

City Manager
Tom Moran

Port Director
Joy Baker

Harbormaster
Lucas Stotts



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

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**NOME PORT COMMISSION
REGULAR MEETING AGENDA
THURSDAY, AUGUST 16, 2018 @ 5:30 PM
COUNCIL CHAMBERS IN CITY HALL**

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
 - 18-07-19 Regular Meeting
- IV. CITIZEN'S COMMENTS**
- V. COMMUNICATIONS**
 - 18-07-25 Port of Nome 2019 Cruise Ship Schedule (Draft)
 - 18-08-02 Defense bill directs spending to Alaska – ADN
 - 18-08-03 FY2019 NDAA bill icebreaker provision
 - 18-08-07 Icebreaker fight; battle between slogan and substance ADN
 - 18-08-07 Arctic Maritime Symposium (14-16 Aug 2018 – JBER/ANC)
- VI. CITY MANAGER REPORT**
 - 18-08-10 Manager Report
- VII. HARBORMASTER REPORT**
 - Update on Operations, Repairs and Maintenance
- VIII. PORT DIRECTOR REPORT/PROJECTS UPDATE**
 - 18-08-10 Port Director/Projects Status Report
- IX. OLD BUSINESS**
 - None
- X. NEW BUSINESS**
 - Concrete Barge Ramp Replacement Plan
 - NSEDC Funding Opportunity
 - EDA-Public Works Funding Opportunity
 - AOOS/Marine Exchange – Port Entrance Weather Camera
- XI. CITIZEN'S COMMENTS**
- XII. COMMISSIONER COMMENTS**
- XIII. NEXT REGULAR MEETING**
 - September 20, 2018 - 5:30 pm
- XIV. ADJOURNMENT**

**MINUTES
NOME PORT COMMISSION
REGULAR MEETING
July 19th, 2018**

The Regular Meeting of the Nome Port Commission was called to order at 7:00pm by Chairman West in Council Chambers at City Hall, located at 102 Division Street.

ROLL CALL

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

Absent: Henderson

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

In the audience: Sandra Medearis, Arctic News; Emily Hofstaedter, KNOM; Randy Harper, port user; Mark Johnson, citizen;

APPROVAL OF AGENDA

Chairman West asked for a motion to approve the agenda:

A motion was made by Sheffield and seconded by McLarty.

At the Roll Call:

Ayes: Lean, West, Rowe, Sheffield, McLarty, Smithhisler

Nays:

Abstain:

The motion **CARRIED**.

APPROVAL OF MINUTES

June 14, 2018 Regular
Meeting

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

At the Roll Call:

Ayes: Sheffield, McLarty, Smithhisler, Lean

Nays:

Abstain: West, Rowe

The motion **CARRIED**.

CITIZENS' COMMENTS

Randy Harper spoke in support of port development. Met with Mayor in Portland, OR area a few months ago and lined him up with other Port Authorities that have experience in building sustainable ports. He's happy to help with development of the Port, as well as the Deep Water Port if there's anything he can do.

COMMUNICATIONS

- 18-06-25 Secretary Mattis Highlights U.S. Arctic (KUAC)
- 18-07-02 Gold Fever: A Driving Force in Nome (USCG Blog)
- 18-07-09 Circumnavigating the Arctic, Nome to Norway (Arctic Today)

- 18-07-16 Nome CDIP Wave/Current Buoy Flyer & Data Files

Discussion:

None

CITY MANAGER'S REPORT (18-07-09 Report)

No questions on written report.

HARBORMASTER'S REPORT (Verbal)

HM Stotts indicated vessel traffic has been busy as usual this time of year. The NOAA Ship Fairweather had to delay their departure for mechanical issues – which fortunately worked with the dock schedule. The ship will be returning several times this summer. USCGC Mellon anchored offshore and lightered in for supplies and shore-leave, and although there is sufficient depth in the outer basin to bring them into the dock, regulation requires that they have an assist vessel to do so. Efforts to locate a vessel of opportunity in port at the same time produced no positive results, as commercial shipping vessels were trying to maintain schedules in good weather. USCGC Stratton was offshore, just following the Mellon, and with a draft too deep for the Port, conducted some resupply at anchor, then had to follow a tanker to Port Clarence in order to fuel due to a swell off Nome. Fortunately, before weather impacted operations, the tanker was able to make a 2.2M delivery to Nome's shore-side tanks.

HM Stotts highlighted the efforts needed to prepare the Guardian vessel for launching the wave/data buoy and anchor system. A technician from NOAA's CDIP section, traveled to Nome to prepare the buoy an assist with launch. Big kudos goes out to Assistant Harbormaster, Chris Schuneman and Cole Cushman with Public Works for devising the modification to allow the vessel to accommodate the anchor weight. All went well, and data appears to be streaming accurately. He briefly reviewed some of the data that is being produced on the public link.

Discussion:

West asked what this operation is costing the City – PD Baker replied just fuel and labor to operate the vessel and handle the buoy during launch and retrieval, with minimal expense for heated storage in the Snow Storage Building. McLarty asked if the buoy was up on the AIS system; yes, the location is on the AIS map, and a link to the data is available on the Marine Exchange website, as well as AOOS and City sites. There was discussion about ground tackle, which AOOS had thought they could abandon and launch new each year. However, Port staff advised that leaving multiple sets of ground tackle offshore was not going to fly well in our region. Therefore, AOOS agreed to develop an option for using an underwater marker so the tackle can be recaptured next year during buoy deployment.

McLarty asked about areas at the Port that appear to have junk lying around, and users are being charged for these areas. HM Stotts indicated yes, everyone with anything on Port property is assessed storage fees, and owners of areas that a real eyesore, have been advised to clean it up and given a deadline.

PORT DIRECTOR REPORT (Projects Update) (18-07-13 Report)

PD Baker added a few verbal items to her written report; the repair of the barge/launch ramp is developing into a complex issue. PND is developing costs estimates and scope for a couple of options in construction methodology to the project. She requested that an August work session be held specific to this project. Also, she will be attending an Arctic Maritime Conference on JBER in ANC so will be out of town for the August 16th meeting. Various dates were discussed, with none working for all. PD Baker will get more date options from PND/Bristol, and send an email to the Commission to coordinate a good work session date. In the meantime, the engineers will produce the scope/costs for consideration, while staff investigates grant opportunities available for cost-share funding this project.

Discussion:

Various elements of the known and unknown conditions were discussed, as there are many moving parts to correctly approaching this project. West suggested moving the work session into September; possible, but pushes the bidding schedule another month further into winter.

Draft F18 Port & Harbor Operating & Capital Budgets – provided as information.

OLD BUSINESS - None

NEW BUSINESS

U.S. DOT Discretionary Grant Application – Snake River Moorage

PD Baker updated the group on the Council resolution provided in the packet, as there was no time to get Commission concurrence before Council approval as the grant application was due yesterday. The Council authorized applying for the \$14M grant, with up to a \$1M City cost-share contribution. She advised that the Commission could do a motion for the record supporting the Council resolution, but it's not required.

Discussion:

McLarty asked if the design attached was submitted with the grant; Baker said yes, but it is a concept design that will go through final iteration if the grant is awarded. At that time, the design will come back to the Commission for further input and consideration. Lean commented that he noticed Telalaska moving things around on Lot 4 along the Snake River project site. Baker replied yes, and discussions are still in play as to how to accommodate Telalaska's property needs offsite, in order for the City to maximize use of their river side property.

Banning Heavy Fuel Oil (HFO) in the Arctic – USCG Presentation (IMO)

Purpose of the visit was to determine if there is community support to ban HFO in the Arctic. There is time to weigh the options and provide input down the road.

Discussion:

Sheffield stated she thought the IMO presentation was thin, and was confused by the presence of the USCG. Baker indicated the visiting USCG Admirals learned that the HFO presentation was being made by a USCG staff member, and elected to listen into the meeting. Sheffield shared that when questioned about whether there are sufficient response mechanisms in place to clean up the oil, they indicated not really. The counterpoint was whether banning HFO will increase the costs of fuel, which is pitted against the environmental impact of a spill that the USCG indicated can't effectively be cleaned up.

CITIZENS' COMMENTS

Randy Harper added to his earlier comments that he had participated in various Commission meetings over the years, and thought this was an in-depth discussion about important issues.

COMMISSIONERS' COMMENTS

C. McLarty – good presentation by the Corps as a follow up to the Charrette. If the Corps has questions, it would be good to hear them. To the full ability of what he law can allow, he'd like to see the users with junk and debris clean up their area.

C. Sheffield – there are more NOAA fisheries surveys scheduled for next year to determine what is going on with our marine resources. It's possible we could see a few ships still this year. The whole eco-system is experiencing a shudder. (Lean added; the northern Bering Sea is becoming much more important for

fisheries because the shifts in the population, they're moving north. Bering Sea has historically been the most productive sea in the world.

C. Smithhisler – good presentation by the Corps. Excited to see it moving forward and that they communicate very well with the Port Director so City is giving full input. He asked if the City was aware of DOT's NWATP Planning Charrette scheduled for 7 Aug 2018.

C. Rowe – enjoyed the Corps presentation. Been absent a bit this summer and apologize for missing a couple meetings. An exciting time at the Port, and seeing the Snake River project, it's great to see the projects. Also agree with Derek on cleaning up any debris, and although I haven't driven up there lately, I will do so tonight. If folks are paying for a certain footprint, they should remain within it and keep it clean.

C. Lean – Joy does a great job attending these conferences and talking to the parties in D.C. The Port is top priority and this is the only way to get support so that we can afford this is to have DOD and other big governmental agencies on board. The map of the region shown by the Corps shows just the Norton Sound region, but they need to keep in mind that we are a regional port, shipping to the Kotz and Yukon Delta regions too. I am a proponent of the Snake River development. Not to be all gloom and doom, the pink salmon run in the Seward Peninsula was super, the chum salmon run was better than average, the sockeye salmon run was better than average – so there's a lot of things going right with the fisheries. The crab fishery is almost done for the season, but it was a disappointment. Next year might be pretty tough on the crab. (Charlie added that good friend on the Casa de Paga had a stroke about a month ago, and though it was a life changing event, he credits being alive to the emergency responders that met him in the harbor and took him into their care (specifically Jim West, Jr.).

C. West –I was very pleased to see members of the Council and Planning Commission came to the Corps presentation. We need more of these meetings to keep everyone informed. Glad to see the Corps moving forward, it's a good thing. Have the docking permit numbers less than previous years? HM Stotts said yes, there are some dredges still in dry dock, but wall space is still a premium with the vessels getting larger.

SCHEDULE OF NEXT MEETING

The next meeting is SCHEDULED to August 16, 2018

ADJOURNMENT

Motion was made by Smithhisler and seconded by Sheffield for adjournment – 8:12 PM.

APPROVED and **SIGNED** this 16th day of August 2018.

Scot Henderson, Acting-Chairman

ATTEST:

Joy Baker, Port Director

2019 NOME SHIP SCHEDULE (DRAFT)

Date	ETA	ETD	CO.	SHIP	Dock/Anch
7/9/2019	06:00	18:00	LINBLAD/NAT GEO	ORION II	City Dock
7/21/2019	08:00	24:00	HOLLAND AMERICA	MAASDAM	Anchor
8/10/2019	08:00	17:00	SILVER SEA	SILVER EXPLORER	City Dock
8/11/2019	06:00	18:00	LINBLAD/NAT GEO	ORION II	City Dock
8/23/2019	06:00	18:00	LINBLAD/NAT GEO	ORION II	City Dock
8/26/2019	16:00		HAPAG LLOYD	BREMEN	City Dock
8/27/2019		17:00			
9/4/2019	06:00	18:00	LINBLAD/NAT GEO	ORION II	City Dock
9/10/2019	09:00		TENANT OWNERSHIP	WORLD OF RESIDENSEA	Anchor
9/11/2019		23:00			
9/11/2019	08:00	22:00	HURTIGRUTEN	ROALD AMUNDSEN	TBD
9/15/2019	???	???	PONANT	L'AUSTRAL	City & Mid Docks

ANCHORAGE DAILY NEWS

Politics

Defense bill directs construction spending to Alaska, renews hope for icebreaker

✎ Author: Erica Martinson ⌚ Updated: 4 days ago 📅 Published 4 days ago



The Capitol is seen in Washington, Wednesday, Aug. 1, 2018. (AP Photo/J. Scott Applewhite)

WASHINGTON — The U.S. Senate passed its annual defense authorization bill Wednesday, directing more than \$250 million in military spending to Alaska and directing the Navy to procure a new Arctic icebreaker.

The \$716 billion National Defense Authorization Act sets the defense plan for fiscal year 2019, which begins in September. The Senate passed the conference report, which combined House and Senate versions of the bill, and now heads to President Donald Trump for his signature.

Defense authorization bills have directed \$1.3 billion to Alaska for construction, missile defense and F-35 fighter jets in the last 3 1/2 years, according to Alaska Sen. Dan Sullivan, who sits on the Armed Services Committee. He touted this year's authorizations as a boon for Alaska's economy.

Sullivan was part of the conference committee that negotiated a compromise between the House and Senate versions of the bill. It was there that he was able to secure the icebreaker provision, which was jettisoned from last year's bill during conference.

The bill would procure a single icebreaker via the Navy, but it would also authorize the Coast Guard to "enter into one or more contracts for the procurement of up to five additional polar-class icebreaker vessels," according to the conference report.

How to procure an icebreaker has been more controversial than whether to do it. The Coast Guard has not bought a new icebreaker since the early 1970s, and the cost of building one is roughly as much as the Coast Guard's entire annual shipbuilding budget — \$1 billion. That makes funding difficult to get through Congress.

Last year, Sullivan included a provision allowing purchase of six polar-class heavy icebreakers in the FY18 authorization bill "and it got stripped out of the conference," he said.

Currently, the U.S. has just two polar icebreakers in working order, one heavy-duty ship and one medium-duty research vessel. Reports indicate Russia has more than 40 icebreakers, and more in the works.

About this Author

Erica Martinson

Erica Martinson is the Anchorage Daily News' Washington, DC reporter, and she covers the legislation, regulation and litigation that impact the Last Frontier. Erica came to ADN after years as a reporter covering energy at POLITICO. She previously covered environmental policy at a DC trade publication.

Comments

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FY19 National Defense Authorization Act – Polar-class icebreaker

Statutory authorization (page 37)

Subtitle E—Defense-wide, Joint, and Multiservice Matters

SEC. 151. PROCUREMENT AUTHORITY FOR ADDITIONAL ICEBREAKER VESSELS.

(a) PROCUREMENT AUTHORITY.—

(1) IN GENERAL.—In addition to the icebreaker vessel authorized to be procured under section 122(a) of the National Defense Authorization Act for Fiscal Year 2018 (Public Law 115–91), the Secretary of the department in which the Coast Guard is operating may enter into one or more contracts for the procurement of up to five additional polar-class icebreaker vessels.

(2) CONDITION FOR OUT-YEAR CONTRACT PAYMENTS.—A contract entered into under paragraph (1) shall provide that any obligation of the United States to make a payment under the contract for a fiscal year after fiscal year 2019 is subject to the availability of appropriations or funds for that purpose for such later fiscal year.

(b) SENSE OF CONGRESS.—It is the sense of Congress that the Coast Guard should maintain an inventory of not fewer than six polar-class icebreaker vessels beginning not later than fiscal year 2029 and, to achieve such inventory, should—

(1) award a contract for the first new polar-class icebreaker not later than fiscal year 2019;

(2) deliver the first new polar-class icebreaker not later than fiscal year 2023;

(3) start construction on the second through sixth new polar-class icebreakers at a rate of one vessel per year in fiscal years 2022 through 2026; and

(4) accept delivery of the second through sixth new polar-class icebreakers at a rate of one vessel per year in fiscal years 2025 through 2029.

Conference Report provision (page 806)

Procurement authority for additional icebreaker vessels (sec. 151)

The Senate amendment contained a provision (sec. 153) that would amend section 122 of the National Defense Authorization Act for Fiscal Year 2018 (Public Law 115–91) by striking subsections (a) and (b), as well as providing authority to enter into a contract or contracts for up to six polar-class icebreakers.

The House bill contained no similar provision.

The House recedes with an amendment that would provide the secretary of the department in which the Coast Guard is operating the authority to enter into a contract or contracts for the procurement of up to five additional polar-class icebreakers and express the sense of Congress regarding polar-class icebreakers.

The conferees note that section 207 of the Coast Guard Authorization Act of 2015 (Public Law 114–120) provided authority for the Commandant of the Coast Guard to enter into a

contract or contracts for the acquisition of polar icebreakers and associated equipment using incremental funding. The conferees further note the Fiscal Years 2019 through 2023 Future Years Homeland Security Program includes \$1.8 billion to fully fund 3 icebreakers. The conferees understand that additional Department of Defense funds are not required to procure icebreakers for the foreseeable future. The conferees support the Coast Guard's stated goal of building six icebreakers and believe achieving this objective should be accomplished as expeditiously as possible.

ANCHORAGE DAILY NEWS

Editorials

Icebreaker fight a battle between slogans and substance

✎ Author: Anchorage Daily News editorial board | Opinion ⓘ Updated: 1 day ago 📅 Published 1 day ago



Ice floes and fog surround the U.S. Coast Guard Cutter Healy in the Arctic Ocean on July 29, 2017. The cutter is the largest icebreaker in the Coast Guard and serves as a platform for scientific research. (Washington Post photo / Bonnie Jo Mount)

It's been a long haul for Alaska's delegation in Washington, D.C., in trying to wake their colleagues up to the fact that the U.S. is operating at a shocking resource deficit in the Arctic. For years, Alaska's senators and Rep. Don Young have worked to convince the rest of Congress (and some parts of the Pentagon) that America's icebreaking capacity is woefully inadequate to the task of maintaining a leadership role in circumpolar affairs. That this deficit persists — even as the U.S. defense budget is higher than ever — shames our priorities as a nation. That a faction of Congress still actively opposes funding new icebreakers is an indictment of their judgment as elected leaders.

It isn't as though the federal budget has been held in check so well that no money could be found to help augment the two U.S. icebreaking vessels, the medium icebreaker Healy and the heavy icebreaker Polar Star. The last time the U.S. government operated at a surplus was in 2001. Since then, members of Congress on both sides of the aisle have been

entirely willing to spend at annual deficits of hundreds of billions of dollars. In 2017, military spending tipped the scales at almost \$600 billion. But when it comes to constructing replacements and expanding capacity for the minimal U.S. icebreaking fleet, many in Washington, D.C., suddenly can't find two nickels to rub together.

So why are icebreakers important for the U.S.? In short, because our world is changing. Retreating sea ice is opening up potential for Arctic shipping lanes. The global balance of power is shifting toward Pacific nations such as Russia and China that have aspirations to assert their superiority in Arctic waters. Trade, tourism, fishing and other industries are pushing farther north than ever before. Transits by vessels through the Bering Strait have more than doubled during the past decade. And the U.S. can't even have a continuous presence along its own coastline without icebreakers.

The Healy and the Polar Star have done great work for the U.S. Coast Guard, but the Polar Star in particular is on its last legs. More than 40 years after first coming into service, the only heavy icebreaker in the U.S. fleet has survived by virtue of extensive repairs that have required cannibalizing parts from its decommissioned sister vessel, the Polar Sea. The Healy is almost 20 years old, and has seen hard service in polar waters. In one notable recent mission that displays the vital importance of icebreaker capacity, the Healy shepherded a fuel barge to Nome in January 2012 after the community iced in earlier than expected and was faced with the prospect of running out of heating oil before the sea cleared in spring.

Other countries with a stake in the development of the Arctic and its newly navigable waters aren't sitting on their hands. During the past decade, U.S. icebreaker capacity has declined by 33 percent, from three vessels to two. Meanwhile, Russia has expanded its icebreaker fleet tremendously, with more than 40 icebreaking vessels in service and almost a dozen more planned. Vladimir Putin has likened the potential for Arctic shipping to a new Suez Canal, and announced his intention to control those shipping lanes. Even Canada, which has a defense budget one-thirtieth the size of the U.S., has seven icebreakers and five more planned.

And yet, after heavy lifting by Sen. Dan Sullivan in successfully including authorization for as many as six new icebreakers in this year's National Defense Authorization Act, factions remain in Congress that favor slogans over substance. While the NDAA was in conference committee before headed to President Donald Trump's desk for a signature, the House Appropriations Committee opted to strip funds for the first new U.S. icebreaker in two decades from its Homeland Security funding bill, opting to augment the allocation for walls on the border with Mexico.

There is room for differences of opinion on the wisdom or necessity of border security improvements. What's not acceptable is beefing up the southern border of the U.S. while writing off our nation's role in the Arctic, when a comparatively modest investment could save America from irrelevance in the crucial geopolitics of the far north. It would be shortsighted at best to make a budget trade-off that sacrifices national security interests in the north to make a marginal difference in stemming illegal immigration from the south.

Alaska's delegation in Washington, D.C., have done an admirable job in working to convince their colleagues of the value of icebreakers, but there is yet more work to be done to break through the obstinacy of those who see the vessels as a pet project for the state.

The U.S. can accomplish much if it embraces its status as an Arctic nation. But it needs icebreakers to be able to unlock that potential — to keep ships safe, to aid in search and rescue operations, to assert U.S. territorial claims and grow Arctic tourism. It's past time for Congress to stop blocking needed funds and allow the U.S. to establish itself as a leader in the North.

The views expressed here are those of the Anchorage Daily News, as expressed by its editorial board which welcomes a broad range of viewpoints. Current editorial board members are Ryan Binkley, Andy Pennington, Julia O'Malley, Tom Hewitt and



Arctic Maritime Symposium

14-16 August 2018

PROBLEM STATEMENT

The unpredicted rapidly changing environment in the Arctic and the increased presence of great power competitors at the seams of multiple combatant commands challenges U.S. security and prosperity.

(U) 2009 National Security Presidential Directive 66:

"...the United States must be prepared to safeguard its **National Security Interests in the Arctic**."

(U) 2013 National Strategy for the Arctic Region

"...**preserve Arctic** Region Freedom of the **Seas** and provide for future energy **security**."

(U) 2016 DOD Arctic Strategy

"...need for **increased maritime surface** and subsurface presence, surveillance, and **capabilities**."

(U) FY18 Senate NDAA pertaining to USN and the Arctic:

"...the Secretary of the **Navy shall submit** to the congressional defense committees a report on the **capabilities of the Navy in the Arctic region**"

KEY SEA ROUTES

- Northern Sea Route
- Northwest Passage
- Central Arctic Shipping Route



Host

Commander, Alaskan Command
Lieutenant General Kenneth Wilsbach, USAF

US Representatives for Alaska

US Senate
Senator Lisa Murkowski
Senator Dan Sullivan

US House of Representatives
Congressman Don Young

Combatant Commander

Commander, US Northern Command and
North American Aerospace Defense Command
General Terrence J. O'Shaughnessy, USAF

Keynote Speakers

Former Commander, US Pacific Command
Admiral Sam J. Locklear, USN (Ret)

Former Commandant, US Coast Guard
Admiral Paul F. Zukunft, USCG (Ret)

USNORTHCOM and ALCOM Nested Lines of Effort

Defense of the Homeland

Mission Assurance

Force Readiness

Defense Support of Civil Authorities

Homeland Defense and Civil Support Preparedness

Defense of North America and Support to Civil Authorities

Arctic

Arctic

Arctic Initiatives/Build Capacity in Concert with Allies

Homeland Partnerships

Homeland Partnerships

Expand and Strengthen Federal, State, and Tribal Partnerships

GOALS

- Expand and strengthen relationships between Joint and interagency government organizations, academic and policy institutions, and senior leaders with interests in maritime operations in the Arctic.
- Improve mutual understanding and appreciation of Arctic maritime operational requirements and opportunities.



"Provide an environment of uncertainty for anyone planning or attempting to execute an attack against the United States."
– Maritime Homeland Defense EXORD

"The U.S. must ensure that our adversaries do not dominate the Arctic region." – Secretary Mattis



Arctic Maritime Symposium Agenda



Participants	Day 1 – Tuesday, 14 Aug		
	Morning	Afternoon	
	Agenda	Split Agenda	
<div>Host</div> <div>Commander, Alaskan Command</div> <div>Lieutenant General Kenneth Wilsbach, USAF</div> <div>Senior Speaker</div> <div>Commander, US Northern Command and North American Aerospace Defense Command</div> <div>General Terrence J. O’Shaughnessy, USAF</div> <div>Keynote Speakers</div> <div>Former Commander, US Pacific Command</div> <div>Admiral Sam J. Locklear III, USN (Ret)</div> <div>Former Commandant, US Coast Guard</div> <div>Admiral Paul F. Zukunft, USCG (Ret)</div> <div>Team of Experts</div> <div>U. S. Department of State</div> <div>National Oceanic and Atmospheric Administration</div> <div>U. S. Army Corps of Engineers</div> <div>Alaska Federation of Natives</div> <div>The Adjutant General of Alaska</div> <div>US Committee on the Marine Transportation System</div> <div>Alaska Department of Natural Resources</div> <div>Cold Regions Research & Engineering Laboratory</div> <div>The Center for Naval Analysis</div> <div>Montclair State University</div> <div>Woodrow Wilson Center</div> <div>National War College</div> <div>University of Alaska Fairbanks</div> <div>Penn State University</div> <div>Arctic Domain Awareness Center</div> <div>U.S. Naval War College</div> <div>National Defense University</div> <div>Details</div> <div>Location: Arctic Warrior Event Center (AWEC)</div> <div>Joint Base Elmendorf-Richardson, Alaska</div> <div>Uniform: Khakis (USN) / Business Casual</div> <div>(or equivalent Service Uniform)</div> <div>Cost: \$130 (Registration Fee -Cash Only)</div>	<div>Time</div> <div>Activity</div> <div>0715-0800</div> <div>Check-in / Registration (AWEC)</div> <div>0800-0805</div> <div>Administrative Notes / Opening Remarks</div> <div>0805-0820</div> <div>Group Welcome and Scene Setter</div> <div><div>Lt Gen Kenneth Wilsbach, CDRALCOM</div></div> <div>0820-0910</div> <div>Alaska’s Strategic Perspective</div> <div><div>Senator Lisa Murkowski</div><div>Senator Dan Sullivan</div></div> <div>0910-0930</div> <div>US Navy’s Perspective</div> <div><div>Secretary of the Navy, Richard Spencer (TBD)</div></div> <div>0930-0940</div> <div>Arctic Maritime Scene Setter</div> <div><div>Admiral Paul F. Zukunft, USCG (Ret)</div></div> <div>0940-1040</div> <div>Panel: Joint & Federal Arctic Maritime Forces</div> <div>Moderator: Admiral Paul F. Zukunft, USCG (Ret)</div> <div><div>VADM Linda Fagan, USCG CDRPACAREA</div><div>Cmdre Angus Topshee, Canadian Navy Flt Pacific</div><div>LtGen Rex McMillian, USMC, MARFORNORTH</div><div>RDML Douglas Perry, USN, USFF N3</div><div>MG Laurie Hummel, Adjutant General, AK National Guard</div></div> <div>1040-1050</div> <div>Break / Session Q&A</div> <div>1050-1120</div> <div>China and the Arctic</div> <div><div>Dr. Elizabeth Wishnick, Department of Politics and Law, Montclair State University, Senior Research Scholar, Weatherhead East Asian Institute, Columbia University</div></div> <div>1120-1135</div> <div>Break / Session Q&A</div> <div>1135-1205</div> <div>Russia and the Arctic</div> <div><div>Peter Zwack, Former U.S. Senior Defense Official and Attaché to Russia, Institute for National Strategic Studies, National Defense University</div></div> <div>1205-1220</div> <div>Break / Session Q&A</div> <div>1220-1345</div> <div>Lunch / Speaker</div> <div><div>Speaker: Weather Forecast Office, National Weather Service</div><div>Speaker: USNWC Advanced Strategy Program Brief</div></div>	<div>Time</div> <div>Activity</div> <div>1345-1415</div> <div><div>Classified Session: Capabilities-Based Assessment</div><div>Scott Dix, Operations Research Analyst, N&NC J8</div></div> <div>1415-1430</div> <div>Session Q&A</div> <div>1430-1445</div> <div>Break</div> <div>1445-1515</div> <div>Session: Arctic Science and Technology</div> <div><div>Dr. Bob McCoy, Director of the UAF Geophysical Institute</div></div> <div>1515-1530</div> <div>Session Q&A</div> <div>Time</div> <div>Activity</div> <div>1345-1350</div> <div>Load Buses for UAA Campus</div> <div><div></div><div>ARCTIC DOMAIN AWARENESS CENTER</div><div>A DEPARTMENT OF HOMELAND SECURITY CENTER OF EXCELLENCE</div></div> <div>1410-1515</div> <div>Arctic Domain Awareness Center Brief, UAA Chancellor's Conference Rm</div> <div>1515-1530</div> <div>Load Buses for AWEC</div> <div>Combined Agenda</div> <div>Time</div> <div>Activity</div> <div>1530-1630</div> <div>Panel: Senior Flag Perspective - Operational & Exercises Integration</div> <div>Moderator: Maj Gen Randy “Church” Kee, USAF (Ret)</div> <div><div>Mr. Wesley, Pacific Fleet N5</div><div>Brig Gen Hillyer, USAF, USINDOPACOM J3</div><div>RDML Pringle, Commander, ESG-3</div><div>RDML Dickey, USCG, USNORTHCOM J3D</div><div>Cmdre Topshee, Canadian Navy Fleet Pacific</div></div> <div>1630-1650</div> <div>Session Q&A / Wrap up</div> <div>Social</div> <div>1700-1900</div> <div>Icebreaker Social (Old Lounge at the AWEC)</div> <div><div></div></div>	





Arctic Maritime Symposium Agenda

Day 2 – Wednesday, 15 Aug

Morning

The Arctic - Strategic Perspective	
Time	Activity
0800-0805	Administrative Notes / Opening remarks <ul style="list-style-type: none">Alaskan Command J3
0805-0845	Keynote speaker <ul style="list-style-type: none">Admiral Samuel J. Locklear III, USN (Ret)
0845-0900	Keynote Q&A (Moderated by Dr. Berbrick)
0900-0915	Break
0915-1015	Panel: Great Power Competition, Moderator: BG(ret) Peter Zwack, US Army <ul style="list-style-type: none">Mark E. Rosen, J.D., LL.M. Senior Vice President and General CounselDr. Elizabeth Wishnick, Montclair State UniversityJim Townsend, Global Fellow, Polar Institute, Wilson Center, Former Assist Secretary of Defense for NATO and EUDr. Carl Van Dyke, NORAD and US Northern Command Geo-Political Adviser
1015-1030	Panel Q&A
1030-1045	Break
1045-1115	Private & Commercial Investment & Operations <ul style="list-style-type: none">Faith Martineau, Alaska Department of Natural Resources, Executive Director
1115-1130	Break / Select Group Movement to Alaskan Command SCIF (bldg. 9480)

Intelligence Panel & Focused Briefings

Intelligence Brief (TS/SCI) @ ALCOM		Guest Speakers / Extended Lunch @ AWEC	
Time	Activity	Time	Activity
1145-1245	Intel Brief & Panel Intelligence Community - Arctic Working Group Moderator: ODNI	1130-1230	Focus Discussion: Private Sector <ul style="list-style-type: none">Peter Philips, President, Philips Publishing Group
1245-1300	Q&A	1230-1345	Catered Lunch (AWEC) Guest Speakers: US Coast Guard Ice Breaker Update
1300-1315	Movement to AWEC		
1315-1345	Catered Lunch (Billy Mitchel Room @ AWEC)		

Clearances

ALCOM's JPAS SMO code for collateral visit is: **68912**

If you do not have access to JPAS, Visit Requests can be sent to ALCOM by email: Admin.Sec@us.af.mil
POC: Ms. Shirlene Jones, shirlene.jones@us.af.mil 907-552-9291, Fax: 907-552-7811

TS/SCI clearances must be sent to 11 AF/SSO JPAS SMO code: **SSO 11AF**
NOTE: If you do not have access to JPAS SCI send clearance via JWICS email to 11AF SSO POC: SrA Anthony Pili anthony.pili@af.ic.gov

Afternoon

Tours - Conducted in a Cycles	
Time	Activity
1200-1300	Media Event @ USS MOMSEN (DDG 92) Participants: <ul style="list-style-type: none">Alaskan Command Public AffairsAlaskan Command J3Alaskan NORAD Region Command DeputyNavy Region Northwest Public AffairsPacific Fleet EnvironmentalCommanding Officer, USS MOMSEN
1345-1400	Load Buses for Port of Alaska
Tour Cycle	
Group Tours to the Port of Alaska US Navy Port Visit	
1415-1515	Tour Cycle 1 (DV Bus: Port Tour, Group 1 and 2: Ship Tour)
1515-1615	Tour Cycle 2 (DV Bus: Ship Tour, Group 1 and 2: Port Tour) 1600: All Hands Call onboard US Navy Vessel (Senior DV address)
1615-1630	Group Photo at Port of Alaska
1640-1650	Load Buses for AWEC
1650-1745	DV Movement to AWEC / Comfort Break
<div>Senior Leader Summit</div> <div>Moose Run Golf Clubhouse Anchorage, Alaska</div> <div>Uniform: Business Casual</div>	
1745-1830	Cocktails
1830-2030	Native Dance Performance / Presentation: Julie Kitka, Alaska Federation of Natives Senior Leader Engagement & Executive Address "Addressing the Challenges of Maritime Operations in the Arctic"



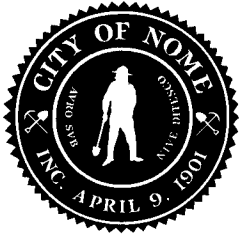


Arctic Maritime Symposium Agenda

Day 3 – Thursday, 16 Aug		Post-event – Friday, 17 Aug
Morning		
Time	Activity	TBD: Media Event / Optional Press Event
0800-0805	Administrative Review / Opening Remarks <ul style="list-style-type: none">ALCOM J3	
0805-0815	Introduction <ul style="list-style-type: none">Lt Gen Ken Wilsbach, Commander, ANR, ALCOM and 11 AF	- Leisure, Tours and Travel -
0815-0835	Arctic Futures <ul style="list-style-type: none">Gen Terrence J. O’Shaughnessy, Commander, NORAD and USNORTHCOM	Recommended Activities: <ul style="list-style-type: none">Glacier CruisesFishing ChartersFlight SeeingHiking / SightseeingMoose Run Golf Course
0835-0900	Reserved Senior Speaker (TBD)	
Electives – Morning Part 1:		
0900-1015	Arctic Maritime Capabilities/S&T - Moderator: Dr. Bob McCoy <ul style="list-style-type: none">Mr. James Webster, NAVSEA 05 (TBD)J.D. Horne, CRREL, USACE (TBD)Dr. Hal Moore, NORAD & USNORTHCOM J8 S&TDr. Mike Sfraga, Director, Polar Institute, Wilson CenterMr. Stephen Spehn, Deputy Science Advisor, USEUCOM Domain Awareness - Moderator: Maj Gen (ret) Randy Kee <ul style="list-style-type: none">Mr. David Kennedy, Senior Arctic Advisor NOAAMr. Don Moore, National Weather ServiceCAPT Lee C. Scruggs, Chief Technology Officer, USCGMr. Lyston Lea, National Maritime Intelligence Office	
1015-1030	Break / Q&A	
Electives – Morning Part 2:		
1030-1145	Arctic Ports & Infrastructure - Moderator: J. D. Horne <ul style="list-style-type: none">Mr. Mark Rosen, Senior Vice President, CNARDML Matthew Bell, Commander, District 17 USCGMr. Bruce Sexauer, Chief of Civil Works, AK District USACEMs. Faith Martineau, Executive Director, AK DNR Interagency Arctic Policy - Moderator: Dr. Mike Sfraga <ul style="list-style-type: none">Mr. Shannon Jenkins, Senior Arctic Policy Advisor, USCG-5PWDr. John Farrell, ED, U.S. Arctic Research Commission (TBD)Ms. Julie Kitka, President, AFNMr. David Kennedy, Senior Arctic Advisor NOAA	     
1145-1200	Break / Q&A	Register Here: http://www.uaf.edu/som/news/AMS-2018/
1200-1300	Lunch – Catered Discussion & Brief: George Zvara, “Arctic Moonshot Brainstorm” Speaker: MCPO Matthew Novello, SEAL, Naval Special Warfare Kodiak	Lead Planner: LCDR Grant T. Bryan, USN Comm: 907-552-4114 NIPR: grant.bryan@us.af.mil

1430-1445

Break / Q&A



CITY OF NOME

City Manager's Office

P.O. Box 281

Nome, Alaska 99762

907.443.6600

tmoran@nomealaska.org

City Manager's Report

From: Tom Moran, City Manager
To: City Council
Date: July 24 – August 10, 2018

- GCSIT (the City's contracted IT firm) was in town on Tuesday, July 24th and Wednesday, July 25th to continue preparing for the City's eventual migration to the Quintillion network (which we believe will be before the 2nd Quarter of FY19 [i.e. October 1, 2018]).
- Bristol Engineering was in town on Wednesday, July 25th and Thursday, July 26th for DEC's annual Landfill and Monofill inspections. Preliminary indications are very positive, so a cautious (yet optimistic) congratulations to Aaron Cooper and the entire Public Works Crew.
- I was at the quarterly AMLJIA Board Meeting in Yakutat on July 26th and 27th. All costs were covered by AMLJIA. One of our discussion topics was the settlement of a claim against the City of Nome for a faulty step at one of our facilities. If you see something that looks unsafe, please say something!
- Congratulations to our July Employee-of-the-Month, Ron Jodsaas (Lead Rec Center Attendant). Ron not only covered for two of Chip's vacations, but he's also one of the hardest workers we have, and he also devotes a good number of volunteer hours up at the Cemetery. Keep up the good work, Ron!
- Happy belated birthday (August 1st) to Museum Director Amy Phillips-Chan!
- Summer Clean-Up was held from August 5th through the 10th. You Call, We Haul was in effect and three dump trucks were be stationed around town. Special thanks to the fine gentlemen at Public Works and the community volunteers who helped clean up the Seawall on Sunday, August 5th.
- On Tuesday, August 7th, the Northwest Alaska Transportation Plan Charrette was held at the Aurora Inn. We weren't consulted very closely on the project, so Mayor Beneville, Planning Commissioner Sara Lizak, Port Commissioner Shane Smithhisler, new City Planner Monica Faix, Port Director Joy Baker (telephonically), and I all attended to ensure that Nome's interests were represented.
- Also on August 7th, the Planning Commission held its regular monthly meeting to begin discussion on what should constitute our next round of abatement properties. As you know, last year the Planning Commission assumed the role of advisory body for initial nominations.

- For a number of reasons, I'll be working out of our various Anchorage contractors' offices from Wednesday, August 15th until Friday, August 18th. This travel was paid for personally, FYI.
- Friendly reminder (per the flyer in this meeting packet) that the City Council is expected to attend a town hall forum on public safety in Nome on Saturday, August 18th at 2:00 p.m. Please try to be there if you're in town.
- The candidacy period for our October 2nd municipal election opens on Monday, August 20th at 8:30 a.m. and closes on Tuesday, September 11th at 5:00 p.m. In addition to two ballot propositions, this year's expiring seats are:
 - Councilman Lew Tobin
 - Councilman Stan Andersen
 - Utility Board Member Wes Perkins (2 year term)
 - Utility Board Member Dave Barron
 - School Board Member Nancy Mendenhall
 - School Board Member Sandy Martinson
- As previously discussed, the 2018 Museums Alaska – Alaska Historical Society Conference will be held in Nome from Wednesday, September 12th through Saturday, September 15th. Heavily discounted registration is available for Nome residents, so please contact the Museum at 443-6631 if you're interested.
- Per Councilman Tobin's request, please see the attached Landfill and Monofill quantity calculations (including their respective lifespans) from John Bles. *Attachment 1.*
- Please see the attached agenda from the NAPC Forum 2018. The most enlightening course offering was entitled "Demolition by Neglect." Suffice it to say that Nome isn't the only municipality in the U.S. that has to deal with unwanted property abatements. *Attachment 2.*
- Please see the attached 4th Quarter activity report from the Nome Convention and Visitors Bureau (NCVB). *Attachment 3.*

Memo

To: Thomas Moran, City Manager
From: John Blee, Acting City Engineer
CC: Julie Liew, City Accounting Dept.
Date: September 15, 2017
Re: 2017 Landfill and Monofill Quantity Calculations

The following volumes were calculated using the survey information generated by George Krier, PLS, in August 2017. Drawings produced from this survey are attached.

Municipal Landfill: A difference of **12,120 cubic yards (CY)** of waste and material was measured between 8/27/16 and 7/15/17. This equates to 7.1 lbs./person/day¹, which matches the longer term averages of 6 to 8 lbs./person/day for Nome. No stockpiled cover material was surveyed or included in the waste calculations.

The total volume to-date in Cells 1 & 2 was calculated by comparing a composite of previous year's surveys to the model of the empty cells. The total volume currently in place at the municipal landfill is estimated at **199,580 CY**.

A surface comparison was done in AutoCAD and the estimated capacity of both Cells 1 and 2 was found to be **387,700 CY**. Approximately **188,120 CY** remains in Cell #2 which will provide an estimated service life of 15 years remaining at the current fill rate.

The asbestos control log show no friable or non-friable asbestos waste deposited in the landfill after 4/28/16.

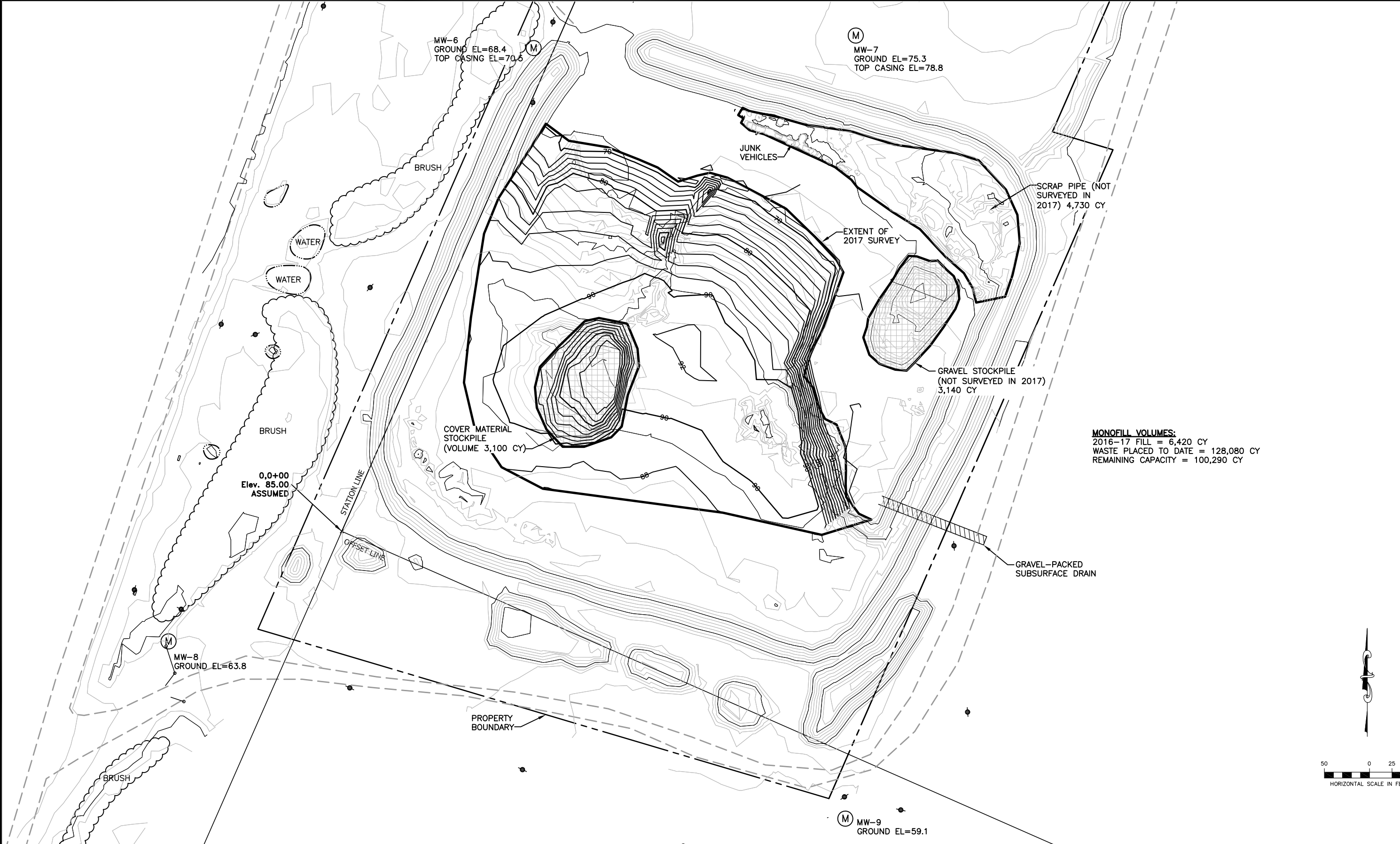
Inert Debris Monofill: An estimated **6,420 CY** of materials and cover was added to the main fill area between 8/26/16 and 7/14/17. This year's volume is less than the last three years which have averaged close to 13,000 CY. The cover material stockpile located in the southwest corner monofill was not included in the volume of waste calculated. There is approximately 3,100 CY of cover material in that stockpile. There is another stockpile of

¹ The lbs./person/day calculation assumes a cover to waste ratio of 10%, 800 lbs./CY conversion factor and a population of 3,797.

gravel located in the northeast corner that was not surveyed this year. In 2016 there was 3,140 CY in this stockpile. There is an estimate 4,730 CY of scrap pipe and vehicles in the northeast corner of the monofill.

The current in-place volume of waste in the monofill is approximately **128,080 CY**. The remaining capacity of the monofill is approximately **100,290 CY**. Given the average disposal rates (and the continued practice of not receiving waste from outside the Nome area), **the monofill still has an estimated service life of 10 to 13 years.** The service life will be increased by another 25 to 30 years by relocating the northerly berm so the existing area to the north is opened up for future disposal. Design plans have been prepared for the monofill expansion and berm relocation. The expansion is included in Permit No. SWZA037-22.

c.c. Neil Lehner, ADEC Solid Waste
Aaron Cooper, Landfill Operator
John Blee, BESC



MONOFILL VOLUMES:
2016-17 FILL = 6,420 CY
WASTE PLACED TO DATE = 128,080 CY
REMAINING CAPACITY = 100,290 CY

REVISIONS			
NO.	DATE	BY	DESCRIPTION

LEGEND	

Project No. 32114005

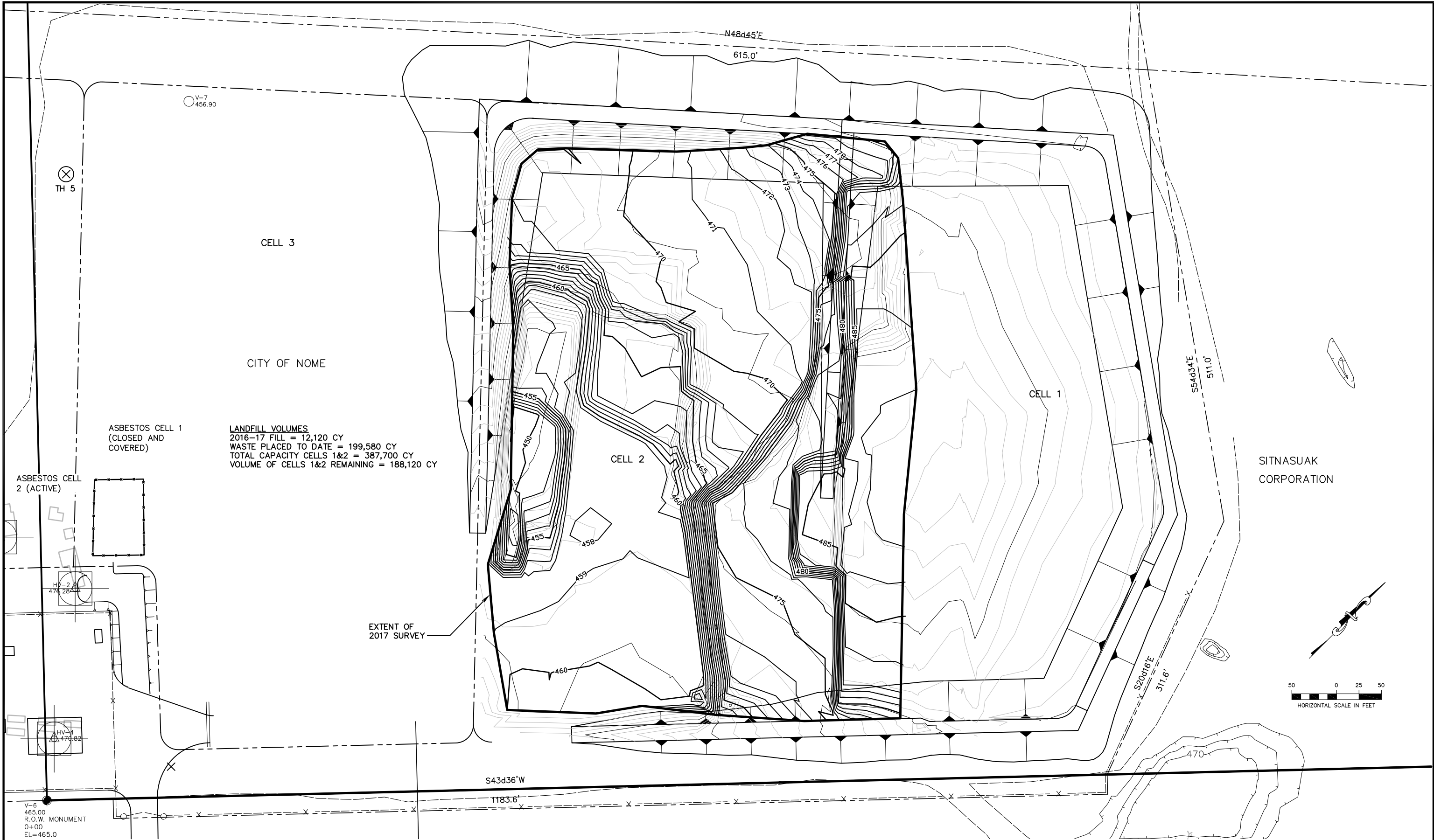
Bristol

ENGINEERING
SERVICES CORPORATION

Phone (907) 563-0013 Fax (907) 563-6713



CITY OF NOME							SHEET NO.
INERT DEBRIS LANDFILL 2017 SURVEY							1
SCALE: 1"=50'	DESIGNED: -	CHECKED: JGB	DRAWN: DKH	DATE: 9/07/17	SHEET 1 OF 2		



LANDFILL VOLUMES
2016-17 FILL = 12,120 CY
WASTE PLACED TO DATE = 199,580 CY
TOTAL CAPACITY CELLS 1&2 = 387,700 CY
VOLUME OF CELLS 1&2 REMAINING = 188,120 CY

ASBESTOS CELL 1
(CLOSED AND COVERED)

ASBESTOS CELL 2 (ACTIVE)

V-6
465.00
R.O.W. MONUMENT
0+00
EL=465.0

REVISIONS			
NO.	DATE	BY	DESCRIPTION

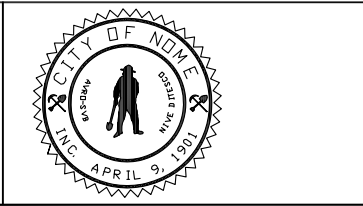
LEGEND	

Project No. 32114005

Bristol

ENGINEERING SERVICES CORPORATION

Phone (907) 563-0013 Fax (907) 563-6713



CITY OF NOME						SHEET NO.
SANITARY LANDFILL 2017 SURVEY						2
SCALE: 1"=50'	DESIGNED: -	CHECKED: JGB	DRAWN: DKH	DATE: 9/7/17	SHEET 2 OF 2	



Memo

To: Tom Moran – City Manager
From: Joy L. Baker – Port Director *JLB*
CC: Mayor & Nome Common Council
Nome Port Commission
Date: 8/10/2018
Re: Port & Harbor Report/Projects Update – August 2018

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

Administrative:

Admiral Shep Smith, Director of NOAA's Office of Coastal Survey, met with City Officials in Nome on 2 Aug 2018 to discuss the latest technology in hydrographic charting and their increased capacity for accessing 10 data captured by others doing research in the region. The Director's visit was timed to participate the following day in the Change of Command ceremony for the NOAA Ship *Fairweather*. A small contingent of City Council, Port Commission and City staff were in attendance.

The Port Commission held a joint work session on 2 Aug 2018 with PND Engineers and the City Engineer in an effort to discuss the aging concrete launch ramp to determine the best strategy for repair or replacement. There are complex issues associated with repairing underwater infrastructure so a variety of approaches and construction methods were evaluated, along with the cost-effectiveness of each. Upon conclusion of the meeting, it was determined that a repair would be more costly and only temporarily address the problem, which would eventually reoccur. Therefore, PND was asked to provide an updated cost estimate and drawings to remove and replace the ramp, with added strengthening features for heavier loads. At this time, staff is pursuing two grant opportunities to fund this project, with an anticipated construction schedule of the summer of 2019.

The F19 Port Budget at 9 August shows 25.5 % revenue – with 11.8% expended. Harbormaster Stotts and his staff have been busy servicing and billing vessels, juggling dock space and mitigating complications with shared space at the barge ramps between cargo and dry-docked vessels. As always, Public Works and Building Maintenance staff are assisting the Port when multiple personnel are needed, with Port staff reciprocating when possible. This shared-labor arrangement is working quite well, and proves cost-effective for the City. The last of the F18 expenses are in processing, but we anticipate having unaudited figures available for the September 2018 Port Commission meeting.

I will be attending the Arctic Maritime Symposium at Joint Base Elmendorf-Richardson (JBER) from 14-16 Aug 2018, as sponsored by the Alaskan Command (ALCOM). Personnel from U.S. Coast Guard, U.S. Navy, U.S. Air Force and Northern Command staff will be attending, along with various other agencies/legislative staff with Arctic oversight.

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

The Army Corps Alaska District's Project Delivery Team (PDT) held their monthly meeting on 9 August 2018, with the following informational update;

- Concept alternatives pared down to 4 options (1 without project + 3 concept designs)
- Dredge depths for each alternative optimized for input to HarborSym model & Ship Simulator
- Design vessels identified for existing and deep water basin dredge depths
- NED (economics) analysis is underway as required by WRDA authority
- OSE (other social effects) under evaluation as required by Section 2006 RSH Authority
- Deadlines for each discipline's materials established in order to meet TSP milestone 13 Nov 2018

Concrete Launch Ramp Replacement Project:

In an attempt to secure partial funding for the replacement of the launch ramp, preparation for funding the NEC has submitted a letter of support, and we have requested similar from SNC and a couple of industry users.

Port Industrial Pad:Industrial Pad Development (Thornbush Site):

No project work planned at this time.

West Nome Tank Farm (Property Conveyance):

An update from the USAF Real Estate Branch indicated the Environmental Baseline Survey is anticipated to be delivered by the USACE by 1 Sept 2018. Review and acceptance of this report will allow the conveyance to move forward within the confines of the USAF property section.

External Facilities:Cape Nome:

The project contractor has encountered a few breakdowns with the drilling equipment in recent weeks, but repairs have been made and the final shot is underway. Nearly all of the rock needed for the remaining work has been stockpiled, with the balance anticipated to be captured in the last shot. Schedule for placement of the rock is anticipated for the last week in August 2018, barring any weather issues. PND will have an inspector on site for the final in-water work. The contractor will perform the final bathymetric survey which will be reviewed by the engineers to ensure no deficiencies remain. Disaster funding deadline is 27 December 2018.

Additional information is available upon request.



ALASKA DISTRICT
U.S. ARMY
CORPS OF ENGINEERS

ALTERNATIVE 3
PORT OF NOME MODIFICATION FEASIBILITY STUDY

#

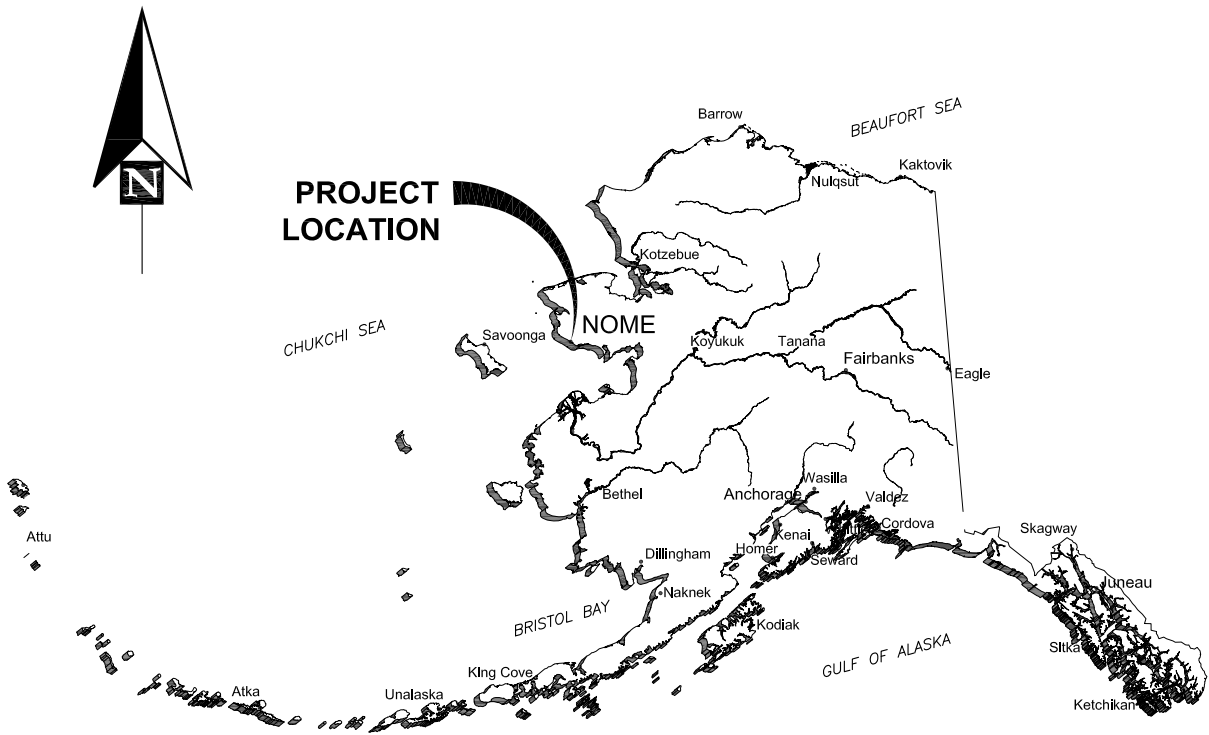




PORT OF NOME

LAUNCH RAMP REPLACEMENT

NOME, ALASKA
AUGUST 2018



STATE OF ALASKA

SHEET INDEX

COVER & INDEX	1
GENERAL NOTES & ESTIMATE OF QUANTITIES	2
EXISTING SITE PLAN & SECTIONS	3
EXISTING PLANK LAYOUT	4
NEW SITE PLAN & SECTIONS	5
NEW PLANK LAYOUT	6
NEW/EXISTING PLANK DETAILS	7



PROJECT LOCATION
NOME SNAKE RIVER VICINITY

DRAFT
8/9/2018

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

REV	DATE	DESCRIPTION

DATE: _____

DATE: _____

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

P | N | D
ENGINEERS, INC.

PROJECT: PORT OF NOME
LAUNCH RAMP REPLACEMENT

TITLE: COVER & INDEX

DESIGNED BY: BH	DATE: AUGUST 2018
CHECKED BY: DK	PROJECT NO: 181033

SHEET NO: **1** OF 7

GENERAL NOTES

STEEL PLATE –
ASTM A36

BOLTS –
ASTM A307

GALVANIZING –
ALL PLATE, REINFORCING, AND PIPE SHALL BE GALVANIZED PER ASTM A123.
ALL BOLTS AND HARDWARE SHALL BE GALVANIZED PER ASTM A153.

CONCRETE PLANKS –
CONCRETE FOR PLANKS SHALL CONFORM TO THE FOLLOWING:

TOLERANCE NOT MORE THAN 1/4” VARIATION IN DIMENSION OR TWIST.

CONCRETE SHALL CONFORM TO ASTM C150 TYPE I OR III WITH TRI–CALCIUM ALUMINATE CONTENT BELOW 8%.
(94 LB SACKS/CY) 6.0 MIN
SILICA FUME IN LBS/CY 50
PLASTICIZER SUBMIT FOR APPROVAL
SLUMP RANGE IN INCHES (AFTER PLASTICIZER) 6” MAX
(SLUMP SHALL BE NOT MORE THAN 1” BEFORE ADDING PLASTICIZER JUST BEFORE PLACING CONCRETE)
ENTRAINED AIR RANGE IN PERCENTAGE 5–7% PER ASTM C33
MAX AGGREGATE SIZE 3/4”

MINIMUM DESIGN STRENGTH, PSI (f’c) 6,000

MIX AND PLACE PER ASTM C94. RAKE FINISH AFTER VIBRATING AND SCREEDING. COVER AND WET CURE 5 DAYS MINIMUM.

TIMBER –
TIMBER SLEEPERS SHALL BE SURFACED FOUR SIDES (S4S) AND SHALL BE GRADED IN ACCORDANCE WITH WEST COAST LUMBER INSPECTION BUREAU STANDARD NO. 17, MEETING DOUGLAS FIR NO. 1 GRADE, INCISED AND PRESSURE TREATED AFTER ALL FABRICATION WITH ACZA PER AWPA C–18 TO A MINIMUM RETENTION OF 2.5 POUNDS PER CUBIC FOOT.

GALVANIZED REINFORCING –
GALVANIZED REINFORCING STEEL SHALL CONFORM TO ASTM A767, CLASS I WITH CHROMATING REQUIREMENTS OF SECTION 4.3 OMITTED, WITH STEEL CONFORMING TO: ASTM A706 GRADE 60 FOR BENT OR WELDED BARS; AND ASTM A615 FOR STRAIGHT BARS. GALVANIZING SHALL BE PERFORMED AFTER FABRICATION.

BARS SHALL BE SUPPORTED ON APPROVED CHAIRS. REINFORCING STEEL SHALL BE DETAILED, BENT, AND PLACED IN ACCORDANCE WITH THE LATEST ACI 318. REINFORCEMENT SHALL BE LAP–SPliced PER ACI 318 FOR TENSION UNLESS OTHERWISE NOTED ON THE DRAWINGS. STAGGER SPLICES BY 40 BAR DIAMETERS. BARS SHALL BE CLEAN AND FREE FROM CUTTING OIL OR OTHER DELETERIOUS MATERIAL. REINFORCING STEEL SHOP DRAWINGS SHALL BE PREPARED ACCORDING TO ACI 315 "DETAILS AND DETAILING OF CONCRETE REINFORCEMENT."

GRAVEL BEDDING –
12 X 12 TIMBERS SHALL BE BEDDED IN COARSE GRAVEL MEETING THE FOLLOWING GRADATION:

% PASSING BY WEIGHT	SIZE
100%	2”
40% TO 60%	1”
10% TO 20%	#4
LESS THAN 8%	#8

SUBMITTALS –
PROVIDE CERTIFICATIONS OR TESTS FOR APPROVAL AS FOLLOWS:

- CONCRETE MIX DESIGN AND 28–DAY COMPRESSION TEST CYLINDER RESULTS BEFORE CASTING AND AT LEAST SIX 28–DAY COMPRESSION TESTS FROM PLANK CONCRETE.
- REINFORCING STEEL
- BOLTS AND WASHERS
- GALVANIZING
- REBAR SHOP DRAWINGS
- STRUCTURAL STEEL
- TIMBER AND TREATMENT
- GRAVEL BEDDING

THE CITY OF NOME MAY PERIODICALLY INSPECT THE WORK FOR CONFORMANCE WITH PLANS AND SPECIFICATIONS. WORK DETERMINED TO BE DEFECTIVE SHALL BE CORRECTED WITHOUT CHARGE. WORK NOT SPECIFICALLY SPECIFIED SHALL MEET GENERALLY ACCEPTED INDUSTRY STANDARDS.

ESTIMATE OF QUANTITIES				
WORK ITEM	PAY ITEM	UNIT	ESTIMATED QUANTITY	NOTE
1	MOBILIZATION AND DEMOBILIZATION	ALL REQ'D	–	–
2	DEMO EXISTING PLANKS	EACH	80	–
3	DEMO TIMBER SLEEPERS	LINEAR FOOT	1,200	–
4	DEMO STEEL BEAMS	LINEAR FOOT	360	–
5	SALVAGE RIPRAP AND COBBLES FOR RE–USE	ALL REQ'D	–	–
6	PROVIDE & INSTALL TIMBER SLEEPERS	BOARD FEET	14,000	–
7	PROVIDE & INSTALL BEDDING AND INFILL MATERIAL	CUBIC YARDS	270	–
8	REMOVE & INSTALL CONCRETE PLANKS	EACH	80	–

DRAFT
8/9/2018

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REV	DATE	DESCRIPTION

DATE: _____

DATE: _____

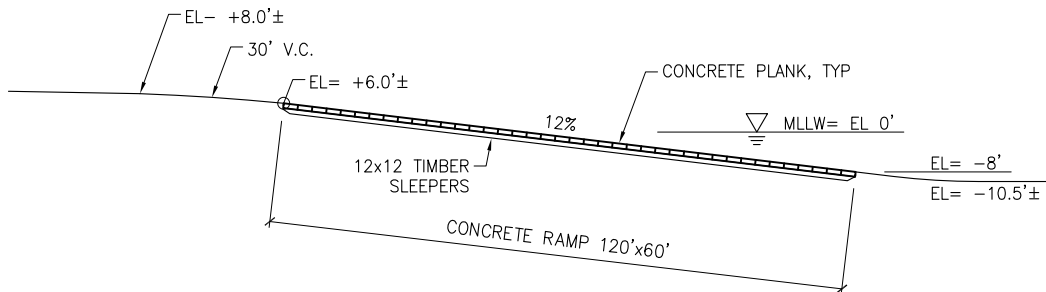
1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

P | N | D
ENGINEERS, INC.

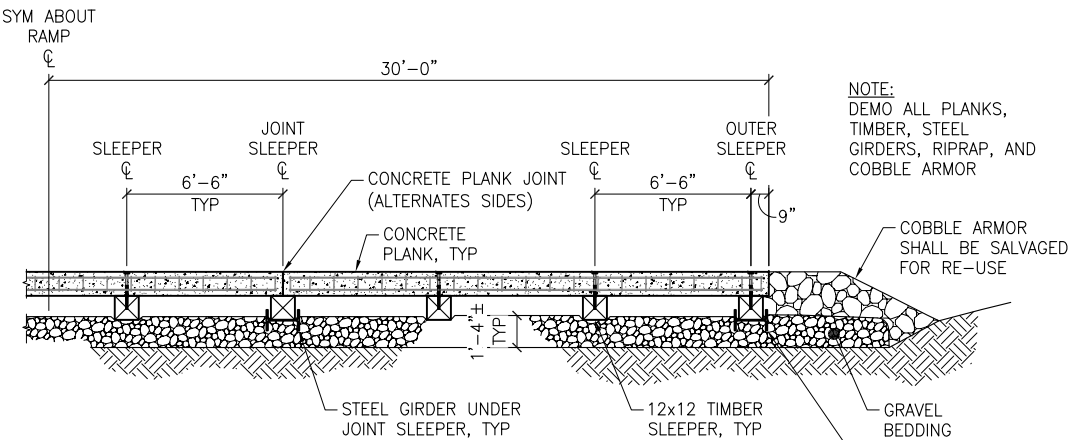
PORT OF NOME LAUNCH RAMP REPLACEMENT		
TITLE: GENERAL NOTES & ESTIMATE OF QUANTITIES		
DESIGNED BY: BH	DATE: AUGUST 2018	SHEET NO: 2 OF 7
CHECKED BY: DK	PROJECT NO: 181033	



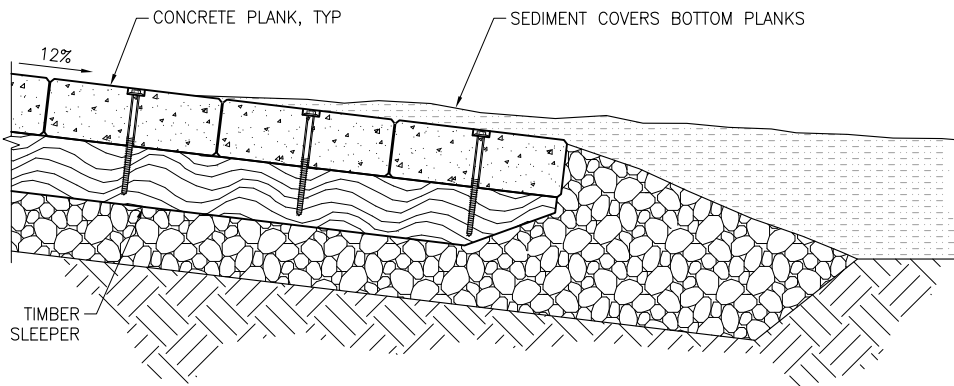
SITE PLAN



TYPICAL SECTION A-A



TYPICAL RAMP SECTION B-B



TYPICAL BOTTOM END SECTION

DRAFT
8/9/2018

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REV	DATE	DESCRIPTION

DATE: _____

DATE: _____

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

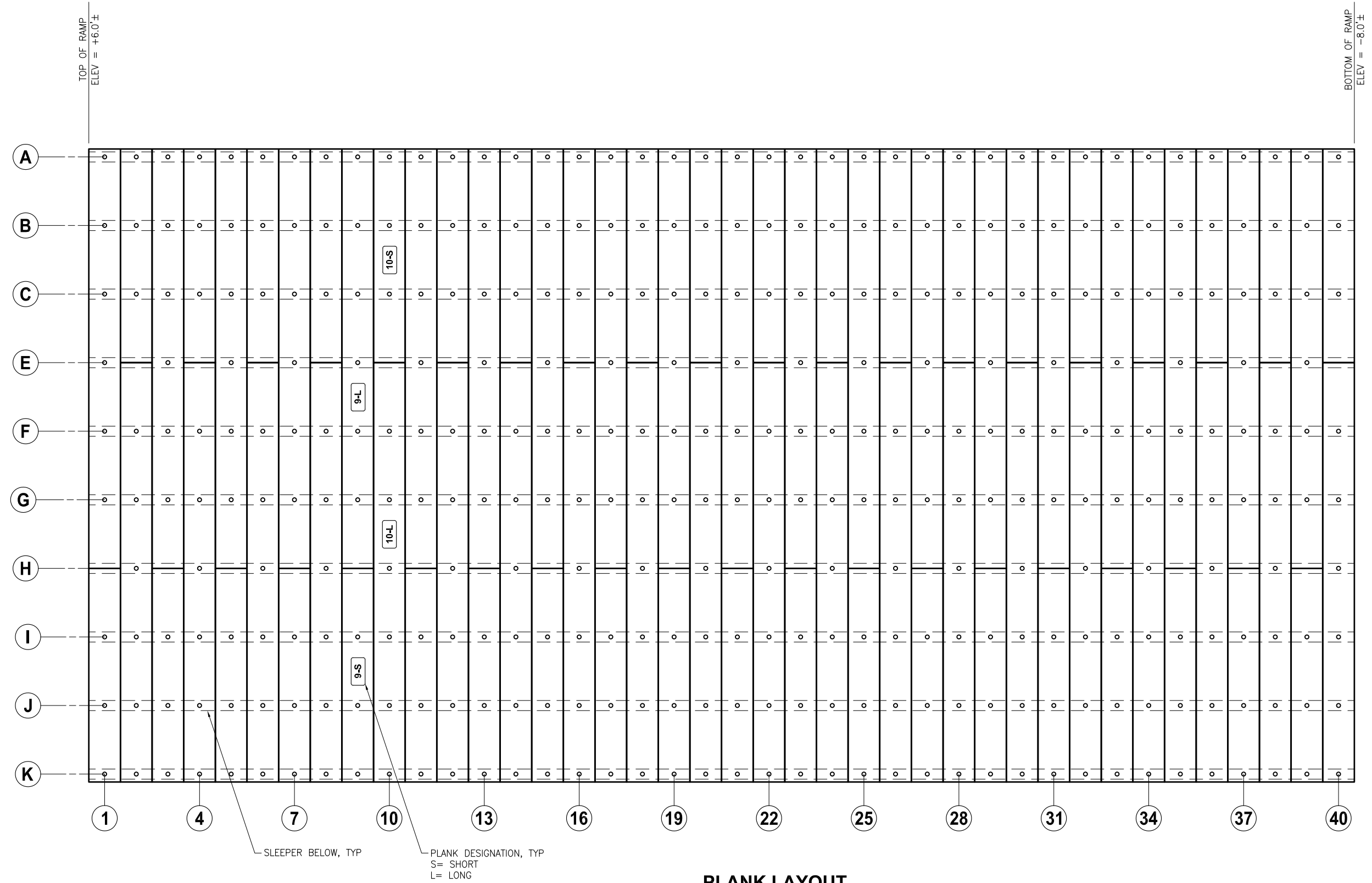
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ENGINEERS, INC.

**PORT OF NOME
LAUNCH RAMP REPLACEMENT**

EXISTING SITE PLAN & SECTIONS

DESIGNED BY: BH	DATE: AUGUST 2018
CHECKED BY: DK	PROJECT NO: 181033

SHEET NO: **3** OF 7



PLANK LAYOUT
NTS

DRAFT
8/9/2018

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REV	DATE	DESCRIPTION

DATE: _____

DATE: _____

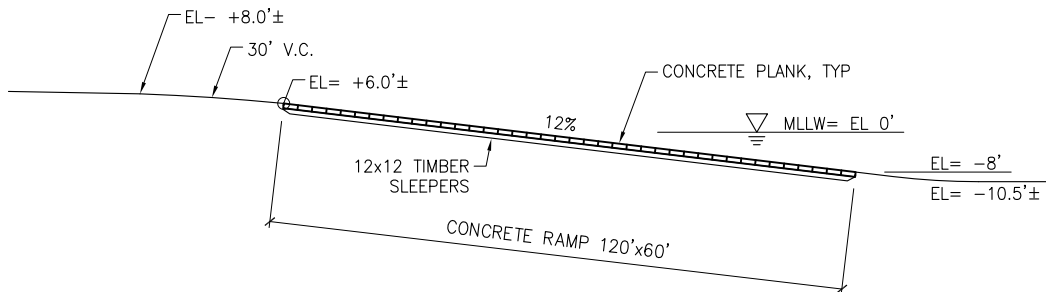
1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com



PROJECT:		PORT OF NOME LAUNCH RAMP REPLACEMENT	
TITLE:		EXISTING PLANK LAYOUT	
DESIGNED BY:	BH	DATE:	AUGUST 2018
CHECKED BY:	DK	PROJECT NO:	181033
SHEET NO:		4 OF 7	

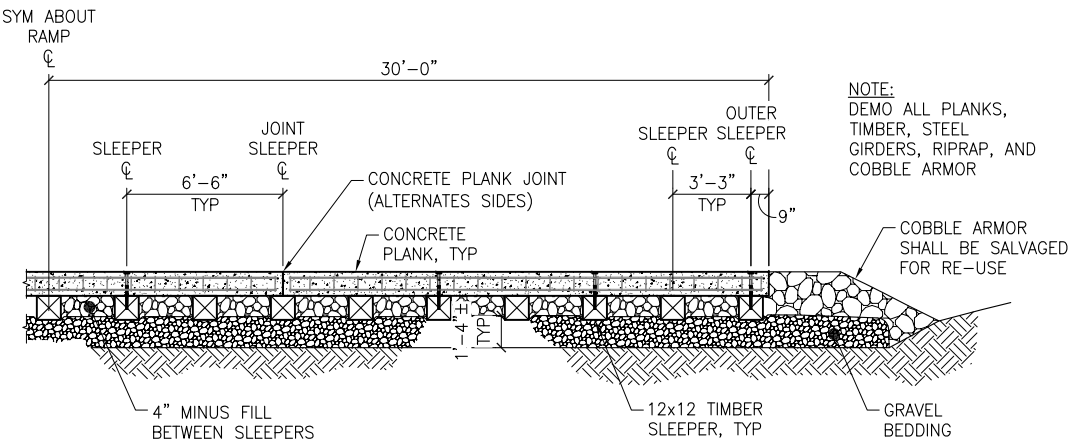


SITE PLAN



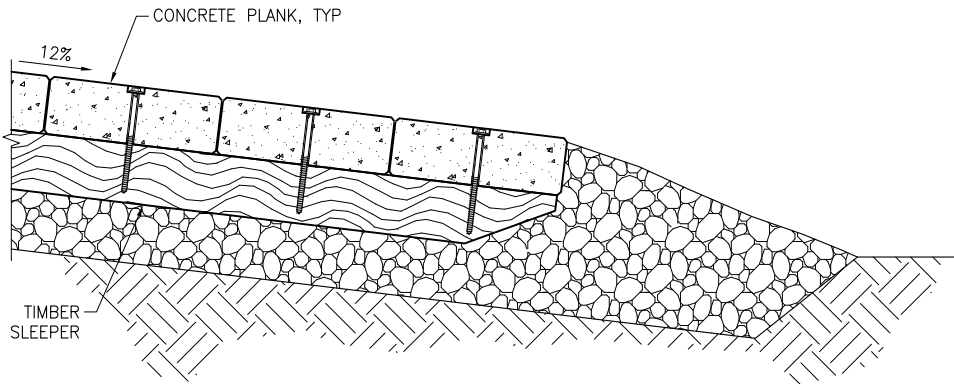
TYPICAL SECTION A-A

NTS



TYPICAL RAMP SECTION B-B

NTS



TYPICAL BOTTOM END SECTION

NTS

DRAFT
8/9/2018

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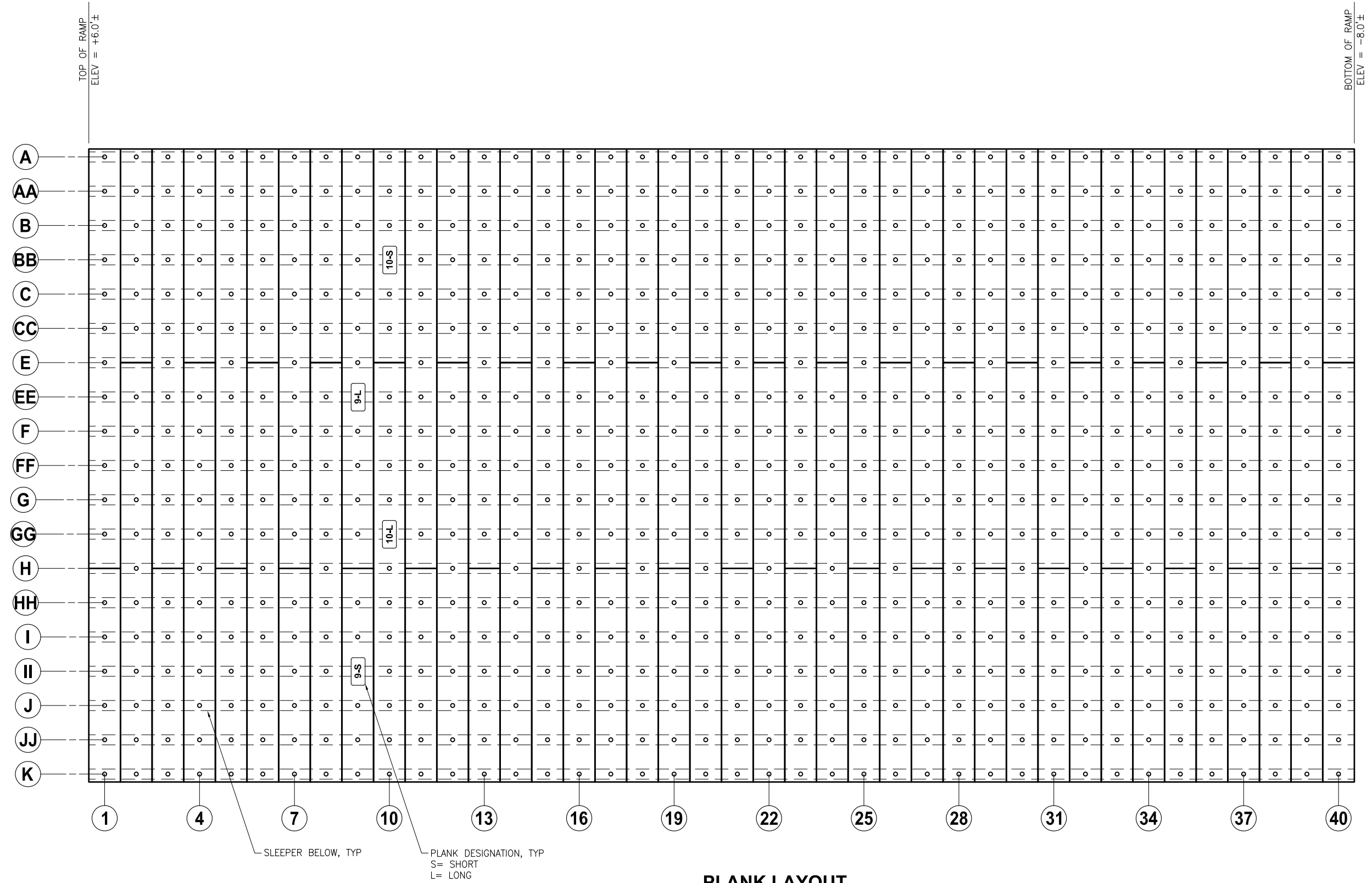
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ENGINEERS, INC.

**PORT OF NOME
LAUNCH RAMP REPLACEMENT**

NEW SITE PLAN & SECTIONS

DESIGNED BY: BH	DATE: AUGUST 2018
CHECKED BY: DK	PROJECT NO: 181033

SHEET NO: **5** OF 7



PLANK LAYOUT
NTS

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8/9/2018

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REV	DATE	DESCRIPTION

DATE: _____

DATE: _____

1506 West 36th Avenue
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Phone: 907.561.1011
Fax: 907.563.4220
www.pndengineers.com

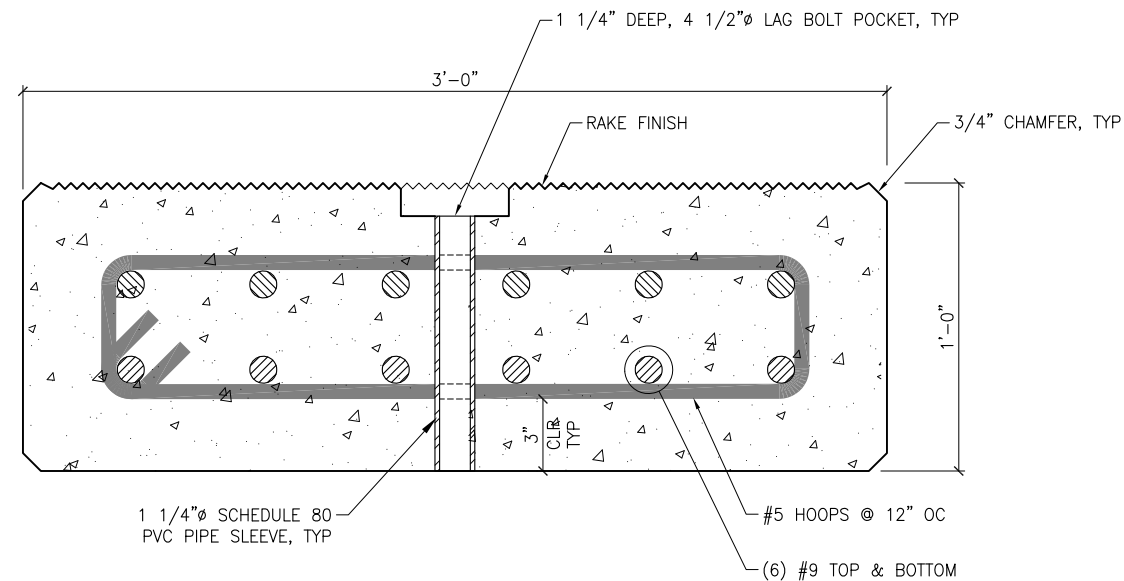


PROJECT: **PORT OF NOME
LAUNCH RAMP REPLACEMENT**

TITLE: **NEW PLANK LAYOUT**

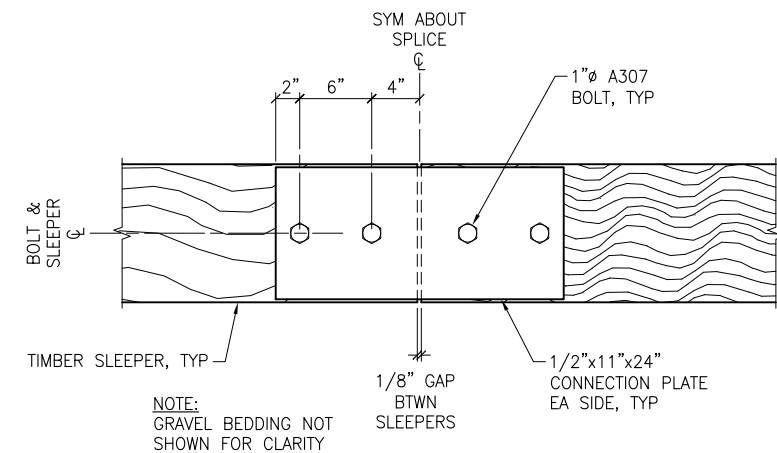
DESIGNED BY: BH	DATE: AUGUST 2018
CHECKED BY: DK	PROJECT NO: 181033

SHEET NO: **6** OF 7



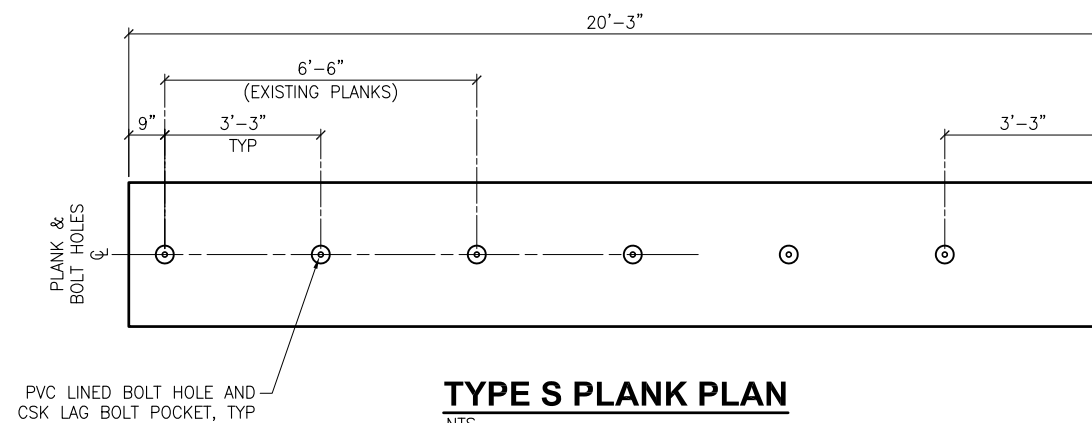
TYPICAL PLANK SECTION

NTS



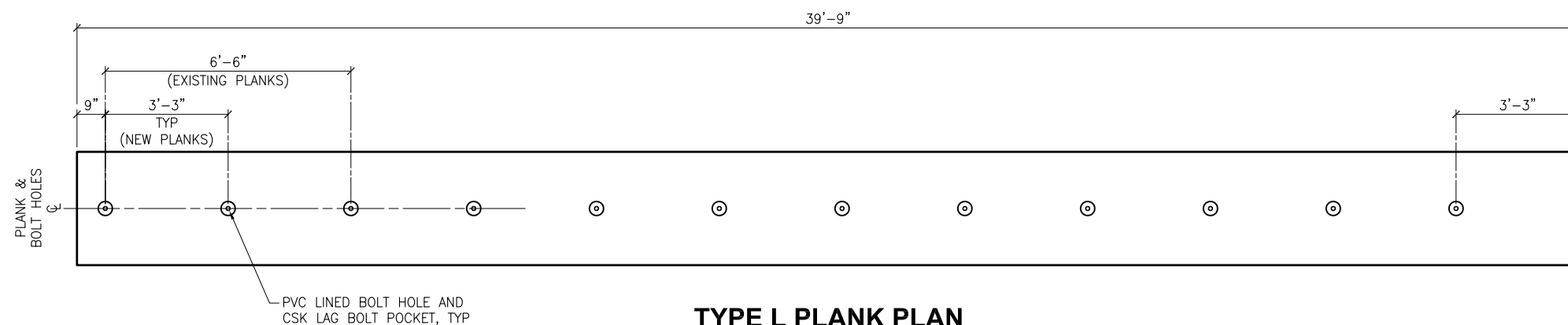
SLEEPER SPLICE

NTS



TYPE S PLANK PLAN

NTS



TYPE L PLANK PLAN

NTS

DRAFT
8/9/2018

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DATE: _____

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

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ENGINEERS, INC.

**PORT OF NOME
LAUNCH RAMP REPLACEMENT**

NEW/EXISTING PLANK DETAILS

DESIGNED BY: BH	DATE: AUGUST 2018
CHECKED BY: DK	PROJECT NO: 181033

SHEET NO: **7** OF 7

Cost Breakdown Structure (CBS) Register

PND ENGINEERING, INC
Nome Launch Ramp

CBS Position Code	Description	Material Quantity	Unit of Measure	Days (Total)	Total Unit Cost	Total Cost
JOB	JOB					
1	Option 2a - Demolish and Install New Launch Ramp	1.00	LS	28.09	\$1,618,366.35	\$1,618,366.35
1.1	Mobilization and Demobilization	1.00	LS	0.00	\$400,000.00	\$400,000.00
1.2	Salvage and Reinstall Existing Armor Rock	1.00	LS	6.30	\$85,176.24	\$85,176.24
1.3	Demolish Planks and Timbers	1.00	LS	8.00	\$102,573.68	\$102,573.68
1.4	Install New Launch Ramp	1.00	LS	13.79	\$748,016.43	\$748,016.43
1.5	Field Personnel Housing, Per Diem, Transportation	20.00	Day	0.00	\$3,630.00	\$72,600.00
1.6	Contingency (15%)	1.00	LS	0.00	\$210,000.00	\$210,000.00
2	Option 2b - Demolish and Install New Launch Ramp w/ Gravel Cofferdam	1.00	LS	41.09	\$1,893,146.49	\$1,893,146.49
2.1	Mobilization and Demobilization	1.00	LS	0.00	\$400,000.00	\$400,000.00
2.2	Salvage and Reinstall Existing Armor Rock	1.00	LS	6.30	\$85,176.24	\$85,176.24
2.3	Gravel Berm Cofferdam	1.00	LS	22.00	\$383,693.04	\$383,693.04
2.4	Demolish Planks and Timbers	1.00	LS	5.00	\$44,836.05	\$44,836.05
2.5	Install New Launch Ramp	1.00	LS	7.79	\$627,541.17	\$627,541.17
2.6	Field Personnel Housing, Per Diem, Transportation	30.00	Day	0.00	\$3,630.00	\$108,900.00
2.7	Contingency (15%)	1.00	LS	0.00	\$243,000.00	\$243,000.00

Norton Sound Economic Development Corporation



2018 Large Infrastructure Outside Entity Funding Application

Application Submission Deadline

September 1, 2018

For funding consideration, proposals must either be delivered to the Anchorage NSED office by 4:00 p.m., or be postmarked on the date of the deadline. **Faxed or e-mailed proposals will not be accepted.** Early submissions are encouraged.

Mail or deliver original proposals to:

**Norton Sound Economic Development Corporation
2701 Gambell Street, Suite 400
Anchorage, AK 99503**

Additional Contact Information:

NSED Unalakleet
Paul Ivanoff III
pivanoff@nsedc.com
Phone: (800) 385-3190

NSED Anchorage
Stanley Pearson
spearson@nsedc.com
Phone: (800) 650-2248

NSED Unalakleet
Kerilee Ivanoff
kerilee@nsedc.com
Phone (800)385-3190

IMPORTANT INFORMATION

Applicant Eligibility

To be eligible, an applicant must be a municipal government, federally recognized tribal government, local or regional non-profit organization located in one of NSEDC's fifteen member communities. Entities with delinquent balances through NSEDC's Consolidated Bulk Fuel Program will be considered ineligible to apply.

Program Guidelines

1. A total of \$1 million per member community is available under this program. An additional \$1 million is available for applications that are determined to have a regional impact (benefitting four or more communities).
2. A maximum of \$300,000 in funding may be approved in a member community during any given time. A maximum of \$300,000 in funding may be approved per year for projects determined to have a regional impact.
3. Multiple entities may apply for the grant within each community. Only one project per eligible entity may be approved at a given time. Multiple projects per community can be approved in one year, provided they remain under the total \$300,000 cap. Priority will be given to projects according to their ranking in the community's Local Economic Development Plan.
4. Upon approval, a project has two years to access approved funds. A single one-year extension may be sought, subject to approval by the Board. Once a project is closed out, a new application from that entity may be considered for approval.
5. For projects that are over \$100,000 the project must include a monetary or in-kind match. Applicants' staff salaries may not be counted as a match.
6. Regional Applicants requesting funding must use the grant solely as a match with 75% of the funding secured from sources other than NSEDC. The applicant must show that the project will provide a regional impact or benefit.
7. Letters of support are required from one of the following: the City, Tribe or Native Corporation. A letter from the applicant does not count as a letter of support for this purpose.
8. Letters of support from four or more impacted communities and regional entities will be required for applications or projects that assert regional impact.
9. The allocation of the Large Infrastructure Program will be re-evaluated after five (5) years.

General Requirements

1. The program will be used for renovation or construction of new facilities that serve all residents of a community.
2. NSEDC funds must be utilized for large infrastructure projects that address one or more of the community's long-term strategic goals.

3. Road, highway or runway projects are not eligible for funding under the Large Infrastructure LIP Program.
4. Program funds up to \$100,000 can be approved without a 25% match or architectural drawings.
5. Program funds over \$100,000 must include a 25% match, must be beyond the conceptual phase and must include architectural drawings. The architectural expense can be reimbursed up to 10% of the total requested from NSEDC.
6. Projects over \$100,000 must be shovel-ready.
7. Other than what is expressly stated here, Large Infrastructure Grants will adhere to the Outside Entity Funding Policies and Guidelines on reporting, amendments and compliance.

Submission Deadline

Program funding requests must be submitted by September 1, 2018. The applications must be submitted in person by 4 pm or postmarked on the date of the deadline to be eligible for consideration.

Fax & Email Proposal Submission

Faxed or emailed proposals will not be accepted. It is the responsibility of the applicant to ensure that NSEDC receives a signed, original application with all supporting attachments on or before the submission deadline.

Preparation Costs

All costs incurred by applicants for the preparation of this grant application shall be the sole responsibility of the applicant.

Application Clarification, Reclassification, Modification, and Rejection

NSEDC also reserves the right to modify the requirements for completing this application. In the case of modification, all applicants will be given an opportunity to modify their proposals in the specific areas affected. An applicant's submission of this application does not obligate NSEDC to fund the proposed project. All final funding decisions shall be made by the NSEDC Board and at its sole discretion.

NSEDC POLICIES

Project Administration

Unless expressly stated in this application, approved projects and any resulting grants are subject to the NSEDC Board of Directors Policies for Oversight of Funding for Outside Entities, (OEF) as updated August 2017, and as hereafter amended. Applicants should carefully review the funding policies, including the requirement that LIP funding be used only for actual, direct project costs, to ensure the proposed project and any resulting operations conducted with grant funds are consistent with current policies throughout the term of the grant. NSEDC staff shall have full discretion to interpret Board policies in administering the grant. NSEDC will attempt to provide applicants with any future amendments to the OEF grant policy; however, applicants will be responsible for ensuring they are abiding by the Board's current policies.

NOTICE OF FUNDING OPPORTUNITY
Public Works and Economic Adjustment Assistance Programs

EXECUTIVE SUMMARY

- **Federal Agency Name:** Economic Development Administration (EDA), U.S. Department of Commerce (DOC).
- **Federal Funding Opportunity Title:** FY 2018 Economic Development Assistance Programs Notice of Funding Opportunity (EDAP NOFO).
- **Announcement Type and Date:** FY 2018 EDAP NOFO publishing EDA's proposal and application submission requirements and review procedures for proposals and applications received under EDA's (i) Public Works and Economic Development and (ii) Economic Adjustment Assistance (EAA) programs, authorized under the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. § 3121 *et seq.*). **Effective date: July 2, 2018**
- **Funding Opportunity Number:** EDAP2018
- **Catalog of Federal Domestic Assistance (CFDA) Numbers:** 11.300, Investments for Public Works and Economic Development Facilities and 11.307, Economic Adjustment Assistance.
- **Key Dates:** EDA employs a two-phase review process for proposals/applications submitted under this NOFO. There are no submission deadlines. Proposals and applications will be accepted on an ongoing basis until the publication of a new EDAP NOFO, cancellation of this NOFO or all available funds have been expended. EDA intends to review proposal packages within 30 days of their receipt and review full applications within 60 days of receipt. Please see Section E of this NOFO for complete information on EDA's two-phase review process.
- **Funding Opportunity Description:** EDA provides strategic investments on a competitive merit basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. Under this NOFO, EDA solicits applications from applicants in order to provide investments that support construction, non-construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works program and EAA program (which includes Assistance to Coal Communities). Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities, including those negatively impacted by changes to the coal economy.
- **Eligible applicants:** EDA is not authorized to provide grants or cooperative agreements under its Public Works or EAA programs to individuals or to for-profit entities. Requests from such entities will not be considered for funding. Pursuant to Section 3 of PWEDA (42 U.S.C. § 3122) and 13 C.F.R. § 300.3, eligible applicants for EDA financial assistance under

the Public Works and EAA programs include a(n): (i) District Organization of an EDA-designated Economic Development District; (ii) Indian Tribe or a consortium of Indian Tribes; (iii) State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; (iv) institution of higher education or a consortium of institutions of higher education; or (v) public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.

**MEMORANDUM OF AGREEMENT BETWEEN MARINE EXCHANGE OF ALASKA
AND CITY OF NOME REGARDING THE INSTALLATION OF AND ACCESS TO
WETAHER CAMERA AT THE PORT OF NOME**

1. PARTIES. The parties to this Agreement are Marine Exchange of Alaska (hereinafter “MXAK”), and the City of Nome (hereinafter “the City”).

2. PURPOSE.

- a. MXAK has requested a proposal from the City to procure and install a camera similar to, and compatible with the existing cameras installed at the Port of Nome. This additional camera is intended to be positioned to show the sea conditions at the entrance of the Port and its images to be available to general public via a link on the Alaska Ocean Observing System (AOOS), and MXAK websites, future smartphone apps, etc.
- b. The purpose of this Agreement is to set forth terms by which MXAK and the City (hereinafter “Parties”) will cooperate to ensure the installation and operation of the camera equipment. The Agreement provides for the following:
 - 1) The City will provide a proposal to MXAK for the procurement, installation, and management of an additional camera to be incorporated into the City’s existing camera network.
 - 2) Upon acceptance of the proposal and completion of the camera installation, the City shall invoice MXAK for the agreed-upon amount of the project.
 - 3) The camera and any associated equipment purchased and installed under this agreement shall remain the property of the City.

3. MXAK RESPONSIBILITIES.

- a. Review and accept the City’s proposal for installation of the camera.
- b. Pay the City the agreed-upon cost of the camera and its installation.
- c. Facilitate communication between AOOS, its IT contractors, and the City with regard to the technical details of making images from the camera available via the AOOS website.

4. CITY RESPONSIBILITIES.

- a. Provide MXAK with a detailed proposal outlining the costs of procuring an additional camera for the City’s existing camera network.

- b. Ensure the camera is installed and functional with 90 days of MXAK's acceptance of the proposal.
- d. Work with AOOS and/or its IT contractor to ensure the images from the camera are available to public via the AOOS website.
- e. Manage the operation and routine/preventative maintenance of the camera for a period of not less than 5 years from the installation date of the camera.
- f. Notify MXAK of any corrective maintenance/repairs required for the camera installed under this agreement and provide proposals outlining the costs of this corrective maintenance/repair.

5. POINTS OF CONTACT.

- a. The Point of Contact (POC) for the Marine Exchange of Alaska shall be the Assistant Director for Marine Exchange of Alaska, currently Brett Farrell, 1050 Harbor Way, Juneau, AK. 99801, (907) 463-4640, FAX (800) 682-2898, email address: brettfarrell@mxak.org.
- b. The POC for the City shall be the Harbormaster, currently Lucas Stotts, P.O. Box 281, Nome, AK. 99762 (907) 443-6619, FAX 907-443-5473, email address lstotts@nomealaska.org

Upon change of POC, the respective Party shall inform the other Parties of the new POC.

6. OTHER PROVISIONS.

- a. This Agreement does not in any way obligate the City to expend funds to support the corrective maintenance and/or repair of the camera installed under this agreement.
- b. Upon acceptance of the proposal, the City agrees not to terminate this Agreement and/or discontinue the operation of the camera for a period of at least 5 years.

7. EFFECTIVE DATE. The terms of this agreement will become effective on [REDACTED], 2018.

8. MODIFICATION. This agreement may be modified upon the mutual written consent of the Parties.

9. TERMINATION. The terms of this agreement, as modified with the consent of both Parties, will remain in effect for five (5) years. The agreement may be extended by mutual written agreement of the Parties.

APPROVED BY:

Marine Exchange of Alaska

Dated:

By: Ed Page
Its: Executive Director for Marine Exchange of Alaska

City of Nome

Dated:

By: Thomas C. Moran
Its: City Manager