47%	
80.6711.1301	Stipends - Port Commission	\$ 3,320.00	\$ 3,120.00	\$ 3,320.00	\$ 2,480.00	\$ 1,960.00	\$ 2,480.00	\$ 520.00	21%	\$ 2,480.00	\$ -	0%	
80.6711.1411	Accrued Personal Lv - Port Adm	\$ 1,998.04	\$ 2,491.80	\$ 29,380.20	\$ 14,232.00	\$ 451.20	\$ 14,232.00	\$ 13,780.80	97%	\$ 10,583.00	\$ (3,649.00)	-26%	
80.6711.1421	Health Insurance - Port Adm	\$ 31,652.85	\$ 36,922.10	\$ 61,150.80	\$ 51,541.00	\$ 36,602.72	\$ 51,541.00	\$ 14,938.28	29%	\$ 51,265.00	\$ (276.00)	-1%	
80.6711.1431	Life Insurance - Port Adm	\$ 265.24	\$ 384.68	\$ 355.95	\$ 519.00	\$ 317.80	\$ 519.00	\$ 201.20	39%	\$ 519.00	\$ -	0%	
80.6711.1441	FICA/Medicare - Port Adm	\$ 20,549.18	\$ 22,706.57	\$ 24,200.27	\$ 26,545.00	\$ 14,117.85	\$ 26,545.00	\$ 12,427.15	47%	\$ 27,192.00	\$ 647.00	2%	
80.6711.1451	ESC - Port Admin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.1461	PERS - Port Adm	\$ 67,202.50	\$ 178,969.51	\$ 68,296.86	\$ 64,433.00	\$ 37,068.99	\$ 64,433.00	\$ 27,364.01	42%	\$ 67,475.00	\$ 3,042.00	5%	
80.6711.1471	Workers' Comp Ins - Port Adm	\$ 12,888.81	\$ 5,210.19	\$ 13,212.62	\$ 11,210.00	\$ 9,124.11	\$ 9,124.11	\$ -	0%	\$ 10,995.00	\$ 1,870.89	21%	
80.6711.1481	Amortized Inflows/Outflows	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
Subtotal - Personnel Expenses		\$ 386,926.68	\$ 522,372.10	\$ 498,257.20	\$ 523,746.00	\$ 283,739.01	\$ 521,660.11	\$ 237,921.10	46%	\$ 525,946.30	\$ 4,286.19	1%	
80.6711.1520	Vehicle/Boat Insurance	\$ 2,996.00	\$ 3,807.00	\$ 2,996.00	\$ 3,007.00	\$ 3,007.00	\$ 3,007.00	\$ -	0%	\$ 3,007.00	\$ -	0%	
80.6711.1530	Property/Building Insurance	\$ -	\$ 181.00	\$ 181.00	\$ 197.00	\$ 197.00	\$ 197.00	\$ -	0%	\$ 246.00	\$ 49.00	25%	
80.6711.1810	Audit/Accounting	\$ 16,808.40	\$ 17,635.85	\$ 15,766.05	\$ 15,800.00	\$ 15,595.67	\$ 15,800.00	\$ 204.33	1%	\$ 15,800.00	\$ -	0%	Share of auditing costs with Finance
80.6711.1820	Engineering/Architectural Svcs	\$ 1,328.41	\$ 92.50	\$ -	\$ 15,000.00	\$ 311.50	\$ 10,000.00	\$ 9,688.50	97%	\$ 20,000.00	\$ 10,000.00	100%	
80.6711.1830	Legal Services	\$ 1,964.00	\$ 4,034.00	\$ 4,285.50	\$ 2,000.00	\$ 1,309.00	\$ 1,500.00	\$ 191.00	13%	\$ 45,000.00	\$ 43,500.00	2900%	P3 legal services (\$35K)
80.6711.1850	Lobbying	\$ 100,610.00	\$ 111,219.34	\$ 92,250.00	\$ 123,000.00	\$ 90,159.12	\$ 123,000.00	\$ 32,840.88	27%	\$ 130,000.00	\$ 7,000.00	6%	LCA (75% cost share with Legislative) & Nossaman
80.6711.1870	Other Professional/Contract Sv	\$ 38,402.08	\$ 19,489.39	\$ 11,722.06	\$ 15,000.00	\$ 9,852.20	\$ 15,000.00	\$ 5,147.80	34%	\$ 48,000.00	\$ 33,000.00	220%	Strategic development plan update/onshore expansion planning
80.6711.1940	Advertising	\$ 8,669.45	\$ 2,336.50	\$ 3,445.05	\$ 3,000.00	\$ 2,626.50	\$ 3,000.00	\$ 373.50	12%	\$ 3,000.00	\$ -	0%	
80.6711.1950	Buildings/Land Rental	\$ -	\$ 7.88	\$ 5,638.48	\$ 7,200.00	\$ 5,965.68	\$ 7,200.00	\$ 1,234.32	17%	\$ 7,200.00	\$ -	0%	City apartment rental at VFW
80.6711.2010	Communications	\$ 4,982.60	\$ 4,613.39	\$ 3,792.57	\$ 4,100.00	\$ 2,859.21	\$ 4,100.00	\$ 1,240.79	30%	\$ 4,100.00	\$ -	0%	
80.6711.2012	Computer Network/Hardware/Soft	\$ 1,456.46	\$ 3,837.18	\$ 5,891.53	\$ 4,000.00	\$ 5,074.54	\$ 4,001.00	\$ (1,073.54)	-27%	\$ 1,000.00	\$ (3,001.00)	-75%	
80.6711.2020	Dues & Memberships	\$ 185.00	\$ 185.00	\$ 138.76	\$ 250.00	\$ 231.24	\$ 250.00	\$ 18.76	8%	\$ 250.00	\$ -	0%	
80.6711.2030	Travel,Training & Related Cost	\$ 20,582.45	\$ 21,844.13	\$ 8,555.38	\$ 15,000.00	\$ 13,917.21	\$ 15,000.00	\$ 1,082.79	7%	\$ 25,000.00	\$ 10,000.00	67%	
80.6711.2070	Office Supplies	\$ 977.37	\$ 2,170.16	\$ 1,456.89	\$ 2,000.00	\$ 545.76	\$ 1,500.00	\$ 954.24	64%	\$ 1,500.00	\$ -	0%	
80.6711.2071	Operating Supplies	\$ 3,414.11	\$ 5,686.82	\$ 3,286.92	\$ 2,000.00	\$ 1,921.91	\$ 2,000.00	\$ 78.09	4%	\$ 2,000.00	\$ -	0%	
80.6711.2073	Resale Supplies	\$ 2,233.64	\$ 4,786.65	\$ 5,439.66	\$ 5,000.00	\$ -	\$ 3,500.00	\$ 3,500.00	100%	\$ 3,000.00	\$ (500.00)	-14%	
80.6711.3010	Sponsorship/Donation/Contrib	\$ -	\$ 2,650.00	\$ 460.00	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 1,000.00	100%	\$ 1,000.00	\$ -	0%	
80.6711.4010	Gas & Oil Supplies	\$ 6,864.12	\$ 5,392.40	\$ 4,426.15	\$ 3,500.00	\$ 3,257.54	\$ 3,500.00	\$ 242.46	7%	\$ 3,500.00	\$ -	0%	
80.6711.4020	Vehicle/Boat/Eq Parts & Supply	\$ 3,521.55	\$ 232.83	\$ 820.87	\$ -	\$ 3,514.98	\$ 4,000.00	\$ 485.02	12%	\$ 5,000.00	\$ 1,000.00	25%	
80.6711.4030	Vehicle/Boat/Eq Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 4,553.43	\$ 5,000.00	\$ 446.57	9%	\$ 12,000.00	\$ 7,000.00	140%	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	\$ 40.00	80%	\$ 50.00	\$ -	0%	
Subtotal - Operating Expenses		\$ 215,035.64	\$ 210,212.02	\$ 170,592.87	\$ 221,104.00	\$ 164,909.49	\$ 222,605.00	\$ 57,695.51	26%	\$ 330,653.00	\$ 108,048.00	49%	
80.6711.7010	Bldg Maint Materials & Supply	\$ 2,900.50	\$ 6,502.03	\$ 1,315.43	\$ 6,500.00	\$ 7,664.63	\$ 8,000.00	\$ 335.37	4%	\$ 1,000.00	\$ (7,000.00)	-88%	
80.6711.7011	Janitorial Services & Supplies	\$ -	\$ 166.51	\$ 137.25	\$ 250.00	\$ 108.71	\$ 200.00	\$ 91.29	46%	\$ 250.00	\$ 50.00	25%	
80.6711.7021	Utilities - Electric	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7022	Utilities - Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7023	Utilities - Sewer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7024	Utilities - Garbage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7025	Utilities - Heat	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
Subtotal - Building Maintenance Expenses		\$ 2,900.50	\$ 6,668.54	\$ 1,452.68	\$ 6,750.00	\$ 7,773.34	\$ 8,200.00	\$ 426.66	5%	\$ 1,250.00	\$ (6,950.00)	-85%	
80.6711.7510	Interest Payment	\$ 1.66	\$ 2,998.97	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7520	Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!	
80.6711.7540	Banking/Credit Card Fees	\$ 83.31	\$ 248.95	\$ 20.00	\$ 50.00	\$ 22.00	\$ 50.00	\$ 28.00	56%	\$ 50.00	\$ -	0%	
80.6711.7550	Bad Debt	\$ 3,076.62	\$ (28,012.77)	\$ 8,744.92	\$ 3,000.00	\$ 8,601.18	\$ 3,000.00	\$ (5,601.18)	-187%	\$ 5,000.00	\$ 2,000.00	67%	
Subtotal - Other Expenses		\$ 3,161.59	\$ (24,764.85)	\$ 8,764.92	\$ 3,050.00	\$ 8,623.18	\$ 3,050.00	\$ (5,573.18)	-183%	\$ 5,050.00	\$ 2,000.00	66%	

					4/30/2019											
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes for FY2020			
80.6711.8030	Machinery & Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
	Subtotal - Capital Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	#DIV/0!				
	TOTAL - PORT ADMINISTRATION OFFICE	\$ 608,024.41	\$ 714,487.81	\$ 679,067.67	\$ 754,650.00	\$ 465,045.02	\$ 755,515.11	\$ 290,470.09	38%	\$ 862,899.30	\$ 107,384.19	14%				
	TOTAL - PORT OPERATING EXPENDITURE BEFORE TRANSFERS & DEPRECIATI	\$ 1,383,924.17	\$ 1,311,376.03	\$ 1,342,987.82	\$ 1,412,969.00	\$ 783,459.96	\$ 1,408,333.61	\$ 625,869.15	44%	\$ 1,661,058.30	\$ 252,724.69	18%				
80.6888.8820	Transfers Out - Other Funds	\$ -	\$ -	\$ 204,217.79	\$ 350,000.00	\$ -	\$ 425,423.23	\$ 425,423.23	100%	\$ 128,103.00	\$ (297,320.23)	-70%				
	Subtotal - Transfers - Interfunds	\$ -	\$ -	\$ 204,217.79	\$ 350,000.00	\$ -	\$ 425,423.23	\$ 425,423.23	100%	\$ 128,103.00	\$ (297,320.23)	-70%				
	TOTAL - PORT OPERATING EXPENDITURE BEFORE DEPRECIATION	\$ 1,383,924.17	\$ 1,311,376.03	\$ 1,547,205.61	\$ 1,762,969.00	\$ 783,459.96	\$ 1,833,756.84	\$ 1,051,292.38	57%	\$ 1,789,161.30	\$ (44,595.54)	-2%				
	TOTAL - PORT OPERATING REVENUE	\$ 1,509,041.96	\$ 1,930,039.35	\$ 1,790,552.79	\$ 1,620,205.00	\$ 1,267,234.12	\$ 1,719,055.00	\$ 451,820.88	26%	\$ 1,689,555.00	\$ (29,500.00)	-2%				
	NET OPERATING SURPLUS/(DEFICIT) BEFORE DEPRECIATION	\$ 125,117.79	\$ 618,663.32	\$ 243,347.18	\$ (142,764.00)	\$ 483,774.16	\$ (114,701.84)	\$ (599,471.50)		\$ (99,606.30)	\$ 15,095.54					

CITY OF NOME PORT OF NOME CAPITAL PROJECTS FUND					4/30/2019										
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes		
<u>REVENUE</u>															
<u>GRANTS</u>															
<u>Causeway</u>															
85.3811.0002	15-DC-112 Port Improvements	\$ 1,086,286.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!						
85.3811.0003	13-GO-012 Port Design, Constr	\$ 3,646,498.21	\$ 874,740.83	\$ 613,116.69	\$ -	\$ -	\$ -	\$ -	0%						
85.3811.0006	NSEDC Middle Dock	\$ 198,596.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!						
85.3811.0007	EDA Causeway Middle Dock	\$ 476,617.03	\$ 200,201.33	\$ -	\$ -	\$ -	\$ -	\$ -	#DIV/0!						
85.3811.0020	17-DC-005 Arctic DDP Design	\$ -	\$ 22,600.00	\$ 243,281.13	\$ 1,330,000.00	\$ 1,012,456.05	\$ 1,306,719.00	\$ 317,543.95	20%	\$ 260,000.00	\$ (1,046,719.00)	-80%			
85.3811.0021	19-DC-008 Support Design ADDP				\$ -	\$ -	\$ 1,600,000.00	\$ -		\$ 1,550,000.00	\$ (50,000.00)	-3%			
TOTAL - CAUSEWAY - GRANTS		\$ 5,407,997.31	\$ 1,097,542.16	\$ 856,397.82	\$ 1,330,000.00	\$ 1,012,456.05	\$ 2,906,719.00	\$ 317,543.95	13%	\$ 1,810,000.00	\$ (1,096,719.00)				
<u>Harbor</u>															
85.3811.0008	DOT 13-HG-010 Repairs, Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -					
85.3811.0009	FEMA Port Security Grant	\$ -	\$ 15,757.67	\$ 186,111.33	\$ -	\$ -	\$ -	\$ (201,869.00)	-100%	\$ -					
NEW	NSEDC OEF Inner Harbor Concrete Launch Ramp									\$ 300,000.00	\$ 300,000.00	#DIV/0!			
TOTAL - HARBOR - GRANTS		\$ -	\$ 15,757.67	\$ 186,111.33	\$ -	\$ -	\$ -	\$ (201,869.00)	-100%	\$ 300,000.00	\$ 300,000.00				
<u>Cape Nome</u>															
85.3811.0010	DR-4050-AK PW17 Cape Nome	\$ 39,745.86	\$ 1,306,522.22	\$ 1,060,033.22	\$ 2,600,000.00	\$ -	\$ 2,829,967.00	\$ (1,290,000.00)	-33%	\$ -	\$ (2,829,967.00)	-100%			
TOTAL - CAPE NOME - GRANTS		\$ 39,745.86	\$ 1,306,522.22	\$ 1,060,033.22	\$ 2,600,000.00	\$ -	\$ 2,829,967.00	\$ (1,290,000.00)	-33%	\$ -	\$ (2,829,967.00)				
<u>Industrial Park</u>															
85.3811.0005	14-DC-108 - Port Improvements	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ -	\$ (500,000.00)	-100%	\$ -	\$ -				
TOTAL - INDUSTRIAL PARK - GRANTS		\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ -	\$ (500,000.00)	-100%	\$ -	\$ -				
TOTAL GRANTS REVENUE		\$ 5,447,743.17	\$ 2,419,822.05	\$ 2,602,542.37	\$ 3,930,000.00	\$ 1,012,456.05	\$ 5,736,686.00	\$ (1,674,325.05)	-24%	\$ 2,110,000.00	\$ (3,626,686.00)				
85.3888.8820	Transfers In - Other Funds	\$ -	\$ -	\$ 204,217.79	\$ 350,000.00	\$ -	\$ 425,423.23	\$ 285,000.00	438%	\$ 128,103.00					
TOTAL - CAPITAL PROJECTS FUND REVENUE		\$ 5,447,743.17	\$ 2,419,822.05	\$ 2,806,760.16	\$ 4,280,000.00	\$ 1,012,456.05	\$ 6,162,109.23	\$ (1,389,325.05)	-20%	\$ 2,238,103.00	\$ -				

CITY OF NOME PORT OF NOME CAPITAL PROJECTS FUND					4/30/2019									
Account Number	Account Title	2015 - 2016 Actual	2016 - 2017 Actual	2017 - 2018 Actual	2018 - 2019 Approved Budget	2018 - 2019 YTD Actual	2018 - 2019 Approved Amended Budget	2018 - 2019 Amended Budget versus Actual Incr (Decr)	2018 - 2019 Amended Budget versus Actual Incr (Decr) %	2019 -2020 Proposed Budget	FY2020 Proposed/FY2019 Amended Incr (Decr)	FY2020 Proposed/FY2019 Amended Incr (Decr) %	Budget Notes	
<u>EXPENDITURE</u>														
Causeway														
85.6811.2000	15-DC-112 Port Improvements	\$ 1,086,286.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -				
85.6811.3000	13-GO-012 Causeway Deep Water	\$ 53,373.65	\$ 8,238.00	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -				
85.6811.3100	13-GO-012 Causeway Middle Dock	\$ 2,880,744.93	\$ 579,991.17	\$ 456.75	\$ -	\$ -	\$ -	\$ (270,000.00)	-100%	\$ -	\$ -			
85.6811.6000	NSEDC Middle Dock	\$ 198,596.07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.7000	EDA Causeway Middle Dock	\$ 476,617.03	\$ 200,201.33	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.2100	19-DC-008 Support Design ADDP				\$ -	\$ -	\$ 1,600,000.00			\$ 1,550,000.00	\$ (50,000.00)	-3%		
85.6811.2200	17-DC-005 Arctic DDP Design	\$ -	\$ 22,600.00	\$ 241,223.05	\$ 1,330,000.00	\$ 1,095,144.71	\$ 1,306,719.00	\$ (220,000.00)	-14%	\$ 260,000.00	\$ (1,046,719.00)	-80%		
85.6811.8004	Bridge Fuel Line Replacements			\$ -	\$ 50,000.00	\$ 50,755.00	\$ 54,906.00	\$ 50,000.00	#DIV/0!	\$ -	\$ -			
85.6811.8007	Snake River Moorage Project			\$ 9,019.00	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
TOTAL - CAUSEWAY		\$ 4,695,617.68	\$ 811,030.50	\$ 250,698.80	\$ 1,380,000.00	\$ 1,145,899.71	\$ 2,961,625.00	\$ (440,000.00)	-24%	\$ 1,810,000.00	\$ (1,096,719.00)			
Harbor														
85.6811.3200	13-GO-012 Harbor Repairs, Upgr	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.3300	13-GO-012 Harbor High Ramp	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.3400	13-GO-012 Seawall	\$ 712,379.63	\$ 15,300.17	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.8000	DOT 13-HG-010 Repairs, Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -			
85.6811.9000	FEMA Port Security Grant	\$ -	\$ 13,280.00	\$ 186,111.33	\$ -	\$ -	\$ -	\$ (201,869.00)	-100%	\$ -	\$ -			
85.6811.8002	Barge Ramp Lighting Improvmnts			\$ 19,304.54	\$ -	\$ 19,905.16	\$ 19,905.16	\$ -	#DIV/0!	\$ -	\$ -			
85.6811.8005	Concrete Barge Ramp Repairs			\$ 12,811.25	\$ 300,000.00	\$ 75,969.00	\$ 300,000.00	\$ 300,000.00	#DIV/0!	\$ 300,000.00	\$ -	0%		
85.6811.8006	Port Waste Reception Facility			\$ 39,478.50	\$ -	\$ -	\$ 5,000.00	\$ -		\$ 5,000.00	\$ -	0%		
TOTAL - HARBOR		\$ 712,379.63	\$ 28,580.17	\$ 257,705.62	\$ 300,000.00	\$ 95,874.16	\$ 324,905.16	\$ 98,131.00	49%	\$ 305,000.00	\$ -			
Cape Nome														
85.6811.1100	DR-4050-AK PW17 Cape Nome	\$ 39,745.86	\$ 1,305,227.66	\$ 1,056,884.63	\$ 2,600,000.00	\$ 1,389,525.99	\$ 2,829,967.00	\$ (1,290,000.00)	-33%	\$ -	\$ (2,829,967.00)	-100%		
TOTAL - CAPE NOME		\$ 39,745.86	\$ 1,305,227.66	\$ 1,056,884.63	\$ 2,600,000.00	\$ 1,389,525.99	\$ 2,829,967.00	\$ (1,290,000.00)	-33%	\$ -	\$ (2,829,967.00)			
Industrial Park														
85.6811.3500	13-GO-012 Thornbush TractA Dev	\$ -	\$ 263,182.42	\$ 611,310.29	\$ -	\$ -	\$ -	\$ (620,000.00)	-100%	\$ -	\$ -	#DIV/0!		
85.6811.5000	14-DC-108 Port Improvements	\$ -	\$ -	\$ 528,544.67	\$ -	\$ 344.50	\$ 344.50	\$ (500,000.00)	-100%	\$ -	\$ (344.50)	-100%		
85.6811.8003	Garco Bldg Lighting Improvmnts			\$ -	\$ -	\$ 6,690.57	\$ 6,690.57	\$ -		\$ -	\$ (6,690.57)	-100%		
85.6811.8008	DOT/Port Road Improvements						\$ 30,477.00	\$ -		\$ -	\$ (30,477.00)	-100%		
TOTAL - INDUSTRIAL PARK		\$ -	\$ 263,182.42	\$ 1,139,854.96	\$ -	\$ 7,035.07	\$ 37,512.07	\$ (1,120,000.00)	-100%	\$ -	\$ (37,512.07)			
Port Administration														
85.6811.1421	Health Insurance - Port Grants	\$ -	\$ 2,463.05	\$ 1,479.80	\$ -	\$ 2,057.46	\$ 2,000.00	\$ -		\$ -	\$ (2,000.00)	-100%		
85.6811.1431	Life Insurance - Port Grants	\$ -	\$ 43.50	\$ 26.19	\$ -	\$ 32.33	\$ 100.00	\$ -		\$ -	\$ (100.00)	-100%		
85.6811.1441	FICA/Medicare - Port Grants	\$ -	\$ 2,398.13	\$ 1,566.38	\$ -	\$ 1,408.83	\$ 1,500.00	\$ -		\$ -	\$ (1,500.00)	-100%		
85.6811.1461	PERS - Port Grants	\$ -	\$ 6,896.62	\$ 4,507.01	\$ -	\$ 4,051.52	\$ 4,500.00	\$ -		\$ -	\$ (4,500.00)	-100%		
85.6811.8001	Grant Match Port Contribution	\$ -	\$ -	\$ 94,036.77	\$ -	\$ -	\$ -	\$ (65,000.00)	-100%	\$ 123,103.00	\$ 123,103.00	#DIV/0!		
TOTAL - PORT ADMIN		\$ -	\$ 11,801.30	\$ 101,616.15	\$ -	\$ 7,550.14	\$ 8,100.00	\$ (65,000.00)	-100%	\$ 123,103.00	\$ 115,003.00			
TOTAL - EXPENDITURE					\$ 5,447,743.17	\$ 2,419,822.05	\$ 2,806,760.16	\$ 4,280,000.00	\$ 2,645,885.07	\$ 6,162,109.23	\$ (2,816,869.00)	-40%	\$ 2,238,103.00	\$ (3,849,195.07)
TOTAL - CAPITAL PROJECTS FUND EXPENDITURE					\$ 5,447,743.17	\$ 2,419,822.05	\$ 2,806,760.16	\$ 4,280,000.00	\$ 2,645,885.07	\$ 6,162,109.23	\$ (2,816,869.00)	-40%	\$ 2,238,103.00	\$ (3,849,195.07)